

Report of:	Cabinet Member for Transport and Environment
To:	Health & Social Care Overview and Scrutiny Committee
Date:	14th May 2019

Progress Report on Implementation: 'THE IMPACT OF POOR AIR QUALITY ON HEALTH'

Review Information

Date approved at City Council:	12 th September 2017
Member who led the original review:	Councillor John Cotton
Lead Officer for the review:	Rose Kiely
Date progress last tracked:	N/A

1. In approving this Review the City Council asked me, as the appropriate Cabinet Member for Transport and Environment, to report on progress towards these recommendations to this Overview and Scrutiny Committee.
2. Details of progress with the remaining recommendations are shown in Appendix 2.
3. Members are therefore asked to consider progress against the recommendations and give their view as to how progress is categorized for each.

Appendices

1	Scrutiny Office guidance on the tracking process
2	Recommendations you are tracking today
3	Recommendations tracked previously and concluded

For more information about this report, please contact

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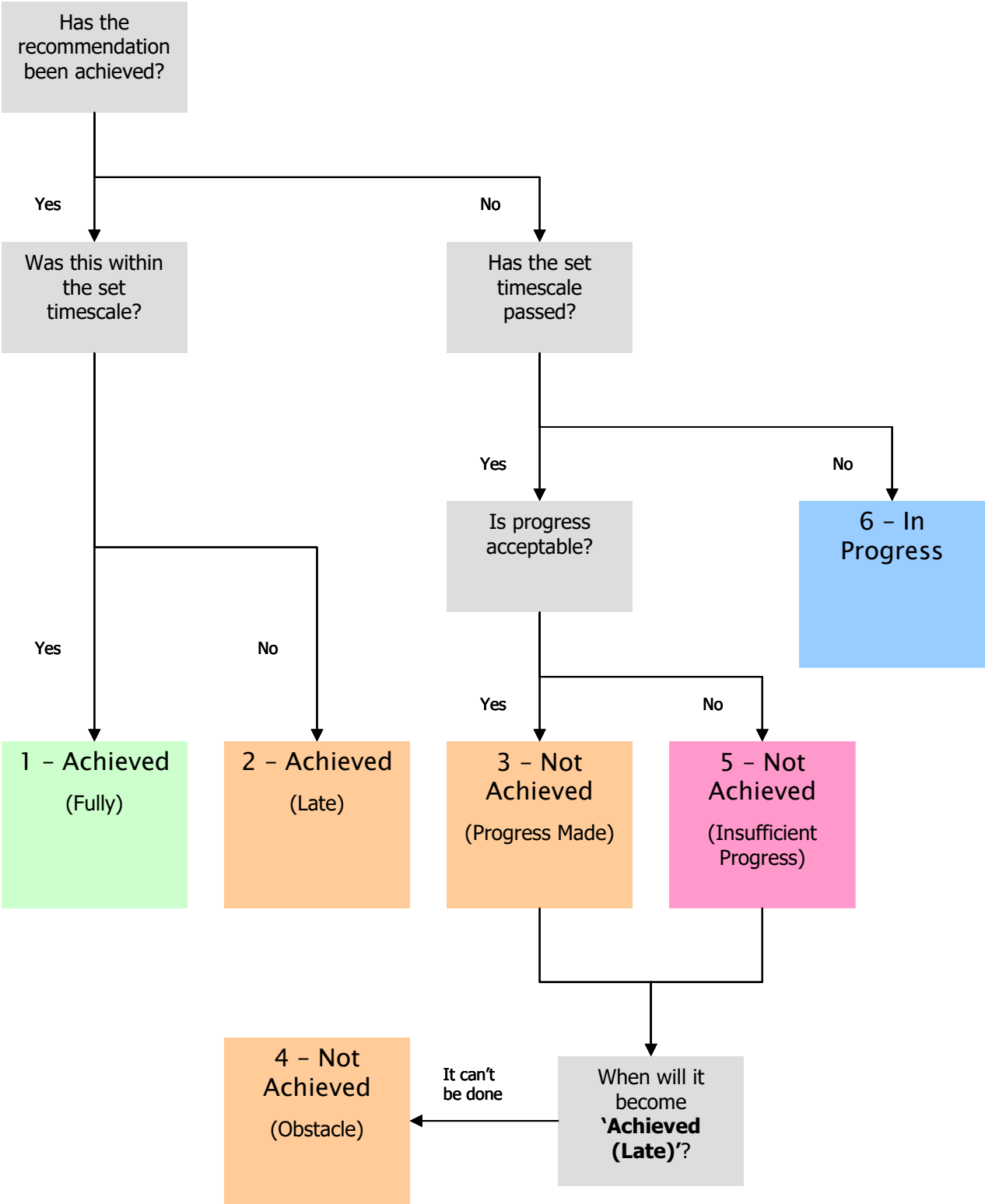
Appendix I: The Tracking Process

