

# Public Document Pack



Coventry City Council

## Place Directorate

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To all Members of the Business, Economy and Enterprise Scrutiny Board (3)

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5<sup>th</sup> July, 2018

Our ref: C/MR

Dear Member,

### **Supplementary Agenda – Meeting of the Business, Economy and Enterprise Scrutiny Board (3) - Wednesday, 11th July, 2018**

The papers for the above meeting were circulated on 3<sup>rd</sup> July, 2018. At the time of publication, the document below was not available. The document has now been received and is attached to this letter. Please include with your papers for the meeting.

- **Agenda Item 5. COVENTRY AIR QUALITY ACTION PLAN (Pages 3 - 18)**

Report of the Deputy Chief Executive (Place)

If you have any queries, please do not hesitate to contact me.

Yours sincerely

Michelle Rose  
**Governance Services Officer**

**Membership:** Councillors R Auluck, J Birdi, G Crookes, R Lancaster, J McNicholas (Chair), C Miks, B Singh, T Skipper and K Taylor

**By invitation:** Councillors J Clifford, J Innes, R Lakha, K Maton, J O'Boyle and D Welsh, K Caan, R Ali



INVESTOR IN PEOPLE

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## Public report Cabinet Report

**Business, Economy and Enterprise Scrutiny Board (3)  
Cabinet**

**11<sup>th</sup> July 2018  
17<sup>th</sup> July 2018**

**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 J Innes

**Ward(s) affected:**

City-wide

**Director Approving Submission of the report:**

Deputy Chief Executive (Place)

**Title:** Coventry Local Air Quality Action Plan

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**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.

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**Executive Summary:**

In July 2017, the Government published the “United Kingdom Plan for tackling roadside nitrogen dioxide (NO<sub>2</sub>) concentrations”, and Coventry was named as one of 22 towns and cities within the UK where NO<sub>2</sub> 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 achieve the legal limits for NO<sub>2</sub> in the shortest possible time within the identified towns and cities.

To meet JAQU requirements, the City Council needs to develop a Local Air Quality Action Plan (LAQAP) setting out how the Council will achieve the legal limits for NO<sub>2</sub> in the shortest possible time. This LAQAP, supported by a Full Business Case identifying the resources required to implement it, needs to be submitted to JAQU by the end of 2018.

An initial Strategic Outline Case (SOC) for the LAQAP was submitted to JAQU in March 2018, outlining the range of measures under consideration for inclusion in the LAQAP, as outlined in Paragraph 2.1 within the main body of the report. The SOC will form the basis for the further development of the LAQAP. Further work is underway to investigate possible routes to achieve compliance including promoting the use of electric vehicles and utilising the latest technology to maximize the efficiency of the road network and to promote changes in travel behaviour.

In the meantime the City Council has been successful in obtaining funding to help reduce NO<sub>2</sub> including:

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.

Cabinet approval is sought to add these to the capital programme.

The Government has also published details of the latest round of the Ultra-Low Emission Bus Scheme (ULEBS) whilst Innovate UK is also currently calling for bids to its Research and Development Fund for on-street and wireless charging technologies for electric vehicles. Both of these offer opportunities for the City Council to develop further bids for funding that would support the operation of electric-powered buses within the city, initially through a pilot project based on the Walsgrave Road corridor. This would clearly contribute towards achieving NO<sub>2</sub> compliance within the city as part of the Air Quality Action Plan. Bids to the ULEBS will need to be submitted by the end of June 2018.

The Government published the draft National Clean Air Strategy for consultation on 22<sup>nd</sup> May 2018 with responses due to be submitted by 14<sup>th</sup> August 2018. A response to relevant questions is currently in preparation.

#### **Recommendations:**

Cabinet is requested to:

- 1) 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:
  - Determine the final content of the Local Air Quality Action Plan and Full Business Case and to bring these back to Cabinet for consideration prior to submission to the Government's Joint Air Quality Unit by December 2018.
  - Implement the Early Measures programme for the A4600 Corridor utilising the £2.021 million grant funding received from Government for this purpose.
  - Develop and submit to the appropriate bodies bids for grant funding for further measures that would support the objectives of the emerging Local Air Quality Action Plan.
  - Respond to the Government consultation on the Clean Air Strategy.
- 2) Note the addition of the NO<sub>2</sub> Plan Early Measures Fund grant awarded for the A4600 Corridor (£2.021m) and approve addition of the successful Coventry NO<sub>2</sub> Reduction Early Measures Programme to the Council's 5 year Capital Programme as approved by Council on 20<sup>th</sup> February, 2018 and 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.
- 3) Approve the Council to act as Accountable Body for, and note the addition to the Council's capital programme of the £1.5m Clean Bus Technology Fund capital grant, and 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.

