

Economy and Environment Overview and Scrutiny Panel Friday, 19 June 2020, Online only - 9.30 am

		Minutes
Present:		Mr A A J Adams (Chairman), Mr P Denham (Vice Chairman), Mr G R Brookes, Mr B Clayton, Mr M E Jenkins, Mr A D Kent, Mr J A D O'Donnell and Mrs R Vale
Also attended:		Mr A T Amos, Cabinet Member with Responsibility for Highways Mr A P Miller, Cabinet Member with Responsibility for Environment Connie Dixon, Openreach Adam Johnstone, Openreach Lindsay Booth, Openreach John Hobbs (Director for Economy and Infrastructure), Steve Ashton (Senior Project Manager), Robert Stepniewski (Project Manager), Samantha Morris (Scrutiny Co-ordinator) and Emma James (Overview and Scrutiny Officer)
Available Papers		The Members had before them: A. The Agenda papers (previously circulated); B. The Minutes of the Meeting held on 23 January 2020 (previously circulated). (A copy of document A will be attached to the signed Minutes).
370	Apologies and Welcome	The Chairman welcomed everyone and confirmed the arrangements for the Panel's first remote meeting. Apologies had been received from Cllr Ken Pollock, Cabinet Member with Responsibility for Economy and Infrastructure.
371	Declarations of Interest and of any Party Whip	None.
372	Public Participation	9 members of the public addressed the Panel about the COVID-19 Emergency Active Travel Fund (Agenda Item 5 - COVID-19 Response Approach for Economy and Environmental Services). The Chairman explained that all submissions and questions had been provided to the Panel.

A summary of the main discussion points from the participants were:

Chris Haynes (Chair of Transition Evesham Vale):

- The recent measures announced by MP Grant Shapps in respect of the emergency programme of re-allocating road space to people walking and cycling should be taken as swiftly as possible.
- On 20 May, Cycle Evesham Vale and Transition Evesham Vale had jointly submitted to the Council suggestions for Phase 1 safety improvement activity, which met the Government's criteria. It was questioned why there was no evidence of any activity having taken place in Evesham, when the high street restart had taken place on 15 June?
- The Agenda report stated an indicative amount to be allocated to the Council of £271,000 (Phase 1 emergency response), however then showed that no action had been taken under the emergency phase and that funds would be redirected into existing longer-term plans. It was suggested that this was a process or policy failure which was putting cyclists and pedestrians at risk. the Panel was urged to get to the root of the problem before the return to schools in September.

Chris Cooke

- MP Grant Shapp describe air pollution as a silent killer. The latest research showed 40,000 deaths a year in this country, therefore there was a respiratory pandemic in the background which linked to many illnesses such as cancer, cardiac conditions and stroke.
- Andy Street, the Mayor of the West Midlands (who was a conservative) said that 'Air pollution was such a significant factor in the climate emergency we are facing and we are only going to be able to tackle this in the longer term if we get people out of their cars and onto public transport, two wheels and out using their feet'.
- The Council should declare a climate emergency and to show the leadership the public expected.
- journeys within towns were often shorter than in cities, therefore safe walking and cycle routes were needed to transform the way people moved.
- The Council should accelerate the infrastructure by concentrating on certain towns first, followed by requesting the Government for more funds.

Danny Brothwell

- Mr Brothwell was a member of Bike Worcester and had set up SHIFT scheme at his employer, which had seen a 5-fold increase in cycling and encouraged thousands of bicycle commutes.
- The accuracy of the statistic that mentioned by Cllr Amos at the last Cabinet meeting that 1% of commuters cycled to work was questioned. Although Cllr Amos had advised Mr Brothwell (in direct correspondence) that the source of the 1% figure was the recent Passenger Transport Survey Analysis Report, Mr Brothwell advised that the Worcestershire Local Transport Plan (LTP) stated that 8% walked or cycled to work.
- National statistics on cycling for Worcestershire, notably Table CW302 2017-18 stated 0.9 to 5.7% of adults cycled for transport, depending on frequency, and 1.8 to 13.8% for any reason. This increased further within Worcester City.
- Clarification on the correct statistic was requested from Cllr Amos.

