

BIRMINGHAM CITY COUNCIL

SUSTAINABILITY AND TRANSPORT OVERVIEW AND SCRUTINY COMMITTEE

WEDNESDAY, 19 OCTOBER 2022 AT 14:00 HOURS
IN COMMITTEE ROOM 2, COUNCIL HOUSE, VICTORIA SQUARE,
BIRMINGHAM, B1 1BB

A G E N D A

1 NOTICE OF RECORDING/WEBCAST

The Chair to advise/meeting to note that this meeting will be webcast for live or subsequent broadcast via the Council's meeting You Tube site (www.youtube.com/channel/UCT2kT7ZRPFCXq6_5dnVnYlw) and that members of the press/public may record and take photographs except where there are confidential or exempt items.

2 APOLOGIES

To receive any apologies.

3 DECLARATIONS OF INTERESTS

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

3 - 14

4 ACTION NOTES AND ACTION TRACKER

To agree that Action Notes of the meeting held on 21st September. To note the actions as listed on the Action Tracker.

15 - 20

5 CABINET MEMBER FOR ENVIRONMENT - PORTFOLIO OVERVIEW

Cllr Majid Mahmood, Cabinet Member for Environment with supporting officers Darren Share, Assistant Director, Street Scene; Ellie Horwitch-Smith, Assistant Director, Route to Zero Carbon and Eleanor Crook, Principal Portfolio Officer.

6 **WORK PROGRAMME**

Item Description

7 **DATE AND TIME OF NEXT MEETING**

To note that the next Sustainability and Transport Overview and Scrutiny Committee will be held on Wednesday 16 November 2022 at 1400 hours.

8 **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).

9 **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.

10 **AUTHORITY TO CHAIR AND OFFICERS**

Chair to move:-

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

BIRMINGHAM CITY COUNCIL

SUSTAINABILITY AND TRANSPORT O&S COMMITTEE

1400 hours on 21st September, Committee Room 6, Council House

Present:

Councillor Chaman Lal (Chair)

Councillors, David Barker, Martin Brooks, Colin Green, Timothy Huxtable, Richard Parkin and Miranda Perks

Also Present:

Stephen Arnold, Head of Clean Air Zone (CAZ)

Amelia Murray, Overview & Scrutiny Manager

Baseema Begum, Scrutiny Officer

1. NOTICE OF RECORDING/WEBCAST

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

2. APOLOGIES

Cllr Aitken.

3. DECLARATIONS OF INTERESTS

Cllr Huxtable confirmed that he is the substitute member for the West Midlands Mayor on the West Midlands Bus Alliance.

Cllr Lal stated that he is the vice chair on the West Midlands Combined Authority (WMCA) Transport Sub-Committee.

4. SUSTAINABILITY & TRANSPORT O&S COMMITTEE ACTION NOTES

It was clarified that Cllr Huxtable's request for information relating to a list of all schools that have signed up to air quality monitoring will be covered as part of the agenda item on the Clean Air Zone.

The action notes of the meeting held on 27th July have been updated following Cllr Huxtable's feedback.

The Chair noted the update in relation to the action tracker and requested that general items of information are circulated to the whole committee. Individual ward related responses can be sent to the Councillor concerned.

5. CLEAN AIR ZONE (CAZ) UPDATE REPORT

(See Item No.5)

The Chair welcomed Stephen Arnold, Head of CAZ to the meeting.

Stephen Arnold outlined the key points in his presentation: -

- The implementation of the CAZ was to address the levels of nitrogen oxide within the city. The Council identified through several surveys and from the Government's own calculation of data that there was a high number of exceedances in certain locations where levels of air pollution (Nitrogen Dioxide, NO₂) were above the legal limit which is set at 540 micrograms per cubic metre. It was imperative that the Council do something about the poor air quality as it has an impact on people's health and contributes to approximately 1000 early deaths in Birmingham affecting in particular the most vulnerable in society, those living in deprived areas and those with chronic health conditions. Further evidence suggests that day by day the impact of air pollution is triggering other serious health conditions.
- Vehicle emissions are the single biggest contributor to air pollution with 80% of roadside NO₂ emitted from road transport and 46% roadside NO₂ emissions produced by diesel cars. CAZ has been designed to address the source of the problem.
- The city has been on a journey to becoming a clean air city and in essence started through the 1995 Environment Act that required local authorities to annually review their air quality. The Council subsequently identified in 2003 that it would be exceeding the annual mean for NO₂ levels by the 2010 Government target. A Local Air Quality Action Plan was produced in 2006 with an updated version including reference to a 'low emission zone' published in 2011.
- The Government issued a ministerial direction in December 2017 to Birmingham and 4 other cities to take action to tackle air pollution and reduce NO₂ in the shortest possible time. In response to this the Council produced a business case for a 'Clean Air Zone' that was approved by Government in 2019 and a further ministerial direction was placed on the Council to deliver this approved plan with funding attached and a policy framework to support the implementation. Some of the other cities have addressed the ministerial direction in slightly different ways to achieve the same objective based on local circumstance.
- Birmingham chose to implement a CAZ (Category D) that covers all vehicles except for motorbikes and came into effect on 1st June 2021 covering the inside of the A4540 Middleway. A daily charge (a parameter is set by

Government) is in place for non-compliant vehicles every day throughout the year. In preparation for the introduction of the CAZ the Council undertook a wide public consultation exercise alongside modelling work to determine the right price point for change to take place. As a result of the feedback the charges were set at the lower level of the scale (other cities that are charging have chosen different price points based on local modelling).

