

## **BIRMINGHAM CITY COUNCIL**

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

**WEDNESDAY, 27 JULY 2022 AT 14:00 HOURS**  
**IN COMMITTEE ROOM C, COUNCIL HOUSE EXTENSION, 6**  
**MARGARET ST, BIRMINGHAM, B3 3BG**

## **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](http://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 APPOINTMENT OF COMMITTEE AND CHAIR**

To note the resolution of the City Council appointing the Committee and Chair as follows:-

Councillors

Labour (5)

Alex Aitken

David Barker

Martin Brooks

Chaman Lal (Chair)

Miranda Perks

Conservative (2)

Timothy Huxtable

Richard Parkin

Liberal Democrat (1)

Colin Green

3 **ELECTION OF DEPUTY CHAIR**

To Elect a Deputy Chair for the Committee.

4 **APOLOGIES**

To receive any apologies.

5 **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.

6 **TERMS OF REFERENCE**

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).

**5 - 18**

7 **ACTION NOTES**

To agree the action notes of the last formal meetings held on 16th March and 28th April 2022.

**19 - 28**

8 **CABINET MEMBER FOR TRANSPORT – ANNUAL PRIORITIES**

Councillor Liz Clements, Cabinet Member for Transport

**29 - 38**

9 **STREET NAMING & NUMBERING POLICY REVISION**

Phil Edwards, Assistant Director for Transport and Connectivity.

**39 - 54**

10 **PLACES FOR PEOPLE IN BIRMINGHAM**

Mel Jones, Head of Transport Plan and Network Strategy

**55 - 64**

11 **WORK PROGRAMME**

For discussion.

12 **PROPOSED DATE OF MEETINGS**

To note the date of future meetings as follows:-

Wednesdays at 1400 hours

21 September 2022  
19 October 2022  
16 November 2022  
21 December 2022  
18 January 2023  
15 February 2023  
15 March 2023  
19 April 2023

13 **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).

14 **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.

15 **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 16<sup>th</sup> March, Council House Extension, Margaret Street –  
Actions**

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**Present:**

Councillor Liz Clements (Chair)

Councillors Timothy Huxtable, Julie Johnson-White and Mike Leddy.

**Also Present:**

Adam Tranter, WM Cycling and Walking Commissioner

Honorary Alderman Tony Kennedy

Baseema Begum, Scrutiny Officer

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**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 Eddie Freeman joined the meeting virtually and submitted his apologies for being unable to join the meeting in-person.

**3. DECLARATIONS OF INTERESTS**

Standing declarations noted. Cllr Huxtable stated a declaration for his involvement with the Friends of Trittiford Park.

**4. SUSTAINABILITY & TRANSPORT O&S COMMITTEE ACTION NOTES**

The action notes of the meeting held on 16<sup>th</sup> February were agreed.

## 5. WEST MIDLANDS LOCAL TRANSPORT PLAN (LTP) 5 CORE STRATEGY CONSULTATION

(See Item No.5)

The Chair introduced the item and welcomed David Harris, Transport Strategy and Place Manager, Transport for West Midlands (TfWM) who joined the meeting virtually. Adam Tranter, West Midlands Cycling and Walking Commissioner was also in attendance for this item.

Adam Tranter began by outlining his role and the aims and objectives of the strategy and in doing so made the following points: -

- Appointed in December by the West Midlands Mayor and is the first Cycling and Walking Commissioner for the region.
- There is a significant opportunity to improve the cycling and walking offer through accessing active travel funding especially with peoples travelling purpose and habits changing in the last couple of years post pandemic.
- With 25% of car journeys made under 1 mile in Birmingham and 41% of trips in the West Midlands region under 2 miles it is an opportunity to offer alternatives and enable people to walk and cycle more especially for short journeys.
- Cars are useful but not always the best tool for the job and the role of the Cycling and Walking Commissioner is to help facilitate and enable other modes of travel. Feedback from motorists and residents is that they do not feel safe to cycle or walk so it is crucial that infrastructure is put in place to encourage and enable more people to do so.
- Historically the focus has been on putting in place 'soft' measures and this hasn't had the impact on changing travel behaviour. Transformational infrastructure is needed to make a difference to meet collective targets and offer people a choice of ways to travel.
- The West Midlands Mayor has asked for this work to be accelerated and to focus on delivery and working with the government to do so.
- Active Travel England (ATE) is the government's executive agency responsible for improving the standards of cycling and walking infrastructure in England and has been recently formed. ATE is keeping a close eye on what is being proposed by local authorities and regions and is working with them to ensure that the infrastructure being built is of good quality including blue routes. This also affects the funding given.

David Harris outlined the key points from his presentation and during the discussion, and in response to Members' questions, the following were among the main points raised: -

- The Core Strategy sets out a set of principles that will be taken forward based on the outcomes of the consultation to understand citizens priorities and needs.
- There is public support for the reduction in car use and it is up to local politicians to take forward and articulate this.

- Public transport is seen as unreliable, with areas of the city well served in terms of bus service and some not. A similar service needs to be provided in each area so that trust is built. This is a key issue facing those that want to encourage behaviour change. It is important that this is addressed so people using other methods of travel such as a car as their first preference are aware that they will be served by a regular and reliable bus service.
- Safety is key when encouraging people to walk and cycle in certain areas. Lighting and CCTV would help make people feel safe however it is recognised that funding needs to be secured to provide these facilities.
- The poor state of parts of the public highway was noted and the maintenance of the road network was highlighted as being detrimental in encouraging more people to cycle. It was added that regular maintenance needs to be built into any transport schemes otherwise people will revert to their preferred method of travel. However, government funding has traditionally been focussed on capital expenditure. During the pandemic, the government were keen to provide funding quickly to install schemes. This led to consultation taking place after pilot schemes were put in place. A lot of learning has taken place post-pandemic.
- It is imperative to build on the good work in relation to transport schemes that were installed during the pandemic. However more work needs to be done to engage and communicate the ideas and benefits to residents and businesses so that there is buy-in and ownership of decisions that affect local communities and areas. As part of this data needs to be shared with people and this is a work in progress.
- Reliability of all modes of public transport is important and engagement with the community is key. Active travel modes such as walking and cycling need to be made safe and convenient.
- A target to increase cycling by 700% by 2041 in the region is a huge task to meet set carbon targets. DfT data shows that if nothing is done even with the move to electric cars there is still the need to address air pollution otherwise traffic will increase meaning roads becoming unusable.
- Schemes such as 'Low Traffic Neighbourhoods' (LTNs) have been piloted in parts of the city however they are not popular with all residents and have proved to be a divisive issue. It was noted that more needs to be done to promote the concept by the Council to residents and businesses in line with the city's route-to-zero ambitions.
- 'Park and Ride' at railway stations had proved extremely popular pre-covid particularly those commuting to the city centre both from inside and outside the city by train. Figures show that there has been a year-on-year increase with more people coming to the city centre by train than car. More people were using trains for commuting at peak times cutting down the number of people using cars for all of their journey.