In making its assessment, the Committee may wish to consider:

- What progress/ key actions have been made against each recommendation?
- Are these actions pertinent to the measures required in the recommendation?
- Have the actions been undertaken within the time scale allocated?
- Are there any matters in the recommendation where progress is outstanding?
- Is the Committee satisfied that sufficient progress has been made and that the recommendation has been achieved?

Category	Criteria
1: Achieved (Fully)	The evidence provided shows that the recommendation has been fully implemented within the timescale specified.
2: Achieved (Late)	The evidence provided shows that the recommendation has been fully implemented but not within the timescale specified.
3: Not Achieved (Progress Made)	The evidence provided shows that the recommendation has not been fully achieved, but there has been significant progress made towards full achievement. An anticipated date by which the recommendation is expected to become achieved must be advised.
4: Not Achieved (Obstacle)	The evidence provided shows that the recommendation has not been fully achieved, but all possible action has been taken. Outstanding actions are prevented by obstacles beyond the control of the Council (such as passage of enabling legislation).
5: Not Achieved (Insufficient Progress)	The evidence provided shows that the recommendation has not been fully achieved and there has been insufficient progress made towards full achievement. An anticipated date by which the recommendation is expected to become achieved must be advised.
6: In Progress	It is not appropriate to monitor achievement of the recommendation at this time because the timescale specified has not yet expired.

The Tracking Process



Appendix 2: Progress with Recommendations

No.	Recommendation	Responsibility	Original Date For Completion	Cabinet Member's Assessment
R01	There is now clear and compelling evidence that poor air quality has an impact on general population health and child development. The evidence also shows that diesel vehicle emissions are the most prevalent and impactful source of health-affecting air pollution in Birmingham. The City Council needs to demonstrate leadership and take ownership of this issue by developing a strategy to address this effectively, with particular emphasis on selected priority hotspot zones where the risk of public exposure is highest.	Cabinet Member for Health & Social Care (working in conjunction with Cabinet Member for Clean Streets, Recycling & Environment, Cabinet Member for Transport and Roads and Chair of Planning Committee)	March 2018	2

Evidence of Progress (and Anticipated Completion Date if 'Not Achieved')

The primary emission source for air pollution in terms of nitrogen dioxide (NO₂) within the city of Birmingham is from road vehicles and this source also provides a significant contribution of fine particles (PM_{2.5}) within the city. These two pollutants have the greatest burden on health.

Government modelling supplemented by BCC modelling has identified those roads with the highest concentrations of NO₂ and a plan has been submitted by the City Council to reduce NO₂ concentrations to below the legal limit in the shortest possible time through the introduction of a Class D Clean Air Zone (CAZ), incorporating additional measures.

The City Council have recently launched a consultation on the introduction of a Clean Air Strategy for the City of Birmingham, the aims of which are to address pollution concentrations across the entire city even where the concentrations are already below legal limits and to take action on pollutants for which the city council has no direct legislative duty e.g. PM_{2.5}. Priorities and pledges within the CAS, and the introduction of such a Strategy demonstrates the leadership role of the Council.

The Air Quality Action Plan will both support and underpin these work streams.

Further, the BrumBreathes programme of the City Council brings together all major work streams around air quality and seeks to ensure that air quality is embedded in the decision making processes from transportation, to planning, to procurement to HR. The programme also provides oversight on the CAZ and on additional work items seeking to support businesses to upgrade their fleets to cleaner fleets e.g. the Tyseley Energy Park, taxi and bus upgrading.

