

Cabinet

12th February 2019

Name of Cabinet Member:

Cabinet Member for Jobs and Regeneration – Councillor J O’Boyle
Cabinet Member for Public Health and Sport – Councillor K Caan
Cabinet Member for City Services – Councillor P Hetherton

Ward(s) affected:

City-wide

Director Approving Submission of the report:

Deputy Chief Executive (Place)

Title: Coventry Local Air Quality Action Plan

Is this a key decision?

Yes – the proposals within the report have financial implications of over £1m and will have an impact across the city.

Executive Summary:

In July 2017 the Government published the “United Kingdom Plan for tackling roadside nitrogen dioxide (NO₂) concentrations” in response to growing concerns about the impact on the nation’s health. Coventry was named as one of 22 towns and cities within the UK where NO₂ levels are forecast to exceed legal limits by 2020.

The government has established a Joint Air Quality Unit (JAQU) to work with the relevant local authorities to develop Local Air Quality Action Plans (LAQAP) to achieve the legal limits for NO₂ in the shortest possible time. Local authorities are required to submit business cases to access funding set aside to support the delivery of these plans. This report outlines the proposed Outline Business Case for Coventry and seeks approval for submission to JAQU.

Detailed air quality and traffic modelling identified that within Coventry the areas of greatest concern in terms of poor air quality are Holyhead Road (Ring Road to Alvis Retail Park) and Walsgrave Road (Ball Hill).

An initial Strategic Outline Case (SOC) was submitted to JAQU in March 2018, outlining the range of measures under consideration. This was reported to Cabinet in July 2018.

The measures in the SOC have been modelled in detail to identify the preferred package of measures that will be included in the LAQAP. The preferred package avoids the need for any form of charging and includes:

- promoting the use of electric vehicles
- real time monitoring of air quality linked to dynamic traffic management
- initiatives to promote changes in travel behaviour and reduce car use within the city
- highway improvements to ease congestion (focussed on Holyhead Rd/Spon End and Walsgrave Road)
- construction of new cycle routes

The LAQAP, supported by an Outline Business Case identifying the resources required to implement it, was due to be submitted to JAQU by the end of 2018, but following considerable work developing the evidence base and assessing options, submission has been delayed into 2019 to ensure that the most robust case for the preferred package of measures can be made.

There will be public engagement on the preferred package, feedback from which will be used to refine the Outline Business Case (“OBC”) and finalise the package to be presented to Government in the Full Business Case submission later in 2019.

The Council has successfully bid for early funding to improve air quality and in July 2018 Cabinet approved the addition of the following grant-funded projects to the Council’s capital programme:

1. £2.021m ‘early measures’ funding which will be targeted at the A4600 corridor (Ball Hill)
2. £1.5m ‘clean bus technology’ fund for retrofitting over 100 National Express buses to make them Euro 6 compliant
3. £300,000 for the introduction of residential on-street electric vehicle charging.
4. £1.2m secured from OLEV for Taxi Infrastructure

Implementation of these projects is progressing well, and will be completed by the end of 2019.

In July 2018, Cabinet also approved the submission of a bid to the Government for funding from the latest round of the Ultra-Low Emission Bus Scheme (ULEBS). The joint bid with National Express and Transport for the West Midlands was for the purchase of ten new electric-powered buses to operate within Coventry, and for the supporting charging infrastructure. The outcome of this bid is currently awaited, with a decision expected in February 2019.

Recommendations:

Cabinet is asked to:

1. Approve the submission to Government of the Outline Business Case for the Coventry City Local Air Quality Action Plan
2. Delegate Authority to the Deputy Chief Executive (Place), following consultation with the Leader of the Council, Cabinet Member for Jobs and Regeneration, Cabinet Member for Public Health and Sport, Cabinet Member for City Services and the Director of Finance and Corporate Resources, to:
 - Manage the submission of the Outline Business Case for the Coventry City Local Air Quality Action Plan, as appended to this report, to Government.
 - Undertake the public engagement and consultation on the Coventry City Local Air Quality Action Plan.
 - Develop and submit to the appropriate bodies bids for grant funding for further measures that would support the objectives of the Local Air Quality Action Plan.

