

BIRMINGHAM CITY COUNCIL

BIRMINGHAM ECONOMY, SKILLS AND SUSTAINABILITY OVERVIEW AND SCRUTINY COMMITTEE 23 OCTOBER 2015

MINUTES OF A MEETING OF THE BIRMINGHAM ECONOMY, SKILLS AND SUSTAINABILITY OVERVIEW AND SCRUTINY COMMITTEE HELD ON FRIDAY, 23 OCTOBER 2015 AT 1000 HOURS IN COMMITTEE ROOMS 3&4, COUNCIL HOUSE, BIRMINGHAM

PRESENT: - Councillors O'Shea in the Chair;

Councillors Barrie, Evans, Huxtable, Jenkins, Jones, Quinn and
Spencer

ALSO PRESENT

Councillor Shafique Shah - Cabinet Member for Inclusion and Community Safety
Councillor Lisa Trickett - Cabinet Member for Green, Smart & Sustainable City
John Bennett – Pushbikes
John Carrigan - Project Manager, Big Birmingham Bikes
David Cox - Chair, CTC (National Cycling Charity)
Philip Edwards - Head of Growth and Transportation
Joe Green - Sustrans
Ewan Hamnett - Health and Wellbeing Board, Physical Activity Champion, NHS
David Harris - Transportation Policy Manager
Robert Latham
Jason Leach - Canal & River Trust
Graham Lennard - Principal Active Travel Officer
Andy Middleton - Cycling Programme Manager
Varinder Raulia - Head of Infrastructure Projects
Dene Stevens – Sustrans
Errol Wilson – Committee Manager
Benita Wishart - Overview and Scrutiny Manager

NOTICE OF RECORDING

or subsequent broadcast via the Council's Internet site (www.birminghamnewsroom.com) and that members of the press/public may record and take photographs.

The whole of the meeting would be filmed except where there were confidential or exempt items.

APOLOGIES

- 25 Apologies for non-attendance were submitted on behalf of Councillors Badley, Hughes, Islam and Rehman. An apology for lateness was submitted on behalf of Councillor Quinn.
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BIRMINGHAM ROAD SAFETY STRATEGY

- 26 Councillor Shafique Shah, Cabinet Member for Inclusion and Community Safety; Philip Edwards, Head of Growth and Transportation; David Harris, Transportation Policy Manager and Varinder Raulia, Head of Infrastructure Projects was present for the item.

(See documents No 1)

Councillor Shafique Shah, Cabinet Member for Inclusion and Community Safety; Philip Edwards, Head of Growth and Transportation and David Harris, Transportation Policy Manager responded to Members' questions and the following were amongst the points made:-

- I. Concerning the lack of option for recording near-misses, there was a differential between the Council's programmes which looked at the patterns of known accidents. Finite resources had been prioritised to tackle issues where it was known things happen. These criteria did not apply to monies provided for the Ward's measured programme. Each Ward received £12.5k per annum, but there was no stipulation of any value for money criteria for those works. Members were encouraged to have a careful and detailed thought on how this money was being used as it could be used to tackle some of the near-missed issues.
- II. They were working with the Police concerning how they could capture issues of road safety concerns across the City and was trying to look at how they could do this in a more advanced way by the internet. As officers, they could not receive pictures, emails etc. from 120 Councillors on a daily basis, as they did not have the resource to deal with that, but if they could have an internet system that was linked into a mapping interface, they could then look at this on a whole.
- III. Occasionally they would be made aware of a location which may be on the threshold or may not intervene in terms of the safety schemes. Example, Court Oak Road in Quinton Ward where there was an incident and the statistics were based on the cusps of 9 accidents. What they did was to take

the views of local residents into account. There were instances of damage to signal equipment, guard railing and kerbing which was picked up through their relationship with Amey. From the process of putting together road safety, the statistics and local knowledge came from residents and Members and with information from Highways, they did a scheme at that location to address the issues.

