

BIRMINGHAM CITY COUNCIL

**EDGBASTON DISTRICT
COMMITTEE
MONDAY, 7 MARCH 2016**

MINUTES OF A MEETING OF THE EDGBASTON DISTRICT COMMITTEE HELD ON MONDAY 7 MARCH 2016 AT 1000 HOURS, IN COMMITTEE ROOMS 3 & 4, COUNCIL HOUSE, BIRMINGHAM

PRESENT: - Councillor John Alden in the Chair. Councillors Deirdre Alden, Vivienne Barton, Matt Bennett, James McKay and Fergus Robinson.

ALSO PRESENT: -

Marie Brown, Edgbaston District Engineer, Place
Keith Dugmore, Interim Lead, Edgbaston District
David Harris, Transportation Policy Manager, Economy
Kevin Hicks, Traffic Manager, Place
Ciaron Morgan, Project Manager, BCR
Peter Parker, Design Development Manager, Economy
Tina Richards, Street Scene Coordinator
Anne Shaw, Assistant Director, Transportation and Connectivity
Errol Wilson, Committee Manager

CHAIRMAN'S OPENING REMARKS

274 The Chairman apologised for having this meeting in the morning. He stated that at the last meeting the Committee had decided that they should have meetings in the evenings and not during the day. However, having spoken with the District Interim Lead who had informed him of the cost of holding evening meetings, he decided to stick with the planned Monday morning meeting as this was already scheduled to save on cost.

Councillor Bennett requested clarity on the cost of holding the meetings on an evening. He enquired how much more it cost to hold the meetings on an evening rather than during the day. He added that he did not believe that the cost was dramatically different for meeting in the evening and enquired how much more the cost was.

Keith Dugmore, Edgbaston District Interim Lead advised that the cost for holding the District Committee meeting at the Council House after 1700 hours, was £300. He advised that they had to pay for the facilities which include the cost of the live

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streaming and other things. He further advised that the Districts were only allocated £800 each for this year for their Wards to have meetings.

Councillor Bennett enquired whether it was costing £300 more in the evenings. Mr Dugmore advised that there was no cost for holding the District Committee meetings during the day as the facilities and staffs were available during the day.

Councillor Bennett enquired whether the Council was charging itself £300 for holding meetings after 1700 hours and whether this was for the web-streaming or other costs. Errol Wilson, Committee Manager advised that in terms of setting up the cameras and other equipment for the meetings, the cost include the officer's time for setting up and clearing away the equipment as the meeting would be held outside his contractual hours. As the officer was required to work beyond his contractual hours of 4:00pm, this had resulted in his cost being included in the total cost for holding the meeting at 1900 hours.

Councillor Bennett stated that it strikes him that someone in the Council was preventing the Districts from having evening meetings, when they would be better held in the evenings. He further stated that it was ridiculous to have the meetings at the Council House. *We stitched ourselves up and put ourselves in a corner by allowing them to do that.* He added that he wished the Leader of the City Council, Councillor John Clancy was present at the meeting as the issue was absurd and needed to be changed.

The Chairman stated that he took on board Councillor Bennetts comments and that it was hoped for the new Municipal Year that things could change. He added that in terms of holding the meetings at the Council House, a few years ago the former Edgbaston Constituency Committee decided to use the Council House for the Committee meetings as people from all four Wards found it easier to get to the Council House than when they were trying to have the meetings spread around the four Wards. The failure of having adequate public transport made it useful to have the meetings at the Council House.

NOTICE OF RECORDING

- 275 The District Committee were advised that the meeting would be webcast for live or subsequent broadcast via the Council's Internet site and members of the press/public may record and take photographs except where there were confidential or exempt items.

APOLOGIES

- 276 Apologies for non-attendance were submitted on behalf of Councillors Caroline Badley; John Clancy; Matthew Gregson; Bruce Lines; John Lines and Elaine Williams. An apology for lateness was submitted on behalf of Councillor Deirdre Alden.

MINUTES

- 277 **RESOLVED:** -

That the Minutes of the meeting held on 19 January 2016, having been previously circulated, were confirmed and signed by the Chairman.

CLEAN FOR THE QUEEN

278 Tina Richards, Street Scene Coordinator gave the following verbal presentation on the item.

Clean for the Queen for Her Majesty's 90th Birthday was a campaign that was launched in September 2015 by *Country Life* magazine in partnership with the *Keep Britain Tidy* network to clean up Britain in time for the Queen's 90th Birthday. It would rally an army of volunteers across the country to clean up their local area and would include a special clean up weekend from 4th March 2016 – 6th March 2016.

Everyone had the responsibility to keep their community tidy and the campaign provides a great chance to protect our wildlife and improve the quality of our streets and public spaces. It was hoped that this would lead to a lasting legacy for a cleaner tidier Britain.

There was approximately 2.25 million pieces of litter dropped on the streets of Britain each day. 30 million tonnes of rubbish was collected from Britain's streets each day. This cost approximately £1b every year to clean up litter from our streets. The cost of cleaning up chewing gum in itself from a town centre was up to £60k. If every adult picked up one piece of litter and put it in a bin, this would be more than 50 million pieces of rubbish disposed of.

