

BIRMINGHAM CITY COUNCIL

MEETING OF THE CITY COUNCIL

TUESDAY, 12 JANUARY 2021 AT 14:00 HOURS
IN ON-LINE MEETING, MICROSOFT TEAMS

A G E N D A

1 NOTICE OF RECORDING

Lord Mayor to advise that this meeting will be webcast for live or subsequent broadcast via the Council's Internet site (www.civico.net/birmingham) and that members of the press/public may record and take photographs except where there are confidential or exempt items.

2 DECLARATIONS OF INTERESTS

Members are reminded that they must declare all relevant pecuniary and non pecuniary interests arising from any business to be discussed at this meeting. If a disclosable pecuniary interest is declared a Member must not speak or take part in that agenda item. Any declarations will be recorded in the minutes of the meeting.

3 MINUTES

5 - 106

To confirm and authorise the signing of the Minutes of the meeting of the Council held on 1 December 2020.

4 LORD MAYOR'S ANNOUNCEMENTS

(1400-1410)

To receive the Lord Mayor's announcements and such communications as the Lord Mayor may wish to place before the Council.

5 PETITIONS

(10 minutes allocated) (1410-1420)

To receive and deal with petitions in accordance with Council Rules of Procedure (B4.4 E of the Constitution)

As agreed by Council Business Management Committee a schedule of outstanding petitions is available electronically with the published papers for the meeting and can be viewed or downloaded.

6 **QUESTION TIME**

(80 minutes allocated) (1420-1540)

To deal with oral questions in accordance with Council Rules of Procedure (B4.4 F of the Constitution).

- A. Questions from Members of the Public to any Cabinet Member or Ward Forum Chair (10 minutes)
- B. Questions from any Councillor to a Committee Chair, Lead Member of a Joint Board or Ward Forum Chair (up to 10 minutes)
- C. Questions from Councillors other than Cabinet Members to a Cabinet Member (up to 30 minutes)
- D. Questions from Councillors other than Cabinet Member to the Leader or Deputy Leader (up to 30 minutes)

107 - 110

7 **LEAD MEMBER REPORT: WEST MIDLANDS POLICE AND CRIME PANEL**

(20 minutes allocated) (1540-1600)

To consider a report of the Lead Member of the West Midlands Police and Crime Panel.

Councillor Shafique Shah to move the following Motion:

'That the report be noted.'

A 15 minute break will be taken.

111 - 192

8 **ROUTE TO ZERO REPORT**

(55 minutes allocated) (1615-1710)

To consider a report of the Acting Director - Inclusive Growth.

Councillor Waseem Zaffar to move the following Motion:

'To endorse the Action Plan and the priority areas set out within it.

To note that the Council is committed to delivering additional resources to the Route to Zero R20 work including the establishment of a Climate Change and Sustainability Team led by a new Assistant Director for Climate Change and Sustainability, the resources for which will be sought through the Medium-Term Financial Plan at February 2021 City Council.

To note the need for significant policy and legislative change at the national and regional level and the additional resources required to enable Birmingham to become net zero carbon and to agree to write to Government to set out our asks of them in order to facilitate our transition to net zero carbon.'

193 - 202

9 **ROUGH SLEEPING ADDENDUM TO BIRMINGHAM HOMELESSNESS PREVENTION STRATEGY**

(30 minutes allocated) (1710-1740)

To consider a joint report from the Cabinet Member for Homes and Neighbourhoods and the Cabinet Member for Health and Social Care.

Councillor Sharon Thompson to move the following Motion:

'That the Rough Sleeping Addendum (Appendix A) is approved and the Interim Director of Neighbourhoods be authorised to publish and disseminate the document as appropriate, as part of the City's overall Homelessness Prevention Strategy.'

10 **PROVISIONAL DATE OF THE NEXT MEETING**

To note that the provisional date of the next meeting of City Council is 2 February 2021.



**MEETING OF BIRMINGHAM
CITY COUNCIL
1 DECEMBER 2020**

**MINUTES OF THE MEETING OF BIRMINGHAM CITY COUNCIL HELD
ON TUESDAY, 1 DECEMBER 2020 AT 1400 HOURS AS AN ON-LINE
MEETING**

PRESENT:- Deputy Lord Mayor (Councillor Yvonne Mosquito) in the Chair.

Councillors

Muhammad Afzal	Eddie Freeman	Zhor Malik
Akhlaq Ahmed	Peter Griffiths	Karen McCarthy
Mohammed Aikhlq	Fred Grindrod	Saddak Miah
Alex Aitken	Paulette Hamilton	Gareth Moore
Safia Akhtar	Roger Harmer	Simon Morrall
Deirdre Alden	Kath Hartley	Brett O'Reilly
Robert Alden	Adam Higgs	John O'Shea
Olly Armstrong	Charlotte Hodivala	David Pears
Gurdial Singh Atwal	Penny Holbrook	Robert Pocock
David Barrie	Jon Hunt	Julien Pritchard
Baber Baz	Mahmood Hussain	Hendrina Quinnen
Bob Beauchamp	Shabrana Hussain	Chauhdry Rashid
Matt Bennett	Timothy Huxtable	Carl Rice
Kate Booth	Mohammed Idrees	Lou Robson
Sir Albert Bore	Zafar Iqbal	Gary Sambrook
Nicky Brennan	Ziaul Islam	Kath Scott
Marje Bridle	Morriam Jan	Lucy Seymour-Smith
Mick Brown	Kerry Jenkins	Shafique Shah
Tristan Chatfield	Meirion Jenkins	Mike Sharpe
Zaker Choudhry	Julie Johnson	Sybil Spence
Debbie Clancy	Brigid Jones	Martin Straker Welds
Liz Clements	Nagina Kauser	Sharon Thompson
Maureen Cornish	Mariam Khan	Paul Tilsley
John Cotton	Narinder Kaur Kooner	Lisa Trickett
Phil Davis	Chaman Lal	Ian Ward
Adrian Delaney	Mike Leddy	Mike Ward
Diane Donaldson	Bruce Lines	Suzanne Webb
Neil Eustace	John Lines	Ken Wood
Mohammed Fazal	Mary Locke	Alex Yip
Peter Fowler	Ewan Mackey	Waseem Zaffar
Jayne Francis	Majid Mahmood	

NOTICE OF RECORDING

19405 The Deputy Lord Mayor advised that the meeting would be webcast for live and subsequent broadcasting via the Council's internet site and that members of the Press/Public may record and take photographs except where there are confidential or exempt items.

The Deputy Lord Mayor reminded Members that they did not enjoy Parliamentary Privilege in relation to debates in the Chamber and Members should be careful in what they say during all debates that afternoon.

The Deputy Lord Mayor requested that Members ensure that their video cameras are switched off unless called to speak and that their microphone is switched off when they are not speaking.

The Deputy Lord Mayor advised Members that If they wished to speak, to indicate in the chat function and wait to be invited to speak and to state their name at the start of every contribution.

The Deputy Lord Mayor requested Members not to use the chat function unless they were having technical difficulties.

DECLARATIONS OF INTEREST

19406 The Deputy Lord Mayor reminded Members that they must declare all relevant pecuniary and non-pecuniary interests relating to any items of business to be discussed at this meeting

Any declarations would be recorded in the minutes of the meeting.

MINUTES

It was moved by the Deputy Lord Mayor, seconded and –

19407 **RESOLVED:-**

That the Minutes of the extraordinary meeting held on 15 September 2020 having been circulated to each Member of the Council, be taken as read and confirmed and signed.

It was moved by the Deputy Lord Mayor, seconded and –

19408 **RESOLVED:-**

That the Minutes of the ordinary meeting held on 15 September having been circulated to each Member of the Council, be taken as read and confirmed and signed.

It was moved by the Deputy Lord Mayor, seconded and –

19409

RESOLVED:-

That the Minutes of the meeting held on 3 November 2020 having been circulated to each Member of the Council, be taken as read and confirmed and signed.

LORD MAYOR'S ANNOUNCEMENTS

A. Death of Former Councillor Theresa Joyce Stewart

The Deputy Lord Mayor indicated that her first announcement was a sad one in that she had to inform the meeting of the death of former Councillor, Leader of the Council, and Lord Mayor - Honorary Alderman Theresa Stewart who served as a Councillor for the Billesley Ward for 32 years, from May 1970 to May 2002.

The Deputy Lord Mayor advised that Theresa was:

- Leader of the City Council from 1993 to 1999
- Lord Mayor of Birmingham, 2000 to 2001 and
- Deputy Lord Mayor 2001 to 2002, and
- was made an Honorary Alderman on the 14th May 2002.

and leaves behind:

- her husband, Professor John Stewart
- two daughters, Lindsey and Selina
- two sons, David and Henry
- grandchildren and great-grandchildren

The Deputy Lord Mayor indicated that as previously agreed, that tributes to Theresa would be reserved until such time as meetings were able to be held in the Council Chamber and in the meantime she invited all to join her in extending sincere condolences to Theresa's husband, John and all the family

It was moved by the Deputy Lord Mayor, seconded and:-

19410

RESOLVED:-

That this Council places on record its sorrow at the death of former Councillor, Leader, Lord Mayor and Honorary Alderman Theresa Joyce Stewart and its appreciation of her devoted service to the residents of Birmingham. The Council extends its deepest sympathy to members of Theresa's family in their sad bereavement.

B. Brum Xmas Dinner

19411 The Deputy Lord Mayor reminded colleagues about the annual Brum Xmas Dinner project ensures that no young care-leaver need be alone on Christmas Day.

The Deputy Lord Mayor noted that usually representatives of Brum Xmas Dinner would be in the Names Room prior to the December Council meeting, collecting donations from Councillors but obviously, this cannot happen this year and the usual dinner will now also take place virtually, connecting recent care-leavers on Christmas Day, with each being provided with a festive hamper and food vouchers.

The Deputy Lord Mayor was delighted to announce that the Lord Mayor of Birmingham's Charity has donated £2,000 towards this year's event and she was aware that many Councillors have also made donations personally and thanked everyone for their generosity as Corporate Parents. The Deputy Lord Mayor advised that this year there was also an online raffle for those who wished to participate.

The Deputy Lord Mayor invited all to join her in wishing all of our looked after children and recent care-leavers a wonderful Christmas.

PETITIONS

Petition Relating to City Council Functions Presented prior to the Meeting

The following petition was presented:-

(See document No. 1)

In accordance with the proposals by the persons presenting the petition, it was moved by the Deputy Lord Mayor, seconded and -

19412 **RESOLVED:-**

That the petition be received and referred to the relevant Chief Officer to examine and report as appropriate.

Petitions Relating to City Council Functions Presented at the Meeting

The following petitions were presented:-

(See document No. 2)

In accordance with the proposals by the Members presenting the petitions, it was moved by the Deputy Lord Mayor, seconded and -

19413 **RESOLVED:-**

That the petitions be received and referred to the relevant Chief Officer(s) to examine and report as appropriate.

Petitions Update

The following Petitions Update had been made available electronically:-

(See document No. 3)

It was moved by the Deputy Lord Mayor, seconded and -

19414 **RESOLVED:-**

That the Petitions Update be noted and those petitions for which a satisfactory response has been received, be discharged.

QUESTION TIME

19415 The Council proceeded to consider Oral Questions in accordance with Council Rules of Procedure (B4.4 F of the Constitution).

Details of the questions asked are available for public inspection via the Webcast.

SCRUTINY BUSINESS REPORT (DECEMBER 2020)

The following report of the Chairs of Overview and Scrutiny Committees was submitted:-

(See document No 4)

Councillor Carl Rice presented the report and the recommendation was seconded by Councillor Ewan Mackey.

A debate ensued

Councillor Carl Rice replied to the debate.

The recommendation having been moved and seconded was agreed.

It was therefore-

19416 **RESOLVED:-**

That the report be noted.

ADJOURNMENT

It was moved by the Deputy Lord Mayor, seconded and

17417 **RESOLVED:-**

That the Council be adjourned until 1621 hours on this day.

The Council then adjourned at 1606 hours.

At 1628 hours the Council resumed at the point where the meeting had been adjourned.

**LEAD MEMBER REPORT: WEST MIDLANDS COMBINED AUTHORITY
OVERVIEW & SCRUTINY COMMITTEE**

The following report of the Chair of the West Midlands Combined Authority's Overview and Scrutiny Committee was submitted:-

(See document No 5)

Councillor Lisa Trickett presented the report and the recommendation was seconded.

A debate ensued.

Councillor Lisa Trickett replied to the debate.

The recommendation having been moved and seconded was agreed.

It was therefore-

19418 **RESOLVED:-**

That the report be noted.

POINT OF PERSONAL EXPLANATION

19419 The Deputy Lord Mayor invited Councillor Kath Scott to raise a point of personal explanation relating to the Scrutiny Business Report agenda item.

Councillor Kath Scott wanted to respond to the negative and personal negative comments made against herself and the Overview and Scrutiny Committee that she chaired. She felt that it was churlish to put down the work of the Committee that has the parents, carers and children at its heart and it served no purpose to criticise the Committee by suggesting that it is not there to do good effective work on behalf of citizens of the city. She indicated that scrutiny was an effective tool for change adding that she took her role seriously and it was her who listened to parents, called for an inquiry

in to Travel Assist and went the service failed again called for a further inquiry.

INTERIM STATEMENT OF LICENSING POLICY 2020

The following report of the Acting Director of Neighbourhoods was submitted:-

(See document No 6)

Councillor Phil Davis moved the motion which was seconded.

In accordance with Council Rules of Procedure, Councillors Gareth Moore and Adam Higgs gave notice of the following amendment to the Motion:-

(See document No. 7)

Councillor Gareth Moore moved the amendment which was seconded by Councillor Adam Higgs.

In accordance with Council Rules of Procedure, Councillors Robert Alden and Ewan Mackey gave notice of the following amendment to the Motion:-

(See document No. 8)

Councillor Robert Alden moved the amendment which was seconded by Councillor Ewan Mackey.

A debate ensued.

Councillor Phil Davis replied to the debate.

POINT OF ORDER

At the invitation of the Deputy Lord Mayor Councillor Gareth Moore indicated that Cumulative Impact assessment that took place for the policy took place in 2016. The policy as it stands was adopted in December 2016, but the assessment had to take place before then, so 3 years on from 2016 is 2019. Therefore, the points he made in his speech were valid and the assessment should have been done last year before the pandemic. Councillor Phil Davis in his right of reply had not addressed why the assessment had not been undertaken last year and continued to mislead the Council

The first amendment in the names of Councillors Gareth Moore and Adam Higgs having been moved and seconded was put to the vote and, by the recorded vote set out below, was declared to be lost.

For the amendment (26)

Deirdre Alden	Eddie Freeman	Ewan Mackey
Robert Alden	Roger Harmer	Gareth Moore
Baber Baz	Adam Higgs	David Pears
Bob Beauchamp	Charlotte Hodivala	Julien Pritchard
Matt Bennett	Jon Hunt	Gary Sambrook
Debbie Clancy	Timothy Huxtable	Paul Tilsley
Maureen Cornish	Morriam Jan	Ken Wood
Adrian Delaney	Meirion Jenkins	Alex Yip
Peter Fowler	Bruce Lines	

Against the amendment (54)

Akhlaq Ahmed	Paulette Hamilton	Saddak Miah
Mohammed Aikhlaq	Kath Hartley	Brett O'Reilly
Alex Aitken	Mahmood Hussain	John O'Shea
Safia Akhtar	Shabrana Hussain	Robert Pocock
Olly Armstrong	Mohammed Idrees	Hendrina Quinnen
Gurdial Singh Atwal	Ziaul Islam	Chauhdry Rashid
Kate Booth	Kerry Jenkins	Carl Rice
Sir Albert Bore	Julie Johnson	Lou Robson
Marje Bridle	Brigid Jones	Kath Scott
Mick Brown	Nagina Kauser	Lucy Seymour-Smith
Tristan Chatfield	Mariam Khan	Shafique Shah
Liz Clements	Narinder Kaur Kooner	Mike Sharpe
John Cotton	Chaman Lal	Sybil Spence
Phil Davis	Mike Leddy	Martin Straker Welds
Diane Donaldson	Mary Locke	Sharon Thompson
Jayne Francis	Majid Mahmood	Lisa Trickett
Peter Griffiths	Zhor Malik	Ian Ward
Fred Grindrod	Karen McCarthy	Waseem Zaffar

Abstentions (2)

Zaker Choudhry	Mike Ward
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The second amendment in the names of Councillors Robert Alden and Ewan Mackey having been moved and seconded was put to the vote and, by the recorded vote set out below, was declared to be carried.

For the amendment (25)

Deirdre Alden	Roger Harmer	Ewan Mackey
Robert Alden	Adam Higgs	Gareth Moore
Baber Baz	Charlotte Hodivala	David Pears
Bob Beauchamp	Jon Hunt	Julien Pritchard
Matt Bennett	Timothy Huxtable	Gary Sambrook
Debbie Clancy	Morriam Jan	Paul Tilsley
Maureen Cornish	Meirion Jenkins	Ken Wood
Adrian Delaney	Bruce Lines	Alex Yip
Peter Fowler		

Against the amendment (56)

Muhammad Afzal	Paulette Hamilton	Saddak Miah
Akhlaq Ahmed	Kath Hartley	Brett O'Reilly
Mohammed Aikhlaq	Mahmood Hussain	John O'Shea
Alex Aitken	Shabrana Hussain	Robert Pocock
Safia Akhtar	Mohammed Idrees	Hendrina Quinnen
Olly Armstrong	Zafar Iqbal	Chauhdry Rashid
Gurdial Singh Atwal	Ziaul Islam	Carl Rice
Kate Booth	Kerry Jenkins	Lou Robson
Sir Albert Bore	Julie Johnson	Kath Scott
Marje Bridle	Brigid Jones	Lucy Seymour-Smith
Mick Brown	Nagina Kauser	Shafique Shah
Tristan Chatfield	Mariam Khan	Mike Sharpe
Liz Clements	Narinder Kaur Kooner	Sybil Spence
John Cotton	Chaman Lal	Martin Straker Welds
Phil Davis	Mike Leddy	Sharon Thompson
Diane Donaldson	Mary Locke	Lisa Trickett
Jayne Francis	Majid Mahmood	Ian Ward
Peter Griffiths	Zhor Malik	Waseem Zaffar
Fred Grindrod	Karen McCarthy	

Abstentions (3)

Zaker Choudhry	Eddie Freeman	Mike Ward
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The Motion having been moved and seconded was put to the vote and, by the recorded vote set out below, was declared to be carried.

For the Motion (57)

Muhammad Afzal	Kath Hartley	Brett O'Reilly
Akhlaq Ahmed	Mahmood Hussain	John O'Shea
Mohammed Aikhlaq	Shabrana Hussain	Robert Pocock
Alex Aitken	Mohammed Idrees	Julien Pritchard
Safia Akhtar	Zafar Iqbal	Chauhdry Rashid
Olly Armstrong	Ziaul Islam	Carl Rice
Gurdial Singh Atwal	Kerry Jenkins	Lou Robson
Kate Booth	Julie Johnson	Kath Scott
Sir Albert Bore	Brigid Jones	Lucy Seymour-Smith

City Council – 1 December 2020

Marje Bridle	Nagina Kauser	Shafique Shah
Mick Brown	Mariam Khan	Mike Sharpe
Tristan Chatfield	Narinder Kaur Kooner	Sybil Spence
Liz Clements	Chaman Lal	Martin Straker Welds
John Cotton	Mike Leddy	Sharon Thompson
Diane Donaldson	Mary Locke	Paul Tilsley
Jayne Francis	Majid Mahmood	Lisa Trickett
Peter Griffiths	Zhor Malik	Ian Ward
Fred Grindrod	Karen McCarthy	Mike Ward
Paulette Hamilton	Saddak Miah	Waseem Zaffar

Against the motion (23)

Deirdre Alden	Eddie Freeman	Bruce Lines
Robert Alden	Peter Fowler	Ewan Mackey
Baber Baz	Roger Harmer	Gareth Moore
Bob Beauchamp	Adam Higgs	David Pears
Matt Bennett	Charlotte Hodivala	Gary Sambrook
Debbie Clancy	Timothy Huxtable	Ken Wood
Maureen Cornish	Morriam Jan	Alex Yip
Adrian Delaney	Meirion Jenkins	

Abstentions (1)

Jon Hunt

It was therefore-

19420 **RESOLVED:-**

That City Council approves the Interim Statement of Licensing Policy 2020 and authorises:

- (i) the City Solicitor to update the list of Policy Framework Plans to include the same; and
- (ii) the Assistant Director of Regulation and Enforcement to do what is necessary to publish and comply with the same.

PROVISIONAL DATE OF THE NEXT MEETING

19421 The Deputy Lord Mayor asked Members to note that the provisional date of the next meeting of City Council is 12 January 2021.

The meeting ended at 1755 hours.

APPENDIX

Questions and replies in accordance with Council Rules of Procedure B4.4 F of the Constitution:-

**WRITTEN QUESTION TO THE LEADER OF THE COUNCIL FROM COUNCILLOR
MIKE WARD.**

A1 UNEMPLOYMENT

Question:

According to the Guardian, Birmingham now has the second highest unemployment rate in the country. Could the leader state how this situation (if correct) has arisen?

Answer:

I would have thought the reasons behind this were obvious.
The local economy and labour market have been hit hard by Covid-19 due to the high concentration of exposed sectors like tourism and hospitality and retail in the city. Since the pandemic began claimant count unemployment in Birmingham has increased by 33,255 (+68%).

The city also has a young and diverse population and emerging evidence nationally has indicated that young workers and BAME workers have been more exposed to the labour market impacts of the pandemic. Youth claimant count unemployment in the city is high and has increased by 7,545 (+85%) since February.

As a City Council we have worked hard to ensure our businesses benefit from government financial aid and have issued Small Business Grants and Discretionary Grant payments totalling £230m to 19,000 businesses. We have also consulted on our plans for economic recovery which includes a number of major schemes that will help tackle the inequalities and injustices highlighted by the crisis; and we have led efforts to establish a Jobs and Skills Taskforce for the city and region.

**WRITTEN QUESTION TO THE LEADER OF THE COUNCIL FROM COUNCILLOR
JON HUNT.**

A2 2030 STEPS

Question:

What steps is he taking to ensure the council meets its zero carbon objectives for 2030?

Answer:

Since the declaration of the Climate Emergency in June 2019 work has been undertaken to:

- Agree initial priorities for the Council and work to deliver these. Updates on these actions were most recently provided to Full Council in September 2020.
- Bring together the Route to Zero Task Force to guide work on an Action Plan to reduce carbon emissions. This has included a number of areas of work including:
 - Community engagement through an online survey and focus groups
 - Sandpit policy discussion session to identify barriers and opportunities around achieving net zero carbon in relation to specific topics including transport, planning, and housing.
- Commissioning a study to set out the current emissions baseline and identify the actions that can be taken to reduce both the Council's own emissions and emissions arising from the city as a whole (known as the Anthesis report). These recommended actions were reported to Full Council in September.
- Work is currently underway to prepare a more detailed, prioritised, and as far as possible, costed action plan to set out the priorities for the next two years. This Action Plan will set out the achievements to date, what we need to do next to scale up the delivery of the actions and where lobbying and funding is required. This Action Plan will be reported to Full Council in January 2021.

In addition to the Action Plan which will set out the priorities, work is also on-going to consider how the recommendations from the Anthesis report (as reported to September Council) can be implemented and the timescales and costs for doing so.

WRITTEN QUESTION TO THE LEADER OF THE COUNCIL FROM COUNCILLOR PAUL TILSLEY.

A3 SOCIAL HOUSING

Question:

Could he set out what proportion of the council's planned new housing stock will be a) affordable housing and b) social housing, explaining in what way housing defined as affordable will be accessible for those on low incomes?

Answer:

Our BMHT housing building programme is set currently to deliver 3000 new homes over the next ten years with approximately 60% of these homes retained by the council for rent. The vast majority of those will be at a social rent level, an affordable rent level will be applied to new homes built using affordable housing grant and this is no more than £2-3 per week above the social rent level. The remaining 40% of homes will be for outright sale, experience tells us that a large proportion of our sale properties are bought by first times buyers, assisted through the Help to Buy scheme.

We are working with internal and external partners to accelerate the delivery of affordable homes across the City with an aspiration to deliver 7000 new affordable homes by 2031.

We are also in the process of carrying out what is commonly known as a Strategic Housing Market Assessment (Local Needs Assessment) which will give us current and detailed information on the demographic characteristics of our housing market, income levels and household housing needs. This will enable us to establish the proportion of our affordable homes that need to be a) affordable and b) social rented, for those on low income. This proportion will then be reflected in our development plans.

**WRITTEN QUESTION TO THE LEADER OF THE COUNCIL FROM
COUNCILLOR ALEX YIP**

A4 New Equalities Training

Question:

Please provide a copy of the new equalities training being provided to staff?

Answer:

In response to the actions identified in the Workforce Race Equity Review 2020-2021 which was signed off on the 10 November, the OD/Workforce Development team have made the following additions to the council wide Your Development programme. The courses are hosted on a learning platform and available to access by all employees along with over 100 additional courses covering management, core and transitional skills.

- **Unconscious Bias for managers** – delivered as a virtual instructor led workshop where people dial in via Microsoft Teams. The first course is to be delivered on the 10 December and dates are booked to run monthly thereafter. In January a Future Leader programme is to be piloted and this training is a core module that all managers will be expected to complete.
- **Unconscious Bias for employees** – This will be delivered from January by as a virtual instructor led workshop where people dial in via Microsoft Teams but also consideration will be made to those operational “off line” workers where alternatives such as managers guides, leaflets and flash cards will be made available to ensure key messages are relayed.
- **Recruitment and Selection modules 1 and 2** – Module 1 relates to the initial recruitment process and module 2 became live from the 12 November which relates to interview and selection. Reference to unconscious bias, equality, diversity and inclusivity runs throughout and it is expected that all recruiting managers complete prior to engaging in the recruitment process.

In recognition to varied learning styles a suite of **micro learning** online modules lasting no more than 10 minutes are also to be launched in the next 2 weeks. These will again be available to all staff to access either through their laptop or smart phone.

- Direct and indirect discrimination
- Bullying and harassment
- Sexual harassment
- Achieving equality and diversity
- Gender identity

- Unconscious bias
- Gender equality
- Gender pay gap
- Introduction to neurodiversity
- Ways to make your workplace more equal
- Sorry
- Anti-racism
- Black lives matter
- Privilege

**WRITTEN QUESTION TO THE LEADER OF THE COUNCIL FROM
COUNCILLOR KEN WOOD**

A5 Council Facilities

Question:

What Council facilities/assets have received 'Covid safe' rating from Visit England?

Answer:

Prior to the opening of our operational buildings risk assessments have been undertaken to ensure they are COVID secure. There are robust processes in place to ensure all of our facilities are COVID safe.

It is not necessary for the estate to obtain the COVID safe rating from visit England as this is aimed at the tourist industry. Therefore, Birmingham Museum and Art Gallery has received a rating from Visit England.

**WRITTEN QUESTION TO THE LEADER OF THE COUNCIL FROM
COUNCILLOR MEIRION JENKINS**

A6 Flyover

Question:

What is the latest proposed timetable for delivery and completion of the administration's plan to demolish the flyover in Perry Barr?

Answer:

The flyover will be dismantled in stages as part of the second phase of works for the Highway scheme which is due to start on the weekend of 8th - 11th January 2021.

By Summer 2021 the Birchfield Structure and the A34 Mainline Works will be substantially complete and by Winter 2021 the whole project will be completed.

**WRITTEN QUESTION TO THE LEADER OF THE COUNCIL FROM
COUNCILLOR DAVID BARRIE**

A7 Perry Barr Village

Question:

How many people will be living on the Perry Barr Village site by August 2022?

Answer:

The Homes on the Perry Barr residential scheme are planned for completion in 2022.

The ongoing impact of COVID-19 on construction productivity and timelines is being monitored closely. The Council is also developing its sales and marketing strategy presently and remains committed to enabling new residents to move in at the earliest opportunity when construction has been completed to all relevant and satisfactory standards.

As a result of this it is not possible to give a number in answer to the question at this time

**WRITTEN QUESTION TO THE LEADER OF THE COUNCIL FROM
COUNCILLOR BOB BEAUCHAMP**

A8 Tree Removal

Question:

Listed by Ward how many trees have been removed by any Council department, or any contractor on behalf of the Council in each year since May 2012?

Answer:

Parks Department Data



A8 - Parks.xlsx

Due to the change in Wards part way through 2019, the data for that year includes both the old and new Wards.

Highways HMPE Data

Ward	Felled Trees 2012 to Date
Acocks Green	407
Aston	150
Bartley Green	321
Billesley	589
Bordesley Green	264
Bournville	302
Brandwood	206
Edgbaston	97
Erdington	262
Hall Green	640
Handsworth Wood	332
Harborne	323
Hodge Hill	271
Kings Norton	306
Kingstanding	193
Ladywood	114
Longbridge	293
Lozells and East Handsworth	238
Moseley and Kings Heath	123
Nechells	422
No Code Allocated	3
Northfield	332
Oscott	522
Perry Barr	423
Quinton	415
Selly Oak	206
Shard End	215
Sheldon	424

City Council – 1 December 2020

Soho	78
South Yardley	361
Sparkbrook	77
Springfield	218
Stechford and Yardley North	274
Stockland Green	228
Sutton Four Oaks	126
Sutton New Hall	203
Sutton Trinity	158
Sutton Vesey	328
Tyburn	257
Washwood Heath	108
Weoley	463
Grand Total	11272

Due to a system upgrade this information also includes historical information from June 2010 onwards.

It has not been possible in the time allowed to collate the information from Highways on a year by year basis. However, the Principal Arboriculturist at the City Council has offered to provide an information session for Elected Members to answer queries and I will ensure that this is arranged.

**WRITTEN QUESTION TO THE LEADER OF THE COUNCIL FROM
COUNCILLOR GARETH MOORE**

A9 Trees Planted

Question:

Listed by Ward, how many trees have been planted by or on behalf of the Council in each year since May 2012?

Answer:

TREE PLANTING DATA BY WARD FOR HIGHWAYS HMPE

Const / District	Ward	Years 2012-2020
Edgbaston	Quinton	271
Edgbaston	Bartley Green	131
Edgbaston	Edgbaston	61
Edgbaston	Harborne	238
Erdington	Tyburn	254
Erdington	Erdington	263
Erdington	Kingstanding	246
Erdington	Stockland Green	241
Hall Green	Moseley & Kings Heath	105
Hall Green	Springfield	209
Hall Green	Hall Green	595
Hall Green	Sparkbrook	62
Hodge Hill	Bordesley Green	215
Hodge Hill	Hodge Hill	259
Hodge Hill	Washwood Heath	126
Hodge Hill	Shard End	251
Ladywood	Ladywood	96
Ladywood	Soho	88
Ladywood	Nechelles	318
Ladywood	Aston	185
Northfield	Longbridge	269
Northfield	Northfield	413
Northfield	Weoley	435
Northfield	Kings Norton	325
Perry Barr	Oscott	587
Perry Barr	Perry Barr	396
Perry Barr	Handsworth Wood	358
Perry Barr	Lozells & East Handsworth	194
Selly Oak	Selly Oak	206
Selly Oak	Brandwood	269
Selly Oak	Billesley	498
Selly Oak	Bournville	337
Sutton Coldfield	Sutton Four Oaks	192
Sutton Coldfield	Sutton Vesey	333

4510

City Council – 1 December 2020

Sutton Coldfield	Sutton Trinity	182
Sutton Coldfield	Sutton New Hall	246
Yardley	Acocks Green	344
Yardley	Sheldon	495
Yardley	South Yardley	337
Yardley	Stechford and Yardley North	291

TREE PLANTING DATA FOR BIRMINGHAM TREES FOR LIFE (BTFL)

BTFL aimed to have two plantings per constituency per year. However, it isn't always possible to cover all Wards (over a cycle of years) as some Wards did not have suitable planting sites.

BTFL report to O&S on an annual basis and an annual report is produced which details where each planting occurred, who was involved and what trees were planted.

This is all available on their web pages as freely accessible. www.btfl.org.uk/past-projects/

It has not been possible in the time allowed to collate the information on a year by year basis. However, the Principal Arboriculturist at the City Council has offered to provide an information session for Elected Members to answer queries and I will ensure that this is arranged.

**WRITTEN QUESTION TO THE LEADER OF THE COUNCIL FROM
COUNCILLOR MACKEY**

A10 Commonwealth Games

Question:

What is the current project timeline and completion date for all Commonwealth Games projects being delivered by Birmingham City Council?

Answer:

Birmingham City Council is directly responsible for the delivery of the Alexander Stadium. The main construction works commenced on site on 26 May 2020 and is on target for completion on 01 April 2022.

Birmingham City Council is also responsible for the delivery of a cleared site at Smithfield. The works will commence on 19 April 21 and complete on 10 January 2022.

We continue to work extremely closely with the OC and are looking to agree works for other events and training venues. Once we have clarity on the exact requirements, information will be shared.

**WRITTEN QUESTION TO THE CABINET MEMBER FOR CHILDREN'S
WELLBEING FROM COUNCILLOR BOB BEAUCHAMP**

B1 Developing Local Provision (DLP)

Question:

“You have confirmed that the Government has provided you with substantial increase in the money you receive for pupils with more complex SEND (the High Needs Block). You have further confirmed that there is a substantial amount still available to support local developments. Currently, there are hundreds of SEND children:

- **receiving no education;**
- **not receiving their SEND provision as stated in Section F of their EHCPs and are taught by your Home Bridging Team (thus rendering a clear failure by the LA to not secure Section F provision);**
- **not attending their named mainstream school on a full-time basis as the school cannot meet their needs;**
- **with Annual Reviews recommending a change of placement to special school but due to no appropriate special school places available are having to carry on at mainstream without having their needs properly met;**
- **have EHCPs Finalised by ‘type’ i.e. Special School placement but not naming a Special School due to insufficiency of places**
(this list is not exhaustive, and we are confident that you could add to this with further examples/reasons of SEND children out of school or not having their needs met due to lack of special school places)

Please state clearly how the DLP will support these hundreds of SEND children by providing an outcome and impact map based on accurate data?

Answer:

The Developing Local Provision project is supporting school led activity to:

- Enable and facilitate partnerships of schools to develop capacity and provision for pupils with SEND in mainstream schools
- Provide creative and innovative solutions to identify and develop additional provision in mainstream schools working with a range of partners to help to get pupils not attending back into school and to address locality priorities e.g. pupils on part time timetables, poor attenders etc
- Developing the outreach role of special schools to support mainstream schools in meeting the needs of more complex pupils
- Working with Alternative Providers to create be-spoke programmes and placements for pupils for whom school is not currently the right place

All consortia and networks have been given contextual data for the overall performance of all schools in their network or consortia to inform their decisions on priorities for improvement. This data includes progress performance data in maths English, attendance, exclusions mobility. Due to COVID-19 and the impact of this pandemic on pupils' attendance and performance and on the integrity of data, the use of comparative data to show impact based on data from last year is not possible.

Therefore, consortia and networks are using their own current live data on the priorities for improvement they have identified and are being provided with support from the DLP funding to collate and analyse this data to establish baselines from which to measure the impact on outcomes. Schools will regularly update this data from their own systems, and this will be reported to enable Consortia and networks to show impact of the DLP projects on those priority areas using their own live data. This process has been developed with headteachers. Priorities being identified by consortia and networks are based on many of the priority areas itemised in this question e.g. Those pupils out of school, not attending, on part time timetables. etc

The project overall is aimed at improving outcomes and provision for pupils in mainstream schools. See B11 for context and reasons for this.

In addition all project proposals are required to identify the Key Performance Indicators they will use to show impact and also to demonstrate how they will collect and use views from pupils and parents to show impact of the project .No proposals will be agreed unless this information is provided and convincing An additional strand of the funding is being used to work on identified cohorts of pupils in Early Years and in secondary schools who are currently without a school place or at risk of placement breakdown. The DLP will report on numbers of those children and young people who are now in provision or who have been retained in their current place due to support provided

**WRITTEN QUESTION TO THE CABINET MEMBER FOR CHILDREN'S
WELLBEING FROM COUNCILLOR DAVID BARRIE**

B2 Independent Provision Costs

Question:

Please provide a breakdown of the names of all Independent Schools and education providers that children with EHCPs are attending, specifying:

- **The number of students attending**
- **The amount of money that is paid to each schools and education providers.**
- **The year groups the students are in**
- **The categories of presenting need**
- **An explanation of why this need cannot be met in local maintained specialist provision.**

Answer:

***Key for the categories of presenting need:**

ASC: Autism Spectrum Condition

C&L: Cognition and Learning

PMLD/SLD: Profound and Multiple Learning Disabilities/Severe Learning Disability

SENSORY: Visual/hearing Impairment, or physical difficulties

SEMH: Social, Emotional, Mental Health

SPLD: Specific Learning Difficulty

SLCN: Speech, Language and Communication Needs

OTHER: Other/Not recorded

The decisions made around the need for specific and individual independent placements are mostly historical and therefore it is difficult to provide an accurate and detailed narrative for each provider or each placement.