- Data from the period June 2021 to March 2022 shows that just under 30m individual vehicles have travelled through the zone with about 3.8m of those liable to the charge (not including exemptions).
- There has been about 5.5m searches on the online vehicle checker that verifies a vehicles compliance. 3.2m visits have been made to the brumbreathes website that gives details on how to pay.
- This is a dual operation done between the Council and the DVLA who provides central services to the Council and all other local authorities. Those central services are the online vehicle checker, payment platform and a contact centre for those who have queries. This was found to be the most effective and efficient way of working for all local authorities to have a central point of contact. A standard fee per transaction is paid to the Government and in Birmingham's case this is £2.
- Data is published on a monthly basis on the brumbreathes website to provide transparency. It is too early to draw conclusions however more generally year on year the data trend has shown a reduction in vehicles travelling into the city centre.
- At this moment in time the data from the 6-month CAZ monitoring report does not suggest a displacement of polluting traffic from the city centre onto the ring road however this continues to be monitored closely. A full 12-month report of the CAZ being in operation is currently being prepared.
- The enforcement of the CAZ has shown a direct impact on compliance with a steady reduction in non-compliant vehicles entering the zone. This has almost halved from the amount at the start of the CAZ (15.2% to 7.8% as of July 2022). Data suggests that vehicle levels have stayed about the same over the course of the year.
- Modelling has shown that more vehicles entering the CAZ are compliant and in particular buses and HGVs are nearing the modelled compliance levels which is positive. Passenger cars that make up the biggest number of vehicles travelling in the CAZ are about 92.5% compliant.
- As part of the introduction of the CAZ a broad range of support was brought forward including exemptions from the daily fee and financial support. This included temporary exemptions for example for those who live in the zone or those on low incomes working in the CAZ as well as commercial businesses. The total monetary benefit of this action amounts to approximately £24m (based on not having to pay the fees during the exemption period).
- Further support is also in place for workers for a scrappage and mobility credit scheme for taxi drivers. Additional engagement with taxi and hackney carriage drivers is planned to ensure that the benefit of retrofitting and the support available is clarified.

- Tracking the levels of NO2 is crucial to understanding if the desired change is being achieved and data from the 6-month report shows that comparing 2021 to 2019 on average there was a 13% total reduction in the levels of NO2 recorded across 37 monitoring locations within the CAZ.
- Closer monitoring has allowed for narrowing down of particular areas of concern where levels are still high such as Carrs Lane due to the number of buses travelling through this area. To address this the Council is working with the University of Birmingham through the WM Air project to better understand what the sources of the pollution are in such locations.
- The Council has a statutory requirement to produce a Local Air Quality Plan that is updated every few years. This specifically looks at locations where there has been historical exceedances or are modelled to have exceedances of a particular pollutant and so to highlight areas of potential concern.
- The Clean Air Strategy (CAS) for Birmingham has 5 key priorities with a set of 6 pledges on how it can be achieved. It aims to take a whole city view so it broadens out the scope of the Local Air Quality Plan. The CAS notes the potential of the Council needing to monitor and prepare for other pollutants and changes as part of the forthcoming Environment Act and World Health Organisation targets. It also links in with the Birmingham Transport Plan (BTP) in terms of the movement of people, travel change behaviour and improving congestion.
- One of the 6 pledges made as part of the CAS is for 'Clean Air for Schools'. This is a commitment to ensure that all schools are offered an Air Quality Monitor. The first phase is to ensure that there is at least one monitor at each school in each of the city's 69 wards. Currently offers have been made to 51 of the 69 schools targeted. As the monitors are rolled out to schools there will be accompanying information that will be provided that can be shared with parents. It is anticipated that the remaining 18 will be deployed by the autumn. A multi-team approach with different Council service areas are involved to support the initiative in partnership with the University of Birmingham to provide educational resources for primary school children. These can be used to explain the data and its impact to schools, parents and the community and offer solutions such as implementing more car-free school streets through the Travel Demand team.
- Of the air quality sensors in place none of reported an exceedance of NO2 or particulate matter. The next phase of the scheme is to expand the programme and offer a monitor to every school in the city. This is being supported with an allocation of £1m from the CAZ revenue account and was agreed by Cabinet in March 2022.
- The revenues generated from the CAZ will be reinvested to support sustainable change beyond reaching compliance for legal levels of NO2. The legislation for creating a CAZ specifies that any net service revenues made must be invested in transport related strategies and policies. A number of schemes have been identified and received Cabinet approval for set allocations. Monies are only paid to an initiative once the Council is in receipt of the funds to do so. In the last financial year, a sum of £15m was put towards reserves to fund these as most will be multi-year schemes.

- Projects being led by the West Midlands Combined Authority support the priorities as set out in the BTP primarily around supporting mode shift by investing in infrastructure and encouraging more people to use public transport. These projects includes the Upgrade of University Rail Station, Delivery of the new Camp Hill Rail Stations and Delivery of Cross City bus projects. Monies will be paid out based on actual delivery and are long term projects to be funded from CAZ reserves in future financial years.
- Beyond compliance the Council is supporting the expansion of the city's electric vehicle charging points through the 'Fast and Rapid' network of which over 80 points have been installed (of a total of 400). The long-term ambition for a publicly accessible network is to have approximately 3600 charging points in the city. This is to complement the adoption of zero emissions technologies in the city's vehicle fleet.

