

# **BIRMINGHAM CITY COUNCIL**

## **SUSTAINABILITY AND TRANSPORT OVERVIEW AND SCRUTINY COMMITTEE**

**WEDNESDAY, 15 DECEMBER 2021 AT 14:00 HOURS**  
**IN ON-LINE INFORMAL MEETING, MICROSOFT TEAMS**

### **A G E N D A**

**1 NOTICE OF RECORDING/WEBCAST**

The Chair to advise/meeting to note that this meeting will be webcast for live or subsequent broadcast via the Council's meeting You Tube site ([www.youtube.com/channel/UCT2kT7ZRPFCXq6\\_5dnVnYlw](https://www.youtube.com/channel/UCT2kT7ZRPFCXq6_5dnVnYlw)) 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 - 12**

**3 HIGHWAYS PFI PROGRAMME MAINTENANCE UPDATE**

Kevin Hicks, Assistant Director, Highways & Infrastructure and Kamyar Tavassoli, Highways Services Manager

**13 - 30**

**4 CAR FREE SCHOOL STREETS PILOT SCHEME – A REVIEW OF THE PILOT COMPLETED IN MARCH 2021 AND FUTURE PROPOSALS**

Peter Edwards, Travel Demand Manager

**31 - 38**

**5 CITY-WIDE ELECTRIC VEHICLE (EV) CHARGE POINT STRATEGY**

Sylvia Broadley, Specialist Energy Manager

**39 - 44**

**6 WORK PROGRAMME**

For discussion.

**7 OTHER URGENT BUSINESS**

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

# Highway Maintenance Programme Update

Briefing for Members, December 2021



# Background

- **Following the 2019 Settlement Agreement:**
  - Interim contractors employed to continue / stabilise services during restructuring:
    - Operational Services (Kier, commenced April 2020)
    - Carriageway and Footway Programmed Maintenance (Tarmac and Kier, from April 2020)
- **Enhanced Highway Services Team Involvement:**
  - Review of output & services previously provided
  - Asset Management
  - Contribution to Technical and Budgetary Requirements of PFI Outline Business Case
  - Inspection, Selection and Quality Assurance of Schemes

# Programmed Maintenance Funding Interim Works Prog.

Asset groups	2019-20	2020-21	2021-22	2022-23
	Approved as part of 2019 settlement		Approved June 2021 + Street Lighting proposed Dec 21	To be approved December 2021
Carriageway and Footway	£50m		£40m	£40m
Street Lighting	£2.8m		£3m + £1.5m	£3m
Traffic Signals				£5.5m
Tunnels				£2.25m
<b>Total</b>	<b>£52.8m</b>		<b>£44.5m</b>	<b>£50.75m</b>

- Maintenance and safety of the network a key priority for the Council
- Through a collaborative approach works programmes ensuring VFM have been developed
- Elected members consulted & delivery programmes finalised.

# Programme Development Process

- **Programme Development**

- A collaborative effort with all parties and stakeholders

- **Surveys and Inspection**

- Using Detailed surveys and videos by PTS and Routine safety inspection reports, etc

- **Scheme Selection and Prioritisation**

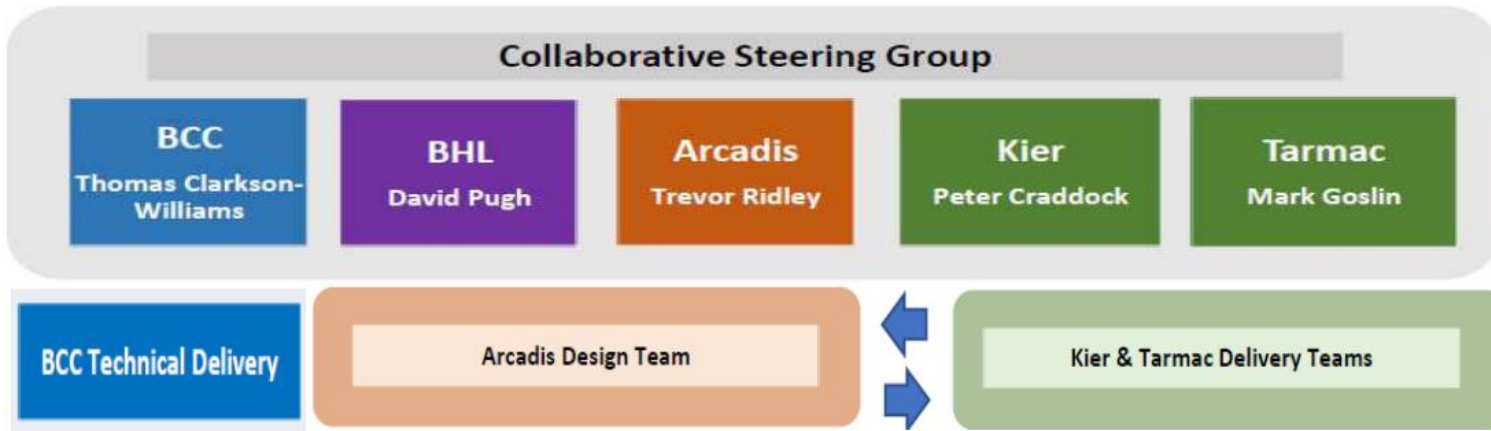
- A combined matrix of condition, complaints and costs; worst-first and risk-based approach

- **Design, Construction & Supervision**

- All designs undergo regular technical reviews
- Works are subject to robust inspection & supervision
- Independent Quality Assurance confirmed by Independent Certifier

# Delivery Team for Interim Works Programme (IWP)

## Integrated Partnership Alliance



# Works Programme

Schemes	2021/21	2021/22	2022/23	Area (sq.m)
Carriageways	199 No.	80 No.	Being developed	1,083,000
Footways	209 No.	46 No.	Being developed	358,000
Expenditure profile	£50m	£40m	£40m	

**Challenges:** Covid restrictions, Inclement weather, Roadspace booking, Material changes and Traffic Management/congestion

# Successes

- **Awards:** The Integrated Partnership Alliance,
  - Won the **Best Team Achievement** at the Institute of Civil Engineers 2021 Regional awards
  - Nominated for Project of the Year at the CECA Midlands Annual Awards 2021
- **Affordability & Value for money:**
  - Designs are streamlined to use standard highway materials in order to achieve more for less.
  - Where possible susceptible materials are changed to sustainable ones in order to reduce long-term deterioration
  - Subcontractors are competitively procured
- **Health & Safety:**
  - BHL undertakes a regular independent H&S Audit of the sites and processes are in place to reduce risks.

