

Climate Emergency – Update Report
Report to Sustainability and Transport Scrutiny Committee
8 July 2020

1. Introduction

- 1.1 This paper presents an update on progress made on the Council's work to respond to the climate emergency since December 2019.

2. R20 Taskforce

- 2.1 Mini workshops were held during Taskforce meetings in December 2019 and January 2020 to begin to explore potential carbon reduction interventions. The sessions focussed on the six internal review areas (housing, energy, transport, waste, green and blue infrastructure, and developing the green economy) and were facilitated by the leads (or a representative) of each work stream.
- 2.2 These sessions marked the start of R20 action-planning discussions with the Taskforce. Discussions fed into the service area reviews as well as shape the thinking for the policy development sandpits (section 3).
- 2.3 Taskforce members have been invited to convene community engagement events in spring which the Council will provide financial support for. This will enable the testing of potential recommendations with citizens and will help to shape the final report to Full Council in September 2020.
- 2.4 The initial suggestion was made to hold a Birmingham citizen assembly in March. This has been reviewed and is currently on hold due to Covid19 restrictions. Once there is more clarity over the easing of restrictions this will be reviewed again.
- 2.5 The Taskforce met remotely in March and again in June and the agenda items included the Anthesis report (Section 5) which makes recommendation on how we can reduce carbon emissions across the City, as well as updates from the sandpits (Section 3) and the Communication and Engagement Working Group, specifically feedback from the online survey and focus groups which have taken place.

3. Policy development sandpits

- 3.1 As part of the R20 work, policy development sandpits are being held on key themes. The original intention was for these to be in person workshops held in March and April, however, due to Covid 19 restrictions some sandpits have been held virtually and others have been delayed. The sandpits are being led by officers and partners, and themes include: housing; transport; planning; education, skills and employment pathways; East Birmingham and North Solihull; and, engagement.
- 3.2 The overarching purpose of these sessions is to provide Taskforce members, officers, subject matter experts, and key partners and stakeholders with the opportunity to share knowledge and understanding of what we already know, how that helps us on the R20 journey, and what else we need to explore.
- 3.3 The sandpits will be a crucial part of the R20 action planning process and will be underpinned by the requirement for whole system change, enabling us to fully explore and harness regional and national opportunities. The outcomes of these

sessions will help to shape the June report.

3.4 The following sandpits have taken place:

3.5 **Housing** – to identify what can be done in both new and existing homes to help us achieve net zero carbon by 2030.

The aims of the housing session were to:

- To map out the milestones we need to reach in order to progress towards zero carbon
- To consider actions to be taken locally, regionally and nationally to deliver zero carbon
- To identify plausible regulatory changes that could deliver net zero carbon
- To identify what we need to lobby Government for to deliver net zero carbon
- To identify best practice that demonstrates what is achievable; and identify how to break down the barriers to rolling these out.
- To identify the measures that we need to put in place to deliver net zero carbon, the potential carbon savings of these measures and the lead-in times to deliver them.

3.6 **Planning** – to identify what planning can do to help us achieve net zero carbon by 2030.

The aims of the planning session were to:

- To identify the planning barriers facing us in achieving net zero carbon
- To identify plausible regulatory changes that could deliver net zero carbon
- To identify what we need to lobby Government for to deliver net zero carbon.
- To identify what best practice examples that demonstrate what can be achieved; and to identify the barriers preventing these examples being rolled out more widely and how we might break down those barriers.
- To identify the measures that we need to put in place to deliver net zero carbon, the potential carbon savings of these measures and the lead-in times to deliver them.

3.7 A joint summary report was prepared for the housing and planning sandpits.

3.8 The planning and housing sandpits were useful forums to bring experts together and explore ideas and solutions but there was limited time for action planning and milestone setting. Further work is needed to set a timetable and link with the Anthesis baseline report and carbon emission reductions.

3.9 New business models, financing solutions and public/private partnerships will be needed to retrofit and decarbonise the city's housing, as the full cost to decarbonise is unlikely to come from national government.

3.10 A differential strategy and approach is required that prioritises areas where there will be the biggest impact, identifies different interventions, business models and partnerships for different neighbourhoods, and builds the supply chains to scale-up across the city.

3.11 The delay to the EBNS sandpit and changed approach provides an opportunity to develop thinking on partnerships. Systems thinking and interdisciplinary working is

needed to integrate knowledge, policy and interventions at different scales and across sectors and departments.