Overall placements in independent provision are almost exclusively related to the lack of capacity in maintained and academy provision at the time, the requirement for residential provision alongside specialist educational provision, the result of tribunal decisions or the inability of the LA to defeat preference on grounds of cost. On occasions where a child or young person is extremely vulnerable or has very complex, unique and wide ranging educational, social, emotional, physical or health needs or if placed in local provision they would be a danger to themselves or others, a highly specialised and bespoke independent placement is needed

Name of setting	Number of students attending	Projected Spend Current Pupils 2020/21 (£)	The year groups the students are in	Categories of presenting need
Riverside Education	55	1,211,909	Y9, Y10, Y11, Y12, Y13, Y14	ASC, Other, SEMH

City Council – 1 December 2020

St George's School Edgbaston	50	1,206,444	Y2, Y4, Y7, Y8, Y9, Y10, Y11, Y12, Y13, Y14	ASC, C&L, SEMH, SENSORY, SLCN, SpLD
St Paul's	31	700,133	Y4, Y5, Y6, Y7, Y8, Y9, Y10, Y11, Y12	ASC, C&L, SEMH
Arc School Oakbridge	16	762,012	Y3, Y4, Y6, Y7, Y8, Y9, Y10, Y11	ASC, OTHER, SEMH
Longdon Hall School	16	636,755	Y6, Y8, Y9, Y10, Y11	ASC, C&L, SEMH, SLCN
New Ways School (Keys Group)	14	501,586	Y8, Y9, Y11, Y12	ASC, C&L, SEMH
Maple Hayes Hall School	12	175,825	Y6, Y7, Y8, Y9, Y10, Y11	C&L, SpLD
Newbury School	11	299,406	Y8, Y9, Y10, Y12	ASC, SEMH
Nova Training - Birmingham	10	42,320	Y12, Y13, Y14, Y16, Y17	ASC, C&L, OTHER, SEMH, SLCN
Rugeley School	9	924,968	Y5, Y6, Y7, Y8, Y9, Y11, Y12	ASC, C&L, SEMH
Kimichi School	8	130,741	Y7, Y8, Y9, Y10, Y11, Y13, Y14	ASC, C&L, SEMH, SpLD
Wenlock School	7	421,696	Y4, Y6, Y8, Y11	ASC, SEMH
Birmingham Independent College (BIC)	7	193,616	Y12, Y14, Y15	ASC, PMLD/SLD, SEMH
Spring Hill High School	7	478,732	Y9, Y11, Y12, Y13, Y14	ASC, C&L, SEMH
R.Y.A.N. Education Academy	6	168,000	Y10, Y11, Y12	ASC, C&L, SEMH
Hamd House School	6	227,750	Y3, Y7, Y8, Y9, Y10	C&L, OTHER, SEMH, SENSORY
Longdon Park School	6	265,998	Y8, Y9, Y10, Y13	ASC, SEMH
The Island Project School	6	332,968	Y4, Y6, Y8, Y10, Y13	ASC, C&L
National Institute for Conductive Education	6	100,733	Y0, Y1, Y2, Y3, Y4	C&L, PMLD/SLD, SENSORY
Values Academy	5	129,025	Y9, Y10, Y11	SEMH
Arc School Old Arley	4	227,244	Y10, Y11, Y12	ASC, C&L
Arc School Ansley	4	212,964	Y8, Y9, Y10, Y11	ASC, C&L, SEMH
Sunfield School	3	300,172	Y8, Y12	ASC, SEMH, SENSORY
Highclare School	3	64,080	Y7, Y8, Y11	ASC, SEMH, SENSORY
Future First Independent School	3	84,825	Y10, Y11	SEMH
Oscott Academy	3	72,000	Y11	ASC, SEMH
Norton College	3	105,430	Y11, Y13	SEMH
Silver Birch	2	55,500	Y11, Y12	ASC, SEMH
Rowden House School	2	170,224	Y13	PMLD/SLD
Titan Aston Academy	2	22,500	Y11	ASC, SEMH
Mary Hare School	2	94,820	Y10, Y11	SENSORY
Hillcrest Shifnal School	2	130,000	Y7, Y9	ASC, SEMH

City Council – 1 December 2020

Nova Training - Oldbury	2	18,788	Y14, Y17	C&L, SEMH
Lichfield Cathedral School	2	20,406	Y7, Y10	ASC, SLCN
Gloverspiece School	2	57,000	Y5, Y6	ASC
Arc School Napton	2	106,833	Y7, Y8	SEMH
Riverside Education (Erdington)	2	46,336	Y11, Y14	ASC, SEMH
Mander Portman Woodward Independent College	2	12,376	Y13	ASC, SEMH
Inscape House School	1	*	Y11	SEMH
The Rowan School	1	*	Y3	ASC
Strathmore College	1	*	Y15	ASC
Cambian New Elizabethan School	1	*	Y12	ASC
Broadwood School (Keys Group)	1	*	Y11	SEMH
Options Higford	1	*	Y8	ASC
St Rose's Special School	1	*	Y11	ASC
Orion School	1	*	Y9	SEMH
The Haven School	1	*	Y10	SEMH
Meadow View Farm School	1	*	Y3	SEMH
TLG North Birmingham	1	*	Y9	SEMH
Peak Education	1	*	Y13	SEMH
Hopwood Hall School	1	*	Y9 -	SEMH
Queenswood School	1	*	Y9	SEMH
Avecinna Academy	1	*	Y8	SENSORY
Bladon House School	1	*	Y10	ASC
Stafford Hall School	1	*	Y14	PMLD/SLD
Woodbury School - Horizon Care and Education	1	*	Y11	SEMH
Bredon School	1	*	Y9	OTHER
City United Academy	1	*	Y11	SEMH
Northleigh House School	1	*	Y2	SpLD
New College Worcester	1	*	Y14	SENSORY
Beechwood College	1	*	Y16	PMLD/SLD
Royal School, Manchester(Seashell Trust)	1	*	Y17	PMLD/SLD

4517

City Council – 1 December 2020

Blackwater Academy	1	*	Y10	SEMH
Aran Hall School	1	*	Y12	ASC
Nova Training - Dudley	1	*	Y14	ASC
Evergreen School	1	*	Y7	SEMH
Blue Whale Training Ltd	1	*	Y12	ASC
Total	362	12,403,351		

*Due to data protection requirements the figures showing the cost of provision for a single child have not been included. However, the total figure does include them.

WRITTEN QUESTION TO THE CABINET MEMBER FOR CHILDREN'S WELLBEING FROM COUNCILLOR DAVID PEARS

B3 Alternative Providers

Question:

Please provide a breakdown of the names of all Alternative Providers and that children in Birmingham are attending, specifying:

- **The number of students attending**
- **The amount of money that is paid to each Alternative Provider**
- **The year groups the students are in**
- **The number of these students that have EHCPs**
- **An explanation of why this need cannot be met in local mainstream provision.**

Answer:

Birmingham has eight state funded and registered alternative provision (AP) establishments. These include six alternative provision free schools, one pupil referral unit (PRU) and James Brindley School which provides support to children unable to attend mainstream school because of health related or special educational needs (the school is both registered as a special school and falls within the DfE definition of an AP). The largest provision is the City of Birmingham School (COBS), a PRU which operates over eight sites across the city, providing support and education for permanently excluded pupils.

Alternative Provision	Number of students	Amount paid	Year groups	Number of EHCPs	Why this need cannot be met in local mainstream provision
City of Birmingham School (COBS)	441	For 2020/21 the allocated total funding is £7,373,607. This includes full year agreed place funding and the top up funding for COBS pupils.	Yr1 – 3 Yr2 – 10 Yr3 – 16 Yr4 – 24 Yr5 – 27 Yr8 – 25 Yr9 – 71 Yr10 – 98 Yr11- 129	38	The purpose of COBS is to assess children who have been permanently excluded from mainstream settings, respond with appropriate support and interventions with a view to their reintegration back into a mainstream school. COBS also support children in care who are at significant risk of permanent exclusion to prevent that eventuality.
East Birmingham Network Academy	60	East Birmingham Network Academy is a free school and so primarily receives its funding directly from the DfE. East Birmingham Network Academy has	Yr 9 – 4 Yr 10 - 14 Yr 11 - 42	1	Referrals by schools of children at risk of permanent exclusion or whose behaviour requires intervention to support engagement in mainstream provision.

City Council – 1 December 2020

		not received any funding from BCC in 2020/21 to date.			
EBN Academy 2	44	EBN Academy 2 is a free school and so primarily receives its funding directly from the DfE. EBN Academy 2 has not received any funding from BCC in 2020/21 to date.	Yr 9 - 9 Yr10 – 12 Yr 11 – 23	1	Referrals by schools of children at risk of permanent exclusion or whose behaviour requires intervention to support engagement in mainstream provision.
James Brindley School	233	James Brindley is an Academy Hospital School and is funded directly by the ESFA having recouped it against DSG High Needs Block as High Needs places. Total top up funding for James Brindley school/teaching centres/AP for 2020/21 is projected at £742,372. Of this, £130,659 is projected for Alternative Provision with the remainder being for the James Brindley Dovedale setting which is for children and young people with a diagnosis of ASD.	Yr5 – 9 Yr7 – 10 Yr8 – 15 Yr9 – 61 Yr10 – 69 Yr11 - 69	35	Supports children who are not able to attend mainstream school because of medical conditions and special educational needs.
Reach School	27	Reach School is a free school and so primarily receives its funding directly from the DfE. Reach School received £37,422 from BCC during 2020/21.	Yr 9 – 8 Yr 10 – 28 Yr 11 – 28	0	Referrals by schools of children at risk of permanent exclusion or whose behaviour requires intervention to support engagement in mainstream provision

City Council – 1 December 2020

The Edge Academy	52	The Edge Academy is a free school and so receives its funding directly from the DfE.	Yr 8 – 7. Yr 9 – 10. Yr 10 – 22 Yr 11 – 32	1	Referrals by schools of children at risk of permanent exclusion or whose behaviour requires intervention to support engagement in mainstream provision
Titan Aston Academy	37	Titan Aston Academy is a free school and mainly receives its funding directly from the DfE. Titan Aston Academy has not received any funding from BCC in 2020/21 to date.	Yr 9 – 1. Yr 10 – 10 Yr 11 – 26	2	Referrals by schools of children at risk of permanent exclusion or whose behaviour requires intervention to support engagement in mainstream provision
Titan St George's Academy	63	Titan St George's Academy is a free school and mainly receives its funding directly from the DfE. Titan St George's Academy has not received any funding from BCC in 2020/21 to date.	Yr 8 – 3 Yr 9 – 6 Yr 10- 22 Yr 11- 32.	1	Referrals by schools of children at risk of permanent exclusion or whose behaviour requires intervention to support engagement in mainstream provision

**WRITTEN QUESTION TO THE CABINET MEMBER FOR CHILDREN'S
WELLBEING FROM COUNCILLOR KEN WOOD**

B4 Judicial Reviews

Question:

There has been a 540% increase from 2019 in JRs. This represents significant statutory failings by the SEND department. Please details these statutory failings and clear action being taken to resolve these failings?

Answer:

There has not been a 540% increase in Judicial Reviews.

There has been an increase this year in the number of letters received under the Pre-action Protocol for Judicial Review. This is the stage before Court proceedings might be started and where any issues in dispute can be resolved without going to Court. There have been no Judicial Review Court rulings of statutory failings by the SEND department in 2020.

The pre-action letters received this year have alleged in some cases that the Council has:

- Failed to secure the provision set out in the EHCP in breach of section 42 of the Children and Families Act 2014;
- Failed to secure alternative suitable education for children who are unable to attend school in breach of section 19 of the Education Act 1996;
- Failed to comply with the timescales set out in the Children and Families Act 2014 and Special Educational Needs and Disability Regulations 2014, for example to issue a Final EHCP within 20 weeks of a request for an assessment being received.

The Council is able to avoid a claim for Judicial Review being issued in Court where it is able to demonstrate that either it is not in breach of its statutory duties, or it has already taken or is willing to take some, or all, of the steps requested by the proposed claimant.

Regular meetings are now taking place between the Interim Head of the SEND Service and Legal Services in order to ensure that the legal framework and the requirements of the SEND Code of Practice are being followed. Decision-making procedures and other processes within the SEND Service are also being reviewed by Legal Services in order to identify any areas for improvement.

**WRITTEN QUESTION TO THE CABINET MEMBER FOR CHILDREN'S
WELLBEING FROM COUNCILLOR TIMOTHY HUXTABLE**

B5 Attendance Rates at Alternative Provision (AP)

Question:

Please provide a monthly breakdown of attendance at each AP in Birmingham since September 2020?

Answer:

Birmingham has eight state funded and registered alternative provision establishments. These include six alternative provision free schools, one pupil referral unit (PRU) and James Brindley School which provides support to children unable to attend mainstream school because of health related or special educational needs. The largest provision is the City of Birmingham School (COBS), a PRU which operates over eight sites across the city, providing support and education for permanently excluded pupils. Attendance information for these eight settings is below:

School Name	September	October	November
East Birmingham Network Academy	72.7	71.7	69.6
EBN Academy 2	65.1	71.7	64.7
Reach School	66.8	79.1	77.9
The Edge Academy	64.6	75	50.3
Titan Aston Academy	72.4	20.3	47.8
Titan St Georges Academy	39.3	52.1	51.2

School Name	September	October	November
City of Birmingham School	38.2	40.5	27.4
James Brindley School	43.4	45.2	39.4

**WRITTEN QUESTION TO THE CABINET MEMBER FOR CHILDREN'S
WELLBEING FROM COUNCILLOR EWAN MACKEY**

B6 SEN Support Plans

Question:

Of the 60 children and young people receiving SEN Support Plans identified in the answer to written question C16 last month have any subsequently requested EHCP assessments? Please only answer yes/no

Answer:

Yes

**WRITTEN QUESTION TO THE CABINET MEMBER FOR CHILDREN'S
WELLBEING FROM COUNCILLOR RON STORER**

B7 Developing Local Provisions

Question:

How will “Developing Local Provision” ensure that no student is transferred to an Alternative Provider?

Answer:

The Developing Local Provision team will work with school leaders, specialist staff, children and young people and parents to ensure that pupils are placed in the provision that best meets their needs and maximises the young peoples' chances of success. For some pupils this may result in placements in alternative provision.

**WRITTEN QUESTION TO THE CABINET MEMBER FOR CHILDREN'S
WELLBEING FROM COUNCILLOR GARETH MOORE**

B8 Mainstream Schools Awaiting Special School Placement

Question:

The answer to written question C15 of last month stated that 199 children with EHCPs in Birmingham are currently being educated in mainstream schools, but awaiting a specialist placement. Please detail how and by whom it is being ensured that the mainstream schools are meeting statutory Section F requirements for these children?

Answer:

We have identified over 100 spaces in our special schools and are in the process of trying to match pupils to these vacancies. We are also planning to commission additional places in our SEMH and ASC specific schools, as these are currently areas where there is a shortage of provision.

While pupils are awaiting placement, the SEND Advisory services are offering support and advice to current settings around appropriate provision.

The ASC team are reviewing all children whose EHC names special and they are in a mainstream school and through planning meeting notes, knowledge from the link professional and contact with school are identifying where additional support is needed for the school and child. This will be an on-going piece of work.

**WRITTEN QUESTION TO THE CABINET MEMBER FOR CHILDREN'S
WELLBEING FROM COUNCILLOR PETER FOWLER**

B9 Home Bridging Team (HBT) and Link Professionals

Question:

The answer to written question C12 of last month stated that 55 children with EHCPs in Birmingham are currently being home educated. Please detail how you are assured that the Home Bridging Team and Link Professionals referred to in that answer ensure that statutory Section F requirements are being met for these children

Answer:

As part of safe and well calls with families, conversations have been had around how the Home Bridging Team and tutoring agencies ensure that the child needs are in place. Where families need physiotherapy for example this has been more challenging to deliver as lockdown and social distancing measures have prevented some working. The Home Bridging Team has been working with families to hold annual reviews and support with transition into a setting.

The Home Bridging Team and Link Professionals have worked hard with families since lockdown began to ensure that all aspects of EHC plan can be delivered, where this has not been possible families have been aware of reasons why and next steps to support. Academically the team have been able to offer a wider range of support but where a child is in need of mentoring support because of their social and emotional needs it has been more of a challenge to do direct work as some of these young people do not want to engage with online sessions with cameras on. There are families who are also anxious and have not wanted to attend appointments or have visitors to the home while Covid restrictions are in place. Home Bridging Team and Link Professionals have worked hard to build positive relationships with families so that the right support can be put in place.

The Home Bridging Team works closely with link professionals, families and interim tuition agencies to ensure that families are supported while they await a school placement.

This academic year face to face tutoring has resumed with the tuition agencies where possible. Families have reported positive feedback on how tutors have used PPE and risk assessed coming into the home. Equally there are number of children who have continued with online/virtual tuition sessions as their engagement and attainment is better. The Home Bridging Team continue to set work for students and have this academic year delivered more online teaching sessions alongside mentoring and supporting children in their safe and well calls.

A number of families feel that their child is not yet ready for a school placement yet have engaged well with online learning and Home Bridging Team are working with Academy 21 for online tutoring and continuing to offer regular mentoring sessions. Crucial to this is the regular contact with families which takes place.

As new children are identified as being without a school place they are being referred to Home Bridging Team, are allocated a key worker and discussions with families around the interim support which can be offered. Some families have vulnerable family members or are highly anxious and do not want tutors to come into the home. Home Bridging Team liaise with any

other professionals involved with the child and or family so that contact and support for the family is consistent and all agencies know next steps.

**WRITTEN QUESTION TO THE CABINET MEMBER FOR CHILDREN'S
WELLBEING FROM COUNCILLOR BRUCE LINES**

B10 EHCP Requests

Question:

Please provide a month by month breakdown of EHP requests since September 2019 specifying each month:

- **The number of EHCP requests received**
- **The percentage of requests declined.**
- **The number of appeals lodged at tribunal**
- **The percentage where the council's decision not to assess was upheld by the tribunal**

Answer:

Month	Number of Requests Received	Number of Refusal To Assess from those received	Percentage of Refusal To Assess from those received	Note	Appeals Lodged	Appeals relating to Refusal to Assess	Percentage of Appeals lodged as Refusal To Assess	Percentage of Refusal to Assess Decisions Upheld	Note
Sep-19	115	46	40%		22	5	23%	0%	These appeals were not opposed prior to the appeal progressing, therefore went on to assessment.
Oct-19	145	56	39%		22	6	27%	0%	
Nov-19	135	39	29%		12	4	33%	0%	
Dec-19	159	36	23%		9	2	22%	0%	
Jan-20	128	36	28%		21	4	19%	0%	
Feb-20	137	37	27%		18	3	17%	0%	
Mar-20	159	47	30%		19	5	26%	0%	
Apr-20	120	12	10%		18	4	22%	0%	
May-20	96	25	26%		20	2	10%	0%	
Jun-20	117	27	23%		29	5	17%	0%	
Jul-20	92	16	17%		40	3	8%	0%	
Aug-20	37	8	22%		26	2	8%	0%	
Sep-20	68	19	28%		22	2	9%	0%	

City Council – 1 December 2020

Oct-20	128	11	9%	Decisions are still to be made on all 101 Requests	16	2	13%	0%	
Nov-20	101	0	0%	Decisions are still to be made on 105 Requests	16	3	19%	0%	
Total	1737	415	24%		310	52	17%		

**WRITTEN QUESTION TO THE CABINET MEMBER FOR CHILDREN'S
WELLBEING FROM COUNCILLOR CHARLOTTE HODIVALA**

B11 Developing Local Provision (DLP)

Question:

The Council is proposing, through the DLP, to spend a substantial amount of money developing local provision in mainstream schools without the need for EHCPs. The law entitles parents and young people to request EHCPs and express preferences for Special Schools. If parents and young people wish to attend a local Special School how will the DLP meet this, given there is an insufficiency of local Special School places?

Answer:

Since the national SEND reforms of 2014, and the resultant move from school action, school action plus and statements to SEND support and EHCPs, the DFE and Ofsted have identified that the numbers of EHCPs across the country have risen, indicating that fewer pupils' needs are being identified and met earlier in the process. In addition, Ofsted reports that provision and outcomes for pupils on SEND support is an area for development across the country. Therefore, the DLP is targeted at building the capacity and developing provision of mainstream schools to better meet the needs of pupils with SEND and those on SEND support earlier in the process and enable children access to more resources and expertise to avoid the need for an EHCP.

The DLP is not in any way intending to stop parents and young people who need an EHCP to apply for one nor to stop any pupils who need a special school place to have one. The use of £7m for the DLP was a decision made by Birmingham Schools Forum whose members are from maintained schools, academies, early years providers, local partners and others across the Birmingham City Council

**WRITTEN QUESTION TO THE CABINET MEMBER FOR CHILDREN'S
WELLBEING FROM COUNCILLOR MEIRION JENKINS**

B12 Views on Developing Local Provision (DLP)

Question:

Please detail how you have obtained the views of parents and children and young on the Developing Local Provision proposal?

Answer:

We have included a section in the proposal application forms that asks the consortia and networks to state how they will collect and use the views of parents, carers, children and young people to inform their project proposals and to measure the impact.

No proposals will be accepted if this part of the form is not adequately and convincingly completed

**WRITTEN QUESTION TO THE CABINET MEMBER FOR CHILDREN'S
WELLBEING FROM COUNCILLOR ADAM HIGGS**

B13 Special School Places Waiting List

Question:

There are currently 199 children and young people in Birmingham awaiting a special school place because there is an insufficient number of places. How many Special Schools has the Cabinet Member visited to fully appreciate why many parents and mainstream schools are asking for SEND children to attend Special School?

Answer:

So far I have visited 17 out of our 27 special schools.

**WRITTEN QUESTION TO THE CABINET MEMBER FOR CHILDREN'S
WELLBEING FROM COUNCILLOR GARY SAMBROOK**

B14 Accommodating SEND Children

Question:

How are you planning on accommodating the current 199 SEND children awaiting Special School places presently?

Answer:

We have identified over 100 spaces in our special schools and are in the process of trying to match pupils to these vacancies. We are also planning to commission additional places in our SEMH and ASC specific schools, as these are currently areas where there is a shortage of provision.

We are working with mainstream settings and link professionals to develop the inclusivity of schools which will demonstrate to families that local schools can meet needs of an increasing range of children.

We are working with the commissioning team to establish what additional places are needed for specific area of SEND and locality of Birmingham. This is also being supported by the DLP work to look at how funding and resources can be made available to schools.

**WRITTEN QUESTION TO THE CABINET MEMBER FOR CHILDREN'S
WELLBEING FROM COUNCILLOR SUZANNE WEBB**

B15 Potential Litigation Risks

Question:

Please detail the potential litigation risks that the Council faces as a result of insufficiency of Special School places?

Answer:

It is the local authority's legal responsibility to ensure sufficiency of places for those with an Education Health and Care Plan (EHCP). To ensure we meet our duty we have increased the numbers of pupil places in our special schools by over 200 from 4306 in Sept 18 to 4538 by Sept 20. We currently have unused capacity in our special school estate and we are working hard to ensure that this can be maximised in order to meet local needs. This may mean working with schools to ensure that they are able to work with children with a range of disabilities beyond what they were previously supporting.

The latest review of our sufficiency in all settings is currently underway in order to plan for the next 5 years to ensure we can meet need. Our sufficiency requirements cannot be based purely on numbers of special school places but also an understanding of parental/carers choice and to this end we have developed a range of additional provision including resourced provision (special provision in mainstream schools) committing around £7.2m in the last three years to create an additional 189 places when completed.

The potential litigation risks for a local authority which would arise in the event of insufficient Special School Places are:

1. Claims for Judicial Review requiring a council to meet its statutory duty to ensure that sufficient special school places are available; requiring educational provision and placements to be made in accordance with Education, Health and Care Plans; and requiring compliance with the duties contained in the Children and Families Act 2014 in respect of children and young people with SEND.
2. Increased numbers of appeals to the First-tier Tribunal for SEND; and
3. Civil court claims for damages for failure to educate, including claims brought under the Human Rights Act.

**WRITTEN QUESTION TO THE CABINET MEMBER FOR CHILDREN'S
WELLBEING FROM COUNCILLOR DEBBIE CLANCY**

B16 SEND Consultant

Question:

Your answer to Written question C17 last month revealed that the total cost of consultants since September 2019 in relation to SEND and home to school transport is £1.8 million. Given this extraordinarily large figure, it was disappointing that you neglected to answer the question in full and tell us who received this money and what benefit we obtained from it. Please could you therefore answer the question again with the missing information included, namely:

- Interim/consultant details (named where permissible)
- Reports produced
- Performance improvement that has been made as a result of these costs

Answer:

The service area is collating the information and this will be provided the first week in the new year. Collating this information whilst the service is undergoing service improvement and transformation, will detract from officers working on service delivery in this key area, which impacts on service delivery to our children, young people and their families.

**WRITTEN QUESTION TO THE CABINET MEMBER FOR CHILDREN'S
WELLBEING FROM COUNCILLOR ADRIAN DELANEY**

B17 Interims

Question:

When interims have left earlier than expected have Exit interviews been undertaken with the interims/consultants?

Answer:

Question redirected to the Cabinet Member for Finance and Resources (D11) as it relates to HR.

**WRITTEN QUESTION TO THE CABINET MEMBER FOR CHILDREN'S
WELLBEING FROM COUNCILLOR SIMON MORRALL**

B18 Decision Making Group

Question:

In your answer to written question C6 last month you stated that the Terms of Reference for Decision Making Groups was attached but did not actually attach the document. Please could you supply this document.

Answer:

The terms of reference are currently draft, these will be shared once agreed.

**WRITTEN QUESTION TO THE CABINET MEMBER FOR CHILDREN'S
WELLBEING FROM COUNCILLOR DEIRDRE ALDEN**

B19 Decisions

Question:

In your answer to written question C10 last month you were unable to provide the following information (despite having been able to do in response to past written questions):

- The number of decisions that **SHOULD** have been made by SENAR that would have been appealable to the SENDIST (this includes requests for assessment, issuing of plans, contents of final plans and placements, as well as decisions to amend following annual reviews and transfer reviews)
- The number of decisions that were **ACTUALLY** made (same criteria as above)
- Of those, the number of decisions that were outstanding from the period prior to January 2020
- The number of resulting tribunal orders which have not yet been complied with by the Council

As another month has now elapsed could you please supply the outstanding information?

Answer:

For the period 1 January 2020 to 31 October 2020:

- The number of decisions that **SHOULD** have been made by SENAR that would have been appealable to the SENDIST (this includes requests for assessment, issuing of plans, contents of final plans and placements, as well as decisions to amend following annual reviews

- Number of initial requests for Education, Health and Care (EHC) assessments refused: 310
- Number of assessments completed and a decision made not to issue an EHC plan: 46
- Number with an EHC plan as at 31 October: 9,883
- Number of EHC plans ceased because the special educational needs of the child or young person are being met without an EHC plan: 9

Total Appealable Decisions there should be – 10,248

- The number of decisions that were **ACTUALLY** made (same criteria as above)

- Number of initial requests for Education, Health and Care (EHC) assessments refused: 310
- Number of assessments completed and a decision made not to issue an EHC plan: 46
- Number with an EHC plan where a decision was made after review: 3,806
- Number of EHC plans ceased because the special educational needs of the child or young person are being met without an EHC plan: 9

Actual Appealable Decisions – 4,171

City Council – 1 December 2020

- **Number of decisions that were outstanding from the period prior to January 2020:**
5,126
- **The number of resulting tribunal orders which have not yet been complied with by the Council:** NIL

**WRITTEN QUESTION TO THE CABINET MEMBER FOR CHILDREN'S
WELLBEING FROM COUNCILLOR ROBERT ALDEN**

B20 Training – Parent Link Service

Question:

Please detail the training that the Parent Link Service has had on SEND law and how is this training being applied?

Answer:

Parent Link Officers work alongside all agencies to seek a resolution, improving the outcomes for the child/young person. The team consists of one team coordinator, and 4 Parent Link Officers.

The themes for the referrals received are primarily linked to requests for an EHCP assessment, school placements, communication breakdown and advice and guidance.

At the moment cases are assigned to the appropriate officer according to their area of expertise; the coordinator and one officer has experience of working in SEND and Inclusion with parents and families and within SENAR; one has experience of working with Post 16 students and counselling, particularly within that age range; one officer has experience of supporting families at the point of diagnosis in a multi-agency environment; and the other two officers have experience working within an education environment, supporting young people and families.

All officers have undertaken Mandatory Training modules identified by Birmingham City Council.

A series of training sessions is being planned with the Principal Educational Psychologist, which will include SEND law and other appropriate topics.

The Parent Link Service was set up as a conduit service to liaise with parents and the appropriate professionals to identify the support required. Any specific legal questions are directed to the appropriate Heads of Service.

**WRITTEN QUESTION TO THE CABINET MEMBER FOR CHILDREN'S
WELLBEING FROM COUNCILLOR JOHN LINES**

B21 Training – Parent Link Service

Question:

If the Parent Link Service is contacted by a parent and there have been statutory failings by the council relating to the SEND Code of Practice (i.e. delays in EHC assessment decisions; EHCP delays; children with no school place) what action is the Parent Link Service undertaking to ensure that the statutory requirements are met?

Answer:

When a parent contacts the Parent Link Service and asks about support for their young person the officer will gain permission to record details and then discuss options.

The first advice is to make sure they have spoken to the setting and shared their concerns, if they do not feel able to do this the Parent Link Officer will advise that one of the team can arrange a meeting and attend with the parent.

The parent will be advised that the Parent Link Officer will contact an appropriate link professional (depending on the needs of the child), who will be able to offer strategies to the setting and parent in order to meet the needs of the child in the first instance. The Parent Link Officer forwards the query to the appropriate Provision Lead for an update or with a request for the appropriate Link Advisor to contact the parent and/or setting that is relevant to the query.

The parent will also be advised that if this is not successful then they can apply for an Education Health & Care Plan and it is explained that the process has statutory timelines and in total the process may take up to 20 weeks and that evidence from previous conversations with professionals and subsequent action plans can be used as evidence towards the application.

The themes for the referrals received are primarily linked to requests for an EHCP assessment, school placements, communication breakdown, transport and advice and guidance.

The Parent Link Co-ordinator is a member of the Decision Making Groups (DMG) for both Assessment Decisions and Issuing of the EHCP and therefore is able to flag cases which are close to Statutory timelines or which urgently need a decision.

There is a Master Spreadsheet which identifies the statutory time lines for all cases and where the case sits on the timeline. This is carefully monitored by the appropriate provision lead and Business Support officers.

This information can be accessed by all of the Parent Link Team as well as having access to any notes made at the DMG regarding the decisions. Any specific cases which are identified by the group as needing specific input by the Parent Link Team i.e. a call to a parent to explain the next part of the process are highlighted and feed back is recorded at the following meeting.

**WRITTEN QUESTION TO THE CABINET MEMBER FOR CHILDREN'S
WELLBEING FROM COUNCILLOR ALEX YIP**

B22 Travel Assist Inquiry

Question:

How much has been spent on the Independent Inquiry on Travel Assist asked for by full Council reporting back November 2020, including breakdown?

Answer:

The cost of the Home to School transport was £95k. This funding was made available to respond to the Motion put forward in September calling for urgent action and an independent review of the service.

**WRITTEN QUESTION TO THE CABINET MEMBER FOR EDUCATION, SKILLS
AND CULTURE FROM COUNCILLOR MAUREEN CORNISH**

C Holiday Meals

Question:

Have you ensured that those students who do not have school places and are entitled to Holiday Meals have received the vouchers?

Answer:

School age children are eligible for free school meals if their family is in receipt of certain income related benefits and they are in full-time education. Birmingham City Council provided one week of vouchers for eligible children to cover families' expenses for October half-term. These vouchers were available through schools from 16th November.

We are aware that there are also families in Birmingham who are in receipt of income related benefits but whose children do not have school places. We are working with colleagues, including in the Department for Work and Pensions, to establish eligibility of these families so that one week of vouchers can be provided. We are also signposting families to the support that is available through the Locality Early Help Hubs.

Children being electively home educated are not eligible for free school meals. We are ensuring that electively home educating families are aware of the support that is available through the Locality Early Help Hubs.

WRITTEN QUESTION TO THE CABINET MEMBER FOR FINANCE AND RESOURCES FROM COUNCILLOR DAVID BARRIE

D1 Revised Inflation Provision

Question:

In the Council refresh of the medium term financial plan agreed at Cabinet on November 10th, what rate of inflation was used to generate the Revised Inflation Provision for each of the next four years?

Answer:

Inflation rates for the different budget categories for the General Fund and Housing Revenue Account are shown in the table below.

Category of expenditure/income	Annual increase
Employees	2.50%
Premises	2.00%
Transport	2.00%
Supplies & Services	2.00%
Grants to Voluntary Organisations	2.50%
Third Party Payments	2.00%
Transfer Payments	2.00%
Capital Financing/Recharges/Appropriations	0.00%
Grants & Contributions	2.29%
Fees & Charges	2.00%
Rents	2.00%
Other Income	2.29%

Additionally, where there are specific contractual arrangements, the inflation has been provided in line with contract specifications.

Specific to Adults Social Care placement costs have been inflated by the following rates to reflect market conditions.

Description	Annual increase
Adults Residential Care	3.70%
Adults Respite Care	3.70%
Adults Nursing Care	3.70%

City Council – 1 December 2020

Adults Nursing Care - short term	3.70%
Home Support	4.60%
Adults - Direct Payments	4.60%
Adults Supported Living	4.60%
Adults Day Care	2.00%

**WRITTEN QUESTION TO THE CABINET MEMBER FOR FINANCE AND
RESOURCES FROM COUNCILLOR MAUREEN CORNISH**

D2 Financial Plan 2020-24

Question:

In the Council Medium term financial plan agreed at City Council in February 2020, what rate of inflation was used to generate the Inflation provision in the Financial Plan 2020-24?

Answer:

Inflation rates for the different budget categories for the General Fund and Housing Revenue Account are shown in the table below.

Category of expenditure/income	Annual Rate
Employees	2.50%
Premises	2.00%
Transport	2.00%
Supplies & Services	2.00%
Grants to Voluntary Organisations	2.50%
Third Party Payments	2.00%
Transfer Payments	2.00%
Capital Financing/Recharges/Appropriations	0.00%
Grants & Contributions	2.21%
Fees & Charges	2.00%
Rents	2.00%
Other Income	2.21%

Additionally, where there are specific contractual arrangements, the inflation has been provided in line with contract specifications.

**WRITTEN QUESTION TO THE CABINET MEMBER FOR FINANCE AND
RESOURCES FROM COUNCILLOR DEBBIE CLANCY**

D3 Meeting Budget Issues

Question:

Page 5 of the Council refresh of the MTFP, includes a line in the table under 3.9 for "Meeting Budget Issues and Policy Choices". Please provide a detailed breakdown of what the figures under this section relate to for each of the next four years?

Answer:

The following provides a breakdown of the category "Meeting Budget Issues and Policy choices" as shown in Financial Plan 2020 – 2024, with one further year added.

**WRITTEN QUESTION TO THE CABINET MEMBER FOR FINANCE AND
RESOURCES FROM COUNCILLOR SIMON MORRALL**

D4 Savings Proposals Scrapped

Question:

For this financial year and the next four years please provide a list of all savings proposals scrapped or delayed with explanation explaining why, and if it is delayed, when it will be met?

Answer:

The tables below set out the results of the initial assessment of savings non-delivery from Directorates which were reported as part of the MTFP Refresh Report. There are a variety of reasons for the savings non-delivery.

As indicated in the MTFP Refresh Report, as soon as COVID allows, the Council will look to deliver already agreed savings and where these do not prove deliverable, recovery proposals will be brought forward.

**WRITTEN QUESTION TO THE CABINET MEMBER FOR FINANCE AND
RESOURCES FROM COUNCILLOR RON STORER**

D5 Yearly Collection Rate

Question:

What is the yearly collection rate for Business rates and Council tax for each year since 2000?

Answer:

Please see attached the historic business rates and council tax in-year collection rates. Unfortunately, we are only able to report back to 2008/9.

		%
2008/09	Council Tax	94.75
	Business Rates	96.90
2009/10	Council Tax	94.93
	Business Rates	97.82
2010/11	Council Tax	94.57
	Business Rates	95.17
2011/12	Council Tax	94.69
	Business Rates	95.60
2012/13	Council Tax	95.36
	Business Rates	95.56
2013/14	Council Tax	95.34
	Business Rates	95.46
2014/15	Council Tax	94.56
	Business Rates	96.73

City Council – 1 December 2020

2015/16	Council Tax	94.63
	Business Rates	96.73
2016/17	Council Tax	94.55
	Business Rates	97.20
2017/18	Council Tax	94.50
	Business Rates	97.05
2018/19	Council Tax	94.40
	Business Rates	96.26
2019/20	Council Tax	94.28
	Business Rates	96.90

**WRITTEN QUESTION TO THE CABINET MEMBER FOR FINANCE AND
RESOURCES FROM COUNCILLOR EWAN MACKEY**

D6 Assumed Collection Rate

Question:

What is the assumed collection rate for business rates and Council tax each of the next four years in the MTFP agreed in Feb 2020?

Answer:

The assumed collection rates for all the next four years in the MTFP agreed in February 2020 are 97.1% for Council Tax and 98.0% for Business Rates.

**WRITTEN QUESTION TO THE CABINET MEMBER FOR FINANCE AND
RESOURCES FROM COUNCILLOR MATT BENNETT**

D7 Business Rates

Question:

What is the assumed collection rate for business rates and Council tax each of the next four years in the MTFP agreed in Nov 2020?

Answer:

The assumed collection rates for all the next four years in the MTFP agreed in November 2020 are 97.1% for Council Tax and 98.0% for Business Rates. These will be reviewed as part of the budget setting process.

**WRITTEN QUESTION TO THE CABINET MEMBER FOR FINANCE AND
RESOURCES FROM COUNCILLOR EDDIE FREEMAN**

D8 New Pressures

Question:

Page 14 of the Council refresh of the MTFP includes a line in the table 10 for "New Pressures". Please provide a detailed break down of what the figures under this section relate to for each of the next four years?

Answer:

The breakdown for the "New Pressures" figures is shown in the table below. However, it should be noted that this is the position mid-way through the year and will be subject to further investigation and potential change before the final MTFP position is confirmed:

City Council – 1 December 2020

Directorate	Description	2021/22 £m	2022/23 £m	2023/24 £m	2024/25 £m
Adult Social Care	Rebasing of base social care budgets	6.000	6.000	6.000	6.000
Adult Social Care	Fall out of prudential borrowing	(0.800)	(0.800)	(0.800)	(0.800)
Adult Social Care	Voluntary Sector - increased support to voluntary sector to support preventative measures	0.195	0.000	0.000	0.000
Corporate	Pension Costs	2.000	2.000	2.000	2.000
Cross Directorate	DBS checks	0.224	0.224	0.224	0.224
Digital & Customer Services	Benefits Service Budget realignment due to Universal Credit roll out	1.500	2.000	2.500	2.900
Education & Skills	Children's Trust - Demand placements	5.700	8.100	10.100	11.000
Education & Skills	Schools Deficits	3.000	0.000	0.000	0.000
Education & Skills	World of Work and the Youth Employment Initiative- temporary funding to cover winding down as grant ceases	1.500	0.000	0.000	0.000
Education & Skills	Additional security and dealing with flytipping - surplus property and unattached playing fields	0.350	0.350	0.350	0.350
Finance & Governance	BT appropriation not being made	(0.600)	(0.328)	0.000	0.000
Finance & Governance	Creation of whistleblowing budget	0.100	0.100	0.100	0.100
Finance & Governance	Civic Cleaning - additional income loss Car Park closures- Perhore Road and Markets	0.031	0.031	0.031	0.031
Finance & Governance	Interim Finance Staff	0.250	0.000	0.000	0.000
Finance & Governance	Temporary cost of support for Modernisation Agenda	0.059	0.000	0.000	0.000
Finance & Governance	Legal Services for Professional Standards Work	0.100	0.100	0.100	0.100
Finance & Governance	Potential ongoing covid impact on advertising market (GLS only) £631k if Car Park losses not mitigated	0.501	0.371	0.000	0.000
Finance & Governance	Sale of Brindley Car Park loss of Banner income	0.000	0.130	0.130	0.130
Finance & Governance	Sale of Moathouse Car Park loss of Banner income	0.130	0.130	0.130	0.130
Finance & Governance	End of Ocean Digital Advertising contract	0.000	0.000	0.000	0.000
Finance & Governance	Birmingham Audit - Supplier Statement Income Target	0.100	0.208	0.208	0.208
Finance & Governance	Birmingham Audit BCT Income	0.052	0.052	0.052	0.052
Finance & Governance	Shortfall in Audit IT budget	0.031	0.031	0.031	0.031
Finance & Governance	Reduced charge to HRA due to COVID- inability to deliver Social Housing Fraud function	0.050	0.000	0.000	0.000
Finance & Governance	Procurement - loss of income	0.200	0.200	0.200	0.200
Finance & Governance	Governance - appointment of 2 Political Assistant posts	0.101	0.101	0.101	0.101
Finance & Governance	System transition delays	12.400	0.000	0.000	0.000
Finance & Governance	Council Tax Hardship Fund	0.250	0.000	0.000	0.000
HR	Apprentice Levy Delivery	0.160	0.000	0.000	0.000
HR	Apprentices Succession Planning	0.350	0.000	0.000	0.000
HR	Culture Change	0.450	0.000	0.000	0.000
HR	Directorate Change	0.230	0.000	0.000	0.000
HR	Equality Review Team	0.205	0.205	0.205	0.205
Neighbourhoods	NEP023 20+ Hire Repairs and Maintenance - reprofiling of pressure by a year	(2.000)	0.500	1.500	0.000
Neighbourhoods	Waste procurement project - external legal advice	0.223	0.165	0.000	0.000
Neighbourhoods	Markets income pressure	0.670	0.670	0.670	0.670
Neighbourhoods	Trade waste income	1.500	1.500	1.500	1.500
Neighbourhoods	Bereavement income	0.446	0.446	0.446	0.446
Neighbourhoods	Selective Licensing Scheme	0.500	0.500	0.500	0.500
Neighbourhoods	Recycled Paper	0.800	0.800	0.800	0.800
Neighbourhoods	Markets - St Martins - loss of income	0.052	0.052	0.052	0.000
Neighbourhoods	Markets - Rag - loss of income	0.067	0.067	0.067	0.000
Partnerships, Insight & Prevention	Ongoing Covid pressures-Income loss re CCTV footage	0.020	0.000	0.000	0.000
Total		37.097	23.905	27.197	26.878

**WRITTEN QUESTION TO THE CABINET MEMBER FOR FINANCE AND
RESOURCES FROM COUNCILLOR ADAM HIGGS**

D9 Allocated and Unallocated Reserves

Question:

Please provide a list of all allocated and unallocated reserves and contingency pots under the control of Birmingham City Council?