# The Next Phase- 2022/23 Programme Timeline

Activity	Period	Output
Collation/ Analysis of Information	December 2021	
Validation of schemes	January 2022	Provisional list of schemes
Consultation with Councillors on provisional schemes	End of February 2022	Revised provisional list of schemes
Confirm construction feasibility	End of March 2022	Indicative programme / Draft Forward Planning Notice
Confirmation of Provisional list	End of April 2022	Provisional programme
Planning and Approvals	Mid-May 2022	Contract orders
Commence road space booking	Early-June 2022	Traffic orders etc.
Commence Design	Mid-April 2022	Design programme
Commence Construction	End-August 2022	Construction programme (3-month forecast)





# Car Free School Streets Project Update

Sustainability & Transport Overview & Scrutiny Committee, 15 December 2021

**Peter Edwards**

Travel Demand Manager – Transport & Connectivity



# What are School Streets?

School Streets are places where we:

- Put children and families first
- Encourage walking, scooting and cycling
- Keep people safe and healthy



# School Streets in Birmingham

## Slow Down



## Keep Clear



## Switch Off



# Car Free School Streets

- Involves the closure of identified streets around schools to traffic at the start and end of the day
- Aims to reduce congestion, improve air quality and make it easier and safer to walk, scoot or cycle to school
- 6 schools in initial pilot since September 2019
- Phase 2: 6 further schools started in Sept 2020
- Phase 3: 6 more for March 2022



# Implementation of CFSS

- Selection process to assess suitability for this intervention and to prioritise where this was delivered
- Various communications to make people aware of this scheme
- Delivered using an Experimental Traffic Regulation Order which designates a Pedestrian Zone at identified times
- Signage installed to indicate where and when this is in place
- Permit system established for local residents and others requiring access (who aren't automatically exempt)
- Funded via Transport and Highways Capital Programme

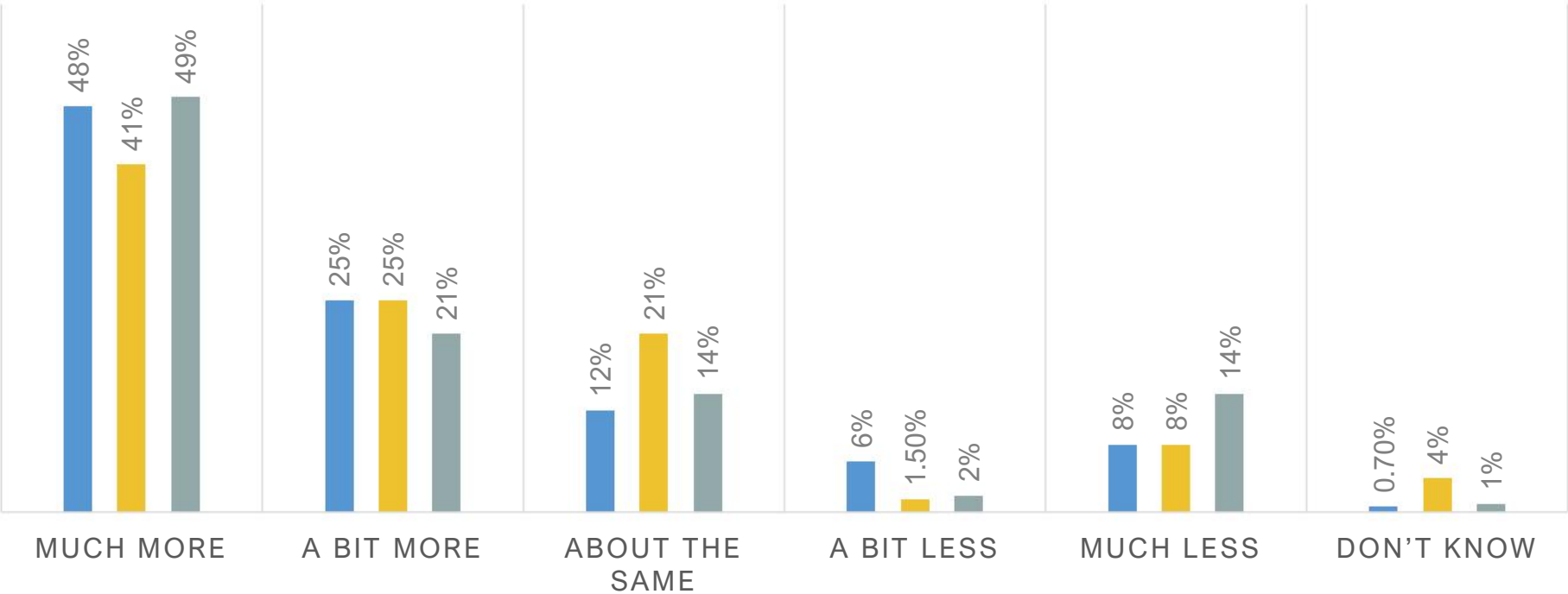
# Evaluation of Phase 2

- Experimental Traffic Regulation Order statutory consultation
- Correspondence log of other comments/feedback
- Regular site visits and observations
- Ongoing engagement and discussions with schools
- Pupil Travel Survey at various intervals
- Feedback Questionnaire (residents/parents/school staff)
  - Minimal response at 2 schools so more engagement needed
- Phase 2 report to be completed in December
- Mitigation measures proposed

