



Scrutiny Co-ordination Committee

Time and Date

10.00 am on Wednesday, 10th February, 2016

Place

Committee Rooms 2 and 3 - Council House

Public Business**1. Apologies and Substitutions****2. Declarations of Interest****3. Minutes** (Pages 3 - 8)

(a) To agree the minutes of the previous meeting held on 13th January, 2016

(b) Matters Arising

4. Coventry: A Marmot City (Pages 9 - 14)

Briefing Note of the Director of Public Health

5. Air Quality Action Plan (Pages 15 - 60)

Briefing Note of the Executive Director of Place

6. Outstanding Issues

All outstanding issues have been included in the Work Programme

7. Scrutiny Co-ordination Committee Work Programme 2015/2016 (Pages 61 - 68)

Report of the Scrutiny Co-ordinator

8. Any Other Items of Public Business

Any other items of public business which the Chair decides to take as a matter of urgency because of the special circumstances involved.

Private Business

Nil

Tuesday, 2 February 2016

- Notes:1) The person to contact about the agenda and documents for this meeting is Liz Knight, Democratic Services, Council House, Coventry, telephone 7683 3073, alternatively Tel: 024 7683 3073 Email: liz.knight@coventry.gov.uk
- 2) Council Members who are not able to attend the meeting should notify Liz Knight no later than 9.00 a.m. on the day of the meeting, giving their reasons for absence and the name of the Council Member (if any) who will be attending the meeting as their substitute.
- 3) Scrutiny Board Members who have an interest in any report referred to this meeting, but who are not Members of this Committee, have been invited to notify the Chair by 12 noon on the day before the meeting that they wish to speak on a particular item. The Member must indicate to the Chair their reason for wishing to speak and the issue(s) they wish to raise.

Membership: Councillors N Akhtar (Deputy Chair), J Blundell, G Duggins (Chair), T Khan, R Lakha, J Mutton, M Mutton, K Taylor and D Welsh

By invitation Councillors

Please note: a hearing loop is available in the committee rooms

If you require a British Sign Language interpreter for this meeting
OR if you would like this information in another format or
language please contact us.

Liz Knight

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Coventry City Council
Minutes of the Meeting of Scrutiny Co-ordination Committee held at 10.00 am on
Wednesday, 13 January 2016

Present:

Members: Councillor G Duggins (Chair)
Councillor J Blundell
Councillor R Lakha
Councillor J Mutton
Councillor M Mutton

Other Members: Councillors F Abbott, J Clifford and K Maton

Employees (by Directorate):

A Baker, People Directorate
C Hickin, People Directorate
G Holmes, Resources Directorate
L Knight, Resources Directorate
I Lahel, People Directorate
S C Lam, People Directorate
R Limb, People Directorate
I Merrifield, People Directorate
J Moore, People Directorate
A Quigley, People Directorate
M Reeves, Chief Executive

Apologies: Councillors N Akhtar, R Auluck, A Lucas, K Taylor and D Welsh

Public Business

50. Declarations of Interest

There were no declarations of interest.

51. Minutes

The minutes of the meeting held on 9th December, 2015 were signed as a true record.

Further to Minute 44 concerning 'Nuckle – Arena Railway Station', Members sought clarification as regards to the opening date for the Arena and Bermuda Park railway stations. In addition, attention was drawn to the Local Plan, in particular Appendix 1, which had been approved by both Cabinet and Council the previous day, and included a proposal for a new railway station at Woodfield School site, Stoneleigh Road as part of the wider Nuckle project.

RESOLVED that officers be requested to provide a further written update on the latest situation regarding the opening date for the Arena and Bermuda

Park stations and an explanation about the proposal for a new railway station at Woodfield School site.

52. Council Plan - Progress at Half Year 2015/16 - Including Equalities

The Committee considered a report and received a presentation of the Executive Director of People which set out the progress made against the Council Plan in the first six months of 2015/16. A copy of the performance report was set out at an appendix. The report had already been approved by Cabinet at their meeting on 5th January, 2016. The Council's equality objectives were aligned to the Council Plan priorities and, where available, the report included analysis to show the impact on protected groups in the city. Councillor Abbott, Cabinet Member for Community Development, Co-operatives and Social Enterprise, whose portfolio included Equalities attended the meeting for the consideration of this item.

The Council Plan setting out the strategic direction and priorities for the next ten years was approved by Council in January, 2014 and refreshed in July, 2015 to reflect the Council's vision to be a top ten city where everybody could share in the benefits of growth, including the City's most vulnerable residents.

The report provided a high-level summary and gave an overview including, where applicable, contextual information to describe what was happening in Coventry and how this compared with elsewhere. Where headline indicators had been reported previously, progress had been compared with previous years; where the indicator was new this would form the baseline against which to measure future progress.

Of the 64 headline indicators 33 had improved (52%); 7 stayed the same (11%); 7 had worsened (11%). 4 did not have a target (6%) and progress could not be determined for the remaining 13 (20%). This was expected at half year as a number of indicators were updated annually. Progress had been made in the context of continued cuts to government grants meaning that by 2015 the Council had £200 less to spend per person as compared to 2010.

In relation to the Council's equality objectives, as a Marmot city, Coventry recognised that health inequalities resulted from other areas of social deprivation. The measures for the wider determinants of health were embedded in the Council Plan helping to make sure that all service areas contributed to reducing health inequality in the city.

The presentation provided further information on the 64 headline indicators which had been categorised as 18 for globally connected, 33 for locally committed and 13 for delivering priorities with fewer resources. Information was also provided on the 59 equality indicators.

The Committee questioned the officers on a number of issues relating to the presentation and responses were provided, matters raised included:

- Whether there was likely to be future indicators for digital connectivity ie for residents and businesses
- What was required for Coventry to become a Top 10 City

- Concerns about the statistics relating to schools and recycling and a request for the reasons why the figures have dropped
- In the present financial climate and the increasing need for reliance on business rates to deliver key services post 2020, what was the current and future position regarding the business rate base
- Concerns about the lack of reference in the report to Coventry being an Age Friendly city and the need to consider the older generation as well as students when planning for changes in the city centre and elsewhere in the city
- A reference to the significant numbers of calls being made to the Contact Centre regarding missed bin collections and whether this was impacting on the statistics for recycling
- Whether the fly tipping figures were affected by a lack of reporting of incidents by residents in certain areas
- Clarification about why specific reference to Asian Bangladeshi had been included in the education figures for Key Stage 4 and a concern relating to the details for the statistics for early years as to why the figures for Asian Pakistani were lower than those for Asian Bangladeshi and Asian Indian
- Concerns about the early years figures for boys and the Key Stage 2 and 4 details for Looked After Children – it was clarified that the education statistics would be looked at in greater detail by the Education and Children’s Services Scrutiny Board (2).
- A comment that the reduction in the number of employees at the City Council was viewed as a positive.

RESOLVED that:

(1) Having considered the progress detailed in the half year performance report, the Committee noted that the Education statistics were due to be considered by the Education and Children’s Services Scrutiny Board (2) at their meeting on 25th February, 2016 including the figures for Looked After Children and Coventry – A Top 10 City was due to be considered at the Committee meeting scheduled for 24th February, 2016.

(2) Officers be requested to send details of the 59 Equality indicators, as highlighted in the presentation, to Members of the Committee.

(3) Officers be requested to circulate further details regarding the Education headline indicators, including comparison figures for other local authority areas, to Members of the Committee.