Answer:

The Council provided a complete schedule of all reserves and their planned movement in the Financial Plan 2020-24 on 25 February 2020 (see Chapter 3 page 47 and Appendix D page 101). The latest position was set out in the Quarter 2 Financial Monitoring Report to Cabinet on 10 November 2020 (see paragraphs 8.1-8.12 of Appendix 1 pages 216-217 and Annex 5 page 247).

The original budget for Policy Contingency was set out in the Financial Plan 2020-24 on 25 February 2020 (see Chapter 3 page 48). The latest allocations of Policy Contingency were set out in the Quarter 2 Report Financial Monitoring to Cabinet on 10 November 2020 (see paragraphs 9.1-9.14 of Appendix 1 pages 218-219).

Please note that page numbers for the Quarter 2 refer to the full Cabinet Pack

Table 3.15 Reserves Position

Description	31/03/2020	31/03/2021	31/03/2022	31/03/2023	31/03/2024
	£m	£m	£m	£m	£m
General Reserves and Balances					
Invest to Save Reserve	24.572	10.642	13.938	20.247	26.246
Corporate General Fund Balance	35.478	35.478	35.478	35.478	35.478
Financial Resilience Reserve Gross	83.122	77.212	72.212	68.212	65.212
Net Borrowing from Financial Resilience Reserve	(25.633)	(24.359)	(30.017)	(30.242)	(25.581)
Subtotal Financial Resilience Reserve	57.489	52.853	42.195	37.970	39.631
General Reserves and Balances	117.539	98.973	91.611	93.695	101.355
Earmarked Reserves					
Insurance Fund	7.867	9.867	11.867	13.867	15.867
Capital Fund	49.326	49.601	49.876	50.151	50.426
One-off resources from previous years	7.790	2.408	2.408	2.408	2.408
Cyclical Maintenance	13.786	16.876	19.966	23.056	26.146
Business Rates Volatility Contingency	21.301	20.333	21.076	21.076	21.076
Commonwealth Games Contingency Reserve	12.232	12.232	28.086	0.000	0.000
Waste Disposal Outage Contingency	0.000	2.000	2.000	2.000	2.000
Enhanced Operations CWG	9.103	9.103	4.103	0.000	0.000
Education & Skills PFI Reserve	3.383	3.785	4.597	5.829	7.490
Other Corporate Reserves	(2.073)	(1.341)	(0.598)	0.156	1.427
Other Earmarked Reserves	25.408	50.063	50.242	49.382	49.661
Total Earmarked Reserves	148.123	174.927	193.623	167.925	176.501
Reserves for budgets delegated to schools	36.955	36.955	36.955	36.955	36.955
Ring-fenced Reserves	36.955	36.955	36.955	36.955	36.955
Grant Reserves					
Highways PFI	229.173	249.173	249.173	249.173	249.173
Non Schools DSG	3.445	3.445	3.445	3.445	3.445
Other Grant Reserves	85.258	75.423	62.257	57.020	56.527
Grant Reserves	317.876	328.041	314.875	309.638	309.145
Overall Total	620.493	638.896	637.064	608.213	623.956

Note: Details of Other Earmarked Reserves can be found in Appendix D

APPENDIX D: OTHER EARMARKED RESERVES

Directorate	Description	31/03/2020	31/03/2021	31/03/2022	31/03/2023	31/03/2024
		£m	£m	£m	£m	£m
Digital & Cust' Services	Benefits Service Transformation	0.169	0.169	0.169	0.169	0.169
Digital & Cust' Services	Housing Benefit Subsidy Reserve	4.247	4.247	4.247	4.247	4.247
Digital & Cust' Services	ICT&D Transition Reserve	2.280	0.000	0.000	0.000	0.000
Digital & Cust' Services	Landing Team	0.052	0.000	0.000	0.000	0.000
Education & Skills	EWS Fixed Penalty	0.110	0.110	0.110	0.110	0.110
Education & Skills	LOB - Archives Development Fund	0.130	0.043	0.043	0.043	0.043
Education & Skills	SEND preparation for Employment	0.066	0.000	0.000	0.000	0.000
Education & Skills	Youth Promise Plus	0.536	0.536	0.536	0.536	0.536
Finance & Governance	ERP System Temporary Reserve	1.016	0.000	0.000	0.000	0.000
Finance & Governance	Audit - POCA Reserve	0.037	0.037	0.037	0.037	0.037
Finance & Governance	Finance Birmingham Loan Contingency	0.386	0.386	0.386	0.386	0.386
Finance & Governance	Local Election Costs - Not Assigned	0.300	0.600	0.800	(0.039)	0.261
Finance & Governance	VAT Reserve	1.455	1.455	1.455	1.455	1.455
Human Resources	Schools HR IT	0.324	0.000	0.000	0.000	0.000
Inclusive Growth	Sheldon Transport Action Group (VAS Signs)	0.014	0.014	0.014	0.014	0.014
Inclusive Growth	Bus Lane Enforcement Equipment	7.410	7.410	7.410	7.410	7.410
Inclusive Growth	CAZ income and CAZ FPN income	0.000	28.228	28.228	28.228	28.228
Inclusive Growth	Clean Air Zone	0.284	0.284	0.284	0.284	0.284
Inclusive Growth	Fire Insurance (old CO-OP Building)	1.766	1.766	1.766	1.766	1.766
Inclusive Growth	General Maintenance Tenants	2.355	2.355	2.355	2.355	2.355
Inclusive Growth	Grand Central	0.571	0.571	0.571	0.571	0.571
Inclusive Growth	Highways Commuted Sums	0.013	0.013	0.013	0.012	0.012
Inclusive Growth	Highways Initiatives	0.557	0.557	0.557	0.557	0.557
Inclusive Growth	Highways - Bridge Agreements	0.314	0.314	0.314	0.314	0.314
Inclusive Growth	Highways - Interest on Compensation Highways	0.175	0.175	0.175	0.175	0.175
Inclusive Growth	Joint Venture Contribution	0.024	0.024	0.024	0.024	0.024
Inclusive Growth	Graduate Hub	0.872	0.872	0.872	0.872	0.872
Inclusive Growth	Permanent Loss of Parking Bays (Car Parking Commuted Sums)	0.133	0.113	0.092	0.072	0.051
Inclusive Growth	Portfolio Reserve	0.883	0.883	0.883	0.883	0.883
Inclusive Growth	Speed Camera	0.066	0.038	0.038	0.038	0.038
Inclusive Growth	Wider Hospital Masterplan	0.015	0.015	0.015	0.015	0.015
Neighbourhoods	BMT Loan Guarantee	(0.920)	(0.920)	(0.920)	(0.920)	(0.920)
Neighbourhoods	Hackney Carriages	0.237	0.237	0.237	0.237	0.237
Neighbourhoods	Licensing Entertainment/General	0.116	0.116	0.116	0.116	0.116
Neighbourhoods	Manor Farm Park Barn	0.250	0.250	0.250	0.250	0.250
Neighbourhoods	Proceeds of Crime Act (POCA) - Illegal Money Lending Team	0.708	0.708	0.708	0.708	0.708
Neighbourhoods	Proceeds of Crime Act (POCA) - Trading Standards	0.374	0.374	0.374	0.374	0.374
Neighbourhoods	SERCO Pension Guarantee	(1.917)	(1.917)	(1.917)	(1.917)	(1.917)
Grand Total		25.408	50.063	50.242	49.382	49.661

Quarter 2 Report p 216

8. Reserves

- 8.1 The Council operates a policy of not using reserves unless they have been set aside for specific purposes; they will not be used to mitigate the requirement to make savings or meet on-going budget pressures, except in exceptional circumstances. The main use of reserves relates to grant reserves where funding has been received prior to the requirement to spend the resource. The Council also has earmarked reserves where it has made a decision to set money aside to fund specific costs when they occur in later years.
- 8.2 The Council anticipated the net contribution of £18.4m to reserves in setting the 2020/21 budget. This is summarised in Table 5 together with the current forecast outturn balance. No changes were requested at Quarter 1. At Quarter 2, a net change in use of reserves of £31.7m is forecast. The Quarter 2 forecast assumes that these reserves changes will be approved at year end. Details of the forecast changes are set out in Table 5. Specific forecast changes in reserves since Quarter 1 are set out in Annex 5.

Table 5: Reserves	Balance as at 31st March 2020 *	Original Budgeted (Use) / Contribution	Changes Forecast Period 3	Changes Forecast Since Period 3	Forecast Proposed (Use) /Contribution at Month 6	Forecast Outturn Balance at 31st March 2021
	£m	£m	£m	£m	£m	£m
General Reserve	141.674	(18.565)	0.000	0.000	(18.565)	123.109
Corporate Reserve	153.746	(0.553)	0.000	4.217	3.664	157.410
Subtotal Corporate Reserves	295.420	(19.119)	0.000	4.217	(14.902)	280.518
Other Reserves						
Grant	271.945	10.465	0.000	(1.806)	8.660	280.605
Earmarked	44.745	27.057	0.000	(34.074)	(7.017)	37.728
Schools	40.537	0.000	0.000	0.000	0.000	40.537
Non Schools DSG	5.580	0.000	0.000	0.000	0.000	5.580
Subtotal Other Reserves	362.807	37.522	0.000	(35.879)	1.643	364.450
Grant total	658.227	18.403	0.000	(31.662)	(13.259)	644.968

- The Opening Reserves Balances in the Financial Outturn Report reported to Cabinet in June 2020 is subject to confirmation when the Accounts have been finalised. Following the completion of the accounts, the opening balance has been increased by £8.4m
- 8.3 As stated above, it is proposed that the Opening Balance is increased by £8.4m, almost all due to the following proposed change.

Quarter 2 Report p 216

- 8.4 As part of the reported outturn to Cabinet on 23 June 2020, the Council had funded £8.7m of capital expenditure from Direct Revenue Financing (DRF) of capital expenditure. The Council's financial statements for 2019/20 are being audited by Grant Thornton and it is proposed that, given the financial pressures faced as a result of the demands placed on the Council in its response to Covid-19, the Council replace the DRF incurred by increasing the Capital Financing Requirement (CFR). This will increase the level of usable reserves available to the Council to meet future funding pressures.
- 8.5 The increase in CFR will be met through an annual increase in the Minimum Revenue Provision over the life of the relevant assets. The proposed change will amend the financial statements currently being audited through an adjusting post balance sheet event.
- 8.6 There are uses of £1.1m of Corporate Reserves, relating to use of the Library of Birmingham Cyclical Maintenance Reserve, as approved by Cabinet in September 2020.
- 8.7 It is expected that £38.7m of Corporate Reserves relating to the Covid Grant received from the Government at the end of 2019-2020 financial year will be utilised in 2020-2021. This is part of the £84.3m grant funding described in paragraph 1.2 of this report.
- 8.8 It is recommended that £44.2m of Covid Grant announced by the Government on 22nd October be transferred to a specific Covid reserve to manage the ongoing pandemic through the higher risk winter months, as described in paragraph 1.3.
- 8.9 Within Corporate Reserves, there are also forecast uses of £0.1m of Policy Contingency Reserves, mainly to fund projects that were delayed in 2019-20 due to Covid-19.
- 8.10 The Council holds Earmarked Reserves where resources have been set aside to support future years' service delivery. Since Quarter 1, there are net forecast uses of £34.1m of earmarked reserves. However, this includes a reduction in planned contributions to reserves of £28.2m related to the Clean Air Zone (CAZ), where delays due to Covid-19 have meant that income will not be received when originally planned, thus reducing contributions to reserves in this financial year. This and the other forecast net uses of £5.9m are in line with the Reserves Policy approved by Cabinet in July 2020.
- 8.11 The Council holds Grant Reserves for the unused element of grant support for which the conditions of the grant are expected to be met. The reserves will be used to meet future years' expenditure for the service for which the grant was awarded. Since Quarter 1, there are net forecast uses of £1.8m of grant reserves. The forecast contributions to and uses of grant reserves are in line with the Reserves Policy approved by Cabinet in July 2020.
- 8.12 Given the significant financial pressures facing the Council due to the Covid-19 emergency it may become necessary to utilise reserves in 2020/21 to support the budget, but only as a last resort. Policy Contingency Budget

Quarter 2 Report Annex 5: Forecast Use of Reserves page 247

City Council – 1 December 2020

Detailed Breakdown of Proposed (Use of) / Contribution to Reserves					
Directorate making forecast	Reserve	Reason for forecast (use)/contribution	Budget Approved Period 3	Changes forecast Since Period 3	Forecast (Use) /Contribution at Month 6
			£m	£m	£m
Corporate	Financial Resilience Reserve		(5.910)	0.000	(5.910)
Corporate	Net borrowing from General Reserves		(12.655)	0.000	(12.655)
	Subtotal Use of General Reserves		(18.565)	0.000	(18.565)
Education & Skills	Cyclical maintenance reserve -LoB	Drawdown funding from the Library of Birmingham's Cyclical Maintenance Reserve for the replacement of large plant items	1.800	(1.100)	0.700
Corporate	Covid-19 Local Authority Support Grant	Drawdown of Government Grant received at the end of 2019/20 to fund expenditure related to Covid-19	0.000	(38.744)	(38.744)
Corporate	Covid-19 Local Authority Support Grant	Contribution to reserve of un-ringfenced government grant to support covid-19 cost to the Council during the winter months and any second wave of Covid-19.	0.000	44.200	44.200
PIP	Use of underspend from 19/20 Policy Contingency allocation to complete CCTV decommissioning delayed as a result of Covid 19.	Use of underspend from 19/20 Policy Contingency allocation to complete CCTV decommissioning delayed as a result of Covid 19.	0.000	(0.063)	(0.063)
PIP	Use of underspend from 19/20 Policy Contingency allocation for Assurance Framework for completion of project work.	Use of underspend from 19/20 Policy Contingency allocation for Assurance Framework for completion of project work.	0.000	(0.030)	(0.030)
PIP	Use of underspend from 19/20 Policy Contingency allocation for Covid to fund continued spend.	Use of underspend from 19/20 Policy Contingency allocation for Covid to fund continued spend.	0.000	(0.016)	(0.016)
	Other Net Uses of Corporate Reserves		(2.353)	0.000	(2.353)
	Subtotal Use of Corporate Reserves		(0.553)	4.217	3.664
Adult Social Care	Controlling Migration Fund (CMF)	Appropriation of reserve required to enable continuation of project into 2020/21. Original budgeted reserve overstated due to increase in expenditure at the end of 2019/20.	(0.530)	0.180	(0.350)
Adult Social Care	Mt Friendly Cities	Appropriation of reserve required to enable continuation of project into 2020/21	0.000	(0.048)	(0.048)
Adult Social Care	PURE - ESF	Appropriation of reserve required to enable continuation of project into 2020/21	0.000	(0.052)	(0.052)
Adult Social Care	Rough Sleeping Initiative	Appropriation of reserve required to enable continuation of project into 2020/21	0.000	(0.191)	(0.191)
Adult Social Care	Syrian Refugee Programme	Funding received from Home office in 2020/21 to support the Syrian Programme where refugees will receive support over a 5 year period up to 2025.	0.000	0.492	0.492
Education & Skills	Section 106 Children's Directorate	To support the Basic Need Capital Programme providing additional school places for children in Birmingham.	0.000	(0.386)	(0.386)
Inclusive Growth	BCR1 Monitoring TA-01758-01	Fund project expenditure	0.000	(0.006)	(0.006)
Inclusive Growth	CIL - Bournville & Cotteridge Ward	NEW CIL receipted to date	0.000	0.007	0.007
Inclusive Growth	CIL - City Wide Projects	NEW CIL receipted to date	0.000	0.144	0.144
Inclusive Growth	CIL - Harborne Ward	NEW CIL receipted to date	0.000	0.003	0.003
Inclusive Growth	CIL - Ladywood Ward	NEW CIL receipted to date	0.000	0.015	0.015
Inclusive Growth	CIL - North Edgbaston Ward	NEW CIL receipted to date	0.000	0.001	0.001
Inclusive Growth	Clean Air Zone Grant Allocation	Increase use of CAZ Grant as Reported	(3.756)	(0.489)	(4.244)
Inclusive Growth	Clean Air Zone TA-01849-01,02,03	Fund project expenditure	0.000	(0.126)	(0.126)
Inclusive Growth	Climate KIC TA-01801-07	Fund project expenditure	0.000	(0.047)	(0.047)
Inclusive Growth	Easysights EU 870980 (TA-02337-01)	Project now being delivered	0.000	(0.073)	(0.073)
Inclusive Growth	Section 106's	New S106 receipted to date	0.000	0.035	0.035
Neighbourhoods	Access Programme	Meet project costs	0.000	(0.148)	(0.148)
Neighbourhoods	Controlling Migration Fund	grant funding to meet project costs	0.000	(0.277)	(0.277)
Neighbourhoods	High Rise Cladding Survey	High Rise Blocks Surveys	0.000	(0.016)	(0.016)
Neighbourhoods	Housing Assistance Payment Grant	Funding specific project	0.000	(0.025)	(0.025)
Neighbourhoods	Modern Slavery	Funding specific project	0.000	(0.047)	(0.047)
Neighbourhoods	New Burdens	Used for preventative work	0.000	(0.048)	(0.048)
Neighbourhoods	Regional Intelligence Team	Meet commitments and repay funding organisation following completion of audit	0.000	(0.022)	(0.022)
Neighbourhoods	Section 106 Place Directorate	Wilton Festive Lights	(0.016)	(0.016)	(0.032)
PIP	Brexit funding	To fund project spend from grant received in 2019/20.	0.000	(0.143)	(0.143)
PIP	Community Safety Strategy - BCSP	To fund project spend from grant received in 2019/20.	0.000	(0.245)	(0.245)
PIP	EU migration fund	To fund project spend from grant received in 2019/20.	(0.342)	(0.030)	(0.372)
PIP	INLOGOV	To fund project spend from grant received in 2019/20.	0.000	(0.019)	(0.019)
PIP	Prevent	To reduce budgeted project spend in line with lower grant underspend brought forward from 2019/20.	(0.150)	0.045	(0.104)
PIP	Prevent - admin	To fund project spend from grant received in 2019/20.	0.000	(0.010)	(0.010)
PIP	Prevent - Out of School (OSS)	To fund project spend from grant received in 2019/20.	0.000	(0.075)	(0.075)
PIP	Public Health - Obesity Trailblazers	To fund project spend from grant received in 2019/20.	0.000	(0.075)	(0.075)
PIP	Strategic Migration Partnership	To fund project spend from grant received in 2019/20.	0.000	(0.114)	(0.114)
Various	Other Net Uses of Grant Reserves		15.259	0.000	15.259
	Subtotal Use of Grant Reserves		10.465	(1.806)	8.660
Digital & Customer Servi	Benefits Service Transformation 2	Funds BCC staff costs in view of reduced funding from DWP. Safe guards citizens from homelessness by ensuring Housing Benefits is paid in a timely manner.	0.000	(0.439)	(0.439)
Digital & Customer Servi	Customer Services Access Strategy Programme	To fund acceleration of the new customer programme in order to improve the customer experience council wide.	0.000	(0.247)	(0.247)
Digital & Customer Servi	Project Support	To fund in year variations in third party costs (circa 400+ suppliers) following transition from Capita.	(2.280)	(1.017)	(3.297)
Digital & Customer Servi	ICT&D Transition Reserve	This is being used to fund staff who are currently in post to assist in the transition from Capita.	(0.052)	(0.270)	(0.322)
Digital & Customer Servi	Landing Team TA-01930-01	To Fund slippage of Business rate revaluation costs from 19/20 due to be released in year.	0.000	(0.938)	(0.938)
Digital & Customer Servi	Revenues NNDR Revaluations & Project Developments	To cover the costs of providing the service which is funded by income generation. Income is expected to be low in 19-20 due to Covid effect.	0.000	(0.098)	(0.098)
Education & Skills	EWS Fixed Penalty	Audit Total Impact Assessment and Audit Committee Effective reviews delayed due to Covid19.	0.000	(0.030)	(0.030)
Finance & Governance	Audit - PWC	Unidentified Income carried forward from 2019/20 to be allocated to Directorates	0.000	(1.130)	(1.130)
Finance & Governance	Unidentified Income	JADU Development	(0.324)	(0.088)	(0.412)
Human Resources	Schools HR IT	Delay in implementation of CAZ	28.228	(28.228)	0.000
Inclusive Growth	CAZ income and CAZ FPN income	Contract Payment Goodmans Development "Steamhouse" made	0.000	(1.500)	(1.500)
Inclusive Growth	Fire Insurance (old CO-OP Building)	Required to fund Graduate/Apprentice expenditure	0.000	(0.100)	(0.100)
Inclusive Growth	New TA-01741-01 Graduate Hub	Expansion of Speed Camera Site	(0.027)	0.025	(0.002)
Inclusive Growth	Speed Camera (TA-00543-11)	Complete Repairs to Old Rep building	0.000	(0.015)	(0.015)
Neighbourhoods	Old Rep Theatre		1.512	0.000	1.512
Various	Other Net Uses of Earmarked Reserves				
	Subtotal Use of Earmarked Reserves		27.057	(34.074)	(7.017)
	Total Use of Reserves		18.403	(31.662)	(13.259)

Table 3.16 Policy Contingency

	£m
Loss of Income from Car Park Closures	0.252
National Living Wage	0.365
Autoenrolment in Pension Fund	0.300
Inflation Contingency	5.446
Highways Maintenance	0.500
Apprenticeship Levy	1.093
Commonwealth Games Project Team Costs	4.000
Short-term Improvement in the Council House	0.300
Corporate Funding for Owning & Driving Performance	0.129
(ODP)Culture Change Programme	
Modernisation Fund - Social Care	18.000
Modernisation Fund - Other	3.865
HR Additional Temporary Resources	0.300
Potential Additional Interim Staff	0.750
General Contingency	5.474
Total	40.774

9. Policy Contingency Budget

- 9.1 The Council Financial Plan and Budget 2019-2023 approved by Council on 25th February 2020 reflected £35.3m for Specific Policy contingency budget in 2020/21 and £5.5m for General Policy Contingency budget. A breakdown of the specific contingency items is set out below:

Table 6: Policy Contingency 2020/21	Budget	Committed	Not yet committed
	£m	£m	£m
Modernisation Fund - Social Care	18.000	4.200	13.800
Modernisation Fund - Other	3.865		3.865
Inflation Contingency	5.446	0.292	5.154
Commonwealth Games Project Team Costs	4.000	4.000	0.000
Apprenticeship Levy	1.093		1.093
Potential Additional Interim Staff	0.750		0.750
Highways Maintenance	0.500		0.500
National Living Wage	0.365		0.365
Superannuation - Auto-enrolment Pension Fund	0.300		0.300
Short-term Improvement in the Council House	0.300		0.300
HR Additional Temporary Resources	0.300		0.300
Loss of Income from Car Park Closures	0.252		0.252
Corporate Funding for ODP	0.129		0.129
General Policy Contingency	5.474	3.517	1.957
Total	40.774	12.009	28.765

- 9.2 As part of the Council's simplification of processes, the Cabinet meeting of 23 June 2020, approved that the Section 151 Officer be given delegated authority for the verification and allocation of Specific Policy contingency to fund expenditure which is in line with the approval given as part of the Council Financial Plan and Budget 2020-2024.
- 9.3 Any requests for funding from Specific Policy Contingency that are not in line with the original application in the Council Financial Plan and Budget 2020-2024 will require approval by Cabinet.

Brexit

- 9.4 Cabinet of 13 October 2020 approved the release of £0.2m of General Policy Contingency to fund the Brexit Readiness Programme and a further £0.2m to fund to transition the Brussels Office into a financial sustainable operation effective from April 2021.
- 9.5 The Council will continue to review and monitor costs associated with the impact of the Brexit outcome and will reflect in future updates of the MTFP.

Commonwealth Games Project Team

Quarter 2 Report p 219

- 9.6 The Section 151 Officer has approved the release of £4.0m of Specific Policy contingency to fund the Commonwealth Games Project Team costs, in line with the Council Financial Plan and Budget.

Inflation

- 9.7 The Section 151 Officer has approved the release of £0.3m of Specific Policy contingency to fund inflationary pressures, in line with the Council Financial Plan and Budget.

Modernisation Fund-Social Care

- 9.8 It is recommended that £4.2m of the Modernisation Fund within Specific Policy Contingency is released to fund the Birmingham Children's Partnership (BCP) Early Help (EH) programme in 2020/2021. The business case was approved by the Modern Council Delivery Board.

General Policy Contingency - Homelessness Reduction

- 9.9 It is recommended that £0.9m of General Policy Contingency is released to fund a number of preventative and early intervention plans designed to reduce homelessness to ensure the service remains on target to deliver on its prevention agenda.

General Policy Contingency - Whistleblowing

- 9.10 It is recommended that £0.2m of General Policy Contingency is released to provide the Professional Standards Team with sufficient funding to enable them to robustly investigate allegations received.

General Policy Contingency – Delivery Plan

- 9.11 It is recommended that up to £2.0m of General Policy Contingency is released to provide funding for the associated costs of the development and implementation of the Delivery Plan over two years.
- 9.12 If the above proposals are approved, the balance on Policy Contingency will be £28.8m.
- 9.13 Given the significant financial pressures facing the Council due to the Covid-19 emergency and the need to drive delivery there may be a need to re-prioritise the use of the policy contingency budget.
- 9.14 The Medium Term Financial Plan (MTFP) Refresh (that is also on the agenda for Cabinet this month) considers the use of Policy Contingency.

**WRITTEN QUESTION TO THE CABINET MEMBER FOR FINANCE AND
RESOURCES FROM COUNCILLOR EDDIE FREEMAN**

D10 DBS Checks

Question:

Can you confirm that every interim/consultant who has worked in SENAR has had their DBS checked and copy is available for Audit purposes?

Answer:

The interims/consultants in SENAR do not have substantial unsupervised contact with vulnerable groups, and therefore BCC policy (in line with legal requirements) is that a DBS check cannot be requested. Where individuals can be DBS checked, BCC policy (in line with DBS code of practice and GDPR) means that copies of DBS certificates are not retained, however, evidence of a robust process to determine suitability is recorded for audit purposes. Furthermore, where a DBS is necessary and interims/consultants are supplied via agencies it is process that the agency (as employer) are required to conduct appropriate checks against individuals engaged and are responsible for holding data in line with GDPR requirements, assurance of checks would be provided to BCC in this instance.

**WRITTEN QUESTION TO THE CABINET MEMBER FOR FINANCE AND
RESOURCES FROM COUNCILLOR ADRIAN DELANEY**

D11 Interims

Question:

When interims have left earlier than expected have Exit interviews been undertaken with the interims/consultants?

Answer:

Most interims and consultants who have left the service over the last six months have done so as their contract term has ended. Exit conversations have taken place, although these need to be undertaken in a more structured way and formally documented in future.

**WRITTEN QUESTION TO THE CABINET MEMBER FOR HOMES AND
NEIGHBOURHOODS FROM COUNCILLOR RON STORER**

E1 Housing Survey

Question:

Please provide a copy of the Housing Survey for each Ward and Constituency?

Answer:

Following discussions between officers and Councillors in order to clarify the request for information, the following is the response.

We currently do not have detailed housing market survey reports for each ward in the city. There was a specific housing survey report relating to Stockland Green which was commissioned by Pioneer Housing with support from the City Council. It is published on the Pioneer website link below. As this was instigated by Pioneer as part of wider planning work they are doing in this area there are currently no plans for this to be replicated across the city at this stage.

<https://www.pioneergroup.org.uk/housing-need-in-stockland-green/>

**WRITTEN QUESTION TO THE CABINET MEMBER FOR HOMES AND
NEIGHBOURHOODS FROM COUNCILLOR JOHN LINES**

E2 Contributions

Question:

“What are the current rent arrears and leaseholders contributions?”

Answer:

Current rent arrears for Birmingham City Council (BCC) tenancies is £20,269,935.55.

In regard to leaseholder contributions this is made up of both annual service charges and recharges for major works. This is split out as per below:

Major Works as at 23rd November 2020 Payments received £71,774.05.

Leaseholder Service Charges as at 23 November 2020 Payments received £1,028,289.

**WRITTEN QUESTION TO THE CABINET MEMBER FOR HOMES AND
NEIGHBOURHOODS FROM COUNCILLOR ADAM HIGGS**

“Exemptions”

Question:

What are the exemptions for accommodation on a Ward basis? Supported Exempt Accommodation is not the same as licenced Houses in Multiple occupation (HMOs) in that they are accommodation units for people requiring and receiving care support or supervision and are shared units. In the main this accommodation is not commissioned by the City Council.

If the question is asking for the numbers of supported Exempt units at a ward level these are provided below: NB these are the number of actual properties not individual units and within these 6768 properties are approximately 18700 units.

Figures are correct as at September 2020.

Acocks Green Ward	8
Allens Cross Ward	25
Alum Rock Ward	162
Aston Ward	188
Balsall Heath West Ward	100
Bartley Green Ward	87
Billesley Ward	46
Birchfield Ward	211
Bordesley & Highgate Ward	171
Bordesley Green Ward	144
Bournville & Cotteridge Ward	10
Bournville & Selly Park Ward	49
Brandwood & Kings Heath Ward	102
Bromford & Hodge Hill Ward	100
Castle Vale Ward	19
Druids Heath & Monyhull Ward	102
Edgbaston Ward	31
Erdington Ward	258
Four Oaks Ward	26
Frankley Great Park Ward	41
Garrets Green Ward	28
Glebe Farm & Tile Cross Ward	62
Gravelly Hill Ward	300
Hall Green North Ward	63
Hall Green South Ward	12

City Council – 1 December 2020

Handsworth Ward	101
Handsworth Wood Ward	24
Harborne Ward	160
Heartlands Ward	30
Highters Heath Ward	102
Holyhead Ward	190
Kings Norton North Ward	16
Kings Norton South Ward	20
Kingstanding Ward	120
Ladywood Ward	144
Longbridge & West Heath Ward	190
Lozells Ward	147
Moseley Ward	204
Nechells Ward	334
Newtown Ward	105
North Edgbaston Ward	275
Northfield Ward	182
Oscott Ward	49
Perry Barr Ward	141
Perry Common Ward	57
Pype Hayes Ward	29
Quinton Ward	104
Rubery & Rednal Ward	16
Shard End Ward	4
Sheldon Ward	138
Small Heath Ward	118
Soho & Jewellery Quarter Ward	77
South Yardley Ward	33
Sparkbrook & Balsall Heath Ward	279
Sparkhill Ward	222
Stirchley Ward	32
Stockland Green Ward	380
Sutton Mere Green Ward	48
Sutton Reddicap Ward	39
Sutton Roughley Ward	7
Sutton Trinity Ward	1
Sutton Vesey Ward	16
Tyseley & Hay Mills Ward	79
Walmey & Minworth Ward	5
Ward End Ward	61
Weoley & Selly Oak Ward	30
Wylde Green Ward	7

City Council – 1 December 2020

Yardley East Ward	79
Yardley West & Stechford Ward	28
Totals	6768

**WRITTEN QUESTION TO THE CABINET MEMBER FOR HOMES AND
NEIGHBOURHOODS FROM COUNCILLOR MEIRION JENKINS**

E4 HMO's

Question:

Could you please provide a list of HMO's on a Ward basis?

Answer:

Attached is a list of HMOs known to the council. The information is compiled from the declarations of HMOs provided to Planning prior to the implementation of Article 4, approved HMO planning applications, HMOs identified from council tax student exemptions and the PRS database of HMO licensed properties.

This data is being regularly updated, and the attached spreadsheet provides a snapshot of the data when it was last updated on 2 October 2020.



List of HMOs by
Ward.xlsx

City Council – 1 December 2020

Week beginning	Percentage of bulky waste collection slots that were used
10/05/2020	98.75%
17/05/2020	100.00%
24/05/2020	100.00%
31/05/2020	98.00%
07/06/2020	100.00%
14/06/2020	100.00%
21/06/2020	95.75%
28/06/2020	100.00%
05/07/2020	100.00%
12/07/2020	100.00%
19/07/2020	100.00%
26/07/2020	100.00%
02/08/2020	97.25%
09/08/2020	100.00%
16/08/2020	100.00%
23/08/2020	100.00%
30/08/2020	95.65%
06/09/2020	99.09%
13/09/2020	100.00%
20/09/2020	96.91%
27/09/2020	98.36%
04/10/2020	100.00%
11/10/2020	98.73%
18/10/2020	96.36%
25/10/2020	97.64%
01/11/2020	96.73%
08/11/2020	93.27%
15/11/2020	95.27%

**WRITTEN QUESTION TO CABINET MEMBER FOR STREET SCENE AND PARKS
FROM COUNCILLOR NEIL EUSTACE**

F1 BULKY WASTE COLLECTIONS

Question:

Can the cabinet member report on the percentage of bulky waste collection slots that have been used up weekly since the service was reinstated?

Answer:

Week beginning	Percentage of bulky waste collection slots that were used
10/05/2020	98.75%
17/05/2020	100.00%
24/05/2020	100.00%
31/05/2020	98.00%
07/06/2020	100.00%
14/06/2020	100.00%
21/06/2020	95.75%
28/06/2020	100.00%
05/07/2020	100.00%
12/07/2020	100.00%
19/07/2020	100.00%
26/07/2020	100.00%
02/08/2020	97.25%
09/08/2020	100.00%
16/08/2020	100.00%
23/08/2020	100.00%
30/08/2020	95.65%
06/09/2020	99.09%
13/09/2020	100.00%
20/09/2020	96.91%
27/09/2020	98.36%
04/10/2020	100.00%
11/10/2020	98.73%
18/10/2020	96.36%
25/10/2020	97.64%
01/11/2020	96.73%
08/11/2020	93.27%
15/11/2020	95.27%

**WRITTEN QUESTION TO CABINET MEMBER FOR STREET SCENE AND PARKS
FROM COUNCILLOR MORRIAM JAN**

F2 Waiting List for Bulky Waste Collections

Question:

Many residents have reported being unable to get booking slots for bulky waste collection. Should there not be some kind of waiting list system so the council knows how much unmet demand there is?

Answer:

It is regrettable that your constituents have reported that they have been unable to make a booking for a bulky waste collection. We are aware that there has been a massive demand for bulky waste collections since collections resumed in May. Appointment slots are released on a regular weekly basis, for one week ahead. This ensures a consistent workflow and prevents many weeks or months being booked ahead. It also helps to ensure we can provide a reliable service, in the event that were a significant amount of staff in self-isolation or sick. If there were a waiting system, at points this year the wait potentially would have been several months long, which equally may have given rise to complaints.

We are currently making more bulky waste collection appointments available than there were available pre lockdown (90 per day as opposed to 80, tail lift collections for white goods remain unchanged at 20 per day). As of 25th November, there was availability in all 5 north bulky areas, and 3 out of 5 areas in the south of the City. There will be availability again in all areas on Friday morning.

As is usual practice, the bulky waste collection service will be suspended over the Christmas and New Year period between Friday 18th December 2020 and Monday 18th January 2021.

Slots are available for residents to take their waste to the Household Waste Recycling Centres if they choose.

**WRITTEN QUESTION TO CABINET MEMBER FOR STREET SCENE AND PARKS
FROM COUNCILLOR JON HUNT**

F3 Waiting List for Bulky Waste Collections

Question:

The cabinet member informed a constituent of mine, correctly, that he should not put unbooked items out on the grass verge in response to being unable to get a bulky waste collection service. However, having been informed by the resident that he had tried unsuccessfully to book a bulky waste collection and that it is the council service that is failing, was this really the appropriate response to give: "I would suggest that if you are the sort of person to flytip, then you aren't going to be looking to book a collection through the council service"?

Answer:

It is regrettable that the question has failed to provide the full detail of the response I gave to Cllr Hunt's constituent, which I am happy to provide below:

Dear Mr {redacted},

If you could confirm your son's address, I will get an officer to look into this for you.

We do only offer slots on a weekly basis to ensure that other, more critical parts of the refuse collection service can be maintained if we start to suffer from the impact of staff isolating or falling sick. We have actually increased the number of slots available as well, but there remains a high demand for the service.

There is no excuse for fly-tipping. I would suggest that if you are the sort of person to flytip, then you aren't going to be looking to book a collection through the council service.

Regards,

John

Cllr John O'Shea

Cabinet Member for Street Scene and Parks Birmingham City Council

Members will I'm sure see that whilst there was no intent on my part to imply that Mr {redacted} was the sort of person to fly tip, it could have been interpreted differently. I will bear this in mind when responding to enquiries in future, but my intended sentiment holds – namely that any person (in general) that would be minded to fly tip is likely to not be somebody that would utilise our bulky waste service.

I am also pleased to confirm that the issue with the bulky waste collection that was raised with me by the constituent has been resolved to his satisfaction.

The Council's bulky waste collection service has been extremely successful during these unprecedented times, with the online booking system accessed in excess of 16,000 occasions and on the rare occasion reported by Mr [redacted] where there was a glitch in the IT system it was quickly rectified.

I would also like to take this opportunity to thank colleagues and residents for their continued patience whilst we endeavour to provide the optimum service possible across all the Council's waste services.

**WRITTEN QUESTION TO THE CABINET MEMBER FOR STREET SCENE AND
PARKS FROM COUNCILLOR MATT BENNETT**

F4 Recycling Rate

Question:

What is the recycling rate by ward for 2016, 2017, 2018, 2019 and 2020 YTD?

Answer:

Collection rounds collected by the kerbside collection services for residual waste (wheelie bins and sacks), paper/card and co-mingled are not separately collected from individual wards. The collection rounds straddle and cross ward boundaries and as such it is not possible to create accurate recycling rates

WRITTEN QUESTION TO THE CABINET MEMBER FOR STREET SCENE AND PARKS FROM COUNCILLOR ADAM HIGGS

F5 Missed Collection Rate

Question:

What is the missed collection rate broken down by type of collection by week for 2020?

Answer:

These figures are based on there being 352,900 residual collections per week, 181,700 recycling collections per week and 30,011 garden waste collections per week. It not based on the total number of residential properties in Birmingham (as reported for the current corporate target) and hence does not include containers at flats/apartments. Garden waste has been simplified to assume that all customers had subscribed at the start of the beginning of the season.

Week beginning	Residual missed per 100K collections due	Recycling missed per 100K collections due	Garden missed per 100K collections due
05/01/2020	162	779	
12/01/2020	111	305	
19/01/2020	107	243	
26/01/2020	123	183	
02/02/2020	101	193	
09/02/2020	108	171	
16/02/2020	103	177	
23/02/2020	110	143	
01/03/2020	184	226	680
08/03/2020	275	286	916
15/03/2020	195	391	606
22/03/2020	187	254	1806
29/03/2020	154	234	1096
05/04/2020	105	121	510
12/04/2020	97	180	493
19/04/2020	93	125	433
26/04/2020	98	164	397
03/05/2020	79	104	330
10/05/2020	94	177	500
17/05/2020	101	184	353
24/05/2020	111	198	470
31/05/2020	123	201	417
07/06/2020	112	238	300
14/06/2020	118	180	313
21/06/2020	145	234	393
28/06/2020	133	192	320
05/07/2020	127	248	283
12/07/2020	148	216	300
19/07/2020	138	211	543
26/07/2020	140	173	620
02/08/2020	143	218	543
09/08/2020	151	232	486
16/08/2020	147	201	403
23/08/2020	125	183	543
30/08/2020	124	159	520

4537

City Council – 1 December 2020

06/09/2020	130	187	550
13/09/2020	170	199	653
20/09/2020	157	169	583
27/09/2020	132	207	460
04/10/2020	151	171	456
11/10/2020	131	178	546
18/10/2020	134	185	493
25/10/2020	138	192	646
01/11/2020	144	170	760
08/11/2020	126	168	643
15/11/2020	127	154	640

**WRITTEN QUESTION TO THE CABINET MEMBER FOR STREET SCENE AND
PARKS FROM COUNCILLOR SIMON MORRALL**

F6 Locations of Flytipping

Question:

Please list all locations of fly tipping that the Council have placed barriers round since 1st January 2020 to 24th November 2020?