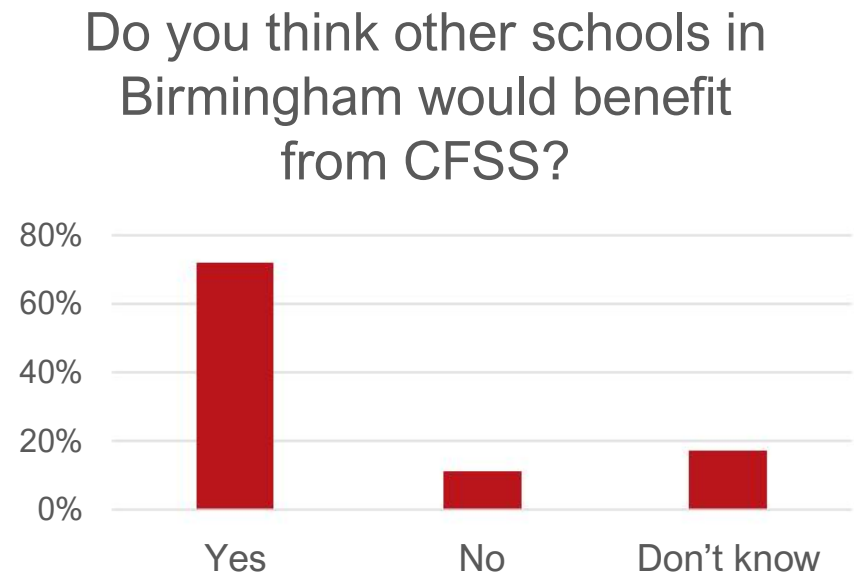
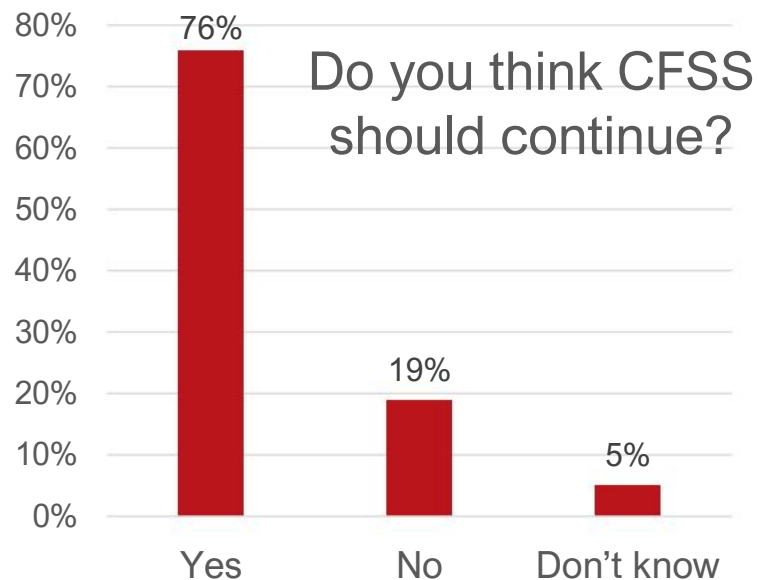
Feedback received was largely positive, with a majority of respondents saying they felt the street around the school is safer (73%), healthier (55%) and a more pleasant environment (70%).

SINCE INTRODUCING CFSS, WOULD YOU SAY THAT THE STREETS AROUND THE SCHOOL ARE:

Safe Healthy A pleasant environment



76% of respondents felt that the scheme should continue at their school, with a similar number of people stating that they felt other schools in would benefit from this initiative.



# Modal shift at Cofton Primary (Phase 1)



# Feedback

- 'I think this is a fantastic idea, especially during Covid parents did not have to cramp around together outside the gates.'
- 'It feels so much safer outside school. Children and parents can leave school without having to avoid poorly parked cars, car exhaust fumes from running engines, cars performing U-turns across the pavement and cars parking on the zigzags right outside school. I hope school streets initiative becomes permanent.'
- 'It is followed when being monitored by the school caretaker. I think it should be more enforced if it is to be a permanent thing.'