Dr Clive Prince (Chair of Wyre Forest Cycle Forum)

- Post COVID-19 recovery was an opportunity, through investment in safer walking and cycling, to promote the long-term economic and health benefits.
- Participation at a recent event 'Reinventing the high street for COVID recovery', had highlighted evidence about active travel and how successful it could be.
- Cabinet Members should be modifying their views on active travel but had not done so – an example was the recently proposed Churchfields development at Kidderminster, despite advice of Council Officers that there could be high quality cycle and footpaths, they were not included. COVID-19 provided the opportunity to rectify this, without the need for lengthy consultation. Air quality, childhood obesity, saving the NHS, and 'shop local', was an opportunity to be taken for the benefit of people not just vehicles.

Stefan Steinkopfs

- Bike shops across the country, were empty, showing a clear appetite for cycling. Cities across the country were changing and adapting to what residents wanted. When were the Council and Cabinet Member for Highways going to wake up to what the people of Worcester wanted?
- Although a Worcester resident for 25 years, Mr Steinkopfs was originally from Germany's number one town for cycling. There were many cost-effective ways to improve cycling but required a can-do

attitude.

Peter Measham

- Whether the new active travel funding would address congestion between Bromsgrove Railway Station and the town centre. The Bromsgrove Local Plan (BDP17.3a) highlighted this area as a key site for improving the sustainable travel across the town.
- Anecdotal feedback was that the region's congestion affected commuters, journey times often doubled, exacerbating air pollution.
- It was suggested in light of COVID-19, alongside tackling climate change, the Local Plan should be updated to include a focus for modernising current road infrastructure for sustainable travel.

John Davis (Co-ordinator of Wyre Forest Green Party)

- Social distancing was impossible on Bewdley Bridge and shouldn't be allowed to continue. The Wyre Forest Green Party suggested using funds from phase 1 of the Emergency Active Travel Fund to make the bridge one-way, in doing so, widening the walk ways and incorporating a two-way cycle lane. This should then be monitored by CCTV.
- Traffic in Bewdley had created illegal levels of air pollution for over 20 years, which had caused illnesses and increased people's susceptibility to COVID-19 and increased health service costs.

Claire Davies

- Redditch was a new town, built for cars, therefore travel by bike was very different. A significant number of people pre-COVID-19 were reliant on buses and were now reliant on bicycles and walking.
- The Redditch Plan highlighted that 'the Borough had a network of footpaths and cycleways' but there were deficiencies and in some areas, they were considered threatening and uninviting as they offered refuge for antisocial behaviour'.
- There was little focus on making existing provisions fit for purpose, rather the focus was on travel between towns and the 'quiet lanes' initiative between Redditch and Bromsgrove. Improving connectivity between towns was good but if people were not safe to move around within towns in the first place, this seemed to be a missed opportunity to meet local need.
- Funding should be used to make the biggest impact for the largest number of people by making existing infrastructure safe and durable, both for times during COVID-19 and the larger crisis of the climate

emergency.

Karen Lewing

- The LTP stated that car usage particularly for short trips was at its highest level in history and a key opportunity to tackle congestion was to encourage other modes of transport including cycling. This conflicted with the lack of action and actual objection to change from county councillors who had said they were not planning any modal shift in cycling in Worcestershire as it was just a phase. Furthermore, the Council's bid for Government cycling funds was inadequate.
- the County Council needed to address congestion in Worcester and focus on making cycling easier and safer for residents as stated in the LTP.
- If people gained confidence in cycling, a lot more would cycle.

The Chairman thanked all of the members of public for their time and contribution and drew the Panel's attention to questions submitted from three other members of the public (Carol Small, Dan Martyr and Tom Piotrowski) who were not in attendance.

373 Confirmation of the Minutes of the previous meeting

The Minutes of the meeting on 23 January 2020 were agreed as a correct record and would be signed by the Chairman.

374 Superfast Broadband Update

In attendance for this item were:

Openreach

Connie Dixon, Partnership Director, Wales and West of England

Adam Johnstone, Regional Programme Manager,

Building Digital (BD) UK South, Herefordshire,

Gloucestershire and Worcestershire, Fibre and Network Delivery

Lindsay Booth, BDUK Project Manager

Worcestershire County Council

Ste Ashton, Senior Project Manager

Robert Stepniewski, Project Manager

Ste Ashton, Senior Project Manager from the Council's Directorate of Economy and Infrastructure explained that the update on Superfast Broadband would build on previous annual updates to the Panel which was a requirement of the Council's contracts with BT.

The Openreach Regional Director provided a brief recap of progress to date, successes, challenges and how they were being overcome, which was set out in the agenda report. It was important to note the challenges involved but the strength of partnership working in Worcestershire was emphasised and this had helped to deliver targets, whilst still being subject to constructive challenge.

