

<b>Report of:</b>	<b>Cabinet Member for Transport and Environment</b>
<b>To:</b>	<b>Health &amp; Social Care Overview and Scrutiny Committee</b>
<b>Date:</b>	<b>19<sup>th</sup> November 2019</b>

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

### **Review Information**

Date approved at City Council:	12 <sup>th</sup> 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**

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

### **For more information about this report, please contact**

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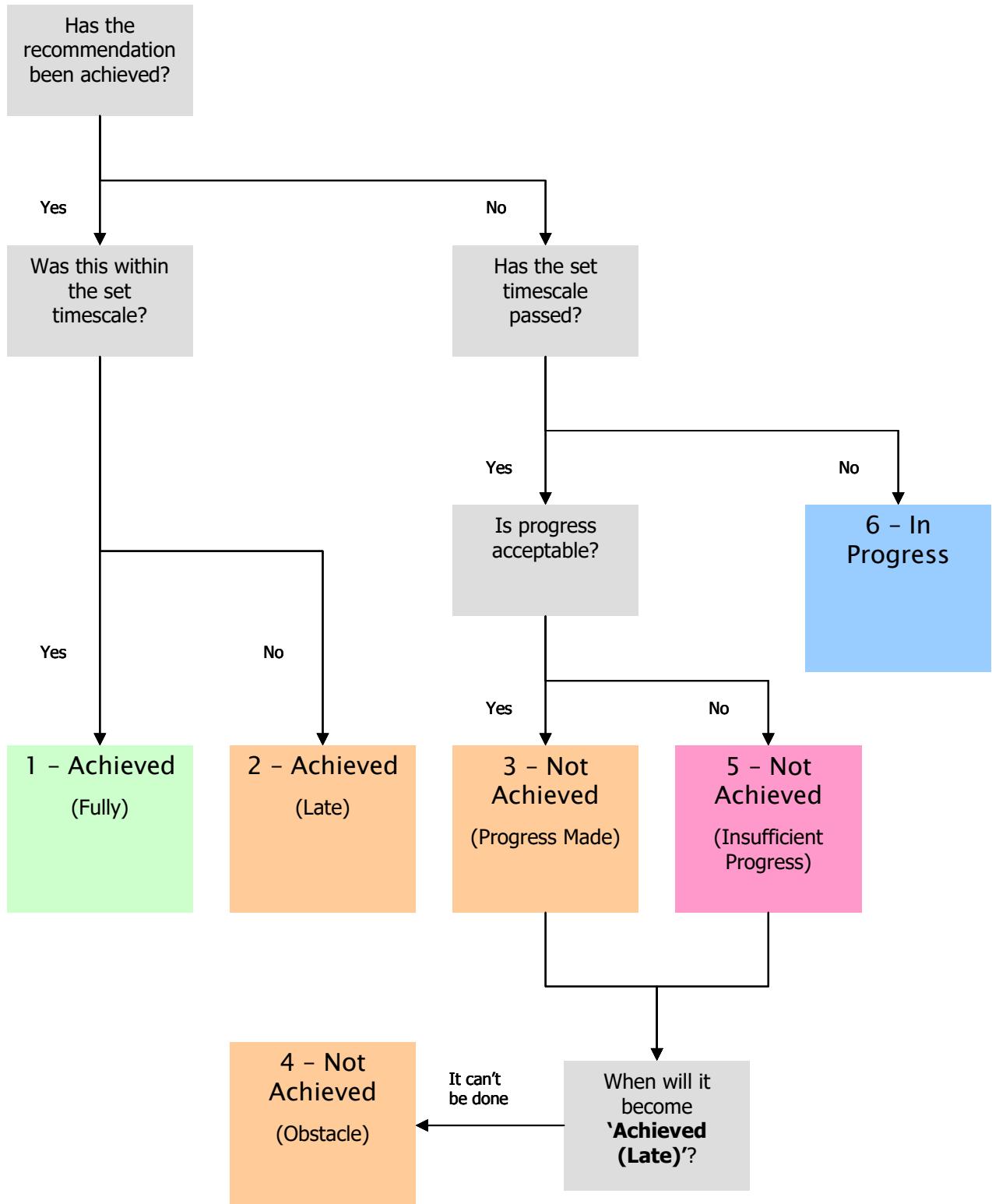
## **Appendix ①: The Tracking Process**

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?