# Vehicle Displacement

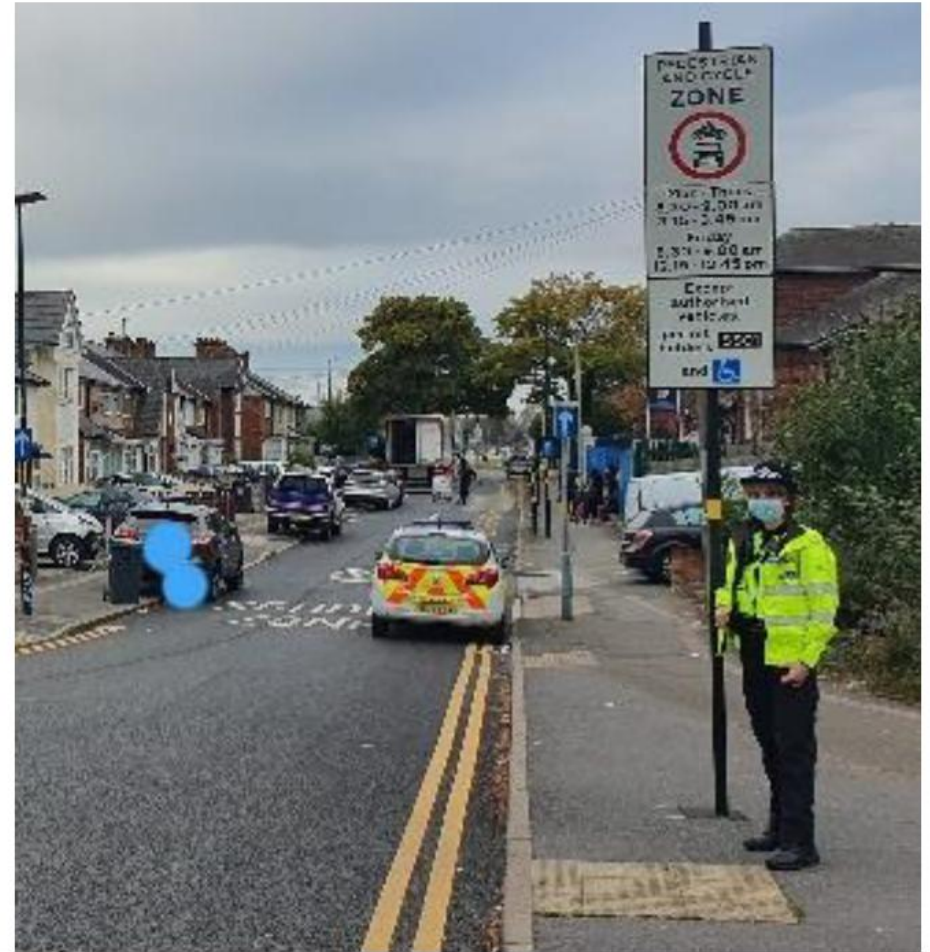
‘The problem has moved into surrounding streets, away from the school, parents park earlier, we have had people park across our drive and are abusive when politely challenged, parents park early and then sit in the cars with the engine running, causing more fumes. We have had to wait in the past to for parents to remove their cars, so we can enter or exit our driveway’

- Identify alternative locations where people could park if they do have to drive and communicate this appropriately
- Utilise Park & Stride or Walking Buses wherever possible
- Mitigation measures such where issues arise
- Sustrans have done a study at 2 schools

# Enforcement

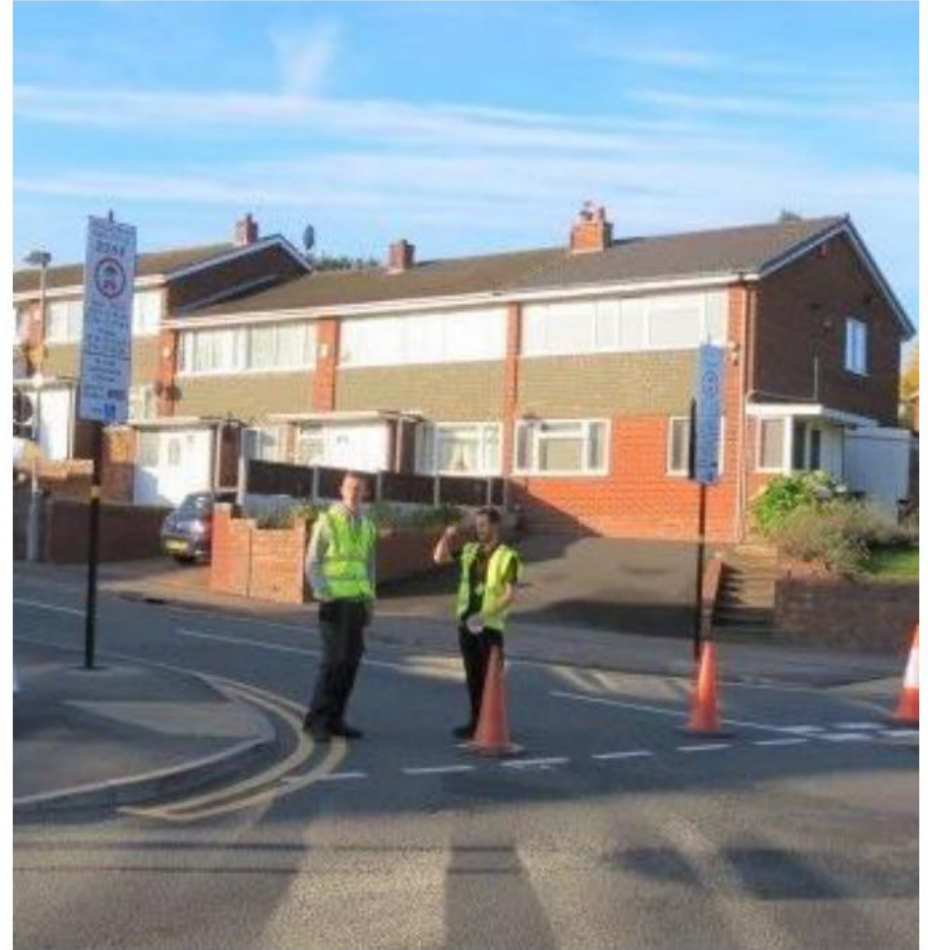
‘Car free streets need to be monitored properly. Installing CCTV to send fines to those breaching the times.’

‘The trouble is it isn’t patrolled without school volunteers. It’s a great idea but the kids get used to being able to walk “safely” in the street and then a driver doesn’t adhere to the rules and makes it more unsafe than if the kids stuck to the pavement’



# Marshalling

- This has been incredibly successful at some schools, but proven more challenging to implement at others
- Have provided guidance, resources and equipment for this, as well as support and advice on how to operate
- Schools encouraged to use this as a key element for a successful scheme, but it does rely on having people to help do it



# Location

- Most suited to streets where there is little or no through road access, e.g. cul de sacs
- Schemes with only one closure point are easier to manage than those with two or more
- Consider extent to which surrounding area can accommodate any displaced traffic (dispersed over more suitable locations)
- Availability of alternative means of travel: walking & cycling, Park & Stride locations
- There are some locations we are unable to consider, e.g. main roads, those used by bus services

