



**CITY COUNCIL  
15 MARCH 2022**

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QUESTIONS TO  
CABINET MEMBERS**

**WRITTEN QUESTIONS**

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**2. Local Listing**

From Councillor Roger Harmer

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**CITY COUNCIL – 15 MARCH 2022**

**WRITTEN QUESTION TO THE LEADER OF THE COUNCIL FROM COUNCILLOR  
MIKE WARD**

**'Russian Business Contracts'**

**Question:**

**Following the illegal Russian invasion of Ukraine, could the Leader set out what has been done to ensure the Council has no contracts or investments with Russian linked businesses?**

**Answer:**

The Council has undertaken an initial review of the Council's contracts and we have no direct contracts with companies from either Russia or Belarus. It is noted that with such an international supply chain that some of our suppliers may have sub contracts which stretch into commercial arrangements where there may be links, and with this in mind we have conducted a direct survey with our contracted suppliers seeking more information on what if any exposure there is to Russian or Belarus contracts beyond our main suppliers.

WM Energy are in no way supplied by Gazprom, or any other Russian energy suppliers.

We are continuing to pursue information around indirect exposure through the supply chain, but the overall position we have been able to establish so far is as follows:

- A trawl has been undertaken of all direct exposure to Gazprom on the part of BCC and key trading Group Companies (including Paradise Circus, InReach, Propco, Acivico, BCT).
- It has been identified that direct exposure is limited to five LA schools who have sourced gas supplies from Gazprom this financial year, to a total value of £51k between April 2021 and February 2022.

Through our investment partners we are currently actively reviewing our investment holdings, working with Fund Managers to assess our exposure and actions taken in response to the developing events in Ukraine, together with the increasing sanctions imposed on Russia. Fund investments in this area represent a small and reducing element of the Fund portfolio with actions having already been taken to reduce exposure, including some exclusions.

**CITY COUNCIL – 15 MARCH 2022**

**WRITTEN QUESTION TO THE LEADER OF THE COUNCIL FROM COUNCILLOR  
ROGER HARMER**

**‘Local Listing’**

**Question:**

**Please can I have an update on the application for a local listing for 1-5 Shirley Road, Acocks Green B27 7XU. This is an important example of an original Burton’s store designed and built for the company nearly 100 years ago, with many original features, including fine art deco first floor windows. When the application for a Conservation Area for Acocks Green was turned down, we were told that local listing provided an alternative way of protecting important local buildings and Historic England has recently indicated that they think the building should be locally listed, but we still await a response from the Council.**

**Answer:**

We have received the information sent to us by the Acocks Green Focus Group on the 15<sup>th</sup> February 2022, requesting that the former Burtons store at 1-5 Shirley Road is added to the Birmingham Local List of Buildings of Historic and Architectural Interest.

The Principal Conservation Officer will be visiting the site in the next few weeks to carry out an assessment of its significance and will let the Acocks Green Focus Group know the outcome. If it is considered to be worthy of adding to the local list we shall take a report to planning committee recommending its inclusion.

**CITY COUNCIL – 15 MARCH 2022**

**WRITTEN QUESTION TO THE LEADER OF THE COUNCIL FROM COUNCILLOR  
ADAM HIGGS**

**“Trip to Pakistan”**

**Question:**

**Other than the Lord Mayor, please list any other Councillors who joined him on the recent trip to Pakistan.**

**Answer:**

Two Councillors did visit Pakistan along with the Lord Mayor but they did this in a personal capacity, in their own time and at their own cost.



**CITY COUNCIL – 15 MARCH 2022**

**WRITTEN QUESTION TO THE LEADER OF THE COUNCIL FROM COUNCILLOR  
CHARLOTTE HODIVALA**

**“Total Cost”**

**Question:**

**What was the total cost to the Council of the recent trip to Pakistan by the Lord Mayor and others?**

**Answer:**

The total cost to the Council was £9,3178.54 including flights and accommodation for the delegation to Pakistan.

The costs above relate to the Lord and Lady Mayoress and officers. The Council did not cover the costs of the 2 Councillors that also travelled with the Lord Mayor.

CITY COUNCIL – 15 MARCH 2022

**WRITTEN QUESTION TO THE LEADER OF THE COUNCIL FROM COUNCILLOR  
GARETH MOORE**

**“Consultations”**

**Question:**

**How many responses in total have been received across how many consultations carried out by the Council this financial year?**

**Answer:**

The Council uses an online platform called Be Heard to conduct consultations and surveys. Between the 1/04/2021 and 14/03/2022 a total of 127 public consultations/surveys were conducted through the Be Heard platform and a total of 15,649 responses have been received.

This figure represents the total number of responses to both consultations and surveys. A further breakdown between the two requires a manual audit and this has not been possible within the constraints of responding to this question.

The figure provided excludes responses to consultations and surveys that are not conducted through Be Heard. A figure for these is not available.

Additionally, some consultations/surveys logged in the Be Heard system are either conducted offline or link to external platforms and so, similarly, response figures for these are not available.

**CITY COUNCIL – 15 MARCH 2022**

**WRITTEN QUESTION TO THE LEADER OF THE COUNCIL FROM COUNCILLOR  
KEN WOOD**

**“Chief Executive’s Delivery Unit”**

**Question:**

**What is the total budgeted annual cost of the Chief Executive’s Delivery Unit?**

**Answer:**

**£750,272**

CITY COUNCIL – 15 MARCH 2022

**WRITTEN QUESTION TO THE LEADER OF THE COUNCIL FROM COUNCILLOR  
DAVID PEARS**

**“Council Fleet”**

**Question:**

In response to a written question on the percentage of Council fleet that is compliant with the clean air zone, the Cabinet Member for Transport and the Environment said “The operation of the Council’s fleet is the responsibility of its respective directorates and services and, as such, is outside of the scope of the Transport and Environment portfolio. Therefore, I am unable to provide this information” It is surprising that the Cabinet Member responsible for Clean Air had not already undertaken an assessment of the council’s own fleet, and still more surprising that he did not feel able to ask his colleagues when the question was raised, nevertheless as he has made it clear that you are each responsible for the fleet within your portfolios can you inform the public what percentage of any fleet operated within your service areas is compliant with the clean air zone?

