

# Birmingham City Council

## City Council

15<sup>th</sup> September 2020



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**Subject:** Route to Zero Interim Report  
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Does the report contain confidential or exempt information?  Yes  No

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

### 1 Executive Summary

- 1.1 This report to full Council follows on from the declaration of a Climate Emergency in June 2019. It updates members on the progress made to date including the work of the Route to Zero (R20) Task Force (the R20 Task Force) and the progress made against the City Council's own carbon reduction targets. It sets out the recommended next steps for working towards being net zero carbon as a City Council and across the wider City.
- 1.2 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. In particular we will require support from central government in terms of legislation changes and financial resources.

### 2 Motion

1. Approves the target date to achieve net zero carbon is set as 2030 for the City Council's own operations excluding its existing housing stock and procurement;
2. Notes the challenge of achieving the 2030 net zero carbon date for the City as a whole but commits the Council to working with partners and neighbouring local authorities to become the first City Region to become Carbon neutral. The Council's ambition remains to achieve a net zero carbon outcome as soon as possible and a revised date will not be set until these discussions have taken place.

3. Approves that an advisory group to Cabinet is established to oversee the City Council's own progress on achieving net zero carbon.
4. Approves that the City Council endorse the Recommendations for reducing the City Council's own emissions as set out in Table 2 of this report.
5. Notes the content of the Anthesis report and commits the City Council to work with partners to pursue the recommendations where practical and feasible, developing appropriate Action Plans for future Cabinet approval.
6. Notes that an annual report will be taken to Full Council to update on progress on reducing carbon emissions.

### **3 Background**

- 3.1 On 11 June 2019, following a cross-party motion, a climate emergency was declared at Full Council and the target was set for the City Council and the city to be carbon neutral by 2030, or as soon as possible thereafter as a 'just transition' permits.
- 3.2 This emphasises the need to ensure the transition to a net zero carbon and resilient economy has a strong social dimension, bringing the city's communities with us and mitigating potential negative socio-economic impacts. This is the City Council's R20 commitment.
- 3.3 The City Council is committed to taking a leading role to tackle the climate crisis. Meeting this challenge and achieving the 2030 ambition will require widespread support and transformative action both locally and nationally.
- 3.4 We want everyone in the city to be empowered to respond to the climate emergency to ensure that Birmingham is a place in which all our residents can lead healthy, sustainable, safe, and fulfilling lives.
- 3.5 The Anthesis report suggests that achieving the 2030 target date for the City as a whole will be very challenging. Birmingham though is committed to achieving net zero carbon as soon as possible and in advance of the national target of 2050 and the 2041 target date set by the West Midlands Combined Authority (WMCA). Greater Manchester, for example, have set a target date of 2038. The Council will therefore work with neighbouring authorities with the aim of becoming the first City-Region to achieve net zero carbon and will not set a revised date until these discussions have taken place.
- 3.6 Achieving net zero carbon must though be achieved in a way which does not worsen the outcomes of the most deprived communities in the City and wider region. Developing action plans which enable a 'just transition' will be a key focus for the next stages of the Route to Zero work.

#### **Understanding Local Opinion**

- 3.7 One of the commitments made in the June 2019 Full Council motion was to establish a programme of engagement and collaborative action that enables the

development of a carbon reduction action plan, ensuring we develop approaches that are in line with regional work.

### **The West Midlands Combined Authority**

- 3.8 The West Midlands Combined Authority (WMCA) has set out a commitment to be net zero carbon by 2041. They have published an Action Plan which includes 74 actions that businesses, public bodies, individuals and the WMCA can take to reduce the impacts of climate change. The Action Plan underwent consultation in early 2020. Following on from this, the WMCA will publish a more detailed 5 year action plan to set out how carbon emissions will be delivered. The City Council will be working closely with the West Midlands Combined Authority in delivering net zero carbon and are already part of the WMCA's Low carbon Officers group, bringing together low carbon leads from across the area.

### **Birmingham City Council Citizen Engagement**

- 3.9 Since the Climate Emergency was declared, the City Council has undertaken engagement with citizens through a Be Heard Survey and a series of focus groups which consultants One Black Bear were commissioned to undertake.
- 3.10 The purpose of the Be Heard Survey was to engage with Birmingham citizens to find out about their awareness and understanding of climate change and the climate emergency, as well as to understand what barriers citizens face and what can be done differently to ensure everyone can make positive changes to help tackle climate change. It should be noted that the survey was undertaken before the impacts of Covid19 began to be felt and this should be borne in mind particularly when considering responses concerning transport and working from home.
- 3.11 The focus groups were designed to understand more about specific groups of audiences, their thoughts on climate change, and what sort of engagement and communications on this issue would work best for them. This was done through a series of focus groups and tele-depths (in-depth telephone interviews) with six audience groups centred around Experian segments. A full report on the findings of the survey is set out at appendix 1 to this report.

