

Briefing for WMCA – Strategic Approach on Air Quality

Version – 18 May 2018

Introduction

The purpose of this paper is to brief the WMCA Director Patrick White who has responsibility for air quality and other stakeholders on the development of a strategic approach by the WMCA to addressing air quality while creating economic opportunities. This will help inform how the WMCA works with partners to address this issue and report progress to the WMCA Environment Portfolio Holder, Cllr Patrick Harley.

The summary of the recommendations are:

- Keep a strategic approach to improving air quality by continuing to measure an overall basket of air quality indicators, and greenhouse gases, not just Nitrogen Dioxide.
- Develop a grand challenge to address clean growth and mobility as part of WMCA Local Industrial Strategy and bid for Government funding.
- Develop a Low Emissions Strategy to help coordinate monitoring, grand challenge actions, and scale up local good practice.
- Create a Low Emissions Unit to support the WMCA, TfWM and Local Authority Partners delivery of the Low Emissions Strategy.
- WMCA to use Environment Board Delivery Plan to lead by example.

Developing the Strategic Approach

In September 2017 the WMCA Board agreed the Environment Priorities and 10 workstreams to be overseen by the newly created Environment Portfolio. The Portfolio holder subsequently agreed to prioritise a number of these including developing a more strategic approach to air quality and the economic opportunities the electrification of vehicles and other new technology presented.

Since then Sustainability West Midlands (SWM) as the WMCA sustainability delivery partner has worked on behalf of the Portfolio holder and partners to help develop ideas around a more strategic approach. This has included:

- Input from the WMCA and Local Authority Air Quality officers good practice event convened by Public Health in September 2017.
- National sustainability good practice by Combined Authorities and LEPs research and event led by SWM on behalf of BEIS in October 2017.
- Review of the implication of the Government Clean Growth Strategy and Industrial Strategy which recognised the regional global strengths in low carbon vehicles and batteries. The strategies also reconfirmed a national ban on the sales of all new petrol and diesel cars and vans by 2040.

- SWM annual conference with the Mayor and Climate Change Committee and a range of local stakeholders, including workshops on air quality and low carbon growth, in November 2017.
- Roundtable with the WMCA and national and local businesses convened by SWM member Ecuity in December 2017.
- Review of other CA good practice in air quality and low emissions strategies (see Annex 1)
- Input into review of local authority actions and suggestions for WMCA wide action, led by Sandwell Council in February 2018 (see Annex 2).
- Input from the WMCA Environment Board Air quality and Low Carbon Vehicle Opportunities designated lead – Keith Budden, Centre for Excellence on Low Carbon Vehicles in April and May 2018.
- Updates for Sandwell Council in developing a WMCA Board paper of ‘intent’ to help begin discussions amongst the leaders on the Board.

Key Findings

There are a range of issues the research and events have identified. These include:

Scope of problem being addressed

- The need to focus on a basket of air quality issues to drive longer term solutions not just short-term compliance on single pollutants
- The Clean Air Zone in Birmingham charging the most polluting vehicles will help tackle short-term issues, but there is a risk of displacement of polluting vehicles and traffic to surrounding areas.
- The need to have a low emissions strategy that includes air quality and greenhouse gas emissions to identify solutions that tackle both and avoid a repeat of past policy mistakes e.g. focus on diesel to tackle greenhouse gases, but which also led to poor urban air quality

Role of WMCA

- The need to identify where the WMCA can add value to the local authority members that are implementing the bulk of the measures, under resourced and face potential fines from non-compliance.

Existing Solutions

- Use of planning policies to promote cycling, walking, and electric charging e.g. Dudley council has one of the highest number of private installed charging points due to planning policies for commercial developments.
- Harnessing the buying power of private car and fleet buyers can help to get more low emission vehicles on the road. For example the WM Police are making significant savings having switched support vehicles to electric, and innovation ‘charging while charging’. However the market is struggling to keep up with demand, so there will need to be some lead in time to place new bulk orders for early 2020. The London Mayor is promoting [independent testing and consumer information for new and used car](#) buyers.
- Improved real time monitoring of air quality and greenhouse emissions to help provided personalised travel, behaviour, cost and health information. E.g. park your car here and walk this route to your destination.