3. Note the progress with the implementation of the NO₂ Plan Early Measures Fund grant awarded for the A4600 Corridor (£2.021m) and approve the amendment of the programme in relation to the Ball Hill Junction Improvement scheme, as outlined in paragraph 1.9 of this report.
4. Note the submission of the Ultra-Low Emission Bus Scheme capital grant bid and if successful for the sums secured to be added to the Council's 5 year Capital Programme.
5. Delegate authority to the Deputy Chief Executive (Place), following consultation with the Director of Finance and Corporate Resources, to enter into funding agreements as appropriate to secure the Ultra-Low Emission Bus Scheme capital grant.
6. Delegate authority to the Deputy Chief Executive (Place) for the conduct of procurement processes as are required to achieve delivery of the Coventry City Air Quality Action Plan and for the award of such once a compliant procurement exercise has been conducted.

List of Appendices included:

Appendix 1 – Outline Business Case for the Coventry Local Air Quality Action Plan.

APPENDIX 2 – Air Quality Action Plan – High level programme

Background papers:

None

Other useful documents:

Report to Cabinet 17th July 2018 – Coventry Local Air Quality Action Plan

<http://democraticservices.coventry.gov.uk/ieListDocuments.aspx?CId=124&MId=11771&Ver=4>

Has it been or will it be considered by Scrutiny?

No

Has it been or will it be considered by any other Council Committee, Advisory Panel or other body?

No

Will this report go to Council?

No

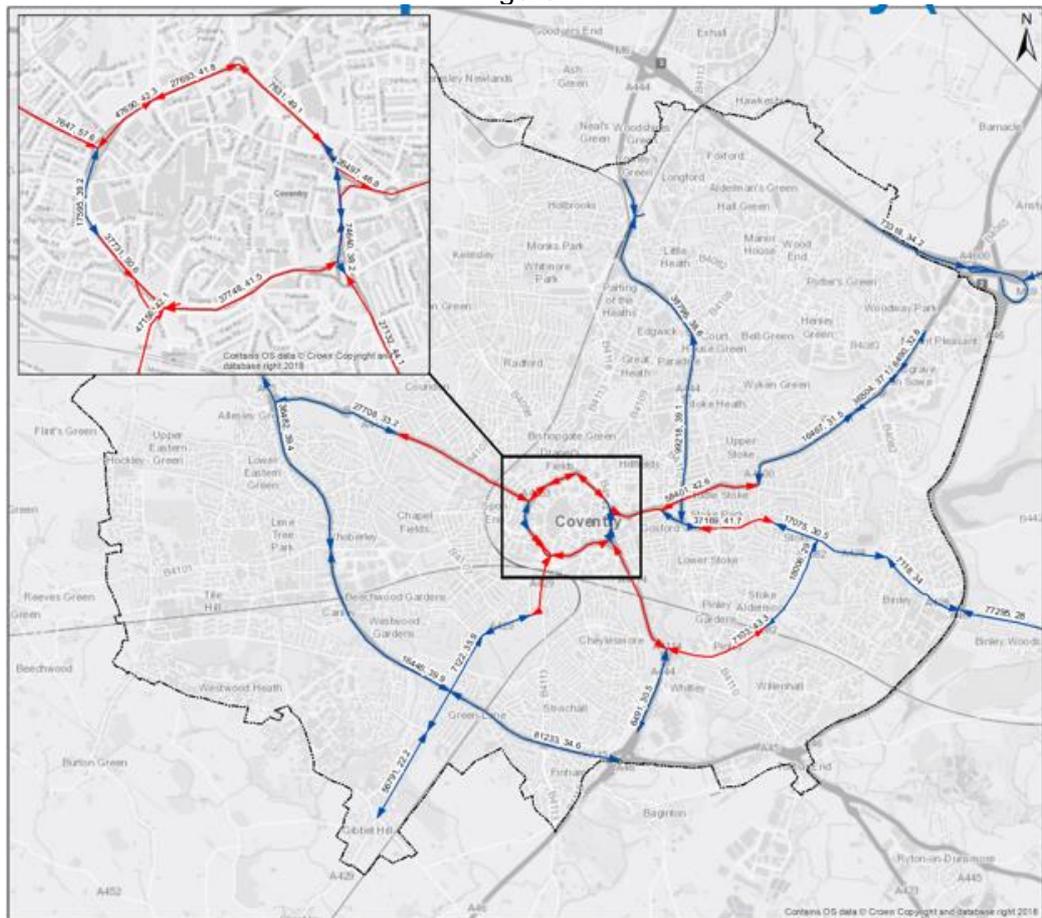
Report title: Coventry Local Air Quality Action Plan