### **The Big Green Conversation**

- 3.12 During 2019, Greener Birmingham, a coalition of environmental organisations consulted the city's residents on the local environmental issues that matter most to them. The key findings were that the people of Birmingham want a greener city because of green health benefits (26%), environmental impact (18%), future of the planet (17%) and greener neighbourhoods (14%). Respondents to the survey felt that over the next 5 years the City Council should address; eco building code

(90%), prioritise environment (88%), ban single use plastics (87%), pedestrian and cyclist priority in the city centre (86%), build a central park (67%) and that over the next 5 years the City Council should prioritise: transport (26%), recycling (16%), green spaces (15%), waste management (8%) and Clean Air Zone (8%).

### **National Engagement: Energy Catapult Systems**

- 3.13 Research by Energy Systems Catapult found that while 75% of people believe climate change is a serious threat, they are still unclear as to which activities in their lives emit carbon – with only 49% realising natural gas heating contributes to carbon emissions.
- 3.14 As part of the Innovating to Net Zero project undertaken by Energy Catapult Systems that recently modelled 100s of potential pathways to achieve 2050 carbon emissions targets – over 2,000 people were surveyed and focus groups conducted to understand public attitudes, including:
- Perceptions of climate change, its severity and what activity contributes to it.
  - Attitudes towards low carbon technologies and behaviours in heating, diet and transport.
- 3.15 The research shows that most people believe that climate change is a big problem (75%) and accept they have a personal responsibility to do something about it (77%). But this concern does not necessarily translate into understanding the biggest sources of carbon emissions or the actions that will make the most difference to cutting them. It also finds that:
- 75% of people believe climate change is a global emergency
  - 84% of people think Government should do something about climate change
  - 77% of people think individuals should take some responsibility

### **The Impact of Covid 19**

- 3.16 Covid 19 has changed the context and baseline from which we are working. It has presented both opportunities and challenges in terms of carbon reduction. It has also triggered a significant recession. The global disruption and impacts of the COVID-19 pandemic have forced the City Council, citizens and businesses to radically reassess their policy decisions, lifestyles and the ways in which they work. The initial lockdown and on-going easing of restrictions offers the chance to reflect on the way that we operate as a society. This time also presents the opportunity to shift our collective values and review the demands of “emergency action” in a climate context. Local and national commitments to emissions reductions have not changed as a result of the COVID-19 crisis.

3.17 The cost of delaying action on the pandemic has been felt in many countries. Similar decisiveness will be required as we recover from this crisis, respond in a way that is centred around the resilience, health and wellbeing of local communities. UN Secretary General Antonio Guterres acknowledged this in a statement in April 2020: "... ensuring a future for the planet must be a core element in rebuilding society after lockdown measures are lifted".

3.18 The next few years will be pivotal for climate change mitigation as we enter the decisive decade for action. The urgency of the situation is growing as we approach planetary tipping points and are held to account as a nation against international climate targets.

3.19 The impacts of the pandemic have forced significant changes in the way cities operate across all sectors:

**Transport:** Cycling and walking have now taken priority and to allow for social distancing, pedestrian and cycle access has encouraged the uptake of pavement widening, cycle path creation and reduced vehicle access. The Birmingham Emergency Transport plan aims to enable increased active travel across the city. As a result of the sharp increase in working from home and reduction in vehicle use, there have been huge improvements in air pollution in cities. Conversely, due to huge reductions in public transport usage during and coming out of lockdown, there will be difficulties in funding public transport.

**Energy demand:** Many commercial and institutional buildings are temporarily shut down and will be operating at reduced capacity when they reopen to adhere to social distancing measures. Due to isolation measures, citizens are now forced to spend more time at home, requiring higher energy use in homes.

**Waste:** Domestic household waste will likely increase as more food is consumed at home due to closing of restaurants and cafes.