- Strength of West Midlands in low emissions transport technologies, such as battery technology, Westfield, London Electric Taxi Company – Coventry.
- Willingness of the private sector to help contribute to a longer-term roadmap to help set new standards and certainty for investment, and therefore create a testbed for solutions to export internationally – the predicted growth areas are electric, autonomous, and mobility as a service.

Challenges

- Lack of coordination around a range of issues such as charging infrastructure, planning policies, good practice etc
- Workplace parking levy – coordinated across the WMCA area and the generated revenue stream used to prioritise low emission solutions to support employees to access work sites E.g. Nottingham City Council. However this would require political leadership, take a while to implement and not likely to have an impact until 2020s.
- Commercial vehicles - technology is changing rapidly in some areas, such as the cost and range of electric cars and vans, but in other areas such as freight and double decker buses, progress is slow and funding and increased regulation is required. See examples of [Transport for London research in this area](#).
- Improved Bus emissions. Currently no all electric buses operating within WMCA area. Opportunity for coordination by TfWM, such as widespread roll out of electric buses along priority corridors. However there will need to be business support to help fund the changes and further innovation, as there are currently no electric double decker buses, and a bid for stronger regulator powers for buses and taxis.
- Improved Taxi emissions. Local expertise in Coventry, and Tysley, but needs funding and regulatory support.
- Improved skills to support low emissions vehicles production and servicing. For example using the local expertise of the software and games sector to upskill garages and service centres to maintain electric cars that rely more on software updates than mechanical engineering.
- The demand for new charging infrastructure in specific locations such as depots, park and ride, rail station car parks and commercial developments will put demand on existing energy infrastructure – planning will be required to accommodate this within the proposed Regional Energy Innovation Zones and WMCA Spatial Development and Infrastructure Plan
- The need to remove or replace polluting vehicles in lower income areas of the WMCA would require some form of financial support – such as a scrappage scheme.

Recommended WMCA Strategic Approach to Air Quality

The proposed recommendations for the WMCA are:

- 1. Keep a strategic approach to improving air quality by continuing to measure an overall basket of air quality indicators, and greenhouse gases, not just Nitrogen Dioxide.**

The WMCA SEP already has an air quality target based on the daily air quality index provided by Defra. This measures a basket of pollutants (Nitrogen Dioxide, Sulphur Dioxide, Ozone, Particles < 2.5µm (PM2.5) and Particles < 10µm (PM10)). This data is reported by a network

of over 150 monitoring stations across the UK, and is reported daily on a scale of 1 to 10 with the highest being the worst. By focusing on a wider range of pollutants this will develop long-term solutions. This indicator is reported through the E2 indicator within the WMCA Performance Management Framework (PMF)

The WMCA target is to reduce the number of poor air days (a 4 or higher in the index to reflect likely legal breaches of the pollutants and the beginning of health warnings) from 40 in 2016 to 1 by 2030. The 2017 sustainability metrics benchmarking report for the WMCA revealed that the Combined Authority (CA) is currently the worst scoring on this measure compared to the other 9 CAs.

Although CO₂e (Carbon Dioxide equivalent – is how the collection of greenhouse gases are reported) does not make up the basket of air quality emissions, there are very strong overlaps of policy. For example road transport is often the main source of poor air quality emissions and CO₂e. Several CAs have recognised this by producing and resourcing the implementation of a Low Emissions Strategy that has objectives and actions to tackle air quality and greenhouse gases. CO₂e is already a target in the WMCA SEP and PMF.

2. Develop a grand challenge to address clean growth and mobility as part of WMCA Local Industrial Strategy and bid for Government funding

For example include a grand challenge that places the WMCA at the heart of delivering; low emission (air quality and greenhouse gas), connected, smart multi-modal mobility that is integrated into the low voltage energy system creating economic value, improved quality of life.