- IV. Regarding the Dashboard and reporting, the Department of Transport (DfT) had recently released a document on road safety statistics and they were trying to distil that and upload something onto their website where they could condense that information in an understandable form that could be circulated annually. This was a detailed document that was broken down across a number of different factors by districts across the country, regions etc.
- V. All public sector partners' resources had been limited across the various functions. They were aware that there had been elements that had resulted in under reporting of accidents. In the last few years there had been a log of data that was received from the Police. This then gets passed on to a web system which was hosted as part of the Council's contract to monitor all the transport data.
- VI. Councillor Shah noted Councillor Huxtable's comments concerning school cross patrols and advised that school crossing patrol was dealt with by his predecessor and would be completed by the end of the year. The current policy states that priority should be given to this where there were no pedestrian control lights. One of the challenges they faced was to fill the vacancy with suitable candidates.
- VII. It was agreed that £12.5k highways budget for the Wards was not sufficient and that it was to be properly used on highways issues to make the roads safe. Concerning the 20mph limit on roads, pilots had started in certain areas. It was about raising awareness around the 20mph limit. This was also about proper signage to inform people that it was 20mph and to find a way for people to observe the 20mph zone.
- VIII. Regarding the consultation on the Road Safety Strategy, if Members felt that they wanted to feed into this further, the consultation could be further extended.
- IX. With regard to the 20mph limits, 2 of the 3 20mph pilot areas had been approved through the Cabinet process. These were likely to go on site shortly. A zone in the City Centre which had been brought forward and a fourth zone called B2 were funded through the Local Growth Fund as part of the Local Enterprise Partnership monies.
- X. In relation to street lighting issues, this would be looked into. Discussions were had concerning Cotteridge outside of this meeting and the issues raised would be addressed.
- XI. It was worth reflecting back in relation to where they had been in the last 5 years with regard to funding not just for road safety, but transportation.

Concerning the Integrated Transport Block, in 2008/2009, the City Council's allocation was £10.9m. In 2015/2016, they were currently operating by £0.12m. Broadly speaking they were operating with 50% less money than they did pre-recession. Some of this money was transferred into the Local Growth Fund. Previously they had a Road Safety Grant which was approximately £4m across the West Midlands area. £3m was spent on revenue use which was marketing promotions campaigns etc. and a further £1m was spent on speed cameras operation.

- XII. Regarding the Revenue Support Grant, the City Council's annual budget was about £150k per annum. With regard to officer resource, they had schools dedicated travel plan funded by a national grant, but this was now gone. They had an integrated safety team and the number of those staff resource was half what they were in 2012. They needed to reposition themselves, reinvent the way they did things, innovate, form different partnerships, amalgamate roles and cross subsidised in some cases how they do things and learn how to bid effectively into government funding rounds.
- XIII. A significant bid was made for the Cycle City Innovation Grant for £17m in round one and £22.1m in the second round. As part of the funding round they included road safety into those projects. The 20mph limit was built into that programme. They had Pinch Point allocations from Government and one of the areas they struggle to tackle, where they had £10.9m of ITB, was some of the larger junctions where they had serious safety issues such as Bordesley Circus. By utilising a bidding process, and using ITB match, they had managed to start tackling the serious road safety issue of about £1.7m.
- XIV. In addition, they had the LSTF strand in North Birmingham, the West Midlands major and they had learnt how to work with the LEP in terms of building not only road safety, but cycling into the LEP's agenda. Their work with private sector partners – DBS Law - who had funded a whole series of safety workshops where they commissioned the CBSO to commission a piece of music. About 5000 school children were put through those road safety education programmes.
- XV. The City Council's Road Safety officers met with DBS lawyers and were given road safety training. They had gone into schools to deliver some of that training. They recently had Transport for London (TfL) speaking to them concerning how they could look at freight issues and some work around Forwards and Clocks concepts had been undertaken.
- XVI. With regard to partnership working, they had reinvigorated the road safety partnership so that they could work better with other public sector partners. They were working with the Police around recording accidents on the website and doing community speed watch involving the Police, Elected Members and residents concerning speeding and road safety issues. They would continue to innovate, reposition, reprioritised bids wherever they could to ensure that they maintain the good road safety service within the City.
- XVII. A baseline assessment of the pilot areas was undertaken and they had pulled together a baseline assessment of journey times and speed. They were