**Natural capital:** There is increased need for access to parks and green spaces during lockdown, especially for those in flats and homes without gardens, to ensure availability of open spaces for socially distanced exercise. In addition, the pandemic has highlighted existing inequalities in society: those in low-paid jobs or zero hour contracts, ethnic minorities, older populations and those from a lower socioeconomic status are far more likely to be impacted by the pandemic either from a health or income perspective. It is therefore even more imperative that the way we rebuild the economy and reshape our cities coming out of the pandemic is inclusive of these vulnerable communities and follows the pillars of the just transition.

### **Challenges and Opportunities**

3.20 The transition to net zero carbon poses some challenges for Birmingham around current levels of deprivation and inequalities. However, it is also an opportunity

to address these challenges and create a more equitable and healthy society. Some of the key challenges are outlined below.

- **Deprivation** – Birmingham suffers from high levels of deprivation, data from the 2019 Index of Deprivation shows that 43% of the population live in neighbourhoods that are in the 10% most deprived in England, and 51% of children (under 16s) live in the 10% most deprived areas. Birmingham is ranked the 7th most deprived local authority in England. The city is also the most deprived authority in the West Midlands Metropolitan area and Birmingham is ranked the third most deprived English Core City after Liverpool and Manchester.
- **Fuel Poverty** – Fuel poverty is measured in relation to the energy consumption required for households to be warm, well-lit, with hot water for everyday use, and the running of appliances. Fuel poverty in England is measured using the Low Income High Costs (LIHC) indicator, which considers a household to be fuel poor if they have required fuel costs that are above average (the national median level); and were they to spend that amount, they would be left with a residual income below the poverty line (less than 60% of average disposable income).

The latest fuel poverty data from BEIS for 2018 shows there are 61,500 households in the city who are fuel poor, 14.2% of all households in the city. This is well above the national average of 10.3% and Birmingham has the 13th highest fuel poverty proportion amongst the 326 English local authorities. Fuel poverty levels vary significantly across the city with 7.4% of households in Sutton Coldfield being fuel poor compared with 20.3% in Hodge Hill constituency

- **Health and Wellbeing** – Health deprivation data from the 2019 Index of Deprivation which measures the risk of premature death and the impairment of quality of life through poor physical or mental health shows Birmingham having higher than average levels of health deprivation being ranked the 37th highest local authority.
- **Life expectancy** in Birmingham is lower than the national average, for males life expectancy at birth is 77.2 years (England 79.5) and females 81.9 years (England 83.1). Birmingham has the worst infant mortality rate of all the local authorities in the country – 7.9 per 1,000 live births (England 3.9) (2014-2016). Birmingham also has a higher prevalence of child obesity. More than one in ten 4-5 year olds are obese (11.5%) and a quarter of all 10-11 year olds (25.5%).
- **Skill Levels** - The working age population in the city has a relatively poor skills profile, with a lower proportion of its working age population with degree level or higher qualifications; and a higher than average proportion with no qualifications. 94,300 local working age residents have no qualifications accounting for 12.9% of the working age population, well above the

corresponding no qualifications rate for the core cities (10.1%) and the UK (7.9%). 241,700 working age residents have NVQ4+ (degree level) qualifications, around a third (33.1%) of the workforce. Again, underperforming in comparison with the corresponding core cities (41.5%) and UK rate (40.2%).

- **High Carbon Sectors-** Defining industries and sectors based on their carbon use is challenging as the official methods of defining industrial activity, the Standard industrial Classification (SIC) does not classify activity in this way and an industry definition could include activities that are high and low carbon. For example, electricity generation will not separate out renewable production from traditional fossil fuel production.

Taking these limitations into account if we take a broad view of sectors that are traditionally high carbon, we can see that over a fifth of workplace employment and economic output in the city is within sectors that have a high carbon footprint. The table below gives a broad sectoral breakdown of high carbon sectors and shows that in 2018 119,000 local jobs were in these sectors 22.9% of total employment in the city and nearly £7bn (23.8%) of economic output locally.

