

BIRMINGHAM CITY COUNCIL

SUSTAINABILITY AND TRANSPORT OVERVIEW AND SCRUTINY COMMITTEE

WEDNESDAY, 20 NOVEMBER 2019 AT 10:00 HOURS
IN COMMITTEE ROOM 2, COUNCIL HOUSE, VICTORIA SQUARE,
BIRMINGHAM, B1 1BB

A G E N D A

1 NOTICE OF RECORDING/WEBCAST

The Chairman to advise/meeting to note that this meeting will be webcast for live or subsequent broadcast via the Council's Internet site (www.civico.net/birmingham) and that members of the press/public may record and take photographs except where there are confidential or exempt items.

2 APOLOGIES

To receive any apologies.

3 DECLARATIONS OF INTERESTS

Members are reminded that they must declare all relevant pecuniary and non pecuniary interests arising from any business to be discussed at this meeting. If a disclosable pecuniary interest is declared a Member must not speak or take part in that agenda item. Any declarations will be recorded in the minutes of the meeting.

3 - 16

4 SUSTAINABILITY & TRANSPORT O&S COMMITTEE ACTION NOTES

To confirm the Action Notes of the meetings held on 16 October and 25 October 2019.

5 LOCAL ENGINEERING SERVICE RE-DESIGN

Kevin Hicks, Assistant Director, Highways & Infrastructure

17 - 30

6 TRACKING – BIRMINGHAM TREE POLICY INQUIRY REPORT

Simon Needle, Principal Arboriculturist/ Principal Ecologist, BCC

7 **SUSTAINABILITY & TRANSPORT O&S COMMITTEE WORK PROGRAMME**

For discussion.

8 **DATE OF FUTURE MEETINGS**

To note the date of future meetings in the Council House on the following Wednesdays at 1000 hours as follows:-

18 December, 2019	Room 2
15 January, 2020	Room 2
19 February, 2020	Room 6
18 March, 2020	Room 6
15 April, 2020	Room 6

9 **REQUEST(S) FOR CALL IN/COUNCILLOR CALL FOR ACTION/PETITIONS RECEIVED (IF ANY)**

To consider any request for call in/councillor call for action/petitions (if received).

10 **OTHER URGENT BUSINESS**

To consider any items of business by reason of special circumstances (to be specified) that in the opinion of the Chairman are matters of urgency.

11 **AUTHORITY TO CHAIRMAN AND OFFICERS**

Chairman to move:-

'In an urgent situation between meetings, the Chairman jointly with the relevant Chief Officer has authority to act on behalf of the Committee'.

BIRMINGHAM CITY COUNCIL

SUSTAINABILITY AND TRANSPORT O&S COMMITTEE

1000 hours on 16th October 2019, Committee Room 6 – Actions

Present:

Councillor Liz Clements (Chair)

Councillors Muhammad Afzal, Olly Armstrong, Zaker Choudhry, Eddie Freeman, Josh Jones and Timothy Huxtable.

Also Present:

Andy Everest, Infrastructure Delivery, BCC

Councillor Jon Hunt

Honorary Alderman Tony Kennedy

Kerry Whitehouse, Project Leader – Drainage, BCC

Kevin Hicks, Assistant Director, Highways & Infrastructure, BCC

Mel Jones, Head of Transport Planning and Network Strategy, BCC

Peter Parker, Head of Infrastructure Delivery, BCC

Peter Sargent, Head of Rail Development, West Midlands Rail Executive

Phil Edwards, Assistant Director, Transport & Connectivity, BCC

Baseema Begum, Scrutiny Officer

Rose Kiely, Overview & Scrutiny Manager

1. NOTICE OF RECORDING/WEBCAST

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

2. APOLOGIES

None.

3. DECLARATIONS OF INTERESTS

None.

4. SUSTAINABILITY & TRANSPORT O&S COMMITTEE ACTION NOTES

The action notes of the meeting held on the 24th July were agreed.

5. CABINET MEMBER FOR TRANSPORT & ENVIRONMENT – PRIORITIES AND UPCOMING WORK AREAS

(See document No.1)

The Chair, Cllr Clements noted the apologies of the Cabinet Member, Cllr Waseem Zaffar due to a family bereavement and explained that officers would be talking through the presentation circulated to the Committee.

During discussion with Members the following points and questions were raised:

- In response to whether the Birmingham Transport Plan (BTP) advocates the stopping of traffic through the city centre and a proposal for closure of the A38 tunnels it was confirmed that in the mid to long term some work would need to be done. However, for such an infrastructure change there would be a requirement to ensure that significant modal shift was in place together with appropriate investment to support any changes. The key point was that the network would need to remain operational whilst any changes were being made.
- There was concern about the additional pressure on the ring road increasing congestion and traffic with the introduction of the Clean Air Zone (CAZ) and the impact on residents in adjacent neighbourhoods and if adequate supporting measures would be put in place. It was added that with other schemes such as proposed Controlled Parking Zones (CPZs) and on-street parking charges plus the proposed Workplace Parking Levy (WPL) then these could come at a significant cost to residents and those working in those areas.
- It was confirmed that ideally people living in these neighbourhoods would change their mode of travel to sustainable forms of transport. However, if this does not happen then further work will need to be done to identify what and where the issues are. There is a proposal to use CAZ monies to address and fund any measure(s) required. However, the CAZ will be monitored not just at the ring road boundary but also the impacts of it at rail stations to understand what can be done in mitigation.
- In terms of the work on the WPL a report requesting permission to investigate how it could work in Birmingham was presented to Cabinet yesterday. Permission is being sought to engage in some investigatory work that includes consultation and engagement with businesses to see how it might be taken forward.

- A Park & Ride strategy including funding options is being developed in conjunction with Transport for West Midlands (TfWM).
- In terms of proposals for Metro as part of the Smithfield Development – provision is being made to allow for this. Accelerating this through to Digbeth has been considered with TfWM. However, the city is currently undertaking an unprecedented amount of work so these are longer term ambitions.
- The SPRINT network has been set out and design work has been done with West Midlands Combined Authority (WMCA). The WMCA are responsible for identifying funding for the next stage.
- The Cabinet Member for Transport & Environment is very keen on bus priority measures and will be looking at further work in support of bus lanes.
- In terms of the CAZ a staff travel plan is being developed in conjunction with HR. A session will also be held for Directors to challenge how Council service areas will comply and put in appropriate measures.
- A number of local rail projects involving TfWM, WMCA and the West Midlands Rail Executive are being taken forward. This includes work on the Camp Hill line that is progressing well and will soon be at the planning process stage. A key point in the next stage of design and development of train stations on that line is clarifying how the train service will be supplied to these stations and work is underway with Network Rail on ensuring that there is no negative impact on other services. Work is also progressing well at key projects at Perry Barr and University stations.
- In respect of the cross-city service it was confirmed that all West Midlands Trains services running on the cross-city line will be formed of 6 carriages from May 2021 as all of the rolling stock is being replaced.
- It was confirmed that the Environment Agency (EA) is working with the community surrounding the River Cole area and a Flood Action Group (FLAG) has been set up. The EA are reviewing scheme options in terms of cost/benefit for the area.
- In respect of the causes of flooding it was clarified that drain clearance, car parking and street cleansing have a minimal impact. Further information can be provided to members on reporting blocked gullies.
- Kevin Hicks stated that informal briefings would be available to Members on the Highways PFI report before it is presented to Cabinet on 26th November.
- It was confirmed that where there is an opportunity to put a cycle route down as part of highway works, then the PFI contractor would be notified to ensure that this happens at the same time as other work whenever possible.
- Where trees are removed from the highway then these are replaced on a 2:1 basis. Trees are then put back in the same or in the most appropriate place and several factors are taken into consideration with this.
- In response to plans for a 20mph default across the city it will require some further work with the Department for Transport (DfT) and looking at work

already undertaken by the 20mph national lobby campaign to see how the process could work. The draft Birmingham Transport Plan will be the mandate for further work in this area.