On the south Quadrant which include Edgbaston District, various activities had either taken place or will be taking place including a litter pick that the Chairman was involved in on Saturday 5 March 2016 in the Harborne area in conjunction with Costa Coffee. A clean up of the Billesley area which was another part of the south Quadrant, that Ms Richards was responsible for.

Future events include a Litter Pick of the Lye Avenue area which would be taking place on Saturday 12 March 2016. Another litter pick in conjunction with the Scouts was arranged for May 21 2016 and other areas of the District including Ferncliffe Road, Harborne, Foster Way in Edgbaston and Welsh House Farm in Quinton had also expressed an interest in taking part in this campaign.

Over 49 registered activities had taken place across the City from the 4th -6th March 2016, but it was certain that a number of others had taken place over the last weekend. Several others would be taking place over the next few months to celebrate Her Majesty's 90th Birthday.

The Chairman stated that he was advised by Ms Richards that Costa Coffee was involved national with the *Clean for the Queen* programme. He added that he had been to see the Manager of the Costa Coffee shop on High Street, Harborne who was relieved to see someone come along to enquire if they could do something as he had instructions from his Head Office that he had to get involved. The Manager at Costa Coffee helped to coordinate the clean-up of Harborne Walk Way on Saturday. They had collected over 11 sacks of rubbish and they were all provided

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with Costa Coffee yellow jackets etc. and there were 9 people out doing litter picking which was a success.

Ms Richards advised that the Billesley clean-up was also a success and that the volunteers who were responsible for the Billesley Common Park and Street Scene litter pick streets surrounding the park and some of the Housing land. Several bags of litter were collected.

Councillor Barton advised that the litter picks in Bartley Green was successful and that there were a couple of estates that the litter pick appeared to be working. She expressed thanks to Mas Richards for the work they were doing.

The Chairman advised that if there was anyone who was interested in participating in the programme they could contact Ms Richards. The Chairman thanked Tina Richards for attending the meeting and presenting the information.

HOUSING TRANSFORMATION BOARD PERFORMANCE REPORT QUARTER 3 2015/16

279 The following report with a narrative of the Strategic Director Place was submitted: -
(See document No. 1)

Tina Richards, Street Scene Coordinator introduced the item and advised that in addition to the information in the report and the narrative she advised of the following good news stories in the Edgbaston District –

The young people from the Quinton Ward, Quinton Youth for Christ joined in partnership with residents from the Rosemount Sheltered Scheme to carry out a joint tidy up of the therapeutic gardens that they had, ready for spring for *the Birmingham in Bloom* competition. The elder residents enjoyed teaching the young people basic skills and ploughing and weeding the garden. The community work was fantastic and the residents with the young people enjoyed the event. The Chairman of Quinton Housing Liaison Board (HLB) and Danny Knotts, Youth Worker for Quinton Youth for Christ came together to coordinate the event.

Young people from Bartley Green School, teachers, Councillors and officers had worked together to undertake a clean-up of the Curdale Road area in Bartley Green. Ms Richards stated that from experience, that area was heavily littered and they had cleaned it many times and would continue to do so. Work was also done concerning an emergency situation by Joanne Brown, Housing Officer and Place Manager Karen Bailey to work and support a resident following a fire at their property in Dormstan Drive to ensure the property was secured and that the residents felt safe.

Street Scene had created in Old Abbey Gardens a bins store area for residents to use. Previously the litter bins were located next to the front door, but the District Neighbourhood Caretaker, sorted out an old drying area to create a bin store area which was now well used by the local residents in terms of the recycling of refuse.

The Chairman referred to the *Edgbaston District Estate Assessment Score* in the narrative and enquired what the District could do to become excellent. Ms Richards advised that there were a number of things, but currently the High Rise Blocks at the

top end of Welsh House Farm Road were undergoing major refurbishment. When an estate assessment is carried out they look at the holistic area and this would have reduced the assessment score by a small amount until the refurbishment to the Blocks were completed and the scaffoldings were removed and the area looking a lot better. They had to be honest in the reflection of the scores by taking into account the refurbishment work that was being done. This was also reflected in their High Rise audits where the Blocks would not come up to the excellent stage, but would just be below taking into the account the major work being done on the area.

The Chairman thanked Tina Richards for attending the meeting and presenting the information.