**Answer:**

74%

CITY COUNCIL – 15 MARCH 2022

**WRITTEN QUESTION TO THE LEADER OF THE COUNCIL FROM COUNCILLOR  
MAUREEN CORNISH**

**“Designated Green Space”**

**Question:**

**Please list all formerly designated green space, public open space, playing fields that are not yet developed but that are sat within the Housing Revenue Account.**

**Answer:**

On the 26<sup>th</sup> March 2019 and 6<sup>th</sup> March 2020 Cabinet approved reports that set out a programme of appropriations into the HRA from the general fund of land which included unattached school playing fields, former allotment sites and some public open space, where the holding departments considered their current use to be surplus.

Since the Cabinet approvals, a number of sites have been withdrawn from the programme and retained as per their original use. The following sites are land currently held in the HRA.

- Boleyn Road, Frankley
- Trescott Road, Allens Cross
- Comet Park site, Bromford and Hodgehill
- Dawberry Field Road, Brandwood and Kings Heath
- The Pines School site, Bromford and Hodgehill
- Bellefield POS, North Edgbaston

**CITY COUNCIL – 15 MARCH 2022**

**WRITTEN QUESTION TO THE DEPUTY LEADER OF THE COUNCIL FROM  
COUNCILLOR DAVID PEARS**

**“Council Fleet”**

**Question:**

**In response to a written question on the percentage of Council fleet that is compliant with the clean air zone, the Cabinet Member for Transport and the Environment said “The operation of the Council’s fleet is the responsibility of its respective directorates and services and, as such, is outside of the scope of the Transport and Environment portfolio. Therefore, I am unable to provide this information” It is surprising that the Cabinet Member responsible for Clean Air had not already undertaken an assessment of the council’s own fleet, and still more surprising that he did not feel able to ask his colleagues when the question was raised, nevertheless as he has made it clear that you are each responsible for the fleet within your portfolios can you inform the public what percentage of any fleet operated within your service areas is compliant with the clean air zone?**

**Answer:**

**100%**

**CITY COUNCIL – 15 MARCH 2022**

**WRITTEN QUESTION TO THE CABINET MEMBER FOR EDUCATION, SKILLS  
AND CULTURE FROM COUNCILLOR DEBORAH HARRIES**

**‘School Days Lost to Covid’**

**Question:**

**Could the Cabinet Member confirm the number of children who were absent from school due to Covid in the run up to the February Half Term break?**

**Answer:**

Schools report COVID absence to the DfE through its attendance return. Up to half-term schools were asked to complete this return each day and they are now asked to complete it each week.

Data Birmingham schools submitted to the DfE for Wednesday 16<sup>th</sup> February indicated that 1.3% of pupils were absent for COVID reasons. This compared to 2.3% of pupils reported by schools to be absent for COVID reasons in England on the same day.

CITY COUNCIL – 15 MARCH 2022

**WRITTEN QUESTION TO THE CABINET MEMBER FOR EDUCATION, SKILLS AND CULTURE FROM COUNCILLOR DARIUS SANDHU**

**“Council Fleet”**

**Question:**

In response to a written question on the percentage of Council fleet that is compliant with the clean air zone, the Cabinet Member for Transport and the Environment said “The operation of the Council’s fleet is the responsibility of its respective directorates and services and, as such, is outside of the scope of the Transport and Environment portfolio. Therefore, I am unable to provide this information” It is surprising that the Cabinet Member responsible for Clean Air had not already undertaken an assessment of the council’s own fleet, and still more surprising that he did not feel able to ask his colleagues when the question was raised, nevertheless as he has made it clear that you are each responsible for the fleet within your portfolios can you inform the public what percentage of any fleet operated within your service areas is compliant with the clean air zone?

**Answer:**

38.4%



**CITY COUNCIL – 15 MARCH 2022**

**WRITTEN QUESTION TO THE CABINET MEMBER FOR EDUCATION, SKILLS AND CULTURE FROM COUNCILLOR SIMON MORRALL**

**“School Crossing Patrols”**

**Question:**

**How many school crossing patrols were operating across the City in each year since 2012, including current year?**

**Answer:**

2012 - 160  
2013 - 140  
2014 - 118  
2015 - 161  
2016 - 143  
2017 - 137  
2018 - 153  
2019 - 144  
2020 - 137  
2021 - 117  
2022 - 114

The figures provided above are an annual average as the exact number of crossing patrol staff employed fluctuates from month to month.

**CITY COUNCIL – 15 MARCH 2022**

**WRITTEN QUESTION TO THE CABINET MEMBER FOR FINANCE AND RESOURCES  
FROM COUNCILLOR ROGER HARMER**

**‘Council Investments’**

**Question:**

**Can we have an assurance that the Council has no investments in the Russian economy and no fuel contracts that rely on Gazprom?**

**Answer:**

The Council has undertaken an initial review of the Council's contracts and we have no direct contracts with companies from either Russia or Belarus, It is noted that with such an international supply chain that some of our suppliers may have sub contracts which stretch into commercial arrangements where there may be links, and with this in mind we have conducted a direct survey with our contracted suppliers seeking more information on what if any exposure there is to Russian or Belarus contracts beyond our main suppliers.

WM Energy are in no way supplied by Gazprom, or any other Russian energy suppliers.

We are continuing to pursue information around indirect exposure through the supply chain, but the overall position we have been able to establish so far is as follows:

- A trawl has been undertaken of all direct exposure to Gazprom on the part of BCC and key trading Group Companies (including Paradise Circus, InReach, Propco, Acivico, BCT).
- It has been identified that direct exposure is limited to five LA schools who have sourced gas supplies from Gazprom this financial year, to a total value of £51k between April 2021 and February 2022.