currently in the implementation phase, but once they had data concerning performance, they would go review what was happening to see if a difference had been made. They would engage with key stakeholders to ascertain perception of the user and speed limits. A follow-up survey and questionnaire would also be undertaken with stakeholders.

- XVIII. In relation to the Vehicle Activated Speed Signs (VASS) the experience was that the technology that existed for these signs only work for 5 – 10 years maximum. If they were to be accrued as part of the general maintenance on a daily basis, this would be expensive. The policy adopted was that when these signs go off, the site would be reviewed to ascertain whether there had been any improvement or any need to continue with the signs or a replacement or repair of the sign. District Engineers were encouraged to have more portable VASS so they could be moved to other sites. The street lamps issues would be referred to their highways colleagues.
- XIX. Concerning the enforcement of the 20mph speed limit, Council officers and Elected Members were engaging with the Police around enforcement. Police resources were stretched in terms of their ability to enforce across the network. They were looking at how they gather appropriate evidence with the Police to allow enforcement in certain areas. Discussions were on-going about how the 20mph limit would be enforced.
- XX. With regard to patterns of accidents, there were various factors and exposure was one of those issues. A number of busier roads and journey patterns the community make within those areas and demographics came into play. They were developing strategies and interventions and would need to look at this and target those interventions specifically.
- XXI. The school gate parking activity had been initiated and was about developing new initiatives in partnership with the Police, the Civil Enforcement arm of the Council and working with schools to build a 'hearts and mind' campaign about how people should behave in and around schools. This links the work they do around schools travel planning – mode shift starts – which puts the onus on the schools. They would work with schools on promotional materials, banners and posters to get the children focused with teachers and parents concerning their behaviour at the school gate.
- XXII. Concerning Forwards and Clocks, they were exploring the Cycle Schemes Clocks and the Fleet Operated Cycle Schemes both of which were led by TfL. Representatives from TfL had met with Councillors Trickett, McKay and Stacey to consider how this was being taken forward in London and what they needed to do to put these measures in Birmingham. TfL were working with colleagues in Procurement and Fleet and Waste Management to look at what they needed to do to embed those principles. TfL was to undertake an audit of the City Council's vehicles in order to get them credit and to understand what needed to be done to get them up to certain standards.
- XXIII. In terms of when HGV journeys took place, this needed to be done through the planning system. It was needed to look at planning conditions, but there was a vast range of planning conditions in place across the City going forward

through things like the Birmingham Development Plan and the emerging development plan document. If they could get the right conditions in, they could start to make a difference.