- 4) Note the addition of the £300,000 On-street Residential Charge Point Scheme capital grant to the Council's 5 year Capital programme and 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.
- 5) Delegate authority to the Deputy Chief Executive (Place) for the conduct of procurement processes as relevant to achieve delivery of the Air Quality Action Plan and for the award of such procurement once a compliant tender exercise has been conducted.

The Business, Economy and Enterprise Scrutiny Board (3) is requested to:

- 1) Support the recommendations to Cabinet.
- 2) Identify any additional recommendations to Cabinet.
- 3) Receive updates on the progress of the Plan.

**List of Appendices included:**

Appendix 1 – Early Measures Programme: A4600 Corridor

Appendix 2 – Air Quality Action Plan Programme

**Background papers:**

None

**Other useful documents:**

Clean Air Strategy draft for consultation. [https://consult.defra.gov.uk/environmental-quality/clean-air-strategy-consultation/user\\_uploads/clean-air-strategy-2018-consultation.pdf](https://consult.defra.gov.uk/environmental-quality/clean-air-strategy-consultation/user_uploads/clean-air-strategy-2018-consultation.pdf)

**Has it been or will it be considered by Scrutiny?**

Yes – Business, Economy and Enterprise Scrutiny Board (3) on 11<sup>th</sup> July

**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 Air Quality Action Plan

### 1. Air Quality Action Plan and Full Business Case

- 1.1 In July 2017, the Government published the “UK plan for tackling roadside NO<sub>2</sub> Concentrations” and Coventry was named as one of the 22 towns and cities in the UK where annual mean NO<sub>2</sub> concentrations are projected to exceed legal limits in 2020, and beyond. Reducing NO<sub>2</sub> 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 mean NO<sub>2</sub> concentrations exceed the level set by the European Union (EU) Limit Value and National Air Quality Strategy objective (40 µg/m<sup>3</sup>). 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 has been undertaken to provide a robust evidence base of the current volume and composition of traffic in the city. This information will provide insight into the number and type of vehicles (including age of vehicles and fuel types) travelling in the city, and helps identify the worst polluting sources in each location. Work is underway to incorporate this information into air quality modelling which will be used to develop interventions as part of an options appraisal process.
- 1.4 On the basis of the initial data, a bid was made to JAQU for ‘early measures funding’. The bid was based on the A4600 (Walsgrave Road, Ball Hill) corridor, an important transport corridor in the North-west 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.
- 1.5 Sections of this corridor suffer from NO<sub>2</sub> exceedance, hence its selection as the focus for the Early Measures Programme. 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 objective is to ‘Deliver a scheme that leads to compliance with NO<sub>2</sub> concentrations limits in the shortest possible time’. The principal way to achieve this in the short term is to reduce the number of vehicular trips on the road, the stop-start nature of vehicles, and to upgrade to cleaner vehicles. The programme comprises the following:

#### *Engagement Programme*

- 1.5.1 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 will take 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 will be 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](http://www.coventry.gov.uk/activetravel)

### *Electric Taxis*

- 1.5.2 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. This initiative will complement the installation of rapid charging points for electric taxis, which is being funded separately by OLEV in a project that is commencing during 2018/19.

### *Ball Hill Junction Improvement*

- 1.5.3 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 NO<sub>2</sub> emissions. It is proposed to redesign this junction to reduce delay on the A4600 and improve air quality. Proposals will be subject to public consultation later in 2018, including residents and businesses, with the implementation of the scheme being programmed for late 2018 / early 2019.

### *A4600 Corridor Traffic Management and Technology*

- 1.5.4 Technology will be used to improve traffic management along the A4600 by better connecting traffic signals using the SCOOT (Split Cycle Offset Optimisation Technique) system. This can be used to improve traffic flow by giving traffic a green wave, which reduces congestion and emissions. This system will be connected to new air quality monitors along the corridor and variable message signs at gateways to communicate information to drivers about air quality and route options.

## 1.6 Other Secured and Potential Funding Sources

- 1.6.1 The Council has the opportunity to bid for additional funding through the Clean Air Fund. The application for the Clean Air Fund will be submitted as part of the Outline Business Case. The aim of the fund is “to support individuals and businesses affected by local NO<sub>2</sub> 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.
- 1.6.2 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 13<sup>th</sup> 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 will commence 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.