- 3.12 Evidence based strategy development will support development and delivery of a more ambitious narrative on climate change but needs resource and capacity in planning to interpret evidence, regulation, policy, and the life-cycle, energy and carbon (and wider) legacy impacts of technologies and solutions. Extra resource may not be forthcoming in the current situation but both sandpits highlighted a lot of good will towards supporting BCC.
- 3.13 Communicating an ambitious and integrated narrative and engagement across the city is essential to bring people along with the transition and the scale of change needed to retrofit the city's housing and built environment.
- 3.14 **Transport** – to bring forward ideas about how stakeholders across the city can work together and align our efforts to reduce emissions from transport in Birmingham and achieve carbon neutrality by 2030.
- 3.15 The aims of the sandpit were to:
- bring together local stakeholders;
 - understand how the stakeholders and their organisations can help Birmingham City Council (BCC) and the Route to Zero (R20) Taskforce reduce the city's emissions from transport and achieve carbon neutrality by 2030, and
 - develop a network of stakeholders to maximise and champion the city's transport decarbonisation efforts through collaboration.
- 3.16 This sandpit was an excellent opportunity to bring diverse stakeholders in the same space and discuss the shared commitment to transport decarbonisation. It is considered a helpful and positive start of a network of experts and stakeholders that will help the Council and the Taskforce accelerate transport decarbonisation action.
- 3.17 We believe that establishing and continuously engaging with a network of local stakeholders will be of great benefit for the local transport decarbonisation and for lobbying the central government for more resources and powers. At the same time, it is a unique opportunity to communicate to these stakeholders and by extension to communities, the scale of the challenge at a system level and the scale of change required to achieve net zero.
- 3.18 It is noted that during the sandpit there were multiple references to the present pandemic that are not included in this note. During the sandpit it was made clear that the decarbonisation agenda spans beyond the current conditions and, however challenging and unique the present situation may be, achieving net zero requires systemic changes that are aligned with but not substituted by our emergency responses.
- 3.19 Following the sandpit the Council published the Emergency Birmingham Transport Plan, committing the Council to a green, low carbon recovery from Covid 19, and setting out how the Council will spend the Emergency Active Travel Funds provided

by national government, and reprioritise other funds to support the plan. The EBTP aims to lock in the increase in active travel mode share as a result of lockdown, using this to fast track the shift to a low carbon Birmingham where possible.

3.20 A community engagement sandpit is taking place virtually over a series of sessions as follows:

- Immersion -8th July 2020
- Inspiration and Idea Generation – 15th July 2020
- Reflect and Refine – 21st July 2020
- Making it Happen – 29th July 2020

3.21 Sessions on education and a visit to East Birmingham and North Solihull are currently on hold.

4 Technical study

4.1 In January 2020 Anthesis was commissioned to undertake a technical study to support the development of the action plan. This work is being undertaken in two stages.

4.2 Stage 1 (baselining) will calculate a new carbon footprint for the city and will model the required emissions trajectory in order to meet the city's 2030 ambition for net zero carbon.

4.3 Stage 2 (scenario modelling and impact and viability assessments) will identify and explore potential carbon reduction interventions, including understanding the relative socio-economic impacts and viability of these potential interventions.

4.4 Stakeholder meetings were held in February with Anthesis and leads from the Council's service area reviews. Anthesis also met with officers from planning as well as the University of Birmingham – this meeting particularly focussed on Tyseley Energy Park.

4.5 The Taskforce received an update presentation on the Anthesis report at their meeting in April and the draft report as shared with the Taskforce in June for discussion at their June meeting. Following the meeting Taskforce members were invited to submit any feedback. It is anticipated that the final report will be signed off during early July. The report is shaping the recommendations for inclusion within the September Council report and next two Taskforce meetings (15th July and 5th August) will be workshop session to enable the Taskforce to shape these recommendations.

5 Communications and engagement

5.1 We are taking a phased and blended approach to communications and engagement which correlates with the stages of the R20 project timeline. During January to February we ran a Climate Emergency Citizen Survey aimed at the general public (which received 1395 responses in total) and commissioned focus groups with harder to engage groups.

5.2 This activity sought to understand people's perceptions of the climate crisis, barriers individuals face to making positive changes, and ideas for how all parts of society can play their part.

- 5.3 The key findings from the consultation include:
- Awareness of climate change is high
 - Residents generally do not view climate change as something that directly impacts on them.
 - Many residents already make good choices but they are financially, rather than environmentally, driven.
 - The problem feels too big for individuals to make a difference although there is some recognition that everyone needs to do something.
- 5.4 Council-led communications and engagement activity on the climate emergency is happening in parallel with engagement activity being delivered by Taskforce members and others.
- 5.5 Findings from these different strands will enable us to develop an informed understanding of how to engage with the city's different communities and stakeholders and what will help drive the necessary wide-spread behaviour and cultural shifts across the city and deliver the R20 just transition.
- 5.6 Upon completion of the report to Council in September 2020, a broader and more intensive programme of communications and engagement will be necessary. A communications and engagement subgroup, comprising members of the Taskforce and representatives from key partners, was established in January. The group's role is to explore and make recommendations on effective and influential city-wide communications and engagement on the climate emergency post-June, ensuring there is a coherent and coordinated approach with partners and others across the city and region.