- XXIV. Accident Plans were sent to all Ward Councillors in previous years detailing Road Safety locations in each Ward. There was a whole raft and package of things that the Council did on the issue of road safety. It was not an issue that they waited for someone to die. Going through the whole education programme, that the Council operates – schools travel plan, mode shift starts, pedestrian training, driver education campaign and a whole programme of campaigns, road safety week schools out campaign, be seen be safe etc.
- XXV. The issue was how they prioritised the main road safety programme. They had a finite amount of resource and there was a need to have a methodology in terms of how they prioritised and this was based on the numbers of recorded accidents where they know there was an observed problem.
- XXVI. Regarding resources, the programme that was taken forward was a joint Highways Capital Programme. Road safety was a technical and at times academic subject, but they could look at districts individually if members think that this would be helpful. Mr Edwards noted David Cox, Chair, CTC (National Cycling Charity) comments and advised that there would be opportunity for discussions with partners concerning the consultation. It was noted that the consultation would be extended for a couple of weeks.
- XXVII. With regard to timescale, the plan was to seek to adopt the strategy with a report to Cabinet in January 2016. There were 130 responses to the consultation from a range of organisations and individuals, internal Council departments, the Integrated Transport Authority (ITA) various community groups and people who had responded by the Be Heard website. Hardcopies of the consultation was placed in libraries across the City, posters, leaflets and copies of the questionnaires were supplied to the library for return by a freepost address, Councillors pigeon hole with a covering letter from Councillor McKay, but to date only one Councillor had responded. They had distributed to all members of the new Birmingham Road Safety Partnership, press releases including a video message from Councillor McKay, article in the Birmingham Mail and a number of Birmingham Forward articles during the period of the consultation. 15,000 leaflets were being distributed across the City to leisure centres libraries, sixth Form Colleges, Police Stations and the Fire Service station at Safe Side, places of worship etc.
- XXVIII. The speed cameras between Birmingham and Solihull will be switched on in April 2016. These pilot cameras would replace the old cameras and would be in 8 locations. The Council did not get any income from the fines generated from these cameras as this went directly to the Treasury. The discussion needed to be part of the future funding model for safety cameras through the Combined Authority or the Devolution Deal. There was a detailed legal agreement concerning the speed cameras that sits behind the new operation with the Council, Police and Solihull MBC. A detailed procurement process was also completed which would be subject to the Executive decision.

- XXIX. In terms of the strategic outcome of the strategy, the number and severity of the road traffic accidents and the number of people killed, seriously injured or injured, they had a baseline data on this. They did not set a target, but had looked at the work done by the DfT concerning the strategic framework for road safety and the forecast set that by 2020, they would see a 40% reduction on the average baseline from 2011 - 2015 by 2020. This did not just take the interventions of what the Council was doing, but had looked at all the external factors that influenced road safety and how these trends were progressing.

The Chairman thanked Councillor Shah, Philip Edwards, David Harris and Varinder Raulia for attending the meeting and presenting the information.

(Councillor Victoria Quinn in the Chair)

BIRMINGHAM CYCLE REVOLUTION – MILES COVERED: INVESTIGATORY SESSION TO DEVELOP TOR TO UPDATE THE CHANGING GEAR REPORT INCLUDING BIKE LIFE REPORT

- 27 Councillor Lisa Trickett, Cabinet Member for Green, Smart and Sustainable City; Varinder Raulia, Head of Infrastructure Projects; Andy Middleton, Cycling Programme Manager; Joe Green, Sustrans; Dene Stevens, Sustrans; John Carrigan, Project Manager, Big Birmingham Bikes; Robert Lytham; and Graham Lennard, Principal Active Travel Officer attended for the item.

(See documents No 2)

Councillor Lisa Trickett introduced the item and gave the following overview of how things were going and the context of the Birmingham Cycle Revolution (BCR):-

- The positive contribution from David Cox and Adrian Lord, CTC, National Cycling Charity for the presentation they had put forward was to be welcomed.
- An exception was taken to the title of the presentation '*From Motor City to Cycle City*'.
- The cycling money was received and they had launched the BCR outside the context of '*Be Connected*' the urban mobility strategy.
- It was clear that they were moving from a motor city, but to a liveable city. They were moving to a city to improve and ensure residents' quality of life was improved. In doing so there had to be a clear modal shift. This was an important issue in the overall framework within which the BCR needed to be seen.
- The Road Safety Strategy was one strand and a part of the Be Connected plan and the BCR was another. The key thing they wanted to do was to change the way they moved products and people around the city.
- The City was a system that was made up of a series of different stakeholders, policies and regulations and policies interacting plans.
- To deliver something new when the whole history, culture and planning a city to deliver one outcome, potentially where the car growth appears to be good, they were trying to deliver inclusive growth and a liveable city, but there was a

number of challenges. They were reshaping a system which was a complex matter.