1.6.3 The Government has also launched the latest round of bidding for the Ultra-Low Emission Bus Scheme. This is focussed upon the purchase of Ultra-Low Emission Buses, fuelled by hydrogen or electricity, to operate on public services, and is targeted upon reducing vehicle emissions and improving air quality. Bus services operating within areas that have been designated as Air Quality Management Areas are particularly identified as suitable for this funding stream, with Government seeking to encourage bus operators to purchase cleaner buses with the aim of improving air quality. Bids need to be submitted by the end of June, and the Council is working with National Express and Transport for the West Midlands to develop a suitable bid based on the introduction of electric buses and supporting charging infrastructure within Coventry.

## 1.7 Clean Air Strategy – consultation response

1.7.1 UK Government has launched a Clean Air Strategy for consultation and the Council have the opportunity to help shape the final strategy which is due to be published later this year. The strategy looks at all sources of air pollution, as well as consideration of balance of powers and responsibility between lower and upper tier authorities.

1.7.2 The Clean Air Strategy sets out a wide range of actions on which the UK government is consulting and also shows how devolved administrations intend to make their share of emissions reductions. This consultation will inform the final Clean Air Strategy and detailed National Air Pollution Control Programme, to be published by March 2019. It is designed to complement three other UK government strategies: the Industrial Strategy, the Clean Growth Strategy and the 25 Year Environment Plan. *“Clean air is essential for life, health, the environment and the economy. Government must act to tackle air pollution which shortens lives. We have already acted to reduce concentrations of nitrogen dioxide (NO<sub>2</sub>) around roads from cars. But vehicles are not the only source of harmful emissions. Air pollution is a result of the way we currently generate power, heat our homes, produce food, manufacture consumer goods and power transport. Better, cleaner technologies and simple changes in behaviour will tackle the pollution that claims lives. In the past, the priority was to tackle the biggest individual sources of pollution. As these major sources of emissions have decreased, the relative contribution of smaller and more diffuse sources of air pollution, like smaller industrial sites, product use, open fires in homes and spreading manure on farms, has increased. That requires new action.”*

1.7.3 The consultation seeks views on a wide range of issues from a variety of stakeholders, and not all of these are applicable to the City Council or would impact upon the delivery of Council services and activities. The draft CAS sets out the comprehensive action that is required from Government and society to meet goals for improved air quality and reduced emissions. It also sets out Government’s intention to produce a stronger and more coherent framework for action to tackle air pollution, including new powers to control major sources of air pollution. The key sectors considered within the draft CAS are:



- Protecting Public Health;
- Protecting the Environment;
- Securing clean growth and innovation;
- Reducing emissions from transport;
- Reducing emissions from homes;
- Reducing emissions from farming;
- Reducing emissions from industry;
- Leadership, including from local government;

1.7.4 The main areas upon which the Council could usefully respond include Government's proposals in relation to air pollution and public health, the environment, growth, transport and the local powers and duties that might be conferred upon local authorities with respect to air pollution. The proposed response from the City Council to the consultation should focus on these specific areas of the draft CAS.

1.7.5 The deadline for responses to the consultation is 14<sup>th</sup> August 2018.

1.8 The Council submitted a Strategic Outline Case (SOC) to JAQU in March 2018, setting out the evolving evidence base on air quality, specifically NO<sub>2</sub> levels, traffic flows and the composition of vehicles travelling on Coventry's local road network. The SOC also identified the process by which the measures to be included in the NO<sub>2</sub> reduction action plan would be identified and tested for effectiveness. Building on this working, and taking account of feedback received from JAQU, the Council must now prepare and submit a Full Business Case to JAQU by the end of 2018, setting out the proposed action plan and the resources required to deliver the measures contained within it. These resources would include funding in the form of grant from the Implementation Fund set up by JAQU to support local authorities in the delivery of their action plans. Further funding may be available through the Clean Air Fund for which guidance on eligible expenditure is due to be published by JAQU in the near future.

1.9 The SOC demonstrated that a wide ranging long list of options had been considered and a multi-criteria analysis (MCA) approach was used to score and appraise each of these. Those options that are most likely to achieve compliance with the objective of reducing NO<sub>2</sub> levels in the shortest possible time will be taken forward for consideration for inclusion within the Action Plan.

## **2 Options Considered**

2.1 The shortlisted packaged options, covering the key themes of greener vehicles, smoother traffic flow and behaviour change, are listed in the table below, and following feedback received from JAQU these will be refined based on additional evidence and modelling work. It should be noted that JAQU require the effectiveness of all options to be benchmarked against the establishment of Clean Air Zones (CAZs) where non-compliant vehicles are charged for access to defined areas.