6 Technical Advisory Group

- 6.1 The Technical Advisory Group (TAG), made up of people with relevant technical qualification from each the city's university's and other organisations, will support the Taskforce and the delivery of the Action Plan by providing independent input to technical discussions and writing, and curation of evidence submitted to the Taskforce. The Group's core membership will also provide a gateway to wider expertise within their Institutions that can be called upon to contribute to Taskforce activities as and when necessary. In the longer term, the Group will build the foundations for a more formal Technical Advisory Board to support delivery of the R20 programme.
- 6.2 The Group is intended to provide support in an independent advisory capacity to the Taskforce rather than in a promotional capacity for individual institutions. The Group will work collaboratively with the core aim of supporting the Council by providing access to expertise from across institutions that is relevant to developing and subsequently delivering the Action Plan. There needs to be some clarification about longer term evolution of the governance and adapting to circumstances.
- 6.3 The group's short-term goal is to play a role of a 'critical friend' and the members will draw expertise from their respective institutions to review the material/reports submitted by the Taskforce. This is essential part of the process to ensure that the materials have been suitably reviewed by the experts to ensure it is robust, correct, legitimate and fit for purpose.

- 6.4 Longer-term the group could continue to play a critical friend/supporting role, advising the Taskforce and the City Council on Route to Zero work.

7 The Council's early commitments

- 7.1 The climate crisis is a multifaceted and cross-cutting issue which requires an organisation and city-wide response. One of the key challenges is how to effectively facilitate and drive change in Council governance and process to ensure that the challenge is shared across all directorates. How to address this challenge will be a salient feature in the June report.
- 7.2 At Full Council on 4 February 2020, in advance of the September report, some early commitments were made for actions that will contribute to the delivery of the 2030 ambition.
- 7.3 These early commitments have arisen out of the six service area reviews and from other services across the Council. They present a good starting point for how all areas of the Council can contribute to the R20 journey.
- 7.4 The early commitments, as well as progress updates where applicable, are presented in the table below. Further detail is included (where applicable) in appendix 1.

No.	Commitment	Timescale	Progress
Transport			
1	Undertake awareness campaigns targeting the highest polluting trips and users to encourage people to reduce their carbon footprint from transport (for example, increasing awareness of people's travel choices and promoting behavioural change)	2020-21	Communicating the scale of change that is required through the Birmingham Transport Plan consultation.
2	Explore additional policy measures, such as the evaluation of transport interventions and the creation of a carbon fund	2020-21	In progress. One example is the Emergency Birmingham Transport Plan which was published to deliver a low carbon recovery from Covid -19, fast tracking some changes in mode share by locking in the increase in active modes during lock down. This includes a review of all current schemes to identify changes which may be required to meet the objectives of a low carbon recovery.
3	The Council to lead by example in adopting and supporting low-carbon transport practices (for example, awareness raising campaigns with staff and reducing business mileage)	2020 onwards	In progress. An example is the forced adoption of extensive working from home practices during lock down has allowed the Council (and other organisations) to test out how flexible working can provide the opportunity to reduce the impact of commuting on lowering our carbon impact.
Green and Blue Infrastructure			
4	Undertake a feasibility study looking at	2020	The city's Landscape Practice

No.	Commitment	Timescale	Progress
	early interventions to enhance the Cole Valley Corridor, including Glebe Farm Recreation Ground		<p>Group (LPG) have been commissioned to undertake a study at the feasibility of delivering some of the interventions identified in the Cole Valley Vision Plan, particularly those capital works around Glebe Farm Recreation Ground.</p> <p>Investigations into improving path networks and links will be explored along with features to encourage the local community to engage with the local resource. Improved cycleway signage is due to be delivered this year as part of LPG's commissioned works and potential for solar way marking of the cycle route will be investigated.</p>
5	Improve information and data on webpages	2020	Discussions on what information needs to be presented are underway. Some information has been collated as part of the production of the draft design guide; however, with the exit from the EU and the Environment Bill still progressing through Government, there is a need to consider what legislative changes are due to come into force, such as the mandating of Biodiversity Net Gain, which would need to be reflected in any published documentation.
6	Nature Recovery Network/Natural Capital Mapping to support effective mitigation and enhancement measures	2020	Exploratory work is being undertaken in conjunction with EcoRecord (the biological records service for B&BC) as part of the Future Parks Accelerator project on pilot sites. Some learning has been obtained from the Natural England GI pilot as part of the Black Country Review and work undertaken on the B&BC Nature Improvement Area.
7	Urban Forest Management Policy – update technical note	2020	Much of the groundwork has been undertaken for this update of the existing management policy starting with the Tree Policy review in early 2018.
8	Biochar investigation to consider the capture of carbon through the pyrolytic conversion of timber	2020	Meeting held to discuss the emerging tree policies and desire for increase of tree Canopy Cover and how this links to the potential production of Biochar from wood waste for use as a soil ameliorant and a way of locking carbon into