This would include using the strengths of the West Midlands to convene an industrial roundtable to help set out a 10 year roadmap to provide certainty and a focus for research and investment. This would include a range of identified challenges such as commercial vehicles, buses, taxis, charging infrastructure and planning, skills, scrappage schemes etc.

Local and national businesses have demonstrated an interest in contributing to developing a shared longer term approach for the region that helps create certainty for investment, a chance to influence local policies and approaches that could be rolled out nationally, and goes beyond short-term compliance.

This could be developed by further roundtables and then form a delivery component within the new West Midlands Local Industrial Strategy. The need for key future solutions could be identified and then put out as local challenges for consortium of universities and business to compete to develop and deliver.

Local sites could be identified to demonstrate and test new technology and attract new national and international investment. For example mirroring the Regional Energy Innovation Zones initiative – ‘Mobility Innovation Zones’ could be set up that looked at issues such as autonomous vehicles, zero emissions, no vehicle zones, consolidation centres for local deliveries etc.

3. Develop a Low Emissions Strategy to help coordinate monitoring, grand challenge actions, and scale up local good practice

This strategy would build on the good practice of other CAs, such as Greater Manchester and West Yorkshire, in producing Low Emission Strategies and implementation via their transport, planning, skills, and business support functions, and local authorities members.

The strategy should be produced by building on the existing good local practice and seeking to scale this up where possible – a ‘bottom up’ approach. Then building on this with the outputs from the regional industrial roundtable tackling the proposed grand challenge.

4. Create a Low Emissions Unit to support the WMCA, TfWM and Local Authority Partners delivery of the Low Emissions Strategy.

Local authority partners are in the frontline of tackling local air pollution and greenhouse gases in terms of their responsibilities and powers, but also face resourcing challenges. The WMCA can add value by helping to accelerate and scale up good practice through the agreed framework of the Low Emissions Strategy. For example:

- Supporting the existing Local Authority air quality officers network and energy and carbon managers to share and scale up good practice.
- Helping to minimise any displacement activity caused by local measures e.g. Birmingham Clean Air Zone resulting in older diesel vehicles moving to surrounding authorities.
- Identifying common issues within Local Air Quality Plans that could be addressed more effectively by a joint project led by a lead Local Authority or the WMCA on behalf of the local authorities.
- Shared and standard approach to electric car charging network, planning policies to encourage uptake on charging points, and air quality monitoring and modelling.
- Shared approach to raising public awareness of issue and solutions from short-term behaviours to purchasing e.g. don't travel today at these times, buy this types of car or boilers, use independent emissions testing for cars
- Continued support through the investment and running of public transport schemes
- Dispersal of national funding to locally agreed schemes and priorities

The WM have had a good track record of joint working at officer level through the previous Low Emissions Town and Cities Programme. In Greater Manchester TfGM has begun to set up an Air Quality Team drawn from regional bodies and local authorities. Defra and DfT have set up a Joint Air Quality Unit in 2016 to help produced and implement the national air quality plan and support local authority hotspots. As part of this support the unit has provided a member of staff to Birmingham.

The WMCA should make the case for devolved staff and resources from the national Joint Air Quality Unit, and the Office for Low Emission Vehicles (OLEV) to help set up the new WM Low Emissions Unit and use this as the route to provide technical and financial support to local authorities within the region. The WM Low Emissions Unit should also have agreed pooled resources of staff and funding agreed by WMCA, TfWM and local authorities to deliver specific actions within the Low Emissions Strategy.

5. WMCA to use Environment Board Delivery Plan to lead by example

One of the workstreams of the WMCA Environment Board Delivery Plan includes ensuring key environmental issues, such as air quality, are integrated across the WMCA functions of strategy, operations, and key development sites. This is being led by the WMCA environment team and includes refreshing the internal environmental strategy, updating the Environmental Management System, running staff awareness campaigns on clean air day, and purchasing electric pool cars. The WMCA needs to continue to work with other local authority members to share this activity and accelerate the uptake of the resulting good practice.

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Scoping input from range of events and meetings including TfWM, CENEX, Sandwell Air Quality lead, WMCA Director for Industrial Strategy and Environment, WMCA strategic assets and environment team.