1. Context (or background)

Air Quality Action Plan and Outline Business Case

- 1.1. In July 2017, the Government published the “UK plan for tackling roadside NO₂ Concentrations” and Coventry was named as one of the 22 towns and cities in the UK where annual mean NO₂ concentrations are projected to exceed legal limits in 2020, and beyond. Reducing NO₂ concentrations to a level within the legal limit is required to be achieved in the shortest possible time, a target that has been confirmed by the High Court following recent proceedings against the UK government brought by an environmental pressure group (ClientEarth). As a result, the Government has established the Joint Air Quality Unit (JAQU), which includes officials from the Department for Transport (DfT) and the Department of the Environment Food and Rural Affairs (DEFRA), to work with the named local authorities to develop action plans to achieve compliance.
- 1.2. There are known locations, shown by local air quality monitoring, within Coventry where annual NO₂ concentrations exceed the level set by the European Union (EU) Limit Value and National Air Quality Strategy objective (40 µg/m³). However, the whole of the Coventry urban area has been selected as the overall study area as it has been declared an Air Quality Management Area (AQMA) since 2009. This is to avoid the situation where a targeted approach in one or more geographic areas only shifts the problem elsewhere.
- 1.3. A comprehensive traffic data collection programme was undertaken to provide a robust evidence base of the current volume and composition of traffic in the city. This data has been used to inform detailed modelling work which has identified that older diesel cars contribute approximately 50% of the emitted Nitrogen Dioxide (NO₂) at the locations exceeding the legal limits of NO₂. This indicates that interventions focussed on reducing emissions from commercial vehicles, including taxis and buses, will not solely achieve compliance with NO₂ legal limits, and that a wider package of interventions will be required.
- 1.4. The modelling work has identified that a significant part of the city’s road network is forecast to exceed the legal limits for roadside NO₂ levels in 2021, most notably the A4114 Holyhead Road, the ring road, A4600 Walsgrave Road, A428 Binley Road and A4114 London Road. These are illustrated in red in Figure 1.

Figure 1



- 1.5. The direction placed upon the Council is that an action plan be drawn up and implemented that will achieve compliance with the legal limits “in the shortest possible time”. The assessment of the shortest possible time is based on a comparison of the preferred package of measures comprising the action plan against a benchmark scenario. Government has stipulated that the benchmark scenario should be based on a Clean Air Zone (CAZ). Vehicles that do not comply with the required standards in terms of emissions would be charged should they enter the CAZ.
- 1.6. A significant amount of work has been undertaken to identify and test a wide range of measures and interventions aimed at reducing NO₂ levels at those locations identified in Figure 1 to below the legal limit. Care has been taken to identify a package of measures that can achieve this objective without creating problems elsewhere within the city. Following extensive modelling and analysis a preferred package of measures has emerged as being the most effective in reducing NO₂ levels as well as generating other transport, economic and environmental benefits for the city. This package is summarised below:

Package Element	Description	Impact
AQ 1 - Technology	A city-wide upgrade of traffic signal technology to provide the facility for enhanced proactive traffic management including, where appropriate, queue re-location. This would be supported by associated investment in Variable	This will provide the infrastructure necessary to support the dynamic traffic management approach that will enable traffic to be diverted and

	Message Signs at key points on the local road network, and in enhanced traffic and air quality monitoring equipment.	encouraging away from pollution hotspots when emissions levels are measured as exceeding certain thresholds.
AQ 2 – Engagement	A city-wide programme of travel planning initiatives to include all schools and educational establishments, all major businesses and employers, and local communities within or adjacent to the main corridors within which NO ₂ levels are identified to be a problem.	These initiatives will seek to reduce the number of car trips being made at a local level by encouraging people to adopt more sustainable and healthy alternatives such as walking, cycling or using public transport.
AQ 3 – Fleet	Working with taxi businesses, public transport operators and businesses operating major fleets of vehicles to ensure that commercial vehicles operating within Coventry are upgraded to meet high standards in terms of low or zero emissions (Euro 4 standard for petrol vehicles, Euro VI for diesel vehicles). This will be through a mixture of financial incentives (funding support for the upgrade of vehicles) and business incentives (taxi licencing and bus contract conditions specifying a minimum standard of low and zero emission vehicles).	The evidence base shows that a significant number of commercial vehicles operating within the city are non-compliant with the desired standard, so this programme would see greener, cleaner vehicles introduced onto the city's network.
AQ 4 – Cycling	To support the engagement programme aimed at encouraging more people to cycle, improvements will be made to the city's cycle network, with high standard routes being built on four key corridors connecting the city centre with outlying suburbs and key destinations. These corridors are: 1 City Centre to Coundon 2 City Centre to Binley and Hospital 3 City Centre to Whitley 4 City Centre to University of Warwick	Encourage more cycling for local journeys by providing high standard infrastructure on key routes running through identified pollution hotspots.
AQ 5 – Highways	To facilitate the introduction of dynamic traffic management, highway improvements are required to ensure that pinch points on the local road network are removed to allow traffic to be diverted away from pollution hotspots without creating a problem elsewhere. This package element is focussed on the Holyhead Road corridor and the parallel routes, and comprises: 1 Removal of traffic lights at Holyhead Road / Barras Lane 2 Closure of Coundon Road at the level crossing	This package will relieve traffic pressures on Holyhead Road, ensuring reduced traffic flows and freer-flowing traffic thereby reducing NO ₂ levels at the worst pollution hotspot within the city. The improvements at Spon End and J7 will facilitate this by increasing the capability

	3	Introduction of peak-time traffic restrictions on Holyhead Road between the railway bridge and the ring road junction (inbound closure in the a.m. peak, outbound in the p.m. peak)	of the parallel route to Holyhead Road to accommodate traffic diverting from Holyhead Road.
	4	HGV ban on Holyhead Road between the railway bridge and the ring road.	Collectively, these changes will enable the Council to proactively manage traffic flows entering the city from the west by directing traffic along the corridor that will have the least air quality impact. These improvements will also benefit walking, cycling and public transport services, whilst the closure of the level crossing at Coundon will make it easier to introduce more frequent and reliable rail services on the Coventry to Nuneaton line.
	5	Spon End improvement scheme to increase capacity and improve routes for pedestrians and cyclists.	
	6	Improvement to Ring Road Junction 7 to increase capacity and improve routes to the city centre for pedestrians and cyclists.	

1.7. This package is modelled as achieving NO2 compliance in 2024 which compares with 2024 for the benchmark CAZ (realistic upgrade) scenario. The preferred package therefore meets the air quality objective, provides significant additional transport and economic benefits, helps to promote active travel, and avoids the detrimental economic impacts that a CAZ would have upon the local communities within the city.