53. Update on the Perpetrator Programme as Part of the New Domestic Violence and Abuse Services (DVA) Commissioned Services for Coventry

Further to Minute 29/15, the Committee considered a briefing note of the Executive Director of People which provided an update on the Perpetrator programme provided by Fry Housing Trust including child perpetrators and referral times. Councillor Abbott, Cabinet Member for Community Development, Co-operatives and Social Enterprise attended the meeting for the consideration of this item along with Sarah Marsden and Eileen Havern, Fry Housing Trust.

The briefing note indicated that the new commissioned Domestic Violence and Abuse (DVA) service was commissioned on 29th September, 2014 and replaced existing contracts. A key component of the new service was the introduction of the formal perpetrator programme 'Brighter Futures' which had been developed by Coventry University and was a pro-active approach to managing DVA in the city. The Committee were informed that Coventry was one of a small number of authorities who commissioned a specific service for perpetrators with a contracted spend of £68,000 per annum.

Brighter Futures was a solution focussed perpetrator programme which lasted 10 weeks, run mainly through group sessions. The University had worked closely with Fry Housing to train and develop their staff to deliver the programme.

The programme was also open to people under the age of 18 but only 2 aged 16-17 had accessed the service. 230 children had been referred to social care where the perpetrator had accessed the service. Between April and September, 2015 119 people had accessed the programme, of which 54 had completed. There were approximately 40 people waiting to access the course. The briefing note provided further details about the participants.

Information was provided on the initial outcomes for the programme to date. As part of the contractual requirement, Fry Housing was to obtain feedback from perpetrators. In summary, there were high reports on positive feedback/changes; perpetrators having a greater understanding of DVA; and victims were reported to feel safer.

The following measures were proposed to further develop the service:

- Prioritising the waiting list based on assessed risk through referring agencies
- Regional work to look at work with perpetrators
- Look at training professionals from other organisations to deliver the programme
- Training in appropriate languages/ interpreters.

Members questioned the officers and representatives on a number of issues and responses were provided, matters raised included:

- Work with the Statutory Agencies
- Further details about the initial outcomes for the programme. There was an acknowledgement about the difficulties and complexities of obtaining feedback for outcomes
- Details about the support available for perpetrator's victims
- Further details about availability, waiting times and prioritisation
- The liaison and work with new communities in the city
- Clarification about 1:1s, group sessions and the need to provide catch up sessions
- A breakdown of where referrals came from and if there were hotspots
- Clarification that the numbers given for completing the programme were low because clients were still engaged on the programme
- What actions were taken to prevent perpetrators from dropped out of the programme
- What was the national situation as regards to perpetrator programmes

- Potential funding opportunities which would allow for programme expansion
- The importance of information sharing to secure outcomes was highlighted, any future funding bids would be determined on outcomes.

RESOLVED that the progress update on the Perpetrator Programme provided by Fry Housing Trust be welcomed and officers be requested to keep Members updated regarding the considerations of the Police and Crime Commissioner about a potential regional Perpetrator Programme.

54. Update on Combined Authorities

Martin Reeves, Chief Executive and Councillor Maton, Cabinet Member for Business, Enterprise and Employment provided an update on the latest position regarding the West Midlands Combined Authority (CA).

The Committee were informed about recent meetings between the Cabinet Member and local businesses, held to explain the concept of the CA and to listen to their key concerns. The supportive views from businesses were highlighted along with their concerns relating to skill shortages and business rates. Attention was drawn to the requirement for funding to improve the local skills base.

The Committee were updated about the position relating to other authorities in the West Midlands area who had not signed up to the CA. There were no major changes to the timetable and it was now all about delivery.

The Committee questioned the Chief Executive and Cabinet Member on aspects of the update including:

- The impact of the slowing down of the Chinese economy
- Further details about the position of other authorities.

RESOLVED that the latest update be noted.

55. National Children and Adult Services (NCAS) Conference, Bournemouth, 14th to 16th October, 2015

The Committee considered a report of the Executive Director of People concerning her attendance, along with Councillor Clifford, Deputy Cabinet Member for Health and Adult Services and Pete Fahy, Director of Adult Services, at the National Children and Adult Services (NCAS) Conference which was held in Bournemouth from 14th to 16th October, 2016. Councillor Clifford attended the meeting for the consideration of this item.

The report detailed the benefits of attending which included understanding the leading and emerging developments across social care and where these could be applied to Coventry. The costs of attendance were highlighted.

RESOLVED that:

(1) The attendance at the 2015 NCAS Conference as being a valuable use of officer and member time be endorsed.

(2) Due to the unique scale and scope of the NCAS Conference, it be agreed that the City Council continues to send an appropriate delegation (to include at least one Cabinet Member or their Deputy) to future conferences.

56. Outstanding Issues

The Committee noted that all outstanding issues had been included in their Work Programme, Minute 57 below refers.

57. Scrutiny Co-ordination Committee Work Programme 2015/2016

The Committee considered their Work Programme for the current municipal year.

RESOLVED that:

(1) The Work Programme be noted.

(2) Consideration be given to moving the item 'Coventry Strategic Objectives Plan for Children and Young People who are Missing, at Risk of or Experiencing Sexual Exploitation' from the meeting on 10th February, 2016 to another date to allow for the attendance of Councillor M Mutton, Chair of the Education and Children's Services Scrutiny Board (2).

(3) Welfare Reform to be considered at a future meeting in the new municipal year.

58. Any Other Items of Public Business

There were no additional items of public business.

(Meeting closed at 12.00 pm)



Coventry City Council

Briefing note

To: Scrutiny Co-ordination Committee

Date: 10th February 2016

Subject: Coventry: a Marmot City

1 Purpose of the Note

- 1.1 The purpose of this paper is to provide Scrutiny Co-ordination Committee with an overview of what it means for Coventry to be a Marmot City, what the benefits have been to date, the financial implications of being a Marmot City and an outline of the next phase of Coventry's Marmot City work.

2 Recommendations

- 2.1 That Scrutiny Co-ordination Committee considers the following when undertaking their scrutiny role:
- 1) That health, equality and social value are reflected in council policies and decision making
 - 2) That resources are targeted based on need and that proportionate universalism is embedded in decision making

3 Information/Background

3.1 What does it mean to be a Marmot City?

- 3.2 To improve the health, wellbeing and life chances of the people of Coventry, reducing inequality is vital. Where someone is born, where they live, whether they work or not and what they do all affect how long someone will live, how healthy they will be and what quality of life they will experience. Recent statistics from Public Health England show that men in the most affluent areas of the city will live, on average, 9.8 years longer than men in the most deprived areas, while for women the difference is 8.5 years.

- 3.3 These inequalities in life expectancy and health arise out of inequalities in society – they are not inevitable – and there are ethical, social and economic reasons why they should be prevented. As well as improving health outcomes, reducing inequality in society has been shown to lead to improvements in wellbeing, better mental health, better community and social relations, reduced levels of violence and better educational attainment.

- 3.3.1 Professor Sir Michael Marmot's 2010 report *Fair Society, Healthy Lives* ('The Marmot Review') provides evidence on the most effective ways of reducing inequalities. The review demonstrates that it is crucial to consider the conditions which determine health – housing, employment, income,

environment and community – as well as health services and the overall health of the population. Improving these conditions requires action across the Council and its partners. The review also states that focusing solely on the most disadvantaged will not reduce health inequalities. In order to reduce inequalities, actions taken must be universal, but with a scale and intensity that is proportionate to the level of disadvantage (proportionate universalism).

3.3.2 In April 2013, the transfer of Public Health to local government provided Coventry with an opportunity to broaden the ownership of the health inequalities agenda. Coventry committed to delivering rapid change in health inequalities by 2015 and was one of seven cities in the UK invited to participate in the UK Marmot Network and become a Marmot City.