Through our investment partners we are currently actively reviewing our investment holdings, working with Fund Managers to assess our exposure and actions taken in response to the developing events in Ukraine, together with the increasing sanctions imposed on Russia. Fund investments in this area represent a small and reducing element of the Fund portfolio with actions having already been taken to reduce exposure, including some exclusions.

Within our Treasury Management activities, we have no direct Financial Instruments with Russian institutions. Where the Council invests in treasury funds we have approached fund managers who confirm those funds have no direct or indirect financial instruments with Russian institutions.

**CITY COUNCIL – 15 MARCH 2022**

**WRITTEN QUESTION TO THE CABINET MEMBER FOR FINANCE AND RESOURCES  
FROM COUNCILLOR DOMINIC STANFORD**

**“Council Fleet”**

**Question:**

**In response to a written question on the percentage of Council fleet that is compliant with the clean air zone, the Cabinet Member for Transport and the Environment said “The operation of the Council’s fleet is the responsibility of its respective directorates and services and, as such, is outside of the scope of the Transport and Environment portfolio. Therefore, I am unable to provide this information” It is surprising that the Cabinet Member responsible for Clean Air had not already undertaken an assessment of the council’s own fleet, and still more surprising that he did not feel able to ask his colleagues when the question was raised, nevertheless as he has made it clear that you are each responsible for the fleet within your portfolios can you inform the public what percentage of any fleet operated within your service areas is compliant with the clean air zone?**

**Answer:**

**Capital Finance**

Cityserve - No vehicles

Birmingham City Laboratories – 100% CAZ compliant (all hire vehicles)

Civic Cleaning – 100% CAZ compliant (all hire vehicles)

Civic Catering – 0% CAZ compliant. The service only uses 3 vans in total and a Business Case is being prepared to replace these three vans with one CAZ compliant hire vehicle.

**CITY COUNCIL – 15 MARCH 2022**

**WRITTEN QUESTION TO THE CABINET MEMBER FOR FINANCE AND RESOURCES  
FROM COUNCILLOR MATT BENNETT**

**“Payment – Ashley Community and Housing 1”**

**Question:**

**How much has the Council paid to Ashley Community and Housing Ltd since 2016?**

**Answer:**

**£ 312,750**

**CITY COUNCIL – 15 MARCH 2022**

**WRITTEN QUESTION TO THE CABINET MEMBER FOR FINANCE AND RESOURCES  
FROM COUNCILLOR DARIUS SANDHU**

**“Payment – Ashley Community and Housing 2”**

**Question:**

**How much has the Council paid to Ashley Community and Housing Ltd since 1  
September 2021?**

**Answer:**

**£ 104,250**

**CITY COUNCIL – 15 MARCH 2022**

**WRITTEN QUESTION TO THE CABINET MEMBER FOR FINANCE AND RESOURCES  
FROM COUNCILLOR GARETH MOORE**

**“Payment – Ashley Community and Housing 4”**

**Question:**

**The 2020/21 Q4 Details of Contract Awarded report on the open data site, shows a contract with Ashley Community and Housing Ltd expiring in June 2021, and it does not appear on more recent reports. However the Cabinet Report on 14 December 2021 - AFGHAN CITIZENS RESETTLEMENT SCHEME AND AFGHAN RELOCATION & ASSISTANCE POLICY – BIRMINGHAM PLEDGE – states that a contract is still in place with ACH (paragraph 3.7 of the report). Can you please clarify if a new contract or contract extension has been signed (and if so when and by whom) or if the Council is continuing its relations with ACH outside of a formal contract?**

**Answer:**

ACH are contracted to deliver Employability Support for adults under the Syrian Vulnerable Persons Resettlement Scheme, awarded on 1 July 2019 for 2 plus 1 years. In March 2021, the Social Justice Board chaired by the Assistant Director of Adult Social Care agreed to implement the plus 1 which had been previously agreed. The current contract will expire on 30 June 2022 and has an annual value of £143,244pa. Following approval at the Social Justice Board a contract extension was issued by the relevant Senior Commissioning Officer. The extension dated 12 May 21 was agreed based on satisfactory performance in the first 2 years of the contract.

CITY COUNCIL – 15 MARCH 2022

**WRITTEN QUESTION TO THE CABINET MEMBER FOR HEALTH AND SOCIAL CARE FROM COUNCILLOR DAVID PEARS**

**“Council Fleet”**

**Question:**

In response to a written question on the percentage of Council fleet that is compliant with the clean air zone, the Cabinet Member for Transport and the Environment said “The operation of the Council’s fleet is the responsibility of its respective directorates and services and, as such, is outside of the scope of the Transport and Environment portfolio. Therefore, I am unable to provide this information” It is surprising that the Cabinet Member responsible for Clean Air had not already undertaken an assessment of the Council’s own fleet, and still more surprising that he did not feel able to ask his colleagues when the question was raised, nevertheless as he has made it clear that you are each responsible for the fleet within your portfolios can you inform the public what percentage of any fleet operated within your service areas is compliant with the clean air zone?

**Answer:**

1. Number of vehicles fully compliant with the clean air zone standards (CAZ) = 48 (85%)
2. Number of vehicles not compliant with the clean air zone standard but have a temporary exemption = 9 (15%)
3. Number of vehicles not compliant with clean air zone and do not have an exemption = 0

CITY COUNCIL – 15 MARCH 2022

## WRITTEN QUESTION TO THE CABINET MEMBER FOR HOMES AND NEIGHBOURHOODS FROM COUNCILLOR DEIRDRE ALDEN

### “Council Fleet”

#### Question:

In response to a written question on the percentage of Council fleet that is compliant with the clean air zone, the Cabinet Member for Transport and the Environment said “The operation of the Council’s fleet is the responsibility of its respective directorates and services and, as such, is outside of the scope of the Transport and Environment portfolio. Therefore, I am unable to provide this information” It is surprising that the Cabinet Member responsible for Clean Air had not already undertaken an assessment of the council’s own fleet, and still more surprising that he did not feel able to ask his colleagues when the question was raised, nevertheless as he has made it clear that you are each responsible for the fleet within your portfolios can you inform the public what percentage of any fleet operated within your service areas is compliant with the clean air zone?