Sector	Employment	% of Total	GVA £m	% of Total
Manufacturing	38,000	7.3%	4,071	14.0%
Electricity, Gas, Water & Sewerage and Waste	36,000	6.9%	241	0.8%
Construction	20,000	3.8%	1,598	5.5%
Transportation and storage	25,000	4.8%	1,025	3.5%
<b>Total High Carbon Sectors</b>	<b>119,000</b>	<b>22.9%</b>	<b>6,935</b>	<b>23.8%</b>
Total	520,000	100.0%	29,079	100.0%

**Source: ONS BRES**

- 3.21 Tree canopy cover varies significantly across the City. There is a target of 25% canopy cover across the City, however many wards fall short of that. The table at appendix 4 shows the percentage of canopy cover within each ward in the city as well as the Index of Multiple Deprivation (IMD) rank of that ward within Birmingham and the decile it falls into nationally. Whilst there are some exceptions, it is noticeable that the wards with lower levels of canopy cover are most likely to be deprived in relation to the city and nationally.
- 3.22 The local benefits of a green economy include:
- New possibilities for sustainable economic growth: new technology requires innovation meaning new businesses and new jobs will be created.

- Going green translates into efficient streamlined practices; this saves materials and saves money.
- Green workplaces are happier and healthier.
- Individuals live more efficiently in the home, saving money on fuel and water costs, home grown food and community food gardens make access to healthy food easier and cheaper.
- Less air pollution is beneficial for health.

3.23 In 2018, businesses active in England's low-carbon and renewable energy economy (LCREE) generated close to £37 billion in turnover and employed 185,000 full-time workers. Around 71% of workers (132,000) are employed in the energy efficiency sector installing insulation materials, lighting and control systems. A further 12% are employed in the low-carbon electricity sector working mostly in the wind, solar and nuclear industries. Nearly 700,000 direct jobs could be created in England's low-carbon and renewable energy economy by 2030, rising to more than 1.18 million by 2050. These jobs will be in:

- Clean electricity generation and providing low carbon heat for homes and businesses.
- Installing energy efficient products ranging from insulation, lighting and control systems.
- Providing low carbon services (financial, legal and IT).
- Producing alternative fuels such as bioenergy and hydrogen.
- Manufacturing low emission vehicles and infrastructure.
- It is anticipated that within the West Midlands there will be 97,015 jobs in the low carbon sector by 2030; this is 8.2% of the national total.

3.24 Moving to a low carbon economy will require a change in the education and skills sector in order to ensure that the right training opportunities are provided for young people as well as those seeking a career change, to develop the skills and knowledge necessary to pursue a career in this sector. Additionally, large numbers of the workforce will need to be reskilled as technologies around heating and construction, for example, change to respond to the net zero challenge. We will need to work in partnership with energy providers and relevant employers in the sector to ensure that the education sector adapts and expands to deliver the necessary courses.

## **The Route to Zero (R20) Task Force**



- 3.25 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 was provided to Full Council in February and as described in sections 3.35 to 3.41 of this report. Since February, Covid-19 restrictions have meant that the R20 Task Force meetings have been held virtually. The R20 Task Force met remotely in March and again in June and the agenda items included the Anthesis report which makes recommendation on how we can reduce carbon emissions across the City, as well as updates from the R20 Taskforce policy development sandpits set out in 3.25 to 3.29 of this report and the R20 Task Force Communication and Engagement Working Group, specifically feedback from the online survey and focus groups which have taken place.
- 3.26 The R20 Task Force met remotely in July and August for two workshop sessions led by Anthesis. These sessions provided R20 Task force members with the opportunity to shape and influence the recommendations and next steps. At the R20 Task Force meeting on 26th August members were asked to endorse this report to Full Council.
- 3.27 The initial suggestion was made to hold a Birmingham citizen assembly in March 2020. This has been reviewed and is currently on hold due to Covid 19 restrictions. Once there is more clarity over the easing of restrictions this will be reviewed again.

### **Policy Development Sandpits**

- 3.28 As part of the R20 Task Force work, policy development sandpits are being held on key themes. The original intention was for these to be in person workshops held in March and April, however, due to Covid 19 restrictions some sandpits have been held virtually and others have been delayed. The sandpits are being led by officers and partners, and themes include: housing; transport; planning; education, skills and employment pathways; East Birmingham and North Solihull; and engagement.
- 3.29 The overarching purpose of these sessions is to provide R20 Task Force members, officers, subject matter experts, and key partners and stakeholders with the opportunity to share knowledge and understanding of what we already know, how that helps us on the R20 journey, and what else we need to explore. The outputs of the sandpit sessions will help to shape the more detailed action planning work which will follow-on from this City Council report.
- 3.30 Sandpits have taken place covering Housing, Planning and Transport and summary reports are set out at appendices 2 and 3.
- 3.31 A community engagement sandpit was held virtually in July over 4 sessions and a report from that sandpit will be prepared and again will inform the action planning and future community engagement work in relation to Route to Zero.

