

BIRMINGHAM CITY COUNCIL

SUSTAINABILITY AND TRANSPORT OVERVIEW AND SCRUTINY COMMITTEE

THURSDAY, 26 JUNE 2025 AT 14:00 HOURS
IN COMMITTEE ROOMS 3 & 4, COUNCIL HOUSE, VICTORIA
SQUARE, BIRMINGHAM, B1 1BB

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 Public-I microsite ([please click this link](#)) 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 they must declare all relevant pecuniary and other registerable interests arising from any business to be discussed at this meeting.

If a disclosable pecuniary interest is declared a Member must not participate in any discussion or vote on the matter and must not remain in the room unless they have been granted a dispensation.

If other registerable interests are declared a Member may speak on the matter only if members of the public are allowed to speak at the meeting but otherwise must not take part in any discussion or vote on the matter and must not remain in the room unless they have been granted a dispensation.

If it is a 'sensitive interest', Members do not have to disclose the nature of the interest, just that they have an interest.

Information on the Local Government Association's Model Councillor Code of Conduct is set out via <http://bit.ly/3WtGQnN>. This includes, at Appendix

1, an interests flowchart which provides a simple guide to declaring interests at meetings.

4 **MEMBERSHIP OF THE SUSTAINABILITY AND TRANSPORT OVERVIEW AND SCRUTINY COMMITTEE**

To note the resolution of the City Council meeting appointing the Committee Chair and Members to serve on the Committee to the period ending with the Annual General Meeting of City Council 2026.

Labour (5)

Cllr David Barker (Chair), Cllr Ziaul Islam, Cllr Lauren Rainbow, Cllr Ian Ward, Cllr Waseem Zaffar

Conservative (2)

Cllr Timothy Huxtable, Cllr Richard Parkin

Liberal Democrat (1)

Cllr Colin Green

5 **ELECTION OF DEPUTY CHAIR**

To elect a Deputy Chair, for the purpose of substitution for the Chair, if absent, for the period ending with the Annual City Council meeting in 2026.

5 - 8

6 **MINUTES - 15 MAY 2025**

To confirm the minutes from the meeting held on 15 May 2025.

9 - 14

7 **SUSTAINABILITY AND TRANSPORT OVERVIEW AND SCRUTINY COMMITTEE ACTION TRACKER**

To review and note the actions from previous Sustainability & Transport Overview and Scrutiny Committee meeting(s).

15 - 26

8 **PROGRESS REPORT ON IMPLEMENTATION OF ROAD SAFETY SCRUTINY INQUIRY RECOMMENDATIONS**

An update on the progression of the recommendations from the Road Safety Scrutiny Inquiry.

Officers from Transport & Connectivity will be in attendance for this item.

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 Chair are matters of urgency.

11 **DATE OF MEETINGS**

To note the scheduled dates for 2025/26:

2025

26 June

31 July

18 September

23 October

27 November

2026

22 January

5 March

23 April

BIRMINGHAM CITY COUNCIL**SUSTAINABILITY AND TRANSPORT O&S COMMITTEE
MEETING**

**Minutes of the meeting held on 15th May 2025 at 1400 hours in Committee
Room 6, Council House, Victoria Square, Birmingham**

Present:

Councillor David Barker (Chair)

Councillors Raqeeb Aziz, Colin Green, Timothy Huxtable, Lauren Rainbow and Waseem Zaffar

Also Present:

Becky Marston, West Midlands Mayoral Commissioner for Active Travel

Matthew MacDonald, West Midlands Mayoral Commissioner for Road
Safety (Online)

Superintendent Gareth Mason, West Midlands Police

Baseema Begum, Scrutiny Officer

NOTICE OF RECORDING/WEBCAST

91. The Chair advised those present that the meeting would be webcast for live and subsequent broadcast and that Members of the press/public may record and take photographs except where there were confidential or exempt items.

The Chair stated that there was a change to the anticipated agenda with the report on Parking Enforcement deferred and explained the reasons given.

The Chair agreed to write to the Cabinet Member and relevant senior officers to express the Committee's disappointment that the report had been withdrawn.

APOLOGIES

92. Apologies were submitted on behalf of Councillors Akhlaq Ahmed and Richard Parkin.

93. DECLARATIONS OF INTERESTS

There were no declarations of interest made.

MINUTES

94. **RESOLVED:** -

That the Minutes of the meeting held on 17th April 2025 be approved as a correct record and signed by the Chair.