BT Openreach (now Openreach) had had a relationship with the Council for seven years and during that time superfast coverage across Worcestershire had risen from 69% to 96.7%, which was a fantastic achievement. In 2013 the Council signed its first contract with Openreach, which had taken superfast broadband to over 90% of the county's residential and business premises (adding just under 59,000 properties and businesses through the programme). Contract 2 was designed to extend fibre infrastructure into even more challenging and harder to reach areas and at the end of December 2019 superfast and ultrafast speeds were available to a further 13,500 premises.

As part of contract 3, 3,660 premises had been targeted for a fibre based broadband service in ultra-rural areas and Openreach had been working collaboratively with the Council and its Highways Department to deliver a majority of Fibre to the Premises (FTTP) infrastructure within the established intervention area, of which 1600 had been achieved already.

The Openreach Regional Programme Manager referred to the positive and challenging aspects of recent progress, with flooding and COVID-19 highlighted as the main challenges – both of which had created delays which would impact on completion of contract 3 (to December 2020). However, he reassured the Panel that work was still being delivered and staff were classed as key workers. Regular updates were provided to the Council, with fortnightly meetings of a collaborative but challenging spirit.

The Chairman invited discussion and the following main points were made:

- It was queried whether the 97% superfast coverage was all achieving 24Mbps or above and it was confirmed that this was correct for 96.7% of premises - in terms of FTTP the figure was 5.6%.
- Whilst praising the excellent work and success

of technology available to residents and businesses in his area, a Panel member asked whether there was a way around the complexity of the Gigabit Voucher Scheme to increase take-up; although successful the complexity was off-putting and it took time to persuade the public that it would not be very expensive. The Openreach Partnership Director agreed that increasing take-up was really important and pointed out that part of the solution was encouraging people to access the right tariffs from their provider. It was also important to identify and target communities which could benefit most from schemes, since many can be delivered at no cost if sufficient demand existed. Nonetheless, Worcestershire was in the top 5 of areas to secure gigabit vouchers. (Just under £2m at present)

- Another member reiterated this point and added that a further problem for some residents in her area was how to persuade people that fibre broadband packages were available to them, when historical marketing about upgrades had not actually proved possible when they had contacted their provider. The Openreach Regional Director offered to assist with trying to reach a solution for any such instances and took on board the Panel's message about clear and targeted engagement although these were most likely delivered as part of a wider marketing campaign by various Internet Service Providers.
- The Openreach representatives clarified that communication about superfast opportunities such as letters to the public would be part of the Council's remit (rather than Openreach) and the Chairman pointed out that while the new technology available was very good, it was important to communicate this to the public. The team agreed and another letter drop would be planned.
- The Directorate's Senior Project Manager agreed with the importance of driving up take-up and explained that the Council had invested considerably, including through a £10k marketing grant from DCMS last year, in more targeted communication; including wrapping cabinets. To promote FTTP, which was less visible to residents, effective approaches had been used via 'community packs' and social

media and working with community leaders and the district councils and parishes, however new ideas were always welcomed. He also flagged up that there were fewer providers of fibre to the premises than fibre to the cabinet, therefore suppliers were unlikely to promote the availability of FTTP to residents if they did not have this product available – he suggested residents should check with more than one provider and that it may be helpful to produce a fact finder to assist the public and councillors with these issues.

- When asked, the Directorate Officers explained there was no specific budget currently allocated to marketing via mailshots, but it could be managed within the project budget by officers, to send marketing letters to inform householders that FTTP was available, although a mailshot had been done during the first quarter of the previous year as a result of a grant. Instead news was communicated via local councillors and parishes and anyone on the Council's data list was advised directly. The Chairman felt that sending letters would be a worthwhile consideration.
- The point was made, and supported by several members, that as a consequence of COVID-19 there had been a surge in home working for residents and businesses and that increasingly members were being asked about fibre to the premises (rather than to the cabinet), therefore the Council's work to improve take-up of voucher schemes and improve superfast broadband speeds above 24Mbps was more important than ever, including for the economy.
- When asked how an area was defined as rural in terms of connectivity, the Openreach representatives explained that Worcestershire overall was considered rural, although for gigabit schemes there was a map and properties within an area such as Wythall may vary. For the gigabit voucher scheme rurality was based on Defra's classification of rural versus urban.
- A Panel member queried whether access to superfast speeds of 24mbps were consistent or variable, and the Openreach Regional Director explained that in general the network withstood extra traffic very well, however (broadband) traffic had increased by 60% during the COVID-10 outbreak, which would

affect speeds.