1.8. Full details of the evidence base, data monitoring, modelling approach and results, and the scenarios that have been assessed are included within the Outline Business Case which is appended to this report (see Appendix 1).

1.9. **Early Measures Programme**

1.9.1. The Early Measures Programme is based on the A4600 (Walsgrave Road, Ball Hill) corridor, an important transport corridor in the North-east of the city linking the city centre with Junction 2 of the M6. The corridor contains a mix of residential and commercial areas, including the Hospital. This programme of interventions is a mixture of infrastructural and behaviour change/travel planning measures that will be delivered in a co-ordinated and targeted way to deliver maximum impact. The programme, which is underway, comprises the following:

1.10. **Engagement Programme**

1.10.1. The engagement activities will promote behaviour change by people who live, work or study along the A4600 corridor from the city centre to the M6. Engagement activities are taking place in schools and workplaces and within residential areas to promote walking, cycling, car sharing, public transport and the use of Ultra-Low Emission

Vehicles (ULEVs). This is being reinforced by an air quality public awareness campaign, and public events aimed at the wider community. This campaign will be linked with and will build upon the current Coventry and Warwickshire Choose How you move programme: www.coventry.gov.uk/activetravel.

1.10.2. To date twelve schools and seven businesses have been engaged within the programme. The engagement work with local communities is scheduled to commence in March 2019.

1.11. ***Ball Hill Junction Improvement***

1.11.1. Ball Hill is a key district centre, through which the A4600 from the M6 into the city centre runs. The signalised junction of Walsgrave Road/Clay Lane/Brays Lane creates a bottle neck which results in vehicle delay, idling vehicles and NO2 emissions. A proposed redesign of this junction to reduce delay on the A4600 and improve air quality was the subject of a public consultation in Autumn 2018. Following analysis of the feedback received from Members, residents and businesses, the proposal has been amended and a package of highway improvements identified that are intended to reduce the amount of traffic passing through Ball Hill Junction. The revised package comprises:

- Upgrade of the traffic lights at the A4600 / Brays Lane / Clay Lane junction, whilst retaining all movements that can currently be made at the junction;
- Reduction in the width of the bus boarder on the A4600 to the west of the junction to ease traffic flows by ensuring that buses do not impede traffic;
- Installation of traffic signals at the Brays Lane / Binley Road junction is also being considered to make it easier for people to use this junction to leave and enter the local area thereby relieving the amount of traffic passing through the Ball Hill Junction.

1.12. ***Electric Taxis***

1.13. Taxi drivers are well placed to act as ambassadors for the adoption of low emission vehicles through their visible presence on street in areas of high footfall, such as the city centre, Hospital and University. To promote the uptake of electric taxis to replace diesel powered vehicles, the opportunity will be created for drivers to trial electric taxis through a package of measures that will incentivise them to do so. To date, twenty drivers have signed up for the trial, and this has resulted in ten new electric taxis being ordered. This initiative will complement the installation of rapid charging points for electric taxis, which is being funded separately by OLEV in a project that has commenced during 2018/19, and which has seen six rapid charging points out of the 39 planned installed to date.

1.14. ***A4600 Corridor Traffic Management and Technology***

1.14.1. The A4600 corridor was included within the IVMS (interactive variable message signing) project. The equipment installed as part of this project will be utilised and enhanced to enable dynamic traffic control based on real time air quality sensors that have been installed along Walsgrave Road. The information from the sensors will be used to communicate to drivers alternative route options in the event of poor air quality and to reduce congestion within Ball Hill by controlling signals to relocate queues outside the affected area and to smooth traffic flows.

1.15. ***Other Secured and Potential Funding Sources***

1.15.1. The Council has the opportunity to bid for additional funding through the Clean Air Fund. The application for the Clean Air Fund (CAF) will be submitted as part of the Outline Business Case. The aim of the fund is “to support individuals and businesses affected by

local NO2 plans without reducing the effectiveness of those plans.” Detailed guidance on the CAF has just been released by Government and the opportunities for a Coventry bid to complement the AQAP are being identified. This will be a competitive bid process. The OBC identifies the level of funding being sought to be in the region of £6-8m.