- The positive work of Car Free Schools Streets was praised, and Members expressed an interest in the scheme being rolling out to further areas of the city. It was confirmed that lessons from the pilot that began in September have been learnt and the scheme will be rolled out further next September. Early engagement with parents and residents was highlighted as key however it was pointed out that the scheme would not suit every school but there is something that can be done at each school that suits the school. The Safer Routes to School programme will be the funding source for this.

RESOLVED: -

1. Honorary Alderman Tony Kennedy to send a link for dissemination to Members where they can report highways flooding and drainage issues such as blocked gulley's.
2. Details of the appointed contractor for electric vehicle charging to be shared when contract is formally agreed.
3. Clarification to be provided on the ownership of streetlights (housing or highways stock) and those that are not on the PFI programme to be replaced.
4. Councillor Huxtable requested information on the status of lighting upgrades associated with the list of footpaths in his ward.

6. QUARTERLY UPDATE ON THE A34 PERRY BARR HIGHWAY INFRASTRUCTURE CONSULTATION

(See document No. 2)

Officers updated the Committee on the latest position in relation to the consultation on the works to the A34 Perry Barr Highway.

During discussion with Members the following points were made: -

- The Full Business Case (FBC) was discussed at Cabinet yesterday and is due to be discussed at City Council in November. The consultation ran from 3rd June to 2nd August. The full report is appended to the FBC and available on the Council's website for meeting papers (CMIS).
- Three elements of the scheme were consulted on. Various consultation and engagement activity took place in and around the area. Over 1500 individual written responses were received with a further 13 key stakeholder businesses responding.
- Several petitions to the planned work on the Perry Barr flyover were received with 11,770 signatures opposing the removal of the flyover. More responses were received for this scheme in comparison to other similar sized schemes.
- In terms of feedback from the consultation it was confirmed that 81% of respondents were not supportive of the changes at the A34 Walsall Road and A453 Aldridge Road junction with many feeling that removal of the flyover

would see an increase in congestion and poorer levels of air quality. 61% do not support the proposed changes at Birchfield island due to a perception of an increase in congestion with the introduction of traffic lights at this junction. 46% do not support the A34 cycle route extension as they felt that it would be a waste of money as it was not currently being used. In response to a question about those in favour of the 3 areas consulted on it was confirmed that 17% were in support of the A34/A453 junction works, 32% were supportive of the Birchfield island changes and 39% were in favour of the cycle route extension.

- As a result of the public consultation particular aspects of the designs have been reviewed. The next stage is working on the detailed design for the scheme.
- It was expressed that there were a large number of residents, businesses and other stakeholders opposed to the demolition of the flyover. Additionally, it was highlighted that there were many issues and risks relating to the demolition including managing congestion especially in light of the sheer amount of work going on in the area. In response it was confirmed that traffic modelling showed that public transport journeys will be faster as part of the scheme. There will be some very small increases in the time taken for motorists (e.g. 1- or 2-minute increases). It was also emphasised that traffic modelling is the best tool available to predict likely scenarios and the information & techniques used are the best available to try and get as much of an accurate picture as possible.
- There was concern that no information on councillor responses at ward forum was included in the Cabinet report.
- The risks raised have been noted with separate contractor advice sought. The Council however is confident that it can deliver the programme ahead of the Commonwealth Games.
- In terms of the impact on buses extensive traffic modelling has been done to indicate average journey times including the impact on the X51 route that has been raised as an issue. However, bus priority traffic signalling and bus lanes are being used to separate them from other traffic so it is not anticipated that buses will be impacted by congestion.
- It was also stated that the traffic modelling shared was based on vehicle behaviour – there is inevitably a variability in journeys therefore this equates to a range of travel times. The traffic model uses this information and works out an average.
- The issue of displacement of traffic from the Perry Barr area onto neighbouring wards creating an increase in pollution for residents in those areas was raised. It was also felt that these residents would be disproportionately affected due to the increase in traffic. Therefore, what mitigation measures will be put in place in these areas?
- It was confirmed that modelling had been done on a regional basis showing no significant impact on the A38 expressway and M6 junction. This information can be shared.

- Cllr Hunt highlighted that more information is available in the full report in particular claims on the improvement of air quality and where those benefits are and the same can be said about improvements in journey times. There is a constitutional/legal issue, and these issues will be discussed as part of a request for call-in that is currently being prepared.

RESOLVED: -

1. Cllr Jones to be provided with further information relating to the impact of displacement of traffic on his ward pertaining to works on the A34 corridor.

7. SUSTAINABILITY & TRANSPORT O&S COMMITTEE WORK PROGRAMME

(See document No. 3)

The Chair noted that the Committee's role in responding to the motion agreed at City Council on 11th June 2019 on declaring a Climate Emergency would be responded to and the meeting postponed from September will be re-arranged.

8. DATE OF FUTURE MEETINGS

Noted.

9. REQUEST(S) FOR CALL IN/COUNCILLOR CALL FOR ACTION/PETITIONS (IF ANY)

None.

10. OTHER URGENT BUSINESS

None.

11. AUTHORITY TO CHAIRMAN AND OFFICERS

Agreed.

RESOLVED: -

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 12:22 hours.

BIRMINGHAM CITY COUNCIL

SUSTAINABILITY AND TRANSPORT O&S COMMITTEE

1430 hours on 25th October 2019, Committee Room 6 – Actions

Present:

Councillor Liz Clements (Chair)

Councillors Zaker Choudhry, Timothy Huxtable and Julie Johnson.

Also Present:

Andy Everest, Infrastructure Delivery, BCC

Councillor Jon Hunt, Perry Barr ward

Councillor Morriam Jan, Perry Barr ward

Councillor Robert Alden, Erdington ward

Jas Chahal, Infrastructure Delivery Manager, BCC

Phil Edwards, Assistant Director, Transport & Connectivity, BCC

Baseema Begum, Scrutiny Officer

Rose Kiely, Overview & Scrutiny Manager

1. NOTICE OF RECORDING/WEBCAST

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

2. APOLOGIES

Councillors Afzal, Armstrong, Freeman and Jones.

3. DECLARATIONS OF INTERESTS

Standing declaration of those Members of the Committee who are on the West Midlands Combined Authority's Transport Delivery Committee was noted.

Cllr Alden also declared that he was a member of the West Midlands Combined Authority's Transport Delivery Committee.

4. REQUEST FOR CALL IN - WORKPLACE PARKING LEVY - INVESTIGATION OF OPTIONS FOR DEVELOPING AND IMPLEMENTING A SCHEME FOR BIRMINGHAM

(See document No.1)

The Chair, Cllr Clements outlined the process that would be applied for hearing the two call-ins on the Committee's agenda and in doing so welcomed all attendees.

Cllrs Alden and Hunt were asked to state their reasons for the call-in request.

Cllr Alden highlighted the reasons as set out in the call-in request form and added the following: -

- There was concern about what consultation had been carried out with businesses and what the impact of the Workplace Parking Levy (WPL) might be on businesses prior to the policy being announced.
- There were also concerns that this policy was based on other policies yet to be adopted by the City Council and these will have an impact.
- The decision has caused particular controversy with the amount of press and social media coverage and this has been overlooked.
- The decision is novel in that there is only one other scheme in operation in Nottingham which gives cause for concern.
- There is no economic assessment to consider the impact of this policy and additionally the policies supporting the WPL have not yet been adopted and details have not been shared outside of the Executive therefore there is a lack of clarity for other Members. This gives concern about what supporting evidence is being used to support the WPL and that decisions were been taken in isolation rather than consistent with Council strategies already in place and others being proposed.

Cllr Alden highlighted that Nottingham had not introduced a Clean Air Zone (CAZ) because they have a WPL and therefore Birmingham is alone in trying to introduce both where no other city has both charging mechanisms.

There was also concern that by charging employers the levy that this cost would be passed onto employees and subsequently effect economic growth. The impact on the lowest paid in the city centre was emphasised and the productivity of those employees that need to use their car but will be hit by the extra charge including the City Council's social workers. There was concern that small businesses would be adversely affected as they will struggle to absorb the cost.