No.	Commitment	Timescale	Progress
			<p>the ground.</p> <p>Further conversation has been had with Bloomberg Philanthropies and Ecotopic (Stockholm based operators and demonstrator) to progress the potential for a Birmingham based trial as well as discussions with representatives from the Energy and Bioproducts Research Institute (EBRI) based at Aston University Campus.</p>
9	Support other service areas in their delivery of R20 – particularly around transport and housing	2020	Support is being given to other service areas around their commitments to R20, the Biochar investigation feeds directly into the Energy strands plus could tie in with housing as part of a district heat network. Ongoing as part of day to day works although as other projects develop officer time may come under pressure.
10	Deliver training/awareness sessions to other service areas on broad green and blue infrastructure, biodiversity, and sustainability topics	2020	Yet to commence as a key topic will be the government's requirements for Biodiversity Net Gain (BNG).
11	Collaborate with partners to secure funding and deliver projects that contribute to overall R20 aims (for example, a Sky Park (a green walking route on the elevated, disused section of the viaduct running through Digbeth) and improvements to the River Rea to enhance the green corridor in the city centre)	2020 onwards	Initial work with Canals and Rivers Trust has commenced to identify suitable interventions that can be put forward for implementation as part of the wider Digbeth regeneration. Proposals include improvements to the accessibility of the canal network towpaths (infrastructure and signage) and biodiversity enhancements.
Energy			
12	Commence the Heat Decarbonisation Delivery Plan (developed with BEIS)	2020	<p>Work commenced January 2020. The initial stage (January to July 2020) of data collation, stakeholder engagement and initial modelling is underway. This first phase will identify opportunities for heat decarbonisation with specific interventions provided through the Council's housing development and retrofit of existing stock; waste management opportunities and planning policy role.</p> <p>Phase 2 will follow from September 2020 and will assess the financial implications, funding routes and investment models required to support the</p>

No.	Commitment	Timescale	Progress
			interventions approved by BEIS as a feasible delivery plan
13	The Council's Energy Strategy	2020 onwards	The Council's Energy Strategy is currently being developed - focussing on key actions that the Council has within its authority, scope of role and service delivery responsibilities.
14	Undertake a procurement review of energy supply to Council buildings	2020-23	The council's energy supply contracts allow for the purchase of green energy. The move to green energy would present a net budget pressure of circa £80k . However a decision on this was required prior to 1 st April for the 2020/21 supply year. This option will be available for the 2021/22 supply year and a decision will be required in Q4 2020 and a quotation can be provided during this period.
15	Develop a renewable energy electric charge point network	2020-22 (initial phase)	Procurement of EV Development Partner has been completed. Current stage is contract finalisation (now anticipated in July 2020), leading a concentrated two-year EV charge point deployment of 197 OLEV funded chargers (up to 394 charge points) across the city. The OLEV funding prioritises taxi vehicles, but the charge points will be publicly accessible, giving time to further develop the network for a wider publicly accessible charge point network from the end of year 2 to year 12, as part of an emerging charge point strategy.
Housing			
16	Initiate a Passivhaus (zero carbon house) pilot	2020-21	A review of the current BMHT build programme has seen a site at Dawberry Fields selected to pilot Passivhaus development. A review of Passivhaus delivery in other Local Authorities is underway, and identification of appropriate consultancy expertise

No.	Commitment	Timescale	Progress
			to guide the development is in hand.
17	Deliver a zero carbon retrofit conference exploring best practice and funding models	2020	The conference will take place online from 21 st to 23 rd July 2020.
18	Develop a database of advice and a Communications Plan for providing zero carbon retrofit information to home owners, landlords and residents	2020-21	Ongoing – Draft documents under review to include actions and direction arising from the R20 / Climate Change Taskforce and legislative changes.
Developing the Green Economy			
19	Commence a governance review with stakeholders to maximise the value of and investment in the Tyseley Environmental Enterprise District and the wider area	2020	<p>Chaired thematic workshop involving Members and various Taskforce members related to the development of the Green Economy.</p> <p>As thematic lead met with consultants from Anthesis setting out our current and future carbon reduction initiatives, key barriers and the need for radical steps to achieve zero carbon.</p>
20	Develop a clear business offer related to Tyseley Energy Park to attract SME's and capital investment into the area	2020	Discussions to develop a clear business offer related to Tyseley Energy Park are planned to take place in March 2020. The offer will be designed to attract SMEs and capital investment into the area.
21	Deliver the CAZ Heavy Duty Vehicle Fund to support SME's to purchase and/or lease new compliant vehicles or retrofit non-compliant vehicles to achieve Euro 6 compliance and improve air quality	2020-23	Clean Air Zone - implementation of £10m Heavy Duty Vehicle (HDV) Fund was approved by Cabinet on 11 February 2020. Fund designed to support SMEs to purchase and/or lease new compliant vehicles/retrofit non-compliant vehicles to achieve compliance and improve air quality due to be launched 1 April 2020.
22	Undertake a detailed baseline study – including a market overview and identifying challenges, gaps in provision, and opportunities	2020	Initial baseline of the green economy has been undertaken.
Planning			
23	Review and strengthen planning policies relating to green and blue infrastructure	2020	Yet to commence but will form part of the wider review of the BDP and associated policies plus implementation of any new legislation arising from the Environment Bill.
24	Review, strengthen and expand design guide information relating to green and blue infrastructure, and links to low carbon, sustainability and biodiversity, low and zero carbon energy and sustainable construction	2020	The Planning Sandpit event considered what is needed in this area. The outcomes of the Sandpit will inform the recommendations in the September Council report.