Answer:

Highways are the only service which place barriers around fly tipped rubbish and the locations are not recorded.

WRITTEN QUESTION TO THE CABINET MEMBER FOR STREET SCENE AND PARKS FROM COUNCILLOR RON STORER

F7 Reports of Flytipping

Question:

Broken down by Ward, how many reporting's of fly tipping have been received each month since 1st January 2020, including how many have been cleaned up and how many have had barriers placed around them?

Answer:

Ward / Month received	Jan 20	Feb 20	Mar 20	Apr 20	May 20	Jun 20	Jul 20	Aug 20	Sep 20	Oct 20	Nov 20 (received before 21/11/20)
Acocks Green	47	50	38	33	59	88	97	94	60	94	52
Aston	95	73	59	53	63	88	118	182	182	108	51
Bartley Green	47	42	28	40	52	60	65	62	56	40	43
Billesley	39	30	22	39	66	60	66	45	61	48	37
Bordesley Green	144	141	108	157	190	262	229	221	293	220	201
Bournville	22	27	13	16	27	22	35	50	20	27	15
Brandwood	28	19	23	32	36	51	58	42	45	49	25
Edgbaston	21	24	13	33	28	29	32	41	33	32	21
Erdington	59	52	42	43	49	55	69	76	51	64	35
Hall Green	39	33	21	26	56	43	49	45	72	42	34
Handsworth Wood	88	83	66	122	77	121	120	177	186	136	77
Harborne	25	21	24	62	38	44	74	52	82	66	63
Hodge Hill	37	59	42	43	60	94	93	95	124	141	70
Kings Norton	35	25	16	32	37	76	48	61	47	44	21
Kingstanding	27	30	26	42	35	42	66	71	81	79	54
Ladywood	34	25	25	35	36	76	69	60	43	54	38
Longbridge	21	29	14	20	40	46	43	45	37	36	33
Lozells and East Handsworth	130	125	93	111	128	174	204	226	177	183	111
Moseley and Kings Heath	41	32	24	31	51	64	82	73	83	81	48
Nechells	146	134	102	134	139	205	271	198	292	190	117
Northfield	21	23	11	31	22	26	27	24	27	31	32
Oscott	21	15	11	19	28	37	37	20	31	26	14
Perry Barr	31	37	32	32	28	53	54	56	60	44	23
Quinton	37	34	21	32	47	47	45	70	64	49	53
Selly Oak	45	44	28	25	39	49	92	55	57	91	40
Shard End	32	31	29	49	51	65	77	55	71	45	24
Sheldon	23	27	14	24	29	40	25	34	39	26	31
Soho	146	123	100	118	136	230	233	268	250	173	87
South Yardley	57	51	48	88	62	118	173	117	142	132	77
4540											

City Council – 1 December 2020

Sparkbrook	205	199	117	147	177	290	280	241	303	182	145
Springfield	81	63	63	78	65	123	105	118	154	103	85
Stechford and Yardley North	33	31	41	49	53	77	70	74	74	56	46
Stockland Green	41	25	27	47	38	54	113	60	51	56	56
Sutton Four Oaks	5	3	6	8	5	13	8	7	6	6	8
Sutton New Hall	18	20	5	22	17	26	20	13	21	15	17
Sutton Trinity	18	6	10	20	19	19	23	18	16	18	14
Sutton Vesey	4	9	9	5	10	10	16	11	17	9	5
Tyburn	30	26	29	27	34	44	41	40	50	29	18
Washwood Heath	127	126	118	114	91	152	250	165	204	181	89
Weoley	48	22	19	28	38	49	45	70	41	39	29
Unknown Ward	129	122	69	106	124	147	177	142	203	144	60

These numbers may include duplicate reports about the same fly tipping incident. Information about the number of incidents cleared up is not held.

Highways are the only service which place barriers around fly tipped rubbish and the locations are not recorded.

WRITTEN QUESTION TO CABINET MEMBER FOR TRANSPORT AND ENVIRONMENT FROM COUNCILLOR BABER BAZ.

G1 Transport Plan Consultation

Question:

When will the results of the consultation on the Birmingham Transport Plan be published?

Answer:

As the end of the formal consultation period on the Birmingham Transport Plan was impacted by the COVID emergency, some elements of the consultation will need to be concluded in 2021.

The results of the consultation will be published alongside the final version of the Plan which we hope to be in later in 2021.

WRITTEN QUESTION TO CABINET MEMBER FOR TRANSPORT AND ENVIRONMENT FROM COUNCILLOR MORRIAM JAN.

G2 Community Engagement

Question:

Earlier this year the cabinet member promised there would be community engagement about the planting of replacement trees following the removal of trees on the A34 Walsall Road for bus lanes. Could the cabinet member state what form that community engagement has taken?

Answer:

The Sprint team - part of Transport for West Midlands (TfWM) - is leading the community outreach in respect of identifying suitable locations for the planting of trees along the Sprint corridor.

It is important that wherever possible, trees are planted in locations that benefit the wider communities along the corridor.

Local ward councillors representing the location along the A34 corridor were contacted via email on 2nd November, asking for advice on areas within their wards that they feel would benefit from tree planting and also for the names of any individuals or groups that may have a particular interest and could help to guide these conversations.

TfWM are now engaging with these groups and individuals and exploring the possibilities of planting in locations suggested under the guidance of Birmingham City Council's Tree Officer.

While TfWM will seek to accommodate as many suggestions as possible, it must be noted that not all trees will thrive in a given location. TfWM is therefore being advised by Birmingham City Council's Tree Officer on appropriate locations.

WRITTEN QUESTION TO CABINET MEMBER FOR TRANSPORT AND ENVIRONMENT FROM COUNCILLOR JON HUNT.

G3 EIA Of Delays

Question:

Could the cabinet member state whether there is an environmental impact assessment for the A34 Transport Scheme, setting out whether it accounts for the significant delays across north Birmingham and parts of Walsall and Sandwell predicted by the council's own officers to take place throughout next year?

Answer:

Officers sought an 'EIA screening opinion' for the whole scheme back in the summer of 2019 and the response received was that an EIA was not required.

I believe the reference to 'significant delays' comes from a TfWM presentation to Scrutiny Committee and referred to the potential impact if mitigation measures were not to be put in place. The rest of that presentation details the mitigation works that will be put in place to minimise those impacts.

WRITTEN QUESTION TO CABINET MEMBER FOR TRANSPORT AND ENVIRONMENT FROM COUNCILLOR ZAKER CHOUDHRY.

G4 Traffic Light Changes

Question:

A recent scrutiny report outlined the traffic management proposals for next year to handle the impact of Perry Barr flyover demolition. These include changes to traffic management signals at several locations in the boroughs of Sandwell and Walsall. Could the cabinet member state whether those boroughs have agreed to these amendments?

Answer:

The traffic management proposals described have been developed by a cross-authority mitigations group which includes representatives from both Sandwell and Walsall.

WRITTEN QUESTION TO CABINET MEMBER FOR TRANSPORT AND ENVIRONMENT FROM COUNCILLOR ROGER HARMER.

G5 Traffic Light Changes

Question:

Could the cabinet member set out what plans the council has for new average speed camera systems?

Answer:

The Average Speed Enforcement (ASE) pilot was implemented in August 2016. The pilot scheme has successfully demonstrated that ASE has a positive impact on speed limit compliance and speed reduction, with consequent benefits in reducing the number and severity of Road Traffic Collisions.

Whilst road safety and speed management remain high priorities, a funding source to support further roll-out of ASE has not been identified. We are in early discussions with West Midlands Combined Authority in terms of the future of ASE.

**WRITTEN QUESTION TO CABINET MEMBER FOR TRANSPORT AND
ENVIRONMENT FROM COUNCILLOR NEIL EUSTACE**

G6 Walkway

Question:

**Is the walkway between Sedgemere Road and Selby Close, Yardley adopted by the City.
If not what is its status?**

Answer:

The walkway between Sedgemere Road and Selby Close is a recorded public right of way. The route is not recorded as adopted or Highway Maintainable at Public Expense and as such it is likely that the maintenance responsibility lies with the landowner.

Not all public footpaths are automatically maintained by the City Council. Those created after 1949 require a process of adoption after which they are maintained by the Council, if this adoption does not occur, the maintenance responsibility is retained by the landowner.

WRITTEN QUESTION TO THE CABINET MEMBER FOR TRANSPORT AND ENVIRONMENT FROM COUNCILLOR JOHN LINES

G7 Cycle Path

Question:

The cost and inconvenience in building the cycle path to Selly Oak is well known, therefore can you provide the numbers to date of the use of this facility?

Answer:

Cycles are counted by automated counters at 3 locations on the route – at Edgbaston Road, Gooch Street and Priory Crossroads. The numbers counted since installation of these counters are given in the table below and are correct to 25/11/2020.

Total Cyclists per month			
Time	Edgbaston Rd	Gooch Street	Priory Crossroads
Feb 2019			
Mar 2019			
Apr 2019			
May 2019	3804		
Jun 2019	10813		
Jul 2019	16647	208	513
Aug 2019	14476	3097	9381
Sep 2019	16100	3131	10324
Oct 2019	17857	2706	11330
Nov 2019	14613	2052	9584
Dec 2019	9918	1625	6476
Jan 2020	13657	2123	8918
Feb 2020	11965	1962	7498
Mar 2020	12109	1815	7690
Apr 2020	16226	2331	10641
May 2020	23414	3595	16459
Jun 2020	19683	3106	14141
Jul 2020	18601	3152	12864
Aug 2020	16972	2929	11376
Sep 2020	19773	3611	14236
Oct 2020	16674	3595	12057
Nov 2020	12887	2464	9138

**WRITTEN QUESTION TO THE CHAIRMAN NORTHFIELD WARD FORUM
FROM COUNCILLOR DAVID PEARS**

H North Worcestershire Golf Course

Question:

Please provide a list of all meetings you have attended to discuss any section 106 or CIL arrangements for the development North Worcestershire Golf Course.

Answer:

I have attended 0 meetings on S106 and 0 meetings on CIL. I have however asked questions of the planning dept about how and where the S106 money will be spent and who will get a say on this. I have not yet asked about SIL.

We have discussed the build and the site regularly at my ward forums, as it deeply impacts the communities I represent, but I have no recollection of ever specifically talking about S106 or CIL at my ward forums.

NB: As this development sits fully in the Frankley ward, not Northfield ward, your Conservative colleague Cllr Simon Morrell may well have attended meetings discuss any section 106 or CIL arrangements for the development North Worcestershire Golf Course.

Birmingham City Council

City Council

12 January 2021



Subject: Lead Member Report: West Midlands Police and Crime Panel

Report of: Cllr Shafique Shah

Report author: Emma Williamson, Head of Scrutiny Services

Does the report contain confidential or exempt information? ☐ Yes ☒ No

1 Executive Summary

- 1.1 This report provides a summary of the work of the West Midland's Police and Crime Panel ("the Panel").

2 Motion

- 2.1 That the report be noted.

3 Role of the Police and Crime Panel

- 3.1 The Panel is a joint scrutiny body of the West Midland authorities with a dual role to support and scrutinise the work of the Police and Crime Commissioner (PCC).
- 3.2 The Panel acts as a critical friend to the PCC on behalf of West Midlands residents and must perform the following statutory functions:
- To review and comment on the PCC's draft Police and Crime Plan and any amendments;
 - To review the PCC's Annual Reports;
 - To review and scrutinise decisions and actions by the PCC;
 - To review (with the power to veto) the PCC's proposed Council Tax precept;
 - To hold confirmation hearings before the PCC makes certain senior appointments (Chief Constable, Deputy PCC, Chief Executive and Chief Finance Officer), with the power to veto the Chief Constable appointment;
 - Handle non-criminal complaints about the conduct of the PCC and Deputy PCC, referring serious complaints to the Independent Office for Police Conduct (task delegated to the Birmingham Monitoring Officer);
 - To appoint an acting PCC if required;
 - To suspend the PCC if charged.

4 Panel Membership

- 4.1 The Panel consists of 12 councillors representing the seven West Midland districts and two independent members. Councillor membership reflects the political balance of the region. The Panel elected Councillor Narinder Kaur Kooner (Birmingham) as Chair and Cllr Suky Samra (Walsall) as Vice Chair for the 2020/21 Municipal Year.
- 4.2 Birmingham is represented on the Panel by Cllr Shafique Shah, Cllr Narinder Kaur Kooner and Cllr John Lines. Cllr Shabrana Hussain, Cllr Fred Grindrod and Cllr David Barrie are named substitutes.
- 4.3 Appointments to the Panel are usually made annually. Looking ahead to the 2021/22 appointments, the district authorities have been asked to consider consistency in membership as regular attendance by committed members aids an effective Panel. Members appointed to the Panel should be able to attend regularly.

5 Police and Crime Panel Work Programme

- 5.1 The Panel's work programme consists of statutory tasks (listed above) and wider exploratory work to build knowledge and insight into the strategic policing landscape in order to hold the PCC to account.
- 5.2 The PCC attends every Panel meeting to respond to questions and provides updates on recent activities. The Panel may also invite the Chief Constable to attend to answer any questions which appear to the Panel to be necessary to carry out its functions. The Panel may also invite other persons (residents, stakeholders, councillors, officers from other parts of the public sector) to discuss issues of local concern and/or answer questions.

Highlights March 2020 – December 2020

- 5.3 **March 2020:** The Panel commented on the content of the PCC's new **Emergency Chapter of the Police and Crime Plan** to respond to the COVID-19 pandemic. The Panel acknowledged the considerable challenge to respond to the pandemic and the unprecedented circumstances the PCC, the Force, officers and staff must operate within to effectively support communities.
- 5.4 The Panel welcomed the PCC's proactive work to support the most vulnerable and ongoing support to funded organisations and groups supporting victims and working to reduce crime. The Panel's response is available at <http://westmidlandspcp.co.uk/publications/>
- 5.5 **May 2020:** The Panel held a Confirmation Hearing for the Deputy Police and Crime Commissioner position. The Panel's role was to question the PCC's proposed appointee to assess his suitability for the post. The Panel's letter and the PCC's response are available at <http://westmidlandspcp.co.uk/publications/>
- 5.6 **July 2020:** The Panel examined the PCC's ongoing response and recovery from the COVID-19 pandemic. Members discussed the progress towards the PCC's new policy objectives to lead and support a partnership response and commission

support services to mitigate the effect of COVID-19. Members also discussed collaborative work with regional criminal justice partners, police enforcement of unofficial gatherings and heard of plans to review Hate Crime victim support services.

- 5.7 Members discussed the budgetary impact of the COVID-19 pandemic and sought assurance from the PCC that the £9.9m 2020/21 Revenue Budget shortfall would be effectively managed this year.
- 5.8 **September 2020:** The Panel reviewed the PCC's draft Annual Report and made suggestions for inclusion in the final version. Members discussed in detail the reported decline in overall public confidence in West Midlands Police. The Panel has sought additional information to fully understand the data collected against the measure of public confidence to inform a Panel inquiry into the reasons for this decline and actions that can be taken to address this.
- 5.9 Members also considered its annual monitoring reports on complaint handling and the Panel budget and expenditure of its Home Office grant.
- 5.10 **November 2020:** The Panel invited the Director of the Violence Reduction Unit to provide an update on its work and collaboration with the PCC and other partners.
- 5.11 **December 2020:** an informal meeting of Panel members was held to discuss a proposed terms of reference for the inquiry into public confidence in the police, with a view to commencing evidence gathering in the new year.

Looking Ahead

- 5.12 As the Panel continues to shape its work programme for the remainder of the 2020/2021 municipal year and into 2021/22, Members may have suggestions for the Panel to consider.
- 5.13 In January 2021 the Panel will examine the PCC budget proposals ahead of formally reviewing the PCC's proposed policing precept in February 2021.

Birmingham City Council

City Council

12th January 2021



Subject: Route to Zero Report
Report of: Acting Director – Inclusive Growth
Report author: Maria Dunn, Head of Development Policy
Maria.dunn@birmingham.gov.uk
 0121 303 8429 or 07516 031773

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:

1 Executive Summary

- 1.1 This report to full Council follows on from the report in September 2020 which outlined progress on the Route to Zero carbon programme since the declaration of a Climate Emergency in June 2019 and presented an action plan.
- 1.2 This report presents an update on the work undertaken since September 2020 and the 'Action plan' document. The Action Plan focuses on the priority actions for the next two years, it sets out what we have achieved to date in these priority areas and what we will do to scale up the delivery.
- 1.3 Birmingham City Council cannot achieve Route to Zero on its own. We will need to work with a range of partners to deliver the measures needed over the transition period. It is clear from the Anthesis report and the Action Plan that radical policy changes are required at the national level in order to achieve net zero carbon, as well significant funding in order to ensure a fair and just transition. In particular we will require support from central government in terms of legislation changes and financial resources and from the West Midlands Combined Authority to push forward on carbon reduction across the Region.

2 Motions

- 2.1 To endorse the Action Plan and the priority areas set out within it.
- 2.2 To note that the Council is committed to delivering additional resources to the Route to Zero R20 work including the establishment of a Climate Change and

Sustainability Team led by a new Assistant Director for Climate Change and Sustainability, the resources for which will be sought through the Medium-Term Financial Plan at February 2021 City Council.

- 2.3 To note the need for significant policy and legislative change at the national and regional level and the additional resources required to enable Birmingham to become net zero carbon and to agree to write to Government to set out our asks of them in order to facilitate our transition to net zero carbon.

3 Background

- 3.1 On 11 June 2019, following a cross-party motion, a climate emergency was declared at City Council. A report was presented to City Council in September 2020 setting out the progress made to date and an Action Plan based on work undertaken by consultants Anthesis. At that meeting, Council requested a further prioritised and costed action plan to be brought back to the City Council by the end of the year.

The 'Action Plan'

- 3.2 The aim of the Action Plan is to focus in on the priority actions that will move us forward over the next couple of years. Actions have been selected that will enable us to scale up existing successful projects and to deliver the largest impact in reducing carbon emissions.
- 3.3 The Action Plan outlines relevant policy and legislation, examines the need for systems change and climate justice, identifies what we can control and influence and sets out how we are working with partners.
- 3.4 The main emphasis is on the priority actions, which sit under topic areas. For each topic the document sets out what has already been achieved, what the next steps are, what we need to do to get us there and where we need to lobby for legislative or policy change or funding to deliver.
- 3.5 The Action Plan sets out the latest and most relevant legislation and policy relating to Climate Change and Climate Emergency and sets out the Birmingham context. It provides information on the carbon baseline for both the City Council and the City as a whole.
- 3.6 The document identifies the need for systems change, it describes the key institutional problems we face now and outlines why we need to change this. We have already set up a cross party R20 working group and this group has met twice with discussions informing the Action Plan.
- 3.7 We need to embed carbon reduction across all directorates and establish climate change as key priority, organisation wide. The internal working group is improving cohesion across the Council however, there is a need to continue to

build upon this to ensure that the route to zero commitment is embedded in everything we do.

- 3.8 The Action Plan sets out the links between climate justice and social justice and builds upon the Council's commitment to a 'Just Transition'. It recognises that we cannot deliver this alone and that we need to work with partners locally including the West Midlands Combined Authority (WMCA) and the Greater Birmingham and Solihull Local Enterprise Partnership (GBSLEP). The document starts to distinguish between what is within the direct control of the City Council and what we can influence and the degree to which we can influence.

- 3.9 The priority actions are:

New Build Housing

- 3.9.1 This focuses on Birmingham Municipal Housing Trust's (BMHT) future stock as the City Council have control over this. A Passivehaus (the leading international low energy design standard) trial is underway at Dawberry Fields and the lessons learnt from this will be applied to all new BMHT housing as soon as is practicable. This will lead to the delivery of 7,000 new homes built to the highest standards possible by 2031.
- 3.9.2 The review of the Birmingham Development Plan will provide an opportunity to review wider development standards across the City. However, this will need to be undertaken in line with national requirements.
- 3.9.3 In order to push forward on this agenda we need to lobby the Government to set more stringent standards for new development and also to continue to allow local authorities to set their own standards.

Retrofit of Existing Housing Stock

- 3.9.4 Again the focus here is on the Council's own stock as this is the area over which we have the greatest control. The City Council are part of a WMCA consortium bid for funding for a small pilot scheme and it is considered that the East Birmingham Task Force can play a role in progressing the retrofit agenda.
- 3.9.5 In order to progress this agenda further it will be necessary to lobby Government to commit further funds, as well as to promote retrofitting and its benefits across the city. The City Council will also need to commit resources internally to working up schemes that can be ready to submit in response to Government making funding available.

Transport

- 3.9.6 This is an area where significant work has already been undertaken to promote modal shift away from the private car. The Birmingham Transport Plan and Birmingham Emergency Transport Plan provide the framework for modal shift and a number of successes, including, a trial of e-cargo bikes, the delivery of hydrogen buses and the introduction of electric buses

on the number 6 route between Birmingham and Solihull are positive steps.

- 3.9.7 The next steps are to continue to progress the Birmingham Transport Plan to adoption and to deliver the city centre segments as well as increasing pedestrianisation and the cycling network as well as implementing the Clean Air Zone in 2021. In order to progress further it will be important to secure additional staff resources within the Transport Planning Team to work on the decarbonisation of transport as well as lobbying for a bus service franchise.

Electric Vehicle Charging Points

- 3.9.8 The switch to electric vehicles will be important in reducing carbon emissions. There is currently a programme underway to install 394 fast and rapid charging points by 2022 and to deliver 9000 charging points in total by 2030. 600 of which will be fast and rapid. The City Council will prepare an Electric Vehicle Charging Strategy by March 2021.
- 3.9.9 The biggest challenge to overcome is the provision of charging facilities to terraced streets. In order to deliver more it will be necessary to simplify the framework for charging which currently uses multiple smartphone applications, to attend the West Midlands Combined Authority's Electrification Task Force and to lobby Government for greater support on the switch to electric vehicles.

Waste

- 3.9.10 In order to reduce the impact of waste it is necessary to look at total waste arisings rather than focus on household waste. A Waste Strategy will be prepared. In order to progress further there is a need to lobby the West Midlands Combined Authority to commission a study to look at waste movements across the conurbation and a need to engage with the West Midlands Combined Authority on their Circular Economy work to reduce waste arisings.

Energy

- 3.9.11 The City Council is engaged with the BEIS decarbonisation of heat programme which will look at the options that could be implemented to reduce carbon emissions from heat across the City. It will be important to maximise the benefit of Tyseley Energy Park and to lobby for Tyseley to become the national centre for decarbonisation of heat.

The Natural Environment

- 3.9.12 The work being undertaken by 'Naturally Birmingham' the Future parks Accelerator will be important in looking at new governance models for open space. The Cole Valley Corridor work provides another important opportunity and a European Regional Development Fund bid has been submitted to seek funding to progress this work. Moving forward, there is

an aspiration to increase tree canopy cover to 25% in all wards with a focus on those wards with the lowest levels of canopy cover. The City Council will also engage with the West Midlands National Park Concept and explore how this could be implemented to enhance the provision of green infrastructure.

- 3.10 The Action Plan will guide the work on Route to Zero in the short-term. Further, more detailed work will be undertaken on costing and prioritising all of the actions within the Anthesis report, this will include actions for the Council and actions for the City.
- 3.11 Monitoring and feedback will be an important part of implementing the Action Plan. A report will be brought to City Council annually to set out progress and outline priorities for the year ahead. The City Council will continue to report its carbon emissions through the Carbon Disclosure Project (CDP) however, there will also be a need to consider how more detailed information can be gathered and reported to ensure that the City Council is on target to meet its net zero carbon ambition.

Resources

- 3.12 In order to deliver Route to Zero there is a need for the Council to commit greater resources to the programme. The City Council does not currently have a full-time programme lead for Route to Zero, the programme is being led by existing Council officers as part of their roles. However, in order to deliver the programme within the timeframe and to ensure that we are best positioned to access resources as they become available, there is a need for a full-time lead officer for Route to Zero. In order to be able to fully embed the Route to Zero within everything the Council does, this position needs to be sufficiently senior to work across the Council's directorates and services and therefore, it is suggested that there should be an Assistant Director for Climate Change and that the post should be supported by a team which will complement the existing skills within the City Council.
- 3.13 Approval for funding additional staff will be sought through the Council's Medium-term Financial Plan at February 2021 City Council.

The Regional and National Context

- 3.14 The City Council cannot deliver Route to Zero alone, however, the City has set a more ambitious target date to achieve net zero carbon than the West Midlands Combined Authority (2041) or national Government (2050). Therefore, continued lobbying will be necessary at both levels in order to secure the legislative and policy framework within which Birmingham can bring about change more rapidly.

- 3.15 The Action Plan identifies a number of areas where lobbying will be needed. We need to lobby central Government on:
- 3.15.1 Clarifying the role of the planning system in achieving net zero carbon.
 - 3.15.2 Releasing additional funding for retrofit across the housing sectors.
 - 3.15.3 Improving the energy efficiency of rented homes through legislation.
 - 3.15.4 Delivering a zero emissions public transport network.
 - 3.15.5 A bus franchise for the West Midlands (led by Transport for West Midlands).
 - 3.15.6 Accelerating the move to electric vehicles, ensuring all types of vehicles move away from petrol and diesel engines.
 - 3.15.7 Greater support for public transport services.
 - 3.15.8 Reducing waste through legislation, particularly commercial waste.
 - 3.15.9 Ambitious new legislation around the decarbonisation of energy supply.
 - 3.15.10 Adopting the concept of environmental justice.
 - 3.15.11 The implementation of the West Midlands National Park concept.
- 3.16 In order for Birmingham to become net zero carbon ahead of the national target of 2050 and the West Midlands Combined Authority target of 2041, we will need to have the ability to set out our own high standards for new buildings, to require the retrofitting of all existing buildings across all tenures, to accelerate the switch to electric vehicles and significantly reduce car use by investing in public transport, walking and cycling; and to reduce the volume of waste generated in the city. In order to achieve this, we will need significant additional financial resources and a more ambitious timetable for achieving net zero carbon at the West Midlands Combined Authority and at the national level.

The Route to Zero (R20) Task Force

- 3.17 One of the commitments in the climate emergency motion was to constitute a Climate Emergency Task Force. The R20 Task Force was set up in September 2019 and an update on activity was provided in the report to September 2020 City Council. Since September 2020, the Task Force have met monthly and have helped to shape the Action Plan, endorsing it at their meeting on 9th December 2020.
- 3.18 The Task Force has an important role to play in helping Birmingham to become net zero carbon. The Task Force are due to meet in January 2021 and will discuss options on the future role and format of the Group, including the option of it becoming a Citizens' Assembly. Individual Task Force members will be able to volunteer to sit on topic specific working groups to take forward groups of

actions in relation to elements of Route to Zero. The Task Force membership will be reviewed to ensure that it fully reflects its role and purpose.

R20 Advisory Committee

- 3.19 Following the decision at September Council, the R20 Advisory Committee has been set up. This group has met twice and has agreed Terms of Reference and informed the preparation of the Action Plan. The next meeting of the group will take place on Tuesday 5th January 2021.

4 Appendices

Appendix 1 – Route to Zero Action Plan

5 Background Documents

- 5.1 Report to Full Council – 15th September 2020 – ‘Route to Zero Interim Report’ - <https://birmingham.cmis.uk.com/birmingham/Meetings/tabid/70/ctl/ViewMeetingPublic/mid/397/Meeting/11778/Committee/39/Default.aspx>

Route to Zero Action Plan - Call to Action
December 2020

Contents

Chapter 1 - Executive Summary	5
Chapter 2 - Introduction and Policy Context	8
2.1 Background to Climate Change – Legislation.....	8
2.2 Background to Climate Emergency Declaration	9
2.3 Our Current Council and City Wide Carbon Footprint	10
2.3 Emerging Policy.....	11
Chapter 3 - The Need for Rapid Systems Change	12
Chapter 4 - Climate Justice and Social Justice	14
Chapter 5 - Working with Partners	16
5.1. West Midlands Combined Authority (WMCA).....	16
5.2. Greater Birmingham Local Enterprise Partnership (GBLEP)	16
5.3. Centre for Sustainable Energy	17
5.4 Birmingham Universities.....	17
5.4.1 Aston University.....	17
5.4.2 BCU	19
5.5 Greener Birmingham Coalition	19
5.6 Wider Partnership Working	20
5.7 Public Consultation	20
5.8 Education	20
Chapter 6 - What can we control and influence?	21
Chapter 7 – Identifying Our Priority Actions.....	22
Chapter 8 - Priority Actions - New Build Housing	27
8.1 What have we done to date?.....	27
8.2 What are the next steps?.....	28
8.2.1 Improving the Quality of the Council’s New Build.....	28
8.2.2. Standards of Private New Construction.....	30
8.3 What do we need to get us there?	31
8.4 Lobbying.....	31
8.5 Costings.....	32
Chapter 9 - Priority Actions – Retrofit of Existing Housing Stock	33
9.1 What have we done to date?.....	33
9.1.1 BCC Capital Investment.....	33
9.1.2 Retrofit Conference	33

9.1.3 East Birmingham Community Heat Taskforce	33
9.2 What are the next steps?.....	34
9.2.2 Private Sector Homes	35
9.3 What do we need to get us there?	35
9.4 Lobbying.....	36
9.5 - Costings.....	37
Chapter 10 - Priority Actions - Transport.....	38
10.1 What have we done to date?	38
10.1.1 Birmingham Transport Plan (BTP).....	38
10.1.2 Birmingham Emergency Transport Plan (BETP).....	39
10.1.3 E-cargo Bikes.....	41
10.1.4 Hydrogen Buses	41
10.1.5 Clean Air Zone	42
10.1.6 Cole Valley as a Key Route for Walking and Cycling	43
10.2 What are the next steps?.....	43
10.3 What do we need to get us there?	47
10.4 Lobbying.....	48
10.5 Costings.....	49
Chapter 11 - Priority Actions - EV Charging Points	50
11.1 What have we done to date?	50
11.2 What are the next steps?.....	50
11.3 What do we need to get us there?	51
11.4 Lobbying.....	52
11.5 Costings.....	52
Chapter 12 - Priority Actions – Waste.....	53
12.1 What have we done to date?	53
12.2 What are the next steps?.....	54
12.3 What do we need to get us there?	55
12.4 Lobbying.....	56
12.5 Costings.....	56
Chapter 13 - Priority Actions – Energy.....	57
13.1 What have we done to date?	57
13.2.1 BEIS Decarbonisation of Heat Programme	58
13.1.3 Birmingham District Energy Company (BDEC).....	59

13.1.4 Tyseley Energy Park	59
13.1.5 Exploration of Council Utility Companies	60
13.2 What are the next steps?.....	61
13.3 What do we need to get us there?	62
13.4 Lobbying.....	63
13.5 Costings.....	64
Chapter 14 - Priority Actions – The Natural Environment	65
14.1 What have we done to date?	65
14.2.1 Future Parks Accelerator	65
14.1.3 Cole Valley Route	66
14.2 What are the next steps?.....	67
14.2.1 Future Parks Accelerator	68
14.2.2 Canopy cover	68
14.2.3 Rehabilitation of existing green space.....	68
14.2.4 WM National Park Concept	69
14.2.5 Exploration of Heat Extraction from Parks	69
14.2.6 Biochar Project.....	69
14.3 What do we need to get us there?	70
14.4 Lobbying.....	71
14.5 Costings.....	72
Chapter 15 - Implementation and Monitoring	73
15.1 Route to Zero Supply Chain Programme	73
15.2 Moving Forwards	73

Chapter 1 - Executive Summary

The table below summarises the key priority actions that are outlined in this call to action document:

Sector	Action	Timescale
New build housing	7,000 units of social housing to be delivered by 2031 which will be constructed to an agreed environmentally sustainable standard based on an analysis of the deliverable and affordable elements of Passivhaus Standard (or as close to certified standard as possible), the technological demonstration project on Gressel Lane and changes required to the BMHT specification to meet new Building Regulations	2031, changes to spec in 2022
	BMHT to ensure that appropriate training on new technologies is included as part of the tendering process and staff from maintenance teams are included within this process.	Implementation in 2023
	Review the BDP and include policies to deliver zero carbon or Passivhaus homes.	Timetable for BDP update to be confirmed. Update anticipated to commence in 2022.
Housing retrofit	Develop an impact analysis period monitoring the thermal efficiency improvements.	Ongoing
	Create a plan for city wide retrofitting of houses, incorporating High & low level residential blocks	2021/2023
	Bid for Green Homes scheme 1b and match fund the existing and planned developments.	Dec 2020
	Phase 2 Green Homes LAD's funding – opportunity to consider larger bid - subject to identifying match funding of around £5million. This could lever in additional 50/70%.	Jan / March 2021
	Where feasible consider quick wins by converting garages under flats to new energy efficient accommodation units.	2020 / 2021
	Ensure boilers have a minimum Sedbuk rating efficiency of not less than "C" and are "hydrogen" ready, thus allowing them to take a natural gas/hydrogen blend from the grid.	10-year program
	Explore opportunities to include Ground Source Heating for planned Landlord and Property services blocks.	Ongoing

	Promote/educate all key stake holders about benefits of retrofitting and decarbonisation	Will require holistic approach
	East Birmingham Heat Taskforce to produce an Outline Business Case.	Early/mid 2021
Transport	Deliver the long term actions set out in the Birmingham Transport Plan.	2031
	Consult and Adopt the Birmingham Transport Plan.	2021
	Implement City Centre Segments scheme.	Ongoing to 2022
	Develop 2-3 additional pop up cycle lanes as part of tranche 2 of the active travel fund, funding permitting.	March 2022
	Deliver Places for People projects.	Ongoing to 2031
	Implement Space for Pedestrians in the local centres.	Ongoing to 2031
	Establish training and project partners for e-cargo bikes.	Complete November 2020
	Produce an Outline Business case for bus franchising.	Summer 2021
	Secure funding to deliver projects identified in the Birmingham Walking and Cycling Strategy.	Ongoing to 2031
EV charging	Provide 394 fast (22kw) and rapid (50kw) EV charging points.	Dec 2022
	Work collaboratively with relevant partners to stimulate the market and begin to tackle the issues around the provision of EV in problematic areas such as terraced housing.	Ongoing to 2030
	Produce an EV strategy document.	April 2021
	Launch the communication campaign of 'switch to electric'.	February 2021
	Install 9000 chargers citywide, of which 600 will be rapid.	2030
Waste	Commission a joint study with WMCA to look at waste movements in the conurbation	Phase 1 (municipal waste) completed in 2021, Phase 2 for all waste streams 2022

	Ensure waste depots have charging capability designed in them	Delivery in 2022
	Sign off of the draft Municipal Waste Strategy	2021
	Ongoing hydrogen/EV fleet demo	Underway
Energy	Maximise the potential of the Tyseley Environmental district, including energy from the Tyseley energy from waste plant during its operational lifetime.	2034
	Investigate how the district heat network's energy centres can be converted to a carbon neutral energy source.	Ongoing
	Complete the BEIS heat decarbonisation study.	December 2021
Natural environment	Complete the Future Parks Accelerator Project, embed Environmental Justice policy and governance recommendations where appropriate and maximise joint working	March 2022
	Produce Trees supplementary planning document.	Draft by March 2021. Adoption date dependent on progression of DM DPD.
	Produce Biodiversity supplementary planning document.	Follow on from the BDP review
	Production of an Urban forest masterplan	2021
	Begin targeting the wards with the lowest % canopy cover	2022
	Work collaboratively with WMCA on the WM National Park concept	Ongoing
	Deliver the Ward End and Cole Valley Green Skills Hub project.	December 2023

Chapter 2 - Introduction and Policy Context

2.1 Background to Climate Change – Legislation

2.1.1 Climate Change Act 2008- The Climate Change Act sets out emission reduction targets that the UK must comply with legally. It represents the first global legally binding climate change mitigation target set by a country. The Act committed the UK to reducing its greenhouse gas emissions by 80 per cent by 2050, compared to 1990 levels. However, this target was made more ambitious in 2019 when the UK became the first major economy to commit to a 'net zero' target. The new target requires the UK to bring all greenhouse gas emissions to net zero by 2050.

2.1.2 The Energy Act 2008- The Act contains the legislative provisions required to implement UK energy policy following the publication of the Energy Review 2006 and the Energy White Paper 2007. This policy is driven by the two long-term energy challenges faced by the UK: tackling climate change by reducing carbon dioxide emissions, and ensuring secure, clean and affordable energy.

2.1.3 The Energy Act 2011- The 2011 Energy Act has three principal objectives: tackling barriers to investment in energy efficiency (including via the Green Deal that provides up-front finance for investments in energy efficiency in the home; enhancing energy security; and enabling investment in low carbon energy.

2.1.4 Planning and Energy Act 2008- The Bill allows local councils to set targets in their areas for on-site renewable energy, on-site low carbon electricity and energy efficiency standards in addition to national requirements.

2.1.5 In addition to this, there are the European Directives that include:

2.1.6 The 2001 Strategic Environmental Assessment (SEA) Directive- SEA is a legally enforced assessment procedure required by Directive 2001/42/EC (known as the SEA Directive). The SEA Directive requires systematic assessment of the environmental effects of strategic land use related plans, policies and programs.

2.1.7 The 2009 Renewable Energy Directive- This Directive establishes a common framework for the production and promotion of energy from renewable sources. This Directive 2009/28/EC establishes a common framework for the use of energy from renewable sources in order to limit greenhouse gas emissions and to promote cleaner transport.

2.1.8 The 2010 Energy Performance of Buildings Directive- The principle underlying the Energy Performance of Buildings Directive is to make the energy efficiency of buildings transparent by requiring an energy performance certificate showing the energy rating of buildings, accompanied by recommendations on how to improve its efficiency.

2.1.9 The 2015 Paris Agreement - The Paris Agreement's central aim is to strengthen the global response to the threat of climate change by keeping a global temperature rise this century well below 2 degrees Celsius above pre-industrial levels and to pursue efforts to limit the temperature increase even further to 1.5 degrees Celsius. The agreement is wide in scope and provides the international framework for UK legislation. The Agreement includes (Article 12) an obligation to communicate about climate change and (Article 11) sustainable development goals as well as the more familiar carbon emission targets to limit global heating.

2.1.10 Background to Climate Change – Policy

Some of the key national policies that underpin climate change are discussed below.

The National Planning Policy Framework (NPPF) identifies various means by which Local Planning Authorities should respond to climate change. These include:

- The promotion of energy efficiency in new and existing buildings;
- The encouragement of energy generation from renewable and low carbon resources;
- The identification of opportunities for carbon emission reductions more generally;
- The adaptation of the local environment in response to the effects of climate change, including flooding and restricted water supply.

2.1.11 National Planning Practice Guidance (PPG) on climate change identifies the task of addressing climate change as a core land use principles. It sets out the means by which local plans can shape development to promote reductions in the emission of greenhouse gasses and increase the resilience of communities in the face of future flood risk, coastal change, threats to water supply and quality, and other effects of climatic change. In addition to this, the 25 Year Environment Plan sets out government action to help the natural world regain and retain good health. It aims to deliver cleaner air and water in our cities and rural landscapes, protect threatened species and provide richer wildlife habitats. It calls for an approach to agriculture, forestry, land use and fishing that puts the environment first.

2.1.12 The Plan identifies six areas which directly and indirectly will help combat climate change. The six areas include: Using and managing land sustainably, recovering nature and enhancing the beauty of landscapes, connecting people with the environment to improve health and wellbeing, increasing resource efficiency, reducing pollution and waste, securing clean, productive and biologically diverse seas and oceans and protecting and improving the global environment.