The Chair thanked all attendees and stated that the issues raised will continue to be monitored and investigated further in the new municipal year.

**RESOLVED: -**

1. The report was noted.

**6. CLEAN AIR ZONE (CAZ) BASELINE DATA – DISCUSSION ON FINDINGS**

Stephen Arnold, Head of CAZ joined the meeting virtually and gave a presentation highlighting some of the key points contained within the report of findings. During discussion with Members the following points were made: -

- The interim report is based on the first 6 months of data collected. Air quality data is collected and annualised for 12 months.
- Changes with compliance are noted within the vehicle fleet and this is broken down by category. Data included in the original modelling is what the expected level of compliance would be if a 'do nothing' scenario was followed and the impact of that on meeting the legal level set for Nitrogen dioxide (NO<sub>2</sub>).
- The volume of unique vehicles is within a tight window of between 94-105k unique vehicles per day since the beginning of the scheme. Seasonal variations and the impact of the WFH government directive that took effect on 13<sup>th</sup> December are noted.
- Currently traffic is at 95% of pre-covid levels. This increases to 99% of pre-covid levels at weekends.
- There has been no significant increase of traffic along the ring road and no significant displacement of traffic to the ring-road shown in the graphs.
- There are in excess of 90 monitoring points across the city centre. This doesn't include indicative sensors as these are not accredited by DEFRA to ensure consistency.
- A 13% reduction in the levels of NO<sub>2</sub> for the period 2019-21 (2019 baseline was used as the last normal year).
- 7 monitoring locations in the CAZ (out of 37) have exceedances of legal levels of NO<sub>2</sub> as shown in the column for 2021. This is lower than the figure for 2019. For those locations outside of the CAZ they were generally lower in NO<sub>2</sub> and have reduced further. The CAZ area encompasses the largest numbers of exceedance. It is worth noting however that although this is encouraging the comparison in percentage averages is not identical and caution should be taken to not read too much into it at this stage as the primary role of the CAZ was to accelerate levels of NO<sub>2</sub> in the shortest period of time.
- A number of policy levers and other plans are in place such as the Birmingham Transport Plan (BTP) to ensure that air pollution is tackled and the ambition to achieve cleaner air outside of the CAZ initiative continues into the future.
- Members expressed their gratitude to Stephen Arnold for his personal involvement in clarifying and providing answers in relation to CAZ related casework received by members.

The Chair thanked Stephen Arnold for his attendance and noted that a future update would be welcome.

**RESOLVED: -**

1. The report was noted.



## **7. TRANSPORTATION & HIGHWAYS CAPITAL PROGRAMME 2022/23 TO 2027/28**

Phil Edwards, Assistant Director, Transport & Connectivity and Rachel Telfer, Transport Planning & Investment Manager joined the meeting virtually to discuss and answer questions on the report to be presented to the Cabinet meeting on 22<sup>nd</sup> March.

During discussion it was clarified that: -

- The Transport & Highways Annual Capital Programme is a 6-year rolling programme with a value of just over £331m and a sum of just under £94m is allocated for the first year (2022/23).
- The programme sets out how the allocated government funding (an estimated £6.225m) to deliver the local transport plan will be spent. This will be in line with the key priorities of the Council Plan.
- The BTP was adopted in October 2021 and work is underway on the delivery of schemes using the capital programme funding. Further detail can be found on individual schemes in the appendix.
- A lower portion of funding is shown as allocated against public transport schemes and this is because these schemes are delivered and financed by the partners responsible for those such as TfWM. The Council works closely with all partners on public transport schemes.
- Major investment in cycling infrastructure and all forms of active travel in the city are in tune with the BTP and the regional Local Transport Plan by TfWM.
- The former High St corridor on the A38 Bristol Road is being designed to accommodate segregated cycling and bus priority within the local centre. Further information relating to wards affected can be discussed offline.
- Schemes being delivered in the 6-year capital programme support the transition that was talked about earlier as part of the Regional Transport Plan.
- Members welcomed bus priority and the bus cross city routes being restored.

### **RESOLVED: -**

1. The report was noted.

## **8. FLOOD RISK MANAGEMENT ANNUAL REPORT**

(See Item No. 8)

Hannah Hogan, Flood Risk Manager joined the meeting virtually and Honorary Alderman Tony Kennedy, Advisor to the Cabinet Member for Transport & Environment on Flooding issues attended in person to discuss the report and presentation circulated as part of the agenda papers.

Hannah Hogan highlighted the key points in the presentation and during discussion with Members the following points to queries and comments were made: -

- With the move to in-person meetings Honorary Alderman suggested that a marketplace event could take place on the day of City Council to help new Councillors understand the work of the team that deals with flooding issues.

- In relation to progress made with respect to a strategy on the River Cole it was confirmed that the Council and Environment Agency (EA) are working on a solution for flood alleviation work however there is a significant funding gap to install a capital scheme. The EA are due to do some modelling work to see if something more can be done to feed into a business case.
- The Council is working with businesses and residents to secure a scheme funded through the EA's 6-year delivery programme in relation to the flooding defence work. It is anticipated that more information will be forthcoming in April in relation to funding terms. Other funding streams made available by local or central government that can be utilised for flooded communities is also being investigated. Furthermore, the team will work with colleagues in Housing regarding properties in Brookwood Avenue on funding for flood defence work.
- Members reiterated their thanks to Hannah Hogan for her help and support with casework in their respective wards during the last year.

The Chair thanked the attendees for their input.

**RESOLVED: -**

1. The report was noted.
2. Hannah Hogan to provide Cllr Huxtable with further information in relation to replacement works for trees.
3. Cllr Huxtable to separately email details of Brookwood Avenue in his ward to Hannah Hogan.

**9. WORK PROGRAMME**

(See Item No. 9)

As this was the last meeting of the current municipal year the Chair thanked Members for their support and input. An additional meeting has been planned for 18<sup>th</sup> May.

**RESOLVED: -**

1. The report was noted.

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

None.

**11. OTHER URGENT BUSINESS**

None.

**12. AUTHORITY TO CHAIRMAN AND OFFICERS**

Agreed.

**RESOLVED: -**

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

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The meeting ended at 16:12 hours.



## **BIRMINGHAM CITY COUNCIL**

# **SUSTAINABILITY AND TRANSPORT O&S COMMITTEE**

**1400 hours on 28<sup>th</sup> April 2022, Council House Extension, Margaret Street –  
Actions**

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### **Present:**

Councillor Liz Clements (Chair)

Councillors Zaker Choudhry, Timothy Huxtable, Julie Johnson-White, Mike Leddy and Hendrina Quinnen.

### **Also Present:**

Councillor Meirion Jenkins

Councillor Ian Ward

Satinder Sahota, (Interim) Director – Legal Services Monitoring Officer & City Solicitor

Phil Edwards, Assistant Director, Transport & Connectivity

Mel Jones, Head of Transport Planning & Network Strategy

Aoife O'Toole, Transport Planning & Investment Manager

Ceri Saunders, Acting Group Overview & Scrutiny Manager

Baseema Begum, Scrutiny Officer

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## **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**

None.