No.	Commitment	Timescale	Progress
25	Commence a review of the Big City Plan	2020	Work commenced in Spring 2020.
Procurement and Contract Management			
26	Commence a Council-wide Procurement and Contract Management strategy review (for new and existing contracts) to explore alignment with R20 principles	2020-21	<p>The commencement of the Council wide Procurement and Contract Management Strategy review is subject to the publishing of the PWC review of Procurement across the Authority that is expected in March. The implementation of the PWC review and the drafting of a Procurement and Contract Management Strategy have been delayed due to the urgent procurement response to COVID-19.</p> <p>Some measures to aid the R20 carbon reduction agenda are already built into the Council's Birmingham Business Charter for Social Responsibility and these are also due to be reviewed in 20/21 Q1.</p> <p>Other measures (e.g. engaging suppliers to determine/cost out CO2 reduction interventions) can be developed subject to the Council's baseline position being established and shared to determine specific priority areas and any related budget provision. To this end, Anthesis have been provided links to published procurement spend data which they have asked for in order to calculate the Council's carbon footprint.</p> <p>The green and sustainable measures in the BBC4SR are available to use in achieving social value in all procurement activities where this is not a core contract requirement. Any officer that wants additional Social Value training can email a request this.</p>
	To review the Energy from Waste facility at Tyseley	On-going	<p>We have an Energy from Waste at Tyseley which processes 350,000 tonnes of the cities waste per year and produces 25MW of electricity for which we receive payment.</p> <p>Three phases for the future of the plant:</p> <p>o Ph1 we are in which is</p>

No.	Commitment	Timescale	Progress
			<p>extension of Veolia contract to January 2024 and cannot be extended.</p> <p>o Ph2 is for next 10 years, this exercise is in its Procurement Phase. Due to its commercial sensitivity we not able to share details. As part of this we are looking to reduce amount of waste we are committed from 300,000 tonnes a year to 100,000 tonnes a year, currently Veolia get all waste bar paper.</p> <p>o Ph3 is post Tyseley, what we do next beyond that, this is what we need to think about now, what we will do with our waste 2030+.</p> <p>Seeking funding from government to support transition.</p> <p>The target is zero waste to landfill over transitional contract.</p>
Governance			
27	Undertake a governance review to explore embedding environmental and sustainability principles in the Council's decision-making process (for example, through environmental/climate impact assessments and appraisals)	2020	In progress
HR			
28	Exploring opportunities to reduce workforce carbon emissions through changes in working practices (for example, through agile working and the use of technology to reduce the need to travel)	2020-21	Covid19 has changed working practices considerably with a significant number of people working from home full time. As we establish post Covid19 working practice we will need to explore opportunities to reduce workforce carbon emissions.

8 Next steps

- July 2020 – sign- off Anthesis Report
- June to August 2020 – R20 communications and engagement subgroup to develop recommendations for city-wide communications and engagement post-June.
- On-going – Technical Advisory Group to critically review key documents to inform recommendations for September Council report.
- July – Community Engagement sandpits
- 15th July and 5th August 2020 – Taskforce action planning workshops
- September 2020 – report and action plan to Full Council

Appendix 1 – The Council’s early commitments: supplementary information

1. Transport

- 1.1 Reducing the impact of transport at the scale required by the climate emergency is a significant challenge. Surface transport is now the sector with the highest carbon impact in the UK and one of the few that have seen an increase in emissions in the last few years.
- 1.2 The largest share of emissions from surface transport comes from automobility which, aside from being a significant part of the economy, is deeply embedded in people’s lives due to land use development patterns and cultural and status expectations.
- 1.3 Transport’s carbon footprint in Birmingham follows the national trends and automobility has a strong history in the West Midlands. Four paths are proposed through which carbon emissions reductions from transport can be achieved in the short to medium term. These are:
 - The proposed draft Birmingham Transport Plan (Appendix 5)
 - Awareness campaigns targeting the highest polluting trips and users
 - Exploring additional policy measures
 - Leading by example

The draft Birmingham Transport Plan (BTP)