# Next steps for Phase 2 and 3

- Phase 2

- Sustrans report on displacement
- Make TRO permanent
- Potential mitigation measures

- Phase 3

- 6 new schools to be delivered in February / March 22
- None in September 21 due to pressures on schools reopening after winter lockdown
- Consultation completed with residents and schools / parents
- Governance and TRO process underway

# The future of CFSS

- Proven to be popular and successful at 12 sites
- Focus on safety
- Air quality monitoring project at schools
- CFSS becomes part of our 'toolkit'
- Not appropriate at all sites
- Need to continue to focus on behaviour change
- Consider our approach to schools on main roads and bus routes

# Reclaiming School Streets



[www.birmingham.gov.uk/schoolstreets](http://www.birmingham.gov.uk/schoolstreets)

Please contact [connected@birmingham.gov.uk](mailto:connected@birmingham.gov.uk) with any questions



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# BCC City-Wide EV Charging Strategy

15<sup>th</sup> December 2021



# Birmingham City Council is committed to reducing the city's emissions, of which transport is a key contributor.



- In response to the Climate Crisis, Birmingham City Council (BCC) declared a climate emergency in 2019 and has committed to reaching net zero carbon emissions in the early 2030s.

1/3

- A third of Birmingham's CO<sub>2</sub> emissions come from transport, the highest of any sector.<sup>1</sup>

11.5 million

- There are over 11 million vehicle miles travelled per day in Birmingham, the vast majority of which are by car.<sup>2</sup>

**Decarbonisation of transport will require a rapid switch to electric cars and vans, alongside significant modal shift away from private vehicle use to public transport, shared mobility, walking & cycling.**

- **To enable the uptake of electric vehicles, a comprehensive public EV charging network across Birmingham will be needed.**
- This network must be accessible to all of Birmingham's residents and serve the needs of all key user groups within the city, including:
  - taxis (hackney carriages and private hire vehicles)
  - car clubs
  - commercial fleets
  - residents without off-street parking.
- In partnership with ESB Energy, the Council has already taken steps to begin expanding the public charging network with plans to deliver 394 fast and rapid charge points by 2022, as Phase 1 of EV Charge Point Strategy to 2032.

This city-wide EV charging strategy provides information on:

- **How much** EV charging infrastructure will be needed by 2030?
- **Where** should this infrastructure be deployed?
- **What timeframe** should this infrastructure be deployed over?

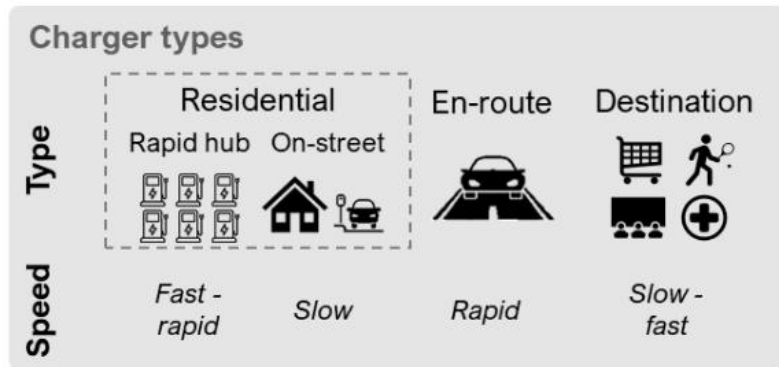
<sup>1</sup> UK Local Authority CO<sub>2</sub> Emissions <https://www.gov.uk/government/statistics/uk-local-authority-and-regional-carbon-dioxide-emissions-national-statistics-2005-to-2018>

<sup>2</sup> UK Department for Transport 2019 <https://roadtraffic.dft.gov.uk/local-authorities/141>

# Strategy focus - the deployment of fast & rapid hub chargers supported, where necessary, by innovative on-street solutions

## Delivering a 'Charge-and-Go' Model

- The strategy prioritises **fast & rapid chargers deployed in hubs**, with innovative on-street solutions deployed in challenging areas (e.g. space and grid constraints)
- This model is the most **compatible with modal shift** away from private car use towards shared vehicles, taxis and private hire vehicles.
- Fast & Rapid hubs will be **deployed at strategic sites** such as public car parks, public parks and public land.



## Ensuring city-wide coverage

- The strategy **aims to ensure the widest possible access to charging infrastructure in Birmingham.**
- Areas expected to have the highest demand for charging across key user groups (see vehicle scope) will be prioritised in the short term (to 2025) with comprehensive rapid charging across Birmingham by 2030.

## Communication and Public Consultation

- We will continue to engage with the public through established channels (eg BeHeard) to ensure we understand charging needs and barriers to use, such that the strategy remains adaptable to future opportunities.