- In terms of the view that *cyclist was young and sporty*, it was felt that cyclist was middle aged men in lycra and the key ambition for BCR was to target those who did not currently cycle. Target the young people who would find a more active and positive lifestyle. For people to cycle, they needed to feel safer.
- With regard to some of the green routes and canal routes, they were trying to give that space for people to develop their knowledge and understanding of cycling.
- One of the fundamental things about this was the 20mph which was a powerful way of changing an emphasis within the city that speed kills and what they were trying to do was to change the way people think of their roads.
- Some positive work had been done on BCR and the Big Bike scheme was excellent. They had worked with schools where young people were excluded from mainstream schooling and through this work a group of young boys did the Triathlon and now had free bikes.
- The Active Streets Programme was about closing the streets and giving that space back to the people.
- Birmingham Connected identified a number of green travel districts where they could look in depth about the interaction with the different modes of transport in the area, the different communities, place, and practices to find a more workable solution.
- Only when they started to plan locally and engage locally they picked upon the point of road safety. It was needed to come back to districts with practical tools for Members to shape things. There was a need to look at how they provide a tool box that was replicable.
- In terms of the major investments, they did not have space in the roads, they were behind schedule. They did not lack ambition, but they needed to be realistic in what they were trying to do. Road spacing in the City would be changed and they would be moving away from the dominance of the car.
- There was a problem with air pollution in the City and Euro 6 Buses would not operate up to the maximum condition when there was parking on the roads and there were obstructions. There was a need to look at how the reduce pollution in the city.
- They needed to ensure that the roads were safer and visibility issues in terms of safety. An active city is a liveable and healthy city. An active transport was a fundamental part of their vision for the city as they go forward.

An extensive discussion took place and in response to questions, the following were a summary of the principal points made:-

- a. Bike Life report from Sustrans – They did not wish for this to come across as a league table of cities across the UK. They were not comparing like for like as there were 7 different cities with 7 different contexts which was different in terms of the starting point. The Bike Life Birmingham report was a stand-alone one in taking forward the BCR.
- b. The perception questions show that there was high level public support for cycling and investment in cycling. A number of people who did not currently

cycle would like to do so. This was something they were able to address and was a useful tool they could use to take the work forward.

- c. The report was inspired by Copenhagen to set a baseline and not to evaluate the delivery of the programme in Birmingham. This was done through a separate mechanism and the emphasis was how the report aims to capture the view through the representative survey which was part of the statistics that contributed to the report. There was caution in treating the report as a league table.
- d. For 6 of the cities, the cycle parking spaces were throughout the whole of the cities. In Belfast they could not give the whole of the city as it was the City Centre only. This information was in the methodology and not the report.
- e. The Sustrans report was to be welcomed as 60% of the people surveyed were already riding or wanted to ride a bike. It was believed that the number of people that ride in the Netherlands was 70% - 90%. This was the impression shared when the Chairman stated that there had been an increase in the number of people cycling in Birmingham when the issue was first discussed 3 years ago.
- f. There was demand for cycling, but it was felt that the City Council was not doing enough to deal with negativism towards cycling. This was seen from a wide range – from people on the ground, the highways personnels who were putting road blocks in place and finding reasons for not encouraging cycling. The impression was that Councils were finding reasons for not reallocating road space in favour of cycling.
- g. It was noted that it was this Committee that had launched BCR with *Changing Gears*. The BCR bid was a 20 year strategy and enabled investment to be planned ahead. Successful cities like Leicester had been able to do so. Whenever there was a successful bid, Birmingham would have a '*shovel ready to improve cycling*' and this was important. It was ambitious if it takes the whole city for the next 20 years.
- h. Birmingham Connected was great, but it was retrofitted on the BCR. There were a number of things to be completed and they were behind, but these had been renegotiated with the Department of Transport and it was hoped that these would be completed. This would be the critical mass of provision to enable people to start readjusting what they do and start using bikes. The hidden demand of cycling started appearing, but road safety was critical.
- i. There were problems with the details which had already being chronicled. The Big Birmingham Bikes should have had mud guards, the canal tow paths should have been swept and the tunnel in Edgbaston should have been lit from the beginning although this had now been done.
- j. The Dutch and Germans cycled more than us and they had more cars, but what they did not have was the congestion Birmingham had, caused by the over use of cars. They were not anti-cars, but pro-people and could sometimes do more things on a bike than in cars.