#### Answer:

**Capital Investment and Repairs** are not directly responsible for any council fleet, however, the Contractors have provided the following information:

#### Wates Living Space

92.3% compliant but as of 1st April 2022 Wates will no longer be in contract.

#### Fortem

95% compliant and a plan is in place that by September 2022 all of Fortem’s fleet will be fully compliant.

#### Equans

96.3% compliant. All of the vehicles which Equans have ordered and secured for the direct delivery of the East and West contracts will be 100% compliant and they have a vehicle replacement programme underway for the North contract.

**Housing Management** have a fleet of 66 vehicles that are linked to our estate service team and all of are 100% compliant.

**Housing Solutions and Support Services** have 1 vehicle that is linked to our temporary accommodation service team and it is 100% compliant.



**CITY COUNCIL – 15 MARCH 2022**

**WRITTEN QUESTION TO THE CABINET MEMBER FOR HOMES AND  
NEIGHBOURHOODS FROM COUNCILLOR ALEX YIP**

**“Supported Accommodation”**

**Question:**

**How many Council owned properties are leased to supported accommodation providers?**

**Answer:**

We are not aware of any BCC properties/stock being leased to supported housing providers.

CITY COUNCIL – 15 MARCH 2022

**WRITTEN QUESTION TO THE CABINET MEMBER FOR SOCIAL INCLUSION,  
COMMUNITY SAFETY AND EQUALITIES FROM COUNCILLOR TIMOTHY  
HUXTABLE**

**“Complaints – ASB Team”**

**Question:**

**How many complaints have there been to Council ASB Teams relating to**

- a) HMO's**
- b) Exempt Accommodation**

**Answer:**

- a) HMO's**

The Community Safety Partnership has received 31 complaints, of which 30 have been investigated and closed and 1 is still open.

- b) Exempt Accommodation**

The pilot inspection team received 574 ASB related complaints to date since the pilot started in November 2020.

The Community Safety Partnership received 570 complaints: 352 ASB only, 70 related to Serious Organised Crime and 148 that have been reported as ASB and Serious Organised Crime.

CITY COUNCIL – 15 MARCH 2022

**WRITTEN QUESTION TO THE CABINET MEMBER FOR SOCIAL INCLUSION,  
COMMUNITY SAFETY AND EQUALITIES FROM COUNCILLOR DAVID BARRIE**

**“Waiting Time”**

**Question:**

**For each year since 2012, including year to date, what has been the average waiting time for an appointment to register a birth?**

**Answer:**

It is not possible to capture meaningful information for average waiting times, as the process is affected by a number of variables that are beyond the City Council's direct control. These include parental choice, the need to provide urgent appointments in some cases and whether parents attend their booked appointments or not.

Given this, the City Council does collect data on the percentage of applications registered per year in the statutory time of 42 days. The figures since 2012 are as follows:

<b>Year</b>	<b>Number of registrations</b>	<b>% registered within 42 days</b>
2012	25,175	88.61
2013	23,636	95.56
2014	23,789	86.08
2015	22,708	87.03
2016	24,633	63.60
2017	23,663	87.77
2018	23,332	91.26
2019	22,203	95.21
2020	19,933	43.21
2021	20,569	64.16
2022 to date	4,077	23.9

When studying these figures, it is important to bear in mind that the registration of births was suspended by Central Government during the early stages of the pandemic, from 24 March 2020 until week commencing 15 June 2020.

CITY COUNCIL – 15 MARCH 2022

**WRITTEN QUESTION TO THE CABINET MEMBER FOR SOCIAL INCLUSION,  
COMMUNITY SAFETY AND EQUALITIES FROM COUNCILLOR MATT BENNETT**

**“Council Fleet”**

**Question:**

In response to a written question on the percentage of Council fleet that is compliant with the clean air zone, the Cabinet Member for Transport and the Environment said “The operation of the Council’s fleet is the responsibility of its respective directorates and services and, as such, is outside of the scope of the Transport and Environment portfolio. Therefore, I am unable to provide this information” It is surprising that the Cabinet Member responsible for Clean Air had not already undertaken an assessment of the council’s own fleet, and still more surprising that he did not feel able to ask his colleagues when the question was raised, nevertheless as he has made it clear that you are each responsible for the fleet within your portfolios can you inform the public what percentage of any fleet operated within your service areas is compliant with the clean air zone?

**Answer:**

For Regulation and Enforcement Division of City Operations the fleet position for my portfolio is as follows:-

<b>Service Area</b>	<b>No of Vehicles</b>	<b>Number Compliant with CAZ</b>
Bereavement Services	7	0

**CITY COUNCIL – 15 MARCH 2022**

**WRITTEN QUESTION TO THE CABINET MEMBER FOR SOCIAL INCLUSION,  
COMMUNITY SAFETY & EQUALITIES FROM COUNCILLOR BABER BAZ**

**'Autopsy Scanner'**

**Question:**

**Could the Cabinet Member provide an update on the Autopsy Scanner?**

**Answer:**

1,214 CTPMs (computed tomography post mortems – via I-gene) have been undertaken since the pilot commenced at the beginning of July 2019 up to February 2022, with 614 of these identifying the cause of death.

Following the pilot to undertake 250 CTPMs in the first year, it was agreed to increase this in the subsequent annual contracts to send 500 cases for CTPM per year. This is being let as an annual contract following the pilot, running from 1 July to 30 June. The intention is to let a longer contract in the next two years.

During the covid pandemic, the Coroner identified that CTPM was a good way of identifying COVID19 in patients who had not been swabbed during lifetime. CPTM continues to be used in other cases selected by the Coroner, where it is likely to provide assistance to confirming the cause of death. There have been no family requests for CTPM for cases not already selected by the Coroner for CTPM since April 2020.