## **3. DECLARATIONS OF INTERESTS**

Standing declarations noted. Councillor Leddy declared that as an elected Member for the Brandwood and Kings Heath ward that is covered as part of this report he has

checked his eligibility to participate in the meeting and has been advised that he can do so by the City Solicitor. All Councillors declared the ward that they represent.

#### **4. REQUEST FOR CALL IN: ACTIVE TRAVEL FUND TRANCHE 2 – PACKAGE 2: KINGS HEATH PLACES FOR PEOPLE STRATEGY REPORT**

(See Item No. 4)

Councillors Jenkins and Huxtable outlined the case for the call-in based on the following call-in criteria and made the following points: -

***a. The Executive appears to have failed to consult relevant stakeholders or other interested persons before arriving at its decision***

The Low Traffic Neighbourhood (LTN) was introduced without consultation during the pandemic. There was nothing to say a LTN had to be introduced and subsequently a consultation has taken place with 56% of residents against its implementation and 36% for. A clear vote and feedback from residents demonstrates that they are against the implementation. Clarification needs to be sought from the Council on when residents are listened to if these are the results of the consultation and action is not being taken along these lines. Furthermore, what is the point of consultation if residents are not being heard? In addition, a key element missing from those consulted is the Kings Heath Business Improvement District (BID) who cover the area.

***b. The Executive appears to have overlooked some relevant consideration in arriving at its decision***

The Executive has failed to note that cars are displaced to neighbouring roads. The impact is being felt on adjacent streets and areas and these residents are disproportionately affected. An equalities impact has not been noted.

***c. The decision has already generated particular controversy amongst those likely to be affected by it or, in the opinion of the Overview and Scrutiny Committee, it is likely so to do by those affected by it***

There is significant public opposition to the scheme with protests taking place/planned.

The Chair, Cllr Clements clarified that section 2.1 was the relevant part of the report with the decision to endorse the strategy the subject of the call-in.

The Chair then called on the Executive and officers to respond to the points made by Cllrs Jenkins and Huxtable: -

- The Leader, Cllr Ward stated that no actual decision was being taken to implement a LTN and any such decision would be subject to a future report to Cabinet.
- The purpose of this report was to demonstrate that the Council is listening to feedback from Kings Heath residents and responding to comments received as part of the extensive amount of consultation that has taken place.
- Cllr Ward further clarified that it would be a decision of the Cabinet to implement a LTN in Kings Heath however further consultation will be held first

and a subsequent report in the autumn will come forward with more detail. This will be the basis on which a decision is made on whether to go ahead or withdraw the scheme. This report will not turn over the decision already taken. It was up to Members if they wish to call-in that future report when it comes forward.

- Cllr Jenkins added that he felt a decision was not being taken due to the upcoming election and was concerned that this was the reason behind delaying the decision until the autumn in favour of implementing the LTN without reviewing it fully.
- Cllr Ward responded that the original report with a decision to go ahead with the pilot was not called-in and that a decision on whether a LTN should be implemented would be taken later in the year.
- The Chief Legal officer clarified that should the Strategy report be called-in and presented to a future cabinet meeting it was in theory possible for the Strategy to be re-endorsed, reviewed and/or scope for changes to be made to it.

The Chair then called on the officers present to respond and the following were amongst the points made: -

- It was highlighted that further consultation with the local community is taking place so that a decision can be taken later this year and that is the point of the strategy.
- Government guidance and funding was given to make changes to highway infrastructure to utilise more outside space and promote and offer more active travel options in the early days of the pandemic and meet demand.
- In order to meet the timescale, set-up and implement these schemes there was not adequate time to carry out a consultation in the normal sequence. However, engagement was carried out although not in the usual way. Residents were written to and online options were available.
- Emergency Traffic Regulation Orders (ETROs) were put in place for a period of 6 months meeting the statutory legal obligation.
- Government has made further funding available to expand and consolidate all schemes that had been introduced in this way. However, these are all open to discussion and engagement with all parties affected before anything is made permanent.
- Further engagement took place in 2021 however additional lockdowns meant that this was not conducted in the traditional way. Further work was undertaken in the autumn of 2021 and engagement with a number of stakeholders took place.
- The position currently is for a decision to be made as to whether the LTN is extended or removed and the response from residents is divided as highlighted in the responses received.
- The purpose of the Strategy report is to note that it is controversial subject.

The Chair then invited committee members to ask any questions and during the discussion, and in response to queries raised the following were among the points made: -

- Officers have made themselves available for residents queries and people have had the opportunity to get in touch.

- It was noted that residents may like what is happening in their road but not necessarily what is happening in the next road.
- As a result of the consultation a number of measures have been identified that were not originally planned and are part of the Birmingham Transport Plan (BTP). These schemes have been tailored to local areas specifically to address problems. The BTP promotes active travel in local neighbourhoods.
- Residents have specifically highlighted that there is too much traffic and most trips taken are under a mile. It should be noted that some elements of traffic displacement was not only due to the LTN but also other roadworks.
- Elected members and MPs are a conduit for the local community and their feedback has also been noted and this was particularly useful as a Member board was set up to give an oversight and take a wider view.
- Some one-way streets have been introduced as part of the LTN to make a route less attractive to motorists and potentially reduce the amount of traffic. An example of this is to include 20mph proposals to deal with increases in speeding by putting in traffic calming measures at the start.
- The consultation has enabled officers to understand from feedback why particular measures are more or less popular and the reasoning behind this rather than just looking at the for or against response. It is important to note this so that changes can be made to suit local people. However, this is on the basis that people are being asked and encouraged to change their travel behaviour in small ways to help tackle the climate change crisis.
- As new schemes are introduced there are lessons to be learnt and the Council is not taking a 'one stop' approach.
- Feedback from the Kings Heath (BID) has been neutral. Officers meet with BID representatives monthly.

The Chair then held a brief discussion with members of the Committee and the following comments were noted: -

- Cllrs Leddy, Johnson-White and Quinnen were not in favour of calling the decision in.
- Cllr Huxtable expressed that he would be supporting the call-in on the basis that feedback from the two consultations that have taken place show that there is not majority support for implementation. He felt that the report should be referred to Cabinet for revision.
- Cllr Choudhry felt that further consultation was needed and agreed that the Strategy needed reviewing with some elements being removed and in line with what residents want. On this basis he was in favour of calling-in the report.

The Chair, Cllr Clements then summed up the discussion clarifying that officers have listened carefully to residents' views and concerns and have taken on feedback from the Member board and consultation. This has included bringing in additional new elements and modifying plans. It was also noted that further consultation was planned.

**RESOLVED: -**

1. The Chair then called a vote with 4:2 in favour of the decision as set out in section 2.1 not to be 'called-in'.



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

None.

**6. OTHER URGENT BUSINESS**

None.

**7. AUTHORITY TO CHAIRMAN AND OFFICERS**

Agreed.

**RESOLVED: -**

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

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The meeting ended at 15:02 hours.