Experts from within the City Council are also involved in partnership working with local education establishments and hospital trusts (e.g. Queen Elizabeth Hospital, Birmingham Women's and Children's Hospitals) to undertake a wide package of work around air quality and health, the primary work item being the WM-Air project, headed by the University of Birmingham and incorporating support from regional bodies and national companies. This project will bring new regional understanding of gas and PM air pollution. In particular, the emissions and concentrations of pollutants will be better characterised and the effects of pollution on public health will be assessed. Furthermore, the City Council is supporting the Combined Authority in the development of a regional Clean Air Strategy, and we have contributed to national consultations such as on the Government's National Clean Air Strategy.

The City Council has taken ownership of this problem and is demonstrating leadership across the city and in the region.

No.	Recommendation	Responsibility	Original Date For Completion	Cabinet Member's Assessment
R02	That, based on the evidence about the health impacts of poor air quality, the Executive should develop a clear policy approach that will move Birmingham progressively towards becoming a low air pollution City.	Cabinet Member for Health & Social Care Cabinet Member for Clean Streets, Recycling & Environment	March 2018	2

Evidence of Progress (and Anticipated Completion Date if 'Not Achieved')

The City Council have recently launched a consultation on the introduction of a Clean Air Strategy for the City of Birmingham, the aims of which are to address pollution concentrations across the entire city even where the concentrations are already below legal limits and to take action on pollutants for which the city council has no direct legislative duty e.g. PM_{2.5}.

The Air Quality Action Plan will both support and underpin this work streams.

Further, the BrumBreathes programme of the City Council brings together all major work streams around air quality and seeks to ensure that air quality is embedded in the decision making processes from transportation, to planning, to procurement to HR. The programme also provides oversight on the CAZ and on additional work items seeking to support businesses to upgrade their fleets to cleaner fleets e.g. the Tyseley Energy Park, taxi and bus upgrading. Progress on the BrumBreathes programme is reported to the Executive.

Through these work programmes, the Executive has approved clear policy approaches to move Birmingham towards becoming a 'low air pollution City'.

No.	Recommendation	Responsibility	Original Date For Completion	Cabinet Member's Assessment
R03	That there should be a requirement for enhanced air quality monitoring across Birmingham, consisting of a comprehensive citywide network of sites, at both ambient and high-exposure locations, monitoring the most health-impactful pollutants. This will entail an examination of the resource implications regarding the number and optimal location of air quality monitoring stations. This monitoring information about air quality levels across the city should be made available to the public in an accessible format, with local online alerts to GPs and the public on days when weather conditions conspire to forecast risk of excessive exposure.	Cabinet Member for Clean Streets, Recycling & the Environment Cabinet Member for Health & Social Care	December 2019	6

Evidence of Progress (and Anticipated Completion Date if 'Not Achieved')

The City Council has a duty to assess air quality, identify areas which breach the legal limit and produce an action plan to deliver compliance. This is known as Local Air Quality Management (LAQM). The City Council has an existing network of real time monitoring equipment and passive diffusion tubes which monitor pollutants for which concentrations are legislated; the only pollutant breaching legal limits is nitrogen dioxide and the City Council monitors for this pollutant at key locations. The details of current monitoring are contained within the Annual Status Report which is published on the Council's website:

https://www.birmingham.gov.uk/downloads/download/1488/air_quality_annual_status_report

The incoming Clean Air Zone will likely require additional monitoring which is being scoped presently. Once this is in place this will expand the network of analysers and will provide enhanced air quality monitoring across the city centre area. All data will be reported in the Annual Status Report (ASR).

The City Council have recently launched a consultation on the introduction of a Clean Air Strategy for the City of Birmingham, the aims of which are to address pollution concentrations across the entire city even where the concentrations are already below legal limits and to take action on pollutants for which the city council has no direct legislative duty e.g. PM_{2.5}. One of the pledges considers a wider monitoring network and the results of that consultation will be considered and reported back to the Executive with a view to seek approval for additional monitoring where appropriate and where resources permit.