TRAFFIC ISSUES

280 Anne Shaw, Assistant Director, Transportation and Connectivity; David Harris, Transportation Policy Manager, Economy; Kevin Hicks, Traffic Manager, Place; Peter Parker, Design Development Manager, Economy were present for this item and in an extensive and wide ranging discussion, the following were amongst issues debated arising from parking around the University Hospitals Birmingham (UHB): -

1. There were serious issues of parking from UHB in Edgbaston and Harborne Wards which was also spilling over into Quinton Ward. Recently at the top of Court oak Road around the Public House there was parking. If people came to empty the recycling bins they could not park near the bins.
2. In terms of parking around the UHB, they were in the process of developing further regeneration and development plans which would take into account the parking requirements that needed to happen.
3. Following the publication of Birmingham Connected in November 2014, they were working with UHB Trust, the Mental Health Trust, Birmingham Women's Hospital and Queen Elizabeth Hospital as well as the University of Birmingham on setting up the first Green Travel District. This was bringing together at the local level the key stakeholders looking at how they could reduce congestion to and from the Green Travel District area reducing car parking both internally within the site and around the local roads and how they could move towards a more sustainable trips.
4. It was important to understand what needed to be done from the Council's point of view and to working with the key partners - the University of Birmingham and UHB to see what they could do better in relation to joining things up across the site.
5. The first Green Travel District Association, chaired by Jackie Smith, CEO, UHB was now in place and they were working on a range of measures in terms of short term things to get more people walking, cycling and using public transport to the area.
6. A bid was currently being developed for European funding to deliver some quick win measures in terms of personalised travel planning and information output for transport and infrastructure improvement, how they could link in to the cycling and walking infrastructure and improved public transport links;

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joining things up with other programmes they had i.e. Birmingham Cycle Revolution (BCR).

7. Funding was available for Phase 3 for links into the Green Travel Districts which was an area that would be developed and looking at wider measures such as how they could provide a better bus link with the Life Sciences Park , Dental Hospital and the UHB.
8. (The planners were invited to attend the District Committee) as there was on-going work around the Master Plan for the longer term vision for the area which was a strand to the Green Travel District and the Association of the Master Planning Board tied together .
9. They were involved with the Department for Transport in looking at the forthcoming Cycling and Walking Investment Plan work. They would look at how to prioritise and develop walking and cycling route strategies. Some of the work that would be going on Living Streets and consultants and officers in the Transportation Policy Team had been building up evidence based to look at key walking routes.
10. As part of the national pilot, colleagues had been working with Living Streets and looking at how best to do this using the Green Travel District area of Selly Oak Hospital as a pilot to understand how investments and decisions might be developed in terms of forming a national plan going forward. The Master Plan was at a place that they could discuss, but could come forward to a later Committee meeting.
11. It appeared that Transportation rarely raised any issues of concerns regarding traffic issues for large developments. An example was in Edgbaston Ward where it was proposed to build 200 flats and houses, shops and office block on the car park of the Cricket Ground. At the time it was highlighted by the local Councillors that traffic coming out at the busy junction at Pershore Road and Priory Road would cause some difficulties, but Transportation did not raised any complaints and the planning application was approved.
12. Ms Shaw noted Councillor D Alden's concerns regarding the traffic issues pertaining to the proposed development of Warwickshire County Cricket Club Car Park and the Oasis Church Centre, Lee Crescent, Edgbaston and stated that it was correct that all the planning applications that were submitted to Planning, Transportation would look at what the transport impact would be on any new development. They would check the planning applications to see what the developer had stated about the transport statement, including accessibility to public transport, walking and cycling as well as parking and other access requirements.
13. In relation to the Children's Hospital, some work was being done with regard to Master Planning the whole area, not just the cluster of hospitals, but Birmingham University. This includes looking at more details as to what the transport requirements were. They would try to mitigate against some of the issues that were of concerns to the Councillors and residents around this location and to ensure that they had robust transport which would give access to public transport, walking and cycling and minimise the use of cars and traffic around that location and dealing with the issues of parking and free

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parking as it precedes further away from those locations which was what causes the most concern for residents.

14. With regard to Lee Crescent, they had recently had some correspondence and site meetings with Members concerning the issue. Their understanding was that the development with the Church, there was some funds available, but it was uncertain how much within any agreement or development agreement being signed. They were working with Marie Brown, Edgbaston District Engineer to trying and bring something forward that was suitable.
15. Members had given what they thought was a satisfactory solution. They were working on the issue, but they wanted to assure Members that any of the major developments that were submitted was given a robust analysis of the traffic and transport issues. They had to work within the guidelines of the Planning Framework as there were certain things that they could and could not object to.
16. Mr Harris noted Councillor D Alden's comments concerning, the robust analysis, the fact that the City Council was still using the pre-2011 guidelines which reduces the number of car parks that was allowed at these developments and advised that he took on board her comments, but that the issue around parking was a difficult one and that it could be argued that locations like the QE site where there was a reasonable public transport offer, it was fair to say they could have more restrictive parking.
17. Whether or not the balance was right, it probably needed to be reviewed, but some of the things they were finding out as they were doing extra work to feed into the Master Plan, the issues were not just about what was provided, but the way it had been managed internally within the site. This needed to be looked at through the Master Plan exercise as they had seen the evidence.
18. There were spaces within the QE site Car Parks at 10:00 am on a Friday morning, but there were people parking on streets on local roads who had passes. Some of this was to do with the convenience and when shifts finished, people pile out. Perhaps the argument around spaces was part of the question, but was not the whole story as there was a bigger element they needed to look at and work with partners to see how they manage their parking stock more effectively to ensure these issues did not happen.
19. Providing more and more parking was not the only solution. This might take some of the parking off the street, but would not solve the congestion issues as the limited road space they had in the area would simply become more traffic clogged. There was a balance to be struck about how much further parking was to be provided against how they move people to and from the site in future.
20. There was not a straightforward solution to the problem, but through the Master Planning of the site they could take stock and take account of what had happened previously and learn from some of the issues that had happened to date and ensure that things were working better going forward.
21. Ms Shaw stated that from what had already been explained and the briefing note provided by planning colleagues was that this was now on-going to look

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at the wider development of the cluster of university, hospitals etc. and as part of that they were looking at what the wider transport and parking requirements would be. They would come back to the Committee on a future date to give the Committee that information in more detail.