- 1.4 The BTP sets out four proposed big moves that will transform transport in the city until 2031 and beyond. The big moves are:
 - Reallocating road space away from cars
 - Transforming the city centre
 - Prioritising active travel in local neighbourhoods
 - Managing travel demand through parking measures
- 1.5 The ambition of the BTP has been supported by the Council’s declaration of a climate emergency. The plan sets out a vision for a sustainable, green, inclusive, go-anywhere transport network. Therefore, adopting the BTP in the next 12 months will mean that Birmingham will have a clear blueprint that supports sustainable transport policies and measures until 2031 and beyond.
- 1.6 The BTP forms a basis on which a range of ambitious sustainable transport measures can be promoted and supported in the future, such as introducing a Workplace Parking Levy and transforming the A38 through the city centre.
- 1.7 Some of these were discussed with stakeholders during the Taskforce transport workshop in December 2019 and suggestions included:
 - Safer cycle parking in the city centre and near key destinations (hospitals, universities, etc.).
 - Simple pricing system for public transport.
 - Supporting electric car clubs
 - Expansion of electric vehicle charging infrastructure
 - Extend car-free school streets
 - Further pedestrianisation across the city
- 1.8 Current financial resources and available staff are already dedicated to existing commitments, especially infrastructure delivery commitments ahead of the Commonwealth Games in 2022. In addition, the city itself is expected to undergo

changes of unprecedented scale and pace in the next few years, causing sustained disruption for residents and requiring careful delivery planning to avoid significantly impacting existing trips. As such, further action could be limited by the constrained means, time and space to deliver it. Any further commitment will require additional financial resources and staff capacity.

- 1.9 The BTP went out to public consultation from January to March 2020, a period which was extended due to the pandemic. Consultation responses are being assessed, and the final BTP will be adopted later in 2020.
- 1.10 In response to the global pandemic, the Emergency Birmingham Transport Plan (EBTP) was published in May 2020. The plan builds on the policies set out in the draft BTP, and aims to lock in the increase in active travel mode share during the lock down, allowing a green, sustainable, low carbon recovery from Covid 19. The EBTP will guide the selection of schemes to be delivered using the Emergency Active Travel Fund, with tranche 1 to be delivered by August 2020, and tranche 2 by March 2021.

Awareness campaigns targeting the highest polluting trips and users

- 1.11 We acknowledge that transport accounts for a significant part of the carbon emissions and action cannot be postponed in the face of the climate crisis. As such, we recommend a series of actions that will target trips and users who have the biggest carbon footprint.
- 1.12 These actions are behavioural and policy measures for which implementation can begin in the next 12 months but are expected to deliver a long-term reduction in carbon emissions.
- 1.13 Responding to the climate emergency requires a dramatic change in people's consumption patterns and lifestyle choices. It is expected that many measures that are specifically targeting the climate emergency will require strong political backing as they may be initially considered controversial both in terms of public acceptance and additional accountability for the Council.
- 1.14 Targeted action is focused on two areas:
- Unsustainable travel practices
 - Highest polluters
- 1.15 The action could initially involve information and awareness communications, which can form part of the communications materials of the wider R20 work or, if additional funding becomes available, a standalone campaign. Existing information streams, such as social media, can also be used. Information can also be provided in the form of blogposts or testimonials demonstrating positive climate action.

Unsustainable travel practices

- 1.16 These are especially related to car use¹ but also consumer choices such as next day/hour deliveries or deliveries carried out by small vans or cars. A campaign can also make citizens more conscious of their travel patterns.
- 1.17 We propose three primary focus areas:

¹ Although not directly within the Council's remit, this could also involve information about the detrimental impacts of flying.

- Information about the impact of short trips by car: 65% of trips are less than 5 miles. Messages could include: live locally, shop locally; 'the 2 mile challenge' where people are challenged to not drive if the distance travelled is less than 2 miles; 'leave your car at home for a week challenge'. We are also planning to establish 'car free days' from 2020.
- Information about the impact of long trips by car: approximately 3% of trips account for 30% of surface miles travelled. Messages could promote 'staycations', i.e. travelling within UK for holiday by public transport; 'take a day trip by public transport'; campaigns similar to 'See Britain by rail'.
- Information about leisure trips by car: 51% of miles travelled by surface transport are for leisure purposes (if shopping is not included in leisure it is 40% of miles travelled). Messages could include: visit a friend by public transport etc.

Highest polluters

- 1.18 Although raising awareness is very important, it is also crucial to acknowledge that low-income groups are already low-carbon and locked into their travel choices (i.e. they have limited or no choice to switch to low(er) carbon alternatives). They are also the ones who will be most affected by impacts of global heating and the climate crisis.
- 1.19 Globally, the richest 10% of the population emits 50% of carbon emissions while the poorest 50% emits 10% of all carbon emissions. WMCA's Climate Action Plan 2041 published in January 2020 confirms these statistics for the region and highlights that emission reductions could be attributed to rising deprivation in certain areas.
- 1.20 Therefore, it is key for information campaigns to target the highest polluters and those whose lifestyle choices are the most damaging to the planet. In the context of the city, the highest polluters would be primarily owners of multiple cars and especially SUVs, as well as old and vintage cars². Messages could include: comparing the carbon footprint of 'typical' families.