SUSTAINABILITY AND TRANSPORT OVERVIEW AND SCRUTINY COMMITTEE ACTION TRACKER

95. The Chair noted the progress made on outstanding actions and advised that information relating to the Environment and Neighbourhood Transport Fund (ENTF) had just been received and would be shared with Members.

A follow-up on requests for further information was noted in the minutes of the meeting held in April: -

- It was noted that the Climate Change/Route to Net Zero Committee had not formally met since May 2022. An update on a future meeting date was requested.
- That missing ward level data requested as part of the ENTF was provided.
- An update on progress made with the refurbishment of Witton Railway Station.

RESOLVED: -

That the action tracker be noted.

ROAD HARM REDUCTION AND ACTIVE TRAVEL

96. The Chair welcomed Beccy Marston, West Midlands Mayoral Commissioner for Active Travel and Superintendent Gareth Mason, West Midlands Police, who were present for this item. Matthew MacDonald, West Midlands Mayoral Commissioner for Road Safety joined the meeting virtually.

The Superintendent, West Midlands Police and the Commissioners for Active Travel and Road Safety introduced themselves and explained their roles. They made the following points in respect of their priorities and current work: -

- A shared vision for safer streets accessible by walking, wheeling, and cycling.
- A strategic focus on school safety zones as community hubs.
- Joint working agreements for average speed enforcement.
- Advocacy for fewer cars, slower speeds with an emphasis on collaborative, place-based approaches.

The Road Safety Commissioner added that his specific role was to co-ordinate agencies working together to reduce road harm having started his role in January. His focus was to look at ways to support local authorities in reaching their goals by implementing changes based on evidence. One example of this was looking at where 20mph zones could be installed. Another aim was tackling pavement parking. It was added that a taskforce meets once a month with the West Midlands Mayor to discuss key issues affecting communities ensuring that the work complements the place based approach.

The Active Travel Commissioner stated that she had begun her role in February and set out her priorities and met with all the relevant officers within the West Midlands

Combined Authority. She had also visited all the local authorities within the region to talk about her priorities and look at ways to bring in additional investment. She was an ambassador for amplifying bike training and highlighted the positive work of the Third Sector in respect of this and how this work could be built upon.

The Commissioners confirmed that they dedicated a day per week to the role. This was outside of their other working commitments.

A discussion was then held with Members, Commissioners and Police and the following were among the points raised: -

Speed Limits

In respect of the Road Safety Inquiry carried out by the Committee, reference was made to Recommendation 12 contained within the report that “Council requests that an implementation plan setting out how it intends to reduce speed limits across the city is provided to the Sustainability and Transport Overview and Scrutiny Committee. This plan should include how it will engage and inform ward members.”

Commissioners and the Police were supportive of citywide 20mph zones with limited exceptions. They noted that signage alone was deemed ineffective in reducing speed and design changes were required for adherence. It was noted that road design influences driver behaviour more than signage alone.

Average Speed Cameras and enforcement activity was discussed alongside the need to change driver behaviour and shift cultural mindsets. Members noted the 20mph speed limit implemented in Wales and the impact in the reduction of road casualties. However, the political sensitivity of implementation locally was also acknowledged.

Funding Challenges

The Committee was updated on ongoing financial constraints affecting the delivery of road safety and traffic calming measures. It was highlighted that there had been a shift to strategic, place-based investment aligned with the Local Transport Plan (LTP).

There was a need to increase the use of collision and traffic data for prioritising schemes. This would also be the best way to increase transparency and manage community expectations.

Concerns were raised about the risk of funding reallocation due to underspends on key programmes such as the City Region Sustainable Transport Scheme (CRSTS).

Enforcement and Infrastructure Integration

Committee members noted minimal speed reduction following limit changes. The example of Chester Road was given where previously the speed limit was 40mph reduced to 30mph. Vehicles were on average still travelling at 38mph despite over 2,000 tickets being issued. Emphasis was placed on the importance of designing roads to encourage compliance, with enforcement as a last resort. A need for investment in infrastructure and exploration of legal tools such as temporary driving bans was highlighted.

A regional agreement had been established to support cohesive enforcement efforts with all the West Midlands Councils.

RESOLVED: -

That the report be noted.

SUSTAINABILITY & TRANSPORT OVERVIEW AND SCRUTINY COMMITTEE WORK PROGRAMME

97. The Chair thanked Members for their input for the current municipal year and confirmed the details for the first meeting of the new municipal year.