At this juncture, the Chairman advised that Agenda Item 6 (b) was in relation to Harborne Ward and that this item would be tabled at the Ward Committee meeting this evening.

22. There were two points – the phrase *they could have a debate on whether the balance was right at the moment*. It was not thought that they could have that debate. If you walk around the streets of Harborne and Edgbaston, by the QE, the balance was clearly not right. If you try and come down Harborne Park Road and Selly Oak Triangle in the mornings the balance clearly was not right. They needed to start from a point, not that the jury was out whether or not the balance was right so far, the jury was definitely in and it had been gotten wrong.
23. Had Members been invited to any of the Travel District meetings, he would have made that point and he wondered if this was the reason Councillors from both side of the divide were not invited to those meetings. They would have made the point strongly that the balance was not right. Going forward whatever they do had to be based realistically as to how people got there, not staff and patients. Patients to a children's hospital and a maternity hospital, would be less likely to use public transport if they had a private car alternative.
24. It was important that they looked realistically at the patient cohort and how that patient cohort would get there, but also the staff. They could do things with the staff and that they could put pressure on the stakeholders and the hospitals to make much better use of their parking provisions. This was something that the Harborne Ward Committee was trying hard to do and had met a wall of resistance for many years.
25. It had to be based on a realistic projection of demand, not just current demand, but future demand. Otherwise they would have the position they had now with Norton Court, the Birmingham Women's Hospital where things had stabilised and was a successful site and was fantastic for the people of Harborne and Edgbaston.
26. Successful sites grow and develop and it was not just about whenever this planning application comes through and whenever they thought about this Travel District, it was not what they thought about the current demand now, because it was known that the whole Life Sciences Park, the successful QE Trust and the Birmingham Women's Hospital and potential Children's Hospital, it was known that the demand around that site would get much bigger. It was requested that any travel planning be based on what was likely to be coming down the *track*, not just what was currently happening at the moment.
27. Mr Harris noted Cllr McKay's point and advised that in terms of the QE site, when the original transport assessment was done, the reality was that this had grown in terms of popularity in terms of the services offered, staffing, patients and the amount of people that went there. This was a lesson to be learnt in

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relation to planning. The whole idea of the Master Planning of the site was to learn from those lessons and to ensure that future proofing was built in.

28. In relation to the car park, they were not saying that there was no need to look at it, but it was about public, private and off-street/on-street and that was part of the work to look at making it all work going forward.
29. The Chairman commented that he was in agreement with Councillor McKay's view and added that he did not believe any Member of the Committee had objected to the success of the QE Hospital, when it was doing superb works and was probably one of the best medical centres in the UK. The issue was that it had grown out of all recognition from the original plans and there were more staff there with patients coming from miles away.

At this juncture, the Chairman invited Jayne Tyler, a local resident who had experience of the parking problems when she was visiting her mother at the hospital during the Christmas period.

30. Ms Tyler stated that since last year, her mother and partner had been treated at the QE Hospital, and that she had visited them on a daily basis, but that she had given up trying to park in the Car Park as there were no spaces available. She advised that she had parked on the road, but was parking further and further away until she got to the point where one day she had to park in the car park at the rear of the High Street, Harborne, which was much cheaper, but was a fifteen minute walk to the hospital. She added that she had to do this for three weeks.
31. The Chairman stated that it was not just people going for appointments, but it was visitors. He added that he recalled speaking to a retired consultant who advised that the number of staff working at the hospital had doubled than was first thought would be there initially. Where there was money from the Hospital Trust to do certain residential parking arrangements, Edgbaston Ward had some residential parking scheme set up, as well as Harborne, this was pushing people further away. He added that in a discussion with Councillor John Clancy, Leader of the City Council, he had informed him that parts of Quinton was getting people parking there to get to the QE Hospital.
32. In looking at the Master Plan for the site, they should ensure that they were taking into account the fact that the QE Hospital was one of the best in the country, but the residents in the area wanted to have a reasonable life and not just find that all the roads were closed. Currently, St Mary's Road, Harborne was pack with cars and it could sometimes take 20 minutes going along that road. It was hoped that the officers would take on board the comments.
33. Ms Shaw commented that it was helpful to listen to Ms Tyler's comments and others who had also commented. It was about the balance and those who needed to visit the hospital by car and needed to have those facilities available to them in terms of parking, and those who did not need to come by car, it was about giving people who had the choice, the choices that they needed.
34. The timing of the Master Planning work they were doing was not just looking at transport in isolation, but looking at the future of the whole site in terms of

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changes around the Hospital cluster and the further development. Certainly, understanding from all the meetings that had been held, and she had been present at in the past, particularly with residents that had lived around that area, concerning the problems, all of these issues had been taken on board and was the reason they were doing this piece of work so that they could take all the comments, whilst still allowing the QE and the rest of the site to develop in that centre of excellence.