Another aspect of the Clean Air Strategy is working with schools to reduce exposure to school children. A programme is commencing which will see schools provided with diffusion tubes to monitor NO₂ concentrations, the results of which will be incorporated into the City Council's data collection and presentation.

In terms of making data available, this is required under LAQM and this is provided in the ASR. There is no legal requirement to go further although Officers from the City Council are looking at the provision of data from other workstreams such as those mentioned above. If this is viable given resources then it will be undertaken.

The City Council are a constituent partner and project board member in the WM-Air project led by the University of Birmingham. An aspect of this project is the delivery of increased monitoring around fine particulate matter (PM_{2.5}) to help inform public health based decisions focussing upon vulnerable population groups. This project has now gone live and work is progressing to this end.

The City Council are also engaged with a number of 'Citizen Science' projects in supporting monitoring by third parties at specific sites and for circumstances dictated by these parties. Examples include monitoring the NO₂ concentration around schools, air pollution monitoring in Sparkbrook in partnership with Cleaner Air 4 Communities and supporting the Active Well Being Society with regards to air quality monitoring from bicycles.

Defra carry out air quality forecasting and assess the risk to the public based on the Daily Air Quality Index. A national system is in place to issue alerts on days and in areas when pollution levels are high and acute exposure is likely to exacerbate health issues, along with appropriate advice on what actions members of the public should take.

No.	Recommendation	Responsibility	Original Date For Completion	Cabinet Member's Assessment
R04	That Birmingham hospitals and other substantial public buildings be encouraged to consider adopting a smoke free zone initiative similar to the one being implemented by Birmingham Children's Hospital to protect vulnerable population groups, especially children, who are at higher risk of adverse health outcomes from exposure to air pollution.	Cabinet Member for Health & Social Care	March 2018	2

Evidence of Progress (and Anticipated Completion Date if 'Not Achieved')

Birmingham City Council supported Birmingham Children's Hospital to understand the options available to introduce a smoke-free zone. Since the last progress report this has been implemented with signs around the hospital facing onto the road and close to the entrances where people often smoke.

Sandwell & Birmingham NHS Trust are proposing to introduce smoke free zones in their hospitals commencing within the next six months. The City Hospital would be one such site to benefit from this positive intervention.

Other hospitals have been encouraged to adopt smoke free policies through NICE guidance PH48 which covers smoking interventions in acute, maternity and mental health service settings. Some hospitals in the area also provide smoking shelters away from vulnerable populations.

Am No.	Recommendation	Responsibility	Original Date For Completion	Cabinet Member's Assessment
R05	That the City Council should engage with schools, colleges and Higher Educational Institutions to develop an education programme to raise awareness about air quality and to explore the use of existing and new technology to monitor air quality around schools and colleges.	Cabinet Member for Children, Families & Schools Cabinet Member for Health & Social Care	March 2019	1

Evidence of Progress (and Anticipated Completion Date if 'Not Achieved')

The City Council are a constituent partner and project board member in the WM-Air project led by the University of Birmingham. An aspect of this project is the delivery of increased monitoring around fine particulate matter (PM_{2.5}) to help inform public health based decisions. The project will also seek to consider the use of low-cost monitoring techniques, which will further inform the understanding of pollution levels, and potentially support public information aspects. This project has now gone live and work is progressing to this end.

No.	Recommendation	Responsibility	Original Date For Completion	Cabinet Member's Assessment
R06	That, in order to facilitate better traffic management at a local level, authority should be sought from government to enable the West Midlands Combined Authority to enforce legislation enacted in Part 6 of the Traffic Management Act 2004 in relation to moving traffic infringements.	Cabinet Member for Transport & Roads	March 2018	3

Evidence of Progress (and Anticipated Completion Date if 'Not Achieved')

The Council continues to lobby Government for devolution of powers to local authorities including Part 6 of the Traffic Management Act.

TfWM have already produced research into the potential benefits of powers to enforce Moving Traffic Contraventions (MTCs) which has been shared with the Department for Transport. The study demonstrated the importance of MTCs and highlighted the potential reduction in congestion that could be delivered if enforcement were in place on the KRN.

The WMCA's recently published Congestion Management Plan also includes seeking further traffic management powers as a key priority.