1.15.2. The Council has also secured funding for the installation of electric vehicle charging points across the city, with two programmes of work being funded.

- Electric Charging Points for Taxis – as reported to Cabinet on 13th February 2018, this programme will see 39 electric charging points installed across the city centre for the use of taxis utilising capital grant funding of £1.2 million secured from Government. The installation of this infrastructure is essential to support the objective of transforming the taxi fleet within Coventry from the current ageing stock to a modern, low emission, fleet of vehicles. The lack of charging points is one of the main barriers to ownership and operation of electric taxis within the city, and this programme will ensure that electric taxis will become a viable option for taxi operators within Coventry. The installation programme commenced in 2018 and will be completed by 2020. The contract for this work has been awarded to a consortium led by Siemens. A revenue sharing agreement is in place between the Council and the consortium, and the consortium will be responsible for the management and maintenance of the charging points, including all associated costs.
- On-street Electric Car Charging Points in Residential Areas – this programme is aimed at encouraging private ownership of electric cars through the installation of charging points in residential areas where private off-street parking is at a premium. Around 140 charging points will be installed in residential areas of the city where parking takes place on street, with the aim of removing one of the barriers to electric car ownership. The Government has awarded the Council £300,000 in capital grant funding for this programme for 2018/19, with a further £100,000 in match funding being secured from the private sector partners within the project. The installation, management and maintenance of the charging points will be undertaken by the private sector consortium led by Siemens, as part of the same arrangements as the Taxi scheme referred to above.

1.15.3. Following Cabinet approval in June 2018, the Council, working with National Express and Transport for the West Midlands, submitted a bid for ten new electric buses and the supporting charging infrastructure to Government. The outcome of this bid is expected in February 2019.

2. Options Considered and Recommended Proposal

- 2.1. Within the Outline Business Case, details of the various options considered are given covering the key themes of greener vehicles, smoother traffic flow and behaviour change. These were refined based on additional evidence and modelling work undertaken for each option, and a further series of packages were assessed for effectiveness in achieving NO2 compliance in the shortest possible time. All options were assessed against a benchmark scenario involving the establishment of Clean Air Zones (CAZs) where non-compliant vehicles are charged for access to defined areas.
- 2.2. As the Air Quality Action Plan and supporting Outline Business Case is part of a direction from the Secretary of State, there are no alternative options to consider.

3. Results of consultation undertaken

- 3.1. Stakeholder engagement has taken place during the development of the Local Air Quality Action Plan, as set out within the Outline Business Case. Subject to Cabinet approval, public engagement will be undertaken for the LAQAP preferred package of measures during February and March.
- 3.2. Consultation will be undertaken in relation to the design of highway improvement schemes at appropriate stages of the design process. This will be particularly important as changes to the highway layout will potentially affect a number of groups including road users, local businesses, residents and transport companies.

4. Timetable for implementing this decision

- 4.1. Subject to Cabinet approval, the Coventry City Local Air Quality Action Plan and supporting Outline Business Case will be submitted to JAQU in February 2019. There will also be a public consultation on the preferred LAQAP strategy outlined in the OBC. Once feedback has been received from JAQU, and comments received from the consultation have been assessed, the LAQAP will be refined as necessary and a final Full Business Case for the revised LAQAP will be brought back to the Cabinet for consideration prior to its submission. The programme for this process is included as Appendix 2.
- 4.2. The Early Measures programme is on course for being delivered by Autumn 2019, with the majority of the individual projects to be delivered during financial year 2018/19.
- 4.3. Other funding bids will be developed and submitted to meet the deadlines set by the funding bodies.