2.2 Background to Climate Emergency Declaration

2.2.1 Birmingham City Council declared climate emergency on the 11th June 2019 and made the commitment to take action to reduce the city's carbon emissions and limit the climate crisis. The

ambition was set for the council and city to become net zero carbon by 2030, or as soon as possible thereafter as a 'just transition' allows – ensuring we reduce inequalities in the city and bring our communities with us. This is the city's 'route to zero' (R20). On 25 June 2019 the council's Cabinet agreed to add a new priority to the Council Plan which states that Birmingham will be "a city that takes a leading role in tackling climate change". This commitment will embed climate action in the council's decision-making process to make sure that all service areas contribute to the R20 journey.

2.3 Our Current Council and City Wide Carbon Footprint

2.3.1 Consultants Anthesis were commissioned in January 2020 to undertake a study setting out the current emissions baseline for the city and to make recommendations which could be implemented to reduce carbon emissions. The Anthesis report broke down the emissions into two elements, the Council's own emissions and City wide emissions.

2.3.2 Council's own emissions: The report highlighted that the council's own emissions amounted to 417,772 tCO₂e. The analysis of Birmingham City Council's own emissions focused on six key emissions sources, including: Buildings & Other Assets, Vehicle Fleet, Business Travel, Employee Commute and Procurement Spend. The emissions were further split into three categories as:

- Scope 1 (Direct emissions): All direct GHG emissions from the activities of an organisation or under their control. For BCC, this primarily relates to natural gas for heating and fuel used by owned or controlled vehicles.
- Scope 2 (Indirect emissions): GHG emissions occurring as a consequence of the use of grid-supplied electricity, heat, steam and/or cooling within the city boundary. For BCC, this relates to purchased electricity.
- Scope 3: All other GHG emissions that occur outside the Birmingham City boundary as a result of activities taking place within the boundary. For BCC, Scope 3 emissions include schools, housing, procurement activities and employee commuting.

The report also highlighted that only 2% of emissions fell into the Scope 1 category, 6% in the Scope 2 category and the remaining 92% in the Scope 3 category.

2.3.3 City wide emissions: The city wide emissions amount to a total of 4,578 ktCO₂e. These have been broken down as follows:

- Residential buildings (34%)
- Commercial buildings & facilities (6%)
- Institutional buildings & facilities (17%)
- Industrial buildings & facilities (11%)
- On-road (27%)
- Rail (1%)
- Solid waste disposal (<1%)
- Wastewater (2%)
- Industrial process (2%)
- Industrial product use (<1%)
- CHP generation (<1%)

- Local renewable generation (<1%)

2.3.4 The report further states that the carbon budget for the Birmingham City region between 2020-2100 is 27.5 MtCO₂. A consistent annual emissions reduction rate of -12.8% is needed to adhere to this budget. If Birmingham's emissions were to remain at today's levels, the finite carbon budget would run out in 7 years.

2.3 Emerging Policy

Rapid decarbonisation requires coordinated action across all levels of government. Ahead of the postponed COP26 in November 2021, the government is expected to publish a number of strategies and policies. These will set the national tone and affect local authorities by dictating wider decarbonisation goals and providing funding opportunities. These strategies include the final Transport Decarbonisation Plan, the UK Hydrogen Strategy, and the Environment Bill 2019-21 (next steps to be confirmed). Wider decisions, such as whether the UK will use a carbon tax or a domestic emissions trading system once it leaves the European Union's Emissions Trading System at the end of 2020 (which had not been decided at the time of writing this report) will also shape the national direction and therefore affect local authorities. It also important to consider the impacts of Brexit, which will be enacted on the 31st of January 2021. Most of the UK's environmental laws are derived from European law. From water and air quality, to nature conservation and climate change. Post January 2021, the UK government will have the power to set its own environmental targets, marking a period of change, we will continue to monitor national developments to understand their implications at the local level and provide feedback when there are consultation and engagement opportunities.

Chapter 3 - The Need for Rapid Systems Change

3.1 Decarbonisation efforts over the past 30 years have been slow and insufficient. Every year where progress was slow, the rates of emissions reduction needed for future years became even higher in order to compensate for past failures. Today we are facing a crisis that requires urgent action everywhere. Past failures also mean that current levels of warming are already causing environmental damage and the efforts to cut emissions are to limit the scale of future impacts rather than avoid them completely.

3.2 It is recognised that transition to a low carbon economy requires major and rapid systems changes but the transition must be just and deliver the jobs that are needed to sustain our economy. Birmingham and the West Midlands, as the birthplace of the Industrial Revolution and a global player in the development of green technology, is ideally placed - and has a moral responsibility to lead a new Green Industrial Revolution that delivers clean and inclusive growth. In order to achieve meaningful carbon reduction, system level change is required, both on a citywide level, but also within the council itself.

3.3 To date, internal operations have largely continued to favour a 'business as usual' approach. The 'business as usual' status quo needs to be overturned, to achieve organisational wide buy-in for drastic, council wide systems change. The scale of the changes needed to achieve decarbonisation is unprecedented and they cannot be achieved through incremental changes to existing policy packages and through nudging people to make slightly different choices. To achieve change, we need to consider new ways of working, particularly incorporating more partnership working and collaborative approaches to projects. In order to achieve net zero carbon, both as an organisation and across the City, the City Council will need to direct significant additional resources to the programme. These resources will need to be targeted to ensure that they provide the capacity for all areas of the Council to engage fully with the programme, and to reduce their carbon emissions. Consultants Inner Circle have been commissioned to undertake work to inform the Council's mid-term financial plan. The outputs of their work will include an ask for resources to establish a Route to Zero Team in order to establish a senior lead officer for the programme and support to embed Route to Zero across the City Council as a whole.

3.4 In June 2019 the UK became the first major economy in the world to pass laws to end its contribution to global warming by 2050. Beyond this, individual local authorities have declared their own climate emergencies. As the authorities in the West Midlands become unified by the shared ambition to reach net zero, a new opportunity is presented to take advantage of our collective goal by working collaboratively to prevent duplication and maximise resources.

3.5 Zero emissions would mean no production of any greenhouse gas emissions at all. There are some sectors (e.g. farming and aviation) where it is anticipated this will not be possible. Net zero therefore allows for a small amount of residual emissions to be produced but requires the UK to find so called 'negative emissions technologies' which can take carbon out of the atmosphere to compensate. These measures can include planting trees, rewilding and bioenergy with carbon capture and storage. It is important to note that the vast majority of city-level emissions will not be in the 'too difficult to cut' bucket which will be netted off. Achieving net zero carbon is a significant challenge. Much of what is required lies outside the direct control of the City Council and therefore

working with partners and driving change through influence and by being an example of best practice will be as important as the City Council making changes to reduce its own carbon emissions. Identifying and working with businesses within the City who have already taken steps to reduce their carbon emissions will be important in embedding net zero carbon both within the City Council and across the city as a whole.

3.6 Actions have already been undertaken to kickstart system change in the council. A cross party R20 working group committee has been set up, which will meet once per month. The group has been established to fulfil a cross party motion, which was agreed at City Council on 15th September 2020, for the creation of an Advisory Committee which will inform Cabinet on the Route to Zero (R20) Carbon agenda. The R20 Advisory Committee is chaired by Councillor Waseem Zaffar, Cabinet Member for Transport & Environment who has overall responsibility for leadership and direction of the R20 agenda. The committee sits in parallel with the taskforce and will have sight of any decisions before they go to Cabinet or Full Council. They will also support the work of the taskforce by ensuring that all decisions and papers align with R20 agenda and scrutinising and challenging any decisions that conflict with the R20 agenda. The committee is comprised of 3 Cabinet Members, 3 Labour Councillors and 3 Opposition Members. A council internal working group has also been created, including representatives from all service areas, which is already helping to improve cohesion on climate issues across the council. In addition to kickstarting system change in the council, it will be necessary to build a broad collaborative network across the City, including anchor institutions, environmental and campaigning groups, faith communities and others to help achieve the wider changes needed, take communities on the net zero journey and avoid impoverishing deprived communities.

3.7 Delivering the changes that are needed will have a significant financial cost. However, the cost of acting now needs to be weighed up against the cost of retrofitting at a later date and the additional cost of adapting to the unavoidable impacts of climate change in the future. Despite this, there is a need to attract significant funding to deliver net zero carbon across the City Council and the City, this cannot be delivered within existing resources. This call to action will focus on actions that deliver the most benefit in terms of reducing carbon emissions and will identify where lobbying for additional funding will be essential to delivery. To achieve major and rapid system change, finance from a wide range of sources will need to be attracted into Birmingham. Large global 'impact' investors increasingly take environmental, sustainability and governance (ESG) criteria into account. Existing and new intermediaries need to mobilise and channel into Birmingham projects, in addition to governmental sources.

Chapter 4 - Climate Justice and Social Justice

4.1 Birmingham City Council's initial climate change declaration included a commitment to a 'just transition', essentially fusing together climate justice and social justice. There are a number of key issues and challenges in relation to achieving this:

- The most disadvantaged and poorly paid citizens contribute the least to the causes of climate change but are impacted the most by it. As a proportion of their income, they pay the most towards implementing solutions but benefit the least from them.
- There needs to be a long term, systemic change in order to address climate change and move towards a net-zero carbon society. It is important that everyone's voices are heard in these decisions.
- There is a need for cross-sector responses which assess localised vulnerability to both climate change and to the policies which are put in place to mitigate and adapt to it.
- Climate change can compound poverty and disadvantage and, conversely, poverty increases vulnerability to climate impacts. These compounding effects and interactions make a strong case for policy solutions that integrate social justice considerations into climate change policy and vice versa.
- However, action to address climate change can help address social justice. For example, retrofitting homes to make them more energy efficient can reduce carbon emissions whilst also reducing fuel bills and creating, warmer healthier homes and delivering positive benefits for residents. Similarly, improving walking and cycling routes and public transport provision can make travel more accessible to those without access to their own car.

4.2 The Birmingham Business Charter for Social Responsibility is a set of guiding themes to which Birmingham City Council (BCC) will adhere and invites its contracted suppliers, the wider business community, other public sector bodies (including schools) and third sector organisations (including grant recipients) to adopt. In some cases, adopting the Charter is a requirement of specific contracts or grants. In all cases, adopting the Charter is a visible and recognisable sign of your organisation's commitment to the local economy and its communities. The Charter's Green and Sustainable theme is very pertinent to this policy aim as it asks signatories to commit to protect the environment, minimise waste and energy consumption, use resources efficiently and contribute towards Birmingham's Clean Air Zone. These commitments will also apply to their supply chain. Specific actions include:

- Reduce Carbon footprint – be aware of main impacts on carbon emissions including the indirect carbon used in manufacturing processes and the direct impact of operations and logistics.
- Measure carbon emissions and ensure a plan to reduce emissions, where possible, is being implemented using carbon measurement tools. Specific targets to be included in major contracts
- Eliminate unnecessary waste by adopting the "reduce, reuse, recycle" philosophy.
- Be a good neighbour, minimise negative local impacts (noise, air quality), and improve green areas (e.g. biodiversity, visual attractiveness).

- Protect the environment and minimise adverse impacts and instil this approach throughout the supply chain.

4.3 Decarbonising our economy and society involves making difficult choices across many sectors. We need to transition to a society where people have universal access to jobs, healthcare and housing, ensuring that no one is left behind. In March 2020 the UK was put into lockdown following the COVID-19 outbreak which continues to produce unprecedented health and economic impacts. Many parallels can be drawn between the covid health crisis and the climate crisis, namely:

1. Both crises are characterised by an increasing risk of negative impacts. With covid, this is due to contagion – one infected person can spread covid to more than one other person, causing infection rates to accelerate. With the climate crisis, non-action can trigger feedback loops, which in turn amplify the warming trend, edging us close to crucial temperature rise tipping points.
2. Tackling both issues requires dramatic disruption to our daily lives and norms.
3. Both crises require ‘mass’ change: the efforts of individuals do little to mitigate the risk unless accompanied by efforts from the majority.
4. In both cases, authorities have acknowledged the urgency of acting. A climate emergency was declared on the 11th of June 2019 and on the 11th of March 2020 covid-19 was characterised as a pandemic.

4.4 Given the number of similarities that can be drawn between the two crises, it is reasonable to assume that both should evoke similar responses. However, the response to the coronavirus crisis to date has arguably been far greater than the response to the climate crisis. The rapid response to the covid crisis has demonstrated the level of action that can be achieved when a matter is truly considered an ‘emergency’ and gives us an indication of the level of rapid change that is possible with direct government guidance. Successful change will require listening to and communicating with Birmingham’s citizens as well as working through existing, and developing new community networks, organisations and structures. The covid recovery strategy provides the opportunity to link it in with climate recovery as a complimentary process to help deliver a socially just transition.

Chapter 5 - Working with Partners

Birmingham City Council cannot achieve Route to Zero alone. It is essential that the City Council works with partners to deliver and support the changes needed to achieve net zero carbon. The West Midlands combined Authority and the GBSLEP are two of the main partners in delivering this.

5.1. West Midlands Combined Authority (WMCA)

5.1.1 The WMCA published a green paper in early 2020 to start the conversation around their response to climate change. They are now working with consultants to produce 5 year action plans. The first of these 5 year action plans is in the early stages of preparation and will be published in 2021. Birmingham City Council is engaging with this activity and working with the CA to identify those areas where the CA is best placed to lead and where the City Council is best placed to lead.

5.1.2 Birmingham City Council are also working with the CA through the Low Carbon Officers' Group which brings together climate change leads from across the CA to share experiences and best practice and engage in delivery. Collective lobbying across the CA region will be important in seeking the national changes required to deliver Route to Zero.

5.1.3 Birmingham City Council has also begun working with the CA to set up a Jobs taskforce. The Council recognises that the transition away from a high-carbon economy towards a green economy is interwoven with two other transitions in the coming period: to a post-Covid economy and a post-Brexit economy. In this context tens of thousands of people in Birmingham, including school-leavers, workers in high-carbon sectors and migrant workers, face an uncertain future, while new opportunities open up. The jobs taskforce has the potential to ensure that sustainable building skills and retrofitting skills are being developed. If we can see a way to develop a viable local industry, then that has the potential to become a 'procurement framework' for private and public retrofitting, and may be able to form a revenue stream for the council of some of these roles are kept in house.

5.2. Greater Birmingham Local Enterprise Partnership (GBLEP)

5.2.1 The Council is engaging with LEP as they are the part of the Task Force and involved in some of the key meetings and decisions which are to be taken forward by the City Council. The Local Industrial Strategy (LIS) for the West Midlands recognises the low carbon sector as one of the region's key areas of strength that can enable clean growth and prosperity in the coming years.

5.2.2 The GBSLEP has been assigned the Low Carbon and Environmental Sector as one of its key sectors to deliver on under the region's Local Industrial Strategy. The Low Carbon Sector Action Plan defines low carbon technology sector as 'businesses and organisations who are currently located wholly or in part in the West Midlands or are planning to relocate to the region, and who provide or intend to provide solutions and services necessary to support the transition towards a low carbon economy'. It incorporates a large proportion of the energy system, which is leading the low carbon transition, and increasing proportions of the transport/automotive and construction/housing sectors.

Local Industrial Strategy for the WM - Low Carbon & Environmental Technology Sector Action Plan

5.2.3 This Action Plan outlines the strengths, barriers to growth and opportunities for the Low Carbon and Environmental Technologies (LCET) sector in the West Midlands. It proposes a set of interventions that can build on these strengths, overcome the barriers and take advantage of the opportunities, in order to put the West Midlands at the forefront of clean growth economy. The Low Carbon Sector Action Plan is primarily concerned with the 'scale-up' of the low carbon sector in terms of jobs, GVA and GDP. The Action Plan is part of the West Midlands Industrial strategy. It is based on consultations with over 80 local LCET businesses and stakeholders and its proposed interventions cover the three Local Enterprise Partnerships of West Midlands Combined Authority (WMCA): Greater Birmingham and Solihull LEP, Coventry and Warwickshire LEP and Black Country Consortium. BCC have been inputting into the GBSLEP's wider position on the 'Green Recovery'. If GBSLEP is to form a bigger proponent of Green Recovery, this will only be achievable in collaboration with BCC. Moving forward, it may be possible for GBSLEP to take on a more ambitious role and mobilise awareness and wider support and investment into their regional low carbon projects. Part of this wider responsibility of GBSLEP could be to build on the points outlined in sections 6.2 and 6.3 – by helping to influence and control over what we choose to fund.

5.3. Centre for Sustainable Energy

5.3.1 In September 2020, the Centre for Sustainable Energy (CSE) was awarded €345,285 from the ICLEI Action Fund, which is led by ICLEI Europe, in collaboration with Google.org. CSE will establish an open-source, city-wide energy dataset for Birmingham, bringing together available address-level and local-area energy data for the city's housing, non-domestic buildings, existing and planned energy infrastructure, over-laid with socio-economic and demographic household data, and Google's transportation emissions data. The project will include some initial data analysis (e.g. modelling decarbonisation options for buildings in the city, overlaying and integrating public datasets, aggregating address-level data, mapping results to small area level). However, working in partnership with Birmingham City Council and the city's Route to Zero Task Force, the focus will be on using the data to deliver a range of community-scale carbon reduction initiatives alongside underpinning 'full-city-scale' applications of the data which align with Birmingham's existing decarbonisation policies and programmes. These may include building energy data will inform low-carbon policies in the Local Development Plan; housing energy datasets combined with housing tenure and socio- demographics will be used to target home energy efficiency programmes; solar resource data will help the city council, community groups and businesses prioritise investment in new solar PV schemes; socio-demographic data will help identify neighbourhoods for delivery of local active and sustainable travel projects and to inform wider city-wide climate communications and public engagement campaigns.

5.4 Birmingham Universities

5.4.1 Aston University

Aston University have a number of research programmes and studies that can help with the city's R20, including:

Energy and Bioproducts Research Institute (EBRI) at Aston University

The Energy and Bioproducts Research Institute (EBRI) at Aston University in central Birmingham is a unique hub of bioenergy research and technology development. EBRI is home to both academic and industry facing teams that aim to accelerate the commercial development of emerging renewable energy, bioenergy, bioproducts and supporting technologies. EBRI's research and technology capabilities extend to cover the breadth of advanced thermal technologies and biological conversion processes. This includes gasification, pyrolysis, catalysis, and thermochemical refining of biomass, wastes and plastics to high quality products and fuels. Allied with this is expertise in energy systems, supply chains, techno-economic analysis, transport logistics, analytics, engines and energy systems. Unique industry scale demonstrator in thermal processes and energy systems. EBRI is the result of a £20 million investment to support the development of a regional bioenergy supply chain and to promote the adoption of innovative new bioenergy technologies across the West Midlands region. This includes its demonstration plant that can provide the heat, electricity and cooling needs of the EBRI building and other parts of the university campus. This innovative technology is the first of its kind in the UK incorporating interoperable distributed energy technologies which can support the traditional energy system through demand side grid management. This unique development offers a number of uses from powering electric vehicles to a low carbon network for cities.

SuperGen national bioenergy hub

The Supergen Bioenergy Hub works with academia, industry, government and societal stakeholders to develop sustainable bioenergy systems that support the UK's transition to an affordable, resilient, low-carbon energy future. The Hub delivers and funds a diverse range of bioenergy research projects from fundamental science to engineering challenges, social responses to technologies, economic context and policy development. Key features and benefits of EBRI to the city of Birmingham include:

- Recognised as a major science and technical asset to the city;
- Attracts inward investment from around the world;
- Generates economic advantage in the local manufacturing and service sectors;
- Supports the development of a regional supply chain;
- Facilitates new high growth sectors in the Smart Cities field including "demand side management" and "the internet of energy";
- Helps reduce the carbon footprint of the city and increase its energy efficiency.

Knowledge transfer and economic impact

Independent feedback on the impact of EBRI on the local West Midlands business community indicates that 100% of businesses felt that the support received from EBRI had had a positive impact on their company:

- 47% said EBRI improved their competitiveness;
- 76.5% said EBRI increased their awareness of bioenergy;
- 26% had invested in bioenergy;
- 28% had placed more orders with suppliers;
- 28% of businesses had increased their spend on Research, Development and Innovation.
- According to HM Treasury "Green Book" methodologies the economic impact of the EBRI business support was:
- 234 jobs created in the West Midlands, including businesses supported and the wider supply chain;
- An increase of over £28.9 million in Gross Value Added (GVA) through business support;

- An increase in RD&I spend of over £1.97 million businesses got involved with EBRI.
- EBRI Interim Evaluation Reports published June 2015 and April 2019
- EBRI has supported 387 small and medium sized enterprises in the West Midlands (Oct 2020);
- 211 companies have attended EBRI's highly acclaimed 'Value from Waste' Master Class and Challenge Based Consultations – devised to help SMEs develop new products and services;
- 97% of EBRI Master Class business attendees have rated the two-day course as 'Excellent' or 'Very Good'.

Opportunities

Moving forwards, Aston University welcomes collaboration opportunities with academia, government bodies and industry from the local region, and from around the globe. The University is actively bidding for new research and industrial engagement projects to bring further benefits to the city's economy.

5.4.2 BCU

5.4.2.1 Birmingham City University (BCU) is developing a number of research areas, studies and initiatives that support the city's zero carbon target. STEAMhouse, a Birmingham maker and innovation space run in partnership with Eastside Projects, has been supporting the agenda through the delivery of STEAM labs on topics such as air quality and green business recovery, facilitating key stakeholders to find potential solutions to challenges. One of the University's Professors formulated the West Midlands National Park initiative, further detail of which can be found in 14.2.4.

5.4.2.2 Academics researching zero-carbon retrofitting have secured funding to develop the EcRoFit tool for assessing energy efficiency and renewable energy use in domestic and non-domestic buildings. This will enable businesses to identify the most effective retrofit and renewable energy solutions for their buildings.

5.4.2.3 BCU is in early conversations with West Midlands Combined Universities about setting up a retrofit training programme, initially as part of (or overlapping with) their BA Design for Future Living course but also as a stand-alone training course or summer school. This would be for higher level skills training for PAS 2035 retrofit designers and coordinators. They have started to develop how this might work with a mix of new and existing modules and how they might accredit the courses. They also have an ambition to carry out an exemplar project either as part of this course or as a consultancy/research project.

5.4.2.4 The Birmingham School of Architecture and Design has been developing an exemplar self-build low/zero carbon housing project suited to small infill sites with Cherwell District Council in Oxfordshire and are hoping to build a prototype development in the next year. The project aims to explore how to build to zero carbon at an achievable cost and is transferrable to Local Authorities across the UK.

5.5 Greener Birmingham Coalition

As a result of the previous Birmingham Council Green Commission, a range of local environmental and sustainability environmental groups and organisations have formed a partnership to drive action to improve our shared environment. They include network organisations such as Birmingham Open

Space Forum, Climate Action Network West Midlands, Sustainability West Midlands, Greener Games network, and Friends of the Earth Birmingham, to local environmental asset managers, such as the Birmingham and Black Country Wildlife Trust, and the Canal Rivers Trust, and local organisations such as EcoBirmingham. Various members of the coalition have contributed to the council Route to zero taskforce. In 2019 the coalition carried out the 'Greener Birmingham' conversation across a range of communities to identify what residents wanted for a greener city, their role and that of the council. As a result, the coalition is developing a programme to broaden the partnership, raising unheard voices, and building the capacity of local community organisations, councillors and leaders across the city to support activity for environmental and health outcomes, and wider economic benefits. This work will be piloted in the first half of 2021 to inform a wider 3 year support programme.

5.6 Wider Partnership Working

Birmingham City Council acknowledges that it cannot achieve Route to Zero alone. It is essential that the City Council works with partners to deliver and support the changes needed to achieve net zero carbon. In addition to working together with WMCA, GBLEP and other public sector partners, it will be necessary to build a broad collaborative network across the City, including anchor institutions, environmental and campaigning groups, faith communities and others to help achieve the wider changes needed, take communities on the net zero journey and avoid impoverishing deprived communities. BCC will link up with the CA and the LEP to maximise our lobbying power.

5.7 Public Consultation

The City Council has undertaken some early engagement work on Route to Zero including an online survey and a series of focus groups. This is seen as a starting point and a full programme of community engagement will need to sit alongside the delivery of Route to Zero, the Communications and Engagement sub-group of Route to Zero Task Force will play an important role in shaping and delivering this. Through the Future Parks Accelerator project (chapter 14) there are discussions around the formation of consultation/stakeholder type groups. The formation of an independent "Parks Foundation" is also underway as a charitable organisation either as a main fundraising partner or commissioning type body) that would oversee and scrutinise the management of Parks and green spaces. This approach can provide lessons for other areas of Council activity, including Route to Zero.

5.8 Education

The council acknowledges that education has a vital role to play in raising climate awareness. However, the council cannot directly alter the curriculum for Birmingham, as this is set at a national level. We will need to lobby for curriculum changes at a national level to include climate change in order to deliver consistency across schools. However, there is also an opportunity to explore what could be done locally, for example providing or signposting material to enable schools to teach elements of climate change through the existing curriculum as well as looking at how we can work with schools to engage children with specific activities related to climate change and sustainable lifestyles.

Chapter 6 - What can we control and influence?

6.1 Figure 1 illustrates that BCC's influence is varied and complex across the different activities that occur within their own operations and also across the city.

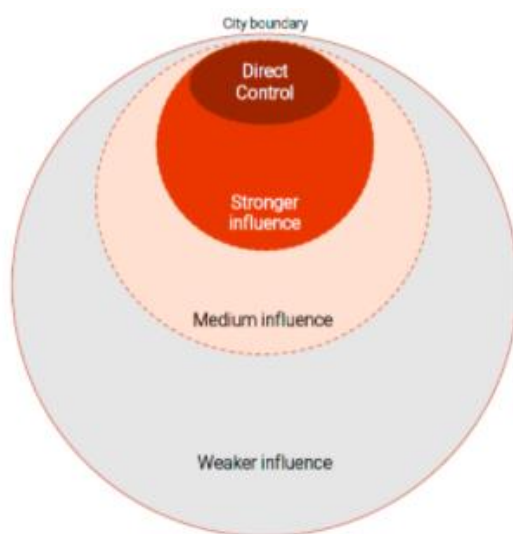


Figure 1: The sphere of influence of the council

6.2 Influence bandings were based on Anthesis' judgment following discussion with officers. The council has direct control over Emissions sources which are directly owned or operationally controlled by the Council, such as council buildings or council fleet. Procurement spend is within the Council's direct control and is the largest emissions source, accounting for 80% of the council's total emissions. It and relates to services that the council procures support services across the city, such as road or building maintenance. Following procurement, the operation of council buildings: electricity, gas and water account for another 17% of the Council's Scope 1, 2 and 3 emissions.

6.3 The council has a strong influence over owners and operators of emissions sources, and these are clearly defined but are not directly operated by the Council. For example, emissions related to commercially leased buildings that the council owns but does not operate. As a council we then have medium influence over emissions sources that do not relate to council owned or operated assets, procurement or council led activities, however some convening power may exist with specific actors in the city, such as major businesses within city boundaries. Finally, we have a weak influence over owners and operators of emissions sources that are not clearly defined, influence limited to lobbying central government or trade associations. For example, national planning policy limits the extent of improvement to new build energy efficiency.

Chapter 7 – Identifying Our Priority Actions

7.1 In January 2020 consultants Anthesis were commissioned to undertake a study setting out the current emissions baseline for the city and to make recommendations which could be implemented to reduce carbon emissions. The report helped provide the city council with a strong baseline study and gain a better understanding of which sectors emit the bulk of the cities carbon emissions (which amount to 4,578 ktCO₂e). Figures 2 and 3 below summarise the production of emissions relating to area administered by Birmingham City Council, using Anthesis' SCATTER Greenhouse Gas Inventory tool:

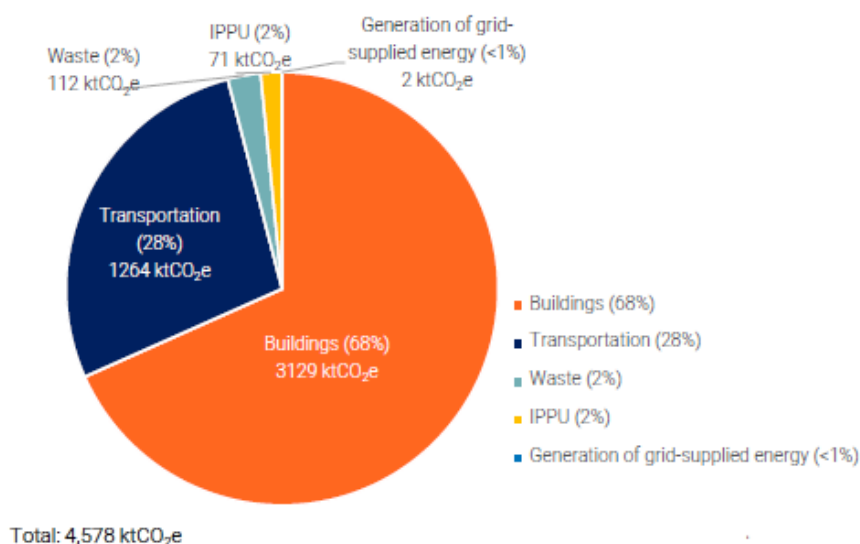


Figure 2: SCATTER sector inventory for direct and indirect emissions within Birmingham, 2017 (taken from Anthesis report, 2020)

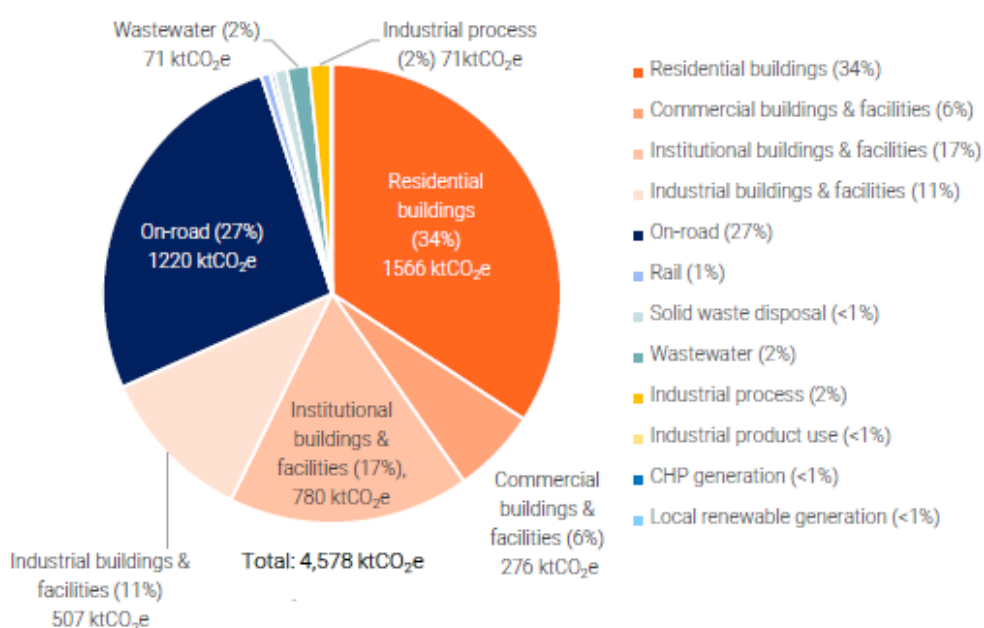


Figure 3: SCATTER sub-sector inventory for direct and indirect emissions within Birmingham, 2017 (taken from Anthesis report, 2020)

7.2 Figures 2 and 3 clearly illustrate that buildings are by the far the largest emitter of CO₂, accounting for 68% of Birmingham's total emissions. This is followed by transport, which accounts for another 28%. Through reviewing Anthesis' work, we have selected a number of priority areas and actions which we have identified as being key to making the biggest contributions to reducing carbon emissions. The key areas we will be targeting, accompanied by our rationale for their selection is outlined below:

Targeting buildings: New build housing and housing retrofit priority actions

7.3 The Anthesis report identified that the total estimated savings potential of buildings by 2050 is 48 million tCO₂e, with 75% of these savings deliverable in the domestic sector. As previously identified, buildings are the largest single emitter of carbon emissions in the city, making it paramount that adequate consideration is given to tackling this sector. To ensure that we hit buildings hard, separate priority actions have been set to include new build housing and the retrofit of existing housing.

7.4 Improving the standard of new build and existing housing to address our net zero ambitions will also produce a number of co benefits. The first of these are the health benefits, improving the energy efficiency of homes can reduce ill-health, nearly half of households living in the most energy inefficient homes are in fuel poverty. 10% of excess winter deaths are directly attributable to fuel poverty. Improving the standard of Birmingham's housing stock will also produce financial savings, by reducing energy bills. Improving housing standards also in turn increases resilience, making households better protected against future energy price rises as well as being more physically resilient during heatwaves. Finally, identifying buildings as a key area to tackle within our net zero agenda will lead to job creation and the upskilling of local people. Two-thirds of jobs in the low carbon and renewable energy economy are in energy efficiency products, the demand for which will only grow as the agenda accelerates.

Targeting transportation: Transport and EV charging priority actions

7.5 As previously identified, transport is the second largest emitter of carbon emissions, so is a key area to target. Lots of good work is already underway in the transport arena in Birmingham, a trend we intend to continue to help accelerate a reduction in carbon emissions. The use of sustainable transport has multiple health benefits, both through reducing air pollution and increasing physical activity. Air pollution has been linked to 900 excess deaths per year in Birmingham. Promoting modal shift will also lead to reduced congestion, improved transport flow and reduced air pollution in turn. The transition to electric vehicles will provide further decarbonisation benefits as well as financial gains for the individual owner and that of business, given the lower 'Total Cost of Ownership' costs over the life time of the vehicle, particularly on fuel costs where there is more of a significant difference. The transition to EV take-up at an individual level can enable citizens to further their own role in contributing to decarbonisation through:

1. Time-of-use charging: currently available via home charging tariffs with specific energy providers aligned with the current level of product innovation/technology readiness levels of EV vehicles. Given technology advancements, further vehicle sectors/vehicle models will enable take up of time-of-use tariffs developments.

2. Vehicle-to-Grid (V2G): V2G is still in its infancy as a technology, with only a small number of available vehicles supporting V2G. The options for public rapid (50kW) V2G charging are very limited. The likely opportunity for V2G to progress is within the residential charging sector, as part of integrated smart metering and home renewable deployment (PV and / or battery storage). The ISO 15118 standard has been developed to accommodate V2G technology alongside Innovate UK funding a significant number of V2G trials and research projects. So, although not yet commercial, V2G is a future opportunity for citizens to contribute to decarbonisation.

In the meantime, the Council are working closely with their procured EV charging infrastructure partner, ESB Ltd, to ensure that the currently under-way public charging network upgrades will represent a meaningful step-change for EV drivers in Birmingham. They will continue to monitor technology advancements in areas such as time-of-use tariffs, V2G and other such developments, to help evolve the publicly accessible Birmingham network to improve the customer experience while progressing transport decarbonisation objectives.

Targeting waste: Waste priority action

7.6 Waste is a key area to target, whilst it does not result in the emission of carbon to the degree of other sectors, waste management has wider environmental implications. Through attempting to reduce the amount of waste we produce; we also help to protect eco-systems and wildlife through the reduced need for raw material extraction and minimised pollution. Reducing the amount of waste produced in the city and identifying the most efficient way to deal with the waste we do produce will be of financial benefit to Birmingham City Council. This may be through lower costs associated with waste collection across the city and the subsequent disposal of this waste. There is also the potential to generate further income, for example through composting. Changing the way that we deal with our waste also has the potential to lead to job creation. Friends of the Earth estimate that if a target of 70% recycling rate was reached it could create 50,000 new UK jobs.

Low and Zero Carbon Energy priority action

7.7 There are two steps in reducing the volume of carbon emitted by energy use: reducing of demand for energy, as well as the adoption of technologies which are powered by electricity as opposed to fossil fuels (e.g. natural gas). Local projects such as community energy schemes help to generate income for local people. This also has benefits such as increased autonomy, empowerment and resilience by providing a long term income and local control over finances. More widely, smarter energy use has the potential to reduce utility bills and generate a long-term source of income. This in turn will help to reduce fuel poverty through improving access to low cost energy in council housing stock, a key outcome for Birmingham where 14.2% of residents live in fuel poverty compared to the UK mean of 10.2%. Divergence from fossil fuel sources also increases economic resilience, providing protection against future fossil fuel price increases. Birmingham is already innovating in this area through the Tyseley Energy Park, which already houses an energy from waste plant and is also exploring the use of hydrogen. Stimulating the energy industry may also lead to job creation and the subsequent upskilling of local people. In the UK, low carbon and renewable energy activities generated £44.5 billion turnover in 2017, directly employing 209,500 people (full-time equivalents).

Targeting the natural environment, biodiversity emergency and environmental justice: Natural environment priority action

7.8 Birmingham is one of Britain's greenest cities –over 1/5th of area consists of green space (parks, nature reserves, allotments, golf courses and playing fields). There are around 1,000,000 trees in the city. Of this, 750,000 trees are in city ownership including highways. Parks have 132,000 individually plotted trees and 1400 Ha of woodland, 75,000 are street trees, and the remainder are in woodlands. Our green space is a valuable asset, and it is paramount that we maintain and expand this network, to encourage sustainable transport use. Projects such as increasing canopy cover in the city will produce financial benefits, house prices typically increase between 5% and 18% when a property is associated with mature trees. Maintaining Birmingham's greenspaces will benefit biodiversity, trees and green spaces can create habitats, support species and increase biodiversity. A green city is also more liveable, trees and other vegetation can reduce noise pollution (up to 6-8 decibels) and act as a visual barrier. It can also improve comfort in urban areas by reducing wind speed and air turbulence. Green space can provide a space for communities to engage, which can improve community cohesion, walkability of neighbourhoods, reduce crime levels and develop a connection to local place. These benefits in turn link back to the transport priority action, by making sustainable transport more attractive. Access to green space can also help to improve mental and physical health by encouraging physical activity: the cost of physical inactivity to the local economy has been estimated at £21.9 million. Maintaining Birmingham's natural environment is key to securing the cities future resilience, trees and vegetation can help to reduce surface run-off and reduce flood risk. They can also help to reduce temperature and the urban heat island effect. Certain trees and other vegetation can improve air quality by intercepting harmful pollutants.

7.9 Procurement – Whilst procurement has not been included as a priority action at this stage, it has an important role to play when making sourcing decisions and it is well placed to influence supply chains to reduce the carbon footprint in the supply of their products and activities and the effect they have on the environment. Whilst the Council already has provision within the Birmingham Business Charter for Social Responsibility to address this under the Green and Sustainable theme there is still more that can be achieved. Work is now underway within the Council's Corporate Procurement service to determine what additional measures can be put in place to support the Council's drive towards zero carbon by 2030 although, procurement legislation will have to be carefully examined to ensure that the Council remains compliant in any changes it proposes to make.

7.10 Costings have been included in this report where possible. However, this call to action is the first step in moving towards the implementation stage of many of these priority actions and therefore, where projects are not underway and already costed it is not possible to provide accurate estimates at this time. Accurate costs will be established as delivery and implementation of the Action Plan progresses and each element is subject to further project planning work and business case development. Making the shift to a net zero Birmingham economy will need to be part of the UK's financial system to managing climate risks effectively and efficiently by channelling capital towards sustainable activities. A decarbonised, net-zero economy could involve extra investments of 1–2% of UK's GDP per year until 2050, but it would also create thousands of new jobs, with an

associated economic boost. Financial innovation – in the form of alternative sources of funds and varying criteria for investment - is needed to accelerate the Just Transition.

7.11 An annual update report will be presented to Council in January of each year, from January 2022, setting out updates on each of the projects and continuing to roll forward the next steps. As schemes within this call to action develop, their individual delivery plans will become more detailed, independent of this report. The actions within this report cover January 2021-2022, meaning this report is not due for revision until January 2022 at the earliest.