Overall this method has a success rate of around 50%, in identifying a cause of death confirmed by a pathologist and obviate the need for an invasive post mortem.

However, Igene state around a 60-65% success rate on average, as they look at whether the radiologist report suggests the same or similar cause of death to the invasive result. From February 2022, the City Council is including this in its reporting and has found a success rate of 65%.

CITY COUNCIL – 15 MARCH 2022

**WRITTEN QUESTION TO THE CABINET MEMBER FOR SOCIAL INCLUSION,  
COMMUNITY SAFETY AND EQUALITIES FROM COUNCILLOR JOHN LINES**

**“Payment – Ashley Community and Housing 5”**

**Question:**

**Whilst we are aware that at least one Member of the Council Cabinet is a Director for Ashley Community and Housing Ltd, why, given the previous contract expired in June 2021, did the Council continue to use them when their latest Ofsted judgement ‘requires improvement’?**

**Answer:**

Officers would not have been aware of the Ofsted inspection rating but having checked can see that this inspection relates to ACH’s apprentice scheme in Bristol (Head Office) and Newcastle.

CITY COUNCIL – 15 MARCH 2022

**WRITTEN QUESTION TO THE CABINET MEMBER FOR STREET SCENE AND PARKS FROM COUNCILLOR BABER BAZ**

**'Mobile Household Recycling Centre'**

**Question:**

**Could you provide the charts setting out the record of delivery of the mobile household recycling centre, one chart setting out, by day, which Wards have been visited, by depot, and the second chart setting out, by day, the tonnage collected by depot during January and February 2022?**

**Answer:**

The attached table gives the daily location breakdown per depot during January and February 2022.



H1.xlsx

As advised previously, due to the size and complexity of the information, tonnage information is now only available in a monthly format. This is provided below.

<b>Jan 22</b>	<b>Lifford</b>	<b>Redfern</b>	<b>Perry Barr</b>	<b>Montague Street</b>
<b>MHRC (Recycling)</b>	2.42	0.38	0.64	0.68
<b>MHRC (Residual)</b>	54.04	20.48	27.98	20.12
<b>Total</b>	56.46	20.86	28.62	20.8

<b>Feb 22</b>	<b>Lifford</b>	<b>Redfern</b>	<b>Perry Barr</b>	<b>Montague Street</b>
<b>MHRC (Recycling)</b>	2.2	1.9	0.78	4.56
<b>MHRC (Residual)</b>	51.45	27.44	37.76	35.16
<b>Total</b>	53.65	29.34	38.54	39.72

**CITY COUNCIL – 15 MARCH 2022**

**WRITTEN QUESTION TO THE CABINET MEMBER FOR STREET SCENE AND PARKS FROM COUNCILLOR DEBORAH HARRIES**

**‘CCTV Monitoring’**

**Question:**

**Could the Cabinet Member set out how many fly tipping monitoring cameras have been installed this year, explaining how prioritisation is undertaken?**

**Answer:**

Eight cameras have been installed this year. Assessment of the potential use of cameras is carried out by the Council’s Waste Enforcement Unit. This unit triages information and intelligence relating to fly-tipping reports from all sources, including residents, businesses, internal council teams, local representatives and external agency partners. The assessment also includes examination of requests for cameras as well as historic and current data collated on council systems relating to the volume, frequency and location of reported incidents of fly-tipping at a ward level and specific geographic locations where this is available.

Under the legal frameworks that control the use of cameras and surveillance by public bodies the Council is legally obliged to determine that there is a legal case for necessity and proportionality and that data privacy mitigations are in place before it uses cameras. Where this is established, prioritisation decisions and allocation of cameras is based on two criteria. The first is where cameras are required to support specific waste crime investigation and where the use of cameras has been approved by a Court. The second is where there is a localised but significant level of small-scale fly-tipping in a residential area and where there are no viable alternative options to tackle the problem. The initial prioritisation of cameras in 2022 is focused at streets that have been identified by the Council’s street cleaning teams as having particularly high incidence and prevalence of small-scale rubbish dumping. Although this is the initial approach, camera use will not be restricted to only ‘the worst affected areas’ and this is because fly-tipping has an impact city-wide. This means that subject to an evidence base for camera use being identified, which may require further data gathering and involve site monitoring of a reported hotspot, camera use for across all wards will be considered.



CITY COUNCIL – 15 MARCH 2022

**WRITTEN QUESTION TO THE CABINET MEMBER FOR STREET SCENE AND  
PARKS FROM COUNCILLOR ALEX YIP**

**“Missed Collections”**

**Question:**

**Per month since April 2021, how many reported missed collections have there been?**

**Answer:**

See below the combined number of missed residual and recycling collections, as reported by citizens out of a total average monthly collection of approximately 2.5 million collections. This data excludes collections of large containers at flats and apartments. There are no duplicates in this data, unless a household reported both the residual and recycling missed collection in the same week (which would be counted twice).

APRIL	MAY	JUNE	JULY	AUG	SEPT	OCT	NOV	DEC	JAN	FEB
3564	3220	4989	6758	5477	4288	6836	7741	5370	6503	4947

CITY COUNCIL – 15 MARCH 2022

## WRITTEN QUESTION TO THE CABINET MEMBER FOR STREET SCENE AND PARKS FROM COUNCILLOR ADRIAN DELANEY

### “Complaints - Missed Collections”

#### Question:

In each month since 2018, how many complaints have been received about missed assisted collections?

#### Answer:

From a total of approximately 54,000 assisted collections per month the table below shows the number of complaints recorded by the ‘icase’ complaint database as used by the Contact Centre and does not include any that may have been made directly to the service area.

	No. of Complaints				
Month	2018	2019	2020	2021	2022
January		44	53	58	43
February		51	56	56	60
March		57	38	45	
April		85	26	42	
May		80	25	34	
June	47	53	28	60	
July	54	44	33	35	
August	42	40	41	55	
September	46	45	50	48	
October	70	31	43	52	
November	75	22	46	54	
December	35	20	39	59	

There is no data available in the system prior to June 2018.

