

# Birmingham City Council

## City Council

9 January 2024



**Subject:** Motions for Debate from Individual Members  
**Report of:** Marie Rosenthal, Interim Monitoring Officer and City Solicitor  
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Does the report contain confidential or exempt information?  Yes  No

If relevant, state which appendix is exempt, and provide exempt information paragraph number or reason if confidential: N/A

### 1 Recommendation(s)

- 1.1 To consider the following Motions of which notice has been given in accordance with Council Procedure Rules (section B4.4 G of the Constitution).

### 2 Notices of Motion

#### A. Councillors Izzy Knowles and Deborah Harries have given notice of the following Notice of Motion:-

“Humans have already caused irreversible climate change, the impacts of which are being felt in the UK, and across the world. The average global temperature has already increased by 1.2°C above pre-industrial levels and alongside this, the natural world has reached crisis point, with 28% of plants and animals threatened with extinction.

The UK is one of the most nature-depleted countries in the world as more than one in seven of our plants and animals face extinction, and more than 40% are in decline.

Climate change remains a major concern for UK voters with 66% of people (according to YouGov) expressing they are ‘worried about climate change and its effects’. Alongside this, the popularity of Sir David Attenborough’s Save Our Wild

Isles initiative demonstrates public concern that UK wildlife is being destroyed at a terrifying speed.

### Climate & Ecology Bill

The Climate & Ecology Bill, a private member's bill is expected to go back before the House of Commons in early 2024. It seeks to address the challenges that this situation poses by creating a whole-of-government approach to deliver a net zero and nature positive future.

Based on the latest science, the CE Bill aims to:

- Align current UK environmental policy on the need to halt and reverse nature loss by 2030, which was goal agreed to at COP15, via the Kunming-Montreal Framework (22 December 2022) and;
- Reduce greenhouse gas emissions in line with the UK's fair share of the remaining global carbon budget to give the strongest chance of limiting global heating to 1.5°C, which was the goal agreed to at COP21, via the Paris Agreement (12 December 2015).

By bridging the gap between the UK Government's current delivery and what has been agreed at international levels, Britain has a chance to be a world leader on climate and the environment; seizing the opportunities of the clean energy transition, including green jobs and skills, reduced energy bills and a boost for the UK's food and energy security.

Council notes that:

The Climate and Ecology Bill has been introduced in the UK Parliament on four occasions since 2020. It is expected to go before the House in early 2024. It is already supported by:

- Over 130 Cross-party MPs and Peers including 4 of the 10 Birmingham MP's and all Liberal Democrat MP's.
- 40 Lords of which 15 are Lib Dems.
- 329 Local authorities. Birmingham would be the first of the 7 WMCA local authorities to sign up.
- Eminent scientists, such as Sir David King.
- NGOs, such as Friends of the Earth (including the Birmingham branch), The Wildlife Trusts, the Doctors' Association, Oxfam, the W.I. and CPRE.
- Businesses, such as The Co-operative Bank, Riverford and The Body Shop; and 42,000 members of the public.

The Climate and Ecology Bill would require the UK Government to develop and achieve a new environmental strategy, which would include:

1. Delivering a joined-up environmental plan, as the crises in climate and nature are deeply intertwined and require a plan that considers both together.

2. Reducing greenhouse gas emissions in line with 1.5°C to ensure emissions are reduced in line with the best chance of meeting the UK's Paris Agreement obligations.
3. Not only halting, but also reversing the decline in nature, setting nature measurably on the path to recovery by 2030.
4. Taking responsibility for our overseas footprint, both emissions and ecological.
5. Prioritising nature in decision-making.
6. Ending fossil fuel production and imports as rapidly as possible.
7. Providing for re-training for those people currently working in fossil fuel industries; and
8. Giving the British people a say in finding a fair way forward via a temporary, independent, and representative Climate & Nature Assembly, as part of creating consensus and ensuring that no one and no community is left behind.

Council therefore resolves to:

1. Support the Climate and Ecology Bill;
2. Inform local residents and local press/media of this decision;
3. Write to MPs, Lords and local Environmental groups to inform them that this motion has been passed, and urge them to sign up to support the CE Bill—or thank them for already doing so;
4. Write to Zero Hour, the organisers of the cross-party campaign for the CE Bill, expressing the Council's support (councils@zerohour.uk).
5. Reinvigorate the cross-party Net Zero group and set it up as an official body which holds regular public meetings with publicly available minutes and actions.
6. Encourage discussion about environmentalism and green issues at ward meetings.
7. Reset, reshape and restart the council's strategy on net zero ensuring that it is a top priority during the council's current transformation process."

**B. Councillors Liz Clements and Lee Marsham have given notice of the following Notice of Motion:-**

"This Council notes that:

Birmingham is experiencing record levels of growth and investment, and developing a world class transport network for the city will be crucial to attract future investment.

The Council has been engaged in careful negotiation with the government for the past 4 years over ongoing highways funding, which would have seen £600

million invested in the city's roads and highways infrastructure over the next 12 years.

Bus franchising in the West Midlands would see the West Midlands Combined Authority decide routes and fares, giving the region greater control over its bus services.

Labour's candidate for Mayor of the West Midlands, Richard Parker, has committed to bringing in bus franchising across the region.

The extension of the Metro to East Birmingham would help to break down barriers to employment, reduce congestion on the roads, and improve the air quality in the east of the city.

Progress in extending the Metro to the east of the city centre has been slow. The arrival of HS2 from London will bring fantastic new opportunities for our city, and the development around Curzon Street Station will transform the area and connect the developments at Smithfield and in Digbeth to expand the footprint of the city centre.

If completed in full, the northern phase of HS2 would put Birmingham at the heart of a transformative network, linking our city with Manchester and Leeds.

This Council believes that:

As a growing city, we need a reliable, fully integrated public transport system, and to be connected into a nationwide public transport infrastructure system, in order to realise our full potential.

Unless the Government commits to significant long-term investment in Birmingham's roads and highways, they risk transport chaos across the city. Bus franchising would bring about improvements to bus services for communities right across the city, connecting people to opportunities and helping them to make the switch away from car usage.

Extending the Metro to the East of Birmingham must be the top priority for the Mayor of the West Midlands.

The short-sighted cancellation of Phase 2 of HS2 is a disaster for Birmingham and will hold back our city's growth, reducing opportunities for our residents.

This Council resolves to:

Further lobby the Government to reconsider significant long-term investment in the city's roads and highways infrastructure. Call on the Mayor of the West

Midlands to use all of the powers at his disposal to speed up the extension of the Metro to East Birmingham and to bring about a franchising model for the bus network.

Lobby the Mayor and the Government to bring forward meaningful rail solutions that will ease the burden on our existing lines, deliver the full complement of platforms at Curzon Street and London Euston, and put Birmingham at the centre of a modern, high-speed network and ensure that we get our fair share of transport funding.”