# Birmingham's Transport Priorities

Councillor Liz Clements  
Cabinet Member for Transport

Sustainability & Transport Overview Scrutiny  
27 July 2022



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# Birmingham Transport Plan – adopted October 2021

## BTP addresses;

- Climate emergency - carbon neutral city by 2030
- Air quality – going beyond legal requirements
- Accommodating future growth – population and economy
- Grasping opportunities – welcoming investment
- Working with new technologies, innovation and better data
- Travel Demand Management approach to encourage change
- Changing local policy – parking, road space allocation
- Supporting green recovery from COVID-19



# Delivering the Birmingham Transport Plan

## Vision

*"The vision for Birmingham's transport is for a sustainable, green and inclusive, go-anywhere network.*

*Safe and healthy environments will make active travel – walking and cycling – the first choice for people making short journeys.*

*A fully integrated, high quality public transport system will be the go-to choice for longer trips.*

*A smart, innovative, carbon neutral and low emission network will support sustainable and inclusive economic growth, tackle the climate emergency and promote the health and well-being of Birmingham's citizens".*



## Key Principles

**Reallocating road space**

**Prioritising active travel in local neighbourhoods**

**Managing demand through parking measures**

**Transforming the city centre**

# Delivering the Birmingham Transport Plan

- Whilst the BTP sets out the vision and objectives for the city, the BTP Delivery Plan will identify projects which are needed to deliver this.
- The pace of change will be set by our decarbonisation target. Alignment to this target will also determine the programming of projects.
- The Delivery Plan is currently in development, however transport schemes within the current programme, which are being developed and delivered are all aligned with the BTP. These will be incorporated into the Delivery Plan.
- The Delivery Plan will not only present physical interventions required, but behavioural change measures needed.

# Active Travel



## Evolution of the Birmingham Cycle Revolution

- Development and delivery of A45 and A38 cycle superhighways
- Development of further routes including city centre ring road greenway
- Cycle hangar pilot
- Further expansion of distribution of free bikes



Continuation of eScooter trial and expansion of West Midlands Cycle Hire scheme & e-cargo bikes.



Continuation of enhanced city centre public realm including further pedestrianisation and improved cycling connections.



Further development and delivery of City Centre Segments.



# Local Communities



Review and update of Road Safety Strategy.



Vision Zero approach to road safety management, basis that no death or serious injury is acceptable on roads.



Roll out of electric vehicle charging points in residential areas, with a focus on streets with no off-road parking.



Expansion of car sharing and hiring options.



Expansion of car free school streets.



Enhanced air quality monitoring outside schools.



More free bikes and Community Cycling Hubs.





# Public Transport



Partnership working with TfWM to;

- Deliver cross-city bus routes
- Work towards further opportunities for bus priority
- Bring all residents within an accessible 30 minutes public transport journey of the city centre



Complete study into Workplace Parking Levy (city wide) – WPL would provide revenue stream to invest in public transport priorities.



# Highways



Restructured PFI commissioning in progress - April 2023.



Focus on tackling potholes and poor pavements.



Introduce street works permits to minimise disruption to all road users.



Development of Last Mile Strategy regarding deliveries of goods, reducing peak hours deliveries in local centres.



Development of Kerbside Management Strategy to ensure that kerb space is allocated in a fair, efficient and sustainable way, and deploy new technologies to manage space.



Participation in Rules of the Road (TfWM led Project) to digitise Traffic Regulation Orders, paving the way for the Council to adopt Moving Traffic Enforcement in future.



Revision of the Street Naming and Numbering Policy.



# Thank You

## Any Questions?



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**Birmingham**  
City Council



# Street Naming & Numbering Policy Revision

Phil Edwards

Assistant Director – Transport & Connectivity

Sustainability & Transport Overview Scrutiny

27 July 2022

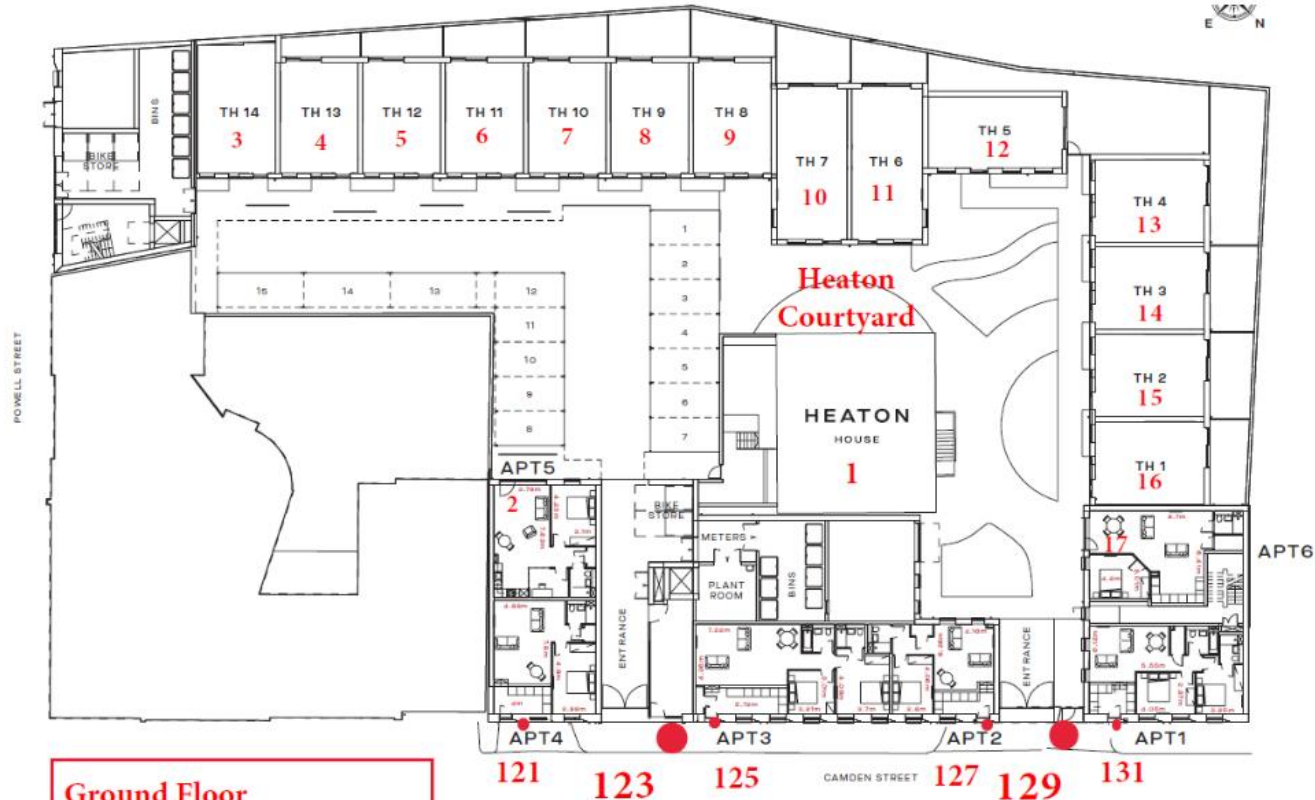


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# Reason for change: why do we need a new policy?