CITY COUNCIL – 15 MARCH 2022

## **WRITTEN QUESTION TO THE CABINET MEMBER FOR STREET SCENE AND PARKS FROM COUNCILLOR MAUREEN CORNISH**

### **“Council Fleet”**

#### **Question:**

In response to a written question on the percentage of Council fleet that is compliant with the clean air zone, the Cabinet Member for Transport and the Environment said “The operation of the Council’s fleet is the responsibility of its respective directorates and services and, as such, is outside of the scope of the Transport and Environment portfolio. Therefore, I am unable to provide this information” It is surprising that the Cabinet Member responsible for Clean Air had not already undertaken an assessment of the council’s own fleet, and still more surprising that he did not feel able to ask his colleagues when the question was raised, nevertheless as he has made it clear that you are each responsible for the fleet within your portfolios can you inform the public what percentage of any fleet operated within your service areas is compliant with the clean air zone?

#### **Answer:**

#### **Waste Management**

There are 318 fleet vehicles, of which 45% are compliant and 55% are non-compliant. The percentage of vehicles entering daily into the Clean Air Zone is approximately 17%.

There are 87 hired vehicles, of which 75% are compliant and 25% non-compliant. The percentage of vehicles entering daily into the Clean Air Zone is approximately 2%.

#### **Parks**

There are 95 owned vehicles, of which 96% (92 vehicles) are compliant and 3 are non-compliant. There are 14 hire vehicles all of which are compliant with the Clean Air Zone.

#### **Waste Enforcement Unit**

There are 14 vehicles, of which 36% are compliant and 64% non-compliant. The percentage of vehicles entering daily into the Clean Air Zone ranges from 0 to 7%.

A second phase of the fleet replacement programme which will increase the number of CAZ compliant vehicles has been prepared and will be presented to Cabinet for approval in due course.

**CITY COUNCIL – 15 MARCH 2022**

**WRITTEN QUESTION TO THE CABINET MEMBER FOR TRANSPORT AND ENVIRONMENT FROM COUNCILLOR JON HUNT**

**‘Clean Air Zone Appeals’**

**Question:**

**Could the Cabinet Member provide details of the number of appeals that have been logged against Clean Air Zone Penalty Notices, including details of the number that have been paid and the number upheld by month since June 2021?**

**Answer:**

As at the end of February 2022, 69,170 representations have been received for Clean Air zone Penalty Charge Notices (PCNs), representing 10.4% of those issued up to that point.

Of the representations that have been determined, 22,414 have been paid, breakdown as follows:

June	3,401
July	4,591
August	4,300
September	3,382
October	2,956
November	1,772
December	1,329
January	541
February	142

and 9,764 have been upheld where the cases have been closed, breakdown as follows:

June	1,877
July	2,140
August	2,824
September	1,505
October	786
November	287
December	190
January	118
February	37

The remaining cases are either pending or have been rejected and not yet paid.

**CITY COUNCIL – 15 MARCH 2022**

**WRITTEN QUESTION TO THE CABINET MEMBER FOR TRANSPORT AND ENVIRONMENT FROM COUNCILLOR PAUL TILSLEY**

**‘Pavement Replacement Schemes’**

**Question:**

**Could the Cabinet Member give an explanation as to why current pavement replacement schemes throughout the City are taking so long to complete?**

**Answer:**

Since September 2019 the council has invested approximately £70m in carriageways and footways. This is part of tackling the backlog of investment since the replacement of our highway maintenance and management services contractor.

The surfacing programme is being progressed as quickly as possible, whilst at the same time ensuring that work is done properly. We always look to complete works as quickly as possible to minimise disruption and cost.

So far, we have completed over 350 schemes. I have been clear that the process of improving our network is not a short-term matter and Cabinet has approved a total of £130m of investment in surfacing through to 2023.

It is relevant that there are considerable works being undertaken on the A34 and A45 corridors in support of the Commonwealth Games and the Bus Sprint initiative. These are important changes to our transport infrastructure, which we need to accommodate in our programming.

There are also a number of factors that may generally affect the duration of maintenance works:

- i. Works need to be carefully planned, designed and undertaken in accordance with industry standards.
- ii. There may be restrictions to avoid repairing busy roads when traffic volumes are high;
- iii. Works may need to be co-ordinated with other works on the network to minimise disruption.

I would emphasise that in the main, we have received positive feedback on our schemes and trust you can support the continued investment we are making in the city's transport infrastructure.

CITY COUNCIL – 15 MARCH 2022

**WRITTEN QUESTION TO THE CABINET MEMBER FOR TRANSPORT AND ENVIRONMENT FROM COUNCILLOR MORRIAM JAN**

**'Resurfacing Roads'**

**Question:**

**Yet again it appears money is being spent on resurfacing the least problematic roads while other more urgent repairs are being left. This was a problem with the Amey contract. Could the Cabinet Member explain why it is now happening again under the current arrangements?**

**Answer:**

Since September 2019 the council has invested approximately £70m in carriageways and footways. This is part of tackling the backlog of investment since the replacement of our highway maintenance and management services contractor. So far we have completed over 350 schemes, but I have been clear that the process of improving our network is not a short-term matter and Cabinet has approved a total of £130m of investment in surfacing through to 2023.

The selection criteria for which schemes are to be undertaken are based on a number of factors, as reported to Cabinet on 8 June and 14 December 2021:

- We use condition surveys to measure the condition of all carriageways and footways in the city and enable the worst to be prioritised;
- We look at feedback and complaints to ensure we have not missed any obvious areas of concern;
- Our engineers validate the prioritised list on site;
- We consult with members on the proposals; and
- After this, we engage with contractors to design and deliver the works.

If, in the interim, other urgent sections develop, we can also undertake such repairs utilising our maintenance contractor.

We plan to continue this investment to a similar level over the next 12-15 months in order to bring the network back to a good overall condition.