It was acknowledged that the Committee had focussed on transport and highway issues this year and the aim was to ensure that there was more focus on the sustainability remit of the portfolio moving forward.

In response to a query about the scheduling of the report on illegal dropped kerbs, the Chair confirmed that he would request an update for the Committee from the relevant senior officer.

RESOLVED: -

- i) That the report be noted.
- ii) That an update on illegal dropped kerbs report be provided to the Committee.

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

98. There were no requests received.

OTHER URGENT BUSINESS

99. There were no items of Other Urgent Business received.

The meeting ended at 15:39 hours.

Chair's signature:

**SUSTAINABILITY AND TRANSPORT O&S COMMITTEE
ACTION TRACKER 2025-26**

Minute Number	Date	Agenda Item	Action	Update
17	22 nd August 2024	Road Safety Inquiry Evidence Gathering	Chair requested confirmation on the neighbourhood transport funding that was available for individual wards for the last municipal year and to confirm the funding for the current year and for 2025/26. This should include clarity on the service provided by the local engineer highway service and how these costs are met by the allocation given to each ward.	In progress.
17	22 nd August 2024	Road Safety Inquiry Evidence Gathering	Officers to seek information from Community Safety & Resilience colleagues in relation to joint enforcement operations and community safety watch.	In progress.
17	22 nd August 2024	Road Safety Inquiry Evidence Gathering	Feedback (including the cost) to be provided by officers on the implementation of a Traffic Regulation Order for pavement parking on Brownfield Road, Shard End.	In progress.
28	19 th September 2024	Work Programme	That the item on Illegal Footway Crossings is added to the agenda for the November meeting and the meeting is extended to 5pm.	Ongoing. This item had been scheduled for the Committee on November 7. This report was not cleared by the Commissioners. Next steps will be discussed as part of the work programme planning 25-26 session following the committee.

**SUSTAINABILITY AND TRANSPORT O&S COMMITTEE
ACTION TRACKER 2025-26**

47	12 December 2024	Average Speed Enforcement in Birmingham	The Committee identified the financial risk status (RAG) as Red, and this be added to the Corporate Risk Register.	In progress.
50	12 December 2024	Permit Schemes for Road and Street Activities - First Year Review	Further information to be provided on overrun charges (for works that have extended beyond the agreed duration) and fee levels recovered through Fixed Penalty Notices.	In progress. Currently seeking approval for 2 nd year review of Permit Schemes pending 151 approval – 7 th May. Further information to be provided.
61	23 January 2025	Progress Report on Implementation of Scrutiny Inquiry on Active Travel Schemes Recommendations	That the Committee receive a briefing on Active Travel Fund: Round 5.	In progress.
62	23 January 2025	Impact of Clean Air Zone	That information about the additional funding available for schools to install air quality monitors be re-issued.	Complete. Information circulated 13.6.25
62	23 January 2025	Impact of Clean Air Zone	The Committee agreed to explore partnerships with the West Midlands Combined Authority (WMCA) and Network Rail to address air quality issues.	Complete. Contact information has been provided for Committee's future engagement.
75	6 March 2025	Work Programme	That an item on Parking Enforcement is scheduled for the July meeting.	Complete. This report was not cleared in time for the commissioner deadline to meet the Committee's May meeting and has been rescheduled to July.

**SUSTAINABILITY AND TRANSPORT O&S COMMITTEE
ACTION TRACKER 2025-26**

75	6 March 2025	Work Programme	That an item on the Midlands Rail Hub be added to the future work programme.	In progress. For consideration in the work programme planning session for 2025/26 following this committee.
75	6 March 2025	Work Programme	The Cabinet Member for Environment and Transport confirmed that the Chair would be invited to a future meeting of the Climate Change and Net Zero Committee.	In progress. The Cabinet Member's office has confirmed that the Chair will be advised as soon as a date is set.