Chapter 8 - Priority Actions - New Build Housing

8.1 What have we done to date?

8.1.1 Birmingham Municipal Housing Trust (BMHT) Specifications and Passivhaus Pilot

Since 2009, BMHT has strived for high quality and energy efficient properties, already building to a minimum EPC B standard. Our detailed specification of the build and standard house types will continually be amended to reflect improvements in materials and technologies and ultimately support carbon reduction goals. BMHT has always considered the space around homes, and it is important that we continue to improve the natural environment with planting, orientation of the buildings and natural shading. All these elements support long-term carbon reduction goals. Over the course of 2020 officers have commenced a programme of on-going work to:

- **Gather and share information with other Councils and partners**, learning lessons from other schemes, and viewing demonstrations to learn about technologies that reduce energy use or generate renewable energy.
- **Work closely with other BCC departments** such as Housing (maintenance) and Planning to consider materials used in construction and make appropriate improvements. Discussions held regarding technologies to be used and the best approach for long term maintenance approaches.
- **Implement Building Regulations 2020** - in the Spring Statement 2019, there included a commitment that by 2025 government would introduce a Future Homes Standard for new build homes with low carbon heating and high levels of energy efficiency. The consultation document included 2 uplift options on the current standards. An uplift of 20%, which could be delivered by very high fabric standards, or an uplift of 31% which could be delivered based on the installation of carbon-saving technology. Officers are currently working with architects and Employers Agents to reflect both these options in the current BMHT specification. Both options are being costed and the results will assist with recommendations for both the short term and longer term BMHT specification requirements. The results of these will be available by the spring of 2021 after which decisions will be made about BMHT specification changes and timescales.
- **Submit a European Regional Development Fund (ERDF) bid** to fund a trial of technologies for reducing energy demand, such as heat pumps, photovoltaics and storage batteries. A site in East Birmingham has been identified, Gressel Lane, to build 36 new properties that will include energy saving technologies. A plan has been developed and submitted for planning permission and a decision is due in December 20. The ERDF bid has been successful with the expression of interest (first stage) and the second main bid round will be completed by the 8 January 20, the outcome of this bid will be made 3 months after this date. If successful the finances will need to be spent by June 2023, however the scheme will complete in 2024.

- **Passivhaus trial** - This includes working with architects and Employers Agents to establish an understanding of the best approach. A site has been identified and is known as Dawberry Fields in Kings Heath. A design team has been set up and draft plans are currently being designed for the scheme. The aim is to obtain planning permission and go out to tender for a contractor in 2021 with an aim to be on site in 2022.
- **Inform and support tenants** on the way their new homes work, through production of guidance and a show home to demonstrate the technology and construction and maximise the effectiveness of their design.
- **Contribute to research** with organisations such as University of Birmingham and the Sustainable Housing Action Partnership (SHAP) to share information and learning.
- **Supporting ongoing maintenance of the technologies.** As part of the tendering process for the development the suppliers of the new technologies will include maintenance training for internal staff to ensure that the ongoing maintenance is appropriately carried out.

8.1.2 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 to guide the development is in hand. A new build Passivhaus pilot will test the cost, effectiveness and appeal of this form of housebuilding for Birmingham Council tenants. Passivhaus works on the principle of increased insulation, and air tightness combined with mechanical ventilation and heat recovery. Homes built to this standard typically use 80% less energy than traditionally built homes, which delivers a major cost saving to residents. They are also reported to improve resident health outcomes by providing warmer and better ventilated homes. We will apply the learning from the Passivhaus pilot across all BMHT developments immediately as the benefits become clear.

8.1.3 After new sites have been built and tenants have moved in, the performance of the build form and technology will be monitored and evaluated, using both hard and soft measurements including actual energy used and resident interviews. These findings will provide guidance for future developments.

8.2 What are the next steps?

8.2.1 Improving the Quality of the Council's New Build

8.2.1.1 On future schemes BMHT will look at design to ensure that energy efficiency forms part of the design process before taking schemes through for planning. This will inevitably create a cost increase for new homes. The purpose of the current phase of pilot schemes is to establish the most cost-effective way to reduce energy use in homes, whilst minimising negative impacts on residents.

8.2.1.2 A higher cost of build will result in fewer homes being developed in total. It is important to recognise and monitor the challenges of the twin goals of sustaining and increasing affordable housing levels and improving the energy performance of these homes. If successful, the pilot schemes will be rolled out city- wide, with the intention to achieve the highest energy efficiency

possible within the current cost envelope of development. To meet the net zero carbon target, a significant proportion of future energy demand must be in the form of electricity rather than gas, oil or other fossil fuels. From 2025 new gas fired boilers cannot be installed in new build properties. Electricity is currently more expensive than gas and heating must be kept affordable to our tenants to avoid fuel poverty. There are new technologies that will help address this, such as ground source heat pumps, air source heat pumps, improved photovoltaic systems and batteries to store energy.

8.2.1.3 While all of these are currently on the market, there are different views as to which are the most appropriate to use and where. Early installations of air source heat pumps in new build Council stock some years ago were unsuccessful, due to a lack of understanding as to the most appropriate specification for the homes in question, along with resident expectations not being met. Technology and appreciation of how they are best used has improved since then. BMHT will be responsible in ensuring that appropriate training for the new technologies is included as part of the tendering process and staff from maintenance teams are included within this process. The ERDF funded pilot will test the latest generation of this technology and establish the most appropriate and cost-effective approaches. We are carrying out further research before setting out proposals.

8.2.1.4 With regard to the Passivhaus pilot, a design team has been set up and draft plans are currently being designed for the scheme, with completion expected by end of the financial year 2024/25. The aim is to obtain planning permission and go out to tender for a contractor in 2021 with an aim to be on site in 2022. Monitoring and evaluation of the trial schemes will also be important to learn lessons and to ensure that appropriate education is provided for both staff and future tenants. However, waiting for final outcomes of the Passivhaus trial to become evident in 2024/25 will not result in a fast enough pace of change in line with BCC's net zero aspirations. Any learning from the Passivhaus pilot should therefore be analysed and implemented as soon as is practicable, or by 2022 at the latest (the end of the council term). We need to apply learning as soon as possible, as we have 7,000 units of social housing to deliver through BMHT, InReach and other Registered Providers by 2031. This is a significant volume of housing and it is in the council's interest to construct these to the highest possible standard, achieving the highest carbon savings possible.

8.2.1.5 We need to observe other local authorities' council housing schemes to enhance our own learning. Exeter council's house building operations can be examined as an example of best practice. Over the last decade Exeter Council have developed 103 certified Passivhaus homes, including the UK's first multi-residential Passivhaus development in 2010. Exeter's council housing is designed to be climate ready and to be climate resilient to at least 2080 and are integrated within a sustainable landscape – buildings are set within a permaculture integrated landscape. By building to Passivhaus standard the buildings are healthy for occupants, comfortable regardless of the weather and extremely cost effective to run (thereby helping to eradicate fuel poverty). Over 60% of residents have not needed to switch on their heating since the homes were occupied. From a Council perspective the new building specs have reduced operating and lifecycle building costs, led to happier and healthier tenants, with reduced rent arrears and anti-social behaviour and exemplar buildings that are performing way beyond comparable building regulation compliant assets.

8.2.2. Standards of Private New Construction

8.2.2.1 Raising the standard of all new homes within the City will be an important part of achieving net zero carbon. The Council can facilitate and support this change, every home that is completed to a standard lower than net zero carbon is a future retrofit requirement. However, the City Council does not currently have a planning policy to require net zero carbon in all new build and therefore the planning department can only encourage developers to go further than the current requirements.

8.2.2.2 Two key policies are currently included in the Birmingham Development Plan (BDP) that relate to the sustainability of new developments. These are TP3 (Sustainable construction) and TP4 (Low and zero carbon energy generation). Policy TP3 requires development to maximise energy efficiency, minimise waste and consider the type and source of materials used, as well as BREEAM Excellent for non-residential buildings of a certain threshold. Policy TP4 states that: *“New developments will be expected to incorporate the provision of low and zero carbon forms of energy generation or to connect into low and zero carbon energy generation networks where they exist, wherever practicable and unless it can be demonstrated that the cost of achieving this would make the proposed development unviable.”* When the local plan, and the policies that comprise it, were written and subsequently examined, they were as ambitious as possible given legislation and policy in place at the time, as well as the evidence from viability assessments and interested parties. As understanding of climate change and its intrinsic links to sustainable construction and low/zero carbon energy has increased it is now evident that policies that were composed years ago can create a barrier when attempting to push developers to achieve notable carbon reductions. With little change in policy at a UK level, many developers present the issue of viability – as developers are already required to deliver affordable housing (or submit a financial viability assessment for why they cannot fulfil all policy requirements) they are able to conclude that they are unable to incorporate low or zero carbon energy generation on financial grounds. Moreover, developers are also able to meet the requirements of policy TP4 with minimal low/zero carbon energy generation (such as one PV panel) because at the time of writing the policy it was not possible to request a higher uplift. The BDP will be 5 years old in January 2022 and by this point the City Council must publish a review of the plan setting out which elements need to be updated. Policy to deliver zero carbon development will be developed through the BDP update which will commence in January 2022.

8.2.2.3 In addition to the BDP review the City Council are working on ‘Our Future City Plan - Central Birmingham 2040’. The plan sets the vision for the City Centre for the next 20 years. The City Councils R20 initiative is at the heart of the plan that includes a zero-carbon approach to development, green solutions for climate change adaptation and mitigation, supporting positive public health outcomes, the promotion of green infrastructure corridors including extending the tree canopy cover in the City Centre and utilising technology to better adapt our City for the future. The vision ‘Shaping Our City Together’ will be launched by the Leader in mid-January 2021.

8.3 What do we need to get us there?

8.3.1 In order to be able to require developers to achieve larger % reductions in carbon emissions, a revision to policy is required. Currently we are restricted by the existing policies in the local plan (the Birmingham Development Plan) and the fact that very few developers chose to go above and beyond these. There will be an opportunity to develop new policies as part of the update which will commence in 2022. However, the Government has consulted on a Future Homes Standard and one of the options presented would prevent Local Authorities setting their own energy requirements through Local Plans, instead the issue would be addressed through Building Regulations, therefore, until the outcome of this consultation is known it is not clear how ambitious a review of the BDP could be.

8.3.2 Birmingham City Council can also act as an influencer. By increasing the standards of BMHT properties the City Council can start to kickstart the supply chains and skills development required, as well as demonstrate how higher standards can be met and the true costs of delivering this. This can start to encourage the development industry to increase standards.

8.3.3 Some investigation into the viability of modular housing has already taken place under the title of the 'modpod' project. However, only one trial unit has been completed to date. High density modular housing, which can be produced and constructed rapidly and designed to have favourable sustainability credentials could provide a relatively 'quick win' way to roll out new build housing with considerably smaller carbon footprints.

8.4 Lobbying

8.4.1 We need to continue to lobby whilst we wait for the outcome of the future homes consultation. We either need the government to raise the sustainability standards or allow local authorities to set their own standards. One of the fundamental issues is central government's 2050 net zero target, which conflicts with local authorities' more ambitious targets. The planning white paper creates uncertainty about the role of planning in tackling climate change and fails to provide any detailed explanation of how carbon reductions will be secured. We need to lobby central government for better sustainability requirements at a national level.

8.4.2 We also need to lobby partners, such as the combined authority and UK Green Building Council (UKGBC). It is possible that the UKGBC may be able to provide some much needed funding for the retrofit agenda. There are some good examples of work being undertaken, the Combined Authority has a Low Carbon Homes Group which is starting to bring together best practice across the region. Birmingham will need to access an equity release scheme to facilitate meaningful retrofit.

8.5 Costings

8.5.1 The Passivhaus certification board have carried out studies to establish the additional cost % associated with targeting Passivhaus standard. The overall summary of this trend is shown in figure 4 below and demonstrates the current best practice is at 9% extra cost. However, Exeter City Council, with nearly 9 years' experience, are now building Passivhaus at a premium of just 8% over baseline and that the steady-state projection of Passivhaus adoption at scale is around 4%. BMHT expect the Passivhaus cost to be 10-20% higher than the traditional BMHT build, producing carbon savings of up to 75% on the Passivhaus and up to 60% with the energy saving technologies. These are estimates only and the schemes will be monitored to establish what the actual figures will be.

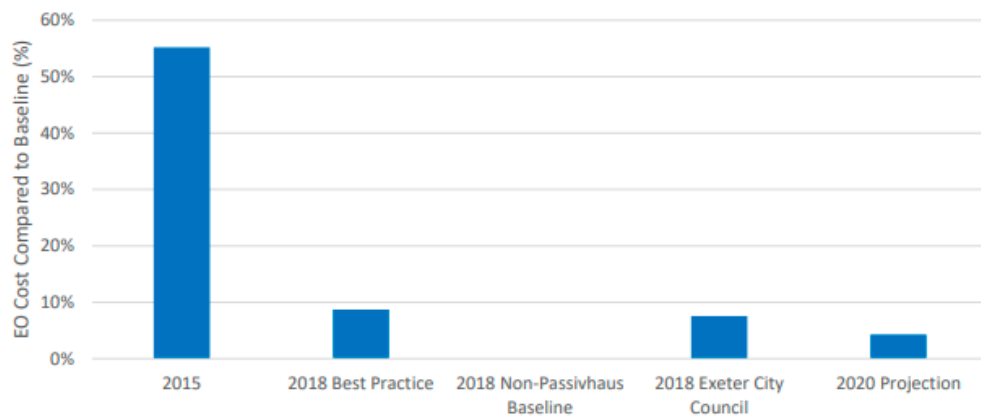


Figure 4: % uplift in cost associated with targeting Passivhaus standard (Passivhaus Trust)

Chapter 9 - Priority Actions – Retrofit of Existing Housing Stock

9.1 What have we done to date?

9.1.1 BCC Capital Investment

9.1.1.1 The BCC capital investment budget has diverged from the programmed replacement of internal fittings and replacement of high efficiency gas boilers over the last few years and will continue to be as such over the foreseeable years due to upgrading External Wall installation (EWI) on High Rise Residential Blocks in response to Grenfell incident. Work is ongoing on high rise residential block's External Wall installation as a total heating solution, roof replacement, internalising external balconies, replacement windows, replacement of external panelling and as such where possible, other internal refurbishment is included with these works which in some instances have increased the thermal properties within the block.

9.1.1.2 Due to budgets being diverted to HRRB the programme of works has drastically reduced since 2017 and for the next few years. There are some good examples in the recent years of preprogramed works on low rise blocks, and their total refurbishment, working jointly with energy companies to achieve energy efficient outcomes. It must however be emphasised this is a drop in the ocean, given the total amount of low-rise blocks is in the region of around 3,000. There are some examples of retrofitting of BCC housing properties, however it would be unlikely even those improvements, would match or meet current or future deep retrofit decarbonisation standards. We are also exploring ways to tap into the various guises of the Government's Green Homes grants. Although they provide an excellent opportunity to lever in money to revamp BCC housing, the issue of specific match funding continues to pose as a major obstacle, lacking strategic input.

9.1.2 Retrofit Conference

9.1.2.1 Between the 21st and 23rd of July 2020 Birmingham supported Low Carbon Homes UK in delivering a retrofit virtual conference. A working group was set up internally within the council to assist LCH in tailoring and shaping the event. The acting assistant director, Jane Trethewey, also gave a presentation on retrofit in Birmingham. The event was successful, with 167 delegates registering, 130 logging on and very encouraging feedback received.

9.1.3 East Birmingham Community Heat Taskforce

9.1.3.1 An East Birmingham Community Heat Taskforce has been set up, having its first meeting on the 22nd October 2020. The aim of the taskforce is to make the East Birmingham Corridor a pioneer/epicentre for retrofit and heat decarbonisation as part of the Route to Zero transition recognising that we need to decarbonise at the same time as creating good jobs for a just transition. East Birmingham is a national exemplar of what can be done in this space and developing models locally that can be scaled up across the city and then nationally. The initial objectives of the taskforce are to:

- Identify the research and engagement we need to do.
- Create a body of expertise that be used to bid into significant national funding pots.
- Identify areas of priority for projects and model interventions and investment to put together a portfolio/pipeline of projects for bidding

- Support the city's R20 Task Force ambition
- Explore how Tyseley Energy Park and other assets can provide solutions and low carbon energy services out into the community.

9.2 What are the next steps?

9.2.1 We need to develop an impact analysis for a 6- and 12-month period monitoring the thermal efficiency improvements made and thus be able to demonstrate the efficiencies and the installations/improvements likewise and thus its part of their works. Just to remove the "E, F and G" rated boilers from the city the financial outlay would be circa £3.8 million. The area of heating has seen underfunded for some time and where we have circa 12,000 homes with boilers that have past their end-of-life cycle and would need replacing (end of life is based on 15 years usage). This will require additional funding.

9.2.2 We need to give due consideration to the size of the undertaking in retrofitting all of Birmingham's properties, it will need a large strategic commitment. The retrofit of 60,000 homes over 30 years equates to 2,000 properties per year every year (40 homes every week). Our key next step will be to create a plan for citywide retrofit in to include a trial 2021, with a view to scale up towards 2030.

9.2.3 The council have participated in a consortium bid with WMCA with a small project, (subject to securing match funding), with a view of retrofitting flats over garage properties and separately but linked the potential of converting the garages to accommodation. The project is focussed on SHDF whole house retro fit in Cottsmeadow Drive - Hodge Hill 16 flats above garages, match funding contribution from BCC of around £1million will be required. The project will provide insight to whole house retrofit, opportunity to explore economies of scale, and ultimately provide the residents with energy efficient accommodation, the additional conversation would provide vitally needed and energy efficient social housing. Separate to the SHDF but complementary, we are requesting an additional budget of £1.3 million to convert the garages into 16 residential units. We are exploring potential bid to Green Homes 1b, with existing or committed projects which may be easier to match fund. We have our sight on Green Homes LAD's phase 2 as a potential to pursue a larger grant, again this will be subject to match funding that can be secured, although a notional figure of £5 million could lever in a further 50 to 70% providing an excellent platform to conduct deep energy efficiency works on various archetype and which would support our forward planning. We are also in early discussions with our contractors / supply-chain including energy providers, investors, where we are exploring Ground Source Heating for planned structural works on LPS blocks, with a view of getting either fully/partially funded projects on the back of RHI.

9.2.4 The EB taskforce has identified that a blended approach is needed that considers the retrofit and technology solutions but as part of a model that considers the functionality of the neighbourhood and the lived experience of communities. We need workable options that can be fundable and deliverable in the next 6 months. The taskforce has begun to identify potential funding and forums to progress the retrofit agenda. The EB programme provides an opportunity to prepare a business case to support a bid for funding (from the WMCA or elsewhere) which could focus on a

pilot retrofit project, focussing on the most inefficient housing stock. Planned next steps for the EB TF will be:

- Strategic Outline Case and initial East Birmingham Board meeting November 2020
- Development of OBC and early wins (some of which won't require funding)
- Outline Business Case early/mid-2021
- Delivery mid-2021 onward

However, this is yet to be confirmed as the EB taskforce has only had one meeting to date.

9.2.2 Private Sector Homes

The retrofit of private sector homes will also be essential to achieving net zero carbon. The Council cannot require the retrofit of privately rented or owned homes but can use its own retrofit programme to demonstrate what can be achieved and to start the process of upskilling workers and kickstarting supply chains in order to encourage others to follow. The Council will also investigate the potential to bring in higher standards across Birmingham's private rented sector through licensing. The Council can also act as a source of advice – learning from retrofitting its own stock and sharing this with owner occupiers and private landlords through information leaflets and demonstrator homes. Additionally, it is anticipated that central Government will put measures in place to encourage and eventually force the change, particularly in the private rented sector where regulations can be used to achieve minimum standards of energy efficiency in homes. Central Government have also made available grant funding to encourage homeowners to invest in retrofitting their own properties.

9.3 What do we need to get us there?

9.3.1 The key barrier to wide scale retrofit is the lack of funding. We will need to lobby central government and relevant stakeholders to secure further funds. Many current funding opportunities from BEIS are subject to match funding: for example, for retrofit it is a 60% contribution and Green Homes a 33% contribution, this can be difficult to meet. As previously identified, we have an internal shortfall of funding, grant aid and specialists, which coupled with the Government short notice periods are hampering progress. At present we are currently going through a phase in getting some schemes ready in anticipation of further funding rounds.

9.3.2 We will need to dramatically increase the thermal efficiency of our stock's building fabric, by implementing a range of improvements, such as external/internal insulation and electric heat pumps, eliminating draughts and replacing windows and doors. Introducing ventilation where appropriate, incorporating all the things that need to happen to homes to reduce energy bills and get carbon emissions down to zero. We should be endeavouring to provide and give the "best" experience that is possible to achieve. I.e. strive to achieve the energy saving target of 50 kWh per square metre per annum. By having this as an aim, properties would be within the EPC rating of "B" and to set a minimum standard for each property of an EPC rating of "C"

9.3.3 A city-wide programme to upgrade housing stock will be essential to meeting the climate commitments. We will also need:

- To be innovative and experimental and understand that some projects may not deliver the required outcomes but we should learn from these and adjust works accordingly. By not achieving set outcomes should not be the reason to stop work but one that pushes us to strive for excellence and to do better for our residents.
- An approach that is designed to ensure that thermal efficiency works carried out do not block further improvements that may be required later down the line.
- To promote/educate all key stakeholders about benefits of retrofitting and decarbonisation, through a city-wide programme, bringing about a concept of value, ethical thinking and future proofing of homes as a normal approach.
- Building that are “smart” and thus adapted to ensure they have the ability to use all new technologies that present themselves.
- Normalise the concept of retrofitting which will be key for the building industry contractors. This will require utilising added value through our procured contractors to have a leading role within the retrofit industry at large, with possible training and showcasing good practice ‘know how’ upping skills and knowledge. This should be minimum requirement in all new tenders and that they should hold certain certification i.e. MCS certified and trust mark registered, set a minimum PAS standard that they will work to
- Develop strategies that promote West Midlands as a safe space for companies to innovate.
- Where properties need to remain on electric for their heating and hot water then a property should be “Lot 20” compliant as a minimum requirement and have access to at least one other new technology i.e. solar PV, battery storage, or mechanism to reduce their costs i.e. external wall insulation and improve their thermal comfort.
- Where properties remain on fossil fuel i.e. gas, they should have a boiler with a minimum Sedbuk rating efficiency of not less than “C”. Gas boiler purchased should be “hydrogen” ready, thus applicable to take a natural gas / hydrogen blend from the grid.
- If windows are replaced independently of a whole approach, then these should be triple glazed.
- More staff resource to enable us to rollout a large scale retrofit programme.
- We will also need additional staff resource to utilise additional funding pots provided by central government, such as the green homes grant which was announced in 2020. A lack of staff resource has proved a barrier to maximising the potential of this opportunity.

9.4 Lobbying

9.4.1 We need to have an Energy Performance Certificate (EPC) on every property, to fully understand the scale of issue. This would include software, hardware and resources. If we were to try and carry out this exercise on all of our stock it would take 5 years and it would likely require 12

additional surveyors permanently employed within the business and would cost £585k per year for these posts. We will need additional funding to begin the process of boiler conversion/removal.

9.4.2 With the current cost in the region of £40k for whole house retrofit, there is a significant funding gap of £2.4 billion, this though is conservative and could be as high as £60K per property. Although it is envisaged the overall cost of whole house retrofit may reduce over the coming years based on economies of scale and the advancement industry capabilities, there is no doubt the financial contribution required to bring BCC housing stock anywhere near the 2050 compliance is a colossal amount of investment. Of course, these model projected costs do not take into consideration structural changes or repairs or products that have naturally reached the end of their lifecycle and require changing. We will need to lobby central government for new legislation and funding pots to enable wide scale retrofit, starting with the simpler task of moving away from inefficient gas fired boilers. We need to lobby government to bring forward regulations to improve the energy efficiency of private rented homes as well as making further funding available to support the retrofit of private homes.

9.5 - Costings

9.5.1 Anticipated cost: It is important to recognise that currently there is an anticipated cost of £2.4 to £3.5bn shortfall for retrofitting all our stock beyond the departments existing budget. The current cost is in the region of £40k for whole house retrofit, there is a significant funding gap of £2.4 billion, this though is conservative and could be as high as £60K per property.

Chapter 10 - Priority Actions - Transport

10.1 What have we done to date?

10.1.1 The COVID-19 outbreak has affected people's lives and the way they move in unprecedented ways. The measures that were taken to address the challenges presented by the pandemic were also unique in the way they were put forward. Due to social distancing, public transport capacity was significantly reduced, and people were encouraged to use trains and buses only for essential journeys. The long-term impact of the pandemic on public transport patronage levels is yet to be seen but we expect it to be a challenge at least in the short to medium term following the containment of the COVID-19 outbreak.

On the other hand, we put forward measures to support walking and cycling at a speed that would have been nearly impossible during normal times. The government allocation of the Emergency Active Travel Fund allowed us to dedicate more space to walking and cycling, and as a result accelerate the delivery of some of our existing ambitions as these were stated in the Birmingham Transport Plan. The new Birmingham Parking Supplementary Planning Document (SPD) sets out standards for car club parking spaces and for electric charging points in new developments or those undergoing major renovation. The new parking standards will also have greater expectations on developers (particularly for residential, although some non-res wording is included) to include car club provision and liaise with either Co-Wheels or another accredited provider to put these in place. Where a bay(s) for a specific development is not appropriate then S106 contributions will be sought to enable on-street provision within the local area.

10.1.1 Birmingham Transport Plan (BTP)

10.1.1.1 The Birmingham Transport Plan sets out 4 'big moves' to deliver Birmingham's vision for a sustainable, green, inclusive, go-anywhere network:

1. Reallocating road space

The allocation of road space will change away from single occupancy private cars to support the delivery of a public transport system fit for a global city, fundamentally changing the way that people and goods move around the city.

2. Transforming the city centre

The city centre of Birmingham will be transformed through the creation of a network of pedestrian streets and public spaces integrated with public transport services and cycling infrastructure. Access to the city centre for private cars will be limited with no through trips. This includes looking at different options for the central section of the A38 including re-routing it to an upgraded ring road.

3. Prioritising active travel in local neighbourhoods

Active travel – walking and cycling – will become how most people get around their locality most of the time. Cars will no longer dominate street life around homes and schools. A limit of 20mph will be standard on all local roads. Residential neighbourhoods and local centres will be places where people are put first.

4. Managing demand through parking measures

Parking will be used as a means to manage demand for travel by car through availability, pricing and restrictions. Where development potential exists, land currently occupied by car parking will be put to more productive use.

10.1.1.2 The draft Birmingham transport plan was consulted on early in 2020 with intention to adopt by end of 2020, however this is now unlikely due to the formation of the BETP, necessitated due to the Covid-19 outbreak.

10.1.2 Birmingham Emergency Transport Plan (BETP)

10.1.2.1 The Birmingham Emergency Transport Plan sets out plans for a wide range of emergency measures to support walking, cycling and public transport throughout the city, in light of the impact of COVID-19. As part of the Emergency Birmingham Transport Plan, the council has already begun making a number of changes to make walking and cycling safer and enable people to maintain social distance. Cycling and walking can also help improve physical and mental health and wellbeing.

Pop up cycle lanes

10.1.2.2 The first of these measures are pop up cycle lanes. These temporary 'pop-up' cycle routes on roads are intended to create safer spaces for cycling. In many cases, these will have 'light segregation' from other traffic, meaning that the cycle lane is on the road, but motorised vehicles may not enter the lane, and are stopped from doing so by physical barriers such as poles bolted into the road surface. Seven routes have been chosen for pop-up cycling infrastructure. They are all sections of route that have already been identified as priorities within the [Birmingham Walking and Cycling Strategy and Infrastructure Plan](#) and form part of the proposed [West Midlands regional cycle network](#). To date the following five of the seven routes have been delivered:

- City centre to Small Heath (A45 corridor) - provision of light segregation and links along quiet streets and traffic-free paths to provide a safer parallel route to the A45 between the city centre (Bordesley Circus) and Small Heath.
- Selly Oak to Northfield (A38 corridor) - reallocation of road space in Selly Oak local centre to create a two-way light segregated cycle route between Selly Oak Triangle and the Birmingham Cycle Revolution A38 'blue' route. Light segregation and/or shared bus and cycle lanes along the A38 between Selly Oak and Northfield town centre.
- City centre to Fort Dunlop (A47 corridor) - reallocation of road space, direction signs and other access improvements to connect the city centre and its Learning Quarter (including Aston and Birmingham City Universities) to Nechells and Saltley. This will also link, via the existing cycle route on the A47, with key employment sites at Fort Dunlop and Jaguar Land Rover at Castle Bromwich.

- City centre to City Hospital via Jewellery Quarter - reallocation of road space, direction signs and other access improvements to support travel by active modes to City Hospital, Jewellery Quarter and city centre.
- Bradford Street (city centre cycle access) - reallocation of road space to create a two-way, light segregated cycle route, aligned with the city centre traffic cells initiative (also being brought forward as part of the Emergency Active Travel Fund).
- A34 New Town Row/High Street and A38 Bristol Road/Bristol Street corridors.

Park, roll and stroll

10.1.2.3 Secondly, as part of working towards a [low carbon, clean air recovery after COVID-19](#); the BETP has led to the launch of two Park, Roll and Stroll sites. These are two car parks where you can park up and cycle the remainder of your journey. The two sites are Selly Oak Station Car Park and St Andrews BCFC Car Park. The car parks are already in use and will only be available for use on a temporary basis during recovery from the COVID-19 pandemic.

Places for People

10.1.2.4 Another initiative within the BETP is the 'Places for People' scheme. Places for People is about reducing the amount of traffic in residential neighbourhoods so that it is nicer to be outside and safer for people to walk and cycle, children to play, neighbours to chat. To date, the council is delivering low traffic neighbourhood pilots in Kings Heath, on the western side of Kings Heath High Street, as well as some early demonstration measures with three modal filters between Moseley and Kings Heath on the eastern side of Kings Heath High Street. We are delivering low traffic neighbourhood pilots in Lozells, to the north and south of Lozells Road, including some no entry points and one-way streets. This will include school street measures with Anglesey Primary School and Heathfield Primary School.

Space for Pedestrians

10.1.2.5 The final initiative within the BETP is space for pedestrians in local centres. This involves widening and marking footways (pavements) in a number of local centres to make social distancing and queuing easier. To date, the following measures have already been implemented:

- City Centre - social distancing signs and pavement markings to assist pedestrian movement and queuing have been installed in a number of pedestrian areas of the city centre including New Street, Corporation Street and High Street.
- Erdington - parking bays on sections of High Street from the north east end (near John Taylor hospice shop) to the south west end (near Poundland/Six Ways Island) are suspended to extend the width of the footway.
- Harborne – parking bays on the High Street are suspended to extend the width of the footway. Extra disabled parking bays have been created on Station Road. A pedestrian one-way system is in operation on the footway from York Street to Home Bargains (74 High Street).
- Kings Heath - parking bays on sections of High Street between Asda and Silver Street are suspended to extend the width of the footway.

- Ladypool Road - parking bays on sections of the high street between Ladypool Road congregational church in the north, and Taunton Road to the south are suspended to extend the width of the footway.
- Sutton Coldfield - markings outside shops on The Parade and Maney Corner indicate spaces for socially distanced queuing outside shops. A section of parking bay is suspended on Birmingham Road outside Scrivens and Halifax to extend the width of the footway.

10.1.2.6 To support the BETP, Birmingham City Council has produced the Birmingham Bus Statement which reinforces our commitment to bus travel as a major strand of our transport policy and describes how we are supporting this mode of travel.

10.1.3 E-cargo Bikes

10.1.3.1 Engagement has been undertaken with targeted organisations with the aim of developing an e-cargo bike pilot that would remove car and van trips from the central Birmingham transport network. The following groups were approached: Business Improvement Districts (BIDs), hospitals, universities and local couriers. All organisations within these groups were invited to submit an expression of interest in the project, along with the Active Wellbeing Society (TAWS), a partner working with the Council to deliver active travel projects. As a result of these expressions of interest we successfully bid for 20 e-cargo bikes. Of these, 4 will be used by the Council for our own needs and the rest will be allocated to the following local organisations via a three-year lease.

- Jewellery Quarter BID (2 bikes): for their own use and to lease to businesses
- Westside BID (2 bikes): for their own use and to lease to businesses
- University of Birmingham (3 bikes): managed by the fleet team and trialled on different services on campus
- Aston University (1 bike): for their own use
- WEGO couriers (3 bikes): to carry out low carbon deliveries across Birmingham
- West Midlands Fire Service (1 bike): for their own use
- The Active Wellbeing Society (4 bikes): to be deployed for various uses with different communities in Birmingham.

10.1.3.2 Following a procurement process Raleigh have been selected as the supplier of the e-cargo bikes and e-cargo trikes. The bikes will be set up and maintained by the Active Wellbeing Society.

10.1.3.3 In addition to the e-cargo bikes, an e-scooter trial is currently underway within Birmingham city centre. Many of the docks will be located close to public transport interchanges. Both of these schemes are the first steps in our wider effort to decarbonise last mile freight trips in the city.

10.1.4 Hydrogen Buses

10.1.4.1 Birmingham City Council has purchased 20 new hydrogen double decker buses as part of their Clean Air Hydrogen Bus Pilot. The Clean Air Hydrogen Bus Pilot looks to 'kick-start' the hydrogen market as a viable zero-emission fuel with the procurement and deployment of 20 hydrogen buses in Birmingham. The buses, which are made by Wrightbus and are the world's first

zero-emission hydrogen fuel-cell double deckers, will be introduced with National Express West Midlands from April 2021.

10.1.4.2 It's intended that pilot will be the catalyst for the next generation of hydrogen buses, hydrogen production and re-fuelling infrastructure development. The council have also collaborated with ITM, who will be producing and dispensing the hydrogen fuel from the new re-fuelling hub at Tyseley Energy Park. Hydrogen buses consume four times less fuel in comparison to standard diesel buses, covering 300 miles on a single tank and with the ability to refuel within 7-10 minutes. They emit water vapour, meaning no carbon dioxide or other harmful gases are being pumped into the air. Hailed as another solution to tackling the city's poor air quality and a key step towards achieving the council's net zero carbon target, each bus is expected to save up to 79.3 tonnes of carbon dioxide emissions per annum.

10.1.4.3 Fuel cell buses offer a practical solution for cities to decarbonise public transport and immediately improve air quality. This pilot is a significant step towards our net zero carbon target and will provide Birmingham with a leading role in informing debate on supportive policies for zero emission public transport at a local and national level. The buses are being manufactured by Wrightbus, who are also supplying vehicles to Aberdeen and London as a first in the deployment of hydrogen fuel cell double decker buses in the UK and within Europe. The buses will be operated in Birmingham by National Express, with an ambition to run them on the new Sprint route when it opens. The development will see the start of fuel cell technology supply chains within the region and will help to support a brand-new service and maintenance apprenticeship programme. It has been funded through OLEV (Office for Low Emission Vehicles), GBSLEP (Greater Birmingham & Solihull Local Enterprise Partnership), Birmingham City Council and JIVE project funding from the FCH JU (European Funding from the Fuel Cell Hydrogen Joint Undertaking) under grant agreement No 735582. The FCH JU receives support from the European Union's Horizon 2020 research and innovation programme, Hydrogen Europe and Hydrogen Europe Research.

10.1.5 Clean Air Zone

10.1.5.1 The Birmingham Clean Air Zone (CAZ) is to be introduced by 1 June 2021, at the earliest. It aims to reduce levels of NO₂ in the air to a maximum average of 40µg/m³, as soon as possible. The CAZ received government approval in 2019 and follows London's Ultra Low Emission Zone (ULEZ), introduced in the same year. Birmingham's Clean Air Zone will cover all the roads within the A4540 Middleway Ring Road, but not the Middleway itself.

10.1.5.2 Implementation of £10m Heavy Duty Vehicle (HDV) Fund was approved by Cabinet on 11th of February 2020. The fund is designed to support SMEs to purchase and/or lease new compliant vehicles/retrofit non-compliant vehicles to achieve compliance and improve air quality and was due to be launched during 2020. The scheme for Birmingham-licensed hackney carriage and private vehicles which aims to encourage an upgrade to this fleet through retrofits, purchase of hybrids or EVs (total value c. £15m) is also due to open for applications at the same time as the HDV scheme. A scheme to develop rental of EV taxis is being developed. A scrappage and/or mobility credit scheme for workers in the CAZ earning less than £30k p.a. will be launched in late 2020 and will encourage people to scrap a 'non-compliant' vehicle for one that is compliant or use the money for 'mobility' credits.

10.1.6 Cole Valley as a Key Route for Walking and Cycling

10.1.6.1 At present the following actions are underway to establish the Cole Valley as a key green route for walking and cycling:

- Cole Valley cycle route waymarking – following investment in upgraded surfaces along the Cole Valley route through the Birmingham Cycle Revolution programme, direction signs will be provided along the route and at all highway access points (including signs to indicate which sections of the Cole Valley form part of National Cycle Network Route 53).
- Wildlife Ways project – improvements along Cole Valley in north Solihull
- A45 corridor cycle route – development funding from WMCA will support design work for a high-quality cycle route between Birmingham City Centre and Sheldon, crossing Cole Valley at Small Heath, and building on the temporary pop-up cycle lane introduced in 2020 between Birmingham City Centre and Small Heath.
- Tyseley Energy Park and community partners are working up proposals for the green space between A45 and Ackers Adventure and identifying funding to progress these.
- Iron Lane Local Growth Fund project in Stechford – major highway improvements including new bridge across River Cole and new pedestrian and cycle crossings

10.2 What are the next steps?

10.2.1 As previously discussed, Birmingham City Council published a draft Birmingham Transport Plan (January 2020) setting out what the city needs to do differently to meet the demands of the future. The BTP sets out the short, medium and longer-term actions Birmingham can take to enable a low carbon, clean air recovery from COVID-19. The actions were categorised into the following timescales: short term (over the next few weeks), medium term (over the next few months) and longer term (beyond 2020). Programs and plans were to be brought forward in line with the four big moves which have been previously discussed.

10.2.2 Towards the conclusion of the period of public consultation on the BTP, the country was placed in lockdown to reduce the spread of the coronavirus COVID-19. As a result, travel patterns were transformed overnight with traffic down to a third of usual levels and public transport services focused only on getting key workers to their workplaces while maintaining social distancing. This led to an increased incidence in walking and cycling, as residents began to explore their local area during their daily permitted exercise. On the 9th of May 2020, the Secretary of State for Transport announced a £2 billion package to support active travel to help the country emerge from the coronavirus crisis, of which £250 million is for swift, emergency interventions to make cycling and walking safer. In response to this the Birmingham Emergency Transport Plan was created, which sets out plans for a wide range of emergency measures to support walking, cycling and public transport throughout the city, in light of the impact of COVID-19. The draft Birmingham Transport Plan (BTP) was consulted on early in 2020, and this was followed by the adoption of the Emergency Birmingham Transport Plan (EBTP) in response to the Covid-19 pandemic. The intention is now to adopt the full BTP by summer 2021.

10.2.3 Decarbonising transport includes parts of the network that are beyond the remit of Birmingham City Council. As a key player in the city, the council has a role to play in bringing different actors together to identify synergies for the city. The City Council will start to regularly review the decarbonisation plans of transport stakeholders (such as Network Rail, Transport for West Midlands, bus operators, Midlands Connect) and keep an up-to-date record of their commitments and decarbonisation initiatives. In addition, we will identify the best way to maintain an open and regular dialogue with them either through existing channels (such as the WMCA Low Carbon Officers Group) or through our own initiatives (such as expanding upon the Transport Sandpit that we carried out in May).