3.3.3 As an exemplar City, Coventry will share learning with the wider system and disseminate findings to other areas. Public Health England and University College London will provide expertise and knowledge to support Coventry, and to develop Coventry's capability to measure the impact of the Marmot City programme.

3.3.4 Being a Marmot City has enabled Coventry to take a partnership approach to reducing inequalities. Working across Coventry City Council and with West Midlands Police, West Midlands Fire Service, Coventry and Rugby CCG and Voluntary Action Coventry has impacted on the wider determinants of health set out in the Marmot Review. Being a Marmot City has also changed the way partners work in order to ensure that programmes and services are inclusive of all Coventry residents, but that additional resources, promotional activity, some specific services and easier access options are concentrated in areas with poorer outcomes, in line with proportionate universalism.

3.4 **What are the benefits of being a Marmot City?**

3.4.1 Being part of the Marmot Network has provided Coventry with access to the international expertise of the Marmot Team based at University College London. Since 2013, being a Marmot City has brought together partners from different parts of Coventry City Council and from other public and voluntary organisations, whose decisions and activities have an impact on health.

3.4.2 Over the last two years the Public Health department has worked across the Council, with the People, Place and Resources directorates as well as and with colleagues from Coventry and Rugby Clinical Commissioning Group, West Midlands Police, West Midlands Fire Service and Voluntary Action Coventry to develop a number of innovative projects and initiatives which are starting to yield positive results for the people of Coventry. These projects and initiatives are focused around the six policy objectives from The Marmot Review. Some example of these projects and initiatives are included in the case study report, 'Making a difference in tough times', which can be accessed via this link: http://www.coventry.gov.uk/downloads/file/16043/coventry_a_marmot_city_-_making_a_difference_in_tough_times and a full list can be found in Appendix 1.

3.4.3 Since Coventry became a Marmot City in 2013 there has been progress in outcomes across health and across society. As well as a narrowing of the life expectancy gap (from 11.2 years to 9.8 years for men and from 8.6 years to 8.5 years for women), there have been improvements in educational development, health outcomes, life satisfaction, employment and reductions in crime in priority locations:

- Breastfeeding initiation has increased from 74.9% to 75.9%, and is better than the national average (73.9%).

- Nearly 60% of reception pupils in 2014 left their first year of education with a 'good level of development'. This is an increase of 4% compared to 2013, and Coventry is now above the regional average and in line with the national average.
- 42.3% of reception pupils with free school meal status left their first year of education with a 'good level of development', significantly above the regional and England average of 36%.
- 5.5% of those who completed an NHS Health Check were identified as having a long term condition and placed on a disease risk register with their GP, and over 58% of health checks have been delivered in GP practices in the two most deprived quintiles in the city.
- In 2014/15 3,000 smokers were supported to achieve a 4-week quit and Coventry is in the top 5 authorities nationally in terms of the proportion of smokers that it reaches through these services.
- There has been an increase in the number of physically active adults (from 49.4 to 52%), and the number of physically active adults in Coventry is now similar to the national average.
- There has been a 22.5% reduction in crime in priority locations.

3.4.4 In March 2015, Professor Sir Michael Marmot from University College London's Institute of Health Equity and key leaders from Public Health England recognised the progress Coventry has made over the last two years and achievements to date, and committed to working in partnership for a further three years, with Coventry acting as an exemplar City for its approach to reducing health inequalities.

3.5 Next Steps

3.5.1 In March 2015, Professor Sir Michael Marmot committed to continue to work with Coventry for a further three years, in partnership with colleagues from Public Health England. Council agreed to continue as a Marmot City at their meeting on 1st December 2015.

3.5.2 Working together as a Marmot City with partners at Public Health England and the Institute of Health Equity will:

- 1) Facilitate partnership working between the Council's Place, People, Resources and Chief Executive's Directorates as well as wider public and voluntary sector partners and businesses.
- 2) Provide Coventry with expertise to develop Coventry's capability to reduce health inequalities through:
 - a. Ensuring health and social value are reflected in council policies and decision making
 - b. Ensuring services and interventions are evidence based and commissioned for outcomes
 - c. Ensuring resources are targeted based on need and that proportionate universalism is embedded throughout the council and its partners so that interventions and projects are targeted at the right people and in the right places to have maximum impact on health inequalities in Coventry
- 3) Provide Coventry with access to learning from other areas and raise the profile of Coventry as an exemplar city for reducing health inequalities.
- 4) Enable Coventry to measure progress against local and national indicators.

3.5.3 Over the next three years, the strategy will focus on improving outcomes for young people, and on ensuring that economic growth in Coventry is 'good growth' which benefits the most disadvantaged citizens and improves both health and economic benefits to businesses. As the strategy is developed, the health outcomes and wider outcomes which the partnership

hopes to achieve will be clarified in further detail, but initial analysis suggests that the programme will concentrate on the following Marmot policy objectives and, as well as reducing the life expectancy and healthy life expectancy gap, will aim to achieve the following outcomes:

- Enable all children, young people and adults to maximise their capabilities and have control over their lives (Reduction in the number of young people aged 16-18 who are not in education, employment or training, reduction in under 18 conceptions, increase in the proportion of children achieving five A*-C grades at GCSE, improvements in young people's mental health and a reduction in the number of young people admitted to hospital for self harm, with an aim to see particularly rapid improvements in the most deprived areas of the city).
- Create fair employment and good work for all (Increase in the proportion of working age adults in employment, reduction in employment inequality, improvements in the health of employees, increased productivity, increased income for Coventry residents, with an aim to see particularly rapid improvements in the most deprived areas of the city).
- Improving health outcomes for a diverse population (understanding and addressing the health, wellbeing and wider needs of migrant populations, including asylum seekers and refugees, supporting diverse communities and ensuring people from diverse backgrounds are able to access a full range of services).

3.5.4 While there has been progress in tackling health inequalities in Coventry, there remains a life expectancy gap of 9.8 years for men and 8.5 years for women between the most affluent and most deprived residents. In addition, further planned spending cuts to services and welfare reforms will create challenges for Coventry's most vulnerable residents, and while the number of jobs and businesses in Coventry is growing, economic inequality is widening. The Council must continue to work with the NHS, police, fire service, voluntary sector, and private sector over the next three years to continue to accelerate progress made to date and improve the health, wellbeing and life chances of the people of Coventry.

3.5.5 Scrutiny Co-ordination Committee can help by challenging policies and strategies brought to the Board to ensuring health, equality and social value are reflected in council policies and decision making and that resources are targeted based on need and that proportionate universalism¹ is embedded throughout the council and its partners so that interventions and projects are targeted at the right people and in the right places to have maximum impact on health inequalities in Coventry.

3.5.6 On the 5 and 6 January 2016, Coventry City Council hosted a peer support visit focusing on Health in All Policies. This was delivered by the Local Government Association (LGA), Association of Directors of Public Health (ADPH) and Public Health England (PHE). Coventry is one of a number of pilots across the country that has been visited by a team of peer reviewers to assess how the Council is addressing the wider determinants of health across all of its functions, and the extent to which it is maximising the impact of all its policies and services on keeping people healthy and tackling health inequalities. This is a sector led improvement process designed to complement the Health and Wellbeing Peer Challenge which took place back in 2013, and focuses primarily on the role of the Council and how the Council is acting as a leader for Public Health in the wider system. Once the feedback from this visit has been received, Scrutiny Co-ordination Committee can help by enforcing the recommendations.

3.6 Financial implications of being a Marmot City

3.6.1 Over the last two years, individual 'Marmot' projects and initiatives have been funded via a number of different routes, and this will continue for the next three years. Funding and support has been and will continue to be provided by partner organisations (such as West Midlands Police, West Midlands Fire Service, Voluntary Action Coventry, Coventry and Rugby CCG), and opportunities for external funding are being assessed.