Exploring additional policy measures

- 1.21 Policy measures can be a further step in the Council's efforts to identify and target the most polluting travel patterns and road users. During and beyond the next 12 months the Council could investigate the implementation of the following policy measures:
- We could get a better understanding of the operation of ride-hailing companies such as Uber and Ola in the city. Many of the vehicles operating in the city are not registered with Birmingham. In collaboration with Transport for West Midlands (TfWM) and the Department for Transport (DfT) we could investigate limits to the operations of such companies including: idling while waiting to be called, special emissions standards, or not allowing vehicles registered with another authority to both start and finish trips within Birmingham. Such policy measures would require coordinated action nationally and regionally as they have proven difficult to implement in other cities.
 - Investigate the practicalities of creating a carbon fund which developers would contribute to. Contributions would be used to fund measures specifically targeted towards addressing the climate emergency.

² As the UK leaves the EU it will copy EU's new carbon emission standards (< 95g of CO₂ per km) and, as a result, carmakers are expected to withdraw some highly polluting large vehicles from the UK market. The rise of SUVs in the UK was previously 'offset' by other countries' preference for smaller vehicles but under UK-only standards this will no longer be possible. As such, adopting a strong stance towards SUVs may seem controversial at first but is expected to become widely acceptable in the medium term.

- Introduce carbon monitoring and evaluation of transport interventions. Assess future policies and projects based on their forecast carbon emissions reduction impact.
- Investigate if the CAZ can be converted to a clean air and low carbon zone. It is unclear whether we have the power to do this but it could be investigated with the DfT. Currently, the CAZ restrictions are based on Euro vehicle standards which do not include carbon emissions. Therefore, the CAZ is indirectly supporting the climate emergency as newer cars tend to be cleaner and it is expected to lead to a modal shift for trips to the city centre but it is not directly targeting the climate emergency.

The Council to lead by example

1.22 The Council can become a leader in adopting and supporting low-carbon transport practices. For example:

- Internal information campaigns about the climate emergency to raise awareness among staff.
- Cut business mileage. For example, Salford City Council has cut grey fleet mileage by 95% and saved £400,000 and at least 478 tonnes of carbon emissions since introducing a green travel plan. Under the Green Wheels initiative, rather than Council staff using their own vehicles and claiming back business mileage costs, a pool of Co-wheels car club vehicles has been made available.
- Ensure that delivery and collection of goods is consolidated and carried out by environmentally friendly vehicles.
- Ensure that staff minimise car commuting to the absolute minimum. This can include revising parking permits for council staff.
- Adopt a minimum flying policy for domestic and international travel or substitute flights when travelling by train takes fewer than a certain number of hours (for example, that can be reached within fewer than 8 hours by train include: Paris, Brussels, Amsterdam, Frankfurt, Marseille, Lyon, Zurich, Dublin as well as all major cities within Great Britain). It is acknowledged that at the moment rail travel can be much more expensive than air travel so such a policy would need to be assessed on the basis of staff hourly rates, time, and cost to the public.
- No first/business class rail/air travel. First and business class areas take more space than regular seats thereby increasing the individual carbon footprint of passengers.

2. Green and Blue Infrastructure

Improve information and data on webpages

2.1 Making our information as accessible as possible (where this is not ecologically or commercially sensitive).

Nature Recovery Network/Natural Capital Mapping

2.2 Being able to identify those areas of the city that are biologically diverse and/or offer high levels of ecosystem services will enable better strategic decisions to be taken to ensure that these benefits are not compromised by inappropriate development. Whilst identifying those areas of lower biodiversity or ecosystem services delivery could, through the planning process, make gains either through development or allocation of S106/CIL funding for improvement works.

Urban Forest Management Policy – update technical note

- 2.3 To be completed as per the 2018 tree policy review recommendations, this will ensure that there are clear expectations for the sustainable management and ambitions targets for the expansion of the urban forest ensuring that we have a resilient resource fit to deal with the pressures of predicted climate trends and emerging pests and diseases whilst delivering essential ecosystem services.

Biochar investigation

- 2.4 Biochar is a stable carbon rich product created through the pyrolytic conversion of timber. Used in landscaping, agriculture and horticulture it can lock carbon in to the soil and at the same time increases the water retention properties, nutrient take up, mycorrhizal activity and resilience of plants growing with this medium. This would be an investigation into production and use within the city particularly within tree planting activities.

Support other service areas

- 2.5 Support other service areas in their delivery of R20 where this has an impact on green and blue infrastructure or benefits can be jointly delivered – particularly around transport and housing. Many sections of the council will be delivering projects that could directly benefit the city's R20 aspirations. By our internal environmental professionals providing suitable advice and guidance multiple long term benefits could be delivered for green and blue infrastructure.

Deliver training/awareness sessions

- 2.6 Climate change adaptation and mitigation is complex as are the requirements for our native biodiversity. Providing training/awareness sessions for internal planning teams and other departments on broad green and blue infrastructure, biodiversity, and sustainability topics will allow those colleagues to gain a clearer understanding of this sphere of work which will help guide them when considering development and /or appropriate management of sites to deliver long term benefits.