During discussion with Members and in response to queries raised the following points were made: -

- The Environment Act is now legislation and extensive consultation has taken place in reference to the setting of new legal limits of NO2 and Particulate Matter emissions. These have yet to be finalised by Government.
- It was clarified that data is collected across 90+ locations and the percentage averages given are across the area and therefore the data is not linear. In 2016 there were far fewer monitoring locations and areas of exceedances.
- The lifespan of the CAZ is in relation to reaching the legal levels of NO2 emissions as set out by the Government. At the point that is reached then in theory it can be dismantled. In the business case to Government, it was envisaged that this level would be reached 2 years post implementation and that a period of stabilisation would need to be put in place to ensure that the problem does not return. It is estimated that this period would be 2-3 years.
- It was highlighted that National Express West Midlands (NXWM) was part of the Air Quality Partnership Scheme (AQPS) set up in 2012 that in effect was the start of achieving cleaner air in the city centre by ensuring cleaner buses were operating in the area. The AQPS contributed to helping bus operating companies improve their fleet however it was noted that for NXWM it made business sense to avoid charges in their busiest area by upgrading their fleet to make it compliant to the CAZ. The modelling undertaken in 2016/17 to tackle air pollution showed that 60% compliance would be achieved by buses if the Council "did nothing" however current compliance shows that more was done post the AQPS to accelerate the change. An updated version of the AQPS is currently under discussion with a link to longer term ambition of zero carbon emissions.
- Following the removal of the temporary exemption (1 year) for workers that were using their non-compliant vehicles in the CAZ some individuals have accessed the scrappage mobility credit scheme which has meant that they are able to access £2k to put towards a compliant vehicle through a partnership scheme enabled by the Council. Approximately 25% of those eligible have successfully applied to this scheme and have received the mobility credit. The remaining individuals have not been tracked in terms of how they are choosing to travel. In comparison the temporary exemption (2 years) in place for

residents living in the zone who have been asked to go through a renewal process after the first year has shown that several residents have not renewed their exemption for the second year. A telephone survey has been conducted to find out why with about 30% confirming that they had either upgraded their vehicle or moved out of the area. The CAZ team are undertaking surveys with the remainder to understand why some people have chosen not to renew the exemption.

- No idling zones around schools are recognised as a potential tool to cleaner air within the CAS. The Council's Travel Demand team are working on safer school streets specifically on excluding traffic from the areas. One solution involves working with parents to bring forward a collaborative approach and encourage behaviour change which is a key aim.
- As part of the range of measures given to schools to improve air quality lessons can be learnt from neighbouring authorities such as Solihull where no idling zones are in place. It should be emphasised that any measures and decisions made on such initiatives should be led locally.
- Park and Ride options have been considered in terms of empowering behaviour change and taking vehicles away from travelling into the city centre by providing access to mass transit options such as rail and metro. The key barrier to this historically has been identifying suitable land for this use. Additionally, through the BTP Segments Plan there is an emphasis on discouraging through traffic and getting people to think differently about how they travel through the city with suitable alternatives.
- Other sources of air pollution such as those emitted by diesel trains are noted. Train operators have their own air improvement plans in place and Network Rail lead on this work. The Council engages in regular conversations to discuss pollution levels and potential pollution issues from the stations. Previously this Committee has received information on air quality monitoring from locations adjacent to train stations in the city centre. A key issue is the electrification of the line which takes time however Network Rail and train operators have made commitments to improve air quality and their respective stock.
- The Council currently has about 900 vehicles in their overall fleet and about 450 of these are in the Waste service. Older vehicles that are non-compliant in the CAZ must pay. Work is being done to address the issue through a significant investment programme to improve the fleet to make it not only CAZ compliant but also zero carbon. Wherever possible compliant vehicles are operating in the zone and non-compliant vehicles will be reducing over time as compliant vehicles are procured.
- There are no individual exemptions for charity owned vehicles. The only exemption in place is for commercial vehicles operating in the zone and wherever possible the CAZ team have been flexible in helping charities where they have met some of the set criteria to access help. Charities are being encouraged to make contact and check whether their non-compliant vans are eligible for grants to upgrade to a compliant vehicle with a sum of up to £4.5k on offer.
- In the last financial year £33m of revenue was generated through the payments received. This is in line with the projections made.

- A sum of £15m has been put into reserves to support projects that have funds allocated. An additional £2m has been set aside to cover future decommissioning costs. £5m has been reserved for future operating costs where it is envisaged that higher compliance will mean that less monies have been generated to cover operating costs. A total of £22m has been put into reserves.
- There is no specific detail available on how much revenue is generated from postcodes within Birmingham or the wider area when data is received on payment by the Council. The only detail the Council is furnished with by the DVLA is an email address.
- There was in the region of 3.2m hits to the Council's brumbreathes website for the period June 2021 to March 2022. Of this number 66% were from outside the West Midlands region when aligned with the vehicle registration checker. A high proportion of people are from outside of Birmingham and most people do pay the daily rate rather than be issued with a penalty charge notice (PCN).
- Criteria will be set on the use of allocated ward funding, and this will be in line with the legislation used for the CAZ. Schemes will have to be related to the Council's transport strategies and policies and improving air quality.
- It was confirmed that at any one particular time approximately 50% of the PCN's issued are not paid. However, as the payments become older the percentage that are paid increases, and this is enforced by the Council. At a particular point this is recorded as a debt with the court and then bailiff action is taken.
- PCN enforcement is set by legislation (so set times on payment times, appeal etc). This can differ from council to council in how it is interpreted. Every effort is made to notify people about the CAZ with over 300 signs on the boundary and approach to the CAZ. The amount of information that can be put on signs is limited. Additional advertising has been done to try and help with this. User feedback is provided to the DVLA and DfT to make improvements that will benefit drivers.
- The Travel Demand team are responsible for CFSS, and enforcement action related to it. Additional staff have been recruited to help with the expansion of this programme and support schools with implementation and enforcement.
- Currently 1 Air Quality Monitor is being provided to one school per ward as agreed with the provider.
- In addition to the CAZ D+ agreed with the Government there were 3 additional measures including the introduction of two Controlled Parking Zones (CPZs) and changes to some roads in the city centre to reduce traffic, improve the flow of traffic and improve the air quality. There has been some delay in the implementation of the CPZs and they are now scheduled to be implemented in the new year. Changes to Paradise and Great Lister Street is more complicated and the proposals are to make the changes permanent by the end of the calendar year for Paradise. In the case of Great Lister Street junction, it is hoped that this will come to fruition early in the new year with improvement to traffic flow and supporting cycling options in this area.
- The additional two CPZs are part of a review of parking within the boundary of the CAZ. This involves looking at all of the CPZs and the pricing regimes and