Cllr Alden added that there was no electoral mandate for the WPL as it was not in the Labour Party election manifesto. Previously the administration had stated that they would not introduce it.

It was also felt that it would create more congestion and increase pollution in the city centre as in some areas there will inevitably be an increase in on-street parking.

Cllr Jon Hunt added his points for requesting the call-in: -

- Initiatives are being introduced in a piecemeal fashion and in isolation because the overarching objectives are set out in the Birmingham Transport Plan (BTP) and that has yet to come forward. In addition, this was another initiative for charging on top of the CAZ.
- Where is the revenue of WPL to be used? A list is included in the papers on investment in sustainable methods of travel however a coherent strategy is needed for getting people into the city centre (such as Park and Ride) and not focussed on 1 or 2 routes. This links back to the BTP which is not yet public. Therefore, this initiative needs to be parked until the BTP is in place.

The Cabinet Member responded: -

- This report is seeking permission to investigate and engage with all stakeholders affected.
- No assumptions can be made until the investigative work has been done at which point the evidence will be considered and a report compiled.
- The Greater Birmingham Chamber of Commerce (GBCC) have commented on the proposal. In terms of the CAZ an event and engagement has taken place with the GBCC membership.
- Other local authorities are looking at a WPL including Leicester.
- Nottingham ruled out a CAZ as their modelling showed that they were legally compliant on NO₂ emissions, so they did not have to put any other measures in place. This has been due to the investment that has been put into their transport network.
- The levels of air pollution in Birmingham are the second biggest outside of London. There is a need for the city to fight back with a range of plans and policies including encouraging people to change their travel behaviour.
- Park and Ride is being developed. Transport for West Midlands (TfWM) are leading on this. Officers are looking at a number of options to move people onto sustainable forms of transport.

Phil Edwards, Assistant Director added that:

- The BTP is moving forward with the work as laid out in the Birmingham Connected Policy as agreed and adopted by the Council in 2014. This included giving authority for a number of further initiatives to be explored including a commitment to look at income generation locally. The BTP is therefore taking forward policies that have already been agreed.
- This report is requesting permission for investigatory work to be done to understand the number of private parking spaces in the city centre. There is no data available for this as the only data collected previously has been on public car parking spaces. A number of private car parking spaces can be hidden or out of site so therefore it is imperative that this work is carried out before any further decisions are made.
- Nottingham is being used as an example and a starting point for the work here as this scheme is already in operation.

- The economic impact is a key piece of work that will be undertaken once permission is granted to do the necessary investigations.

A Member of the Committee then made the following point: -

- The Nottingham scheme does have exemptions in place. There is a need for the consultation to take place to see how it will benefit Birmingham especially the impact on the lowest paid employees.

The Cabinet Member and Officer responded that: -

- There has been work undertaken elsewhere that has looked at various options (for example charging based on time on time of arrival). At the moment the work has not been done so can't pre-empt findings. It will take in the region of 3 years to set up a development process for the work required.
- If the decision is taken to proceed with a WPL based on the evidence from the investigatory work, then Business Improvement Districts amongst others will be engaged with before a consultation takes place. The ambition would be to co-design a consultation.
- A key policy is to get more people moving around the city and in particular commuting into the city centre in a more sustainable way to cut back on pollution and congestion. It has been reported that £1m is lost per day due to congestion (GBCC figure). The Council has declared a climate emergency that was supported cross-party, so a variety of options need to be explored including improving public transport. Other cities are in a similar position to Birmingham. This report is the first step in exploring options.
- The cost of the levy would be to the employer at the first point however this can be passed onto the employee.

RESOLVED: -

Following a vote of Committee Members, it was decided following an explanation by the Chair that she would be using her casting vote to not 'call-in' the decision based on the evidence presented.

5. REQUEST FOR CALL-IN - A34 PERRY BARR HIGHWAY IMPROVEMENT SCHEME FULL BUSINESS CASE – CALL IN

(See document No. 2)

The Chair, Cllr Clements invited Cllrs Hunt, Alden and Jan as the three Members who had made the request to state their reasons for the call-in.

Cllr Hunt cited reasons 7 and 9 as listed in the call-in request form and added that:

- There has been a large response to the consultation and a petition submitted to the Council however the petition was being heard at a meeting of the City Council on 5th November following a decision taken at the Council Business Management Committee (CBM). However, the decision has been taken prior to that petition debate taking place.

- Petitions were submitted during the consultation period as part of the consultation and a response to those was not discharged at the last cabinet meeting therefore the decision to proceed has been taken prior to concluding a response to the consultation and therefore this is open to legal challenge. In addition, there was no recommendation at that cabinet meeting to adopt a formal response to the consultation however it had ordered a consultation in the first place. There was also no legal advice supporting the decision and no attempt made to get legal advice. Therefore, cabinet has put itself in a dangerous position with this decision.
- It was also highlighted that Cabinet had not been made aware in making its decision of the proposed Park and Ride at Junction 7 and the implications on bus services.
- A cost benefit analysis for this project is not available and therefore it is not possible to compare it with other possibilities.
- Concerns that only one bus route is showing an improved journey time by 2 minutes and whether this justifies the amount of disruption that the removal of the flyover will cause.
- Air quality modelling data show some improvements however at the junction by the flyover where new housing will be created there is a significant reduction.
- Highways England requested a full transport corridor assessment – has this been carried out?
- There is no record in the papers of individual councillors lodging their objections or support so have these been recorded?

Cllr Jan then made her points: -

- The removal or not of the flyover has no impact on the journey time of the SPRINT bus and that Aston Villa Football Club and National Express West Midlands (NXWM) were also not supportive of the removal of the flyover in the responses provided to the consultation.
- Local residents and those from neighbouring areas would be adversely affected when travelling through the area. The impact of the removal of the flyover will hit a range of people travelling through the area including school staff and children, emergency services and others that need to get to medical appointments and other community facilities.

Cllr Alden cited his reasons for the call-in as listed in the meeting papers and made the following points:

- With much work happening in the area is it necessary to remove the flyover before the Commonwealth Games?
- Cabinet had taken the decision before the City Council debate as mentioned by Cllr Hunt. It was also imperative to note how this looks to the public in that the decision has been taken before all councillors could take part in a discussion.

- It was added that CBM had put the debate on the November City Council agenda when it could have been scheduled for September as the agenda for this meeting was set at a meeting of CBM at the end of August. Furthermore, opposition members at this meeting were not told of when the decision on the A34 Perry Barr works would be scheduled and assumed that it would be at a cabinet meeting after the City Council debate.
- Cllr Alden added that he felt that the air quality assessment undertaken was incomplete. This had an impact on other schemes making the air quality worse in 3 areas with the removal of the flyover. There was also no evidence presented of an improvement in congestion.
- In addition, a range of people had objected to the works that covered a wide range of public and private sector organisations.

Members of the Committee then raised the following points: -

- There was no reason why a special City Council meeting to hold the debate could not be called before a decision was made at cabinet.
- It is not essential to remove the flyover before the Games. It would be better if it was considered properly and the work done after the Games rather than a case of rushing it through as there is so much regeneration going on in Perry Barr.
- Is the flyover currently unsound or unsafe?

The Cabinet Member and Officers responded to the points made: -

- At the CBM meeting in August the Leader took the decision to refer the petition to the Sustainability & Transport O&S Committee however opposition members from the Conservative and Liberal Democrat groups insisted that it was discussed at City Council. There was no City Council meeting scheduled for October therefore the earliest opportunity for discussion would be at the November meeting.
- During the construction period there will be an impact on the highway network however this is being managed with the network resilience team at TfWM.
- Carbon gases were analysed as part of the air quality modelled.
- Technical data shows that there would be beneficial receptors on air quality as an end result. Transport data shows that a number of journeys do not show an increase in travel time, but it is important to note that these are predictions based on modelling done and this is the only tool available to illustrate the potential impact of the work being carried out. Therefore, there may be some small increases in journey times.
- It is better to complete this scheme quickly and efficiently as part of other work happening to avoid further delays again after the Games.
- There are no structural issues with the flyover.
- In terms of the additional housing being created in the area there is a need to change the road layout.