## Ground Floor

Heaton House Lofts 121 Camden Street, Birmingham  
Heaton House Lofts 125 Camden Street, Birmingham  
Heaton House Lofts 127 Camden Street, Birmingham  
Heaton House Lofts 131 Camden Street, Birmingham



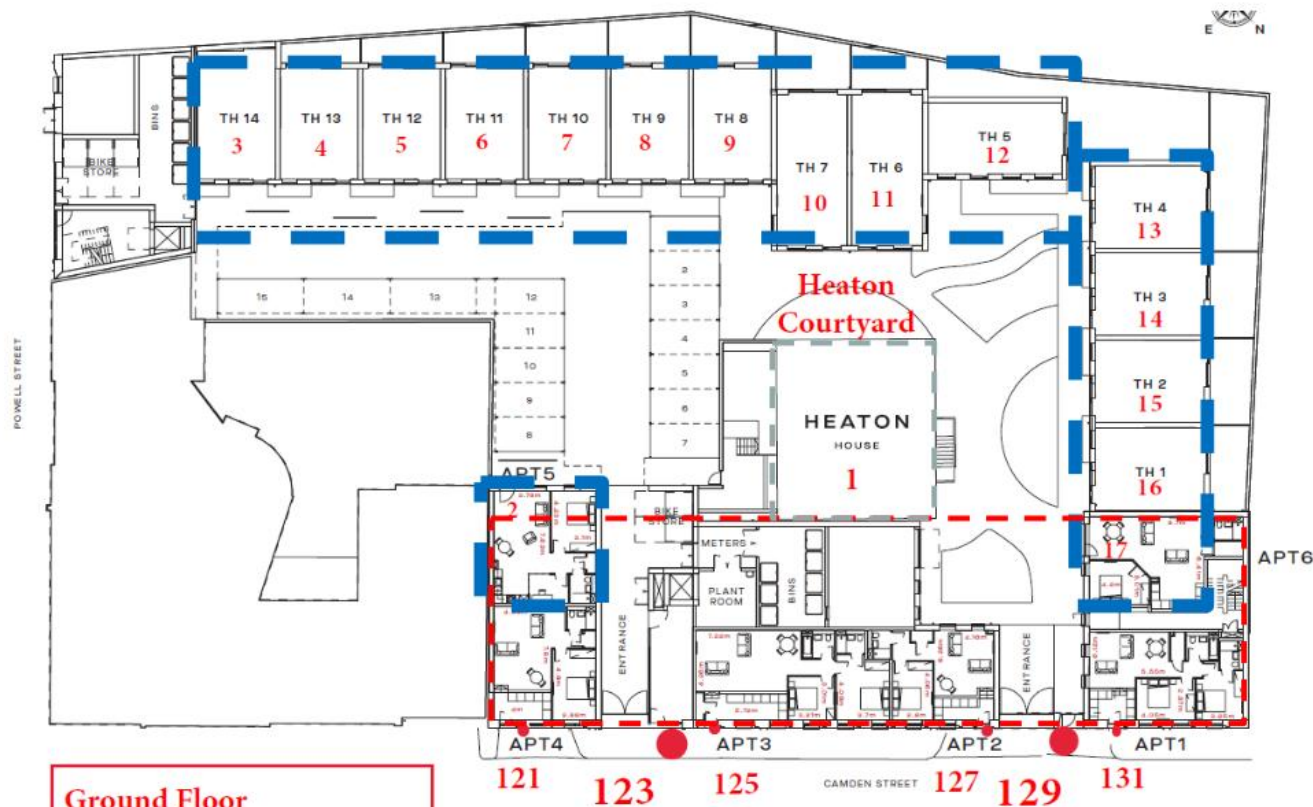
# Reason for change: why do we need a new policy?



## Ground Floor

Heaton House Lofts 121 Camden Street, Birmingham  
Heaton House Lofts 125 Camden Street, Birmingham  
Heaton House Lofts 127 Camden Street, Birmingham  
Heaton House Lofts 131 Camden Street, Birmingham

# Reason for change: why do we need a new policy?





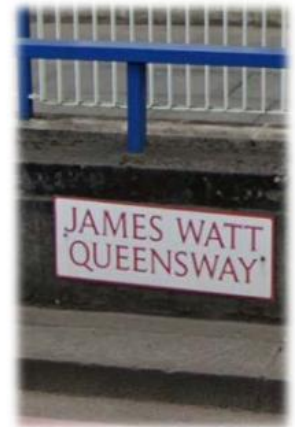
# The Main Changes

Existing Policy	Proposed Policy
<p>Allows naming after a person no longer living (without time limit or special consideration).</p> <p>Current practice is to delay for 50 years.</p>	<p>Person must have been deceased for 25 years.</p> <ul style="list-style-type: none"> <li>National Code of Practice recommends 50 years.</li> <li>Reduced period enables promotion of good relations between groups with special characteristics, as well as other groups.</li> </ul> <p>New procedure to consider suggestions for non-specific developments and recently deceased people.</p>
<p>Number 13 is not used due to cultural preferences.</p>	<p>All cultures/religions treated equally as all numbers are used to ensure logical number sequences, which are easy to locate.</p>
<p>Renaming of existing streets requires 2/3rds majority</p> <ul style="list-style-type: none"> <li>Wide-ranging and detrimental effects on residents and businesses have been underestimated in the past</li> </ul>	<p>The ability to resist renaming of existing streets has been increased except where redevelopment dictates.</p>

# Naming a Street after a Person recently deceased

This is a complex matter:

- Research – no information available on internet, books are rare.
- Need personal contacts to check for good character, interview people.
- High level of personal skills required to draw out any sensitive information.
- Naming after people cannot be processed quickly enough to facilitate most new developments as we have a statutory period of 1 month to reject anything unsuitable; if this expires then the name should come into being.
- With internet & social media information is expected to be available >25 years, vastly reducing research required to obtain a full picture of the individual.



# Procedure for the Approval of Suggested Street Names for unspecified Developments



- SNN Officers to check that the name complies with BCC criteria.
- If naming after a person no longer living, verify reasons for suggesting the name, personal details, information submitted.
- Check that the suggested name would not cause offence, consideration of all groups with special characteristics.
- Consult the local Ward Councillor on acceptability of the suggested name with special consideration of names after people recently deceased. Ward Councillor would be expected to vouch for the candidate's good character.
- Annual report to Cabinet Member for Transport, to include all new street names for unspecified developments accepted by Ward Councillors.
- Approved names are added to a list for use by Developers who do not have suitable suggestions for new roads in their developments.

# Advantages of the Revised Policy

- Use of all numbers along a street allows an unambiguous numbering system, easy to locate properties, which does not lend preference to a single culture.
- Consideration of names of people only recently deceased allows new communities to be represented in the fabric of Birmingham society, encouraging good relations between people with protected characteristics and others.
- Deferring the use of peoples' names >25 years after their death protects the Council against potential reputational damage should unexpected information about that person be revealed.
- A pool of pre-approved street names will be available to Developers with limited knowledge of the area enabling them to choose relevant, quality names for their sites.