3.6.2 As part of the partnership arrangement between UCL's Institute of Health Equity and Public Health England, both organisations have agreed to provide support and expertise to Coventry to ensure actions taken to reduce health inequalities are as effective as possible. Public Health England have also agreed to provide some resource in the form of a secondment to develop indicators to ensure Coventry is able to measure the impact of the Marmot City programme.

3.6.3 Part of the purpose of the Marmot City work is to make a difference within existing resources, and release funding through doing things differently. This ensures the work is sustainable and can be rolled out to other areas, even while there are funding challenges within the public sector.

3.6.4 Other costs (such as staff time to co-ordinate the programme and communications costs) will be met within the existing Public Health budget. Therefore, no new money has been requested from Coventry City Council budgets for this programme.

Report Author(s):

Name and Job Title:

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Directorate: People

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Appendix 1 – Marmot projects and initiatives: Council and wider partners

4.1 Giving every child the best start in life

Public Health: Acting Early Programme, School Nursing Service, Stop Smoking Services, Breastfeeding support and Advice Services, Antenatal groups for BME communities

4.2 Enabling all children, young people and adults to maximise their capabilities and have control over their lives

Public Health: Mental health assets and needs assessment, drug and alcohol treatment services, sexual violence support service, Ending Female Genital Mutilation in Coventry Programme

People Directorate: Winter Night Shelter, Salvation Army Housing Service, the Pod

West Midlands Police: Mental Health Street Triage, Liaison and Diversion Scheme

4.3 Creating fair employment and good work for all

Place Directorate and Resources Directorate: Shared Apprenticeship Scheme, Small business friendly procurement policy

Place Directorate: Workplace Charter for Health and Wellbeing, Coventry Job Shop

4.4 Ensuring a healthy standard of living for all

West Midlands Fire Service: Home Safety Checks, Dementia and Safeguarding Training, Coventry Contact and Connect Service

4.5 Creating healthy and sustainable places and communities

Place Directorate: Cycle Coventry, Fuel Poverty, Healthy Takeaways, Age Friendly City, Local Plan, parks and green spaces

4.6 Strengthening the role and impact of ill health prevention

Public Health: Integrated sexual health services, early intervention service, health checks, TB Nursing service, seasonal flu campaigns, Keeping Coventry Warm, Air Quality Alliance

West Midlands Fire Service: Making Every Contact Count

Coventry and Rugby CCG: Cervical screening, Better Care Fund, Urgent Care Board

Voluntary Action Coventry: Innovation and Development Fund



Briefing note

To: Scrutiny Co-ordination Committee

Date: 10 February 2016

Subject: Air Quality Action Plan

1 Purpose of the Note

- 1.1 To update Members on developments in air quality management in the city, and the new air quality management proposals from Government.

2 Recommendations

- 2.1 It is recommended that Scrutiny Co-ordination Committee note the contents of this briefing note, in particular the broader actions being undertaken to manage air quality.

3 Information/Background

- 3.1 A report was considered by Scrutiny Co-ordination Committee on 5 November 2014 which provided an update on the impact of poor air quality on health, how it's measured and how it can be improved.
- 3.2 This report seeks to update Committee on changes to how air quality is measured and modelled in the city, recent changes to how air quality is managed nationally, and what actions are being taken locally.

4 Air quality management in Coventry

- 4.1 Under the Local Air Quality Management (LAQM) system, local authorities are required to assess air quality in their area and designate Air Quality Management Areas (AQMAs) if they find the limit values for certain pollutants are being exceeded or are likely to be exceeded in the future. If an AQMA is declared then the local authority must produce an action plan to improve air quality.
- 4.2 In Coventry, the levels of nitrogen dioxide (NO₂), were forecast to exceed the limit values within the statutory timescale so a citywide AQMA was declared in 2009. Nationally 700 AQMAs have been declared, mostly because of high nitrogen dioxide levels. NO₂ is produced by burning fuel in air, the major sources of which are road vehicles but also domestic and commercial heating, and air travel.
- 4.3 In 2014, the European Union commenced legal action against the UK for failing to meet the limit values for nitrogen dioxide in 16 of 43 air quality zones, one of which is the West Midlands. The air quality directive required that each zone meets the limit value by the end of 2015 but most cities' plans show that compliance will only be achievable by 2020, or in the case of London, 2025.
- 4.4 Any legal action will take many years but if limit values continue to be exceeded then the Government faces legal action and potential fines of up to £300m. Government has already signalled that it believes provisions in part 2 of the Localism Act 2011 allow some or all of this fine to be passed down to local authorities. For local authorities where limit values are exceeded it would be prudent to demonstrate that a range of options are being

pursued to reduce NO₂, quite apart from the pressing need to improve air quality to ensure peoples' health is not being affected.

- 4.5 In December 2015, to help demonstrate that appropriate action is being taken to reduce nitrogen dioxide levels the Government published a number of air quality plans to achieve compliance with the EU limit value. The relevant one for Coventry is the Coventry/Bedworth agglomeration zone which covers most of Coventry and part of Bedworth, broadly following the line of major roads into the city, please see appendix 1.
- 4.6 The Government has stated that the limit value was exceeded in 2013 but is likely to be achieved by 2020 as a result of local measures listed and national initiatives. The local initiatives comprise 50 actions from Coventry City Council, 7 from Nuneaton & Bedworth Borough Council, 21 from Rugby Borough Council, and 19 from Warwick District Council.
- 4.7 These measures are a long list of local actions of all kinds which will reduce nitrogen dioxide levels to varying degrees, examples include:
 - Construction of new bridge at Whitley to reduce queuing traffic at Jaguar Land Rover
 - Junction improvement at A45/Kenilworth Road to reduce congestion
 - Improved access to Coventry Station to encourage increased rail use
 - Public realm works within Coventry city centre to encourage cycling and walking including the introduction of 20 mph zones and the removal of traffic lights.
 - NUCKLE rail scheme to increase the number of journeys by rail
 - Trial of low emission vehicles within City Council fleet
 - Heatline district energy scheme to reduce emissions from gas boilers in the city
 - Pedestrianisation of Broadgate to encourage modal shift
 - Fuel poverty works such as boiler swaps and upgrades to more efficient units
 - Relocation of taxi ranks to avoid congested streets
 - On street parking enforcement to reduce congestion
 - Participation in the West Midlands Low Emissions Towns and Cities Programme
- 4.8 This plan does not remove the requirement for the City Council to produce an Air Quality Action Plan (AQAP), however the Government has revised the framework for local air quality management in two ways. Firstly, it has removed the need for councils to report on four pollutants which are now considered to be under control (1,3-butadiene, benzene, carbon monoxide, and lead). Secondly, it proposes to streamline some of the reporting requirements so that a single Annual Status Report (ASR) replaces five different reports which were previously required.
- 4.9 An ASR must include a public facing executive summary, a clear statement of improvement measures being taken, an update on progress, information on how the main pollutants are being measured, modelled and assessed, how the plan links with transport and public health activities, and to identify any new hot spots of pollution.
- 4.10 The ASR must be published by 30 June for the first year and thereafter by 30 April each year.
- 4.11 DEFRA has recently consulted on revised guidance for the production of AQAPs identifying the following common requirements:
 - Develop the AQAP in stages
 - Undertake appropriate local monitoring and assessment (including apportioning sources)
 - Decide what levels of actions are required
 - Establish links to other key policy areas and strategies

- Establish a Steering Group with key stakeholders at an early stage
- Undertake the selection of appropriate measures and how their impacts will be assessed
- Agree monitoring and evaluation of success, and
- Undertake consultation (local and statutory)

4.12 It is anticipated that the production of an AQAP will take 12 to 18 months. This will allow discussions with neighbouring authorities, especially those within the West Midlands Combined Authority, to be undertaken. Common actions across the WMCA can then be identified and incorporated into the AQAP to ensure a joined up approach is taken and we make the best use of resources.