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

### **The R20 vision**

- 3.33 The climate emergency declaration set out a commitment to achieve net zero carbon by 2030 or as soon thereafter as a 'Just Transition' permits. The Anthesis Report suggests that it is not possible to achieve net zero carbon across the city by 2030 without significant carbon offsetting. Whilst the challenges of achieving the 2030 date are recognised the Council is still committed to achieving net zero carbon as soon as possible and in advance of the national target of 2050 and the regional target of 2041 set by the West Midlands Combined Authority (WMCA). A revised date will be discussed with neighbouring local authorities and other partners and the City's ambition is to become the first City Region to achieve a carbon neutral outcome. It is also still recommended that the 2030 target remains for the City Council's own emissions, excluding the City Council's own housing stock and procurement where further work needs to take place to determine when carbon neutral can be achieved.

### **Key themes and ways of working**

- 3.34 In order to achieve the vision transformational shifts will be required. There are some actions that the City Council and partners can put in place now and other actions that will require help and support from UK Government. There are actions which individuals, communities and businesses will need to take; this is a city-wide endeavour which will require buy-in from all parts of society – it will be everyone's responsibility. To achieve the vision the City Council and other institutions will need to make a clear commitment to work differently.
- 3.35 The City Council and anchor institutions have a responsibility to drive system change and lead by example. These organisations need to prioritise sustainability and have a leveraging position to influence others and facilitate positive change. This can deliver a city-wide change.
- 3.36 To deliver net zero we need to bring about democratic and participatory change. We need to use new methods of community engagement, for example, community assemblies, to help shape local decision-making.
- 3.37 Individuals and communities will have a significant role to play in achieving the target. Changes to how we all live, including, what we eat, how much we travel and how we travel, our shopping habits and recycling rates can all reduce individual carbon footprints. Collectively we can significantly reduce carbon emissions. We need to build on the existing good work and empower communities to play their part in delivering a sustainable future with greater equality.

### **Future Governance of the Route to Zero Task Force**

- 3.38 The Route to Zero (R20) Task Force was created in autumn 2019 and brings together Members and officers from the City Council and representatives from the West Midlands Combined Authority, the NHS, higher education, the business community, trade unions, faith communities, young climate strikers, climate campaigners, and other key partners and stakeholders.
- 3.39 The R20 Task Force is the advisory group for the R20 project and members have worked together to provide a voice for the city and to discuss, debate, and make recommendations on Birmingham's priorities for achieving the ambition of a Just Transition to net-zero carbon by 2030. The R20 Task Force has now been in operation for 9 months and has played a valuable role in preparing the recommendations set out within this report.
- 3.40 There is a consensus that Birmingham City Council should continue to have accountability and convening powers for the R20 Task Force as the democratic body for the City. There was also a high level of support for the meetings to continue to be held in public and that there should be a Memorandum of Understanding for all partners to sign up to as well as more regular updates to the public.
- 3.41 It is also recommended that an advisory group to Cabinet is set-up to oversee delivery of the City Council's own actions and progress towards meeting the net zero target. It is recommended that this advisory group is made up of:
- Cabinet Member for Transport and Environment (Chair)
  - Cabinet Member for Street Scene and Parks
  - Cabinet Member for Homes and Neighbourhoods
  - Three relevant opposition members
  - Two backbench Labour members
- 3.42 It is anticipated that this sub-committee could be established in Autumn 2020.

### **The Baseline**

- 3.43 When the climate emergency was declared there was a commitment to establishing the baseline position. Consultants Anthesis were commissioned by the City Council, on behalf of the R20 Task Force, to undertake a study to establish the carbon emissions baseline for the City Council and the City as a whole and to make recommendations as to how carbon emissions can be reduced. The full report is set out at appendix 5 to this report.
- 3.44 Carbon emissions are classified into three 'scopes':

- **Scope 1 (Direct emissions):** All direct GHG emissions from the activities of an organisation or under their control. For the City Council, 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 the City Council, this relates to purchased electricity.
- **Scope 3:** All other GHG emissions that occur outside the City Council boundary as a result of activities taking place within the boundary. For BCC, Scope 3 emissions include schools, housing, procurement activities and employee commuting.

3.45 The City Council's own emissions from scope 1, 2 and 3 account for around 8% of the City's total emissions. It should be noted that there is some overlap between the City Council's scope 3 emissions and the wider City's emissions. Although the direct emissions that the City Council controls or has strong influence over is relatively small, the City Council still has an important role in stimulating and influencing action across the city.