- Referring to national reports about security issues and the provider Huawei, a Panel member asked the Openreach representatives whether they had any concerns that this could affect progression of plans in Worcestershire? The Regional Director explained that due diligence was undertaken for any procurement to ensure suppliers were compliant, and this would continue to be monitored. A more formal response about this area would be provided for the Panel and it was also confirmed that Openreach always ensured there were other options available. The Directorate Officers advised that Huawei cabinets had been used in the Superfast Worcestershire project, however much of the current attention on Huawei was about their involvement in the 5G networks and increasingly earlier generations of mobile networks, the fibre (DSLAM) cabinets in the Superfast network were not considered as 'smart/intelligent' as for example the mobile core equipment.
- A member pointed out that the take-up graphs did not really indicate what proportion of the network was covered by FTTC and FTTP, something which would be useful when responding to queries from the public, as well as more detail on the upgrade schedule. The Openreach representatives advised that the statistics provided were as a result of the contract and for example did not include any purely commercial build. More detailed information was however shared with the programme team. More generally, she also advised that Openreach had recently announced its full fibre ambitions in recognition of the need from residents and businesses. The Original target had been to provide this to 4 million homes by late 2020, and work was on track for 4.5million. Openreach had also announced it would connect 20million homes by mid to late 2020, which was a £12 billion investment, and this included a balance across urban and rural locations.
- Panel members highlighted the difficulty of knowing when FTTP was available since it was not visible, and they were therefore very pleased to hear that the Council's superfast fibre map was in the process of being updated to include FTTP. The Officers did what they

could to announce availability of both project supported build and commercial deployments and also liaised with parishes to share new updates, however it was pointed out that some providers were wary of announcing intentions in a competitive market. The programme team also confirmed that 'build progress' remains regularly updated on the Superfast Worcestershire website, including all structures, which had been planned and the indicative area it would likely serve:

- A Panel member asked whether information from providers on broadband speeds and access was verified, as he had received queries from an estate in his area. The Directorate Officers advised that while not everything could be checked, information was scrutinised and any issues reported were investigated. The Officers would look into the area in question and it could be that some residents had not upgraded.
- Several Panel members, including the Cabinet Member with Responsibility for Environment expressed concern that new development did not include superfast FTTP as standard. The Openreach Regional Director advised that to date, 83% of developments (of 20 or above properties) had superfast FTTP and Openreach worked with them, however more work was needed with developers of smaller plots. The Directorate Officers explained that they notified suppliers about every new build. They highlighted the need for a strong message in Local Development Plans, although their previous efforts had proved frustrating as the final wording had been softened because it was felt too restrictive.
- Panel members supported the need to liaise with the district councils to highlight the importance of FTTP for every new development.
- The Chairman asked if there was an update on the outcome of submissions to secure a further £1.5m additional funding from DEFRA, and the Senior Project Manager agreed to provide more detail.

In summary, the Chairman congratulated those involved for the excellent achievements made so far. Progress with superfast broadband was a good news story although there was more work to do, in particular to

**375 COVID-19
Response
Approach for
Economy and
Environmental
Services**

extend gigabit capable infrastructure and the investment in this from Openreach was welcomed.

In summary:

- It was recommended that the Directorate Project Team send letters to all residents to inform them about network upgrades and availability of FTTP in their area (copied to the appropriate county and district councillors).
- The importance of new development incorporating fibre to the premises should be highlighted strongly to district councils and recommended for inclusion in local plans, pending action from Government to make it mandatory.
- Communication with the public was an important theme and consideration should be given to making the voucher scheme easier to access to encourage take-up.

The following information was requested:

- Further detail on how Openreach compliance of suppliers including Huawei would be provided to the Panel (Openreach)
- A fact finder sheet for all councillors (Directorate Project Officers)
- Further information about the outcome of additional funding from DEFRA.

The meeting adjourned for a 5 minute break.

In attendance for this Item were:

John Hobbs, Director of Economy and Infrastructure
Cllr Alan Amos, Cabinet Member with Responsibility for Highways
Cllr Tony Miller, Cabinet Member with Responsibility for Environment

The Director of Economy and Infrastructure introduced the report which set out the response to COVID-19 for Economy and Environmental Services, including highways, major infrastructure projects, transport, the COVID-19 Emergency Active Travel Fund, waste and wider recovery work.