No.	Recommendation	Responsibility	Original Date For Completion	Cabinet Member's Assessment
R07	That the Cabinet Member should liaise with the West Midlands Combined Authority to seek to accelerate the introduction of buses with a minimum emissions requirement of Euro VI or Ultra Low Emission Vehicles for all buses going into the city centre and to work with bus operators to accelerate the implementation of future plans for the introduction of greener vehicles in the city.	Cabinet Member for Clean Streets, Recycling & Environment Cabinet Member for Transport & Roads	March 2018	2

Evidence of Progress (and Anticipated Completion Date if 'Not Achieved')

The West Midlands Bus Alliance, brings together bus operators, local councils, and other partners to work together to deliver high levels of passenger satisfaction and drive forward investment in our bus services. The Alliance has set out 50 key deliverables for the partners to shape the bus network across the West Midlands including commitments to improve the emissions standards of the bus fleet across the area.

The West Midlands has a bus fleet of just over 2,000 buses and as of January 2019, 600 of these are Euro VI or better (31% of the fleet). The West Midlands Combined Authority in partnership with bus operators has secured funding for over a 1,000 additional buses to be upgraded or replaced to Euro VI or better by the end of 2020. The Mayor has recently made a commitment to achieve a minimum Euro VI bus fleet by April 2021 to improve air quality in the region. Further work is being undertaken to review the remaining funding needed to bring the entire bus fleet up to at least Euro VI standard as part of ensuring the region has the cleanest and greenest bus fleet in the UK outside London.

No.	Recommendation	Responsibility	Original Date For Completion	Cabinet Member's Assessment
R08	That when planning for future transport infrastructure consideration should be given to the wider and longer-term benefits of keeping mature trees, especially in roadside locations where a buffering effect on air pollution is provided; and that appropriate protection for mature trees should be incorporated into any planning permission granted.	Chair of Planning Committee	December 2019	1

Evidence of Progress (and Anticipated Completion Date if 'Not Achieved')

Progress on this is something of a mixed bag with some good progress being made in some sectors while in others lack of early involvement of the city's Principal Arboriculturists has led to suggestion/ recommendation of significant tree removal with little consideration of their visual amenity and their role in air quality /providing a dispersal buffer from vehicle emissions.

For example, the proposals for the enhancement of Sutton Train Station and new bus interchange are an example of where no engagement of appropriate Arboricultural officers has taken place. Proposals for the removal of a substantial bank of trees to create an open hard landscape for a bus interchange depot were presented (at a near final design stage) to the Arboricultural Officer and a request for a strong mitigation strategy was made. While the benefits of the improved interchange are accepted the bank of trees offer one of the more significant areas of canopy cover within the Sutton Town centre area and would provide a substantial green barrier between the station/ bus interchange and the main town centre ring road. With negligible opportunities for replacement tree planting being able to be identified within the proposed design or that could be accommodated within the public realm the mitigation for these losses cannot be mitigated for – this following on from the removal of a significant number of trees from the local rail network over winter 2018/19.

The recommendation from the Tree Policy Review (Feb 2018) for an improved process for consideration of trees and GI in highways design led to the production of a process flow highlighting all stages and appropriate officers to be consulted. In addition to this, training/ briefing sessions were delivered to Transportation and Infrastructure officers to arise awareness of this new system.

As a result the Dudley Road highway improvement project is an example of where early engagement with the appropriate officers has led to a greater understanding of the importance of retaining trees and GI and their role as a dispersion barrier where these were located between residential properties and a very busy arterial road. This engagement has influenced the design and build process by focusing on engineering solutions to enable retention of existing trees and identifying opportunities for replacements/ enhancements now to make use of appropriate equipment during construction and reduce disruption further down the line.

Early engagement at pre design stage would have highlighted the value of the trees and GI and limitations for migratory planting and could have influenced the design development process. A clear lack of understanding of the value that trees and GI plays in delivery of Ecosystem services, improvements in health and wellbeing and for biodiversity and the need for specialist officer engagement is still lacking in some sections of the city.

As an aside to this there is significant scientific research that shows – from a customer experience – that perceived waiting time for public transport is reduced when in close proximity to trees and GI and a corresponding perceived increase in hard landscaped/ low GI locations.