3.46 Procurement spend is the largest emissions source, accounting for 80% of the City Council's total emissions and relates to services that the City Council procures to support services across the city, such as road or building maintenance. The operation of buildings; electricity, gas and water account for another 17% of the City Council's Scope 1, 2 and 3 emissions. The operational control of these buildings are different depending on the letting arrangement in each and hence, the impacts are split across Scope 1, 2 and 3. Mobile Supplies (highways) mainly consists of street lighting, contributing 17,881 tCO<sub>2</sub>e of emissions.

3.47 Birmingham's City Region emissions total 4,578 ktCO<sub>2</sub>e. 68% of these emissions are from buildings (34% from residential buildings), 28% are from transportation, 2% are from waste, 2% are from Industrial Processes and Product Use and less than 1% are from the generation of grid supplied energy.

3.48 A full breakdown of Birmingham's emissions is set out on Page 25 of the Anthesis report at appendix 5 to this report.

3.49 In 2013 the City Council set a previous target to reduce carbon emissions in the city by 60% by 2027. The most up to date national data (from 2017) shows that good progress is being made: Birmingham's direct carbon emissions have decreased by 38.6% against 1990 levels.

### **Birmingham's Carbon Budget**

3.50 The carbon budget (25.7 MtCO<sub>2</sub> for the period 2020-2100) sets out a finite emissions limit that should not be exceeded in order that Birmingham remains in

line with the Paris Agreement 2016 The budget itself is derived from a 'scaling-down' approach.

- 3.51 If we were to assume no further action over and above current national Government policy we would achieve a 35% reduction on 2017 emissions by 2030, if we were to assume that the region goes significantly beyond national policy and grid decarbonisation, across both energy supply and energy demand measures but without using any carbon capture and storage technology we would achieve a 72% reduction against 2017 levels. This does not include any use of Carbon Capture and Storage Technology.

### **The Council's Route to Zero**

- 3.52 This section sets out the actions the City Council can take within its own operations. The City Council is directly responsible for 8% of the City's overall emissions, whilst this is only a small proportion of the City's overall emissions the City Council has an important role in leading by example and therefore it is important that these emissions are reduced.
- 3.53 In order to facilitate a reduction in emissions we need to ensure that every part of the City Council is doing everything it can to reduce emissions. A One Council approach is needed to deliver a reduction in the City Council's own emissions. An Internal Working group has been set up to take forward the City Council's own actions, this group has been responsible for leading the work for setting out the City Council's actions which were agreed at Full Council on 4th February 2020, and subsequently working to deliver these. An update on this work is set at appendix 6 to this report.
- 3.54 The table below sets out the actions (taken from the Anthesis report) that the City Council can undertake to reduce its own carbon emissions. Some of these actions will take longer to deliver than others. The actions set out below require further investigation, costing and delivery plans in order to be put in place. This work will be carried out following the September Full Council meeting and a full action plan will be reported to Cabinet which will set out a detailed timeframe for the delivery of the actions and costings. These actions cut across all aspects of the City Council's responsibilities and a One Council approach will be crucial to delivery. The Climate Emergency needs to feature in every aspect of the City Council's work and resources need to be made available across all of the City Council's directorates in order to deliver on this ambition.
- 3.55 The City Council is a large organisation and can act as an agent of change, driving behaviour and cultural change through the organisation will be key. This can be achieved through training and awareness raising across the City Council.

**Table 2: Recommendations for reducing the City Council’s own emissions**

Action	Anticipated Timeframe and Costs	Next Steps
<b>City Council Behaviour Changes</b>		
Develop a Strategy for reducing staff and City Council’s own emissions alongside ambitions for the City.	Work can start on this in the short term.  The cost would need to be established.	Identify a staff resource and funding to support the preparation of the strategy.
Facilitate competitions between departments in low carbon behaviours or provide each department with a carbon budget.	Work can start on this in the short term.  The cost would need to be established.	Identify a staffing resource to establish what the carbon budget would be for each directorate and ways in which we could incentivise reduced carbon emissions within teams and directorates.
Develop a monitoring and communication campaign to reduce waste and increase recycling.	Short term action	Identify a staff resource to promote recycling internally within all City Council buildings. Make more information available to ensure that all materials that can be recycled are. Identify champions within each directorate and building to support the promotion of recycling.
Develop a monitoring and communication campaign to reduce energy use.	Carbon trust estimates that the cost of an average campaign is 1-2% of the annual energy bill.	Some work can be done around reinforcing existing energy saving messages and this could be picked up within existing staffing and budgets. A more intensive campaign would require a commitment of 1-2% of the City Council’s overall energy bill and staff resource to deliver it.
Deliver education programme such as Carbon Literacy Training to all staff	Carbon Literacy Project are designing a toolkit to provide	Cost options for delivering training. Investigate the feasibility of delivering a module