**SUSTAINABILITY AND TRANSPORT O&S COMMITTEE
ACTION TRACKER 2025-26**

85	17 April 2025	Transport Delivery Programme – HS2	<ul style="list-style-type: none"> ii) Provide data on percentage of jobs from the HS2 works that have been secured by residents of Birmingham and the West Midlands. iii) Update the Committee on the status of the joint study (by the Mayor of Greater Manchester and former Mayor of the West Midlands) on high-speed rail connections north of Crewe. iv) Provide an update on the progress of land release for the Metro extensions, particularly Sections 3 and 4 and potential economic impacts. v) Provide an update on when the rolling stock will be revealed. vi) Provide an update to the Committee (following liaison with the West Midlands Combined Authority) on the plans for offsetting measures or alternative solutions to the decision not to implement the grass track design. 	Complete. Responses circulated 13.6.25
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**SUSTAINABILITY AND TRANSPORT O&S COMMITTEE
ACTION TRACKER 2025-26**

86	17 April 2025	Transport Delivery Programme – Transport for West Midlands Schemes	<ul style="list-style-type: none"> ii) Transport for West Midlands to provide an update on the timeline for publishing the results of the consultation on cross-city bus routes 3 and 4. iii) Transport for West Midlands to explore the use of the Clean Air Zone Performance Capital Grant fund to modernise the bus fleet and purchase zero-emission vehicles. iv) Transport for West Midlands to provide an update on plans to upgrade buses on Route 11 and timelines for delivery. 	Complete. Response from Transport for West Midlands circulated 14.5.25
87	17 April 2025	Work Programme	The Committee requested that transport-related risks and disruption mitigation are included in future programme updates on HS2 and Sprint projects as they evolve.	In progress
90	17 April 2025	Other Urgent Business	<ul style="list-style-type: none"> i) The Cabinet Member for Environment and Transport to raise the issue of matchday train cancellations with West Midlands Mayor and the West Midlands Rail Executive. ii) That West Midlands Rail Executive provide an update on future development plans for Witton station and feasibility timelines. 	<p>In progress</p> <p>Complete. Response from West Midlands Rail Executive circulated 16.5.25</p>

Birmingham City Council

Report to Sustainability and Transport Overview and Scrutiny Committee

26 June 2025



Title:	PROGRESS REPORT ON IMPLEMENTATION OF ROAD SAFETY SCRUTINY INQUIRY RECOMMENDATIONS
Lead Member:	Councillor Majid Mahmood, Cabinet Member for Environment and Transport
Relevant Overview and Scrutiny Committee:	Sustainability and Transport Overview and Scrutiny Committee
Has this report been shared with the relevant Overview and Scrutiny Committee Chair?	Not Applicable
Report Author:	Alexandra McKenzie-Sanchez, Policy and Research Advisor Strategy, Insight and Governance alexandra.mckenzie- sanchez@birmingham.gov.uk
Authorised by:	Phil Edwards, Assistant Director, Transport and Connectivity Place, Prosperity and Sustainability
Is this a Key Decision?	Not Applicable
Reason(s) why not included on the Forward Plan and confirm who has authorised it to be considered:	Not Applicable
Is this a Late Report?	No
Reason(s) why Late and confirm who has authorised it to be considered:	Not Applicable
Is this decision eligible for 'call in?'	No
If 'call-in' has been dis-applied, please provide reason(s) and confirm who has authorised:	Not Applicable
Wards:	All

Does this report contain exempt or confidential information?

No

1 EXECUTIVE SUMMARY

- 1.1 This report provides an update on the progression of the recommendations from the Road Safety Scrutiny Inquiry.
- 1.2 The key question the Inquiry Task and Finish Group asked was: “How can the Council deliver better road safety outcomes while also meeting its budget challenges and moving towards financial recovery?”
- 1.3 The Cabinet Member’s assessment and a progress update has been provided against each recommendation as set out in Appendix A.

2 COMMISSIONERS’ REVIEW

- 2.1 Commissioners have no observations on the report.

3 RECOMMENDATIONS

That the Sustainability and Transport Overview and Scrutiny Committee:

- 3.1 Considers the progress against the recommendations and agrees the Cabinet Member’s assessment of their status.
- 3.2 Notes that a further Inquiry tracking report reporting progress on open recommendations will be provided in December 2025.

4 KEY INFORMATION

Context

- 4.1 The Road Harm Reduction Strategy holds the ambition to end death and serious injury for users of Birmingham’s roads. It sets out a bold approach to transform the city’s roads and streets to make them safer, more inclusive, and more attractive. It was adopted by Cabinet in March 2025.
- 4.2 The strategy complements the existing Birmingham Transport Plan, which sets out the vision and key principles for transport in Birmingham. It seeks to transform the city’s transport system to meet a range of challenges.
- 4.3 The strategy has also been published with an action plan, setting out how the Council, with its partners, will work together to reduce road harm risk.
- 4.4 Birmingham City Council is therefore committed to tackling road harm and is delivering on the strategies and plans that will make our streets safer.
- 4.5 The Sustainability and Transport Overview and Scrutiny Committee decided to undertake an Inquiry into Road Safety on 20 July 2023.