No.	Recommendation	Responsibility	Original Date For Completion	Cabinet Member's Assessment
R09	That planning for new developments should incorporate the planting of trees of a suitable species in the right place with careful selection of the species to be planted, density of placement of the trees and with provision for appropriate maintenance for a period after planting, as a condition of planning for new developments.	Chair of Planning Committee	December 2019	6

Evidence of Progress (and Anticipated Completion Date if 'Not Achieved')

Work has been ongoing to produce information to be published as part of a "city design guide". This design guide is intended to replace many of the existing Supplementary Planning Guidance documents (SPG's). The section on Trees, Biodiversity and Landscape has been completed however the document is still in draft awaiting a time table for internal and public consultation.

A revised version of the "Development Management in Birmingham – Development Policy Document has recently been out for consultation (Feb – March 2019). Within this the wording around Trees their retention, management and replacement has been strengthened to allow greater influence through the planning process and add weight to the design guide once published.

Following a recruitment process there are now 3 x Principle Arboriculturists (2x FTE) within the City Design Team, this has allowed greater involvement in planning applications where trees are impacted and more opportunity to input into tree selection and planting choices.

The Tree policy review (completed 6th Feb 2018) and the subsequent implementation of the recommendations made has significantly raised the profile of trees and their importance within the landscape of Birmingham resulting in requests to the Principle Arboriculturist officers for input at earlier stages of design for masterplans and major infrastructure projects such as Metro and Sprint (Digbeth/ Broad Street).

No.	Recommendation	Responsibility	Original Date For Completion	Cabinet Member's Assessment
R10	That the City Council should continue to collaborate with other cities to lobby central government to ensure that the proposed Clean Air Strategy and Clean Growth Plan provide an appropriate national policy framework for tackling air quality issues.	Leader to Central Government	December 2018	2

Evidence of Progress (and Anticipated Completion Date if 'Not Achieved')

Under the Climate Change Act, the Government is required to publish a set of policies and proposals that will enable the legally-binding carbon budgets, on track to the 2050 target, to be met. The Clean Growth Strategy, published in October 2017, presents the Government's plans.

Achieving clean growth, while ensuring an affordable energy supply for businesses and consumers, is at the heart of the UK's Industrial Strategy.

The City Council continues to collaborate with other cities and lobbying Government as follows, and will continue to do so. More specifically;

-The City Council, through the Office of the Cabinet Member for Transport & Environment, is a member of UK100 <https://www.uk100.org/>, a network of highly ambitious local government leaders, who have [pledged](#) to secure the future for their communities by shifting to 100% clean energy by 2050. The UK100 has been lobbying Government to ensure that the new Clean Air legislation is fit for purpose in the 21st century, including meetings with Ministers and joint responding to national consultations.

-The City Council has responded to all consultations from Government on the national clean air strategy and other relevant legislative changes.

-The City Council remains a constituent member of the Low Emissions Towns & Cities Programme, comprising air quality experts from the seven West Midlands authorities, the aim of the group being to leverage funds from Government to deliver joint strategies and projects that could not be delivered independently. Work to date involves the undertaking of a feasibility study to assess the viability of low emission zones in the region, this being a precursor to the incoming Clean Air Zone, and the production of Best Practice Guides on the use of Planning and Procurement to deliver air quality improvements.

-The City Council also remains a member of the nationally recognised Midland Joint Advisory Committee on Environmental Protection, linking in with colleagues from the wider Midlands regions to discuss best practice and emerging themes around environmental protection.

-The Council recognises the urgent and pressing need to tackle climate change and has set itself a demanding target of reducing the City's carbon footprint by 60% by 2027, which goes beyond the Government's Clean Growth targets. This is an accelerated commitment compared to the current Government target which requires a 22% reduction by 2022 and an 80% reduction by 2050. The reduction of co2 De Facto impacts the level of nitrogen dioxide (NO2). Specific Planning policy around 'Adapting to Climate Change' set out measures for Promoting and enhancing a green infrastructure network in the City (Policy TP7); Protecting the natural environment and promoting and enhancing

biodiversity and ecosystems (Policy TP8); Encouraging greater resilience to extreme weather conditions in the built environment and to transport, energy and other infrastructure.