35. The recent stabbing that took place in Sutton Coldfield, the victim was referred to the QE Hospital for treatment at the Trauma Centre. The chances were that any relatives of the victim coming to the QE Hospital from Sutton Coldfield to visit her would not come by train or bus. In terms of the wider region, this stretches to Wales and further in other directions which meant that people would drive as everything else was inconvenient. They would get into Central Birmingham, which they did not know well and would try to get somewhere to park other than at the hospital.
36. Speaking of future proofing, one would hope that UHB had some idea of scale about what their plans were over the next few years. He stated that he had gotten the impression that this had not been communicated or that it had not been taken into account in terms of putting the plans around issues like parking. It sounded hopeful that they were putting in the Master Plan, but the Master Plan was only as good as the information they got. From memory, there were more car parks in the plans for the new QE than they actually built in the end. It was uncertain why this reduction took place, but it would have been helpful had these additional car parks being built.
37. In terms of the Selly Oak Island, this was a design fault and should be rectified as people coming from Harborne had difficulty getting onto the island which had contributed to the problems.

The Chairman commented that he was aware that the planning application for parking spaces at the QE Hospital was larger than the number of spaces that they had actually built and that the Trust stated that they would not be building anymore. Ms Shaw stated that this was not something she knew about, but that she was willing to investigate the issue and inform the Committee of her findings.

The Chairman then invited Phil Stokes, Honorary Secretary, Harborne Society to remind the Committee of the number of unbuilt car parking spaces at the QE Hospital.

38. Mr Stokes advised that the outline planning application had several thousand spaces and the final planning application had considerable fewer spaces and the current figure showed that they were still 50 fewer spaces down on that. Green Travel Plans were tinkering at the edges. They had attended the Calthorpe Residents' Association presentation and Jackie Smith boasted that the hospital was not just a Birmingham Hospital, not a regional or a national hospital, but an international hospital and that they had dealt with over one million patient visits in the year.
39. The question was how many of these people would look at the map if they had mobile phone or the timetables, look at the website to which bus(s), trains they should come on when they were driving from various areas. People

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would come to the hospital by car. The Council's officers were in denial, if only they would say that they hold their hands up, we got it wrong, let's not make this mistake again.

40. The Birmingham Women's Hospital outline planning application that was approved recently provides the entire deletion of the visitor/out patients' car park which consists of 46 spaces. The Chairman of the Birmingham Women's Hospital attended the Ward Committee and stated that there would be many more parking spaces. The 46 spaces went and they provide 8 disabled spaces.
41. It was self-evident that there were not enough spaces and the Traffic Regulation Orders and the Cycle Lane Scheme in Harborne, would only solve the problem of the residents who had parked inconsiderately, but would result in the displacement of those vehicles to other roads in Harborne. There were double yellow lines on every road off Metchley Lane and the question was where all these cars would go.
42. Officers maintained that the Green Travel Plan would deter people and he was in favour of people who would travel to the hospital by bus, not being allocated a parking pass by the hospital. People parking in Quinton were perhaps doing so to get on Bus Service 99 which travels along the Hagley Road through the back of Harborne to the hospital.
43. The QE Hospital appears to think that having a Farmers Market and a fruit stall every day, allowing the Guide Dogs to train on their ground, developing a fruit tree orchard was showing how wonderful they were to their local community. Jackie Smith Chief Executive had emphasised that there was to be no more parking spaces.
44. As stated, the QE Hospital was a national and international hospital and this was true of the Children's Hospital as there were children there who had come from Wales and other places. They would have that problem again if the Children's Hospital moved to the QE site.
45. The failure was the Council's failure and as a result of the big things that were taking place, the Council could not afford to perpetuate that failure. *Learning lessons* was another cliché phrase – it had to be ensured that these lessons were learned and not repeated as the residents in Harborne and Edgbaston in particular would suffer greatly if they got this wrong.
46. Ms Shaw stated that future proofing and understanding what would be developed on the site in the long term will impact on what they had. It was not just dealing with the patients that were attending clinics or appointments, but also the people who were working and delivering there. The deliveries that were coming into the hospital and the university, those areas where they could remove some of these journeys off the network, remove some of that parking on the existing parking, look at what the parking requirements were and knowing that development work, by looking at what the broader developments coming forward and what the requirements would be.
47. The comments would be taken into the developments of what they would do and bring this back to the Committee for that further discussion. The

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Committee could also be part of that analysis and taking forward the proposals that would come out of that.