- 4.6 The Inquiry looked at the following outcomes:
Outcome 1: Safer roads for pedestrians, cyclists and motorists.
Outcome 2: Service transformation for Highways.
Outcome 3: Contribute towards the Council's financial recovery programme.
Outcome 4: Build trust and confidence in Birmingham citizens to effectively address road safety issues.
- 4.7 The City Council approved the recommendations R01 to R16 on 3 December 2024.
- 4.8 This report is in response to recommendation R16, requesting a progress update at the 6-month mark.

Proposal and Reasons for Recommendations

- 4.9 It is proposed that R02, R03, R04, R05, R06, R07, R09, R11, R12, R13, R14 and R16 are closed.
- 4.10 It is proposed that R01, R08, R10 and R15 remain open or are ongoing.

5 RISK MANAGEMENT

- 5.1 Not Applicable.

6 CONSULTATION

- 6.1 Not Applicable.

7 MEMBER ENGAGEMENT

Ward Councillor(s)

- 7.1 Not Applicable.

Overview and Scrutiny

- 7.2 Not Applicable.

Other

8 IMPACT AND IMPLICATIONS

Finance and Best Value

- 8.1 There are no direct financial implications arising from the recommendations in this information only report.

Legal

- 8.2 There are no direct legal implications arising from the recommendations in this information only report.
- 8.3 The Council have a duty under Section 39 of the Road Traffic Act 1988 to prepare and carry out a programme of measures designed to promote road safety. They also have a duty under that section to carry out studies into accidents arising out of the use of vehicles and to take measures in the light of those studies as appear to the Council to be appropriate to prevent such accidents including the dissemination of information and advice relating to the use of roads, the giving of practical training to road users or any class or description of road users, the construction, improvement, maintenance or repair of roads for the maintenance [of which they are responsible] and other measures taken in the exercise of their powers for controlling, protecting or assisting the movement of traffic on roads. The Council also have a further duty under that section in constructing new roads, to take such measures as appear to the Council to be appropriate to reduce the possibilities of such accidents when the roads come into use.

Equalities

- 8.4 There are no direct equalities implications directly arising from the recommendations in this information only report. Equality impact assessments will be undertaken in relation to specific recommendations and schemes as they are progressed, and as appropriate.

Procurement

- 8.5 There are no direct procurement implications arising from this information only report.

People Services

- 8.6 There are no direct staffing implications arising from the recommendations in this information only report.

Climate Change, Nature and Net Zero

- 8.7 There are no direct climate change, nature and net zero carbon implications arising directly from the recommendations in this information only report. However, the delivery of projects supporting Road Harm Reduction will contribute to positive contributions to these agendas.

Corporate Parenting

- 8.8 There are no direct corporate parenting implications arising from the recommendations in this report.

Other

8.9 Not Applicable.

9 APPENDICES

9.1 Appendix A – Progress Update on the Recommendations of the Road Safety Inquiry

10 BACKGROUND PAPERS

10.1 [Scrutiny Inquiry – Road Safety, January 2025](#)