- k. Procrastination was being sensed concerning the issue. From a health perspective, they should not be procrastinating. In the City they had in excess of 80% of people who were inactive and obesity rate that had increased. This was a combination of a disaster for the health service.
- l. The *Active City* report should be considered as it makes the point that what was needed was some protected cycle routes. If this was done, there would be a five-fold increase in cycle use. The alternative to this would be an obese society where people would be in motorised wheelchairs with Body Mass Index (BMI) which was high. The proposals concerning BCR should be implemented. Not everyone would cycle, but it would be visible.
- m. BCR was not about being anti-car, but being pro-choice and about moving people throughout the city. There was the whole thing of equitability of how the road spaces were used and making decision on how this would be done. This should be looked at carefully to see how it could be made part of Birmingham Connected. It was about road space allocation and how they might split road space capacity for cyclists and transport going forward. The piece of work being developed currently was to look at road space policy. They need to work with partners in neighbouring authorities in the wider context to ensure that the networks joined up.
- n. It was agreed with the DfT that the highways package within Phase 1 would be completed by September 2016. There was a significant investment proposed within the later phases of the BCR Phase 2 and 3 over the next four years. They were learning from the lessons learnt in the past on how they consult schemes.
- o. A significant amount of stakeholders were involved in the scheme which was a detailed programme. Within the papers there were the networks they were proposing and from the map of 2020, there were substantial routes on the highways and off. It was challenging and officers had signed up to deliver in that network.
- p. They were learning from the lessons how they take the schemes forward over the next 12 months and beyond. There were structures in place, not least the fact that they were talking about the £62m investment (not all of this on the highway). A substantial investment was proposed on the highway network and the resources were in place to deliver the infrastructure. They have had some notable achievement regarding the number of cycle routes provided along canals and green routes and the supporting measures with Big Birmingham Bikes.
- q. They had created the mechanism where they had the capacity to construct, design and consult with people and this was a huge task to undertake as they were providing/upgrading 300km of roads. Two contractors were appointed and were currently on site and all the processes were in place. A number of schemes had been approved and the contractors were delivering on site. Phases 2 and 3 would be delivered as they had the capacity and the capability.