5 Air quality measurement and modelling in Coventry

- 5.1 At the time of the last report to Scrutiny Co-ordination Committee air quality within the city was measured using five automatic monitoring units along with 118 diffusion tubes which monitor nitrogen dioxide. Modelling of air quality was carried out using an Indic Airviro software package.
- 5.2 Since the last meeting, the Department of Environment Food and Rural Affairs (DEFRA) has established an automatic monitoring unit in Allesley as part of the Automatic Urban and Rural Network. This is maintained at Government expense and measures background air quality levels – the information is then accessible through the DEFRA website.
- 5.3 To make better use of our resources the City Council has decommissioned the automatic monitoring units, reduced the number of diffusion tubes to 59 (in areas of greatest need) and has decommissioned the Airviro modelling software.
- 5.4 As replacements, the City Council is currently trialling three examples of a new design of air pollution monitor called an Air Sensa. This is a small unit about the size of a briefcase which can be installed on lamp posts and in other street locations to monitor nitrogen dioxide and two other common urban pollutants. The units require little maintenance and send their data to a website via the cloud, making them far more cost effective and user friendly, in future they will also allow residents to view the data online. The three units are located in Hillfields, Walsgrave and Allesley Park to cover both roadside and background locations. The trial is due to be completed around December 2016 and, if successful, funding has been obtained from DEFRA to allow a further 12 to 15 units to be purchased.

6 Low Emissions Towns and Cities Programme

- 6.1 The City Council is an active member of the Low Emissions Towns and Cities Programme which includes six other West Midlands authorities and acts as a strategic forum to promote best practice in air quality management and advise on the delivery of AQAPs. The group is part-funded by DEFRA and will be important in effectively addressing air quality improvements across the West Midlands Combined Authority.
- 6.2 In the short term membership of this programme has allowed detailed NO₂ modelling to be carried out by Walsall Borough Council as its contribution to the overall plan of activities. A detailed model of NO₂ levels throughout Coventry is expected later in the year. This will be a key input to the AQAP and will inform monitoring and improvement actions in the future.

7 Local Development Plan

- 7.1 Coventry's draft Local Development Plan has accommodated concerns around poor air quality by including air quality considerations within chapter 11, Environmental Management. The role of AQMAs and the Low Emissions Towns and Cities Programme is outlined and a draft policy EM6 is proposed.
- 7.2 EM6 proposes that

- Major development schemes should promote a shift to the use of sustainable low emission transport (electric vehicles and vehicles that use biofuels) to minimise the impact of vehicle emissions on air quality.
- Development will be located where it is accessible to support the use of public transport, walking and cycling. All major development proposals should be suitably planned to design out any adverse impact on air quality.
- Major Development proposals will require the submission of an air quality assessment, as they may lead to a significant deterioration in local air quality resulting in unacceptable effects on human health, local amenity or the natural environment. The air quality assessment should address:
 - a) The existing background levels of air quality;
 - b) The cumulative background levels of air quality (related to the cumulative impact of developments in an area);
 - c) The feasibility of any measures of mitigation that would prevent the national air quality objectives being exceeded, or would reduce the extent of the air quality deterioration.

A Supplementary Planning Document will be developed to support this policy.

8 Joint work with Public Health

- 8.1 Poor air quality is a key determinant of ill health and mortality making it vital that Public Health colleagues are closely involved in planning the management of air quality in the city and beyond. To help achieve this aim, a Coventry and Warwickshire Air Quality Alliance is in the process of being established to form a partnership between city, county, districts and boroughs of Warwickshire. The alliance also includes representation from planning, transport, environmental health, as well as Public Health England.
- 8.2 The purpose of the Air Quality Alliance will be to:
- Provide a multi-profession partnership forum for the sharing of ideas and evidence-based practice related to reducing the negative health and environmental impacts of poor air quality, and to identify opportunities for collaboration.
 - Agree an overarching set of areas for action, identifying all relevant and planned work in these areas as well as gaps.
 - Raise the profile of air quality in appropriate professional and political fora, and the health, environmental and financial benefits associated with addressing the problems associated with poor air quality.
 - Co-ordinate collective actions required to address poor air quality, including acting as a vehicle for national, regional and local campaigns.

Appendix 1: Air Quality Action Plan for the achievement of EU air quality limit value for nitrogen dioxide (NO₂) in Coventry/Bedworth (UK0017) DEFRA December 2015

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www.gov.uk/defra

Air Quality Plan for the achievement of EU air quality limit value for nitrogen dioxide (NO₂) in Coventry/Bedworth (UK0017)

December 2015



Llywodraeth Cymru
Welsh Government



The Scottish
Government
Riaghaltas na h-Alba



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1 Introduction

1.1 This document

This document is the Coventry/Bedworth agglomeration zone (UK0017) updated air quality plan for the achievement of the EU air quality limit values for nitrogen dioxide (NO₂). This is an update to the air quality plan published in September 2011 (<http://uk-air.defra.gov.uk/library/no2ten/>).

This plan presents the following information:

- General information regarding the Coventry/Bedworth agglomeration zone
- Details of the NO₂ exceedance situation within the Coventry/Bedworth agglomeration zone
- Details of local air quality measures that have been implemented, will be implemented or are being considered for implementation in this agglomeration zone

This air quality plan for the Coventry/Bedworth agglomeration zone should be read in conjunction with the separate UK overview document and the list of UK and national measures. The UK overview document sets out, amongst other things, the authorities responsible for delivering air quality improvements and the list of UK and national measures that are applied in some or all UK zones. The measures presented in this zone plan, the accompanying UK overview document and the list of UK and national measures show how the UK will ensure that compliance with the NO₂ limit values is achieved in the shortest possible time.

This plan should also be read in conjunction with the supporting UK Technical Report which presents information on assessment methods, input data and emissions inventories used in the analysis presented in this plan.

1.2 Context

Two NO₂ limit values for the protection of human health have been set in the Air Quality Directive (2008/50/EC). These are:

- The annual mean limit value: an annual mean concentration of no more than 40 μgm^{-3}
- The hourly limit value: no more than 18 exceedances of 200 μgm^{-3} in a calendar year

The Air Quality Directive stipulates that compliance with the NO₂ limit values will be achieved by 01/01/2010.

1.3 Zone status

The assessment undertaken for the Coventry/Bedworth agglomeration zone indicates that the annual limit value was exceeded in 2013 but is likely to be achieved before 2020 through the introduction of measures included in the baseline.

1.4 Plan structure

General administrative information regarding this agglomeration zone is presented in section 2.

Section 3 then presents the overall picture with respect to NO₂ levels in this agglomeration zone for the 2013 reference year of this air quality plan. This includes a declaration of exceedance situations within the agglomeration zone and presentation of a detailed source apportionment for each exceedance situation.

An overview of the measures already taken and to be taken within the agglomeration zone both before and after 2013 is given in section 4.

Baseline modelled projections for 2020, 2025 and 2030 for each exceedance situation are presented in section 5. The baseline projections presented here include, where possible, the impact of measures that have already been taken and measures for which the relevant authority has made a firm commitment to implement. However, it has not been possible to quantify the impact of all the measures. This section therefore also explains which measures have been quantified, and hence included in the model projections, and which measures have not been quantified.