<b>Category</b>	<b>Criteria</b>
<b>1: Achieved (Fully)</b>	The evidence provided shows that the recommendation has been fully implemented within the timescale specified.
<b>2: Achieved (Late)</b>	The evidence provided shows that the recommendation has been fully implemented but not within the timescale specified.
<b>3: Not Achieved (Progress Made)</b>	The evidence provided shows that the recommendation has not been fully achieved, but there has been significant progress made towards full achievement. <b>An anticipated date by which the recommendation is expected to become achieved must be advised.</b>
<b>4: Not Achieved (Obstacle)</b>	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).
<b>5: Not Achieved (Insufficient Progress)</b>	The evidence provided shows that the recommendation has not been fully achieved and there has been insufficient progress made towards full achievement. <b>An anticipated date by which the recommendation is expected to become achieved must be advised.</b>
<b>6: In Progress</b>	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
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	1

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

Please read in conjunction with the previous update contained in the report dated 14 May 2019.

The drivers for air quality monitoring are:

- The duty incumbent on the local authority under Local Air Quality Management (LAQM) to review and assess air quality within its area. This is delivered by Environmental Health and reported in the Annual Status Report (on the City Council website). The responsible service are presently reviewing the Air Quality Action Plan (the delivery document under LAQM) to identify sites that may require additional monitoring outside of the city centre. It is anticipated this will go out to consultation early in the new year.
- The Clean Air Zone requires maintenance of existing and the introduction of additional monitoring sites within the city centre. These will be delivered in readiness of the CAZ going live.
- The City Council is a key partner with other organisations in the UoB led WM-Air project which will see a range of additional monitoring sites established within the Birmingham area to assist in delivering on the outcomes from the WM-Air project.
- Citizen science based projects focussing on areas of local interest where legislative directions do not necessarily apply. The City Council supports these and works with those delivering these as far as able.

It is important to appreciate that monitoring of air quality does not stand still, rather it shifts and changes depending upon the requirements incumbent upon the Council and what support the Council are able to lend to partner organisations and citizen / interest groups. The requirement for enhance air quality monitoring is clearly there and the City Council is arguably working to deliver this in so far as it is able e.g. subject to resource constraints.

The City Council is also looking to provide a web platform for display of all such air quality information for public consumption, under the Brum Breathes programme. This is presently at the early stages of development.

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. A voluntary approach has been implemented with signs on pavements and boundaries around the hospital facing onto the road and close to the entrances where people often smoke. The impact the signs are having is being monitored and the intervention will be evaluated to determine its effectiveness.

Birmingham Women's and Children's NHS Trust are planning for all of their sites to be smokefree from 1<sup>st</sup> February 2020 and they currently have an online consultation open to help them shape their planning.

Sandwell & West Birmingham NHS Trust have made all of their sites smokefree; inpatients are able to access nicotine replacement therapy or e-cigarettes and vape shops have opened at the hospital sites. Smoking is banned on the sites with smoking wardens imposing fines and staff are at risk of disciplinary action if they ignore warnings.

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.

Maternity Providers are working together through the Sustainable Transformation Partnership to ensure there is consistency in smokefree approaches across all sites in Birmingham.

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	2

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

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

The WMCA's Congestion Management Plan includes seeking further traffic management powers as a key priority 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 continues to make the case to Government for the enactment of the powers through ongoing discussion on further Devolution.

It is now understood that the Government is now considering options for providing powers, linked to the announcement of 'A Better Deal for Bus Users' in September 2019.