This is part of the ongoing support and advice programme of Sustainability West Midlands for the WMCA, and does not necessarily represent the views of the WMCA.

Annex: 1 Good Practice in other Combined Authorities

This section contains a summary of the relevant criteria of the SWM benchmarking for the WMCA on a range of sustainability metrics and strategies and an in depth review of the CA air quality and low emission strategies.

Summary of Combined Authority Air Quality Issues, Strategies, Structures and Activities

Combined Authorities	Scale of Problem (2017)	Extract of sustainability performance annual benchmark of combined authorities – strategies (%) (2017)		Air Quality Strategies, Structures and Activities (April 2018)	
	Days in year that score '4' or higher on Defra Air Quality Index. UK Average 26 Days	Social Health inequality, fuel poverty, air quality	Transport Public transport, cycling/walking, low emission vehicles and infrastructure	Air Quality Strategy	Type of structures and activities
Cambridge & Peterborough	47	14	17	No Air Quality Strategy – Interim Transport Strategy – June 2017	Transport plan is coordination of a range of existing Local Transport plans.
Greater Manchester	12	64	78	Low emissions strategy – Dec 2016 – seeks to bring previous action on climate/carbon and air quality into one strategy which will then be delivered via detailed Air Quality Action Plan – 2016-2021, Local Transport Plan, Climate Change Implementation Plan – October 2016, Spatial Framework.	Low Carbon Emissions Strategy - Good analysis of the type of actions that will have highest impact on carbon and air quality within GM area, and degree of influence the CA can have on these e.g. CAZ, ULEVs, Homeworking, (Figure 1 on p16) Air Quality Action Plan – Only one Air Quality Management Area. The Action Plan will be led and coordinated by TfGM, whilst the commitment to implement the actions is undertaken jointly by TfGM and the regional stakeholders, such as local authorities. Where financial or staff resources are required, TfGM will coordinate the requirements and resources with the aim of achieving the action. This includes the creation of a joint CA/LA TfGM Air Quality Team

Liverpool City Region	10	44	60	No Air Quality Strategy – Transport Strategy - 2015	Transport strategy includes a range of actions to address carbon and air quality – such as uptake of electric vehicles, behaviour change, fleet reviews.
North East	13	19	50	No Air Quality Strategy – Transport Manifesto – Dec 2016	Transport strategy includes a range of actions to address carbon and air quality – such as uptake of electric vehicles, cycling etc.
Sheffield City Region	18	15	36	No Air Quality Strategy – Draft Transport Strategy – November 2017.	Transport Strategy aims to eliminate need for the 29 Air Quality Management Areas within City Region, including Sheffield City Centre. Expand locally based ECO Stars accreditation scheme for commercial vehicles, uptake of electric vehicles etc.
Tees Valley	13	11	19	No Air Quality Strategy – Draft Transport Strategy planned for 2018.	N/A
West of England	12	11	19	No Air Quality or Transport Strategy	N/A
West Yorkshire	21	39	52	Low Emissions Strategy 2016-2021 and delivered via Transport Strategy - August 2017 and WY Vehicle Emission Plan Implementation Framework	Low Emissions Strategy – 1 in 20 deaths in CA area caused by Air Quality. 29 Air Quality Management Areas in CA area. Good diagram to show sources and ‘layers’ of urban air pollution that are background or that can be impacted on local actions. WM CA Transport and Health Board will oversee strategy. Focus on a range of actions and links to other strategies. This will inform each Local Authority air quality action plan and local annual reporting.
West Midlands	25	56	70	No Air Quality Strategy – Transport Plan 2016	Transport strategy includes improved integration of modes, travel information and management, coordinated delivery of low emission vehicle infrastructure, coordinated parking policy

Example of Greater Manchester Air Quality Strategy Objectives (2016)

The Action Plan will be led and coordinated by TfGM, whilst the commitment to implement the actions is undertaken jointly by TfGM and the regional stakeholders, such as local authorities. Where financial or staff resources are required, TfGM will coordinate the requirements and resources with the aim of achieving the action.