OPTION	Primary Theme	DETAILS
<b>Do Nothing</b>		-
<b>Benchmark CAZ B</b>		Coventry City's inner ring road and key radial routes targeting taxis, coaches, buses, and HGVs.
<b>Benchmark CAZ C</b>		Coventry City's inner ring road and key radial routes targeting taxis, coaches, buses, HGVs and LGVs.
<b>S1</b>	Reducing the number of private vehicle trips by improving alternative modes	Reduce the number of private vehicle trips in the Coventry urban area (with a focus on bus improvements in key areas. Also includes low emission taxis)
<b>S2</b>		Reduce the number of private vehicle trips in the Coventry urban area (Same as S1 plus a focus on cycling in key areas)
<b>S3</b>		Reduce the number of private vehicle trips in the Coventry urban area (Same as S1 plus a focus on improving traffic flow along key corridors)
<b>S4</b>	Improving the public transport and commercial fleet operating within the city	Increase the proportion of Euro 6 compliant buses and taxis within the Coventry urban area.
<b>S5</b>		Increase the proportion of Euro 6 compliant buses within the Coventry urban area.
<b>S6</b>		Increase the proportion of Euro 6 compliant LGVs within the Coventry urban area.
<b>S7</b>	Manage the existing network for efficiencies, with significant focus on sustainable travel engagement and incentives	Improve journey efficiency along key radial and arterial routes supported by Travel Planning and marketing.
<b>S8</b>		Improve journey efficiency along key radial and arterial routes supported by cycling measures, travel planning and marketing.

2.2 Packages S1-S8 have been locally identified based on the available evidence, and will now be fully appraised and tested as to their effectiveness in reducing NO<sub>2</sub> levels as well as for their impact upon travel demand and patterns within the city. The final shortlist will evolve following this appraisal and the preferred option that emerges from this process may well involve a mixture of measures from across the shortlisted options. The outcome of this further work will be reported back to the Cabinet in the Autumn ahead of the submission of the FBC to JAQU.

### 3. Results of consultation undertaken

3.1 Public and stakeholder consultation will take place during the development of the Local Air Quality Action Plan, and will be reported within the Full Business Case.

3.2 Consultation will also be undertaken in relation to the design of the Ball Hill junction improvement at appropriate stages of the design process. This will be particularly important as changes to the junction layout will potentially affect a number of groups including road users, local businesses, residents and transport companies.

### 3. Timetable for implementing this decision

4.1 The Local Air Quality Action Plan and supporting Full Business Case need to be submitted to JAQU by December 2018, and work is continuing on the development of these. A further report on the LAQAP will be brought back to the Cabinet for consideration prior to its submission.

- 4.2 The Early Measures programme needs to be 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, with the ULEBS bid to be submitted by the end of June 2018.
- 4.4 Comments on the Government's Clean Air Strategy consultation need to be submitted by 14<sup>th</sup> August 2018.

#### **4. Comments from Director of Finance and Corporate Resources**

##### **5.1 Financial implications**

5.1.1 Revenue grant funding of £700,000 has been received from Government to support the development of the Local Air Quality Action Plan (LAQAP) and the supporting Full Business Case (FBC). Once the FBC has been submitted to Government, grant funding for the implementation of the LAQAP 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 FBC submission, 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 FBC submission.

5.1.2 In addition, grant funding of £2.021 million has been awarded to the Council for the implementation of the Early Measures Programme. This funding was paid to the Council in March 2018 and is for the 2018/19 financial year.

5.1.3 The funding secured to date 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 13<sup>th</sup> 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 will commence later 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 Euro6 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. Approval is sought for the Council to act as Accountable Body for this grant.

5.1.4 These funding streams are not anticipated to have any revenue budget implications to the Council, as a revenue sharing agreement between the Council and the consortium of private sector partners responsible for the supply and operation of the charging points is in place for both the charging point schemes. This agreement will see the consortium receiving 70% of income with the Council receiving 30%. The management and maintenance of the charging points is the responsibility of the consortium. Therefore, there are no direct revenue implications for the Council, with any surplus revenue being available for reinvestment in future extension of the charging point network within the city. Similarly, National Express will be responsible for the future maintenance and operation of the buses following the retrofitting programme, and there are no revenue implications to the Council from this programme.

## 5.2 Legal implications

5.2.1 The Government has a legal obligation to achieve a reduction in NO<sub>2</sub> 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 AQMA, and this needs to be submitted to JAQU by December 2018.

5.2.2 For the Early Measures programme, there may be a requirement to introduce Traffic Regulation Orders (TROs) to support the introduction of traffic management measures along the A4600 corridor, including the improvement of the Ball Hill junction, depending upon the final scheme design. These will be subject to the standard statutory consultation process for TROs.