Appendix A - Progress Update on the Recommendations of the Road Safety Inquiry

Number	Recommendation	Cabinet Member	Completion Date	Progress update	Cabinet Member Assessment - is this completed?
1	Council asks the Cabinet Member for Environment and Transport to engage with the West Midlands Police and Crime Commissioner and West Midlands Police to understand how the Council can support activities to tackle driving without insurance offences.	Environment and Transport	Mar-25	A meeting is being arranged with representatives from West Midlands Police (WMP) and the Police and Crime Commissioner's office to discuss this issue further. The Council has limited resources to support this work, particularly as this matter is primarily the responsibility of WMP.	No
2	Council requests the Cabinet Member for Environment and Transport with the Leader of the Council, Deputy Leader, Mayor for West Midlands and all Birmingham MPs to write a letter and continue to lobby the Department for Transport to request funding for a London quality public transport and active travel network so there are alternatives to driving	Environment and Transport	Jan-25	<p>The Cabinet Member has written to the Minister for the Future of Roads to invite her to Birmingham to visit one of our road safety schemes. He will discuss this further with the minister on her visit.</p> <p>The Economy and Place Strategy embeds strategic development of the public transport and active travel networks into the medium term positioning of Birmingham and the West Midlands for future Integrated Settlement Funding.</p> <p>We will continue to lobby for greater investment into our public transport and active travel.</p>	Yes
3	Council asks the Leader of the Council and Executive, to share the action plan for the Road Safety Emergency with a report to Council. This action plan should clearly set out how it commits to deliver, including what will happen, timescales and how any council activity will be funded. It should also be clear on how it will demonstrate how it is making a difference.	Leader and Environment and Transport	Mar-25	In March 2025, we adopted our new Road Harm Reduction Strategy and Action Plan. The Action Plan sets out what steps we will be taking and why we will be taking them. It also details which partners will need to be involved, as well as how they will be delivered.	Yes
4	Council seeks assurances from the Leader that the current Cabinet Member portfolio arrangements enable the Council to deliver on the Road Safety Emergency.	Leader and Environment and Transport and Community Safety, Social Justice and Equalities	Jun-25	<p>The Leader and his Cabinet are committed to tackling the Road Safety emergency and is content that portfolio arrangements enable this.</p> <p>In March, Cabinet adopted our crucial Road Harm Reduction Strategy and action plan. Supported by the Birmingham Transport Plan, the strategy has people at its heart, aiming to reduce the speed and number of motor vehicles on local streets, instead creating safer spaces to walk and cycle. It uses the internationally recognised Healthy Streets approach, designing streets on a human scale, giving priority to people and their needs first, rather than private vehicles.</p> <p>In April 2025, West Midlands Police, our region's seven local authorities, the Police and Crime Commissioner and West Midlands Combined Authority signed the joint working agreement for the rollout of Average Speed Cameras signed. This agreement will make it easier to install new cameras and catch more speeding drivers, while bringing a consistent approach to speed enforcement across the region. The aim is to save lives as we work with authorities and other partners to halve the number of deaths and serious injuries on our roads by 2030.</p> <p>Collision Panels began in January 2025, ensuring that we work with partners to collaborate and share information and learnings better from fatal and serious collisions. These are now embedded in our practice.</p> <p>We have increased our joint enforcement operations, making sure we work with partners and across our teams on targeted areas and areas of community concern. From January to May 2024, a total of 24 joint operations were conducted. From the same period this year, we have so far undertaken 47 joint operations, and have many more planned.</p> <p><i>This is just a snapshot of the work progressing in this area and since we declared the emergency last July</i></p>	Yes

5	Council to ask the Deputy Leader to provide assurances that the Council's adopted policies are sufficient to tackle car dependency by supporting the transformation of the city through improving the quality and scale of public transport and active travel provision, whilst systemically reducing road harm risk. This should also consider the level of population density needed to sustain integrated public transport and active travel networks.	Deputy Leader	Dec-25	<p>The Birmingham Transport Plan sets out BCC's approach to tackling car dependency. It is reflected, embedded and supported in policies at all levels, including the Corporate Plan, Economy and Place Strategy, emerging Local Plan, Our Future City Plan, Road Harm Redcution Strategy and emerging West Midlands Local Transport Plan.</p> <p>Issues of population density are of particular relevance in the Economy and Place Strategy (EPS) and the Local Plan.</p> <p>In the EPS, the identification of key investment zones ensures that future funding and development is deployed strategically and coherently, with investment in a range of key measures co-ordinated to ensure best realisation of benefits.</p> <p>The emerging Local Plan includes a robust Transport Evidence Base (TEB), which has been updated for the plan's development and will be regularly refreshed to ensure continued alignment with further evidence and revised timescales. The TEB for the Local Plan is predicated on a "vision-led" or 'decide and provide' basis, where BCC specifies the vision for Birmingham's future development and develops a robust plan to get there.</p>	Yes
6	Council seeks assurances from the Cabinet Member for Environment and Transport that the cost recovery model in place for schemes delivers value for money with a report to the Sustainability and Transport Overview and Scrutiny Committee. This report should outline how alternative options (such as a set fee for each scheme) have been considered and why they have been rejected.	Environment and Transport	Mar-25	<p>BCC has a small in-house team responsible for the development and delivery of transport projects. This team uses both in-house delivery where capacity allows and operates a commissioning model. There are many current vacancies within the team due to ongoing challenges with recruitment and retention of staff with skills in Transport Planning and Civil/Highway Engineering linked to a global skills shortage and competition from the private sector.</p> <p>The council has an excellent track record of winning funding from external providers to deliver additional projects to the main core function. The cyclical nature of projects and funding coupled with the recruitment and retention issues means that it isn't possible to have all the necessary resource employed directly by BCC. In-house capacity is supplemented by additional resource which is brought into the team via professional services secondments using agreed procurement routes.</p> <p>BCC uses a range of different contract types to secure resources to develop and deliver transport schemes. Decisions as to the most appropriate approach are determined on a project-by-project basis including production of procurement strategies as required. The most used options are professional services secondments to supplement the in-house team based upon hourly or day rates, and commissions let to the market on a priced activity basis where the scope can be clearly defined.</p> <p>The business model for the division is based upon a cost recovery model which includes BCC officer time plus any supplementary secondments and is linked to agreed savings and income targets. The funding for these projects is mainly external funding and any alternative model would require agreement with the funding providers in advance of commencing work on the projects.</p> <p>It should also be acknowledged that the pace of delivery of transport projects is heavily influenced by working with our local communities to agree suitable solutions and the associated governance and approvals timelines. The cost recovery model is instrumental in ensuring that these aspects of project delivery can be given appropriate time where necessary, particularly on</p>	Yes
7	Council requests that the Cabinet Member for Environment and Transport ensures all ward members have a plain-speaking guide to support them to utilise effectively their Environment & Transport Neighbourhood Fund allocation. This guide should provide information on evidence based 'what works'. It should also be regularly reviewed and updated when new ideas are tested.	Environment and Transport	Mar-25	<p>This has already been delivered ahead of these recommendations. The Cabinet Member has asked colleagues to continue to share more information and guidance about new approaches with members.</p>	Yes