Action	Anticipated Timeframe and Costs	Next Steps
and members and incorporate training into the new starter process.	guidance to authorities on delivering training	on the corporate training software.
<p>Continue to review departments suitable for home-working and update HR policy to enable flexible working.</p> <p>Ensure staff have continued access, training and support for using remote technology and develop a plan for sustained remote working coming out of lockdown.</p>	<p>This work is already being undertaken and has been accelerated as part of the Covid-19 response.</p> <p>Increased flexible working could generate a cost saving for the City Council as it offers the opportunity to reduce the amount of office space that is needed and to use space more efficiently.</p>	<p>Ensure that carbon savings are considered as part of the strategy for returning to the office and the longer-term flexible working strategy. This will be addressed as part of the New Ways of Working Programme.</p>
<p>Conduct an updated staff commuting survey and regularly review business travel to target actions and develop guidance on sustainable travel.</p>	<p>Short term action. This would require staff time.</p>	<p>Undertake the survey and analyse how people travel for business. Prepare an action plan and establish whether there are cost implications associated with encouraging more business travel to be undertaken by public transport or in pool cars.</p>
<b>City Council Strategy</b>		
<p>Embed carbon reduction into every decision and policy, particularly core strategies such as the Local Plan.</p>	<p>This could be addressed by ensuring that all reports to committees include a 'Carbon Emissions Impact Analysis' to explain how the Route to Zero has been taken into account in making the decision and the implications of the decision for carbon management.</p>	<p>Add a section to all committee reports to cover this.</p>
<p>Develop a SMART Action Plan and monitoring system</p>	<p>The City Council will need to establish a system to monitor its</p>	<p>Use existing staffing resources to investigate the tools available</p>

Action	Anticipated Timeframe and Costs	Next Steps
and share experiences with other businesses and organisations.	carbon emissions and progress in reducing them.	to monitor emissions and make recommendations on the best approach. This is likely to need funding for purchasing software licences.
Update planning policy and investigate opportunities within the planning function to drive carbon reduction. Impacts would span various sectors (transport, buildings, natural environment).	This will be addressed through reviews of the Big City Plan and the Birmingham Development Plan – however, there is an uncertain context for this at the moment because of forthcoming changes to national planning policy.	The Big City Plan Route to Zero is underway and will address some of these issues.  Respond to the current Government consultations on planning reform.
<b>City Council Procurement and Commissioning</b>		
Change procurement policy to incorporate carbon neutral consideration including through social value and more rigorous carbon criteria.	This requires a more detailed understanding of the cost implications for goods and services and is therefore a longer term action.	Undertake work to establish what the cost implication would be to achieve net zero in all procurement.
Work with all commissioned services and major procurements to ensure they have carbon reduction policies in place.	Achieving net zero within all commissioned services and procurements is a longer term action.	Undertake work to establish the baseline in respect of current procurements and to understand the cost associated with ensuring all commissioned services and procurements are net zero carbon.
Establish monitoring systems for contracted suppliers to account on their carbon performance.	This will require additional staff resource.	Monitoring systems including 1B to be explored to determine if this tracking mechanism can be developed and subsequently costed.
<b>City Council External Engagement</b>		
Work with WMCA - localise campaigns and policies	This can be done within existing staff resource; there is already a Low Carbon Officers' Group	Continue to engage in WMCA Low Carbon Officers' Group