-The Council have put in place robust planning policies to secure sustainable development; transformative transport measures and initiatives (including the Clean Air Zone); programmes and emerging strategies in relation to homes and building development to meet national framework targets.

- The Council is working with BEIS (The Government's department for Business, Enterprise, Innovation & Science), and Government regional agencies such as the Energy Catapult, regional academic experts, businesses and industry, as well as regional partnerships such as 'Energy Capital' to inform the development of the Council's Energy Plan, in order to accelerate the transition to a decarbonised energy system to meet the Clean Growth Plan targets.

No.	Recommendation	Responsibility	Original Date For Completion	Cabinet Member's Assessment
R11	That the City Council will respond with demonstrable proposals to the forthcoming government consultation on diesel scrappage schemes.	Leader to Central Government	December 2018	2

Evidence of Progress (and Anticipated Completion Date if 'Not Achieved')

As the combination of factors involving air quality standards, diesel emissions and emissions cheating came to light, it provided for renewed interest in getting older, polluting vehicles off the road. There had been a number of different suggestions put forward for a national scrappage scheme, targeted at older, diesel-powered vehicles. The most recent was the Government's consultation in November 2017 seeking views on additional measures to support individuals and businesses affected by local NO₂ plans, including targeted scrappage schemes. The Council collaborated with TFWM in a combined response that set out the need for a consistent national approach in line with a UK Clean Air policy.

However, the outcome of the consultation was the Government's decision to ditch the idea of a national scheme, but set up a £220m Clean Air fund to help local authorities tackle toxic air can be spent.

This follows the response to the consultation questions on scrappage scheme proposals, warning it could be poor value for money, difficult to deliver, open to abuse and disruptive of the "existing car market". The government made it clear that they have "not restricted the types of measures that local authorities could bid for funding for from the Clean Air Fund, including the creation of their own local scrappage schemes if they meet government criteria. At the same time, any proposals will have to compete against an array of others projects from road layout changes and cycling infrastructure to public transport improvements and freight consolidation centres.

Since the launch of the Clean Air Fund, the motor industry has launched a number of schemes, there are over 20 available to consumers at present.

The Council has since completed the Clean Air Zone feasibility studies and submitted the Full Business case to Government for introducing a CAZ D+ (to include all vehicles) and at the same time submitted a £35,640,000 Clean Air Fund application for a range of NO₂ reduction schemes including scrappage for private vehicles targeted at workers in the City earning less than £30,000 per year. Additionally, the Clean Air Fund programme includes retrofit schemes for Hackney Carriage taxis and HGVs, and incentive grants to support the transition to compliant and ultra-low emission vehicles.

Any future [forthcoming] proposal from Government on diesel scrappage schemes will be considered and responded to as appropriate by the City Council.

No.	Recommendation	Responsibility	Original Date For Completion	Cabinet Member's Assessment
R12	That the City Council can evidence that it is accessing appropriate funding as set out in the 'UK plan for tackling roadside nitrogen dioxide concentrations'.	Cabinet Member for Health & Social Care	December 2018	2

Evidence of Progress (and Anticipated Completion Date if 'Not Achieved')

The Council have to date submitted a CAZ Full Business Case (plus evidence base) and subsequent Clean Air Fund application for the associated costs aligned with the UK plan for tackling roadside nitrogen dioxide concentrations. The Council have successfully sourced:

£14,214,722 Clean Air Implementation Funding – detailed design work, additional measures as set out R13, Brum Breathes City wide marketing campaign, signage, cameras, IT and project management.

£35,640,000 Clean Air Fund Capital funding for Mobility Support including individuals working in the CAZ, Hackney Carriage vehicle retrofit Package, Council hackney carriage leasing scheme, Private hire vehicle upgrade support, HGV and coach compliance fund,, Hackney carriage support to transition to ultra-low emission vehicles package

£2,267,529 Clean Air Fund Revenue funding for Business and Stakeholder Marketing & engagement campaign regarding mitigation & exemption support, and CAZ administration.