- r. The issue was one of health by stealth; people did not get active unless they figured this into their day. There was something to be said concerning an area and using that area as a template of what the city might look like. In Selly Oak, there were 10 schools closely packed into that area all of which had a large proportion of their children being driven to school.
- s. There was opportunity to look at an area of Birmingham and ascertain how this could be different. The Life Sciences Park, Dental Hospital and 40,000 people to get into that area would not work without active travel. There was the opportunity to address health, schools, transport to schools and be a template for the City. The City Council could break this down into smaller chunks. In planning applications for developments cycling was completely ignored. These issues could be addressed a bit at a time and gets money out of developers to change the cycling infrastructure to make it more cycling friendly.
- t. There were approval of new student accommodation without meeting the criteria and the need for cycling going in or parking – the rules were being waved to pleased developers and they should not be doing this if they were serious about the cycling revolution.
- u. The next phase of the bid proposed to look at green travel scheme in a focused way and a specific sum of money was allocated for each scheme. A conference at Birmingham University chaired by Councillor Trickett looked at Selly Oak specifically and they would be looking at the things referred to by Robert Latham. As part of the bid for Phase 3, they were looking at focussing on the main corridors investment so that they had some realistic and quality infrastructure.
- v. With the Phase 1 work, part of the package was the investment in the City Centre which includes a concerted look at parking in the City Centre. With regard to the canal routes, they had a lot of interest and they were in the process of rolling out signage along the canal towpath.
- w. Sky Ride would not continue as the City's sponsorship with British Cycling had ended. British Cycling had signed a new sponsor and this would be announced in due course. They were working on attracting revenue to the City to support cycling. This year they had the Cycle Festival which was the first of a 6 year deal they had signed. September 2016 would include a full road closure of the City Centre route. This demonstrates the ambition of the BCR and officers to put cycling first and the closure of roads into the City Centre.
- x. BCR sets out 5% target modal shift by 2023, 10% by 2033, but clearly modal split varies in terms of different parts of the City, example the green travel districts they set a target for achieving less than 50% car trips to those areas. Areas like the City Centre where there were public transport areas a higher modal shift could be set, but there were peripheral areas of the city where this may not be achievable. As they develop a City Transport Masterplan one of the things they needed to do was to consider how aspirational they could be in terms of the City's modal share.

- y. With regard the modal shift, in the Netherlands 42% - 60% of journeys were made by bikes. In Germany they started with a 2% modal share and then built their cycling infrastructure over 5 to 10 years at the end of which they had 20% modal share. Birmingham's aspiration seems low.
- z. There was still potential and ambition and public support and it was about how they come together and work towards the vision. The 20mph limit was one of the biggest things that would get more people walking, cycling and liveable in the city and encourage active travel. Within BCR, they wanted to ensure that they were putting in good approach provision. In terms of New Street Station, they were in discussion with Network Rail concerning the bike stands. The cycle routes on East Side would be replaced. There would be more parking at the station that set out in the 2010 strategy.
- aa. In terms of the Push Bikes, there was £6m of investment. A code of conduct and prioritisation of use of the canal towpath was needed. Maps were needed to signpost people and they were working with the Council concerning the issue. The level of cycling on canal towpaths had increased as a survey showed that more cycling on the canal towpaths was due to improvement. The mapping will have a new BCR version on cycling.
- bb. Big Birmingham Bikes was to work with community groups and they were working with college in Aston. They were actively using the canals. Etiquette guides for the canal towpaths were needed. Signs and intervention were important and the signing of particular Pinch Points

Councillor Trickett expressed thanks to all contributors and emphasised that they have heard where they had problems. The cycling community was active on social media. The question as to whether the Council was engaging, they did so in the way they tried to respond to the cycling community. It was known how important the car was, but they had to work and agreed they understood this point. Concerning the modal shift, they did not have to defend the car to do the job. The urban extension encouraged cycling and walking, they could have something positive and they were looking at this for Birmingham Smithfield. There was good engagement with Transport Strategy and Planning.

With regard to the modal shift and targets, they were worried that by setting targets they would miss the point. The multi-modal shift i.e. walking, bus etc. - different forms of transport that makes it liveable. The issue on signage would be taken back as different areas needed to have different signage. The traffic issue would also be taken back.

The Chairman advised that the Deputy Leader, Councillor Ian Ward had requested that an additional meeting be held on the 27 November 2015, concerning the Business Improvement Districts.

**WORK PROGRAMME FOR THE ECONOMY, SKILLS AND SUSTAINABILITY
OVERVIEW AND SCRUTINY COMMITTEE 2015/2016**

The following work programme was submitted:-

(See document No 3)

28 **RESOLVED:-**

That the work programme be noted.

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

29 The Chairman advised that there had been no requests for call in/councillor call for action/petitions received.

AUTHORITY TO CHAIRMAN AND OFFICERS

30 **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 1305 hours.

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CHAIRMAN