- Journey times have been published as an appendice to the report. It was summarised for the public consultation. Bus priority at traffic signals and the SPRINT bus lane were not modelled. Contractor advice has been taken in planning of all the works.
- SPRINT bus journey times are not included in the figures as it does not have an impact on congestion.
- Scientific evidence shows that signalled junctions for example increase air pollution however the City Council has agreed a cross-party motion on Climate Change therefore this needs to be considered going forward in all the work that the City Council is involved in.

The Chair, Cllr Clements then added that advice had been provided to the meeting by the Deputy Monitoring Officer to the effect that constitutionally, the Cabinet made an executive decision taking into account all consultation responses. Although City Council can debate the motion on the Petition, it cannot make an executive decision.

RESOLVED: -

The Committee then voted by 3:1 in favour for the decision to be ‘called-in’ on the criteria that: -

“9. – the decision appears to give rise to significant legal, financial or propriety issues”.

The Chair clarified that the Committee was in favour of calling-in the Cabinet decision based on the fact that the Cabinet decision was taken on 15th October, prior to the Petition being debated at the meeting of the City Council on 5th November, although strictly constitutionally correct, gives the appearance that the Cabinet decision was taken before giving adequate consideration to the petition submission.

Cllr Clements outlined that the Committee will now formally ask the Cabinet to consider delaying making any further decision on the Perry Barr Highway Improvement Scheme until after the petition has been debated in City Council on 5th November 2019.

It was also noted that the Committee would continue to monitor the work on the A34 Perry Barr Highway with the next quarterly update in the new year.

6. REQUEST(S) FOR CALL IN/COUNCILLOR CALL FOR ACTION/PETITIONS (IF ANY)

None.

7. OTHER URGENT BUSINESS

None.

8. AUTHORITY TO CHAIRMAN AND OFFICERS

Agreed.

RESOLVED: -

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 17:26 hours.

Report of:	Cabinet Member for Transport & Environment - Cllr Waseem Zaffar
To:	Sustainability & Transport Overview & Scrutiny Committee
Date:	9th September 2019

Progress Report on Implementation: Birmingham Tree Policy

Review Information

Date approved at City Council:	06 February 2018
Member who led the original review:	Councillor Fiona Williams
Lead Officer for the review:	Rose Kiely, Group Overview & Scrutiny Manager
Date progress last tracked:	14 th March 2019

1. In approving this Review the City Council asked me, as the appropriate Cabinet Member, to report on progress towards these recommendations to this Overview and Scrutiny Committee.
2. Details of progress with the remaining recommendations are shown in Appendix 2.
3. Members are therefore asked to consider progress against the recommendations and give their view as to how progress is categorized for each.

Appendices

1	Scrutiny Office guidance on the tracking process
2	Recommendations you are tracking today
3	Recommendations tracked previously and concluded

For more information about this report, please contact

Contact Officer:	Simon Needle
Title:	Principal Arboriculturist/ Principal Ecologist
Telephone:	0121 675 0938
E-Mail:	simon.needle@birmingham.gov.uk

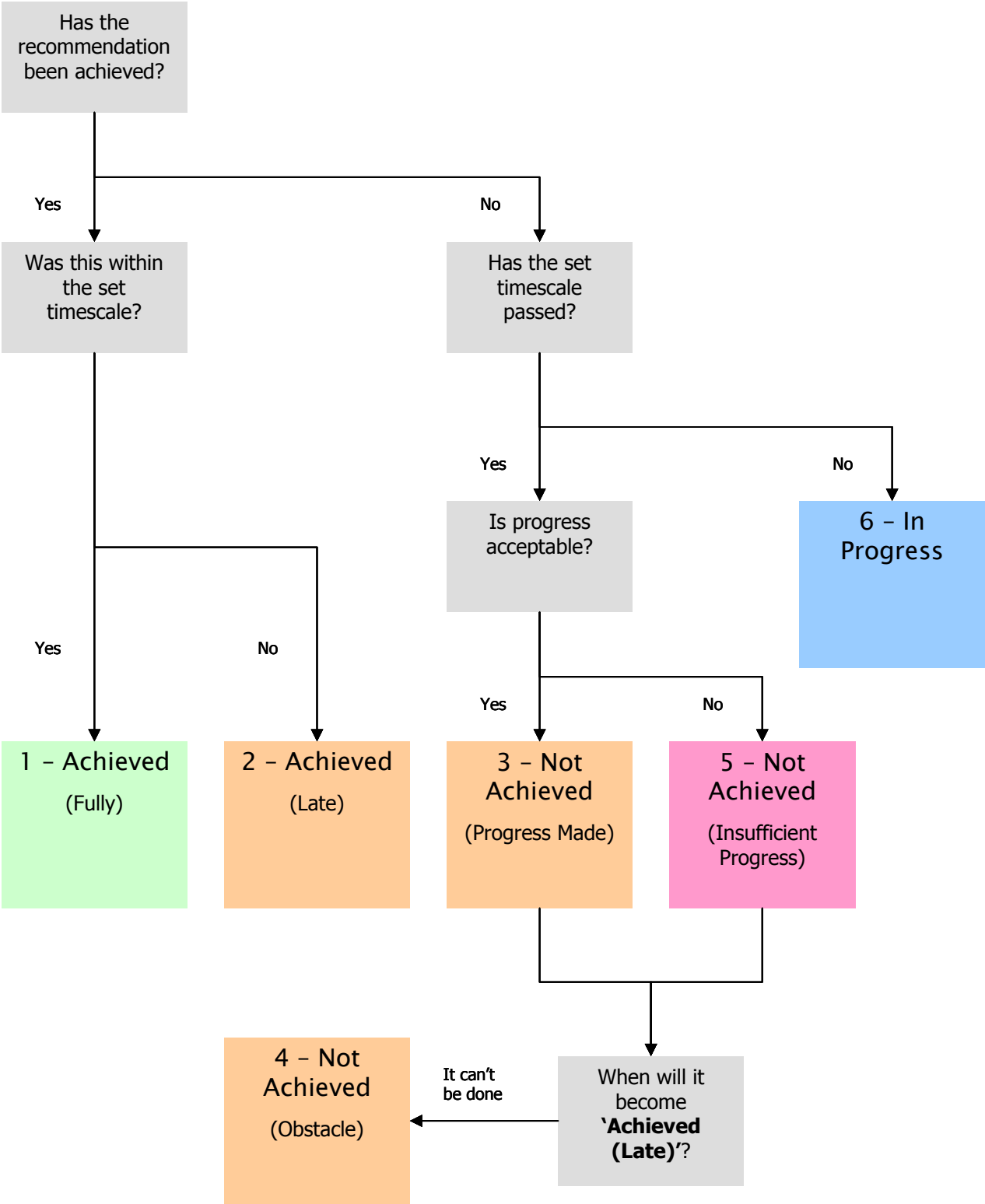
Appendix I: The Tracking Process

In making its assessment, the Committee may wish to consider:

- What progress/ key actions have been made against each recommendation?
- Are these actions pertinent to the measures required in the recommendation?
- Have the actions been undertaken within the time scale allocated?
- Are there any matters in the recommendation where progress is outstanding?
- Is the Committee satisfied that sufficient progress has been made and that the recommendation has been achieved?

Category	Criteria
1: Achieved (Fully)	The evidence provided shows that the recommendation has been fully implemented within the timescale specified.
2: Achieved (Late)	The evidence provided shows that the recommendation has been fully implemented but not within the timescale specified.
3: Not Achieved (Progress Made)	The evidence provided shows that the recommendation has not been fully achieved, but there has been significant progress made towards full achievement. An anticipated date by which the recommendation is expected to become achieved must be advised.
4: Not Achieved (Obstacle)	The evidence provided shows that the recommendation has not been fully achieved, but all possible action has been taken. Outstanding actions are prevented by obstacles beyond the control of the Council (such as passage of enabling legislation).
5: Not Achieved (Insufficient Progress)	The evidence provided shows that the recommendation has not been fully achieved and there has been insufficient progress made towards full achievement. An anticipated date by which the recommendation is expected to become achieved must be advised.
6: In Progress	It is not appropriate to monitor achievement of the recommendation at this time because the timescale specified has not yet expired.