8	<p>Council requests that the Cabinet Member for Environment and Transport commits as part of the current Parking Enforcement service review:</p> <ul style="list-style-type: none"> • That the review is completed by end March 2025 to enable its recommendations to be implemented as soon as possible for Birmingham. • Leads to a fully data led service (including use of information provided through third party evidence) • Contract tender developed • Agrees to publish information to the public on a quarterly basis to understand what activity is taking place and whether it is making a difference. • Is satisfied that the current maximum parking charges cover the costs of running the service and considers appropriate next steps if this is not the case. • Reintroduces the Annual Parking report. 	Environment and Transport	Mar-25	<p>The initial Parking Service Review has been completed, and the Parking Service Redesign (Transformation) project is now underway. This new phase will focus on modernising the service, with key deliverables and timescales currently being developed.</p> <p>Further clarification is needed on the type and level of information required for quarterly reporting. Meeting these requirements is likely to need additional staff time and resources.</p> <p>It's important to recognise that enforcement alone may not be enough to address illegal parking behaviours. A wider approach is needed, including public education and physical or engineering changes.</p> <p>The annual parking report is to be re-introduced, following the financial outturn for 2024/25 being signed of and the Section 55 Statement being produced by the Finance team, as this is to be included in the report.</p>	No
9	<p>Council requests the Cabinet Member for Environment and Transport to outline the approach to the Sustainability and Transport Overview and Scrutiny Committee to tackle pavement parking across the city and the plan to achieve this. This should cover but not exclusively:</p> <ul style="list-style-type: none"> • How the current Traffic Regulation Order can be better utilised. • How to tackle anti-social parking caused by businesses (including their third party delivery services). <p>Further, activity to address this including its impact should be included in the Annual Parking report.</p>	Environment and Transport	Jun-25	<p>The city wide traffic regulation order can be used to prevent footway/verge parking and has been used in previous Ward Minor Measures schemes. To allow for enforcement of this TRO in any given location, the following steps are required:</p> <ol style="list-style-type: none"> 1. A design showing sign locations and area covered is produced and an informal consultation (i.e. non-statutory as the TRO already exists so there is no right to object) is carried out 2. The works are authorised via a Form of Authority as per the usual process for schemes 3. New signage installed in the location as per the agreed design 4. Deployment CEOs on a regular basis to enforce restrictions <p>All of the above would be subject to identification of a suitable funding source linked to identified local priorities which at the present time would be ETNF.</p> <p>Previous use of this TRO has been in very small areas, responding to specific local demands. As a result, the costs have relatively high and the impact on behaviour is moderate.</p> <p>There are also instances where Parking Services are not able to enforce anti-social or inconsiderate parking, where a TRO is not present. For example, BCC cannot enforce parking on junctions/corners. Such areas will need multi-agency joint partnership operations with WMP and will be reliant on resource.</p> <p>In the absence of a national ban on footway parking, the preferred approach would be to incorporate area wide parking controls including residents' parking into the delivery of Neighbourhood Major Schemes. This will create a more regulated and</p>	No