Creation of TfGM Air Quality Team

The Greater Manchester-wide local authorities employ officers to undertake local air quality management responsibilities, including reporting and monitoring local air quality. These officers also review planning applications and coordinate the planning and permitting regime for industrial sources, and so there is currently a significant workload leading to a staff resource shortage.

Therefore, TfGM will employ a dedicated resource to support the local authorities and to investigate the feasibility of transferring some air quality responsibilities along with some resources to drive the proactive delivery of the action plan, coordinate air quality improvement actions, and support the technical review of air quality assessments. The team will also coordinate a database of air quality assessments undertaken for significant planning applications in order to regulate development creep and ensure that the changing baseline conditions are monitored. This will complement all of the actions in this Plan.

KPIs focus on:

1. **Reduce Traffic** – for instance by encouraging modal shift from private vehicle use to public transport, cycling and walking.
2. **Increase Efficiency** – of traffic movement by reducing congestion and stop-start travel to achieve a smoother emission profile and overall lower emissions, which may be particularly significant at peak hours.
3. **Improve Fleet** – by incentivising the replacement of older, more polluting vehicles with newer, smaller, cleaner, lower-emission vehicles.

Delivered by:

1. **Development Management and Planning Regulation** – including standardisation of regulation and policy across the Greater Manchester (GM) region.
2. **Freight & Heavy Goods Vehicles**—there are several opportunities to reduce emissions associated with the movement of freight and goods by road.
3. **Buses** – buses have a vital role to play in transporting the public and provide opportunities to improve air quality. The Government's Bus Services Bill 2016 aims to support bus patronage and encourage improved vehicle standards. The development of Greater Manchester's future bus strategy will explore how the new legislative powers may be used to support the region's air quality objectives.
4. **Cycling**—existing strategies and initiatives encourage cycling.
5. **Travel Choices**—encouraging the public and business to make sustainable travel choices is essential to realising lasting air quality benefits.
6. **Cars** – measures to reduce emissions from cars and reduce the number of vehicle trips can deliver real improvements.
7. **Information & Resources** – education and the provision of information to the public, business and policy makers are seen as vital to realising air quality improvements.

Example of West Yorkshire Low Emissions Strategy (2016)

Key objectives include:

- A Clean Air Zone will be introduced within the Leeds district, and elsewhere where necessary, to control emissions from the most polluting vehicles.
- We will work with West Yorkshire bus operators to accelerate investment in newer buses, emission abatement technology and alternative fuels and technologies to reduce emissions through the implementation of the West Yorkshire Bus Strategy and Bus 18 Project
- We will accelerate the uptake of plug-in electric cars and vans through improved electric vehicle charging infrastructure and the implementation of an Electric Vehicle Strategy
- We will introduce the Eco Stars fleet recognition scheme to support businesses, bus operators and public sector fleet managers to reduce emissions from their fleet operations.
- We will work with our partners to develop infrastructure to support alternative fuels and technology for transport including: natural gas, bio- methane, LNG and hydrogen.
- We will support the taxi industry to help the transition to low emission vehicles including demonstrating economic benefits; supporting funding bids and considering policy incentives to promote the uptake of ultra-low emission taxis.
- We will use the West Yorkshire Transport Strategy and Leeds City Region Strategic Economic Plan to help deliver the WYLES objectives, including improved cycling and walking provision; better public transport; low emission energy production and use, and sustainable infrastructure to deliver “Good Growth”.
- We will use the West Yorkshire Air Quality and Planning Technical Guide to deliver sustainable developments and deliver air quality
- We will use our influence to promote low emission transport through the use of the West Yorkshire Low Emission Procurement Guide in the procurement of vehicles, goods and services and lead by example to reduce emissions from our own fleet operations.
- We will continue to raise awareness of the impact of poor air quality with the public, policy makers and partners to improve air quality through changing behaviour, influencing policy, access funding and working together to deliver the objectives of this low emissions strategy.

Annex: 2 Good Practice by Local Authorities within WMCA

This section contains a summary of the current activities collated by Margaret Gardiner and other Local Authority officers leading on air quality (April 2018) to help identify local good practice and inform the development of the WMCA strategic approach to Air Quality. The outputs from the former Low Emissions Towns and Cities Programme (2011-16) are under Walsall, which led on behalf of the 7 authorities.