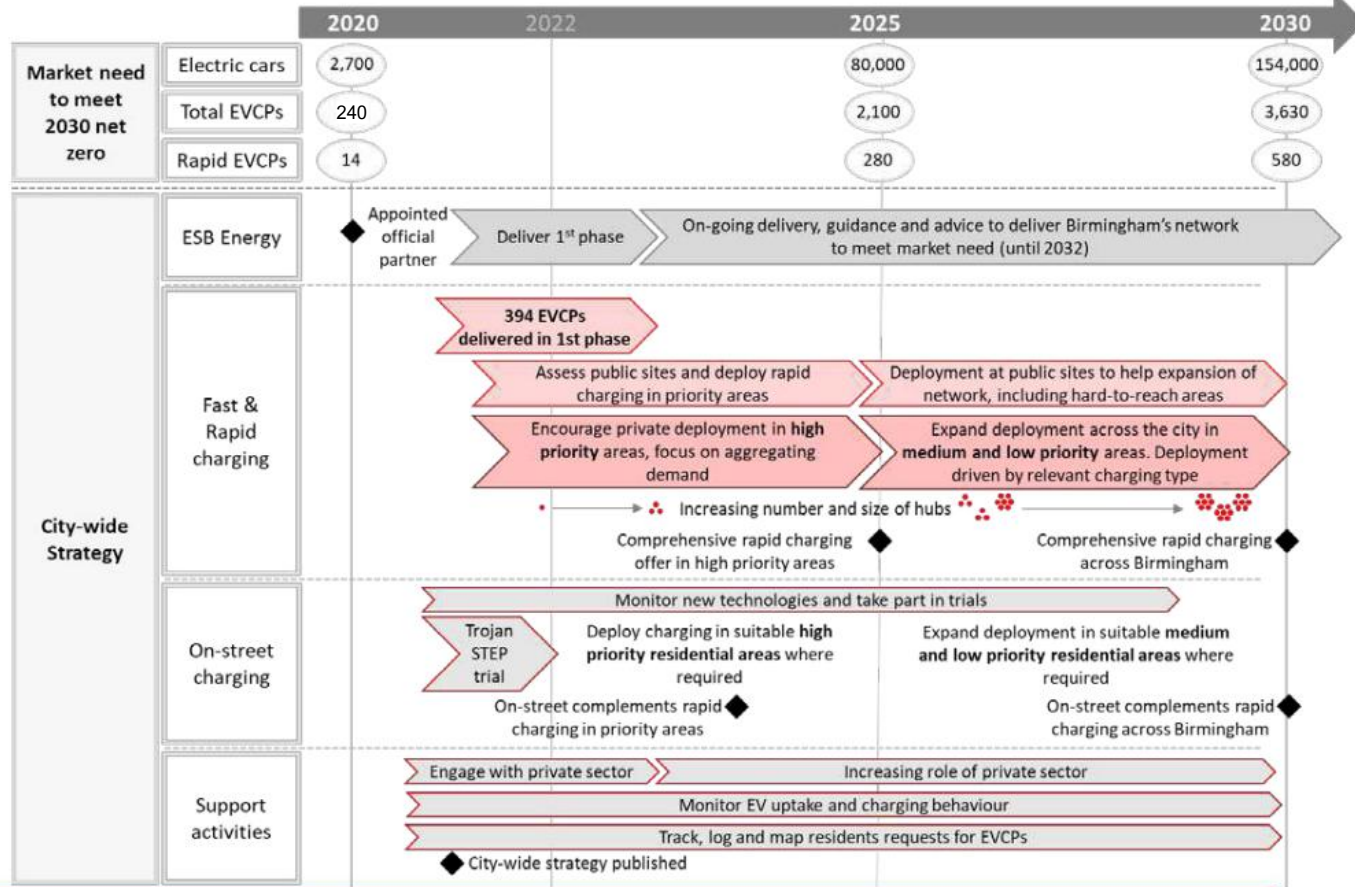


# Roadmap for delivery



This roadmap shows the focus of Birmingham City Council's actions over the next decade.

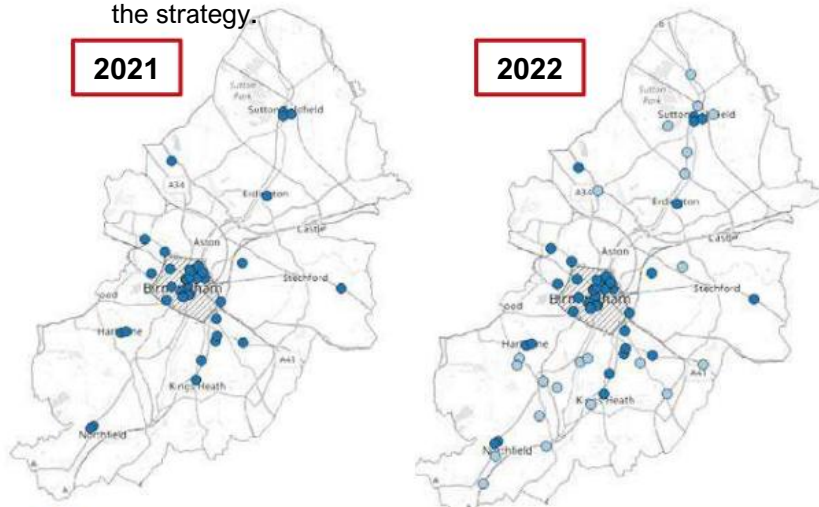
It is expected that private sector deployment will continue alongside Council activities, deploying a portion of the city's future EV charging network.



# Areas of high projected demand have been identified and will be prioritised for deployment of EVCPs

## Current & Planned Deployments-394 EVCPs

- Deployment of fast & rapid charging infrastructure, largely based on strategic site availability & grid assessment..
- Charge points delivered by ESB, BCC's procured charge point network development partner until 2032 and co-developer of the strategy.

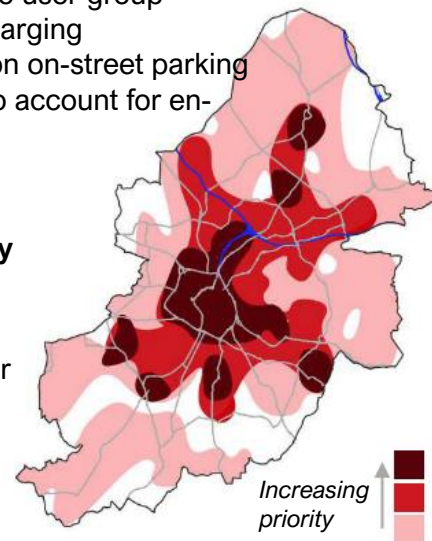


● Sites planned to be deployed by Nov 2021

● Sites planned to be deployed by Sept 2022 – locations will be subject to site assessment and more sites will be targeted than shown

## City-wide EV charging network- 3,600 EVCPs

- Priority areas for rapid hub deployment have been identified based on the density of:
  - **Taxi ranks**, as a high mileage user group
  - **Amenities** for destination charging
  - **Residential** with a reliance on on-street parking
  - **Traffic flow** on local roads to account for en-route charging
- The figure on the right shows areas of high projected demand and therefore the **highest priority areas for deploying charging infrastructure**.
- Areas of low grid capacity & lower demand are less likely to be suitable for rapid hubs; the Council will instead prioritise these areas for innovative on-street charging solutions.