support provided. The timescale of the parking review is 12 months and local ward members will be involved in the process.

RESOLVED: -

1. The report was noted.
2. Updated presentation with additional slides added to be circulated.
3. Links to the various reports to Cabinet referenced in relation to the allocation of CAZ revenues to be shared with the Committee.

6. WORK PROGRAMME

(See Item No. 6)

Amelia Murray, Overview & Scrutiny Manager outlined the following updates made to the work programme following members outlining their priorities and discussion with officers: -

- Scrutiny officers are exploring the possibility of a briefing for Members on the City of Nature strategy for the next meeting. The Cabinet Member for Environment will be attending the October meeting.
- In November there are two items listed – the Highways PFI Procurement Process and Permits for Street Works.
- The Annual Flood Risk and Management Report has been scheduled for the March meeting.

Cllr Huxtable highlighted that a decision on the Highways and Infrastructure: Footway Crossings Policy and Information for Applicants was listed on the Forward Plan for October and that it would be opportune to receive an update on this at November's meeting as a decision will have been made.

As previously highlighted by Cllr Huxtable the report entitled 'Capital Bid for the Introduction of Car Parking Across Selected BCC Parks' was felt to be misleading (and feedback should be provided to the relevant Cabinet Member/Officers) as it related to car parking charges at parks rather than car parking. It was noted that the decision made on the 6th of September meeting of the Cabinet had been 'Called-in' and will be heard by the Housing and Neighbourhoods O&S Committee.

The displacement of vehicles due to CPZs and car parking charges at parks and the impact of this on the adjacent public highway was highlighted as an issue of concern and an item of discussion for a future meeting. It was agreed that appropriate scheduling of this item could be considered following a decision being made in relation to the call-in.

RESOLVED: -

1. The report was noted.
2. A briefing on the new Footways Crossing Policy to be scheduled.
3. Members to discuss when they would like to consider the item on the impact of displacement of vehicles onto the public highway from CPZs and parks.

7. DATE AND TIME OF NEXT MEETING

Noted.

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

None.

9. OTHER URGENT BUSINESS

None.

10. AUTHORITY TO CHAIR AND OFFICERS

Agreed.

RESOLVED: -

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

The meeting ended at 16:03 hours.

SUSTAINABILITY AND TRANSPORT O&S COMMITTEE
ACTION TRACKER 2022-23

Date	Agenda Item	Action	Update
21 September 2022	Clean Air Zone Update	Updated presentation slides to be shared with Committee.	Circulated 22/9
21 September 2022	Clean Air Zone Update	Links to the various reports to Cabinet referenced in relation to the allocation of CAZ revenues.	Circulated 22/9
21 September 2022	Work Programme	A briefing on the new Footways Crossing Policy to be scheduled.	Members to discuss at their October meeting when this briefing should be received.
21 September 2022	Work Programme	A briefing item on the impact of displacement of vehicles onto the public highway from CPZs and parks to be scheduled.	Members to discuss when they would like to schedule the item for discussion at their October meeting.

Sustainability & Transport Overview and Scrutiny Committee

19 October 2022

Cllr Majid Mahmood - Cabinet Member for Environment - Priorities 2022

Green City and Climate Change

- **Green City – Working with partners to develop a strategy for sustainability, liveability, and environmental improvement for the city.**
- **Climate Change - Engaging in proactive citywide and national policy development to tackle the causes and consequences of climate change**

Upgrading our 60,000 social homes to make them warmer, greener, and cheaper to heat, meeting our Route to Zero plan.

- The Route to Net Zero team is working closely with City Housing colleagues to identify, scale and coordinate retrofit activities in a bid to the Social Housing Decarbonisation Fund. This will include support for the supply chain to scale up as part of the City's wider strategy for the decarbonisation of all homes in the city.
- The team is also working with Corporate Property on a bid to the Public Sector Decarbonisation Scheme to secure funding to replace gas boilers with renewable technologies and secure energy efficiency improvements in City Council owned buildings.
- Existing retrofit projects follow a national government (grant funding) strategy that seeks to raise the energy efficiency of low-income and low EPC (E, F&G) rated social housing homes to EPC C by 2030. There are proposals for all private rented properties to meet an EPC C standard by 2025 and for all homes to be EPC C level by 2035 at the latest.
- The cost of retrofitting the entirety of the Councils circa 60,000 homes has been estimated to be as much as £3.6bn over 30 years. Sourcing the funds and planning to address this is a significant challenge.
- 3 Cities retrofit programme, this includes a commitment to retrofit Birmingham's social housing portfolio and catalyse investment in private sector housing across the City. The scheme is a unique collaboration between Birmingham, Coventry and Wolverhampton is leading the way in unlocking transformative opportunities on housing retrofit. The 3 Cities Retrofit aims to develop an integrated programme reflecting the diversity of needs and housing portfolios of each city. The scale - 700,000 homes including 165,000 social housing properties - combined with regional and city expertise, offers a single-entry point for partners and investors.
- City housing is currently supporting the delivery of the Energy Companies Obligation 4 (ECO) and LADS. ECO is a government energy efficiency scheme for Great Britain, administered by Ofgem, with the objective of improving the least energy efficient housing stock occupied by low income and vulnerable households and LADS is the Local Authority Delivery which is also aimed at low income owner occupiers.