**CITY COUNCIL – 15 MARCH 2022**

**WRITTEN QUESTION TO THE CABINET MEMBER FOR TRANSPORT AND ENVIRONMENT FROM COUNCILLOR PETER FOWLER**

**“Appeals Traffic Penalty Tribunal”**

**Question:**

**Please provide a breakdown of appeals to the Traffic Penalty Tribunal relating to the Clean Air Zone since its introduction, including the number of referrals to the TPT, the number of tribunal hearings won by Council, number lost by Council, the number dropped/withdrawn by the Council ahead of hearing.**

**Answer:**

Birmingham City Council's approach to the administration and enforcement of all penalty charge notices (PCNs), including those for the Clean Air Zone, is in line with the Road User Charging (Enforcement and Adjudication) Regulations 2001. This legislation sets out the process for a driver to challenge a PCN with the issuing authority. It sets out a process for a driver to submit an appeal to the Traffic Penalty Tribunal (TPT) against a decision made by the issuing authority to not uphold a challenge. The legislation also includes an opportunity for a driver to submit a 'witness statement', at the point an order for recovery is issued, explaining why someone disagrees that a PCN should have progressed to this point.

The Council's approach to the enforcement of the Clean Air Zone has been to be as 'fair and reasonable' as possible. The Council recognised that a scheme of this type is new to Birmingham and that drivers subject to the daily fee would need time to adjust. And the inclusion of a period of 'soft enforcement' after the launch of the scheme is consistent with this approach. As the scheme has started to mature and drivers are becoming more familiar with the scheme the average volume of PCNs issued per working day has reduced significantly from the peak in July 2021 (5,126) compared with the average volume issued per working day in December 2021 (2,555).

Up to the end of February 2022 the Council had received just over 69,000 representations or challenges against a Clean Air Zone PCN, which is around 10% of all PCNs issued up to the same point (i.e. c.690,000). Of those representations that have been determined (around three quarters) just over 9,700 had been upheld i.e. the PCN was cancelled. The remainder are either pending a review or have been rejected.

There have been just over 5,400 appeals received through TPT. In line with the numbers of PCNs issued since the introduction of the scheme the majority of these appeals relate to PCNs issued in the earlier part of the scheme and the Council has chosen to 'not contest' around 88% of these. It is worth noting that this volume of 'not contested' appeals

also includes situations where additional information (such as new keeper details) have been provided and enable the Council to review an earlier decision. Just under 10% of these appeals are 'pending' and a further 1.5% of the appeals were closed on the basis that a payment of the penalty charge had been received. To date the Council has contested six appeals.

Because this type of scheme is still relatively new we are working closely with the other Clean Air Zone local authorities, the TPT and the Government's Joint Air Quality Unit (JAQU) on the approach to enforcement. We are especially keen to work with TPT to better understand its approach to the adjudication of appeals so as to ensure there is a consistent and fair approach for drivers and for issuing authorities.



**CITY COUNCIL – 15 MARCH 2022**

**WRITTEN QUESTION TO THE CABINET MEMBER FOR TRANSPORT AND ENVIRONMENT FROM COUNCILLOR DEIRDRE ALDEN**

**“Assessment Cycle Lane Use”**

**Question:**

**What assessment has been made of cycle use on the Bristol Road both before and after the installation of the cycle lane and what are the results of this assessment?**

**Answer:**

TfWM publish an annual bike life report that provides an overall assessment of cycling in the West Midlands covering infrastructure, behaviour, impact of cycling and new initiatives.

Specifically, on Bristol Road, a 1 week before survey was undertaken in 2017 at Bristol Road near to Eastern Road. That showed 2530 cyclists used the route (split 50:50 between the footway and cycling on the road). Three permanent cycle counters have been placed on the route, one near to Edgbaston Road, one at Priory Road and one at Kent Street. The most comparable one with the before survey is the one at Edgbaston Road, which shows that on average 3890 cyclists per week used the cycle route over the past 12 months (to end of February 2022).

We will continue to monitor and evaluate infrastructure changes as part of our ongoing work on the Local Cycling and Walking Infrastructure Plan, future phases of Birmingham Cycle Revolution and the Birmingham Transport Plan.

**CITY COUNCIL – 15 MARCH 2022**

**WRITTEN QUESTION TO THE CABINET MEMBER FOR TRANSPORT AND ENVIRONMENT FROM COUNCILLOR DEBBIE CLANCY**

**“Faulty Street Lights”**

**Question:**

**What has the total additional cost to the Council been for the 8000 faulty street lights with missing telecall ID, including costs of identifying the lamps, correcting the problem and additional energy costs from the requirement to leave them on all.**

**Answer:**

There has been no additional cost to the Council associated with the identification and rectification of those lights with missing Telecell IDs. The work being undertaken to identify missing Telecell IDs is a process of updating lighting asset data on the system to give the Council greater control over the street lighting stock. This will have the overall long-term benefit of improving the streetlighting service and enhancing the Council’s ability to make energy savings from its street lighting stock.

Birmingham City Council’s streetlights are subject to an unmetered energy supply based on hours of darkness from a fixed point in the city. No additional energy costs have been incurred by the Council during the exercise to identify missing Telecell IDs.

CITY COUNCIL – 15 MARCH 2022

**WRITTEN QUESTION TO THE CABINET MEMBER FOR TRANSPORT AND ENVIRONMENT FROM COUNCILLOR MEIRION JENKINS**

**“Claims”**

**Question:**

**In each year since 2012, how many claims have been submitted for injury/damage caused on the highway or footpaths? Split between personal injury and damage to vehicles or property.**

Answer:

The information requested is shown in the below table.

	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Personal Injury Claims	607	571	625	516	361	281	314	304	231	278	47
Damage Claims	351	451	401	298	265	242	342	238	213	365	88

Please note that these are ‘claims submitted’ and not claims settled.