The Tracking Process



Appendix 2: Progress with Recommendations

No.	Recommendation	Responsibility	Original Date For Completion	Cabinet Member's Assessment
R01	That clearer guidance on a range of tree-related matters be included in the Birmingham Design Guide to help applicants with the design process. This should include the matters raised in this review about establishing an aspirational desirable city tree canopy cover increase, trees and health, air quality, Water Sensitive Urban Design, recommended future species and reductions in over-represented species, planting pit design, soils and specifications. These should be produced within appendices to the Birmingham Design Guide or via the City Council website where details should be periodically updated.	Leader in liaison with Members of the Executive where appropriate	Dec 18	6: In Progress

Evidence of Progress (and Anticipated Completion Date if 'Not Achieved')

September 2018: The Birmingham Design Guide is currently in draft format and undergoing final editing before internal and external consultation (expected spring 2019). Within the Landscape and Green Infrastructure Chapter a significant amount of detail has been included in relation to trees which include valuation and protection of existing trees, designing with trees, tree species, planting and maintenance requirements etc. Consideration is also given to increasing canopy coverage and an assessment of base levels of canopy by land use category have been included with a desire for these to be improved upon within new developments of each type.

The draft text relating to trees is available upon request.

March 2019 update: As September – still waiting for date for public consultation on draft text.

September 2019 Update: As March

No.	Recommendation	Responsibility	Original Date For Completion	Cabinet Member's Assessment
R02				

Evidence of Progress (and Anticipated Completion Date if 'Not Achieved')

Concluded

No.	Recommendation	Responsibility	Original Date For Completion	Cabinet Member's Assessment
R03	That an urgent review takes place of the new assessment criteria for the evaluation of Planning Conservation Areas - to ensure that any discrepancies around tree protection are properly addressed; in the event of de-designation.	Leader in liaison with Members of the Executive where appropriate	Sept 18	1: Achieved

Evidence of Progress (and Anticipated Completion Date if 'Not Achieved')

September 2018: Currently two areas are under consideration for de-designation; these are Austin Village and Ideal Village. Within both of these conservation areas have a significant public realm treescape for which the City is responsible.

Therefore there is already increased control over the long term management of these trees.

No date or timescale was available for this process at the time of this report.

De-designation is not something that has occurred before and a formalised process flow/check list has not yet been arrived at. However as part of the consultation and notification process it has been agreed that the city's Principal Arboriculturists will be given prior notification and opportunity to assess any trees not in the public realm against the Tree Evaluation Method for Protection Orders (TEMPO) and where these meet the requirements for issuing TPO's these will be raised to run consecutively from the cessation of the Conservation Area status.

No time scale has been given for the commencement of de-designation as yet. A clearer idea of timescales is hoped to be available by Feb 2019

March 2019 update: no further progress made but while CA's are in place tree protection is still in force.

September 2019: Review of a number CA's now being undertaken Tree officer engaged to comment on trees. Ideal Village, Austin Village being reviewed for de designation. Assessments of trees are scheduled with a view to issuing TPO's on significant trees where these are identified.

No.	Recommendation	Responsibility	Original Date For Completion	Cabinet Member's Assessment
R04				
Evidence of Progress (and Anticipated Completion Date if 'Not Achieved')				
Concluded				

No.	Recommendation	Responsibility	Original Date For Completion	Cabinet Member's Assessment
No5				
Evidence of Progress (and Anticipated Completion Date if 'Not Achieved')				
Concluded September 2018				

No.	Recommendation	Responsibility	Original Date For Completion	Cabinet Member's Assessment
R06	That the feasibility of managing a percentage of tree cover on a citywide basis be explored with Amey to establish a mechanism so that, where options for replacing trees in a ward are limited and prior consultation with relevant ward members, replacement trees can be planted in those areas where an increase in tree cover would be most beneficial. Matters of viability and environmental constraint will need to be investigated.	Cabinet Member for Transport & Roads Cabinet Member for Commercialism, Commissioning & Contract Management	February 2019	6: In Progress
Evidence of Progress (and Anticipated Completion Date if 'Not Achieved')				
September 2018: This will be investigated as part of that process and the development of a city wide tree strategy as this ties in with the valuation of tree stock and replacement planting values. Where full replacement value cannot be achieved within a given site this presents an opportunity to divert the remaining planting to new locations. This needs to be overseen by the Birmingham Forest Group as part of its remit.				
March 2019 update: Partly ties in with R04 and R09. Will be considered fully as part of the development of a city wide tree strategy – target date June/July 2019.				

September 2019 update:

No progress since March but this will still be included in the tree strategy. The change in circumstances surrounding the Amey PFI and the subsequent discussion that will need to take place for a renewed tender process will offer greater flexibility to include a range of options on canopy cover management.

No.	Recommendation	Responsibility	Original Date For Completion	Cabinet Member's Assessment
R07	That additional, clear and comprehensive information should be provided to the public about trees incorporating a review of the way that material is presented on the City Council website. This should include improving cross-referencing, making the information easier to navigate and using the available data to improve the promotion of the value of the City's collective tree stock and the role it plays in delivering benefits across the health and well-being agenda and ecosystem services. The over-sight of this information in future could be the responsibility of the new Birmingham Forest Group. (R11)	Leader in liaison with Members of the Executive where appropriate	September 18	3: Not Achieved (Progress Made)

Evidence of Progress (and Anticipated Completion Date if 'Not Achieved')

September 2018: This recommendation ties in to the production of the Birmingham Design Guide. The details on trees contained within the guide will be available via the council web pages once published. A considerable amount of time has been invested in developing this information however as it forms part of a much larger information document publication has been delayed.

Work still needs to be undertaken to cross reference the tree related web pages but this is yet to be commenced. Lack of time due to changes in staff has been a mitigating circumstance.

Cross referencing should be completed by February 2019 with the additional information being tied in to the finalisation of the Design Guide text.

March 2019: No date yet for the consultation on the draft design guide but this should follow on from the DPD consultation and adoption later this year. Once this is approved this information will be made available via the web pages. Cross referencing will be implemented at the same time.

September 2019 Update: Still waiting a date for draft consultation (process being AD led), suggest that basic web information is published ahead of the design guide in order to progress this recommendation.

No.	Recommendation	Responsibility	Original Date For Completion	Cabinet Member's Assessment
R08	That the City Council should raise awareness about and promote the fact that Birmingham has committed to becoming one of the world's most environmentally friendly cities by being a member of the Biophilic Cities network and the role that trees play in this.	Cabinet Member for Clean Streets, Recycling & the Environment	September 18	6: In Progress

Evidence of Progress (and Anticipated Completion Date if 'Not Achieved')

Currently a number of partner organisations together with some council officers promote the fact that Birmingham is a member of the Biophilic Cities Network these organisations and individuals work hard to explain what this means in terms of how this relates to individuals and the development of the city as a whole. However this status is still not widely known or understood. For this recommendation to be fully delivered it requires it to be championed at a strategic level with significant political buy in. Therefore it requires promotion through, for example, the executive management team and Cabinet.

The Cabinet member for Transportation and the Environment is best placed to champion this.