- We are currently consulting with stakeholders internally and externally to agree and establish key priorities for the Housing Strategy following the latest Strategic Housing Needs assessment, leading to Cabinet report by end of the Calendar year. The Housing Strategy will also bring together a range of related strategies including homeless prevention strategy, supported housing strategy, and private rented strategy etc.

Planting thousands of trees so that at least 25% of our city has tree cover and establishing 400 more green spaces and parks, including a new park in the heart of our city centre.

- The natural environment is integral to our existence and is the keystone for sustaining life on earth. Climate change is impacting not only our lives but more importantly the ecosystems that sustain us. Ensuring that the natural environment around us is in a healthy state is vital if it is to continue to sustain life and provide the climate adaptation benefits, we need.
- This summer saw record temperatures across the UK and these were felt more acutely in our cities where temperatures overnight fall very little creating Urban Heat Islands. Urban cooling provided by the natural process of green spaces and trees can significantly help reduce these temperatures reducing health risks and making a more liveable environment.
- Our Urban Forest Master Plan 2021 – 2051 sets out a number of measures we need to take to ensure that the trees within the city can continue to provide those benefits; and our work on canopy cover has identified areas of the city most impacted and where we need to prioritise new tree planting. This winter will see around an additional 20,000 trees planted in parks, green spaces, and streets to maintain and expand our tree cover into the future.
- Earlier this year the City of Nature 25-year plan was adopted. This plan sets out a series of measures to ensure that our existing green spaces are well managed to provide quality accessible spaces that are well used, promoting physical and mental health benefits and are biodiverse and resilient meeting the challenges of climate change. The plan also looks at the distribution of accessible green space across the city and sets this out in an Environmental Justice assessment. This view identifies those areas of the city that have low levels of accessible green space and are at a higher risk of the impacts of climate change such as Urban Heat island and increased flooding as well as impacts on human health and well-being.
- 34 parks across the 5 most impacted wards have been identified for intervention over the next 5 years starting with parks in Bordesley and Highgate. This winter work will be undertaken to enhance the natural environment and improve access and opportunities for physical activity.
- Across the city but specifically along the River Rea (and its tributaries) and the River Cole work has been undertaken to improve connectivity for wildlife and water quality by removing man made obstructions. As part of this works re profiling of the river channels also has a number of benefits, re naturalising the channel helps increase the capacity to hold storm water but also slows the flow. These measures help reduce the risk of localised flooding of roads, businesses, and homes.
- Commencing this autumn work is starting on identifying our Local Nature Recovery Network which is linked to the requirements of Biodiversity Net Gain set out in the Environment Act 2021. This Network will identify locations that are the most important for biodiversity and the delivery of essential climate regulating ecosystem

services. In turn we will use the planning system to lever investment in these spaces and identify gaps in the network where new open space is needed for both delivery of climate adaptation and environmental justice for those local communities.

Developing a green, affordable, and reliable bus and public transport system and making it easy and safe for people to walk and cycle around our city.

- The adopted Birmingham Transport Plan (2031) outlines how the city's transport system needs to be transformed to meet the challenges of the next decade.
- The four principles of the Plan are: reallocating road space, transforming the city centre, prioritising active travel in local neighbourhoods and managing demand through parking measures.
- The vision is for a sustainable, green, inclusive, go-anywhere transport network. Creating safe and healthy environments that make walking, cycling and active travel the first choice for people making short journeys. For longer trips, a fully integrated, high-quality public transport system will be the go-to choice.
- Reallocating road space away from private cars includes the introduction of bus lanes and tram lines, in addition to reallocating the space to sustainable modes or other uses, such as parklets. Examples of such schemes include the introduction of a segregated cycle lane on Bradford Street, the new tram line on Broad Street, and the construction of Spring routes on the A34 and A45.
- The city centre will be transformed through the creation of a network of pedestrianised streets, new public squares and parks in order to prioritise people and support walking and cycling as the main means of getting around. Examples of such schemes include the City Centre Traffic Segments, Southside public realm (delivered June 2022) and Snowhill public realm improvements (delivered from December 2021 until March 2022).
- Creating local environments where walking and cycling is prioritised, we can limit car use and decrease carbon emissions. A limit of 20mph will be standard on all local roads in order to end the dominance of cars in local neighbourhoods and improve air quality. Examples of such schemes include the Places of People projects implemented in several local areas and School Streets projects implemented at 12 primary schools.

Reducing waste and improving our rates of recycling.

- The waste service has introduced 4 mobile recycling centres. These are mobile Household Recycling Centres that travel to various locations around the City providing opportunities for residents to bring waste and large recycling items.
- A reuse centre has been established at James Road, Tyseley and all HRCs now have collection points for items too good to throw away. These items are then taken to the reuse centre, reconditioned and put up for sale. Starter packs of these goods have been developed for residents in need.
- New recycling streams are being developed for items such as hard plastic, paint and coffee pods.
- A sorting initiative has been introduced to the HRCs to check and segregate waste taken to the centres. The journey of recycling will be displayed at all HRCs.