2 General Information About the Zone

2.1 Administrative information

Zone name: Coventry/Bedworth

Zone code: UK0017

Type of zone: agglomeration zone

Reference year: 2013

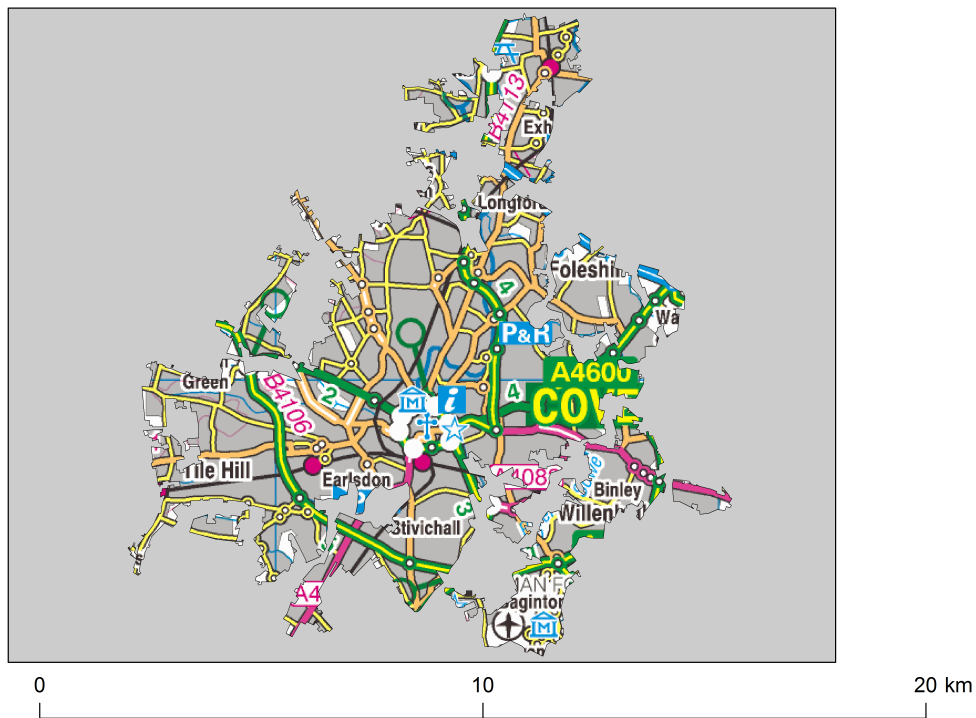
Extent of zone: Figure 1 shows the area covered by the Coventry/Bedworth agglomeration zone.

Local Authorities within the zone: Figure 2 shows the location of Local Authorities within the agglomeration zone. A list of these Local Authorities is also given below. The numbers in the list correspond to the numbers in Figure 2.

1. Coventry City Council
2. Nuneaton and Bedworth Borough Council
3. Rugby Borough Council
4. Warwick District Council

(Note: Local Authority boundaries do not necessarily coincide with zone boundaries. Hence Local Authorities may be listed within more than one zone plan.)

Figure 1: Map showing the extent of the Coventry/Bedworth agglomeration zone (UK0017).



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Figure 2: Map showing Local Authorities within the Coventry/Bedworth agglomeration zone (UK0017).



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2.2 Assessment details

Measurements

NO₂ measurements in this zone were available in 2013 from the following national network monitoring stations (NO₂ data capture for each station in 2013 shown in brackets):

1. Coventry Memorial Park GB0739A (84%)

Full details of monitoring stations within the Coventry/Bedworth agglomeration zone are available from <http://uk-air.defra.gov.uk/networks/network-info?view=aurn>.

Modelling

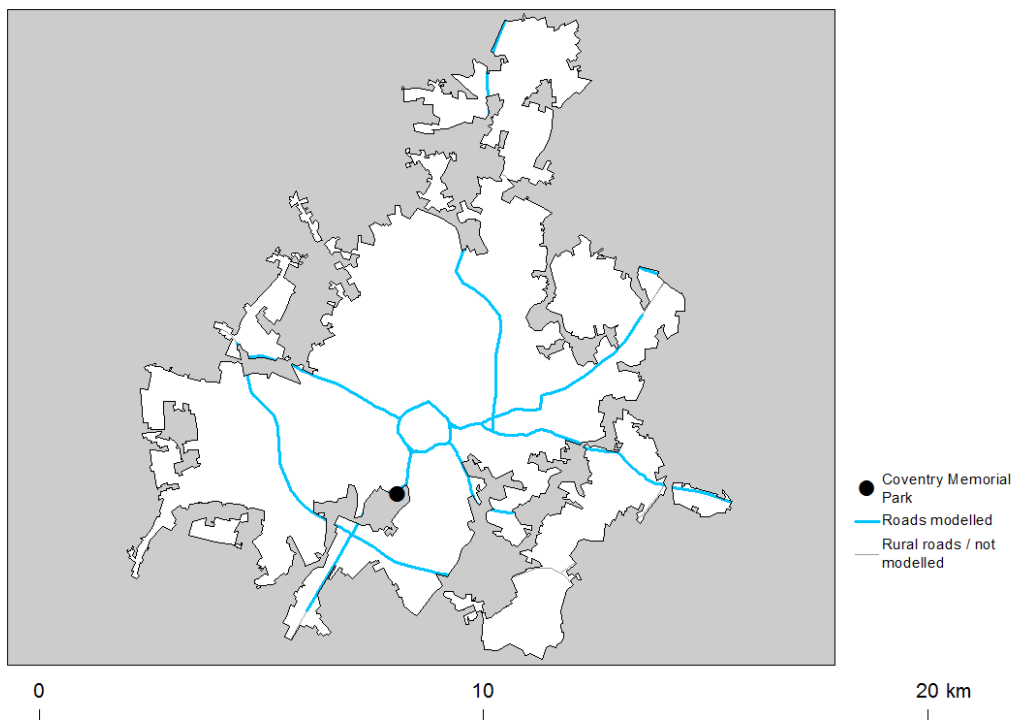
Modelling for the 2013 reference year has been carried out for the whole of the UK. This modelling covers the following extent within this zone:

- Total background area within zone (approx): 76 km²
- Total population within zone (approx): 304,515 people
- Total road length where an assessment of NO₂ concentrations has been made: 38 km in 2013 (and similar lengths in previous years)

Zone maps

Figure 3 presents the location of the NO₂ monitoring stations within this zone for 2013 and the roads for which NO₂ concentrations have been modelled. NO₂ concentrations at background locations have been modelled across the entire zone at a 1 km x 1 km resolution.

Figure 3: Map showing the location of the NO₂ monitoring stations with valid data in 2013 and roads where concentrations have been modelled within the Coventry/Bedworth (UK0017) agglomeration zone.



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2.3 Reporting under European Directives

From 2001 to 2012 the UK has reported annually on air quality concentrations using a standard Excel questionnaire (Decision 2004/461/EC). These questionnaires are available online from <http://cdr.eionet.europa.eu/gb/eu/annualair>. Since 2013 reporting has been via an e-reporting system (Decision 2011/850/EU) <http://cdr.eionet.europa.eu/gb/eu/>.

In addition, the UK has reported on air quality plans and programmes (Decision 2004/224/EC) since 2003. Historic plans and programmes are available on <http://cdr.eionet.europa.eu/gb/eu/aqpp>.

3 Overall Picture for 2013 Reference Year

3.1 Introduction

There are two limit values for the protection of health for NO₂. These are:

- The annual limit value (annual mean concentration of no more than 40 µgm⁻³)
- The hourly limit value (no more than 18 hourly exceedances of 200 µgm⁻³ in a calendar year)

Within the Coventry/Bedworth agglomeration zone the annual limit value was exceeded in 2013. Hence, one exceedance situation for this zone has been defined, NO₂_UK0017_Annual_1, which covers exceedances of the annual limit value. This exceedance situation is described below.