City Centre Segments

10.2.4 Transforming the city centre was one of four Big Moves outlined in the draft Birmingham Transport Plan (launched in January 2020). To achieve this, fundamental changes to how the city centre is accessed was proposed as part of a city centre ‘traffic cells initiative’. Through this, the city centre will be divided into a number of segments. Each area will only be able to be accessed from the A4540 Middleway (ring road), and to move from one segment to another in a private vehicle you would have to go back out onto the A4540 Middleway. Movement between the segments would be unrestricted, and indeed enhanced, for public transport, pedestrians and cyclists. This commitment to transforming the city centre through the creation of walking and cycling routes alongside public transport services and limited access for private vehicles was reinforced in the Emergency Birmingham Transport Plan (approved in June 2020).

10.2.5 Through the Emergency Active Travel Fund, we are now able to begin to implement these city centre segments, creating more space for people by reducing the volume of through traffic and the dominance of vehicles on minor roads in the city centre. The area within the A4540 Middleway will eventually be divided into six city centre segments, as shown below. The first phase of measures are being introduced alongside new pop-up cycle lanes in the city centre. The first phase of will be delivered using temporary traffic management including barriers, cones, signs and road markings. It will include the following changes:

- Prohibiting access to Cecil Street, Lower Tower Street and Brearley Street from New Town Row (access to New Town Row will be maintained)
- Restrictions to north–south movements along Camden Street, Sand Pits and Parade
- Restrictions to east–west movements along Bristol Street
- Restrictions to westbound movements through A4400 St Chads Queensway

10.2.6 This scheme is being delivered on a trial basis for the next few months, with the potential for the measures to be modified

Pop up cycle lanes

10.2.7 Cycle lanes will continue to be delivered. Cycle lane proposals are set out in the Birmingham Walking and Cycling Strategy and Local Cycling and Walking Infrastructure Plan, 2020. Tranche 2 of the Active Travel Fund provides an opportunity to enhance existing routes, and if funding permits, develop 2-3 additional schemes.

Places for People

10.2.8 Places for People aims to reduce traffic in residential neighbourhoods so that it is safer for people to walk and cycle, and more rewarding to be outside. Early demonstration projects to address traffic problems on identified streets in Bournville, Castle Vale and Moseley are in the early stages ahead of further engagement to develop low traffic neighbourhoods in these areas. These trial areas will be as follows:

Bourneville Places for People trial measures will be located:

- On Oak Tree Lane, to the south of the junction with Woodbrooke Road.
- On Franklin Road, to the west of the junction with Linden Road/Watford Road.

Castle Vale Places for People trial measures will be located:

- On Yatesbury Avenue, to the south-west of Biggin Close.
- On Cosford Crescent, to the north of the junction with Tangmere Drive.

Moseley Places for People trial measures will be located:

- On School Road, to the north of the junction with Greenhill Road and Greenend Road.
- On Cambridge Road, at the end by the roundabout and Cambridge Road Methodist Church.
- On Poplar Road, to the west of Woodville Road, beyond the school keep clear markings.

Space for Pedestrians in Local Centres

10.2.9 As previously mentioned, we have already been widening and marking footways in a number of local centres (previously listed) to make social distancing and queuing easier. In many cases, we are doing this by suspending some on street parking and opening that space up to pedestrians. There is the aspiration to extend this scheme and measures are proposed for other centres, details on these will be added when these have been assessed and schemes designed.

The following existing schemes as of 13/05/2020 have been identified to be delivered either later this year or next year:

- Dudley Road Major Scheme
- Alcester Road Bus Priority Scheme
- Selly Oak Local Centre Proposals
- Cross City Bus
- City Centre and Snow Hill Public Realm Schemes
- SPRINT Bus Rapid Transit

The Road Space Reallocation & Cycle Schemes to be delivered include:

- A38 extension Selly Oak to Longbridge
- A47/A38/B4148 Fort Parkway to Langley/Walmley
- A456 Hagley Road corridor
- Bristol Street to Five Ways/Edgbaston
- Pershore Road/ Priory Road connection to A38 from NCN5
- Ward End Park and Washwood Heath

The city wide active travel measures include:

- Green route upgrades
- Cole Valley Green Route upgrades
- Canal route upgrades and access
- Lighting (off road routes) where appropriate

The city centre wide schemes include:

- Westside Area Streetspace Rationalisation Pilot
- Southside Area Streetspace Rationalisation Pilot
- Eastside Area Streetspace Rationalisation Pilot
- Spill out areas/Parklets

E-cargo bikes

10.2.10 With regard to the e-cargo bikes, the next steps will be:

- To develop e-cargo bike branding based on the Brum Breathes logo in recognition of the CAZ funding that is being used to support the revenue aspect of the pilot.
- To ensure project partners are in a position to receive the vehicles, this will include training and the establishment of partnership agreements in early 2021.
- To begin staggered approach to distribution and set up of e-cargo vehicles.
- The Active Wellbeing Society will utilise the first tranche of the e-cargo bikes for community food deliveries over Christmas 2020.

Hydrogen Buses

10.2.11 Once launched, the Clean Air Hydrogen Bus Pilot will be monitored and reviewed to analyse and ensure the ongoing commercial and operational viability of hydrogen buses, to enable a continued roll out of hydrogen fuel cell technology within bus fleets, as part of the city's commitment to the environment and cleaner air.

Cole Valley Route

10.2.12 The Birmingham Walking and Cycling Strategy and Local Cycling and Walking Infrastructure Plan was adopted in January 2020 and includes several projects (which are currently unfunded) along the Cole Valley including:

- Local network: **Stechford** - Area-wide walking and cycling improvements including elements delivered through Iron Lane Local Growth Fund project and Urban Centres Framework
- Local links: **Cole Hall Lane** - Cycle track along Cole Hall Lane. Cole Valley footbridge and green route spur to Glebe Farm Recreation Ground
- Local links: **Heartlands Hospital, Bordesley Green East** - Cycle track along Bordesley Green East. Cole Valley footbridge improvements and green route spur between Morden Road, Stechford, Cole Valley and Bordesley Green East
- Local links: **Heartlands - Small Heath** - Signed advisory route

- Regional priority route: **A45 Birmingham to Solihull** - Mixed route: cycle track and signed advisory route on side roads
- Green route: **Ackers and Cole Valley Canal access** - New ramp or bridge for Cole Valley, potential opportunities for 'Lost World' project with Tyseley Energy Park and community partners
- Local links: **Shardway - Packington Avenue - Lea Village** - Mixed route
- Local links: **Hall Green Station** - Mixed route
- Local links: **Kings Heath** – Shirley -Mixed route
- Local links: **Yardley Wood** - Mixed route

10.3 What do we need to get us there?

10.3.1 First and foremost, we need to utilise our existing resources to embed decarbonisation principles in every aspect of transport. There is an annual Transportation and Highways Capital programme report, which goes to Cabinet every Spring and will be used to deliver funding for the BTP alongside the Infrastructure Delivery Plan (as well as the West Midlands Movement for Growth 10 year delivery plan). The Transportation and Highways Capital Programme (THCP) has been approved for the period 2020/21 to 2025/26 at a total estimated cost of £256.211m.

10.3.2 However, there is always a funding gap between BCC's aspirations and our current programme – to deliver more ambitious projects as well as delivering Route to Zero. As such, we need dedicated resources (funding as well as staff) focusing on the complex task of decarbonising Birmingham and understanding the role each sector needs to play and the synergies as well as clashes between different sectors. Decarbonising transport alone is not possible as it is linked to multiple other sectors including but not limited to land-use planning, housing, energy, education. The scale and urgency of this crisis call for dedicated experts who investigate this challenge holistically.

10.3.3 We require at least one full-time lead role that will focus on research, action development, and coordination of the transport decarbonisation work with the R20 programme, securing financial resources (government grants etc.) and evaluation of progress against the council's decarbonisation targets. In addition, these experts will also be researching best practice elsewhere, identifying collaboration and funding opportunities that will further accelerate action, and engaging with the public to prepare them for the massive changes needed to achieve local decarbonisation targets while understanding their needs so that this transition is just. This role could either sit in transport or be a transport specialist that is part of a dedicated decarbonisation team. As the R20 programme develops further, there will be the need for additional resources to support the lead role with the delivery of actions, research and monitoring. This will help BCC respond expediently to funding opportunities and grants for sustainable transport schemes.

10.4 Lobbying

Zero Emission Public Transport Network

10.4.1 Going forward, we need to lobby for a zero emissions public transport network. The introduction of 20 hydrogen buses as outlined above can start to provide the catalyst for decarbonising the bus network, demonstrating the feasibility and viability of hydrogen.

10.4.2 If the e-cargo bike pilot scheme is successful we would hope to extend the pilot and offer vehicles to other partners across the city. Funding would be required to facilitate this (approximately £5000 for each vehicle and we would need to identify appropriate lobbying opportunities (either regional or through central government) to secure this.

Lobbying for a bus service franchise

10.4.3 In light of the new powers available through the Bus Services Act (2017), in 2019 it was agreed that TfWM would undertake an assessment of whether pursuing a Franchising scheme the delivery options within the Act with a view to delivering the West Midlands Vision for Bus. One such delivery option is franchising along with new formal partnership arrangements which could be applied to all or part of the West Midlands bus network. Franchising powers would enable the LTA to specify routes, timetables, fares and other aspects of service delivery and award contracts to operators to deliver services in line with agreed contractual conditions. This is the mechanism that is in place in London, where the bus industry was not deregulated, and has widely been considered a success, although prohibitively expensive.

10.4.4 TfWM are preparing an Outline Business Case (OBC) for the options within the Act including Franchising to assess which would better meet the objectives within the region's adopted Vision for Bus. The first stage of this requires bus operators to submit data pertaining to the operations of their services, including costs, revenues and other liabilities. This data collection is now underway. This will be used to model the costs and risks associated with implementation of a franchising scheme. This modelling will support the wider OBC, which needs to follow the Government's five case model, assessing the strategic case, economic case, commercial case, financial case and management case. The OBC case is expected to be complete by summer 2021, after which a decision will be taken by TfWM in discussion with partners including the City Council, as to whether to proceed with a Full Business Case (FBC) and a new approach to delivering bus services in the region. Franchising the bus network would allow the WMCA and the council to have greater influence on the day-to-day operation of the network and the vehicles that are being used in the city. Subject to the business case being met, it would also hold the potential to specify zero emission buses for the delivery of any contracts. It should also be considered that the new partnership powers in the Act also have the potential for delivering this outcome.

10.4.5 Climate Action Network West Midlands have put forward the suggestion of commissioning a feasibility study for the introduction of a Fare Free Public Transport system. Whilst BCC does not have the capacity to take the lead on this, it fully supports the commencement of the study. The City's universities may be best placed to take the lead on this.

10.5 Costings

Long-term funding

10.5.1 Long-term funding for multimodal solutions that specifically focuses on decarbonisation will allow councils to plan ahead and deliver their ambitions better. At the moment councils are trying to deliver very ambitious decarbonisation plans without dedicated resources, which makes the scale of the challenge even greater. The central government has recognised the importance of long-term funding cycles in other parts of the transport network, such as investment in the Strategic Road Network when Highways England was established in 2015 with the ability to develop 5-year Road Investment Strategies.

Dedicated funding focusing on decarbonisation

10.5.2 At present, there is no dedicated funding to develop local decarbonisation plans and multiple other sources of DfT funding that support sustainable transport measures are offered on a competitive basis. The climate emergency cannot be addressed through councils bidding for parts of pots of money that are ringfenced for specific solutions. Councils need dedicated resources to answer questions such as: who pollutes the most?, which social groups cannot access low-carbon alternatives to their current carbon intensive choices?, which solutions will help us decarbonise fast?, what can we do about decarbonising leisure and other trips that have never been the main focus of transport policies?

Multimodal funding

10.5.3 There is an urgent need for multimodal investment. Funding options that support individual modes often contradict each other, for example, road space reallocation for cycling may have adverse effects on public transport schemes. There is a clear need to develop strong strategic cases for multimodal investment.

10.5.4 Birmingham City Council is able to support schools with advice on sustainable travel initiatives and funding from the Young Active Travel Trust.

Chapter 11 - Priority Actions - EV Charging Points

11.1 What have we done to date?

11.1.1 OLEV funding was sourced in 2018 towards the installation of 197 chargers, which prioritise taxi vehicles, but with publicly accessible charge points, giving time to further develop the network for a wider publicly accessible charge point network which will be developed from year 3 to year 12, as part of the emerging charge point strategy. The procurement of an EV Development Partner has been completed and the contract is now finalised, leading a concentrated two-year EV charge point deployment of 197 OLEV funded chargers (up to 394 charge points) across the city, in addition to the upgrade and replacement of existing 14 legacy public accessible chargers (28 charge points).

11.1.2 Planning and development for the first tranche of sites is underway, alongside feasibility work and approvals from Western Power Distribution regarding grid capacity and capability. The design plans and surveys are also underway to enable a TRO process to cover each charge point installation, setting up internal processes for section 50 application process – aligning Planning, Transportation, Highways and Birmingham and Property Services requirements to meet regulatory obligations and public realm requirements. The Fast (22kw) & Rapid (50kw) charge point strategy is being developed and will be available for consultation by the end of November- contributing to the development of the wider city EV charging Strategy by March 2021, reflecting EV take-up projections; EV Charger requirement; comparison of the projected charge point requirement with the planned deployment of the 2-year fast & rapid initial phase aligned with trajectory of deployment to put Birmingham on track in contributing to ‘net zero’ target .

11.2 What are the next steps?

11.2.1 The next steps will be:

- Efficient regulation framework (TROs, section 50, permits) in place to enable the scale of change of the public charge point numbers (re highway and public sites) from 28 charge points to 394 fast (22kw) & rapid (50kw) charge points (which will be more than any other UK city), followed by continued growth in charge point installation to meet anticipated market growth by 2030.
- Through joint working with the contracted EV Charge Point Network development partner, stimulate the market, working in wider collaborations for innovation development in charge point technology to support more challenging areas such as terraced housing, blocks of flats etc. in response to continued growth to match the market take up to achieve net zero target- however, this needs to be matched with BCC and strategic stakeholder engagement to support behaviour change and enable the significant modal shift to public transport, walking and cycling that is also required to enable net zero target.
- Communication of ‘switch to electric’ – the Fast & Rapid EV charge point strategy will have a communication campaign kick-started when the first tranche of fast & rapid charge points are deployed.
- Carbon savings are uncertain, due to unpredictable factors including behaviour change; modal shift; take-up of EVs and vehicle availability on the market- however;

on-going monitoring of EV take up & charge point utilisation in Birmingham will be in place and reviewed as part of the wider city EV strategy planned actions.

- We need to address the challenge of how home EV charging can be supplied for homeowners who live in terraced properties, which are particularly common in Birmingham.

11.2.2 Our targets for EV rollout citywide are to rollout 394 Fast & rapid charge points by 2022 and 9000 chargers by 2030, of which 600 will be rapid.

11.2.3 Regarding the transition to council fleet to EV, whilst not all vehicles on the fleet have an electric alternative on the market e.g. tipper trucks, electric charge points have been deployed in 5 key locations to align with service delivery for the Postal service, Adult Night Care Team, Parks & Nurseries and Housing Directorate Estate Services. Waste Management Services are trialling electric bin wagons with a view to transition the fleet towards electric. They are currently investigating the charge point infrastructure deployment requirements for an electric fleet across the West Management depots, with a view that transition will have started to commence by the end of 2022.

11.2.4 The Council work in collaboration with Transport for West Midlands (TFWM) low and zero emission bus strategy development. The West Midlands Low Emission Bus Delivery Plan was launched in 2016 as a collaborative development with regional Local Authorities, with subsequent work on electric bus route mapping with BCC, and current alignment with the EV 'Fast & Rapid' charge point deployment grid capacity assessment to evaluate bus opportunity charging in line with the TFWM 'Zero Emission Bus Charging Infrastructure Needs' strategy. Zero emission Bus market growth is estimated at 70% electric and 30% hydrogen. In addition to the initial tranche of hydrogen buses, 19 electric buses have now been introduced to the Birmingham fleet as the first step towards transitioning to zero emission. The electric buses currently operate on the Route 6 between Birmingham and Solihull via Hall Green and Shirley. In order to move all buses to net zero carbon, it will require a mixture of electric and hydrogen vehicles, with electric vehicles more suited to shorter routes and hydrogen more suited to longer routes. The first phase of transition will clarify the operational and infrastructure arrangements that need to be in place to support the wider transition towards 100% zero emission bus fleet.

11.3 What do we need to get us there?

11.3.1 To enable further expansion Birmingham's EV network, a wider city EV charge point network strategy will be produced by March 2021. This strategy will be key in allowing Birmingham's EV network to be scaled to meet market growth in regard to EV take up for cars, taxis, vans and heavy goods vehicles. In line with the strategy, there is a need for the market to step forward to support with the delivery of EV charging points. We need to continue our collaboration with Western Power Distribution, to ensure grid capacity and capability for EV expansion. We need to align EV infrastructure and highway and public realm major development projects including bus opportunity charging (TFWM), metro development (WMCA/TFWM), as well as developments including e-scooters/bikes. To ensure EV infrastructure is as accessible as possible, we will need to simplify the EV framework in the city – at present an EV user may need to use up to 8 apps across Birmingham to identify charging points – this will be simplified under the public accessible EV charge point contract

arrangements, that specify 'universal accessibility', which includes contactless credit/debit card payments.

11.4 Lobbying

11.4.1 Transport for West Midlands (TFWM) have set up a ULEV working group, that Birmingham City Council are represented on, to collaborate on the regional actions approved through the WMCA ULEV paper. With the key action approved regarding the development of regional rapid charge point hubs prioritising freight and commuter EV transport charge point needs, Birmingham City Council will promote this EV agenda to ensure a 'joined up' regional approach.

11.4.2 The Council will lobby developers to maximise the inclusive of EV charge point provision, as well as the use of zero emission vehicles within the development and construction through Planning policy requirements for Developers to provide EV charge point provision and use of section 101 requirements, for example, stage 2 of the Peddimore development provides an ideal opportunity to promote sustainability through deployment of EV vehicles and installation of charge point infrastructure due to the large development size (70ha site), high level of public and media interest and council ownership. It is anticipated that Government will amend building regulations to require EV charging points in new development, however, the details of this are currently uncertain.

11.4.3 The Government has consistently supported ZE cars and buses – this should continue. However, the same level of support and a strategy for vans and freight vehicles is needed, especially for long-haul freight vehicles as they operate nationally and are the most challenging to transition away from diesel. The Government should account for the need to reduce car demand in the road network planning – official projections from the Department for Transport show an ever-growing growing vehicle km travelled. This is inconsistent with net-zero targets and encourages more road network construction. Given the role of modal shift in reaching net zero targets, the Government should support public transport services through more urgent review of the Bus Service Operators Grant and its impact on the bus industry, enabling take up of zero emission buses to be more commercially viable. We will need to continue to lobby central government on these matters.

11.5 Costings

11.5.1 Funding has already been secured for the 394 chargers to be delivered by 2022. Moving forward, we anticipate that EV sales will grow from <5% in 2020 up to 100% in 2030 – this leads to EVs comprising ca. 45% of total car stock by 2030. However, there is uncertainty in the scale of public charging required, due to uncertainty in how the EV and EV charging markets will develop. By 2030, Birmingham is expected to need in the region of ca. 600 public rapid EVCPs1 (50kW+) and ca. 9,000 slow-fast EVCPs (7-22kW) – this represents a baseline case, and depending on how the 150kW+ EVCP market and EV capabilities develop, the volume of rapid EVCPs required in 2030 may in fact be lower than those shown below. It is estimated that roughly half of these will be on-street chargers, providing a home charging alternative to those without private parking. Funding of chargers will be predominately private sector led and will be highly dependent upon how the EV market develops.

Chapter 12 - Priority Actions – Waste

12.1 What have we done to date?

12.1.1 The City Council published a Municipal Waste Strategy consultation (2016) and is developing a Municipal Waste Strategy. The draft Municipal Waste Strategy identifies a waste hierarchy to firstly reduce the amount of waste that is collected in the City Council, but also that any waste that is collected should, in order of preference, be re-used, recycled or recovered for the generation of energy.

12.1.2 Birmingham City Council's Waste Management service is undertaking significant change and investment in order to improve the Council's recycling performance and green credentials. The Council has entered into a procurement process for the new waste disposal contract. This procurement seeks to find a new partner who will:

- Operate and maintain the Tyseley Energy Recovery Facility (ERF) for the treatment of the Council's residual waste and the continuous improvement of the Tyseley ERF to ensure it meets any future legislation. This shall include management of all residues, materials and products from the Tyseley ERF
- Operate and maintain five Household Waste and Recycling Centre (HWRC) sites at Kings Norton, Tyseley, Sutton Coldfield, Castle Bromwich and Perry Barr, and the continuous improvement of all the HWRCs.
- Operate and maintain the three Waste Transfer Stations (WTS) at Kings Norton, Tyseley and Perry Barr, and the continuous improvement of all the WTSs
- Manage the Council's clinical waste disposal service

This Contract will be for a term of ten years with the opportunity to extend for a further term of up to five years.

12.1.3 The Council currently collects around 500,000 tonnes of municipal waste from residents and businesses each year. The city is expected to grow by a further 51,000 households by 2031, adding at least a further 60,000 tonnes. The Council delivers a number of waste and recycling services. These include:

- Domestic kerbside collections service – including residual, recycling and garden waste
- Bulky waste collections
- Clinical waste collections
- Commercial waste collections

The Council owns the following waste and recycling infrastructure:

- WTS (Kings Norton, Perry Barr, and Tyseley)
- Tyseley ERF
- HWRC (Castle Bromwich, Kings Norton, Perry Barr, Sutton Coldfield and Tyseley)

12.1.4 The Authority Monitoring Report 2019 identifies that since 2011, the City Council has approved the development of 11 new privately operated waste facilities which together have the capacity to process over 1 million tonnes of waste per year, and that six new privately operated waste facilities have been completed with a combined capacity of over 600,000 tonnes per year.

12.1.5 To support the achievement of these objectives, the City Council has committed to a £44.2m investment in the Energy from Waste Facility at Tyseley Energy Park (TEP), the potential building of a new Materials Recycling Facility and modernisation of Household Recycling Centres and Waste Transfer Stations. TEP is located next to the Birmingham City Council Energy Recovery Facility (ERF) operated by Veolia, which takes 350,000 tonnes of Birmingham's rubbish each year and converts it into electricity which is exported to the grid. Currently, waste heat from the incinerator is not utilised but future plans for Tyseley involved developing Energy from Waste and waste processing technologies that utilise waste heat, capture CO₂ and turn waste into products and fuels. The Authority Monitoring Report 2019 identifies that since 2011, the City Council has approved the development of 11 new waste facilities which together have the capacity to process over 1 million tonnes of waste per year, and that six new waste facilities have been completed with a combined capacity of over 600,000 tonnes per year.

12.2 What are the next steps?

12.2.1 At present, there is an over fixation on household waste, with too little attention being paid to industrial and commercial waste. Moving forward, we need to change the way that we deal with our waste. Our vision is for Birmingham to be a city where:

- Waste is reduced wherever possible by reducing the amount of waste that is created, pushing waste up the waste hierarchy
- Recycling and re-use is maximised, and the value of waste is realised by significantly increasing recycling of all our waste through circular economy principles
- Materials which cannot be reused or recycled shall be used for energy recovery through generating electricity locally
- No avoidable waste is sent to landfill
- We manage our waste in a sustainable way to make a positive contribution to climate change and help reduce carbon emissions
- Our citizens have access to modernised waste and recycling infrastructure
- Citizens who live and work here play their part in sharing the environmental, economic and social benefits of viewing waste as a resource

12.2.2 The draft Municipal Waste Strategy will outline the Council's approach to household waste for the next ten years. A group is also to be established to look at the Council's approach to household waste, post 2034, including what disposal / treatment paths should be utilised for the City's household waste and recycling.

12.2.3 The Council is also considering the future impact of the Resources and Waste Strategy. Part of the consultation for the Waste and Resources Strategy explored the introduction of food waste collections. If food waste collections did become legislation, then this could see a reduction in tonnage from residual waste collections. This waste would require alternative means of processing. The next step will be to approach the Combined Authority, to request they act as the facilitator between county councils to commission a joint study looking at waste movements across the conurbation. The aim of this study would be to observe the ways that all types of waste is moving across the wider West Midlands area and identify the most energy efficient way of managing waste at sub regional level. Ideally, this study will be commissioned through the Combined Authority, but could also be facilitated through the housing market area group, which would enable districts to take it back to the county councils. This work will need to feed into the post 2034 Municipal Waste Strategy.

12.2.4 The current tranche of the City Council's fleet of waste vehicles are all Euro VI compliant, meaning they meet the Clean Air Zone standards. However, the Council is currently trialling alternative fuel vehicles within its waste collection fleet and will move towards alternative fuels in the next generation of vehicles. The two new planned City Council waste depots will have charging capability designed in.

12.2.5 The council is currently rewriting the Council's Waste Prevention Plan and are in discussions with Keep Britain Tidy to co-ordinate a campaign to address the Circular Economy with actions prioritised on the top end of the waste hierarchy (prevention, minimisation and reuse).

12.3 What do we need to get us there?

12.3.1 The next steps are for sign off of the draft Municipal Waste Strategy and to establish the group to look at the Municipal Waste Strategy, post 2034. The City Council will work with government on the outcomes of the Waste and Resources strategy, once these are announced to minimise waste creation and maximise the benefits of a circular economy.

12.3.2 The Council will continue the trials of alternative fuel vehicles and following these trials a procurement exercise will be carried out for the next generation of the waste collection fleet.

12.3.3 The Combined Authority is already in the process of commissioning a piece of work around the circular economy. The outputs from this work will be valuable to Birmingham City Council in helping to develop an understanding of how waste works, which can then feed into a more detailed understanding of our own waste movement. As previously mentioned, a separate study will be commissioned around this. To kick-start the waste movement project, the first step will be to approach the combined authority so that we can commission a study to look at waste movements within the region.

12.3.4 1 Meeting the goal of Zero Carbon will also require the enthusiastic participation of Birmingham households in the huge change towards collecting their waste, separating what be composted, digested, reused and recycled.

12.4 Lobbying

12.4.1 We need to change the way that we deal with our waste and formulate a new way that waste can be managed at a sub-regional level. Continued partnership working with the Combined Authority, local authorities, waste management and disposal companies, and other relevant organisations such as the Environment Agency will be key to this. To help reduce this, we work with the Chamber of Commerce to lobby central government to encourage large commercial operations to reduce the amount of waste they produce.

12.4.2 The move to collection and disposal of food waste in Birmingham will be as a result of the Government response to the Waste and Resources Strategy. The change to collection of food waste will require significant investment (containers, vehicles, increase in staffing etc.) which BCC does not currently have funding for as a non-statutory requirement. It is prudent to understand the request from Government when finalising plans for Birmingham to ensure that any investment in infrastructure is correct and meets requirements for the future of Birmingham and the longer term plan by central Government.

12.5 Costings

12.5.1 We will need funding to commission the waste movements study. All other actions in this chapter sit within the council's current budget and do not require additional funding.

Chapter 13 - Priority Actions – Energy

13.1 What have we done to date?

13.1.1 There has been a focus on renewable electricity generation (including waste and biomass combustion plants and PV studies) and more recently the decarbonisation of heat:

- Initial 2018 Anthesis (SCATTER) report provided the understanding and helped to demonstrate the scale of change that was needed. Although at the time it was a high-level assessment which considered GHG emissions across the city and not just heat, to understand decarbonisation scenarios to 2050.
- Birmingham Solar PV Study (December 2016) - This is an initial city-wide resource assessment for Birmingham with regards to Solar PV, and still relevant for the deployment of Solar Thermal.
- With respect to other heat networks, BCC has undertaken several HNDU-funded studies (2015-2018). Whilst these identified a number of heat network development opportunities, these have not been progressed due a number of factors principally related to lack of external funding (appetite for investment and buy in for projects) and complex commercial relationships and the management of risk. However, further work is to be progressed via HNDU.
- District Heating Network Canal Opportunities Study (2016) - DHN opportunities are presented, detailing heat pump systems that extract heat energy from the flowing water in the canals.
- Various Heat Network Feasibility and Masterplanning Studies - Several feasibility and Masterplanning studies potential heat networks in the Birmingham area.
- Birmingham Energy Baseline Mapping Study (2019) – mapping energy demand and supply of renewable energy within Birmingham.
- Birmingham City Outline strategy for achieving net-zero (Jan 2020) – Precursor to BEIS study. This study commissioned by BCC outlines what the net zero target meant in regard to the Council 's role, key actions and asks from Government.
- HECA Report 2017 (May 2017) - An update report setting out the energy conservation measures that the local authority has undertaken.
- SCATTER initial Birmingham Specific carbon reduction City analysis (July 2018) - This study comprises World Resource Institute compliant goal setting using BAU scenarios to 2050.
- Birmingham City Council Planners Guidance (October 2018, updated May 2020) - This document advises how Birmingham's current planning policies relating to sustainable design will be applied to different types of development.
- A Regional Energy Strategy for West Midlands (2018) – This document has been produced by Energy Capital and the West Midlands Combined Authority, of which BCC is a Board Member and contributed to the Strategy development for how Birmingham fits within the region from an energy and low carbon perspective. Work is currently underway to develop the delivery of Energy Innovation Zones within Tyseley and Central Birmingham, with one of the main focuses being to integrate proven low-carbon technologies across energy systems. BCC is working with regional academic experts, businesses and industry through Energy Capital

to understand how the transition to a decarbonised system can work for the West Midlands. The WMCA has set a target of achieving net zero by 2041 (WM2041).

- Hydrogen – launch of the 20 bus hydrogen project and associated 3MW Hydrogen re-fuelling hub at Tyseley Energy Park. The council's work to date has led to interest in procuring additional hydrogen buses and further studies on the benefit of industrial hydrogen in the city.
- Emissions reduction from heat generation has been limited to small scale energy efficiency works (some BCC led such as the HNDU CHP network, others led by the energy suppliers via ECO2).

13.2.1 BEIS Decarbonisation of Heat Programme

13.2.1.1 Work on the BEIS Decarbonisation project commenced in January 2020. Output from BEIS work stage 1 shows that 16 scalable and 'fit for purpose' heat decarbonisation interventions have been shortlisted, that if from 2020-2050 they were implemented across building types and sectors, the modelling shows that they would potentially achieve around 80% reduction in carbon from heating of buildings from homes, council buildings, industrial, university, health to retail. BEIS work shows that Air source heat pumps will significantly provide the biggest impact because they are an easier (smaller) solution for most residential areas and don't require planning permission (the issue here will be the market availability within this timeline). However, the scale of what is required would mean the cost would be around £6.8billion, with no investment rate of return until after 2050.

13.2.1.2 Phase 2 is about to begin and will include business case development including the funding sources, legal requirements and procurement routes aligned with the heat decarbonisation building typology models- drawing together the outcomes of stage 1 across Birmingham and the 5 other cities involved in the development- whereby BEIS consultants will develop a business case approach for social housing and the rented sector; local Authority estate buildings; schools under Local Authority control; and public sector buildings including hospital or university buildings. Phase 2 will also ascertain what the cost levels of interventions will be, and what potential carbon savings would be. The whole project will achieve 4 major full business case developments for heat decarbonisation interventions that are funding-ready. However, there will still be Local Authority governance processes and for funding applications and private sector intervention.

13.2.1.3 Work on the BEIS Decarbonisation project commenced in January 2020. The initial stage (which ran from January to August 2020) involved data collation, stakeholder engagement and initial modelling. This first phase will identify opportunities for heat decarbonisation with specific interventions defined by BEIS for Phase 2 further development, potentially including the low/zero carbon interventions for the City Council's new housing development, retrofit of existing stock, and feasibility of use of ground, air and water source heat pump deployment; city-wide energy from waste opportunities for deploying future district heating; the role of Hydrogen as a source of heating; and planning policy interventions. To date, the project has not produced any carbon reductions calculations, but will do in the latter stages of the work plan.

13.1.3 Birmingham District Energy Company (BDEC)

13.1.3.1 Birmingham District Energy Scheme is the largest low carbon heating network in Birmingham. It is owned, operated under the name of Birmingham District Energy Company (BDEC). BDEC supplies low carbon, low cost energy to major energy consumers across the city centre. Overall, the BDEC network comprises of three schemes: The Broad Street Scheme, Aston University Scheme, and Birmingham Children's Hospital, with interconnecting pipework linking the three schemes to enable future growth and densification of the scheme. There is also an energy centre at Birmingham New Street Station. The Broad Street scheme is a tri generation of heat, power and cooling to connected buildings including International Convention Centre, Birmingham Arena, Hyatt Hotel, Library of Birmingham, Birmingham Council buildings and Birmingham New Street Station. Broad Street has delivered £2.4m of energy savings and a total of 45,000te of carbon savings from 2007 to 2018. The Aston University scheme supplies heat and power to the University Estate and third-party neighbouring buildings, the scheme has delivered £3.0m of energy savings since 2009, and realised 43,166te carbon savings from 2009 to 2018. Birmingham Children's Hospital supplies heat to the estate, realising £1m energy savings and a carbon saving of 23,591te since 2009.

13.1.3.2 The scheme makes use of highly efficient large-scale combined heat and power (CHP) technologies across 6 energy centres, and uses conventional boilers for 'top up', standby and increased resilience. At present, the network is still running on natural gas. By taking heat from the district heating system there are carbon and cost savings when compared to heating individual buildings. The network currently provides 60,000MWh of heat, 47,000MWh of electricity and 8,000MWh of chilled water per annum, with a 12km network infrastructure. A strategy to introduce lower cost and lower carbon technologies for future generation and growth may also incorporate technologies such as heat pumps, fuel cells and waste heat sources.

13.1.3.3 To date there has been £17m worth of investment, a total of £6.4m of energy savings and 120,000+te carbon saved. Due to the exponential development growth and climate change commitments to achieve net zero across the city by 2030, an impact study which assesses growth verses energy demands forecasts 500Gwh of additional heat demand and 100Gwh of electrical demand equating to a carbon savings 90,000te per year.

13.1.4 Tyseley Energy Park

13.1.4.1 Tyseley Energy Park (TEP) is an Energy Innovation Zone situated in East Birmingham on the A45 Coventry Road that connects the airport to Birmingham City Centre. TEP was established by Webster & Horsfall, a 300-year-old steel wire manufacturing company, to diversify their site operations but in keeping with their long history as industry innovators benefiting/supporting the surrounding community. The Tyseley area, has through local area planning been identified as an Environmental Enterprise District (EED), and has potential to cluster complementary waste and sustainable energy uses. The City Council actively encourage energy generation and air quality improvement schemes in this location. The University of Birmingham is a strategic partner of TEP and has invested in the development of the site and related research activity. The mission of Tyseley Energy Park (TEP) is to deliver a green technologies hub for the City of Birmingham as part of a wider intention by Birmingham City Council and Energy Capital to create one or more large scale Energy

Innovation Zones in the city. TEP seeks to deliver new jobs and growth through the deployment of innovative energy supplies. To date the following has been achieved on the Tyseley Energy Park site:

- Birmingham Biopower Plant
- The UK's first Low and Zero Carbon Refuelling Station including Hydrogen, biodiesel, Biomethane and EV charging
- UoB Birmingham Energy Innovation Centre (BEIC) due for completion March 2021
- Rent E – fleet of 30 electric taxis + pay by the hour EV car fleet
- Private wire across site helping Webster and Horsfall and all tenants across TEP meet their sustainability goals
- Supporting and providing space for green tech start-up companies (for example Lontra) who want to be within a cluster of likeminded businesses

13.1.4.2 The University of Birmingham has also:

- Supported business growth through Birmingham Energy Incubation Hub (an integrated package of support to drive growth amongst low-carbon energy businesses) and the ATETA ERDF funded SME support programme).
- Research and innovation projects and partnerships through the TEP Co-Creation Group
- Developed a community engagement and outreach programme including RA-Eng Ingenious Grant Award project
- Promoted TEP and Birmingham in events across the country, most recently the Commercial fleet roadshow and Rail industry associated annual events in October 2020

13.1.5 *Exploration of Council Utility Companies*

13.1.5.1 In 2018/19 the Council looked at the feasibility of setting up an energy company and a water company. The development of the Outline Business Case/Full Business Case was a Service led project which, as part of the Council's decision making process and due diligence, progressed through the constitutional governance stages having input from the various disciplines and external consultants (energy and finance) to arrive at a final decision. However, the Cabinet Member decision to not take forward came as a result of the Council's prevailing risk appetite, where it was deemed too uncertain and too high a risk. In reviewing the decision in the light of the issues experienced with Nottingham City Council's Robin Hood Energy Company and that of Bristol City Council energy company that are no longer running as Local Authority Energy Companies, the decision was perhaps justified, but clear, that there are lessons to be learned.

13.1.5.2 In regard to the setting up of a Council Water Company, as a Labour Group Manifesto pledge, this was based on addressing fuel poverty and enabling costs to households to be reduced. However, the change in regulations that enabled Local Authorities to become licenced to operate as a water company, only applied to offering water services to commercial premises. The regulations will be reviewed in 2025, where it is understood that further change to regulations will apply to households, and therefore the pledge to address fuel poverty at household level potentially can be realised. The decision will need to be reviewed, based on a revised feasibility and business case, where learning from other Local Authority experiences will also be sought.

13.2 What are the next steps?

13.2.1 The core objectives of TEP moving forward are:

- Developing advanced technologies to deliver optimal value from waste and resources.
- To deliver investment into renewable heat and power infrastructure.
- Developing low and zero carbon transportation infrastructure.
- Gathering data and creating the platform for testing and validating new innovative technology that develops new business models and employment opportunities.
- Creating a blueprint for systems thinking that is capable of being applied at a city scale, supporting Birmingham City's transition to a lower carbon future.
- Developing skills and training in a commercial environment.
- Attracting inward investment to support the regeneration of Tyseley and surrounding areas.
- Working with regulators to overcome barriers to investment.
- Make TEP the home of a National Centre for Decarbonisation of Heat (NCDH).
- Scale-up research through the BEIC on energy storage, hydrogen and fuel cells, critical materials and reprocessing and fuels from waste.
- Develop collaborative projects with industry on hydrogen and heat decarbonisation
- Submit proposal for ERDF funding to create a community commons, green and blue infrastructure asset along the River Cole by Tyseley Energy.
- TEP purchased an additional 15,000sqft of industrial space in October 2020 and have submit funding bid to the GBLEP for the refurbishment of 11,000sqft of space to provide business support 20 SME within the green technologies sector from April 2021 onwards.
- Support establishment of East Birmingham Community Heat task Force and a Community Learning Platform, and programme of activity to make East Birmingham a pioneer for retrofit and heat decarbonisation solutions.

13.2.2 With regard to district energy scheme, the next step will be to investigate how the concession can be extended and the network's energy centres can be converted to a carbon neutral energy sources (or as close to neutral as is feasible) as soon as possible. Any future extension of the concession will be dependent on a shift to green energy. The BEIS study phase 2 is set to produce 4 business case developments (identifying funding sources & funding models, legal, financial and procurement modelling) of 'early pathfinder' developments across:

- Domestic Social Rented
- Non-Domestic Public Sector EE/Retrofit/LZC Heat – LA Whole Estates (excl. schools but including commercial estate)
- Non-Domestic Public Sector EE/Retrofit/LZC Heat – Non-Academy Schools
- Non-Domestic Public Sector EE/Retrofit/LZC – including Health Estates/University Campuses.

13.2.3 Next steps towards additional hydrogen re-fuelling infrastructure for next tranche of hydrogen buses, alongside joint collaboration in the research of a Hydrogen Hub concept of producing hydrogen through steam reformation of gas. Lead through Cadent with public & private sector organisations, BCC are contributing insights & knowledge of infrastructure development,

commercial and operational viability. Some of these decisions around electrical infrastructure and hydrogen networks are out of the control and competence of a local authority and require national government or corporate decisions. Implementation of the hydrogen bus deployment and hydrogen re-fuelling facility, alongside the development of the next tranche of hydrogen buses and re-fuelling infrastructure. Moving forward, we need to scale up blue hydrogen production and grid connection. Working with public and private sector partnerships in preparing the gas, and hydrogen production, systems to help support heat decarbonisation.