- A contamination analysis of collected waste has commenced and this once completed will be followed by a communications plan to explain to residents what can and cannot be recycled.
- A recycling pilot for tower blocks is being planned.

Expanding our use of renewable energy.

- Use of Heat pumps and decarbonised district heating for domestic and non-domestic estates.
- Significant funding has been secured from BEIS to support the BDEC decarbonisation roadmap for the city centre district heating network and BCC is working collaboratively with other BDEC partners Birmingham Women's & Children's Hospitals, Network Rail and Aston University to create an investable and deliverable plan.
- The City is part of the BEIS decarbonisation of heat programme which will prepare business cases for deliverable projects to decarbonise heat across the public sector estate, and work to explore the use of heat network zoning.
- The Council is also working with the Energy and Bioproducts Research Institute (EBRI) at Aston University on a biochar trial, which will use woody arisings from BCC tree stock in new tree plantings and other horticultural situations. A biochar trial is to be delivered in partnership with EBRI. Biochar, when produced from woody material and incorporated into soils, not only locks carbon away more effectively but has significant benefits in terms of plant resilience and growth.
- Hydrogen generation not just for transport (i.e. hydrogen buses, potentially heavy fleet vehicles), but for heating purposes with external partners.
- Expanding solar panels for roofs on domestic and non-domestic properties by requiring all new developments to install a form of low or zero carbon energy generation.
- Electric vehicles to replace petrol/diesel fleet vehicles.

Ensuring that Council's procurement, loans and borrowing have high environmental, social and governance standards.

- In respect of procurement considerations the Council has a formally adopted Social Value Policy and accompanying Social Value Charter - [Birmingham Business Charter for Social Responsibility downloads | Birmingham City Council](#). This provides a robust set of policies and procedures to ensure its procurement processes demonstrate probity, adherence to procurement legislation and commitment to deliver best value for every pound the Council spends.
- By incorporating the requirement for environmental and Social Value commitments into all tenders the Council seeks to work with its supply chain partners to maximise all opportunities available to deliver benefits to the citizens it serves.

Creating a comprehensive network of electric car charging points around our city.

- Projections predict that there may be over 170,000 EVs in Birmingham by 2030, of which, over 153,000 would be cars. To meet the charging demand from these

vehicles, there would need to be around 3,630 public accessible charge points. The Charge Point Strategy City-Wide Electric Vehicle Charging Strategy sets out the approach to deployment for this level of charge points numbers being through both the public and private sector.

- OLEV funding was sourced to enable the first phase of 197 chargers/394 fast and rapid charge points, as part of the 12-year Birmingham Charge Point Strategy to support the transition to EVs but aligning with the Council's Transport Policy objectives to achieve at least 40% modal shift to public transport, walking and cycling, by deploying a minimum of 3,600 charge points by 2032 in line with market growth.
- The Council's procured EV Network Development Partner is focussing roll out on the highway, public car parks, parks, and leisure centres, working in collaboration with TFWM on their park & ride sites, alongside other private sector developments in supermarkets, retail outlets, entertainment centres and other places of destination.
- A combined public and private sector approach as part of the EV strategy adopted by the Council in November 2021, will enable future EV charge point developments to address strategic network delivery as well as prioritising more challenging areas where there is little or no off-street parking.



Sustainability & Transport O&S Committee: Work Programme 2022/23

Chair:	Cllr Chaman Lal
Deputy Chair:	Cllr David Barker
Committee Members:	Cllrs Alex Aitken, David Barker, Martin Brooks, Colin Green, Timothy Huxtable, Richard Parkin and Miranda Perks
Officer Support:	Amelia Murray, Overview & Scrutiny Manager (07825 979253) Scrutiny Officer: Baseema Begum (303 1668) Committee Manager: Louisa Nisbett (303 9844)

1 Terms of Reference

- 1.1 As per City Council on 24th May 2022 the Committee's Terms of Reference is 'to fulfil the functions of an Overview and Scrutiny Committee as they relate to any policies, services and activities relating to sustainability; air pollution; transport strategy and highways. The Committee shall undertake the authority's statutory functions in relation to the scrutiny of flood risk management (Flood and Water Management Act 2010)'.
- 1.2 This report provides details of the proposed scrutiny work programme for 2022/23

2 Recommendation

- 2.1 That the Committee considers its work programme, attached at Appendix 1, and considers whether any amendments are required.

3 Background

- 3.1 *"Scrutiny is based on the principle that someone who makes a decision...should not be the only one to review or challenge it. Overview is founded on the belief that an open, inclusive, member-led approach to policy review...results in better policies in the long run."* (Jessica Crowe, former Executive Director, Centre for Governance and Scrutiny).
- 3.2 Developing an effective work programme is the bedrock of an effective scrutiny function. Done well, it can help lay the foundations for targeted, inclusive and timely work on issues of local importance, where scrutiny can add value. Done poorly, scrutiny can end up wasting time and resources on issues where the impact of any scrutiny work done is likely to be minimal.



- 3.3 As a result, the careful selection and prioritisation of work is essential if the scrutiny function is to be successful, add value and retain credibility.

4 Work Programme

- 4.1 Appendix 1 sets out the future work programme for this Committee. This provides information on the aims and objectives, together with lead officers and witnesses, for each item. The attached work programme also includes items to be programmed where dates are still to be confirmed, and any outstanding items including the tracking of previous recommendations.