# Thank You

## Any Questions?



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City Council



# Places for People in Birmingham

Sustainability and Transport O&S Committee, 27 July 2022



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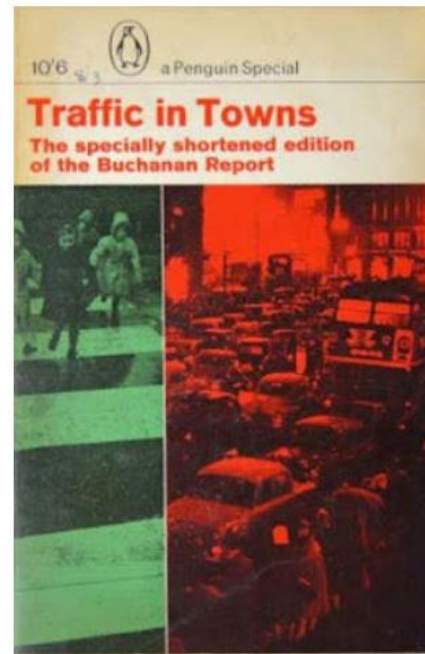
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# What are Low Traffic Neighbourhoods?

- Low Traffic Neighbourhood (LTN) is a catch-all term for the use of long-established traffic management techniques (such as modal filtering) to reassign through (motor) traffic from residential streets to main roads.
- Create quieter and safer places for people to walk and cycle through and within while maintaining access within the area by motor vehicles.
- Principles are designed in for many newer housing estates.
- Modern origin from the 1963 Traffic In Towns report by Professor Colin Buchanan, with the idea of the "environmental area", somewhere free from external traffic.
- Used in the UK, including Birmingham, ever since – using closures to motor traffic, while maintaining access for walking, cycling and sometimes public service vehicles, buses and emergency vehicles.





# Why are we hearing about LTNs today?

Traffic and highway engineering is reflective of a changing society and with an increase in private motoring over the last 60 years, traffic management techniques have been used to counter impacts on residential streets.



# Why are we hearing about LTNs today?

In the 2000s, the rise of technology led to personal sat-navs and travel apps which helped people find routes around increasingly congested main roads using routes that perhaps only locals previously knew about.



# Why are we hearing about LTNs today?

- The traffic management techniques were popular again in the early 2010s with London's "Mini-Holland" programme, especially the borough of Waltham Forest.
- The concept was based on the Dutch approach of classifying and redesigning streets by use.
- The term LTN became popularised in guidance from London Living Streets and London Cycling Campaign.
- Recognition that LTNs supported policy imperatives – social, environmental, economic – climate emergency – benefits of active travel – people demanding something different from the transport network and the places where they live
- The Covid-19 Pandemic and social distancing significantly curtailed public transport capacity and citizens needed safer travel space. LTNs became a very important response and resilience tool.
- Many LTN scheme were made permanent and in many cases, they were of an ambitious and holistic scale which generated a great deal of attention.



*Copeland Road, Waltham Forest, December 2015.  
One of the early Mini-Holland modal filters.*

# Key objectives of LTNs

- A reduction in motor traffic across an LTN area
- A reduction on air pollution across an LTN area
- A reduction in short motor vehicle trips
- An increase in walking and cycling
- A reduction in collisions
- Where motor vehicle trips are made, the roads designated, designed and managed for them are used in preference to side streets



*New Town Row at Lower Tower Street.  
EATF City Segments pilot project.*



# The Birmingham Transport Plan and the Covid-19 response

- BCC published its draft Birmingham Transport Plan (BTP) for consultation at the end of January 2020.
- In response to Covid-19, funding was provided by the Department for Transport – the Emergency Active Travel Fund (EATF), administered in the region by Transport for West Midlands.
- BCC rapidly created the Emergency Birmingham Transport Plan which reflected the draft BTP and was published in May 2020. This included LTNs and the City Segments project.
- This was superseded by the full Birmingham Transport Plan which was adopted in October 2021 and contained learning from the emergency plan.
- LTN type schemes are a fundamental component of the BTP and will need to be delivered to support the behaviour change required to tackle the climate emergency and other economic, environmental and social imperatives.

Emergency Active Travel Fund:  
Birmingham



# Places for People

- EATF investment allowed LTN pilots in King's Heath, Lozells, Bournville and Castle Vale. They were deployed using Experimental Traffic Regulation Orders (ETROs).
- Engagement took place mainly online (due to Covid) – timescales set by Government were challenging
- ETRO means the consultation takes place throughout the first 6 months of a scheme being in place – made permanent or removed within 18 months
- Kings Heath & Moseley schemes proved particularly controversial – community concerns about displaced traffic – this led to:
  - Additional engagement & monitoring
  - Member Board being established
  - Action plan to provide short term mitigations
  - Wider traffic study to inform future scheme development and mitigations for ATF2 scheme

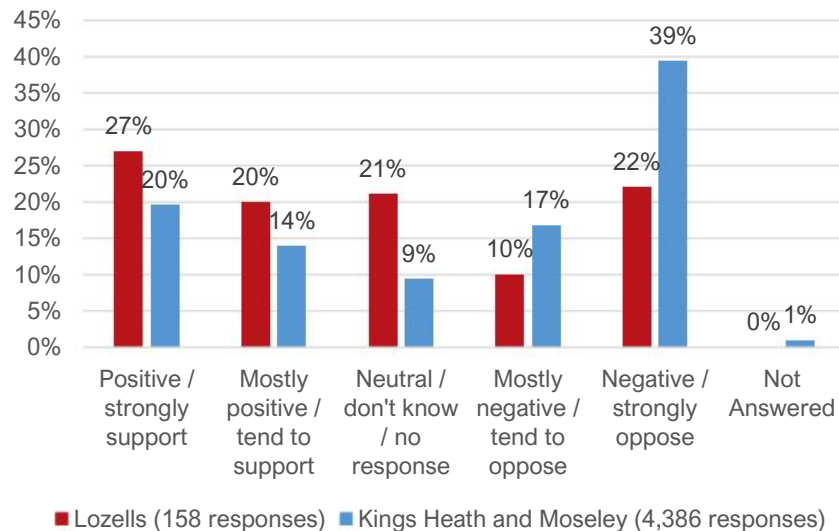


*Highbury Road, King's Heath.  
EATF LTN pilot project.*

# Places for People

- Active Travel Fund Tranche 2 (ATF2) was the next funding release within which BCC bid to expand the LTNs into Places for People (PfP) projects.
- Two PfP projects of this type remain under the ATF2 programme – King's Heath & Moseley and Lozells. Bournville moved to the capital programme.
- ATF2 engagement for Lozells – late 2021. Detailed design work ongoing to expand the scheme in next few months via an ETRO.
- ATF2 engagement for King's Heath & Moseley – Autumn 2021 – concept responding to this was developed. Further localised engagement shortly and subject to Cabinet approval, scheme will be expanded with an ETRO.
- In all three schemes, pilot ETRO measures have been made permanent, pending future evolution of the schemes in ATF2. Cabinet Member Report endorsed the proposed way forward for King's Heath and & Moseley.
- Bournville is further behind in the process and engagement is due to take place in the next few months.