Authority/organisation	Contact	Strategy/Policy/plans	Examples of actions already taken/in progress	Proposed actions
Sandwell	Margaret Gardiner	AQMA declared for whole borough in July 2005 AQAP adopted September 2009	Social media campaigns Cycling and walking strategies	Draft revision 2018-2023 subject to public consultation in near future. Investigation of known hot spots

			<p>Cycle lane improvements</p> <p>Owen Street underpass</p> <p>A41 underpass</p> <p>Travel planning</p> <p>Blackheath By-pass</p> <p>Implementation of planning guidance (LETCP) – new developments</p> <p>Investigation of Bearwood Road hot spot.</p>	<p>Modelling exercise to identify any other areas of concern.</p> <p>Assessment of council vehicle fleet and devise plan to switch to low emission vehicles</p> <p>Assessment of taxi fleet and devise plan to promote uptake of low emission vehicles.</p> <p>Proposed highway improvements at Junction 2 Birchley Island.</p> <p>Continue to promote sustainable transport</p>
Dudley	Nick Powell Tim Glews	AQMA declared for whole borough for NO2 in 2007 AQAP adopted March 2011	<p>Introduction of Electric Vehicle Rapid Charging Units in three of the main town centres in the borough; Dudley, Brierley Hill and Halesowen. The charging units are installed on council owned public car parks and are available for use by the general public at all times.</p> <p>As part of the council's Car Parking Standards Supplementary Planning Document (SPD) there is a planning requirement for new development to provide electric vehicle charging infrastructure for residential, commercial and industrial developments.</p>	<p>A major highways improvement scheme is underway in Pensnett</p> <p>Utilise the outcome of the source apportionment exercise to prioritise areas for investment & action to improve AQ</p> <p>To work with Transport for West Midlands to improve the bus fleet in areas that exceed the national air quality NO₂ annual mean objective within Dudley Metropolitan Borough.</p> <p>To encourage the use of public transport, walking, cycling & the uptake of cleaner vehicles, including through responsible land use planning</p> <p>To monitor progress with & provide support for the planned midland metro extension between Wednesbury and Brierley Hill.</p>

			<p>There are in excess of 40 publicly available charging points at commercial properties in Dudley.</p> <p>Dudley Council was awarded £158,000 through the Clean Vehicle Technology Fund (CVTF) to retrofit emission reduction technology to ten coaches operated by Prospect Coaches of Lye.</p> <p>Improvements to pedestrian links across the A458 in Cradley were made via grant funding from Defra.</p> <p>By passes at Brierley Hill and Lye</p> <p>An anti idling project funded by Defra to raise awareness at schools and provide information on Dudley Council's web site to reduce the idling of car engines outside schools</p> <p>2017; Carried out source apportionment for the areas of exceedance to inform the revision of the air quality action plan</p> <p>Provision of a wide range of information to encourage the general public to use different modes of travel in order to improve air quality and improve health</p>	<p>To raise awareness through the ongoing school education programme and Public Health initiative and the DMBC website and by participating in National Clean Air Day, providing information to the public on how to become involved in local & national air quality initiatives.</p>
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Walsall	John Grant	<p>AQMA declared NO2 in 2006 and discrete area for PM10 in 2008 AQAP adopted ???</p>	<p>Walsall hosted the Low Emission Towns and Cities Programme for the 7 WM local authorities and Defra (2011-16). The aim was:</p> <ul style="list-style-type: none"> ▪ Improve air quality through the reductions in road transport emissions, and simultaneously reductions in carbon emissions; ▪ Establish best practice policies and measures for the West Midlands, creating transferable models for other towns and cities; ▪ Improve health; and ▪ Maximise opportunities for economic development through the transition to a green economy. <p>Outputs included Air quality planning guidance, procurement guidance, Low Emission Zones feasibility studies, Low Emissions Vehicle Strategy.</p> <p>Draft Low Emissions Strategy for WM started but not completed in 2016.</p>	
Wolverhampton	Anna Spinks	<p>AQMA declared for whole borough NO2 and PM10 in 2005 AQAP adopted ???</p> <p>Black Country Ultra Low Emission Vehicle Strategy</p>		