September 2019 update: Birmingham has committed to make an application to the Arbor Day Foundation to become a Tree City of the World. A meeting was held with Cllr Zaffar, Cllr O'Shea, City Officers and the President of Arbor Day on 12th July 2019 – see attached briefing note of Tree cities of the world

No.	Recommendation	Responsibility	Original Date For Completion	Cabinet Member's Assessment
R09	That a new supplementary funding system utilising a grading system which places a monetary value on the visual amenity of trees as well as their replacement cost (such as CAVAT) be adopted; and that in addition the recommendation to establish a Birmingham Tree Bank be urgently explored. Together these would provide an additional source of finance to support the proactive management and development of new planting opportunities and green infrastructure in Birmingham; something that could be overseen by the new Birmingham Forest Group (R11). The tree valuation process agreed on shall be considered for adoption within the Development Plan Document (DPD) and the research undertaken be considered as the evidence base for that emerging policy.	Leader in liaison with Members of the Executive where appropriate	February 19	6: In Progress

Evidence of Progress (and Anticipated Completion Date if 'Not Achieved')

September 2018: Discussion between the various sections of the city's arboricultural specialists has taken place to review the various methodologies available to quantify the financial value of individual trees and tree groups. The Capital Asset Valuation of Amenity Trees (CAVAT) has recently undergone a full review and reassessment by an expert panel and the finding published for peer review.

The revised CAVAT process was determined to be the most appropriate valuation system to be used (alongside the BS 5837 classification) to guide design process and indicate those trees that should be retained, show where engineering solutions should be deployed as cost effective and set an expectation for the level of compensatory planting required from the loss of assessed trees.

Discussions are still to be had with the appropriate finance officers to determine the exact mechanisms for accrual of funds into the Birmingham Tree Bank.

March 2019: The valuation process has been included into the planning departments Development Management Policy Document that is currently out for public consultation.

CAVAT is being utilised by BMHT and a number of other departments as part of their working practices.

An S106 fund dedicated to tree planting and management has been agreed to take mitigation/ compensation funds allocated through the planning system.

A formal meeting with representative of highways finance has taken place to commence the process of creating a budgetary code to hold funds allocated for tree planting from new highways projects where full replacement is not possible within the project area.

Similar meetings are to be held with Pace / Parks Finance officers.

September 2019 update: Details were included in the draft Design Management Design Policy Document that went out to public consultation. Agreement in principle to allocation of funds has been made. Need to have planning policies formally adopted following public consultation before this can be widely utilised. The valuation process is however being widely used to inform design and decisions.

No.	Recommendation	Responsibility	Original Date For Completion	Cabinet Member's Assessment
R10	That an Urban Tree Management Strategy which reflects the latest evidence from research and current best practice be developed and that adequate safeguards and monitoring measures are put in place for the Birmingham Forest. This could then be used to inform 5 year management plans with each tree related service area deriving annual operating plans from these. Once developed the Tree Management Strategy should be presented to Council for adoption to ensure adherence across all council functions. Progress against agreed targets should be reported to the appropriate Cabinet Member on a 4 yearly basis.	Leader in liaison with Members of the Executive where appropriate	February 19	6: In Progress

Evidence of Progress (and Anticipated Completion Date if 'Not Achieved')

September 2018: Much of the basic information required for the development of a city wide tree strategy is available in current adopted documentation and the development of new guidance for other BCC departments such as highways will feed into this proposed overarching document.

However a strategy document such as this should be co designed through engagement with appropriate stakeholders such as those that would form the Birmingham, Forest Group.

It is therefore proposed that this target date be extended to June 2019 allow full and proper consultation and design to take place once the stakeholder group is in place.

March 2019 update: Target date of June 2019 still expected.

September 2019 Update: Unfortunately little progress has been made on this, mainly due to lack of staff time and availability of external partners.

No.	Recommendation	Responsibility	Original Date For Completion	Cabinet Member's Assessment
R11	That Terms of Reference for a representative, region-wide, independent-led Birmingham Forest Group be explored. This should comprise experts and interest groups with a focus on trees in the urban landscape with a view to informing the development of an urban tree management strategy and strategic tree related matters across the sub-region.	Leader in liaison with Members of the Executive where appropriate	Step one September 2018 Step two February 2019	1: Achieved (Fully) 6: In Progress

Evidence of Progress (and Anticipated Completion Date if 'Not Achieved')

September 2018: Terms of reference are being gathered from a number of sources to act as a guide for the development of the Birmingham Forest Group ToR's.

Discussion has been had with members of a number of similar organisations such as the White Rose Forest steering Group, The Tree Council, Woodland Trust and the West Midlands Forest and Woods Advisory Council – all of which provide strategic guidance and oversight on a number of tree related matters via a board of interested parties and stakeholders.

A provisional list of stakeholders has been drawn up and will be added to over the coming months and a draft ToR should be available for consideration by the Feb 2019 review period.

March 2019 Update: TOR drafted but needs some further work. It should initially be a city wide group used to formalise our tree strategy before seeking to expand to a more region wide remit although some of the group members will have a wider remit as part of their portfolio.
Expected that draft TOR is completed by start of April 2019.

September 2019 update: TOR drafted and circulated to selected external stakeholders for comment – awaiting initial feedback. Provisional meeting due for late September when TOR will be discussed and hopefully formalised.

No.	Recommendation	Responsibility	Original Date For Completion	Cabinet Member's Assessment
R12	That an assessment of progress against the recommendations in this report be presented to the appropriate Overview & Scrutiny Committee.	Leader	February 19	6: In Progress

Evidence of Progress (and Anticipated Completion Date if 'Not Achieved')

September 2018: This document is part of the process for assessment of progress.

March 2019 update: Given the expected run over of some target dates a further report will be required around July 2019

September 2019 update: Significant increase in officer workloads has resulted in slow progress on some aspects however the basis of many of the recommendations are now more widely known and implemented.

Appendix ③: Concluded Recommendations

These recommendations have been tracked previously and concluded. They are presented here for information only.

concluded

No.	Recommendation	Responsibility	Date Concluded by Overview and Scrutiny Committee	Tracking Assessment
R05	That a clear standardised tree impact evaluation process for all footway crossings requests should be urgently developed and agreed. The process should set out a clear methodology for assessing both the value (monetary and/or public amenity) of any removed or affected tree and the levels of demand for parking within any given street. This should be put in place as a new working practice within 6 months but formally adopted as part of a wider urban tree management strategy.	Cabinet Member for Transport & Roads	Step one September 2018; Step two February 2019	1: Achieved (Fully) 1: Achieved (Fully)
R02	That every major planning application should incorporate consideration of how to improve the natural environment with particular reference to maximising opportunities for greening in a dense urban environment through the use of suitable types of green infrastructure wherever appropriate.	Leader in liaison with Members of the Executive where appropriate	March 2019	1: Achieved (Fully)
R04	That in relation to permitted development in highways, a process be developed to ensure that appropriate consultation takes place prior to any highways improvement or design development where trees are likely to be affected. This will include: <ul style="list-style-type: none"> • A condition survey and/or a tree survey compliant with BS 5837 2012 (Trees in relation to design, demolition and construction) to identify tree constraints; • A valuation of affected trees against the adopted Birmingham City Council process; • Appropriate consideration of retention, mitigation, replacement and compensation for trees; and recommendation(s) by the appropriate City Council arboricultural officer. 	Cabinet Member for Transport & Roads	Feb 2019	1: Achieved (Fully)

What is Tree Cities of the World?

Urban forests help define a sense of place and well-being where people live, work, play, and learn. The Tree Cities of the World programme is an international effort to recognize cities and towns committed to ensuring that their urban forests and trees are properly maintained, sustainably managed, and duly celebrated.

At the 2018 World Forum on Urban Forests in Mantova, Italy, world leaders issued the “Mantova Green Cities Challenge” and a call-for-action that included joining the Tree Cities of the World programme, which will connect cities around the world in a new network dedicated to sharing and adopting the most successful approaches to managing community trees and forests.

To be recognized as a Tree City, a community must meet five core standards that illustrate a commitment to caring for its trees and forest. These are

- **Standard 1 - Establish Responsibility.** The city has a written statement by city leaders delegating responsibility for the care of trees within the municipal boundary to a staff member, a city department, or a group of citizens—called a Tree Board.
- **Standard 2 - Set The Rules.** The city has in place a law or an official policy that governs the management of forests and trees. These rules describe how work must be performed—often citing best practices or industry standards for tree care and worker safety—where and when they apply, and penalties for noncompliance.
- **Standard 3 – Know What You Have.** The city has an updated inventory or assessment of the local tree resource so that an effective long-term plan for planting, care, and removal of city trees can be established.
- **Standard 4 – Allocate Resources.** The city has a dedicated annual budget for the routine implementation of the tree management plan.
- **Standard 5 – Celebrate Achievements.** The city holds an annual celebration of trees to raise awareness among residents and to acknowledge citizens and staff members who carry out the city tree programme.