He explained how the response to COVID-19 worked from the outset. There were two contexts, that of the Local Response Forum (LRF) which was the West Mercia area and the one Worcestershire Chief

Executives model. While the geography of the West Mercia was well aligned in terms of flooding events, this was less so in terms of the effects of COVID-19. In LRF terms, the area had been at a response phase since November 2019, following flooding events and then COVID-19. The Director was the Gold lead for the Council and the One Worcestershire Chief Executives Group.

In terms of the LRF the roles and ways of working of the different organisations, including Health, Fire etc were already in place and well placed to respond. The role of the One Worcestershire Chief Executives Group was focused on local communities, for example how to deal with issues like distribution of food to the shielded cohort. Within the Council itself, the Director chaired the Council's response to this, making sure nothing fell through the gaps – the E&I Directorate was well placed to do this because of its emergency planning experience and also the fact that much of the Directorate's work decreased during COVID-19, whereas other Directorates' work had stepped up. Examples of issues involved included planning for mortuary capacity and increasing numbers of funerals and moving into the recovery phase the issues included opening up the economy, reopening recycling centres and public transport provision.

During the discussion which took place, the following main points were made:

- The Vice-Chairman referred to the COVID-19 Emergency Active Travel Fund and the new statutory guidance from the Government in response to COVID-19 which, stated that cycling had increased by up to 70% according to a national travel survey and was also referred to by the public participants. Whilst welcoming the Fund, he was very disappointed by the Council's bid and felt that the proposals ignored cycling provision for short journeys. He asked for a response on why the Council's response to the Emergency Active Travel Fund did not appear to meet the Government's aims, something which the public participants had also queried.
- The Director explained that it was about giving choice without disadvantaging any mode of transport, therefore the focus of the Directorate's bid had been to refer back to the Local Transport Plan (LTP) and to build on what the evidence showed. Officers were not aware of cyclists being impeded around Worcester City but he was

receptive to hearing about any instances, and believed the current approach struck a good balance.

- The Vice-Chairman also asked why the recent proposal to install a bike rack for several bikes outside Worcester Museum at the expense of a car park space, had been rejected? The Director undertook to check this.
- Panel members expressed gratitude to the Directorate leadership team for how it had dealt with the challenges of both flooding and then COVID-19.
- A Panel member reiterated a query raised by one of the public participants about Bewdley bridge and whether a specific approach was needed to towns and villages to enable safe social distancing of cyclists and walkers? The Director advised that he was aware of issues in Bewdley, which as the Highways Authority was part of the Council's remit, however he advocated a light touch approach to keeping people safe, since he was wary of putting in measures which may create other problems, when often allowing common sense to prevail would work.
- Cllr Clayton referred to problems with streetlighting in Redditch, which he asked to be looked at by the Panel at a future meeting.
- A Panel member pointed out that different solutions would be needed for different areas. He had worked closely with Cllr Amos, the Cabinet Member with Responsibility (CMR) for Highways, to enable shops to use outside space, but he flagged up the need to do more to open up the economy. Acknowledging this point, Director advised that the Council would not be charging businesses to sell on the street during 2020 and that street markets were once again taking place.
- A Panel member highlighted the growing popularity of e-scooters and a bid from Redditch to be an e-scooter trial area and asked whether the Council was looking at likely demand and how to respond? The Director advised that there was a dialogue around e-scooters and such electronic products were of interest although he had a slight concern that the interest may be transient and required a fairly flat geography – health and safety and the culture around accidents also needed consideration. Acknowledging these points, the Panel member pointed out that factors such as Worcestershire residents commuting to places such as Solihull, congestion charges in

Birmingham and the cheapness of e-scooters were likely to change people's behaviour; it was important that the Council was ready to respond to demand. The Director reassured the Panel that Officers were open minded and it would be interesting to see how e-scooters developed, including the possibility that manufacturers may invent models which overcome current licensing issues.