The Chairman commented that it appeared that they wanted a new car park that would take probably 2,000 cars, so that all the cars could be taken off the roads as there would be surplus capacity when one shift goes off and a new shift comes on so that there would not be any problems with parking at the hospital. He could not see that the hospital would want to build a multi-storey car park to accommodate 2000 cars, but it would make the residents of Harborne and Edgbaston and Quinton feel they would not have the parking problem in their roads. There would then be the knock on problem as to how they would get all these cars onto the site.

Currently in Metchley Lane, there was no right turn at the Hub except for emergency vehicles and buses, but people were turning right. He had spoken to Marie Brown District Engineer and the Police concerning the issue. He added that the Police had agreed that drivers were breaking the law and had suggested that the TRO be removed as they were unable to Police the junction permanently.

The Chairman thanked Jayne Tyler and Phil Stokes for their contributions to the discussion. He thanked David Harris and Anne Shaw for attending the meeting and presenting the information. He added that it was hoped that the Committee would have that further discussion concerning the Master Plan for the QE site.

PLANNING - UNIVERSITY HOSPITALS BIRMINGHAM (QE) SITE

281 The following briefing note concerning the Selly Oak Master Plan and the Children's Hospital was submitted for information: -

(See document No. 2)

Councillor Bennett referred to the briefing note and stated that it was unclear who had written the note. He enquired whether the meeting that had taken place with the former Leader of the City Council, Sir Albert Bore, took place before or after he ceased to be Leader of the City Council. If this was before he should have told someone about it, i.e. the Chairman or someone from this Committee, if it was after, they would like to know what he thought he was doing. He sought clarification concerning the issue.

The Chairman stated that he was aware that pre-planning applications meant that officers spoke with developers and no local councillor was told until the application was in place. He advised that it had been rumoured in Harborne and perhaps Edgbaston Wards that the Children's Hospital would be located on the QE site and that they might be building on the playing fields in Metchley Lane. He commented that this would be a disaster and that it was known that the City Council owns the freehold of the playing fields and that there was a long lease to the university which had 95 years left to run. If the Children's Hospital was to be built there, and the university was offered several £ 000's to give up their lease it was unsure they would be willing to do so.

Ms Shaw advised that the paper came from Liz Jesper, Development Planning Manager, Planning and Regeneration Team. In terms of the question relating to Councillor Sir Albert Bore attending meetings before or after he was Leader of the

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City Council, she could not respond to that question as it was uncertain what the dates of those meetings were, or when they took place. She undertook to investigate the issue and respond to the Committee at a future date.

Councillor D Alden suggested that should there be any further discussion concerning the issue that the District Chairman be invited as it was such an issue in Edgbaston Ward someone from the Ward be invited. When meetings were held the people from the local area who got all the problems afterwards were ignored. She referred to the second paragraph of the briefing note and advised that Peter Wright had informed her that he was retiring in Easter. She questioned who the officers were to contact following Mr Wright's retirement. Councillor D Alden stated that when the QE hospital was built, she along with former Councillor James Hutchings had written a number of emails in response to the different bits of the consultation and each time they had both stated – make sure you got the infrastructure right – but this did not happen. She voiced concern regarding the Children's Hospital proposal as she did not feel that there was the capacity for the hospital to be located on the QE site.

Ms Shaw stated that she had made a note of the request for the local Councillors and the District Chairman and residents needed to be involved in the discussions. In terms of Peter Wright's replacement, they were going through a number of staff changes and the number of officers were being reduced as part of the budget constraint they had as a Council, but they would inform the Committee of whom the replacement would be that was leading on this piece of work so that Members could refer their questions to.

The Chairman thanked David Harris and Anne Shaw for attending the meeting and presenting the information. The Chairman advised that he had invited Ms Jesper to attend the meeting, but she was on leave today and it was presumed that this could be the reason she had sent the briefing note.

UPDATE ON BIRMINGHAM CYCLE REVOLUTION

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The Chairman advised that in relation to the proposed contra-flow cycle lane, the Harborne Ward Committee meeting would be held this evening and the cycle lane issue would be raised there. Of concern was that where they had existing contraflow cycle lanes, in some roads where it was *One-Way*, there was no official contraflow cycle lane, yet cyclists seem to think that they could cycle contraflow to the traffic which in his view was not helpful. If there was going to be coordinated plans on cyclists throughout the district, perhaps they should have ideas of where the cycle lanes were being proposed. The Chairman stated that at the last Edgbaston District Committee meeting a number of questions were raised concerning the Birmingham Cycle Revolution.

At this juncture, the Chairman advised that he was asked to read a memorandum from the Bartley Green Ward Committee Members concerning a resolution that was passed at the Bartley Green Ward Committee on the 28 January 2016, concerning the proposal by Birmingham Cycle Revolution for the cycle path that followed the stream at Woodgate Valley.

(See document No. 3)

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Ciaron Morgan, Project Manager, Birmingham Cycle Revolution South stated that he was not fully aware of the specific items, but it was something that they could take on board after the meeting and provide a written response. He advised that the City Council had employed a consultant for the Harborne area to take on board the concept design that had been agreed by the City Council team and they were currently investigating the proposal to its full extent and the feasibility options. This would then be presented to the City Council with a list of concerns or options with any specific junctions along the route from Five Ways roundabout through to Quinton and some parallel routes such as Lordswood Road.