# The first set of ESB charge points currently being deployed, where there is highest demand.

- Currently working across 65 sites (Highway, public car parks, public parks and public land) - including Aston, Sparkhill, Northfield, Saltley/Alum Rock, Erdington, Handsworth, Bordesley, Bournville & Selly Oak.
- By end of Dec 2021- minimum fully commissioned:
  - 9 x 50 kW rapid chargers-9 EVCPs
  - 27 x 22 kW fast chargers- 54 EVCPs
- By April 2022 – 45 Rapids & 90 fast.
- Key focus of EVCP Strategy approved by Cabinet - Use of public land; for residential areas that have low electric grid capacity, coupled with limited off-street parking on-going public consultation to gauge local community intent to inform key areas of demand; authority to access grants to roll out emerging and innovative EV charge point solutions in line with ECVP Strategy.
- Focus on Communications – BCC webpage, Birmingham Connected (PR, FAQs, EVCP maps of installed charge points, Be-Heard & Corporate Communications

Site Name	No. 50 kW	No. 22 kW
Navigation Street Car Park	4	2
Dudley Street Car Park	2	2
Jewellery Quarter Car Park	0	6
Millennium Point Car Park	0	6
Snow Hill station Car Park	0	3
Aston Street	0	1
Harborne High Street	0	1
Temple Row	0	1
Moseley Village Car Park	0	1
Kings Heath High Street	2	1
Bristol Road South	0	1
Margaret Street	0	1
Manor Road, Sutton Coldfield	1	1







## Sustainability & Transport O&S Committee: Work Programme 2021/22

<b>Chair:</b>	Cllr Liz Clements
<b>Deputy Chair:</b>	Cllr Julie Johnson-White
<b>Committee Members:</b>	Cllrs Zaker Choudhry, Mohammed Fazal, Eddie Freeman, Timothy Huxtable, Mike Leddy and Hendrina Quinnen.
<b>Officer Support:</b>	Ceri Saunders, Acting Group Overview & Scrutiny Manager (303 2786) Scrutiny Officer: Baseema Begum (303 1668) Committee Manager: Louisa Nisbett (303 9844)

### 1 Meeting Schedule

Date	What	Officer Contact / Attendees
<b>9th June 2021</b> (informal) 1400 hours <b>Online meeting</b>  Report Deadline: 1 <sup>st</sup> June	To discuss priorities for the 2021/22 work programme.	Scrutiny Office
<b>7th July 2021</b> 1400 hours BMI Main Hall  Report Deadline: 28 <sup>th</sup> June	Cabinet Member for Transport & Environment – Annual Report & Priorities	Rose Horsfall, Cabinet Support Officer
<b>22<sup>nd</sup> September 2021</b> (informal) 1400 hours <b>Online meeting</b>  Report Deadline: 13 <sup>th</sup> Sept	Birmingham Tree Policy Inquiry – Tracking  West Midlands Local Transport Plan Consultation  E-scooters briefing	Simon Needle, Principal Arboriculturist  David Harris and Alex Greatholder, Transport for West Midlands (TfWM)  Ioanna Moscholidou and Kurt Sullivan Inclusive Growth Directorate



Date	What	Officer Contact / Attendees
<b>20<sup>th</sup> October 2021</b> 1400 hours BMI Main Hall  Report Deadline: 11 <sup>th</sup> Oct	Restoring confidence in public transport	Transport for West Midlands; West Midlands Metro; National Express West Midlands; West Midlands Trains
<b>17<sup>th</sup> November 2021</b> (informal) 1400 hours <b>Online meeting</b>  Report Deadline: 8 <sup>th</sup> Nov	Plastic Free Birmingham – Tracking  Waste Disposal Procurement - update  Priorities for the in-house Climate Change team  Disinvestment in fossil fuels – Follow up on Motion to City Council with West Midlands Pension Fund representatives	Cllr John O'Shea, Cabinet Member for Street Scene and Parks and Darren Share, Assistant Director, Street Scene and Parks  Cllr John O'Shea, Cabinet Member for Street Scene and Parks Darren Share, Assistant Director, Street Scene and Parks Michelle Climer, Contracts Manager  Ellie Horwitch-Smith, Assistant Director Route to Zero Carbon  Rachel Brothwood, Director of Pensions and Simon Taylor, Assistant Director – Pensions, West Midlands Pension Fund
<b>15<sup>th</sup> December 2021</b> (informal) 1400 hours <b>Online meeting</b>  Report Deadline: 6 <sup>th</sup> Dec	Highways PFI Programme Maintenance update  Car Free School Streets Pilot Scheme – A review of the pilot completed in March 2021 and future proposals  City-Wide Electric Vehicle (EV) Charge Point Strategy	Kevin Hicks, Assistant Director, Highways & Infrastructure and Kamyar Tavassoli, Highways Services Manager  Peter Edwards, Travel Demand Manager  Sylvia Broadley, Specialist Energy Manager
<b>19<sup>th</sup> January 2022</b> 1400 hours BMI Main Hall  Report Deadline: 10 <sup>th</sup> Jan	Update on the progress made with the development of the Clean Air Strategy  Update on the status of the Highways Management & Maintenance PFI contract	Mark Wolstencroft, Operations Manager, Environmental Protection  Kevin Hicks, Assistant Director, Highways & Infrastructure and Domenic De Bechi, PFI Contract Manager