How do you feel about [area] being part of the Places for People Project?



# Outcomes & Success.

As the programme evolved from emergency / temporary measures into something more long term, a series of success factors and indicators were developed to help determine project success over the longer term.

This approach is scalable and applicable to any scheme of a similar nature.

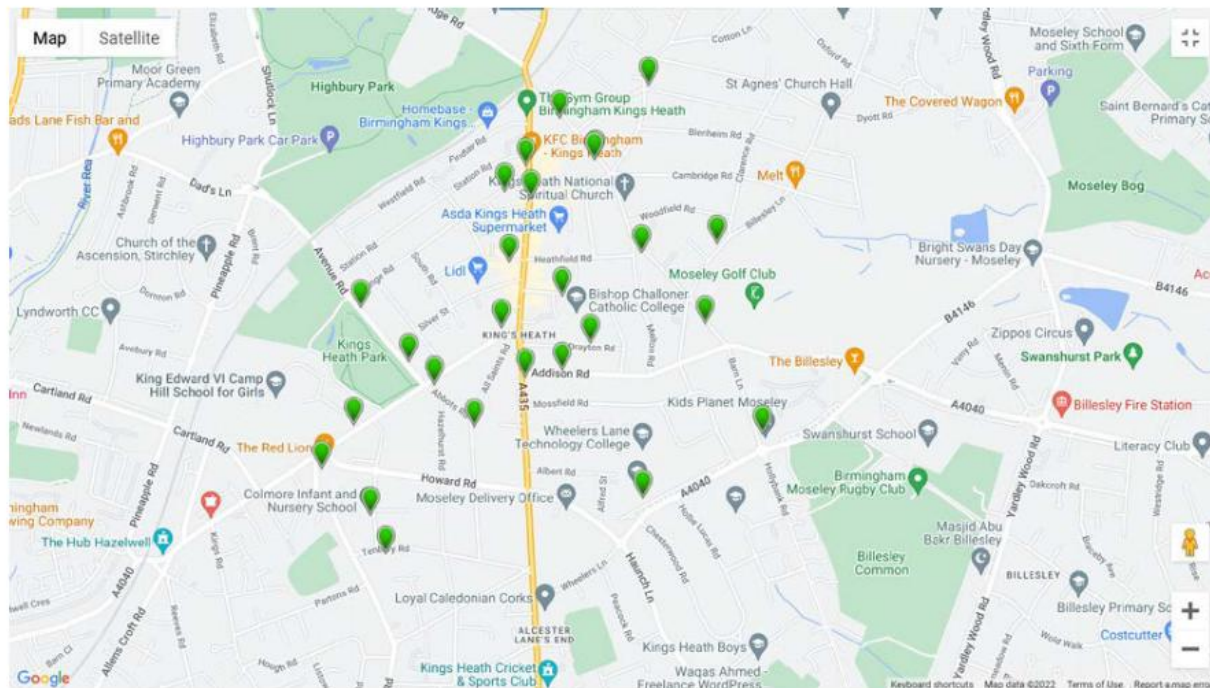
Success Factor	Indicator
Traffic	Motor traffic reduces within LTN
	Congestion is neutral on boundary roads
Mode Share	Motor vehicle mode share decreases
	Walking mode share increases
	Cycling mode share increases
Air Quality	Air quality does not deteriorate across LTN area
Public perception	People within LTN area are satisfied with the scheme over time
	People moving through LTN area are satisfied with the scheme over time
Business Impact	Business owners/ managers across the LTN area are satisfied with the scheme over time
	Business users across the LTN area are satisfied with the scheme over time



# Data & monitoring

- A key issue is the lack of baseline data. Schemes were rapidly developed in the face of the Pandemic and movement patterns had already been disrupted. There was some general City-wide data available, although it wasn't necessarily fine grained enough for the schemes developed.
- Lozells is a relatively small scheme and so existing traffic data will be used as well as reviewing consultation feedback.
- King's Heath & Moseley is a large scheme and is making use of existing traffic data as well as additional local traffic counts, traffic flow and queue data from traffic signals on King's Heath High Street, a DfT study looking and walking and cycling within the LTN areas, bus journey times data, diffusion tubes (nitrogen dioxide), consultation responses and perception surveys.
- We are developing the approach in Bournville, which will respond to the layouts developed following the engagement exercise but will be reflective of the experience gained from the other schemes.
- Traffic modelling is also be used strategically to try and forecast any significant issues of displacement, although this remains a support tool rather than a tool to make decisions.

# Data & monitoring: air quality.



Air quality monitoring sites around King's Heath.

# Data & monitoring: relative changes in traffic volumes.



Source: Inrix

# Next steps.

- ATF2 measures for City Segments are being implemented with ETROs giving a further 6-months for citizens and stakeholders to make comments with the scheme in operation. Decisions are delegated to Senior Officers in consultation with the Cabinet Member.
- Lozells will be expanded with an ETRO using the same process as above.
- The process for King's Heath & Moseley will see localised engagement to refine the current concept to a scheme suitable for submission to Cabinet at Outline Business Case (OBC) stage as there was an undertaking to involve cabinet. If agreed, then detailed design will follow with the expanded scheme deployed using an ETRO.
- The process for Bournville is to undertake area-wide engagement followed by consultation on a scheme to be implemented with an ETRO to give citizens and stakeholders the opportunity to experience the scheme and provide further feedback accordingly.

# Lessons learned.

- Although Covid created urgency, these types of schemes still take a great deal of time and effort to deliver; even the Department for Transport has recognised this.
- Technical assessments such as data collection and modelling are important but being able to articulate the narrative to win hearts and minds is key.
- Local geography and road network influences the size of the area and the cells within – isolated measures may not achieve the desired outcomes.
- There is no scheme design or approach which satisfies everyone, including doing nothing.
- Change can be difficult, challenging and uncomfortable for some people.
- People generally support the vision for lower traffic volumes but translating it into support for a particular scheme is a challenge.
- If people aren't willing to change their behaviours, it's hard to harness scheme benefits.
- Behaviour change doesn't happen overnight. It takes time for people to adapt their behaviour and in some cases, people go through an extended process before they accept the scheme (even if they don't agree with it).
- The TRO process can be complex and not immediately understood by citizens.





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

<b>Chair:</b>	Cllr Chaman Lal
<b>Deputy Chair:</b>	Cllr TBC
<b>Committee Members:</b>	Cllrs Alex Aitken, David Barker, Martin Brooks, Colin Green, Timothy Huxtable, Richard Parkin and Miranda Perks
<b>Officer Support:</b>	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 24<sup>th</sup> 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.