Action	Anticipated Timeframe and Costs	Next Steps
	hosted by WMCA which BCC attend.	
Develop a brand and communications around the climate change programme.	Early engagement work has already been undertaken as set out in this report. Further work will be undertaken but this will need resourcing.	Establish a Communications strategy and cost this.
For major planning applications and development, include a requirement on carbon reduction and management measures.	Current policies do not allow us to require this.	Look at how we can work with developers who are willing to provide this information voluntarily.
Prepare a strategy for community engagement over climate change and work with community champions.	Short term action.	Prepare and cost a strategy for Community engagement.
Host a citizen assembly to engage local people.	This was due to happen in Spring 2020 however, Covid-19 restrictions have resulted in this being postponed.	Host a citizen assembly once Covid-19 restrictions are sufficiently relaxed to allow this to happen in person.
Form partnerships with businesses to report and reduce emissions and support them to access funding.	This would require additional staff resource.	Identify staffing resource and ways in which businesses can be supported to reduce emissions.
Encourage businesses to run training in low carbon industries.	This would require additional staff resource.	Identify staffing resource and ways in which businesses can be supported to run training.
Develop website content and materials to be a hub of information for businesses and communities on city climate action.	This could be delivered within existing staffing resources and budgets.	Develop web pages over the next 12 months, identifying any gaps in internal knowledge or capacity which may require a further resource to deliver.

## **The City's Council Route to Zero**

- 3.56 Delivering the action plan should not be the sole responsibility of the City Council. This section focuses on 'city-wide' actions and make clear that the recommendations are for the whole city, i.e. not just the institutions in either the public or business sectors but also our communities and individual citizens.
- 3.57 The recommendations set out in the Anthesis report were discussed by R20 Task Force members in a workshop session led by Anthesis. Anthesis gave the R20 Task Force an opportunity to feedback on the recommended actions and identify barriers and opportunities associated with their implementation. The final set of recommendations are set out at appendix 7 to this report. The table includes some commentary from relevant City Council officers in relation to how these could be taken forward, where work is already underway to implement the actions and where existing resources will be required. The City Council will not be responsible for taking forward all of the recommended actions, whilst the City Council has a significant part to play in the City's journey to net zero, through reducing its own emissions, leading by example, and acting as a trusted source of information as well as setting local policy and implementing and enforcing national policies, there will also be a need for businesses and individuals to take voluntary action to reduce their own emissions in order to work towards achieving net zero.
- 3.58 Many of the actions set out are only deliverable with additional resource, both funding and staffing resources across the City Council will need to be increased to maximise the City Council's ability to minimise emissions both in its own activity and across the City. There will also need to be a programme of lobbying Government to make changes to legislation to facilitate the transition to net zero.
- 3.59 The recommendations set out will need to be given further consideration by the City Council and the R20 Task Force and detailed action plans setting out timeframes and costings will need to be prepared in order to deliver them. Where implementation of the recommended actions requires a formal decision by the City Council, reports will be considered at Cabinet.
- 3.60 Food supply is not currently considered within the recommendations, however, awareness is growing nationally around the impact of the food supply chain on carbon emissions. The response to Covid 19 and associated issues around the provision of food throughout the pandemic have raised concerns around how we ensure security and affordability of food supply. It is suggested that the R20 Task force should include reducing carbon emissions from food supply within their scope.

## **Monitoring of Progress/Next Steps**

- 3.61 Monitoring will be an important part of R20 One of the recommended actions is to establish a monitoring and reporting system and investigating the possible options and costs associated with this will be important. Both the City Council's

own emissions and the wider City's emissions will need to be monitored and reported in a clear and transparent way so that everyone within the City can access the information and understand how much progress is being made towards the net zero target. Partners could play a key role in helping to support monitoring activity.

- 3.62 Following on from this report, a series of detailed action and delivery plans will need to be prepared to progress and implement the recommendations set out within it. These will require significant resourcing and monitoring as they are implemented. Some of the actions that the City and the City Council need to take to achieve net zero carbon will require changes to Government policy and additional Government funding to facilitate delivery. Therefore, it will be important that we lobby Government to make these changes and maximise the opportunities we have to feedback to Government through consultations on changes to policy and funding arrangements to try and bring about the changes that are needed to achieve net zero. Detailed action plans will be signed off by Cabinet as they are prepared and updated, a process which is expected to continue over the coming years. It will also be important to monitor our progress in reducing carbon emissions and to report this in an open and transparent way. It is recommended that an annual report is presented to Full Council to set out the progress made each year and the work programme for the following year.

#### **4 Appendices**

Appendix 1 - Consultation Report

Appendix 2 - Housing and Planning Sandpits Report

Appendix 3 - Transport Sandpit Report

Appendix 4 – Tree Canopy Cover by Ward

Appendix 5 - Anthesis Report

Appendix 6 - Update on Council's Own Existing Commitments

Appendix 7 - Summary of Task Force Recommendations