No.	Recommendation	Responsibility	Original Date For Completion	Cabinet Member's Assessment
R14	That the City Council should continue to collaborate with the West Midlands Mayor to build on the vision set out in the Birmingham Connected Transport Strategy to get clarity and commitment about the measures needed to support sustainable and inclusive growth and achieve compliance with air quality limits across the region.	Leader to West Midlands Mayor	Ongoing	1

Evidence of Progress (and Anticipated Completion Date if 'Not Achieved')

Measures within the Clean Air Zone package have been developed and will be delivered in partnership with Transport for West Midlands. These include a number of bus priority and infrastructure improvements and provision of a mobility credits scheme which will provide a travel card through the West Midlands SWIFT card system.

The Council and the West Midlands Combined Authority are delivering ambitious plans to transform transport infrastructure and services and have agreed an Investment Programme which will see:

Bus

New Bus Rapid Transit routes by 2022: Birmingham – Perry Barr – Walsall, Birmingham – Solihull/Birmingham Airport

Five further new Bus Rapid Transit routes by 2026: Birmingham – Halesowen, Birmingham – Dudley, Birmingham – Longbridge and Hall Green – Solihull, Birmingham – Langley/Peddimore – Sutton Coldfield

Core bus corridor and central Birmingham bus priority improvements including the Bartley Green - Harborne – Birmingham corridor

Rail

Increased suburban rail capacity serving central Birmingham, with 20,000 extra morning rush hour seats and more new carriages

New suburban rail stations, including stations at Moseley, Kings Heath, Hazelwell, Fort Parkway, Castle Bromwich.

Increased park and ride capacity for the West Midlands rail network, including expansion at Tipton, Sandwell and Dudley, Whitlocks End and Longbridge.

Metro

Metro tram extensions: Wolverhampton city centre, Westside extension to Centenary Square and Edgbaston Five Ways, Eastside extension, and Wednesbury – Brierley Hill extension Phase One to Dudley (Phase Two to Brierley Hill by 2023 and East Birmingham Solihull Extension by 2026)

Reducing Emissions from Public Transport

Upgrading West Midlands bus fleet to minimum Euro VI by April 2021, through retrofitting existing buses,

new Euro VI buses and hydrogen powered buses, overseen through local Advanced Quality Partnership Schemes and the Bus Alliance.

Introducing new cleaner rail rolling stock through the West Midlands rail franchise.

Seeking ways to reduce air pollution from trains stopping and idling at central Birmingham stations (New Street, Snow Hill and Moor Street), including making the case for national rail services stopping at central Birmingham to be run with non-diesel rolling stock.

Managing Congestion and the Key Route Network

With road transport emissions responsible for approximately 80% of air pollution and the associated impact of over 1,500 early adult deaths within the region being attributed to poor air quality, managing congestion is a key part of initiatives to improve air quality and deliver positive public health outcomes. Making sure that traffic is kept moving whilst reducing the number of miles travelled by vehicles on the road network will have a positive impact on air quality.

Transport for West Midlands have published a Congestion Management Plan which builds on existing programmes of work by partners including the Council to tackle congestion through providing additional capacity on the public transport and road networks particularly on the Key Route Network.

West Midlands Combined Authority Low Emissions Strategy

City Council officers are working closely with the WMCA on a Low Emission Strategy. The overarching aim is to provide support for local action. The strategy will identify joint actions between local authorities, the WMCA and other stakeholders where these will accelerate existing agreed local plans to tackle air quality and greenhouse gas emissions.

Appendix ③: Concluded Recommendations

These recommendations have been tracked previously and concluded.

They are presented here for information only.

Concluded

No.	Recommendation	Responsibility	Date Concluded by Overview and Scrutiny Committee	Tracking Assessment
R13	That the City Council can show that any additional measures, which may include charging owners of non-compliant vehicles, are based on evidence provided through a local feasibility study.	Cabinet Member for Transport & Roads	December 2018	1
R15	Progress towards achievement of these recommendations should be reported to the Health & Social Care O&S Committee no later than March 2018. Subsequent progress reports will be scheduled by the Committee thereafter, until all recommendations are implemented.	Cabinet Member for Health & Social Care	March 2018	2