Lead Committee	Meeting and Agenda Item	Members to be invited and reason
Resources O&SC	17 November 2022: Monitoring recommendations from Council Asset Inquiry	Economy and Skills O&SC The Economy and Skills OSC undertook the inquiry, however this work now falls within the remit of the Resources O&SC
Education and Children's Social Care O&SC	30 November 2022: Report from Birmingham Safeguarding Children's Partnership (BSCP) Report from Birmingham Children's Trust (BCT)	Members of the CYP Mental Health Inquiry from the Health and Adult Care O&SC Information from the BSCP and BCT will inform the CYP mental health inquiry.
Health and Adult Care OSC	14 October 2022 Report from Forward Thinking Birmingham	Members of the Education and Children's Social Care OSC It was agreed at Co-ordinating OSC on the 8 July 2022 that the Health and Adult Care O&SC undertakes scrutiny of children's mental health (under the overview and scrutiny role set out in the National Health Service Act 2006 as amended by the Health and Social Care Act 2012) and members of the Education and Children's Social Care Committee will be invited to attend as mental health is included within the Committee's terms of reference.
Commonwealth Games, Culture and Physical Activity O&SC	Meeting: TBC Report on employment and skills Legacy of the Commonwealth Games	Members of the Economy and Skills OSC At the meeting on the 8 th July Co-ordinating O&SC decided that this issue falls within the remit of the CWG, Culture and Physical Activity OSC, and as it has been identified during the work planning for the Economy and Skills O&SC as an issue of interest Members of this Committee would be invited to the relevant meeting.
Co-ordinating O&SC	14 October 2022 Report on Devolution Trailblazer Deal	Members of the Employment and Skills Inquiry Task and Finish Group The Deputy Leader will report to Co-ordinating OSC on the devolution deal and this discussion will inform the work of the Employment and Skills Inquiry.



5 Other Meetings

Call in Meetings

*None
scheduled*

Petitions

*None
scheduled*

Councillor Call for Action requests

*None
scheduled*

It is suggested that the Committee approve Wednesday at 1400 hours as a suitable day and time each week for any additional meetings required to consider 'requests for call in' which may be lodged in respect of Executive decisions.

6 Forward Plan for Cabinet Decisions

- 6.1 Since the implementation of the Local Government Act and the introduction of the Forward Plan, scrutiny members have found the Plan to be a useful tool in identifying potential agenda items.
- 6.2 The following decisions, extracted from the CMIS Forward Plan of Decisions, are likely to be relevant to the Sustainability and Transport O&S Committee's remit. The Panel may wish to consider whether any of these issues require further investigation or monitoring via scrutiny. The Forward Plan can be viewed in full via Forward Plans (cmis.uk.com).



Reference	Title	Portfolio	Proposed Date of Decision
009892/2022	The Birmingham Plan Issues and Options Document Consultation	Leader	11 Oct 2022
010173/2022	Our Future City Plan 2040 – Draft Central Birmingham Framework	Leader	11 Oct 2022
010468/2022	Full Business Case for the Legacy Developments Following The Commonwealth Games at Alexander Stadium, Perry Barr	Leader	11 Oct 2022
009249/2021	Street Naming and Numbering Policy Revision	Transport	11 Oct 2022
010142/2022	Medium Term Financial Plan (MTFP) Refresh	n/a	11 Oct 2022
010541/2022	Corporate Performance and Delivery Plan	Deputy Leader	08 Nov 2022
010421/2022	(A) Highway Maintenance and Management PFI Contract	Transport	08 Nov 2022
007349/2020	Waste Vehicle Replacement Programme	Environment	13 Dec 2022
010609/2022	Public Sector Decarbonisation Scheme – Approval to spend	Environment	13 Dec 2022
010266/2022	Our Future City Framework and Delivery Plan	Leader	13 Dec 2022
010416/2022	NEC Masterplan	Leader	13 Dec 2022
008531/2021	Highways and Infrastructure: Footway Crossings Policy and Information for Applicants	Transport	13 Dec 2022
009406/2022	Active Travel Fund Tranche 2 - Package 2: Kings Heath and Moseley Places for People Full Business Case	Transport	13 Dec 2022
007686/2020	Historic Environment Supplementary Planning Document	Leader	17 Jan 2023
010414/2023	(B) Highway Maintenance and Management PFI Contract	Transport	17 Jan 2023
009445/2022	City Centre Public Realm Improvement Scheme (CCPR) Full Business Case (FBC) phase 2	(OLD) Transport & Environment	14 Feb 2023
009999/2022	Net Zero Neighbourhood Plan	Environment	14 Feb 2023
010589/2022	Ladywood Regeneration Estate	Leader	14 Feb 2023
010635/2023	Paradise Phase 3	Leader	14 Feb 2023
010646/2023	Transportation & Highways Capital Programme 2023/24 to 2028/29	Transport	21 Mar 2023

7 Legal Implications

7.1 There are no immediate legal implications arising from this report.



8 Financial Implications

8.1 There are no financial implications arising from the recommendations set out in this report.

9 Public Sector Equality Duty

9.1 The Council has a Public Sector Equality Duty under the Equality Act (2010) to have due regard to the need to:

- eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under the Act;
- advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
- foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

9.2 The Committee should ensure that it addresses these duties by considering them during work programme development, the scoping of work, evidence gathering and making recommendations. This should include considering: How policy issues impact on different groups within the community, particularly those that share a relevant protected characteristic; Whether the impact on particular groups is fair and proportionate; Whether there is equality of access to services and fair representation of all groups within Birmingham; Whether any positive opportunities to advance equality of opportunity and/or good relations between people are being realised.