		<u>Jan 2017</u>		
Birmingham CC	Mark Wolstencroft	AQMA declared for whole borough NO2 and PM10 in 2005f AQAP adopted ???	Have fitted LPG fuelled engines to 65 hackney carriages.	Chargeable CAZ for area within the inner ring road, detailed proposals will emerge following assessment. <u>Proposed policy on emission standards for taxis and private hire vehicles</u> Proposed policy for Awarded from the <u>Office for Low Emission Vehicles (OLEV)</u> to introduce 197 electric taxi charging points, all of which will offer fast or rapid charging facilities for Hackney carriages and private hire vehicles. Electric vehicles will be exempt from charges in a <u>Clean Air Zone</u> . Birmingham Cycling Revolution Green Travel Districts Birmingham connected (20- year transport strategy)
Solihull		AQMA not declared but being considered AQAP (LEAP) being formulated	NO2 monitoring recommenced Cycling and walking strategies Bus and cycle lanes Solihull Connected transport strategy Bus partnership scheme Trial of electric vehicles for staff	Investigation of DEFRA identified exceedance hotspot Raising awareness of air quality and sharing information Review and possible expansion of Solihull Schools Streets Scheme. More comprehensive monitoring regime including measuring particulates Assessment of development implications particularly HS2 and UK Central.

			<p>Restriction on road use around schools/ school travel plans</p> <p>Trialing of 20MPH speed limits in Smithswood and Shirley South areas.</p> <p>Auditing of results of air quality levels at Birmingham airport and subsequent evaluation.</p> <p>Council refuse vehicles meeting euro 6 Standard</p>	<p>Expansion of council vehicle fleet meeting low emission standards</p>
Coventry	Steve Dewar	<p>AQMA declared for whole borough for NO2 in 2009</p> <p>AQAP under revision</p>	<p>Consultants engaged for Defra feasibility study and potential CAZ declaration</p> <p>£1.2 million awarded from OLEV for electric taxi charging points at key locations</p> <p>'Choose How You Move' website launched for Coventry and Warwickshire promoting active travel and public transport</p> <p>Various public realm improvements around city centre and station promoting walking/cycling</p> <p>Telematics fitted to all council fleet vehicles and driver training reduced diesel use by 20%</p>	<p>Defra feasibility study will help identify further key actions to reduce NOx levels.</p> <p>Awaiting outcome of bid for retrofitting National Express bus fleet</p> <p>Bid made to Defra early measures fund for junction improvements at Ball Hill on the Walsgrave Road</p> <p>Develop planning SPD</p>

			<p>Major junction improvements along A45 corridor and at Toll bar island</p> <p>Intelligent Variable Messaging signs on three key routes help motorists' navigation and avoid congestion</p> <p>Trialling AQ Mesh mobile pollution sensors in joint project with Cov & Warks public health, co-locating with schools and promoting active travel & long-term behavioural change.</p>	
<p>Combined Authority/Transport for West Midlands</p>	<p>Anne Shaw for TfWM.</p> <p>Patrick White Patrick.White@wmca.org.uk has been appointed air quality lead for WMCA.</p>	<p>Strategic Transport Plan – Movement for Growth</p> <p>West Midlands Freight Strategy</p> <p>West Midlands Bus Alliance – 50 deliverables including reducing congestion and improving emissions</p> <p>Low Emissions Bus Delivery Plan – 2016.</p>	<p>Tram Extension Wednesbury to Brierley Hill</p> <p>By May 2020, bus operators will have invested in at least 350 environmentally-friendly new vehicles</p> <p>By May 2020, all buses operating across the region will be at least Euro V or VI standard</p> <p>By 31 December 2019, all buses operating in clean air zones will be at least Euro VI standard, or sooner as required</p>	

			By May 2020, zero emission buses will be piloted (such as electric or hydrogen) on at least two corridors.	
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END