3.2 Reference year: NO₂_UK0017_Annual_1

The NO₂_UK0017_Annual_1 exceedance situation covers all exceedances of the annual mean limit value in the Coventry/Bedworth agglomeration zone in 2013.

Compliance with the annual limit value in this exceedance situation has been assessed using a combination of air quality measurements and modelling. Table 1 presents measured annual concentrations at national network stations in this exceedance situation since the 1st Daughter Directive (1999/30/EC) came into force in 2001. This shows that there were no measured exceedances of the annual limit value in this zone in 2013. Table 2 summarises modelled annual mean NO₂ concentrations in this exceedance situation for the same time period. This table shows that, in 2013, 15.0 km of road length was modelled to exceed the annual limit value. There were no modelled background exceedances of the annual limit value. Maps showing the modelled annual mean NO₂ concentrations for 2013 at background and at roadside locations are presented in Figures 4 and 5 respectively. All modelled exceedances of the annual limit value are coloured orange or red in the maps.

The maximum measured concentration in the zone varies due to changes in emissions and varying meteorology in different years. However, the models are also updated each year to take into account the most up-to-date science, so the modelled results for different years may not be directly comparable.

The modelling carried out for this exceedance situation has also been used to determine the annual mean NO_x source apportionment for all modelled locations. Emissions to air are regulated in terms of oxides of nitrogen (NO_x), which is the term used to describe the sum of nitrogen dioxide (NO₂) and nitric oxide (NO). Ambient NO₂ concentrations include contributions from both directly emitted primary NO₂ and secondary NO₂ formed in the atmosphere by the oxidation of NO. As such, it is not possible to calculate an unambiguous source apportionment specifically for NO₂ concentrations; therefore the source apportionment in this plan is presented for NO_x, rather than for NO₂ (for further details please see the UK Technical Report). Table 3 summarises the

modelled NO_x source apportionment for the section of road with the highest modelled NO₂ concentration in this exceedance situation in 2013. This is important information because it shows which sources need to be tackled at the location with the largest compliance gap in the exceedance situation.

Figure B.1 in Annex B presents the annual mean NO_x source apportionment for each section of road within the NO₂_UK0017_Annual_1 exceedance situation (i.e. the source apportionment for all exceeding roads only) in 2013. In this figure roads have been grouped into motorways, primary roads (major roads managed by local authorities) and trunk roads (major roads managed by highways authorities).

Table 1: Measured annual mean NO₂ concentrations at national network stations in NO2_UK0017_Annual_1 for 2001 onwards, μgm^{-3} (a). Data capture shown in brackets.

Site name (EOI code)	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Coventry Memorial Park (GB0739A)	19 (64)	21 (88)	25 (87)	22 (98)	22 (99)	18 (99)	19 (99)	19 (99)	17 (97)	21 (96)	17 (98)	19 (80)	20 (84)

(a) Annual Mean Limit Value = $40 \mu\text{gm}^{-3}$

Table 2: Annual mean NO₂ model results in NO2_UK0017_Annual_1 for 2001 onwards.

	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Road length exceeding (km)	27.0	11.0	28.5	24.2	24.9	20.1	16.5	10.6	15.2	26.1	20.1	15.8	15.0
Background exceeding (km ²)	2	0	0	0	0	0	0	0	0	0	0	0	0
Maximum modelled concentration (μgm^{-3}) (a)	54.7	44.0	52.7	50.6	52.8	50.7	49.1	51.9	85.4	95.8	62	54	52

(a) Annual Mean Limit Value = $40 \mu\text{gm}^{-3}$

Table 3: Modelled annual mean NOx source apportionment at the traffic count point with the highest modelled concentration in 2013 in NO2_UK0017_Annual_1 (μgm^{-3}) (traffic count point 73318 on the M6; OS grid (m): 438514, 282468).

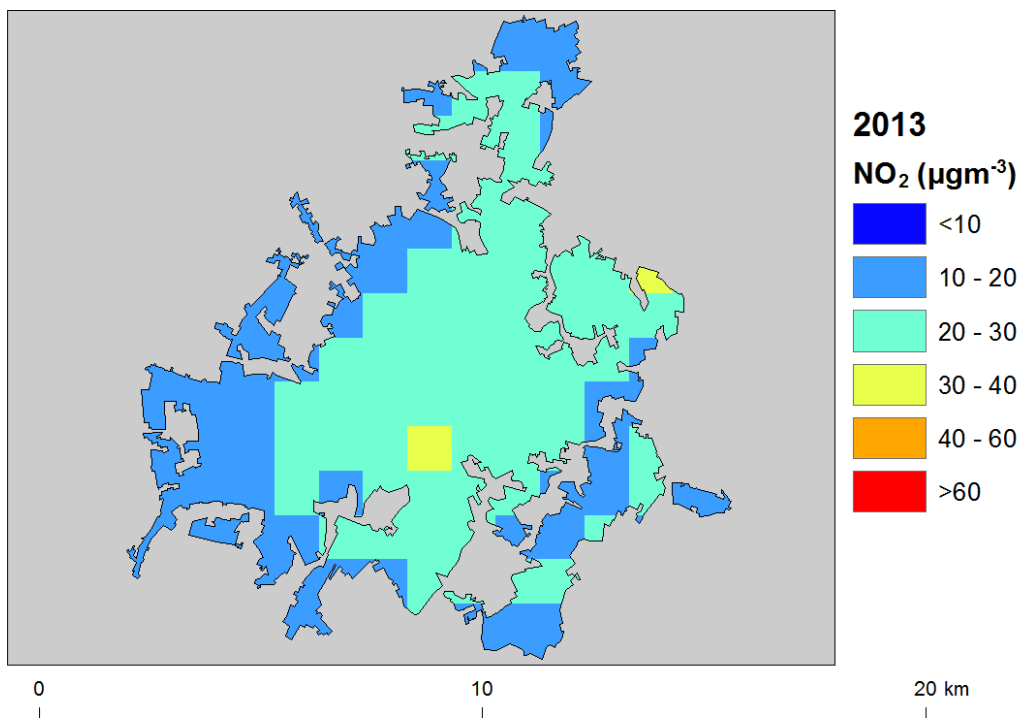
Spatial scale	Component	Concentration at highest road link (a)
Regional background sources NOx (i.e. contributions from distant sources of > 30 km from the receptor).	Total	11.6
	From within the UK	6.8
	From transboundary sources (includes shipping and other EU member states)	4.8
Urban background sources NOx (i.e. sources located within 0.3 - 30 km from the receptor).	Total	36.4
	From road traffic sources	29.9
	From industry (including heat and power generation)	2.1
	From agriculture	NA
	From commercial/residential sources	1.8
	From shipping	0.0
	From off road mobile machinery	1.7
	From natural sources	NA
	From transboundary sources	NA
From other urban background sources	0.9	
Local sources NOx (i.e. contributions from sources < 0.3 km from the receptor).	Total	80.7
	From petrol cars	4.4
	From diesel cars	30.7
	From HGV rigid (b)	11.4
	From HGV articulated (b)	20.1
	From buses	0.8
	From petrol LGVs (c)	0.2
	From diesel LGVs (c)	13.0
From motorcycles	0.1	
From London taxis	0.0	
Total NOx (i.e. regional background + urban background + local components)		128.7
Total NO ₂ (i.e. regional background + urban background + local components)		52

(a) Components are listed with NOx concentration of NA when there is no source from this sector.