- Referring to the Director's earlier explanation of the Council's direction regarding cycling being to create choice without disadvantaging any particular mode of transport, a Panel member highlighted the need to recognise that cycling had been underfunded by the Council for many years. Whilst more people were cycling on quieter roads during COVID-19, he was concerned that they would stop once roads became business, therefore he did not feel the balance of choice was right yet. The Director alluded to the fact that such prioritisations were the prerogative of the relevant Administration rather than the responsibility of Officers, however he suggested that there was a difference between support for cycling in countries such as Germany compared to this country, which was an important factor in achieving modal shift, and the weather was another factor. He observed that cycling had increased but suggested this was greater in the leisure sector. A previous project 'Choose how you move' had been successful in addressing the need and work did continue but with the caveat of what people were prepared to do.
- The Panel member acknowledged the Director's points, however was not in agreement and asked the Cabinet Member with Responsibility (CMR) for Highways who was present, whether there were any restrictions to Officers regarding the bid to the COVID-19 Active Travel Fund bid? The CMR reassured the Panel that he intended to provide a comprehensive response to all the questions asked.
- Cllr Jenkins expressed the view that the Council's bid did not fit the criteria and was concerned the Council would therefore lose out on funds. He reiterated concerns about historical low investment and the statistics quoted. He acknowledged the point about weather but pointed out that people did cycle and that there were areas where cycling worked really well, for example Cambridge.

- The Director advised that the amount of funding for the Council from the COVID-19 Active Travel Fund was not yet confirmed, although he was hopeful for success – the Panel would be kept informed and the detail of the bid would be circulated. The Director explained the aim was to build in permanent solutions rather than temporary ones and the best evidence for that was to look at the Local Transport Plan 4 and how it could be used.
- A Panel member highlighted an area of confusion regarding infrastructure, for example Malvern District Council had considered measures to aid social distancing on the high street in Malvern where narrow pavements caused pinch-points and were under one metre wide in places. Temporary measures such as temporary use of parking bays had been suggested however the County Council had said these could not be supported, with the result that the District Council, Town Council and traders felt they had not been listened to, and clarification on the objection was sought. The Director advised that such pinch-points had been raised through the One Worcestershire forum, however the Council was concerned about measures creating other problems and had therefore advocated a light touch approach, however where no other reasonable options were available, some encroachment could be considered, and this was something the Highways Liaison Engineers were aware of. The Panel member pointed out that the feedback he had received indicated that such measures were categorically not allowed. In response the Director would ensure the approach was clear to Officers and reassured the Panel that the Highways Liaison Engineers would look at areas where residents felt some extra space was needed. The Director also agreed to ask the Highways Liaison Engineers for some information and photos to illustrate the work and approach taken during COVID-19.
- It was confirmed that all recycling centres had reopened with the exception of Kidderminster due to staffing problems, therefore hours in other locations had been extended.
- When asked how bus companies were coping with reduced numbers of passengers, the Director advised that there was real difficulty, and it was hoped services could resume to normal levels. Regarding personal protective equipment, the

Director advised that the requirement was for passengers to cover their face, not necessarily to wear a mask.

- A Panel member sought reassurance that for phase 2 of the Emergency Active Travel Fund bid, public involvement and visibility would be highlighted, and the Director advised that phase 2 had not yet been submitted (whereas phase 1 had needed a prompt response) and councillors could certainly inform the public about their wishes.
- Comment was invited from the CMR for Highways, who said that he had listened to what people had said and would respond shortly. He thanked the members of the public for their contribution, reassured them that he had listened and encouraged them to come to him with any further questions. He viewed the situation as being about everyone involved (cyclists and motorists), although he acknowledged there were different opinions about the percentages involved, which could be discussed.

In summing up, the Chairman concluded that the Directorate's response to COVID-19 had been very professional and the Panel looked forward to hearing how services were restored.

The following information was requested:

- Clarification on the reason for the rejection of a bike rack outside Worcester Museum
- Further information about demand and the impact of e-scooters
- Web-link to the Council's bid to the COVID-19 Emergency Active Travel Fund to show how funds for phase 1 would be used and confirmation of the funding awarded to the Council
- Highways Liaison Engineers would be asked to provide information/photos to illustrate examples of work during COVID-19 to facilitate social distancing
- The Cabinet Member for Highways undertook to provide a response to the questions raised about cycling by the members of the public and by the Panel.

**376 Major Flooding
Events 2019-20**

Due to time constraints, this item was deferred to a future meeting.

377 Work

The Panel was asked to consider the current work

Programme

programme and consider any changes or additions.

Panel members agreed that climate change monitoring should remain on the agenda for the next meeting on 21 July.

Flooding would need to be rescheduled and an update on streetlighting was also requested, which a member had said was a problem in Redditch.

It was agreed that the Scrutiny Officers would liaise with the Directorate in order to schedule the update on flooding and streetlighting, either for July or September.

The meeting ended at 12.40 pm

Chairman