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')

As of November 2019, 975 buses in the West Midlands are Euro VI standard or better (49 % of the entire fleet). Funding has been secured that will see a further 1,390 buses upgraded to a minimum Euro VI standard by the end of 2020.

This includes the March 2019 announcement of £5.5m from the Clean Bus Technology Fund 2017-19 Extension for a further 353 buses to be retrofitted in the region. This will see over 85 % of the West Midlands bus fleet meeting at least Euro VI standard by the end of 2020.

It is an aspiration in the West Midlands Vision for Bus, to have all buses operating in the West Midlands at least Euro VI standard by April 2021, although there is a circa £6 million shortfall to achieving this.

On the 30th September, the UK Government announced a Better Deal for Bus Users. This included the Government seeking expression of interest from local authorities and bus operators in developing an all-electric town or city, which will see the entire bus fleet changed over to zero emission capable buses. The town, not yet identified, will serve as a model for zero emission bus travel. Up to £50 million will be invested to contribute to new buses and the supporting infrastructure, and local authorities will need to show how this supports wider plans for public transport in the town or city

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	1

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

This recommendation also ties in with the review of the Tree Policies undertaken by a cross party Task and Finish Group culminating in a report to council on the 6<sup>th</sup> Feb 2018 and regular reporting back on progress to the Transport and Environment O&S committee.

As part of the overall review two recommendations were made that relate to R09

- An assessment of the canopy coverage for the city be made and that this be used in the planning process
- That the information provided be updated to reflect canopy coverage and current thinking on tree species choice and planting

Canopy coverage is seen as the most suitable measure for considering how cities can mitigate against the expected effects of climate change and as a result will aid to some extent in air quality improvements.

The City currently has an average canopy cover of around 18.6% (compared to UK average of 13%) however it is recognised that a coverage of 25% is seen to be the minimum required to meet future climate challenges. Some wards are in excess of 30% canopy coverage while others – often the more deprived wards – are as low as 9%. These low canopy cover wards would be targeted for tree planting as this is where the greatest benefit would be delivered.

As part of the tree policy review reaching 25% has been set as a target. However to reach this target tree planting must be sustainable, by this we mean giving trees the above and more importantly below ground space they require for establishment and growth to maturity and not over planting in any area which leads to poor quality tree, using numbers of trees planted is not a good measure.

Canopy coverage is now included as a measure within the draft development management policies, pre and post development canopy coverage will be considered as part of planning applications with an expectation that there should be no net loss at a given point post development (generally 20 – 25 years). Ideally we will be seeking increases over the base levels.

To allow longer term monitoring of canopy coverage the city has procured an annual license to access the National Tree Map – this is a GIS based map set generated using high quality aerial imagery – it shows tree heights and canopy extents and is updated on a 3 yearly basis, this can be used to provide figures for existing canopy cover and monitor changes over time.

To assist developers and householders alike in considering trees information is to be provided within a design guide which is to be produced to replace a number of the existing Supplementary Planning Documents (SPD's) and provide the background detail to support the city's BDP . While this is in development information is to be uploaded to the planning web pages.

Details to be included are:

Tree canopy coverage - assessments and targets

Details on tree retention and protection

Choosing the right tree for the right place

Soil rooting volumes

Incorporation of SUDs

The tree policy review has already has wide reaching impact with several of the major developments in the city considering and implementing the guidance.

The St Lukes development on Bristol Street is one example where significant tree planting will be incorporated into the development, discussion was had between developers and tree officers to ensure that suitable species are chosen that will provide significant visual amenity, offering increased canopy coverage and a long term sustainable contribution to the wider urban forest.

## 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
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)	May 2019	2
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	May 2019	2
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	May 2019	1
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	May 2019	1
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	May 2019	2
R11	That the City Council will respond with demonstrable proposals to the forthcoming government consultation on diesel scrappage schemes.	Leader to Central Government	May 2019	2

<b>R12</b>	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	May 2019	2
<b>R13</b>	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
<b>R14</b>	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	May 2019	1
<b>R15</b>	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