See Arbor Day Foundation web page - [Link](#)

The city councillors declaring a climate change emergency is a clear sign that the city takes its responsibility towards the environment seriously.

Part of the motion made stated:

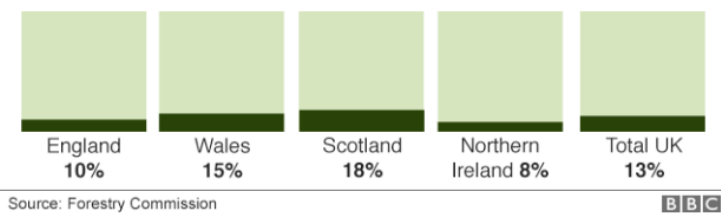
“This Council notes that

- The Climate Crisis is an existential threat that requires us to change the way we invest in, grow and sustain our cities and regions.
- The Intergovernmental Panel on Climate Change (IPCC) report published in October 2018 set out the devastating consequences for the planet if it warmed more than 1.5C – with increased extreme weather with heatwaves and floods driving mass migration and global insecurity; the catastrophic social and ecological impacts worsening for every degree of warming.
- The impact of climate change will not just be felt in far-away lands or coastal areas, the impact on Birmingham residents of increased extreme weather events, including flooding, droughts and heatwave is likely to be profound, with increasing risks to both life and property.
- Given our global footprint and the diversity of the city the climate crisis will hit at the heart of families and communities within the city.

Trees play a vital role in mitigating some of the impacts of climate change, Air cooling, pollution absorption, speeding water infiltration and slowing flood water flows to name a few. These benefits are known as ecosystem services. In addition to the ecosystem services there a host of other benefits – even if we do not realise it – being surrounded by trees and green infrastructure helps decrease stress levels, lowers blood pressure, increases educational attainment, boosts property prices and even decrease crime rates.

The UK has one of the lowest tree coverages of all European countries. Only 13% of the UK's total land area is covered in trees, compared with an average elsewhere in the EU of about 35%. In England, the figure is just 10%.

Woodland coverage by nation

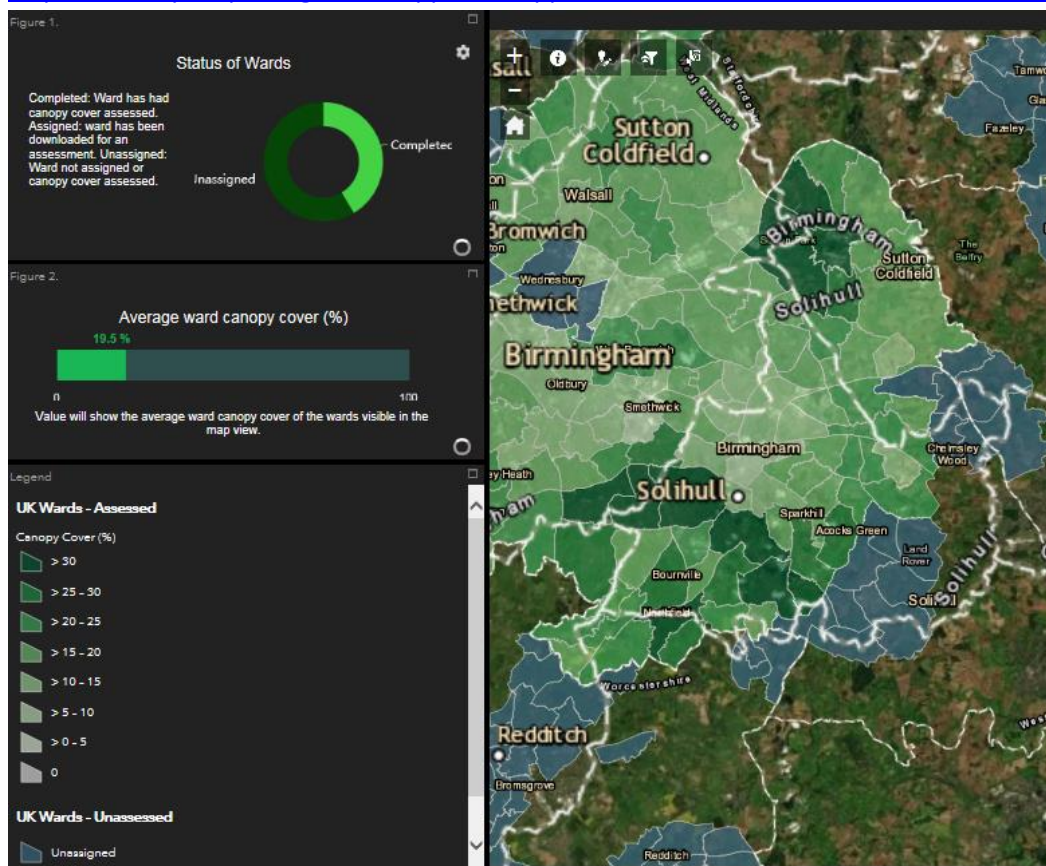


It is widely recognised that to meet the challenges of future climate trends that we need to achieve around 25 – 35% canopy coverage. However, many of the beneficial effects of increased canopy coverage are only felt when we are in close proximity to trees. With around 50% of the population living in large cities and with an estimated 70% by 2050, retaining and increasing the canopy coverage in cities is essential.

Birmingham already has a significant number of trees in public and private ownership; these are collectively called the Birmingham Forest. While we are already above the national average for tree cover – Birmingham has an average of 18.6% canopy coverage – this varies significantly across the city with some wards having in excess of 30% tree cover while others are as low as 5%. These areas of low coverage are some of the most deprived areas of the city and also have the poorest air quality.

Link to canopy coverage web page -

<http://forestry.maps.arcgis.com/apps/webappviewer/index.html?id=d8c253ab17e1412586d9774d1a09fa07>



There is a need to address this lack of tree cover through strategic planning and targeted tree planting by both the city council and by encouraging developers and householders to retain existing trees and plant new ones where space allows. The development of new guidance on urban tree management and a tree and woodland strategy for the city will set out how we can achieve this.

As a city we need to **protect** our existing trees, **promote** the benefits of trees and **enhance** our canopy coverage. Becoming a Tree City will be one of the ways we can do this.

Birmingham has Pledged to become a Tree City of the World and is likely to be amongst the first (if not first) UK City to achieve this status. This Pledge has been backed by Cllr Zaffer and Cllr O'Shea and is supported by all city council tree officers (including Amey), Birmingham Trees for Life, The Birmingham Tree People and Trees for Cities – the UK lead for Tree Cities of the World.

On Friday the 12th July the city and its partners are meeting with the President of the Arbor Day Foundation to discuss our pledge and work towards Tree City Status.

Some facts and figures:

- It is estimated that there are well over 1million trees in the city that's about one for each person living here.
- There are over 74,000 street trees in Birmingham
- There are 1398 Hectares of woodland in Birmingham's parks and open spaces.
- Across the city the tree canopies cover 48.81 Square Kilometres
- The benefit of the ecosystem services that Birmingham's trees provide is valued at £46,137,750 per annum, that's £38 of free benefits per person per year.
- Birmingham's woodlands remove approx. 7216Kg of PM2.5 (harmful particulates) per annum
- £431 Million per annum is the calculated reduction in costs to the health service from the removal of PM 2.5 by Birmingham's woodlands.