5.2.3 A back-to-back GAA will need to be agreed with the project partners with regard to the £1.5 million grant award for the Clean Bus Technology Fund.

5.2.4 The measures which are set out within this report and which will be required to support the business case will be subject to the EU procurement principles, including rules regarding State Aid, and the Council's Rules for Contracts. There is therefore a requirement that they be tendered competitively and that the process be transparent, non-discriminatory and ensures the equal treatment of bidders. In compliance with the principles, there is also the expectation that the procurement(s) will be advertised widely enough for interested bidders to be aware of the contract (s). Where individual requirements are above the EU thresholds, then the full Public Contract Regulations 2015 will be adhered to.

## 5.3 Procurement implications

5.3.1 Consultancy support required to assist with developing the Local Air Quality Action Plan and the supporting Full Business Case will be procured via the Shared Professional Services Framework (SPSF).

5.3.2 Consultancy support to develop and deliver the engagement programme under the Early Measures programme will also be procured via the SPSF, using a mini-competition approach.

- 5.3.3 Procurement of the electric taxis for the “try before you buy” programme will be undertaken in line with both the Council’s Rules for Contracts and the Public Contract Regulations 2015, in close consultation with the Council’s Procurement Services, with approval being reviewed by the Place and Corporate Procurement Panel and Procurement Board at the necessary financial values.
- 5.3.4 Where appropriate frameworks are available and offer the Council value for money, use will be made of these to expedite timescales for delivery across all Contracts, including the design of the Ball Hill junction improvement and the supply and installation of traffic management technology along the A4600 corridor. It is proposed that the Council’s Direct Labour Organisation (DLO) will carry out the junction improvement works at Ball Hill.
- 5.3.5 Where a full procurement is required, this will be carried out in line with the Council’s rules for contracts and the public contract regulations 2015 as they apply.

#### **5.4 State Aid Implications**

- 5.4.1 Under the relevant EU rules, in order for a proposal to constitute state aid, all four questions as shown below have to be engaged:

- Is the assistance granted by the state or through state resources?
- Does the assistance distort or have the potential to distort competition?
- Does the assistance give a selective advantage to one or more undertakings over others?
- Does the assistance affect trade between member states?

- 5.4.2 A detailed consideration of State Aid rules was undertaken in relation to the proposed measure resulting from Clean Bus Technology Fund 2017-2019 (CBTF) as this was a requirement prior to the submission of the application. Coventry City Council considers such measures to fall outside the parameters of Article 107 (1) of the Treaty on the Functioning of the European Union (State Aid). More specifically, the approach taken by Transport for West Midlands on behalf of Coventry City Council in advertising the availability of CBTF and the subsequent proposals received from operators means that, in the reasonable opinion of Coventry City Council the proposal does not provide a competitive advantage that distorts competition, nor indeed affects trade between member states.

### **5. Other implications**

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

- 6.1.1. The development of the Local Air Quality Action Plan and the implementation of the Early Measures programme will both 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 measures will accordingly be developed to support the improvement of public health by tackling air quality problems within the city.

## **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 development of the Local Air Quality Action Plan and the implementation of the Early Measures programme will use the time and resources of Councillors and senior officers. The resources required for the delivery of the Early Measures programme will, however, largely be funded from the programme budget, whilst further funding bids, such as for the Ultra-Low Emission Bus Scheme, will include an element of budget for project and programme management which will reduce the call upon officer time should the bids be successful.

## **6.4 Equalities / EIA**

- 6.4.1 The Early Measures 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 will be 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 can be sought from the Clean Air Fund to implement further measures to mitigate those impacts. Such measures could include compensating businesses for increased operating costs incurred as a result of the LAQAP. Funding could also be sought to support protection of those most significantly impacted by air pollution.

## **6.5 Implications for (or impact on) the environment**

- 6.5.1 The Early Measures programme 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. The design of the Ball Hill junction improvement will include the appropriate level of environmental impact assessment for this level of scheme.
- 6.5.2 Similarly, the measures to be included in the Local Air Quality Action Plan will also be intended to have a significantly positive impact upon the environment through improving air quality within the city.
- 6.5.3 Other projects to be brought forward through the securing of funding from other sources such as the Ultra-Low Emission Bus Scheme will be designed to complement the Air Quality Action Plan and to contribute positively towards the improvement of air quality within Coventry, as well as promoting active and sustainable modes of travel for journeys within the city.

## **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, 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 engagement programme 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 development of the Local Air Quality Action Plan especially where identified measures might require cross-boundary initiatives and co-operation.

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