## 5 Other Meetings

### Call in Meetings

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*None  
scheduled*

### Petitions

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*None  
scheduled*

### Councillor Call for Action requests

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*None  
scheduled*

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

## 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 \(cmis.uk.com\)](http://ForwardPlans(cmis.uk.com)).





Reference	Title	Portfolio	Proposed Date of Decision
009748/2022	Corporate Plan 2022 -2026	Leader	26 Jul 2022
010100/2022	Adoption of the Birmingham Design Guide Supplementary Planning Document	Leader	26 Jul 2022
010264/2022	Contract Extension - Civil Parking Enforcement Services (P129)	Transport	26 Jul 2022
010376/2022	Hackney Carriage – Maximum Fare	Transport	26 Jul 2022
009999/2022	Net Zero Neighbourhood Plan	Environment	06 Sep 2022
010280/2022	Capital Bid for the Introduction of Car Parking Across Selected BCC Parks	Environment	06 Sep 2022
007686/2020	Historic Environment Supplementary Planning Document	Leader	06 Sep 2022
008965/2021	Renewal of Building Energy Management Systems	Leader	06 Sep 2022
009407/2022	Enterprise Zone Investment Plan 2022	Leader	06 Sep 2022
009249/2021	Street Naming and Numbering Policy Revision	(OLD) Transport & Environment	06 Sep 2022
010294/2022	E-scooter Trial Extension	Transport	06 Sep 2022
009892/2022	The Birmingham Plan Issues and Options Document Consultation	Leader	11 Oct 2022
010266/2022	Our Future City Framework and Delivery Plan	Leader	11 Oct 2022
010173/2022	Our Future City Plan 2040 – Draft Central Birmingham Framework	Leader	11 Oct 2022
007349/2020	Waste Vehicle Replacement Programme	(OLD) Street Scene & Parks	11 Oct 2022
010142/2022	Medium Term Financial Plan (MTFP) Refresh	n/a	11 Oct 2022
008531/2021	Highways and Infrastructure: Footway Crossings Policy and Information for Applicants	Transport	11 Oct 2022
010138/2022	Financial Monitoring Report Quarter 2 2022/23	n/a	08 Nov 2022
009445/2022	City Centre Public Realm Improvement Scheme (CCPR) Full Business Case (FBC) phase 2	(OLD) Transport & Environment	14 Feb 2023
009406/2022	Active Travel Fund Tranche 2 - Package 2: Kings Heath and Moseley Places for People Full Business Case	Transport	08 Nov 2022



## 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**  
**2022-23 WORK PROGRAMME**

**Date of Meeting: 27<sup>th</sup> July 2022**

<b>Item/ Topic</b>	<b>Type of Scrutiny</b>	<b>Aims and Objectives</b>	<b>Lead Officer</b>	<b>Witnesses</b>	<b>Visits</b>	<b>Additional Information (Including joint working / links with other O&amp;S Committees)</b>
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	Rose Horsfall, Cabinet Support Officer	Cabinet Member for Transport	None Required	
Street Naming and Numbering Policy	Consultation	Updating members on the upcoming report to Cabinet on the revised policy	Phil Edwards, Assistant Director for Transport and Connectivity	Phil Edwards, Assistant Director for Transport and Connectivity	None Required	
Places for People in Birmingham	Update Report	Report outlining journey to date including feedback and how impact is being measured	Phil Edwards, Assistant Director for Transport and Connectivity	Mel Jones, Head of Transport Plan and Network Strategy	None Required	
Work Programme Development	Decision	Approve work programme for 2022-23 Further discussion with a particular focus on refining aims and objectives, and identify any additional topics to consider	Amelia Murray, Overview and Scrutiny Manager	None	None Required	

**Final Deadline: Tuesday 18<sup>th</sup> July 2022**

**Publication: Wednesday 19<sup>th</sup> July 2022**

Sustainability and Transport O&S Committee, July 2022- Appendix 1

**Date of Meeting: Wednesday 21<sup>st</sup> September 2022**

<b>Item/ Topic</b>	<b>Type</b>	<b>Aims and Objectives</b>	<b>Lead Officer</b>	<b>Witnesses</b>	<b>Visits</b>	<b>Additional Information</b>
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 12<sup>th</sup> September 2022**

**Publication: Tuesday 13<sup>th</sup> September 2022**

**Date of Meeting: Wednesday 19<sup>th</sup> 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  Rob James, Managing Director City Operations  Darren Share, Assistant Director, Street Scene		Specifically in relation to the Waste Disposal Incinerator Procurement, the scope of this update may be limited due to commercial sensitivity.

**Final Deadline: Monday 10<sup>th</sup> October 2022**

**Publication: Tuesday 11<sup>th</sup> October 2022**

**Date of Meeting: Wednesday 16<sup>th</sup> November 2022**

Item/ Topic	Type	Aims and Objectives	Lead Officer	Witnesses	Visits	Additional Information

**Final Deadline: Monday 7<sup>th</sup> November 2022**

**Publication: Tuesday 8<sup>th</sup> November 2022**

**Date of Meeting: Wednesday 21<sup>st</sup> December 2022**

Item/ Topic	Type	Aims and Objectives	Lead Officer	Witnesses	Visits	Additional Information

**Final Deadline: Monday 12<sup>th</sup> December 2022**

**Publication: Tuesday 13<sup>th</sup> December 2022**

**Date of Meeting: Wednesday 18<sup>th</sup> January 2023**

Item/ Topic	Type	Aims and Objectives	Lead Officer	Witnesses	Visits	Additional Information

**Final Deadline: Monday 9<sup>th</sup> January 2023**

**Publication: Tuesday 10<sup>th</sup> January 2023**

**Date of Meeting: Wednesday 15<sup>th</sup> February 2023**

Item/ Topic	Type	Aims and Objectives	Lead Officer	Witnesses	Visits	Additional Information

**Final Deadline: Monday 6<sup>th</sup> February 2023**

**Publication: Tuesday 7<sup>th</sup> February 2023**

**Date of Meeting: Wednesday 15<sup>th</sup> March 2023**

Item/ Topic	Type	Aims and Objectives	Lead Officer	Witnesses	Visits	Additional Information

**Final Deadline: Monday 6<sup>th</sup> March 2023**

**Publication: Tuesday 7<sup>th</sup> March 2023**

**Date of Meeting: Wednesday 19<sup>th</sup> April 2023**

Item/ Topic	Type	Aims and Objectives	Lead Officer	Witnesses	Visits	Additional Information

**Final Deadline: Monday 10<sup>th</sup> April 2023**

**Publication: Tuesday 11<sup>th</sup> 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 Committees.

- 1. Re-procurement of Highways PFI Contract.** This will also enable Members to understand the existing policies to repair and prevent potholes, and repair and maintain pavements.
- 2. Parking Civil Enforcement Procurement.**
- 3. Streetworks Permit Scheme**
- 4. Active Travel including cycling and Safer Travel to Schools**
- 5. City of Nature**
- 6. Development of a new Road Strategy**
- 7. Environmental, Public Open Space and Transport Issues within City Council Masterplans (i.e. Smithfield) and Urban Regeneration Frameworks**
- 8. Flood Risk Management Annual Report**