9.3 The Committee should ensure that equalities comments, and any recommendations, are based on evidence. This should include demographic and service level data and evidence of residents/service-users views gathered through consultation.

10 Use of Appendices

10.1 Appendix 1 – Work Programme for 2022/2023

APPENDIX 1

SUSTAINABILITY AND TRANSPORT OVERVIEW AND SCRUTINY COMMITTEE 2022-23 WORK PROGRAMME

Date of Meeting: Wednesday 21st September 2022

Item/ Topic	Type	Aims and Objectives	Lead Officer	Witnesses	Visits	Additional Information
Clean Air Zone	Update Report	Report providing overview of scheme to date, information on payment scheme and activities the revenue from the scheme is supporting	Phil Edwards, Assistant Director for Transport and Connectivity	Steve Arnold, Head of Clean Air Zone	None Required	

Final Deadline: Monday 12th September 2022

Publication: Monday 12th September 2022

Date of Meeting: Wednesday 19th October 2022

Item/ Topic	Type	Aims and Objectives	Lead Officer	Witnesses	Visits	Additional Information
Cabinet Member Portfolio Overview	Update Report	Provide a summary of Cabinet Member priorities for 2022-23 and identifying opportunities for O&S to add value. This will include an update on the Waste Disposal Incinerator Procurement.	Jon Lawton, Cabinet Support Officer	Cabinet Member for Environment, Cllr Majid Mahmood Darren Share, Assistant Director, Street Scene Ellie Horwitch-Smith, Assistant Director, Route to Zero Carbon Eleanor Crook, Principal Portfolio Officer		Specifically, in relation to the Waste Disposal Incinerator Procurement, the scope of this update may be limited due to commercial sensitivity.

Final Deadline: Monday 10th October 2022

Publication: Tuesday 11th October 2022

Date of Meeting: Wednesday 16th November 2022

Item/ Topic	Type	Aims and Objectives	Lead Officer	Witnesses	Visits	Additional Information
Street works Permit Scheme	Briefing	Provide an overview of proposed changes	Kevin Hicks, Assistant Director Highways and Infrastructure	None identified	None Required	
Re-procurement of Highways PFI Contract	Briefing	Provide a briefing on the current position and next steps	Kevin Hicks, Assistant Director Highways and Infrastructure	Domenic De Bechi, PFI Contract Manager	None Required	

Final Deadline: Monday 7th November 2022

Publication: Tuesday 8th November 2022

Date of Meeting: Wednesday 21st December 2022

Item/ Topic	Type	Aims and Objectives	Lead Officer	Witnesses	Visits	Additional Information
Visit to University Station (Proposed)	Site Visit	These are in development.	To be confirmed	To be confirmed	Yes	Proposed by Cllr David Barker as an opportunity to view the recent extension of the University Station which has been partly funded through Clean Air zone revenue, and to consider the development of train options within the city

Final Deadline: Monday 12th December 2022

Publication: Tuesday 13th December 2022

Date of Meeting: Wednesday 18th January 2023

Item/ Topic	Type	Aims and Objectives	Lead Officer	Witnesses	Visits	Additional Information
Parking Civil Enforcement Procurement	Briefing	Provide an overview of the current position and next steps	Kevin Hicks, Assistant Director Highways and Infrastructure	To be confirmed	None	
Footways Crossing Policy (TBC)	Briefing	Provide an overview of the policy due to be presented to Cabinet in December	Kevin Hicks, Assistant Director Highways and Infrastructure	To be confirmed	None	

Final Deadline: Monday 9th January 2023

Publication: Tuesday 10th January 2023

Date of Meeting: Wednesday 15th February 2023

Item/ Topic	Type	Aims and Objectives	Lead Officer	Witnesses	Visits	Additional Information
No items have been identified as yet						

Final Deadline: Monday 6th February 2023

Publication: Tuesday 7th February 2023

Date of Meeting: Wednesday 15th March 2023

Item/ Topic	Type	Aims and Objectives	Lead Officer	Witnesses	Visits	Additional Information
Cabinet Member Annual Report	Briefing	Provide an overview of progress towards portfolio priorities	Rose Horsfall, Cabinet Support Officer	Cllr Liz Clements, Cabinet Member Transportation	None Required	A formal invite will be sent
Annual Flood Risk Management Report	Briefing	Outline current priorities, delivery towards achieving these priorities and future risks	Hannah Hogan, Flood Risk Manager	To be confirmed	To be confirmed	

Final Deadline: Monday 6th March 2023

Publication: Tuesday 7th March 2023

Date of Meeting: Wednesday 19th April 2023

Item/ Topic	Type	Aims and Objectives	Lead Officer	Witnesses	Visits	Additional Information
No items have been identified as yet						

Final Deadline: Monday 10th April 2023

Publication: Tuesday 11th April 2023

TO BE SCHEDULED:

The following items had been identified as topics for consideration to be included in the work programme and no dates have yet been set. The work programme is a live document, and additional items may be identified in future Overview and Scrutiny Committee meetings.

1. **Active Travel including cycling and Safer Travel to Schools**
2. **Environmental, Public Open Space and Transport Issues within City Council Masterplans (i.e. Smithfield) and Urban Regeneration Frameworks**
3. **Development of a new Road Safety Strategy**
4. **Displacement of vehicles onto to the public highway from CPZs and parks**
5. **City of Nature** – originally scheduled for October but lead officer is unavailable. Provisionally exploring February onwards.