CITY COUNCIL – 15 MARCH 2022

**WRITTEN QUESTION TO THE CABINET MEMBER FOR TRANSPORT AND ENVIRONMENT FROM COUNCILLOR ADAM HIGGS**

**“Radio Interview”**

**Question:**

**Please provide a full copy of the report cited in your BBC Radio WM interview on 22 February 2022, showing the percentage change in air quality at each of the air quality monitoring stations.**

**Answer:**

The Clean Air Zone six-month report was finalised at the beginning of March 2022 and has been published on the Brum Breathes website:

<https://www.brumbreathes.co.uk/downloads/download/42/clean-air-zone-six-month-report>

The website is maintained by the Council's Environment Services team and is used to publish a range of air quality reports ([birminghamairquality.co.uk](http://birminghamairquality.co.uk)).

**CITY COUNCIL – 15 MARCH 2022**

**WRITTEN QUESTION TO THE CABINET MEMBER FOR TRANSPORT AND ENVIRONMENT FROM COUNCILLOR DAVID PEARS**

**“Council Fleet”**

**Question:**

In response to a written question on the percentage of Council fleet that is compliant with the clean air zone, you said “The operation of the Council’s fleet is the responsibility of its respective directorates and services and, as such, is outside of the scope of the Transport and Environment portfolio. Therefore, I am unable to provide this information” It is surprising that as the Cabinet Member responsible for Clean Air you have not already undertaken an assessment of the council’s own fleet, and still more surprising that you did not feel able to ask your colleagues when the question was raised, nevertheless as you have made it clear that you are each responsible for the fleet within your own portfolios can you inform the public what percentage of any fleet operated within *your* service areas is compliant with the clean air zone?

**Answer:**

Within the services contained in the Transport and Environment portfolio (including fleet for commissioned services) 84% of vehicles are compliant with the Clean Air Zone. That level of compliance is anticipated to rise to 91% by the end of 2022.

CITY COUNCIL – 15 MARCH 2022

**WRITTEN QUESTION TO THE CABINET MEMBER FOR VULNERABLE CHILDREN  
AND FAMILIES FROM COUNCILLOR EWAN MACKEY**

**“Council Fleet”**

**Question:**

In response to a written question on the percentage of Council fleet that is compliant with the clean air zone, the Cabinet Member for Transport and the Environment said “The operation of the Council’s fleet is the responsibility of its respective directorates and services and, as such, is outside of the scope of the Transport and Environment portfolio. Therefore, I am unable to provide this information” It is surprising that the Cabinet Member responsible for Clean Air had not already undertaken an assessment of the council’s own fleet, and still more surprising that he did not feel able to ask his colleagues when the question was raised, nevertheless as he has made it clear that you are each responsible for the fleet within your portfolios can you inform the public what percentage of any fleet operated within your service areas is compliant with the clean air zone?

**Answer:**

66.7%

CITY COUNCIL – 15 MARCH 2022

**WRITTEN QUESTION TO THE CABINET MEMBER FOR VULNERABLE CHILDREN  
AND FAMILIES FROM COUNCILLOR TIMOTHY HUXTABLE**

**“Weightmans Report”**

**Question:**

**The Council has previously promised to published the full Weightmans report into failure in Home to School Transport once HR matters were concluded, given that now appears to be the case, please provide a full unredacted copy of the report.**

**Answer:**

I have been provided the following response from our Interim City Solicitor and Monitoring Officer:

Relevant matters have not been concluded. In the meantime, the entire/unredacted report is protected by Legal Advice Privilege. Legal Advice Privilege applies to confidential communications between a solicitor and their client for the purpose of giving or receiving legal advice.

It is recognised that there is a fundamental need to provide assurances to the Members, however this has to be balanced against the legal position in relation to the Data Protection Act/GDPR and information covered by Legal Advice Privilege (in relation to ongoing sensitive proceedings). Therefore, the version of report provided to Members redacts all reference to third party personal and sensitive data covered by Legal Advice Privilege and this will remain the case for the time being based on legal advice.

CITY COUNCIL – 15 MARCH 2022

**WRITTEN QUESTION TO THE CABINET MEMBER FOR HOMES AND  
NEIGHBOURHOODS FROM COUNCILLOR ZAKER CHOUDHRY**

**'Temporary Accommodation'**

**Question:**

**In response to a written question on 18 January 2021, the Cabinet Member confirmed there were 6865 children living in temporary accommodation while 5618 children were housed in self-contained accommodation. Could you provide details on how these figures have changed since January last year and confirm many children are currently being affected by their families having to live in temporary accommodation in the City?**

**Answer:**

There are 6711 children living in temporary accommodation now while 6274 children are housed in self-contained accommodation.

This is a reduction of 164 children accommodated in temporary accommodation and an increase of 1106 children in self-contained accommodation.

Housing Solutions and Support staff work closely with Birmingham Children's Trust Early Help team to ensure a coordinated support offer is made available. From April 2021 – February 2022, over 4000 letters have been sent offering EH to families living in Temporary Accommodation. In this same time Housing Solutions and Support enabled 1006 families to move out of temporary accommodation.

The redesign investment into Housing Solutions and Support is designed to further prevent homelessness. Prevention for families was successful for 262 families (588 children) in the period April 2021 – February 2022. Increased resources for prevention and the newly created Accommodation Finding Team – working with private landlords, is designed to raise levels of prevention for families in order to avoid the need for temporary accommodation.



**CITY COUNCIL – 15 MARCH 2022**

**WRITTEN QUESTION TO THE CABINET MEMBER FOR HOMES AND  
NEIGHBOURHOODS FROM COUNCILLOR PETER FOWLER**

**“Housing Application”**

**Question:**

**What is the current average number of weeks taken to assess a housing application?**

**Answer:**

The average number of weeks taken to assess a housing application is 7 weeks.

The target is to review applications within 6 weeks of receipt, 83% of applications are currently within that target figure. In 2022 so far, the average number of applications received per week is 515 (with some weeks being over 600) and a rate of circa 160 more assessments being made than applications being received, on this basis the service is currently circa 2 months from all applications being assessed within target (subject to rate of applications received).