10	<p>Council requests the Leader, Cabinet Member for Environment and Transport and the Cabinet Member for Digital, Culture, Heritage and Tourism to:</p> <ol style="list-style-type: none"> explore how to improve the existing reporting system to make it easier for people to report parking issues to the Council. This new system should include the following: <ul style="list-style-type: none"> Enables people to provide third party evidence Provides feedback on action taken Be user experience tested Launched with a communications plan to inform and upskill residents so they can use it effectively Integrated with council systems to minimise service interface and; Explore with West Midlands Police and the other Local Authorities within the West Midlands Combined Authority if they can adopt a single reporting system. This will make it easier for all residents by sending the complaint 	Environment and Transport and Digital, Culture, Heritage and Tourism	Jun-25	<p>As part of the Parking Service Redesign project mentioned above, the current reporting system is being reviewed to improve the customer experience and make data collection more effective. The aim is to identify a more streamlined and user-friendly system that supports both customers and enforcement operations.</p> <p>A key requirement for the new system is direct integration with our enforcement provider's systems. This will help ensure that reports are assessed quickly and that Civil Enforcement Officers (CEOs) can be deployed promptly where necessary.</p> <p>Currently, the web form allows the public to submit third-party evidence, such as photos or witness statements. However, under existing legislation, this type of evidence cannot be used on its own to issue a Penalty Charge Notice (PCN). While it can help prioritise or support enforcement activity, CEOs still need to attend and capture the contravention taking place on an approved device.</p>	No
11	<p>Council requests the Cabinet Member for Environment and Transport to urgently write a letter to the Department for Transport to request Councils are supported through legislation to be able to make more use of third party reporting for enforcement, as police forces are able to. This letter should be cosigned by all Birmingham MPs, the Police and Crime Commissioner and the Mayor for the West Midlands</p>	Environment and Transport	Jan-25	<p>As acknowledged, the police are already doing some great work in this area as a part of Operation Snap, using footage from members of the public to use as evidence for driving offences. We will continue to engage with police colleagues how we can best support them, and have included this in our letter to the Minister to discuss further.</p>	Yes
12	<p>Council requests that an implementation plan setting out how it intends to reduce speed limits across the city is provided to the Sustainability and Transport Overview and Scrutiny Committee. This plan should include how it will engage and inform ward members.</p>	Environment and Transport	Mar-25	<p>In March 2025, we adopted our new Road Harm Reduction Strategy and Action Plan. The Action Plan sets out what steps we will be taking, including how it intends to reduce speed limits across the city. We have also raised the need for powers to deliver default 20mph zones in the Cabinet Member's letter to the Minister.</p>	Yes
13	<p>Council requests the Cabinet Member for Environment and Transport with the Leader of the Council, Deputy Leader, Mayor for West Midlands, West Midlands Police and Crime Commissioner and all Birmingham MPs to urgently write a letter to the Department for Transport asking that they introduce legislation for the police and councils to retain funds received from speeding fines in the region.</p>	Environment and Transport	Jan-25	<p>This ask was included in the original letter that the Cabinet Member wrote to the Secretary of State for Transport in July, and we have included this again in our letter to the Minister. The Cabinet Member will continue to lobby on this issue.</p>	Yes

14	Council requests the Cabinet Member for Environment and Transport to urgently write a cross-party letter to the Department for Transport to request an increase in the maximum charges for Moving Traffic contraventions. This letter should be cosigned by all Birmingham MPs, the Police and Crime Commissioner and the Mayor for the West Midlands.	Environment and Transport	Jan-25	The Cabinet Member has asked to discuss with the Minister increasing maximum charges for moving traffic contraventions and fixed penalty notices, as these have not increased for many years and no longer serve as an effective deterrent as they are too low.	Yes
15	Council requests the Cabinet Member for Environment and Transport to urgently write a letter to the Police and Crime Commissioner and Chief Constable asking them to expand the remit and resources of traffic officers to work closely with neighbourhood police teams, and local councils, to gather intelligence to target individuals who: routinely break speed limits; use illegal modifications of engines and exhausts and tinted windows; and remove number plates to escape detection.	Environment and Transport	Jan-25	This is primarily the responsibility of WMP. The Cabinet Member has asked the Assistant Director for Highways and Infrastructure to discuss this further at a Gold Command meeting.	No
16	Council agrees that the Executive Member reports on progress towards achievement of these recommendations no later than June 2025.	Environment and Transport	Jun-25	Complete.	Yes