Keith Dugmore advised that Bartley Green Ward Members would receive a response in the next few days including issues that had been brought up at the Ward Committee.

Councillor McKay stated that in terms of the contra flow cycle lanes and cycling lanes generally, it was important that they think about proper segregation. There was a short stretch of contraflow cycling lane in Harborne on Greenfield Road between Vivian Road and the High Street. At one end there was a Public House that use to puts out its trade waste bins on the pavement, but as a result of the parents taking their children to St Mary's School, there was a number of objections concerning this as the children had to walk in the road. Therefore the trade waste bins were placed on the road once or twice per week ready for collection.

This meant that as the drivers were coming up Greenfield Road towards the High Street had to swerve around the bins into the contraflow cycle lane. He added that he had experience of this in a car turning in this stretch of road. The bin Lorries were there and looking round there was a cyclist coming at him. Had he not looked around he would have gone into the cyclist. There was a real case of asking ourselves whether these were safe enough as in his opinion he did not think that this was the case. There was no reason for mandatory cycle lanes to have other traffic in them.

The objection was that you could purchase a lot of paint for a small amount for physical segregation, but as was shown at the recent Sustrans event, there were ways of doing this and examples were given of American cities where physical segregation could be done cheaply to establish the principle and stop car traffic going into these and then going back at a later date and then doing a physical segregation. He voiced concerns where contraflows were just paint where driver observations were poor. The question was whether they were applying the safety test concerning these.

Peter Parker, Design Development Manager, Birmingham Cycle Revolution stated that in relation to Bartley Green points, his colleague Andy Middleton was picking up these points and was speaking with the Ward Committee concerning the issues. In relation to Cllr McKay's points concerning the physical separation, what they were doing at present, not just concerning the measures for Edgbaston District, but across the City, they were looking at three key issues: the road capacity, impact on amenity and the impact on the environment. They were trying to come forward with a number of options that provides with on balance the best scheme to meet the objectives which was to get more people cycling. This includes the physical segregation as this would get more people cycling. This was partly the reason he process was taking slightly longer than previously stated. They were looking to consult Members in May 2016.

The Chairman stated that he was in agreement with Councillor McKay's comments concerning the trade waste bins on Greenfield Road.

Councillor McKay stated that he believes that there was a feeling within the cycling community in Birmingham, which the way the decisions had been made in the past had been to tend towards advisory cycle lanes and painting the road to try and square a circle and try and follow the path of resistance. What this then did was to please no one. The points made were valid concerning the impact on parking, road capacity and encouraging cycling, but they would not get the modal shift if they just go down the route of paint on the road and advisory cycling, because what they would get was dangerous parking in the cycle lanes and people not cycling where a lot of money was spent and they got no one. He stated that he would personally like to see less and better infrastructure and paint all over the city that cars were parked on as they would get less people cycling than they did at present.

Mr Parker noted Councillor McKay's points and stated that it would be taken forward. He added that they were working towards the highest quality route for the budget that they had available.

Councillor D Alden commented that she was in agreement with Councillor McKay's statements. She stated that they seemed to have gone wrong as they had started all over the place instead of starting with something that was good that they could roll out elsewhere, but it appeared that they had started all over the City with plans that would not encourage people. The whole plan of encouraging people who were not currently cyclist which was the point she had raised concerning Harborne Road 18 months ago that putting people contraflow on a busy road was not going to encourage anybody new to take up cycling. In her opinion, it would have been better for the City to decide on one route first and do that well and then start looking at others. Councillor D Alden enquired how much of the BCR money the City had left that was not being spent on cycling as she got the impression that some of this fund was spent on other things like pedestrian phases at junctions and that there would be some car park spaces made in Harborne and showers in the Council House from the BCR money.

Ms Shaw advised that it was worth noting that when they first submitted the cycle revolution to the Cycle City Ambition Grant 3 – 4 years ago, they did this in conjunction with a number of cyclist stakeholders in terms of what they would like to see the City develop as part of its cycle network. This was based on a 20 minute cycle journey from the City Centre in order to shift some of those car trips into the City Centre into cycling. They came up with a range of different options which they were trying to take forward. This includes off-road and was the reason they had letters concerning Woodgate Valley Country Park.

They had done a number of off-road routes within the City's parks, refurbished a large amount of canals network that was not just enjoyed by cyclist but, by pedestrians and local communities. Where they came out of the parks and go across the roads into another part of that green route, those areas were looked at as part of the cycle revolution as well in order to make those safe crossing points. A number of new access points onto the canals and a number of other softer measures and in terms of showers in buildings, there was a programme called Top Cycle Locations where they offered grants to businesses, universities and other institutions to offer their workforce cycle facilities and to encourage those people to cycle as well.

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In terms of money that was spent, this was only spent on the BCR and they could supply the Committee with that information. They have been working with Sustrans in terms of looking at what they were trying to do. It had to be remembered that the BCR was a long term programme to develop a network of cycling routes. They were looking at and now working with people ascertain whether they got it right or whether they needed to do something different, how they would encourage people to cycle on the road and what was it that made them feel safe and secure on that road network; where did they need to put those better quality segregated routes. They were looking at all of the things they were doing and were continually looking to get the design of the proposals that they got and having that longer term programme of what it was they were trying to do.

