

**CITY COUNCIL  
12 JANUARY 2021**

**AMENDMENTS TO  
MOTIONS IN THE  
COUNCIL AGENDA  
RECEIVED IN ADVANCE  
OF THE MEETING**

**CITY COUNCIL**  
**TUESDAY, 12 JANUARY 2021**

Delete all after 'To endorse the Action Plan' and add

And recognises some significant progress has been made with the 'Route to Zero' Action Plan in recent months. In particular:

- 1) A Climate Change and Sustainability Team, led by an Assistant Director, will be established. This will, at last, replace the Sustainability Team closed down by the current administration after it took power in 2012.
- 2) That there will now be annual reports to Full Council in January, ahead of the annual budget meeting, to provide the opportunity to ensure the budget is set each year based on an up to date version of the Action Plan.

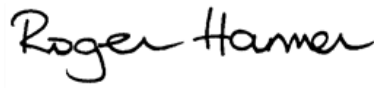
However significant further progress is vital. In particular:

- 1) Greater resident participation to shape the plan and ensure resident buy-in is essential, especially for parts of the Action Plan where significant changes in ways of working are needed. This affects many areas but particularly the development of low transport neighbourhoods, the use of decarbonisation technologies to heat homes and the future of waste services.
- 2) Greater engagement is needed with private sector partners to ensure that what they do supports the delivery of the Action Plan.
- 3) The Waste section is weak and dependent on the development of strategies without time targets. We need ambitious targets to take us towards a zero-carbon solution, not further ways of kicking the issue into the long grass.
- 4) The City Council's significant procurement expenditure needs to be used to drive decarbonisation of the supply chain.

5) The huge reliance on lobbying of central government means this must be done in a strategic and prioritised way.

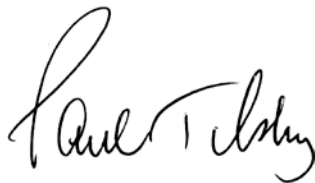
6) More needs to be done to prioritise climate change adaption. For example, a comprehensive plan needs to be developed to reduce the threat of surface water flooding to communities across the city by, for example, use of localised planning regulations and enforcement, which would also bring further benefits through significantly improved biodiversity and carbon capture.'

PROPOSED BY:



.....

**Councillor Roger Harmer**



SECONDED BY:

.....

**Councillor Paul Tilsley**

Received on

at

hours

**CITY COUNCIL**  
**TUESDAY 12 January 2021**

**Route to Zero**

**AMENDMENT**

Delete the final paragraph and insert:

The City Council's desire to be Net Zero Carbon by 2030 and support the reduction of carbon emissions across Birmingham is reliant upon National Government and the Combined Authority adopting a more ambitious approach to tackling the climate change emergency.

Currently neither are demonstrating the required leadership having set targets to be net zero carbon by 2050 and 2041 respectively.

The City Council will require support in both the provision of resources and changes to national policy to allow for the full delivery of the items contained within the Action Plan to reach the target of carbon neutrality by 2030.

By not doing so National Government and the Combined Authority will be failing in their duty to take seriously the existential threat that climate change poses and will be failing to grasp the economic opportunities that de-carbonisation of our local economy can bring. In the context of Covid-19, this is of greater significance as we

seek to rebuild and renew the City once the coronavirus pandemic has finally passed.

The Council resolves to write to the Government to set out the necessary asks (in both resource and policy terms) in order to facilitate our transition to net zero carbon.

PROPOSED BY:



**Councillor Ian Ward**

SECONDED BY:



**Councillor John O'Shea**

Received on

at            hours

## **CITY COUNCIL** **Tuesday 12 January 2021**

Delete first line and replace with:

To note the Action plan and the priority areas within it, and to ask the Executive to consider the following areas of concern and actions -

- Parking measures as set out undermine the move to electric vehicles, by significantly reducing the number of spaces available for electric vehicles, pose a threat to businesses and jobs, unfairly impact on shift workers or those living in areas not as well connected by public transport and increase problems with obstructive parking, increasing congestion and making the roads more unsafe. If additional charging and restrictions are introduced, including a Workplace Parking Levy, this would be even more damaging to jobs as the economy tries to recover from Covid-19.
- The Charging Clean Air Zone is unfair, short sighted and lacking in ambition and innovation. It will be damaging for both residents and businesses and will simply move the problems of air quality to different parts of the City. Implementing the charge at a time the economy is attempting to recover from Covid-19 is even more damaging and the charge should be completely dropped and not expanded.
- The City Centre segments scheme proposals fail to take account of both the carbon and air quality impact of making cars travel further, no safety impact on making people walk further to reach taxi ranks and no published traffic safety plan for the impact on the city if there is an accident, for example, in the Bristol Street to Bristol Road area given the closure of turnings.
- The plan fails to commit to keeping the city tunnels open, which are important to moving traffic quickly out of the city and reducing congestion on the ring road and city centre roads.
- There is a need for a more detailed review of the Kings Heath and Lozells Low Traffic Neighbourhoods before it is continued or other ones are implemented. This should include investigating videos circulating online of ASB and of emergency vehicles struggling to access areas needed as well as impact on surrounding roads.
- The Bristol Road Bus Lane increases congestion and makes the road more unsafe and should be removed.
- No cycle lanes should be installed on the freight route to Jaguar Land Rover without first confirming, with the company, that the road space removed will not negatively impact on deliveries or any other negative impact on the business.
- The future waste plans must retain weekly residual waste collections for all residents, introduce food waste collections and bring forward the decommissioning of the Tyseley incinerator.

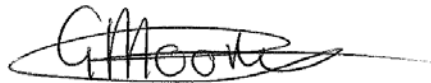
- The City Council should immediately pause all plans looking at residential and commercial development on public open space or playing fields within the City until a comprehensive study has been completed of the impact that the loss of these sites will have on the environment, air quality, tree canopy and public health. Recommendations should be brought back to a full City Council meeting for discussion and approval before any more of these valuable sites are lost.
- There is a lack of ambition within the plan on installing green infrastructure and improving public transport, particularly the local rail network and park and ride around the city.

PROPOSED BY:



**Councillor Simon Morral**

SECONDED BY:



**Councillor Gareth Moore**

Received on

at

hours