13.2.4 Commencing BEIS Phase 2 (from Nov 2020) will involve business case development re: funding sources, legal requirements and procurement routes aligned with the heat decarbonisation building typology models- drawing together the outcomes of stage 1. BEIS consultants will develop the business case approach for social housing & rented sector; Local Authority estate buildings; School under Local Authority control; and public sector buildings including hospital or university buildings. Aligned with the business case development will be cross programme development for behaviour change insights, zoning of heat decarbonisation interventions and assessing 'heat/energy as a service'.

13.3 What do we need to get us there?

13.3.1 To deliver our ambitions at Tyseley Energy park we will need to:

- Submit proposal for ERDF and other funding to acquire additional space for business incubation.
- Success on funding proposals – including regional asks to government for NCDH.
- Improved access and infrastructure across Tyseley and Hay Mills to enable to expansion of the power ring main and to connect energy/waste/ transport and heat assets in the area.
- More generally, the council needs to maximise the potential of working with partners such as UoB.
- With central government support, enable carbon literacy and financial literacy - shared understanding and support. We need to support behaviour change and enabling shared understanding across BCC staff, public sector stakeholders, residents and businesses. There needs to be a more structured input from central government, such as in the form of recognised training and funded programmes or public information campaigns. Financial literacy would particularly cover the cost per KW of implementing different schemes, capital programmes, individual actions such as roof/wall insulation, re level of investment vs impact of carbon level reduced.
- Local government public/private partnerships – we need a clear / streamlined process for financial assessments and sign off. Where central/local government approvals/governance processes are required or where national/local funding is being used- the funding and approval processes need to be more streamlined from approval to implementation to allow for more rapid and meaningful change. For example, when attempting to fund large capital projects, projects are subject to Green Book Assessment which assesses their value for money. Typically, the solutions required are expensive by their very nature- and do not necessarily pass the ROI test.

- Local government bulk purchase scheme – allowing for economies of scale. Upon agreement with Government around the city scale priorities, there needs to be an understanding of how scope and scale are built to enable economies of scale (whether locally, regionally or nationally). There is a need to work nationally or regionally with other cities in procuring decarbonisation intervention solutions, as this can produce significant savings re economies of scale. Equally, we need open systems that enable local developers or private households to benefit from the scales of economy, and also joining up the roll out of decarbonisation intervention solutions.

13.3.2 The scale of intervention means the Council will have to obtain substantial amounts of funding and manage a wide range of programmes. Delivering these programmes with the scale and urgency required is likely to require a large and dedicated team to be assembled within BCC. City wide, we need to upskill the local workforce to meet future needs. We also need to work with communities to engage in new energy/heat systems and programmes like Electric cooking – reducing barriers to electrification.

13.4 Lobbying

13.4.1 The transition to Net Zero will require an unprecedented level of change across all sectors and will impact every home and business. The current market share of Net Zero-compatible technologies such as renewable heating systems, energy efficiency retrofits and zero emission vehicles, and the supporting infrastructure needed, are far below that required. Urgent lobbying action must be;

- For ambitious regulatory and incentive-based policies at national and at local level.
- To address where even if all new sales of vehicles and heating systems today were Net Zero-compatible, some of the fossil-fuelled stock already in use will remain in operation and emit carbon beyond 2030 – need to influence National and local schemes to ensure that these assets are retired early.

Lobbying is required regarding;

- Local Authority and developers for all new builds to use high efficiency electric heating or be served by low carbon district heating; tight restrictions on carbon emissions (80% plus reduction on current requirements) are required ahead of the 2025 planned introduction date for the *Future Homes Standard*.
- Government continuing to support low carbon district heating through policy, funding and regulatory changes beyond 2021, when the current Heat Network Investment Project is due to close.
- Focus required on the regulator Ofgem, to clarify how it will use price controls to encourage strategic clean investments, solve "tomorrow's problems" and avoid further network upgrades until 2050. Regulator should reward outcomes of increased decarbonisation of heat and transport. A key challenge for the regulator is the uncertainty about making these

strategic investments. BCC should commit to and communicate to government its Clean, Smart and Flexible growth plan for net-zero.

- New build standards – In order to avoid duplication of costs, work and planned obsolescence, it is vital that new developments incorporate zero carbon heating from the outset. Consultation is currently ongoing about energy efficiency standards, but by 2025 at least all new developments must have zero carbon heating.
- Clarifying Responsibility Structure – Clarifying of structure of how to tackle the decarbonisation of heat needs to be considered including the role of government and policy to aid transition. The role of local authorities and their local delivery plans would then be better defined.
- Funding and contractual structures – These need to be agreed at a central level before being funnelled down for use by cities. Schemes need to be of a sufficient magnitude and ambition of the 'Green Deal' or better to establish working relationships, qualifications, standards, proformas etc to enable quick deployment by cities.

13.4.2 We will need to lobby central government for the National Centre for Decarbonisation of Heat to be based in West Midlands at TEP. We will also need to lobby the service provider for the district heat network to decarbonise the heat source.

13.5 Costings

13.5.1 The BEIS study is already being directly funded by central government. There is a large policy gap at national level with regards to providing funding to incentivize private conversions to zero carbon heating systems; a successor scheme to the Renewable Heat Incentive capable of driving orders of magnitude greater uptake is required.

13.5.2 The Public Sector Decarbonisation Scheme can help toward the cost of connections to low carbon heat networks. It also offers financial support to deliver a package of in-house projects to reduce energy consumptions, improve monitoring and management of consumptions. Some energy projects in schools can be also supported with the Salix Public Sector Decarbonisation Fund.

Chapter 14 - Priority Actions – The Natural Environment

14.1 What have we done to date?

14.1.1 Trees - Birmingham is one of Britain's greenest cities –over 1/5th of area consists of green space (parks, nature reserves, allotments, golf courses and playing fields). There are around 1,000,000 trees in the city. Of this, 750,000 trees are in city ownership including highways. Parks have 132,000 individually plotted trees and 1400 Ha of woodland, 75,000 are street trees, and the remainder are in woodlands. To date the following has been achieved:

- Tree policy review undertaken in conjunction with elected members 2018
- Implementation of policy change recommendations is being delivered, changes to internal policies and practices for highways in relation to transportation projects.
- Design guide (out for consultation Nov 20 – Jan 21) includes more detailed information on trees, tree protection in development, tree species selection and planting requirements. Also included is reference to CAVAT (capital asset valuation of amenity trees) as a way of assessing tree values, replacement values and compensation payments to fund additional planting.
- Birmingham Urban Forest Masterplan is being commissioned as the overarching high level vision and direction setting document.
- Development Management in Birmingham policy document (currently at examination stage) requires tree replacement provision to be based on CAVAT (Capital Asset Value for Amenity Trees) methodology. A Trees SPD will be produced to support application of the policy.

14.2.1 Future Parks Accelerator

14.1.2.1 New Governance Model - for Natural Environment - 'Naturally Birmingham', is Birmingham's Future Parks Accelerator initiative. It represents a corporate transformation programme that seeks to put nature at the centre of the city's decision-making for the next 25 years and delivery of Environmental Justice. It will achieve this through the adoption of a new governance model for the city's natural and green environment including all parks and green spaces. This will provide a new delivery and funding mechanism for the sustainable future of the city's green and natural environment. This action will deliver a major plank of the city's R20 Adaptation ambitions.

14.1.2.2 The FPA programme commenced in April 2019 and was due to complete end of May 2021 but has been extended to March 2022, allowing for the considerable impact on delivery due to Covid-19. The project is funded as part of the national Future Parks Accelerator initiative funded by MHCLG, National Trust and National Heritage Fund. Birmingham was selected as one of 8 test case towns and cities across the UK. The initial funding award was for £900,000; however, this has now been extended with an additional £204,000. There is one caveat; the programme is subject to a Mid-point Review by the funders; this must be passed successfully in order to continue; our review date is the end of March 2021.

14.1.2.3 Full Council Engagement- The FPA programme takes a systems-change approach that has mapped the integration between the city's strategic outcomes and the natural environment across the following areas of the council - Housing and the built environment; the Children's Trust and Education; the Health agenda; Employment & skills; new ideas and activities have been tested on the ground through 4 community pilots.

4.1.2.4 Embed Permanent Change - Looking forwards, phase 2 of the project will involve building the new governance model for green space in Birmingham supported by 4 under-pinning frameworks. The 4 frameworks are:

1. Environmental Justice Framework
2. Healthy City Framework
3. Sustainable Finance Framework
4. Citizen Involvement Framework

The FPA programme will proceed until its conclusion in March 2022.

14.1.3 Cole Valley Route

14.1.3.1 One of our big moves within the natural environment is how we will create enhance existing green corridors and create new routes and green infrastructure within Birmingham. A key focus within this agenda is the Cole valley route. We want to maximise the cities 'green lungs' and green routes that allow easy access into city, making it more enjoyable for walking and cycling. To date, the Cole Valley has become an area of focus for this agenda.

14.1.3.2 Birmingham City Council has submitted an expression of interest to the GBSLEP for part funding for the Ward End and Cole Valley Green Skills Hub project. The deliverables will be the creation of a skills hub at Ward End Park in Washwood Heath, consisting of training and community facilities at the Dolphin Women's Centre (run by Norton Hall Children & Family Centre) and Ward End Park House; expanding existing Access and Level 2 functional skills provision to encompass Level 2 and Level 3 sector specific pathways with the potential for digital and low carbon themes. There will be an associated package of connectivity, leisure and Green Infrastructure improvements focussing on Ward End Park, where there will be improvements including a cycle path link, a cycle proficiency training circuit; an outdoor fitness training hub and a MUGA, and links to the Cole Valley walking and cycling corridor including new and improved cycling and walking routes, a new bridge access across the river Cole at Glebe Farm and landscape, amenity and biodiversity enhancements. The project aims to contribute towards the regeneration of East Birmingham, and the economic recovery of the area in the aftermath of the COVID-19 pandemic.

14.1.3.3 Further to this existing work, additional funding is being sought through ERDF funding and a bid has been submitted. The project is seeking investment on the Priority 6 Axis for a programme of interlinked green and blue infrastructure improvement activities that will develop an underutilised

urban green corridor into an accessible and connected corridor and community commons with improved water, woodland and grassland habitats. Project activities will take place in the Tyseley area of East Birmingham, by Tyseley Energy Park, along the River Cole, where it connects with the Ground Union Canal and transport infrastructure, residential and business communities and other urban green spaces. Alongside the infrastructure improvement project activities there will be a programme of community engagement to inform the ongoing rehabilitation of this currently underused area to create a community common that is used by and accessible to the local community. Community engagement will focus on developing the area as a green, post-Covid recovery, connecting corridor to the wider city that benefits local citizens economically and socially as a site for green skills training and learning pathways and enterprise opportunities, as well as improved health and wellbeing.

14.1.3.4 The Wildlife Trust for Birmingham and the Black Country in conjunction with the EA and LLFA have undertaken a number of interventions on the River Cole. These interventions have mainly been in channel in the form of changing channel from straight to a more sinuous shape, bank reprofiling, introduction of aggregates to form riffles and formation of back wash areas. These combined significantly improve biodiversity as well as improving water quality and providing an increase in flood capacity. While each intervention may only be relatively small the number of interventions provides a cumulative effect. To date interventions have occurred at the Burberry Brickworks site (off Warwick road), Bachelors Farm POS and Gumbleberrys POS at Stechford bridge.

14.1.3.4 The strategic CEF bid submitted by a partnership of TWBBC, Warks WT, EA, SMBC and BCC for the River Cole at Glebe Farm onwards was unsuccessful, however a subsequent bid has been submitted to the Green Recovery Fund based on the same intervention works but with a slant towards job retention and creation, An ERDF bid is being formulated by the UoB in partnership with TEP, Ackers and community and BCC for habitat restoration, in channel modifications and removal of the weir at Ackers – this will provide biodiversity and flood alleviation benefits. In addition, the works is seeking to gain greater involvement of the local community, increase participation in and access to local green space (environmental justice strand). Consideration is also being given to providing a section of cycleway to avoid the need for cyclists to cross the busy (and relatively dangerous) Tyseley incinerator access road.

14.2 What are the next steps?

A draft Trees SPD will be written by March 2021 to detail the CAVAT process for accounting for and mitigating tree loss and replanting levels through development including a financial compensation mechanism (through S106). The Birmingham Urban Forest Master Plan draft will be produced early 2021 – once completed Birmingham will be the first UK city to have such a plan. The Urban Forest Master Plan will identify priority areas for tree planting, based on a variety of factors, such as air quality and surface water flooding. A biodiversity information note will be drawn up to set out Biodiversity Net Gain principle and outline the Local Nature Recovery Network and strategy ahead of

this being mandated through the Environment Bill. A Biodiversity SPD will follow after the BDP review.

14.2.1 Future Parks Accelerator

14.1.2.1 A key work plan of this FPA is integrating with the R20. The new governance model and the 4 frameworks provides an ideal vehicle to deliver the city's R20 agenda. Bringing the R20 and FPA agendas across all council departments will be essential. The FPA is looking to embed Integration Champions across all departments and all partners.

14.2.2 Canopy cover

14.2.2.1 We have completed a project mapping tree canopy cover at ward level and converting this into a % coverage for each. This revealed an uneven % cover across the city, with some wards exceeding 40% canopy cover and others having a much lower coverage closer to 10%, such as Lozells (11.4%) and Bordesley and Highgate (9.6%). Minimum tree canopy cover for urban locations in the UK to realise co-benefits is 25%.

14.2.2.2 An ambitious target is to try and get all wards (or as many as practicably possible) up to 25% canopy coverage. To facilitate this, we need to identify plantable space. This will take place as part of the Urban Forest Master Plan work. Following the initial assessment, this will then be rationalised through ground surveys/clash detection for utilities, consideration of matrices for biodiverse habitat, amenity/ sports space/other soft landscape and canopy cover. The initial target is to achieve a city average of 25%, focusing on the wards with the lowest levels first and then moving on to try and bring all wards up to 25%, whilst not losing canopy from those wards already over the 25% threshold.

14.2.3 Rehabilitation of existing green space.

14.2.3.1 Environmental Justice totally embraces climate and ecological emergencies; and responds to the COVID-19 crisis. As part of the FPA consideration is being given to Environmental Justice – that is ensuring that all the population has equal access to quality green space and receives benefits from those ecosystem services provided by Green Infrastructure. An initial step was mapping of public open space, to tabulate data on Indices of Multiple Deprivation. Hectares of POS, Population data, SHLAA (2019) dwellings loss or gain and estimated population growth based on the SHLAA gains using the BDP average of 2.6 persons per dwelling. The BDP and Government ANGSt standards set clear thresholds for size of open space, and distance from the populous plus a threshold of a minimum of 2Ha of public open space per 1000 capita

14.2.3.2 Using these data sources it was possible to see which wards are already significantly suffering injustice and which would be even worse based on projected population growth if there was no intervention to protect and expand on the provision of POS and urban greening as a whole. Currently 40 of the city's 69 wards fall below the above thresholds. To illustrate this visually a basic "heat map" was produced to show the IMD, location of POS and with a 400m buffer (this being the smallest of the thresholds for distance).

14.2.4 WM National Park Concept

14.2.3.1 The West Midlands Combined Authority formally adopted the West Midlands National Park (WMNP) project on the 5th of July 2020 as a key component of a post-Covid green economic recovery. The WMNP project will result in a region-wide spatial vision to kick-start the post-Covid economy in the context of WM2041, the West Midlands zero-carbon strategy and accelerated brownfield-first house building. It will also provide an overarching context for a range WMCA post-Covid recovery interventions, and a roadmap to increased and inclusive regional prosperity, spatial and environmental justice and growth where no one is left behind. The WMNP proposal was formulated by Kathryn Moore, Professor of landscape architecture at Birmingham City University, and would make the region home to the UK's 16th official National Park.

14.2.3.2 Landscape Architects working on the vision suggest once detailed case studies have been carried out, a West Midland National Park could see the area categorised as 'a region of a thousand cycle and footpaths, a thousand parks and a thousand lakes' featuring extensive:

- Creative hubs;
- Fields;
- Orchards;
- New forests and woodlands;
- Hi-tech agriculture;
- Green Industries;
- Systems of rainwater gardens and sustainable urban drainage;
- Increased and better-connected areas of biodiversity;
- Engaged communities and networks working towards a new vision of what the West Midlands Combined Authority region could become in 20 years' time.

14.2.3.3 The idea uses the transformation of the region as a springboard, with the arrival of HS2, Birmingham's successful bid for the 2022 Commonwealth Games and Coventry's City of Culture win, reigniting the vibrancy and regeneration of the area.

14.2.5 Exploration of Heat Extraction from Parks

Moving forward, we will explore the heat potential for public parks and green spaces. Birmingham has been identified among the top-10 Local Authorities in England by magnitude of ground source heat resource (197MW heat supply potential from public parks and 82MW from paying fields for total potential 78,000 tCO₂e savings per year). There may be the potential to link this project up with others, such as with future Passivhaus schemes or other BMHT developments.

14.2.6 Biochar Project

The Energy and Bioproducts Research Institute (EBRI) at Aston University is experimenting the use of biochar as carbon sink in construction. Biochar is an inert high carbon product that locks away carbon and when incorporated into soils can be used for amelioration and has measurable benefits in terms of tree and plant growth, resilience and water retention. Early discussions have been held

with the Energy from Biomass Research Institute (EBRI), suppliers and operators in the biochar industry and with Bloomberg Philanthropies who facilitated discussions with the Stockholm operators and are possible funders of a trial operation. Biochar can be used for various applications and GBSLEP has been supporting Aston University with LGF funding for EBRI's Urban Carbon Balance using biochar. The project would be a partnership though with an external organisation providing and running the biochar plant itself, with BCC supplying some of the feed stock. The city would then be able to use the char in tree pits and landscaping. To advance this further, we will need to continue discussions with EBRI on potential grant applications for trials, alongside site visits to look at feed stock materials and allow assessment of viability for use.

14.3 What do we need to get us there?

14.3.1 Additional resource is required for the canopy cover project, to allow an officer to give dedicated time to producing a green space/ecology/tree strategy. Historically, an officer led on greenspace policy, but the post was deleted, being absorbed into the remit of multiple positions. There is a need to have a senior officer role with an overall strategic view of trees and green infrastructure. This should be a position with the time and authority to influence decisions, be the voice for green space, its management and delivery of Environmental justice through development and green infrastructure improvement projects.

This post would be responsible for, for example:

- Delivery of projects funded by S106 compensation payments for both trees and Biodiversity net gain.
- Delegated authority for Tree preservation Orders to sit with someone who has a thorough understanding of environmental issues
- Coordination of the Tree Board (tree board would identify tree related projects)
- Management of staff within an “environment team” (trees, ecology, landscape)
- Strategic Urban forest management and monitoring
- Strategic Nature Recovery Network management and monitoring
- Greenspace policy development and delivery

14.3.2 This will be key in identifying early opportunities and constraints within new developments for tree planting/green/blue infrastructure. This role could also act as an overarching manager for the green space team, which would also be able to assist in fulfilling the governments new net gain requirements. At present, officers typically only see applications at planning application stage, at which point developers may already have their design agreed in principle at pre-application stage and are often resistant to design alterations to incorporate GI/BI.

14.3.3 The Tree Protection Order and tree works approvals IT system is out of date. A new system is required to allow mapping of TPO's in the field and completion of tree work notes and approvals. A new system should allow for the majority of TPOs to be drawn up on-site. In addition, a new system would allow remote completing of tree work applications made under TPO regs or S211 while on site. The new TPO system could/ should interface with M3 system. Any new system should be used across the Council to avoid the need to interrogate multiple systems that do not integrate. A system such as Tree Plotter (Plan-IT – Geo) could integrate all tree management operations into one GIS

system - it would also enable greater transparency, as it is a web based system and can be set up to allow public viewing. The cost and feasibility of introducing such a system will be investigated and this will be linked to the Urban Forest Master Plan work.

14.3.4 A new governance model for the natural environment is essential to make the necessary step-change in being able to respond at scale and urgently to the climate, COVID & ecological emergencies. Business-as-usual has to move onto a new integrated approach. The Naturally Birmingham programme will deliver this for the city.

14.3.5 With regard to the WMNP, the WMCA has committed to tackle the Climate Crisis with inclusivity, prosperity and fairness, as described in the WM2041 policy document. There is a clear recognition that the zero carbon challenge needs to be attacked at speed, but in a way that yields scalable, replicable and sustainable solutions. The key to success will be the need to create better, more easily accessible places offering a high quality of life, wellbeing and environment. This project will explore and define approaches to planning, construction and connectivity that minimise environmental impact, carbon emissions and detrimental effects on air quality. It will strive to give a sense of hope to all of our communities, especially those hardest hit by the pandemic.

14.4 Lobbying

14.4.1 Some lobbying will be needed to deliver the canopy cover project; lobbying will be community based in the areas of low canopy cover. As previously mentioned, some internal lobbying may be required to secure some additional staff resource within the ecology/green infrastructure team.

14.4.2 Lobbying is ongoing with Naturally Birmingham (FPA) to the Government sponsor- MHCLG- to adopt the concept of Environmental Justice and build in the natural environment to its current IMD assessment criteria; this would help capture climate justice. Lobbying Defra over their Tools for assessing Biodiversity Net Gain or Green Infrastructure Standard need to reflect the environmental justice context.

14.4.3 Lobbying of MHCLG and CIPFA over sustainable finance methodologies to re-understand future investment and development; measured against planetary and social boundaries- not just simple book balancing approach. Again, financial business-as-usual has to urgently reflect the multiple emergencies.

14.4.4. Lobbying for the West Midlands National Park continues at regional and national Government level; particularly in reference to how green infrastructure should be part of the National Infrastructure programme to help deliver better 'levelling-up' projects going forward.

14.4.5 Currently, BCC uses the well-recognised TEMPO method for TPOs, as this is a standard that a lot of LA's use. At present, when assessing a TPO, .gov guidance states that nature conservation and climate change can be considered but can't be used as the sole factor. Moving forward, we feel this

should be amended to allow TPOs to be placed or given significantly more weight based on these. This will require lobbying of Government to change the regulations. Any lobbying would need to be as a LA or through MPs and industry bodies.

14.5 Costings

14.5.1 Some funding for the canopy cover project will be delivered through S106 following change in DM DPD policy DM4. There is also the potential for some additional funding through the CAZ. There will be a need to work with internal and external partners to identify funding opportunities this will be coordinated through the Birmingham Tree Board. Policy DM4 will also require developers to maximise canopy cover (or fund via first point). To support this, we will need to get highways to revise the commuted sums for adoption as this is a blocker to adding trees to the highway network. Funding will be required for the additional roles required as set out in section 14.3. The Birmingham Urban Forest Masterplan has £22k for commissioning in place from Neighbourhoods Directorate, however finance for publication will be required. The Trees and Biodiversity SPD's will require additional finance for design and publication.

14.5.2 Naturally Birmingham is a funded programme due to complete in March 2022, but its legacy is all about adopting a sustainable finance framework for the city; so that it can transition from business-as-usual to new greener finance. This could open up new investment potential for Birmingham.

Chapter 15 - Implementation and Monitoring

15.1 Route to Zero Supply Chain Programme

15.1.1 A Route to zero supply chain programme will be created worth £5 million, focussed on new and existing SMEs which:

- Operate within the green sector or SMEs who wish to diversify into this sector
- Can demonstrate viability and financial capability to deliver the project
- seek to implement an investment plan which helps to develop and grow the business
- Create sustainable new jobs and/or safeguarding existing jobs.

15.1.2 This programme will support of existing businesses, operating within the green sector of the economy or seeking to diversify or set up within key business clusters such as e.g. environment and energy technologies; automotive; building technologies, digital media; medical technologies; aerospace; advanced manufacturing and materials; ICT; food and drink and transport and logistics. Funding of £10k- £100k will be available to support the following areas:

- low carbon reduction, energy efficiency and waste management
- purchase of capital equipment
- relocation and expansion into new premises
- Development of new green markets
- development new green products
- improvements in systems or processes

We will develop a detailed programme in 2021 and if resource is available move into delivery in 2021/22.

15.2 Moving Forwards

15.2.3 Much of the work set out within the strategy is on-going. All of these projects will be taken forward over the next two years and each of them will make a significant and valuable contribution to achieving net zero carbon. There is a need to identify additional resources in order to successfully implement the work set out in this strategy.

15.2.4 The implementation of the strategy will need to be monitored. An annual update report will be presented to Council in January of each year, from January 2022, setting out updates on each of the projects and continuing to roll forward the next steps. As schemes within this call to action develop, their individual delivery plans will become more detailed, independent of this report. The actions within this report cover January 2021-2022, meaning this report is not due for revision until January 2022 at the earliest.

15.2.5 In terms of monitoring carbon emissions, Birmingham City Council completed a CDP return for the first time in 2020 and this process will be repeated annually. The CDP declaration process is transparent, and the report is publicly available. The annual update will include reporting progress towards achieving Birmingham's climate emergency declaration goal net zero emissions by 2030 or

as soon after as a just transition permits. In addition to this, the City Council recognise that there is a need for a more detailed carbon emissions monitoring system, a number of products are available to purchase which could help to monitor the City Council's own emissions as well as the City regions emissions in much greater detail. Further consideration will be given to procuring a tool to assist with monitoring during 2021.

Birmingham City Council

City Council

12 January 2021



Subject: Rough Sleeping Addendum to Birmingham Homelessness Prevention Strategy

Report of: Joint Report from the Cabinet Member for Homes & Neighbourhoods and the Cabinet Member for Health & Social Care

Report authors: Kalvinder Kohli, Head of Service - Commissioning and Gary Messenger, Interim Head of Housing Options & Private Sector Housing

Does the report contain confidential or exempt information? ☐ Yes ☒ No

1 Motion

- 1.1 That the Rough Sleeping Addendum (Appendix A) is approved and the Interim Director of Neighbourhoods be authorised to publish and disseminate the document as appropriate, as part of the City's overall Homelessness Prevention Strategy.

2 Background

- 2.1 The Rough Sleeping Addendum: Working to together to end street homelessness, supplements Birmingham's overall Homelessness Prevention Strategy laying out key areas of work and action to tackling one of the most acute forms of social exclusion that is rough sleeping. The strategy builds upon innovative and collaborative work across the housing, health and social care and support services involved in schemes such as national pilot of Housing First, the Rough Sleeping Initiative, which alongside Council investment have collectively delivered sustained reductions in the number of people sleeping on the streets in Birmingham.
- 2.2 The Rough Sleeping Addendum to the Birmingham's Homelessness Prevention Strategy has been developed with input from a wide range of stakeholders including people with lived experience of homelessness and rough sleeping, elected members, providers of homeless services across all sectors public, private and third sectors, and the general public.

3 Key Issues

- 3.1 The Rough Sleeping Addendum fulfils the 2018 National Rough Sleeping Strategy accountability requirements of setting out key areas of action that the city and partners have committed to regarding specific actions over the next three years, in relation to reducing the levels of rough sleeping.

4 Strategy Approach and Action Areas

- 4.1 The strategy sets out an overall pathway led approach to rough sleeping and key action areas based on the framework of the Birmingham Homelessness Prevention Strategy. The overall approach involves treating people as individuals and putting in place accommodation and support from several different services, at key stages their journey, whether it is intervening to prevent a second night out on the streets, moving into long-term accommodation or accessing services critical to sustaining a recovery from the experience of sleeping rough.
- 4.2 The Rough Sleeping Addendum also sets out five key areas of preventative action:
- **Universal** – the role of all services, sectors and the community in raising awareness, learning from delivery and better responding to rough sleeping.
 - **Targeted** – specialist interventions aimed at groups at greatest risk rough sleeping – single adults, care experienced individuals, victims of domestic abuse, offenders.
 - **Crisis Relief** – critical in-time support encompassing outreach, accommodation including provision of severe & cold weather night shelter provision for all.
 - **Recovery** – specialist, community and peer support covering health, complex needs, specific provision for women, training and employment.
 - **Move-On** – actions to improve access and supply of onward accommodation current available to rough sleepers in emergency accommodation.

5 Appendices

Appendix A: Rough Sleeping: Addendum to Birmingham Homelessness Prevention Strategy 2017+

Rough Sleeping

Addendum to Birmingham Homelessness Prevention Strategy 2017+

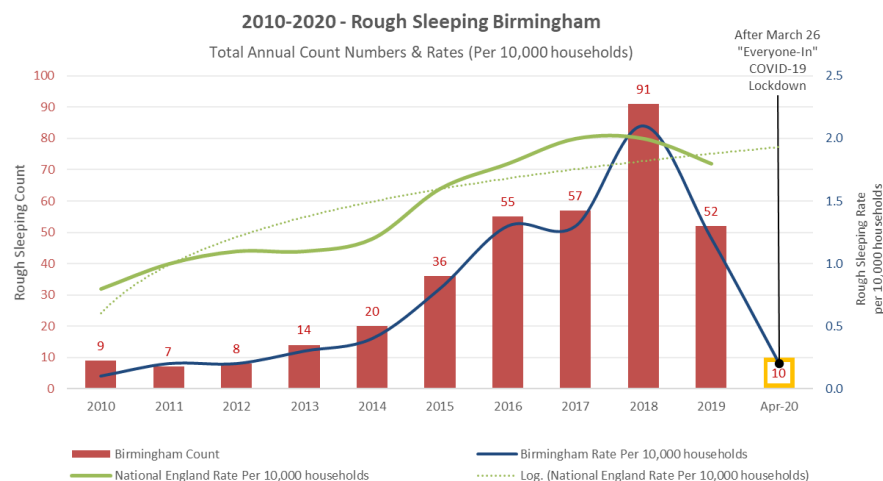
Working to together to end street homelessness



Making a positive difference everyday to people's lives



1. Where are we now?



The number of rough sleepers in Birmingham followed national trends, steadily increasing from 2011 to a peak street count in November 2018 of 91. This was followed by a reduction to 52 a year later in 2019, with local intelligence indicating a continued downward trend into 2020.

On 26th March 2020, as part of its emergency COVID-19 public health measures, the Government issued an 'Everyone-In' instruction to local housing authorities to accommodate all people known to their local services as rough sleeping rough. Birmingham saw and dealt with over 450 homeless over the 6-week period that followed, through outreach, additional housing advice, closing of night-shelters and increased temporary accommodation capacity. This included those traditionally excluded due to having no recourse to public funds, reducing numbers on the streets to as low as 10 people.

Whilst being the lowest in nine years, there is evidence of increased hidden need and a fear of a surge in rough sleeping as Covid-19 restrictions ease. This moment presents both opportunities and threats in terms of reducing rough sleeping for sustaining recent gains. While there are a number of services and provisions already in place, responses to preventing and relieving rough sleeping, will continue to the need to be dynamic in order to adapt to changes in operational circumstances. Prior to Covid-1, progress in these areas include: -

- Partnering and mobilising in 2018, a 3-year Housing First programme – which is supporting 91 individuals in Birmingham
- Re-commissioning an expanded outreach service
- Enhancements to Severe Weather Emergency Provision combining council, voluntary sector and faith provision

Mobilisation of accommodation and rough sleeping services including

- 52 additional emergency beds for singles & couples including provision for domestic animals.
- Targeted local investment into substance misuse support and mental health support services
- Specific provision for both, young people (under 25s) in partnership with Birmingham Children's Trust and older adults (over 25's) Established an outreach and support service for young people under the age 25 in partnership with Children's Trust.

2. Rough sleeping: Priorities 2020-23

Our main objective to reduce rough sleeping is based on **embedding comprehensive targeted prevention, relief and recovery from rough sleeping, based prevention pathway approach set out in our overall Birmingham Homelessness Prevention Strategy 2017+.**

Resourced through a combination of local, regional and national investment key principle areas of action are focussed on the following 3 pathway areas or domains -

1. Preventing someone from rough sleeping in the first place - through prevention targeted at groups and circumstances
2. Crisis Relief through expanded outreach- providing quick safe and quality interventions to get someone from the streets and into integrated accommodation and support services designed to meet their needs in a holistic and coherent way.
3. Recovery - Keeping people from the streets through an improved coordinated system of support and integrated care.

Targeted Prevention of Rough Sleeping

Embedding resilient pathways out of rough sleeping based on this principle can, only be sustained through removing and addressing gaps or barriers to existing local mainstream services, particularly for vulnerable groups at risk of multiple exclusion through targeted prevention and action for groups at greatest risk of rough sleeping.

Groups at higher risk of rough sleeping

Based on a similar approach first piloted by the Birmingham Social Housing Partnership, Birmingham has been developing joint work multi-partner local delivery plans centred around key support need cohorts, circumstances can increase the risk of rough sleeping. These plans have helped inform the commissioning and co-design of prevention pathway plans for following groups:--

- Young People (including Care Leavers and Youth Offenders)
- Prison Leavers
- Vulnerable Single Adults
- Offenders (being release from Prison)

Action to ensure those specifically leaving Armed Forces are prevented from falling into homelessness and rough sleeping, will be developed at a regional level through work of West Midlands Combined Authority. For those with no recourse to public funds, we have identified gaps precipitated by the continually changing immigration and nationality legislation frameworks in relation to migrant homelessness.

- Understanding and targeting responses to mitigate the risks of destitution and rough sleeping for this will require joint action in relation preventing homelessness amongst migrant communities as whole.

Integrating preventative health care and support.

In addition to Homelessness Reduction Act, “Duty to Refer responsibilities”, homelessness prevention partner organisations and the wider care and support sectors across the city and region, have worked together collaboratively to maximise and identify opportunities to prevent rough sleeping through better informed and designed services. A key area being developed across the housing, health and social care system includes: -

- Putting in place multi-disciplinary teams (housing, health and social care) into the work of NHS hospital discharge services covering Birmingham. Support will be offered to patients with no fixed abode or precarious housing to prevent rough sleeping and hospital re-admissions to A&E services.

2. Crisis Relief: Expanded outreach & joined up responses

The key frontline service responding to rough sleeping in Birmingham is the Rough Sleeping Outreach Service. This initiates direct contact with people who are already on the streets into accommodation through a tailored package of support which includes onward progression into settled housing. The expanded service recommissioned in 2019 provides time critical responses, to relieve the crisis of rough sleeping through a core offer, which includes rapid access to short-term accommodation and a suite of ongoing and onward support options based on the client’s needs. The new service will retain access to the range of services which already include, drug and alcohol treatment support services, and service navigators linked to Housing First.

Integrating Mental Health rough sleeping outreach

The suite of health services includes primary health (physical & mental), drug and alcohol services. Over the course of 2020 we intend to continue enhancing our core rough sleeper outreach offer through: -

- New mental health outreach services commissioned by Birmingham Solihull Clinical Commissioning Group (BSOL CCG). This 5-year pilot will bring NHS-led teams (doctors, nurses and other clinicians) work together with the rough sleeping outreach service, to co-ordinate treatment and support to the street homeless population.

3. Recovery - Keeping people from the streets through an improved coordinated system of support and integrated care.

To deliver sustained reductions in rough sleeping our response needs to do more than just provide a roof. Our needs analysis used to inform this strategy and growing body of evidence indicates preventing people who have left the streets returning to rough sleeping, involves providing the right packages of personalised support to help recovery, promote independence and build personal resilience.

Over the course of the last 5-10 years homelessness prevention services across the sector in Birmingham have been pilot testing, developing and mainstreaming best practice and innovations that promote recovery-based approaches. National forerunners to this agenda include the use of frameworks, principles, approaches such

as the Outcomes Stars and the Places of Change agenda (2004). More recent developments include Trauma informed Care and Psychologically Informed Environments. Central to all these approaches is the importance of empowering people to recognise and build upon their strengths, encouraging interests and aspirations in order to make positive changes. The latest specifically in relation to rough sleeping is Housing First which is piloted in Birmingham and across the WMCA region.

Housing First pilot

Housing First is a high-fidelity model intervention aimed primarily at the most entrenched, high level of complex or multiple needs

- Deals with the immediate issue of housing
- Provides unconditional long-term personalised, holistic wrap-around housing and wellbeing for up to period of years
- Substance misuse and mental health support is provided for as long as required.

Developing recovery-based service provision

In addition to taking forward critical learning gained from an independent evaluation of the Housing First, prevention and intervention approaches rooted in recovery are being embedded through the commissioning of Housing and Wellbeing services across 4 client groups which commenced in December 2019.

As with our targeted prevention those with specific multiple needs placing them at risk of rough sleeping have been identified; young people, single adults (and couples without dependents), offenders (being released from prison), people affected by domestic abuse. accommodation and support services. The following levels of support have been commissioned to ensure no one should return to the streets:-

- lower support needs: a focus on advice and financial assistance, e.g. deposit and rental assistance to access a property, support into employment and or on-going tenancy support to sustain.
- medium support needs: provision of accommodation with support tailored to individual need.
- high and complex needs: provision of Housing First and long-term supported housing with appropriate multi-agency support.

Move-on options

Sustaining recovery from the experience of homelessness can only be achieved through longer-term actions on structural barriers around access to affordable housing and complementary investment skills and employment support. Employment support is being delivered through Birmingham's PURE project and move-on accommodation options through the BCC Housing Options service, and the council's wider actions in relation to boosting the local supply affordable housing.

Access to education, training and employment

- The PURE project is a part-funded European Social Funded project. It brings together a range of coordinated bespoke interventions which will assist the needs of citizens with barriers into the employment market. The project will be providing citizens using prevention and support services support, guidance and mentoring to individuals to access employment, education or training opportunities.

Move-On Housing Options for former rough sleepers

Specific housing-led actions required to improve access to affordable housing are:-

- Ensuring there is always an emergency bed available
- Providing access to Housing Options pathway
- Private rented sector access scheme
- Dedicated offers for Housing First
- Ensuring personal care can wrap around accommodation
- Maximising opportunities arising from Government rough sleeper capital fund 2020-24

Include Lived Experiences of Rough Sleeping

Include Service User Involvement as part of the evaluation and monitoring arrangements overseeing the delivery and development of the strategy. This is a new action arising from the consultation on the strategy which will be delivered by drawing upon the new and existing service user groups, expert by experience and peer mentor programmes that have been developed across the city.

3. Delivery, Governance and Oversight

Delivery - Rough Sleeping Manager

Given the range of services and sectors involved in working to prevent and respond to rough sleeping in the city, a BCC Rough Sleeping Manager has been appointed.

In addition to working with statutory duty to co-operate organisations such as health and benefits, the dedicated Rough Sleeping Manager post will provide additional accountability and a local point of contact for other key local frontline services that have regular contact with people sleeping rough such local policing and community safety teams. This post will also help broaden collaboration between the council and the diverse range of independent organisations and individuals across the community, voluntary, faith and business sectors responding to homelessness in the city.

Oversight and Co-ordination

The governance structure concerning for oversight of strategic actions in relation to rough sleeping, is set out as per page 18 of the overall Birmingham Homelessness Prevention Strategy. Additional

oversight and co-ordination for this addendum will be undertaken via Rough Sleepers Action Subgroup.

Rough Sleepers Action Sub-group

This subgroup established in January 2020 is drawn from Homelessness Partnership Board and includes key stakeholders involved in the delivery of frontline services responding to rough sleeping in Birmingham. The group will undertake regular (monthly) oversight of progress in delivering this strategy and frontline responses to rough sleeping.

Monitoring

An interim action plan covering 2019-20 which has focussed upon operational effectiveness of rough sleeping services is to be replaced with one developed and based upon actions based upon the priority actions over the next three years. Also reflecting the impact of Covid-19. This aligns with the timespan of the city's overall Homelessness Prevention Strategy and will set out longer term actions necessary to shift our approach towards Move-On housing options for former rough sleepers, sitting alongside the delivery Housing First and access to emergency and supported housing.