Sustainability & Transport O&S Committee: Work Programme 2019/20

Chair:	Cllr Liz Clements
Deputy Chair:	Cllrs Olly Armstrong and Julie Johnson (Joint)
Committee Members:	Cllrs Muhammad Afzal, Zaker Choudhry, Eddie Freeman, Josh Jones and Timothy Huxtable.
Officer Support:	Scrutiny Officers: Rose Kiely (303 1730) & Baseema Begum (303 1668) Committee Manager: Louisa Nisbett (303 9844)

1 Meeting Schedule

Date	What	Officer Contact / Attendees
19 th June 2019 (informal) 1400 hours Room 329, Council House	Informal meeting to discuss the Work Programme with input from Officers (where possible) on key Sustainability and Transportation issues	Kevin Hicks, Assistant Director, Highways & Infrastructure; Phil Edwards, Assistant Director, Transport & Connectivity; Sylvia Broadley, Air Quality Manager; Mel Jones, Head of Transportation & Traffic Service; Uyen-Phan Han, Planning Policy Manager
24 th July 2019 1000 hours Committee Room 6 Report Deadline: 15 th July	Draft Walking and Cycling Strategy and Local Cycling & Walking Infrastructure Plan Consultation Quarterly update on the A34 Perry Barr infrastructure consultation	Alison Kennedy, Principal Transport Policy Officer, BCC Cllr Waseem Zaffar, Cabinet Member for Transport & Environment Cllr Jon Hunt Mel Jones, Head of Transport Planning and Network Strategy, BCC Peter Parker, Head of Infrastructure Delivery, BCC Malcolm Holmes, Executive Director, West Midlands Rail Executive Director of Rail, Transport for West Midlands Steve McAleavy, Director of Customer Experience, TfWM Sandeep Shingadia, Director of Development & Delivery, TfWM Anne Shaw, Director of Network Resilience, TfWM



Date	What	Officer Contact / Attendees
25th September 2019 [cancelled] 1000 hours Committee Room 2 Report Deadline: 16 th Sept	Climate Change Emergency – Initial session to understand Council Directorate key policies, plans and future proposals Tracking – Birmingham Tree Policy Inquiry Report	Ian MacLeod, Assistant Director, Planning; Sylvia Broadley, Air Quality Manager; Uyen-Phan Han, Planning Policy Manager Darren Share, Assistant Director, Street Scene Julie Griffin, Acting Assistant Director, Housing Simon Needle, Principal Arboriculturist/ Principal Ecologist, BCC
16th October 2019 1000 hours Committee Room 6 Report Deadline: 7 th Oct	Cabinet Member for Transport & Environment – Priorities & Upcoming work areas Quarterly update on the A34 Perry Barr infrastructure consultation	Cllr Waseem Zaffar (Rose Horsfall, CSO) Andy Everest/Peter Parker/Phil Edwards – Transport & Connectivity
20th November 2019 1000 hours Committee Room 2 Report Deadline: 11 th Nov	Local Engineering Service re-design Tracking – Birmingham Tree Policy Inquiry Report	Kevin Hicks, Assistant Director, Highways & Infrastructure Simon Needle, Principal Arboriculturist/ Principal Ecologist, BCC
18th December 2019 1000 hours Committee Room 2 Report Deadline: 9 th Dec	Climate Change Emergency – Initial session to understand Council Directorate key policies, plans and future proposals (TBC)	Jonathan Tew, Assistant Chief Executive – Sustainability Lead (TBC)
15th January 2020 1000 hours Committee Room 2 Report Deadline: 6 th Jan	Session on Buses with partners	TBC
19th February 2020 1000 hours Committee Room 6 Report Deadline: 10 th Feb	Travel Demand Management (including traffic management issues)	Mel Jones, Head of Transport Planning and Network Strategy, BCC TfWM – TBC



Date	What	Officer Contact / Attendees
18th March 2020 1000 hours Committee Room 6 Report Deadline: 9 th Mar	Cabinet Member for Transport & Environment – Annual Report Flood Risk and Management Annual Report School Streets Pilot Project	Cllr Waseem Zaffar (Rose Horsfall, CSO) Kevin Hicks, Assistant Director, Highways & Infrastructure Mel Jones, Head of Transport Planning and Network Strategy
15th April 2020 1000 hours Committee Room 6 Report Deadline: 6 th Apr	Update on Birmingham Cycling Revolution and Cycling Infrastructure (TBC) Managing Developments & Events, (Including transport technology & data) Tracking – Plastic Free Birmingham Inquiry (TBC)	Andy Middleton, BCC Mel Jones, Head of Transport Planning and Network Strategy TBC, TfWM TBC

2 Further work areas of interest/Work to be programmed

2.1 The following items could be scheduled into the work programme if members wish to investigate further:

- *Parking Supplementary Parking Document* (item scheduled for November meeting but cancelled due to purdah. Consultation will now be launched in January 2020.)
- *Clean Air Strategy and Air Quality Action Plan* (item scheduled for December meeting but due to be presented to Cabinet in the New Year and following this will be open to consultation).
- *Draft Birmingham Transport Plan* (item scheduled for December but now due to be presented to Cabinet on 21st January 2020 following this will be open to consultation).
- *Highways Management and Maintenance PFI update* (item scheduled for November but now due to be presented to Cabinet on 21st January 2020).
- Sustainability at the Commonwealth Games Village
- Sustainable Energy and the Veolia Contract - *5 year contract extension (terms & exit strategy)

3 Other Meetings

3.1 Members have received regular private briefing sessions on the Highways PFI contract. These will be scheduled as agreed by Members at regular intervals.



Call in Meetings

'Workplace Parking Levy - Investigation of Options for Developing and Implementing a Scheme for Birmingham', 25th October 2019, 2.30pm, Committee Room 6, The Council House

'A34 Perry Barr Highway Improvement Scheme Full Business Case', 25th October 2019, 2.30pm, Committee Room 6, The Council House

Petitions

*None
scheduled*

Councillor Call for Action requests

*None
scheduled*

It is suggested that the Committee approve Thursday at 1000 hours as a suitable day and time each week for any additional meetings required to consider 'requests for call in' which may be lodged in respect of Executive decisions.

Contact Officers

Rose Kiely, Group Overview and Scrutiny Manager, rose.kiely@birmingham.gov.uk – 0121 303 1730
Baseema Begum, Research & Policy Officer, baseema.begum@birmingham.gov.uk – 0121 303 1668

4 Forward Plan for Cabinet Decisions

The following decisions, extracted from the Cabinet Office Forward Plan of Decisions, are likely to be relevant to the Sustainability & Transport O&S Committee's remit. **Please note this is correct at the time of publication. Highlighted rows show a change to the previously listed cabinet proposed date.**

Reference	Title	Portfolio	Proposed Date of Decision
006920/2019	Birmingham Walking and Cycling Strategy	Transport & Environment	26 Nov 2019
005052/2018	Birmingham to Airport Sprint – combined Project Definition Document (PDD)/Full Business Case (FBC)	Transport & Environment	17 Dec 2019
006832/2019	Highway Maintenance and Management PFI Contract	Transport & Environment	17 Dec 2019
006880/2019	Enhanced Partnership for Sprint	Transport & Environment	17 Dec 2019



007129/2019	Birmingham Clean Air Zone Mitigation Grants M1a (Mobility Credit), M2a (Hackney Carriage Grant) and M2c (Private Hire Vehicle Grant)	Transport & Environment	17 Dec 2019
007168/2020	Alexander Stadium Outline Business Case - Phase 2 Legacy	Leader	21 Jan 2020
006907/2019	Birmingham Transport Plan	Transport & Environment	21 Jan 2020
007111/2020	Transport and Highways Capital Programme Update 2020/21	Transport & Environment	21 Jan 2020
005048/2018	Moor Street Queensway Public Realm Improvements Outline Business Case	Transport & Environment	17 Mar 2020
005053/2018	Sutton Coldfield to Birmingham via Langley Sprint – combined Project Definition Document (PDD)/Full Business Case (FBC)	Transport & Environment	17 Mar 2020
005491/2018	Digbeth Public Realm Improvements Full Business Case	Transport & Environment	17 Mar 2020
006361/2019	Wharfdale Road Bridge Project	Transport & Environment	26 May 2020
006653/2019	Refresh of Council Plan	Leader	25 Jun 2020