5. Comments from Director of Finance and Corporate Resources

5.1. Financial implications

- 5.1.1. Revenue grant funding of £700,000 was received in March 2019 from Government to support the development of the Local Air Quality Action Plan (LAQAP) and the supporting Outline Business Case (OBC). Further funding of £70,000 is being sought from JAQU through the Outline Business Case to cover increased expenditure incurred in the development of the LAQAP, due to a need for additional modelling work to provide the evidence base for the preferred strategy. Initial indication is that JAQU will approve this through the submission of the Outline Business Case.
- 5.1.2. The OBC sets out the level of grant funding that the Council is seeking from Government for the implementation of the LAQAP. This funding can be secured through two different funding streams, these being:
 - Implementation Plan funding – this is the core funding for the AQAP implementation, which will be awarded to the Council based on the Full Business Case submission later in 2019, and;
 - Clean Air Fund (CAF) – this is supplementary funding which will be awarded to local authorities on a competitive basis to support measures that will mitigate the impact of measures implemented through the LAQAP, where these will have an economic impact upon local businesses and communities. The Council will need to submit a supplementary bid for CAF grant as part of the OBC submission.

- 5.1.3. The total national pot available for the Implementation Fund is £255m. The available pot for the Clean Air Fund is £220m, which is a competitive bid application process. In total, £70-75 million is being sought from the Implementation Plan funding, and £6-8 million through the CAF.
- 5.1.4. This funding complements other grant secured from Government for other initiatives that will help to improve air quality within Coventry by helping to transition the vehicle fleet towards low emission vehicles. These other funding sources includes:
- Electric Charging Points for Taxis – as reported to Cabinet on 13th February 2018, capital grant funding of £1.2 million has been secured from OLEV for the installation of 39 electric charging points across the city for use by taxis. The contract for the installation of these points has been awarded to a private sector consortium led by Siemens, and installation commenced in 2018.
 - On-street Electric Vehicle Charging Points in Residential Areas – capital grant funding of £300,000 has been secured for the installation of up to 140 on-street charging points in residential areas across Coventry. These will support the increased take-up of electric cars by Coventry’s residents by removing one of the main barriers to such ownership in inner-city residential areas with no off-street parking. The grant funding is supplemented by a further £100,000 of match funding provided by the private sector partners in the project. The installation of the charging points will be delivered through the contract with the private sector consortium led by Siemens, as set out above.
 - Low Emission Bus Scheme – capital grant funding of £1.5 million has been secured to allow the main local bus company, National Express, to retrofit the older buses within its fleet by replacing the engines with modern Euro 6 compliant engines that meet with current requirements in terms of emissions. The retrofit programme is being managed by National Express, and is programmed to be delivered during 2018/19.
- 5.1.5. There are no anticipated wider revenue implications from the measures that are being identified within the Outline Business case.

5.2. **Legal implications**

- 5.2.1. The Government has a legal obligation to achieve a reduction in NO₂ levels as part of the national strategy. The City Council is obliged to prepare and implement a Local Air Quality Action Plan setting out how it intends to improve air quality within the designated Air Quality Management Area, and this needed to be submitted to JAQU by 31st December 2018. Any further delay to the submission of the Outline Business Case to Government could potentially result in the taking of action against the City Council for a breach of its legal obligation which could incur possible financial penalties.
- 5.2.2. The proposals in the Report therefore seeks to achieve compliance with the Minister’s direction of 27th July 2017 and the statutory duties of the Council. There may also be a requirement to introduce Traffic Regulation Orders (TROs) to support the introduction of the highway improvement schemes identified within the LAQAP, whilst the necessary statutory approvals will be required for the proposed closure of the level crossing on Coundon Road. All highway and cycling schemes included within the package will be subject to the standard statutory consultation process for TROs where these are required.
- 5.2.3. Any Procurement necessary to support this project will be subject to the City Councils rules for Contracts and the Public Contract Regulations 2015. Appropriate Procurement procedures will therefore be undertaken to ensure compliance with those said rules and regulations.