Collaborate with partners

- 2.7 Work with partners to secure funding and deliver projects that contribute to overall R20 aims such as:
- Sky Park – New public realm on the elevated, disused section of viaduct running through Digbeth.
 - River Rea through Southside – Breaking out the River Rea through the Southside development area offers a huge opportunity to deliver increased flood resilience to a significant sector of the city along with biodiversity gains.

3. Energy

Commence the Heat Decarbonisation Delivery Plan

- 3.1 In 2019 Birmingham was one of five cities selected to work with the Department for Business, Energy and Industrial Strategy (BEIS) to develop a bespoke city-level Heat Decarbonisation Delivery Plan.

- 3.2 The first phase is being undertaken from January 2020 to June 2020. The purpose of this phase is to identify key opportunities for Birmingham to decarbonise heat for domestic dwellings and commercial properties. Interventions are anticipated to include discreet energy and transport related projects, city-wide policy measures and behaviour change at the individual and institutional/corporate levels, as well as wider regional/cross-local authority interventions.
- 3.3 The next phase (from June 2020) will flesh out potential opportunities, providing the assessment of funding sources, and timelines. This will happen alongside an agenda for action that clarifies the 'asks' from Government to assure the achievement of net zero carbon timelines for heat decarbonisation in terms of necessary and time critical regulatory change, funding incentives, national and local schemes for smart energy use and energy efficiencies.
- 3.4 This will maximise Government action to impact on carbon emission reductions and will also clarify the scale of the role of the Council and other local authorities in reducing emissions within net zero timelines. Critically, it will also identify what 'energy' is within scope for the Council in order to maximise carbon emissions reductions.
- 3.5 A first step will be to focus on the Council's own housing stock and ongoing and future housing development plans to provide a leadership role as the UK's second city but also to engage with and encourage behaviour change with private landlords and householders.

The Council's Energy Strategy

- 3.6 Completion of an outline Energy Strategy for the Council - identifying 'energy' that is in scope for the Council to gain net zero impact from and get agreement on what is possible within the timescale and align with the recommendations of the Taskforce.

Develop a renewable energy electric charge point network

- 3.7 Work to develop a renewable energy electric charge point network in the city is due to start in early 2020. This will see 197 charge points installing within the first two years and a further 197 charge points installed across the city, enabling the transition from fossil fuel vehicles to zero emission electric vehicles.
- 3.8 This is key, given the complexities of the legal framework, to enable a city-scale charge point network deployment on the highway, public car parks, and on public land and will have a great level of impact on reducing carbon emissions at scale.

4. Housing

Initiate a Passivhaus (zero carbon house) pilot

- 4.1 One of the key early commitments for housing is to pilot Passivhaus (zero carbon houses) across the city and work on this is expected to develop at pace in 2020. A site has been identified at Dawberry Fields and work has been undertaken to learn from best practice elsewhere. The next stage is to develop a detailed specification for the pilot.
- 4.2 A workshop will be convened on Passivhaus development principles and delivery to support this planned pilot and engage with existing examples of delivery locally.

Deliver a zero carbon retrofit conference

- 4.3 A conference on zero carbon retrofit will be planned to share good practice and consider how to make retrofit of existing homes a 'bite size' and manageable proposition for property owners. This will include discussion of possible financing models to fund investment. The conference will be held online between 21st and 23rd July 2020 and planning is currently underway.

5. Planning

5.1 *Review and strengthen planning policies relating to green and blue infrastructure*

- Green/biodiverse roofs
 - Green walls
 - Sustainable Urban Drainage – Bioswales, Natural SUDS
 - Biodiversity net gain
 - Tree planting – canopy cover, planting pit design, species selection
 - Tree conditions
 - Landscape
 - Offsetting/ payments – Biodiversity and Trees
- 5.2 Ensuring that our planning conditions are robust and fit for purpose will ensure the delivery of the required green and blue infrastructure. Strong policies will also enable enforcement where these have not been actioned.

Review the design guide

- 5.3 Review, strengthen and expand design guide information relating to green and blue infrastructure and links to low carbon, sustainability, and biodiversity. The design guide will act as a Supplementary Planning Document and be used alongside the Birmingham Development Plan and the Design Management- Design Policy Document.
- 5.4 This design guide will set out our expected standards clearly with a number of reference documents providing more in depth information that will help guide prospective developers during their design process.

Commence a review of the Big City Plan

- 5.5 The Big City Plan was published in 2010 and is due for revision. Work commenced on its revision in Spring 2020. This will incorporate the new thinking around climate change and the infrastructure required to move the city to its net zero carbon target.

6. Procurement and Contract Management

- 6.1 The Council is currently reviewing its procurement and contract management approach and to assist with moving the city towards the 2030 ambition the following areas of focus will be included:
- Exploring how the 2030 ambition can be achieved within new contract requirements
 - Reviewing existing contracts to understand providers' plans to reduce emissions and determine how a carbon neutral approach can be achieved

- Understanding the financial impact of achieving a carbon neutral approach and factoring this into decision making processes
- Reviewing existing contract management arrangements to include KPIs required for performance reporting