Councillor D Alden commented that it appeared that she was correct as the Council had put some showers in the Council House which was paid for out of the BCR money. Ms Shaw advised that this was part of a programme of work that was called the Top Cycle Locations. She was uncertain about the Council House, but they had given grants to businesses and other institutions about providing cycle facilities whether it was parking within a business place or something else. The Committee could be provided with the information in relation to who was included in the Top Cycle Locations programme.

The Chairman requested that the information be provided to the Committee Manager for distribution to the Committee. He added that earlier in the debate, mention was made of the Living Streets Audit; he enquired whether it was known when the Council would finish reviewing this and produce the result from it. Mr Harris advised that this was part of the Department for Transport (DfT) piece of work and that he was not aware of the timescale for completion, but the Cycling, Walking investment Strategy was meant to be later this year. He stated that within the next few months there would be some output from that as they were involved working with the DfT in that work. He undertook to get an update and report back in due course.

Councillor Robinson enquired whether there were any other TRO's in Harborne Ward other than St Mary's Road in terms of the timescale. The Chairman advised that he had mentioned that in passing briefly as it was something that Councillor McKay, Chairman for Harborne Ward Committee would be discussing at the Harborne Ward Committee this evening, as this was a Ward issue as opposed to a cross Ward one.

Councillor McKay advised that there was a package of measures that includes Lordswood Road outside the Harborne Pool and Fitness Centre and St Mary's Road, which were the two biggest TRO's. They were advertised as a block, but two objections were received to the Lordswood Road scheme. They were working with the objectors, but the objections remained. These have now been separated out and the St Mary's Road and other measures were going forward. The Lordswood Road scheme by the Harborne Pool and Fitness Centre had to be the Cabinet Member for Development, Transport and the Economy, Councillor Tahir Ali's decision as to whether to override the objections. The work for St Mary's Road would be done in April 2016 and the timescale for the Cabinet report and Lordswood Road outside the Harborne Pool and Fitness Centre was longer.

Mr Harris advised that he understood that the Cabinet report was imminent and that speaking with Gary Dalton who was managing the process, he had suggested that if

they could get the objections overruled in time the work would be delivered as one package going forward.

The Chairman thanked Ciaron Morgan, Peter Parker, Anne Shaw and David Harris for presenting the information.

OTHER URGENT BUSINESS (REPORTS BY OFFICERS)

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Local Innovation Fund

Keith Dugmore, Interim Lead, Edgbaston District informed the Committee that the Local Innovation Fund (LIF) from the City Council may be made available in May 2016. He requested that the Members look at some innovative ideas that could be pulled together for the Wards should there be a bid process that they had to go through. It was not yet known how much would be allocated to each District, but it would be a good idea to put some form of focus group together to put some innovative idea together if this was a bid process.

The Chairman stated that his understanding was that £2m would be made available, but that this would not be divided into £200k per District, but would be down to bids to be made and that the money might be available in September 2016 as Ifor Jones was currently working on the rules for bidding for the money.

Councillor D Alden stated that she would like to voice an objection that if there was that money, it should be divided equally so that each District got something. It was known that some people would get more, some people less and some people none at all. She suggested that Edgbaston District Committee should put forward the following:

That this fund be divided equally so that every District had the same amount to spend.

The Chairman advised that he had made this suggest a fortnight ago at a meeting concerning the issue, but that the issue would be followed up.

Neighbourhood Challenge

Mr Dugmore advised that the Committee needed to devise a Community Plan, which would be sent to a printer to be printed for the District. The funds for this would be made available from the centre. Copies of the Community Plan would be circulated to Members before it was sent to the printers. The Neighbourhood Challenge was due to be reviewed as the currently had the Disability Advisory Group in Harborne and the Jobs and Skills that needed to be looked at in depth. He undertook to circulate to the Committee a copy of the draft Plan for Members to comment on and to give a response within the next two weeks.

The Chairman stated that one of the Neighbourhood Challenge should be the parking problems around the University Hospitals Birmingham, so that when they come to bidding for money they could stand a better chance. If they did not have anything in their challenges, they could be denied any funding.

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The Chairman advised that once the Municipal Elections were completed in May 2016, the Committee Manager would find out from the Members of the District Committee what their views were and when they wanted meetings. He added that they should consider having evening meetings if they could get over the challenge of having a cost.

Councillor McKay stated that he was certain that his colleagues would be happy for him to speak on their behalf, and that he was personally in favour of evening meetings rather than daytime meetings.

The Chairman expressed thanks to all for their contributions and for attending the Committee meeting.

AUTHORITY TO CHAIRMAN AND OFFICERS

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RESOLVED: -

Chairman to move:-

"That in an urgent situation between meetings, the Chair jointly with the relevant Chief Officer has authority to act on behalf of the Committee."

The meeting ended at 2012 hours.

CHAIRMAN