6. Other implications

6.1. How will this contribute to achievement of the Council's Plan?

6.1.1. The implementation of the Local Air Quality Action Plan will fully contribute towards meeting the following objectives within the Council's Plan:

- Improving the quality of life for Coventry's people by improving health and wellbeing and reducing health inequality.
- Creating an attractive, cleaner and greener city.

6.1.2. The Council recognises the impact of air pollution on health and wellbeing and is committed to taking action to improve air quality in the city. It is recognised that air pollution has effects on health across the life course, contributing to the development or exacerbation of a range of health conditions, as well as to mortality at a population level. The LAQAP package of measures will support the improvement of public health by tackling air quality problems within the city as well as by promoting sustainable and active travel.

6.2. How is risk being managed?

6.2.1. A robust governance structure is in place to manage risk, both for the Local Air Quality Action Plan and the Early Measures programme. A programme risk register is established which highlights key risks and puts in place appropriate mitigation, and this is routinely monitored by the Air Quality Programme Board which has multi-disciplinary representation from CCC, Public Health representatives and JAQU.

6.3. What is the impact on the organisation?

6.3.1. The implementation of the Local Air Quality Action Plan programme will use the time and resources of Councillors and senior officers. The resources required for the delivery of specific schemes and initiatives included within the programme will, however, largely be funded from the Implementation Fund grant being sought from Government, and the bid contained within the Outline Business Case makes provision for this.

6.4. Equalities / EIA

6.4.1. The LAQAP programme will improve public health in Coventry by reducing emissions. As the areas of poorer air quality within the city also tend to be those areas with greatest levels of social deprivation, the impact on any group protected under the Equalities Act is anticipated to be generally positive. As part of the options appraisal process for measures to be included in the Local Air Quality Action Plan a distributional impact analysis has been undertaken to ensure that no groups are disproportionately negatively impacted, although it is also important that those most affected by poor air quality are disproportionately positively impacted. Where such negative impacts are identified, then funding is being sought from the Clean Air Fund to implement further measures to mitigate those impacts. Such measures include compensating businesses for increased operating costs incurred as a result of the LAQAP.

6.5. Implications for (or impact on) the environment

6.5.1. The package of measures proposed in the LAQAP and in associated programmes such as the electric vehicle charging points installation will have a positive impact on the

environment through the reduction in emissions that are intended to be achieved, and the associated improvement in air quality.

6.6. Implications for partner organisations?

- 6.6.1. Coventry City Council will work closely with Transport for West Midlands through scheme development and delivery on the individual elements of the Early Measures programme, the Local Air Quality Action Plan, and on other supporting funding bids such as those to the ULEBS.
- 6.6.2. The City Council will also be working with taxi and bus operators, especially on the introduction of electric-powered vehicles and supporting infrastructure within the city.
- 6.6.3. The Early Measure and LAQAP engagement programmes will involve close working with a range of partners including major businesses and employers, the Hospital NHS Trust, Universities, schools, and local community organisations.
- 6.6.4. The Council also works closely with local authorities in Warwickshire, through the Coventry and Warwickshire Air Quality Alliance, sharing best practice in relation to tackling air pollution and emissions, and the Alliance will be an important stakeholder in the implementation of the Local Air Quality Action Plan especially where identified measures might require cross-boundary initiatives and co-operation.

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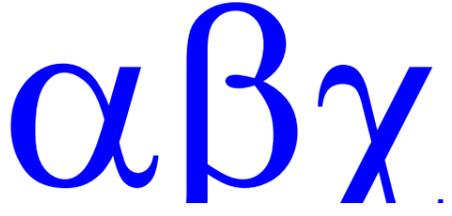
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Councillor K Caan	Cabinet Member, Public Health and Sport	-	18/01/19	23/01/19
Councillor P Hetherington	Cabinet Member, City Services	-	18/01/19	23/01/19

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APPENDIX 1 – Outline Business Case for the Coventry Local Air Quality Action Plan