Date	What	Officer Contact / Attendees
<b>16<sup>th</sup> February 2022</b> 1400 hours BMI Main Hall  Report Deadline: 7 <sup>th</sup> Feb	Cabinet Member for Transport & Environment – Annual Report	Rose Horsfall, Cabinet Support Officer
<b>16<sup>th</sup> March 2022</b> 1400 hours BMI Main Hall  Report Deadline: 7 <sup>th</sup> March	Flood Risk Management Annual Report (TBC)	Kevin Hicks, Assistant Director, Highways & Infrastructure
<b>18<sup>th</sup> May 2022</b> 1400 hours BMI Main Hall  Report Deadline: 9 <sup>th</sup> May	TBC	

## 2 Outstanding Tracking

Inquiry	Outstanding Recommendations	Last Tracking
Birmingham Tree Policy Inquiry	R07	September 2021
Plastic Free Birmingham	R01, R02, R05, R06 & R07	November 2021

## 3 Further work areas of interest/Work to be programmed

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

- Improving the public realm to aid the cycling and walking offer and using the sustainability agenda to green-up areas including an update on the City of Nature Vision for Birmingham.
- DFT Active Travel Fund update including an update on e-scooters, West Midlands Bike Scheme, Places for People and Low Traffic Neighbourhoods (LTNs).
- Commonwealth Games (CWG) Sustainability Pledge (TBC)
- The West Midlands Combined Authority Transport Delivery Committee's work on Bus Strategy.



- Environmental, Public Open Space and Transport Issues within City Council Masterplans (i.e. Smithfield) and Urban Regeneration Frameworks.
- To continue to receive regular updates on the Waste Disposal Procurement Process from Cllr O'Shea, Cabinet Member for Street Scene and Parks.
- Clean Air Zone – Operational update (TBC)
- Public Highway issues: Parking/Grass verges/pavement parking – (information from previous sessions to be circulated to members when available).
- Update on the Birmingham Transport Plan as part of the Cabinet Member for Transport & Environment's annual update

## 4 Other Meetings

### Call in Meetings

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*None  
scheduled*

### Petitions

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*None  
scheduled*

### Councillor Call for Action requests

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*None  
scheduled*

It is suggested that the Committee approve Wednesday at 1400 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

Ceri Saunders, Acting Group Overview and Scrutiny Manager, [ceri.saunders@birmingham.gov.uk](mailto:ceri.saunders@birmingham.gov.uk) – 0121 303 2786

Baseema Begum, Research & Policy Officer, [baseema.begum@birmingham.gov.uk](mailto:baseema.begum@birmingham.gov.uk) – 0121 303 1668

## 5 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.**



Reference	Title	Portfolio	Proposed Date of Decision
007349/2020	Waste Vehicle Replacement Programme	Street Scene & Parks	14 Dec 2021
008192/2021	Contribution to Decarbonising Construction of HS2 - Approval to accept Grant and Full Business Case	Transport & Environment	14 Dec 2021
008863/2021	Metro Centenary Square Extension – GBSLEP EZ additional funding	Transport & Environment	14 Dec 2021
009037/2021	Highway Maintenance and Management PFI Contract	Transport & Environment	14 Dec 2021
009246/2021	Highway Network Extent	Transport & Environment	14 Dec 2021
009488/2021	Local Improvement Budget - Transportation and Highways	Transport & Environment	14 Dec 2021
009504/2021	Birmingham 2022 Commonwealth Games Transport Plan	Transport & Environment	14 Dec 2021
008965/2021	Renewal of Building Energy Management Systems	Leader	18 Jan 2022
009068/2021	Paradise Circus Update	Leader	18 Jan 2022
009251/2021	Outline Business Case for the Creation of an Integrated Transport Unit	Leader	18 Jan 2022
005048/2018	Moor Street Queensway Public Realm Improvements Outline Business Case	Transport & Environment	18 Jan 2022
009406/2022	Active Travel Fund Tranche 2 - Package 2: Kings Heath and Moseley Places for People Full Business Case	Transport & Environment	18 Jan 2022
009445/2022	City Centre Public Realm Improvement Scheme (CCPR) Full Business Case (FBC) phase 2	Transport & Environment	18 Jan 2022
009531/2022	Active Travel Fund Tranche 2 – Package 2: Lozells Places for People Full Business Case	Transport & Environment	18 Jan 2022
007927/2021	Business Plan 2021-2025	n/a	08 Feb 2022
009031/2022	DRAFT FINANCIAL PLAN 2022-2026	n/a	08 Feb 2022
009281/2021	Adoption of Perry Barr 2040: A Vision for Legacy Masterplan and endorsement of the Perry Barr 2040 Delivery Plan	Leader	08 Feb 2022
009408/2022	25 Year City of Nature Delivery Framework	Leader	08 Feb 2022
009604/2022	Adoption of the Smethwick to Birmingham Corridor Framework Supplementary Planning Document and approval of the Grove Lane Masterplan	Leader	08 Feb 2022
009213/2021	BMHT Dawberry Fields Road, Passivhaus Development	Homes & Neighbourhoods	22 Mar 2022
008965/2021	Renewal of Building Energy Management Systems	Leader	22 Mar 2022
008531/2021	Highways and Infrastructure: Footway Crossings Policy and Information for Applicants	Transport & Environment	22 Mar 2022



009086/2021	BCC Streetworks Permit Scheme	Transport & Environment	22 Mar 2022
009142/2021	A457 Dudley Road Improvement Scheme – Revised Main Scheme Full Business Case	Transport & Environment	22 Mar 2022
009249/2021	Street Naming and Numbering Policy Revision	Transport & Environment	22 Mar 2022
009593/2022	Transportation & Highways Capital Programme 2022/23 to 2027/28	Transport & Environment	22 Mar 2022
007686/2020	Historic Environment Supplementary Planning Document	Leader	28 Jun 2022