(b) HGV = heavy goods vehicle

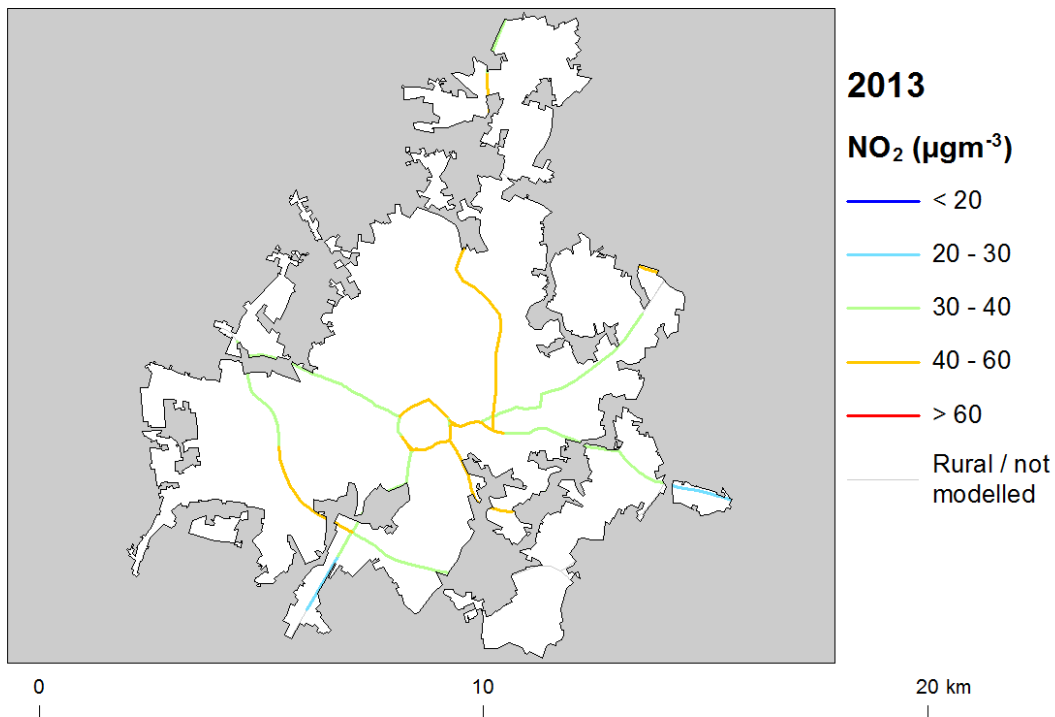
(c) LGV = light goods vehicle

Figure 4: Map of modelled background annual mean NO₂ concentrations 2013. Modelled exceedances of the annual limit value are shown in orange and red.



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Figure 5: Map of modelled roadside annual mean NO₂ concentrations 2013. Modelled exceedances of the annual limit value are shown in orange and red.



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4 Measures

4.1 Introduction

This section gives details of measures that address exceedances of the NO₂ limit values within Coventry/Bedworth agglomeration zone. This includes both measures that have already been taken and measures for which there is a firm commitment that they will be taken.

Section 5 then explains the extent to which it has been possible to incorporate the impacts of these measures into the baseline modelling carried out for this assessment.

4.2 Source apportionment

It is important to understand which sources are responsible for causing the exceedance in order to most effectively tailor measures to address the NO₂ exceedance situation described in section 3 above. This can be achieved by considering the source apportionment for the exceedance situation, also presented in section 3. A summary of what the source apportionment shows and the implications for which measures would therefore be appropriate is given here.

Local road traffic was the dominant source in this exceedance location in the reference year. The largest contribution was from cars at the location of maximum exceedance with a contribution of 35.1 μgm^{-3} of NO_x out of a total of 128.7 μgm^{-3} of NO_x. Cars, articulated HGVs, rigid HGVs and LGVs were important sources on the motorway roads with the highest concentrations in this exceedance situation. Cars, LGVs and on some roads rigid and articulated HGVs and buses were important sources on the primary roads with the highest concentrations. For all road links concentrations of NO_x from diesel cars were approximately four times greater than NO_x emissions from petrol cars. NO_x concentrations from petrol LGVs are a small component of total NO_x concentrations and less than 2% of total NO_x from LGVs.

This indicates that appropriate measures should impact on local road traffic sources in this zone. Other measures to address the urban background sources may also be beneficial.

4.3 Measures

Measures potentially affecting NO₂ in this agglomeration zone have been taken and/or are planned at a range of administrative levels. These are:

- European Union
- National (i.e. England, Scotland, Wales, Northern Ireland or whole UK)
- Local (i.e. UK Local Authorities)

Details of European Union measures (e.g. Euro Standards, Fuel Quality Directives, Integrated Pollution Prevention and Control) can be found on the European Commission's website (http://ec.europa.eu/environment/air/index_en.htm). Details of national measures are given in the UK overview document and the list of UK and national measures.

Relevant Local Authority measures within this exceedance situation are listed in Table C.1 (see Annex C). Table C.1 lists measures which a local authority has carried out or is in the process of carrying out, plus additional measures which the local authority is committed to carrying out or is investigating with the expectation of carrying out in the future.

The types of initiatives in place in the zone include modal shifts from using private cars to walking and cycling, workplace and school travel plans and the use of low emission vehicles.

There are many initiatives in the zone that are taking place that help improve air quality. Measures to encourage more cycling, walking, workplace and school travel plans are in place that will reduce the impact of traffic on the transport network by encouraging a shift towards sustainable modes of transport.

To build on these measures, there have been initiatives to improve bus emissions through fleet renewal. Greener methods of travelling are also taking place through the use of electric buses on some routes as part of a park and ride scheme that reduces car use. The zone has an ongoing trial of low emission vehicles and some parts of the zone are using electric cars and hybrid technology.

4.4 Measures timescales

Timescales for national measures are given in the UK overview document and list of UK and national measures.

Local Authorities report on progress with the implementation of their action plans annually and review action plan measures regularly. Information on local measures was collected in February/March 2015. Hence, any Local Authority action plans and measures adopted by Local Authorities after this time have not been included in this air quality plan, unless additional information was provided during the consultation process.

The reference year for this air quality plan is 2013. Where measures started and finished before 2013, then the improvement in air quality resulting from these measures will have already taken place before the reference year and the impact of these measures will have been included in the assessment where the measure has had an impact on the statistics used to compile the emission inventory. Many measures started before the reference year and will continue to have a beneficial impact on air quality well beyond the reference year. Measures with a start date before 2013 and an end date after 2013 may have an impact on concentrations in the reference year and a further impact in subsequent years. Where the Status column in Annex C is 'Implementation', this shows that this measure is already underway or that there is a commitment for this measure to go ahead. Where the Status is 'Planning', 'Preparation' or 'Other' the level of commitment is less clear and it is possible some of these measures may not go ahead.

5 Baseline Model Projections

5.1 Overview of model projections

Model projections for 2020, 2025 and 2030, starting from the 2013 reference year described in section 3, have been calculated in order to determine when compliance with the NO₂ limit values is likely to be achieved on the basis of EU, regional and local measures currently planned. Details of the methods used for the baseline emissions and projections modelling are provided in the UK technical report.

For national measures, it has not been possible to quantify the impact of all measures on emissions and ambient concentrations. The impact for all quantifiable measures has been included in the baseline projections.

The impacts of the individual Local Authority measures have not been explicitly included in the baseline model projections. However, measures may have been included implicitly if they have influenced the traffic counts for 2012 (used as a basis for the compilation of the emission inventory) or in the traffic activity projections to 2020 and beyond (used to calculate the emissions projections). It should be recognised that these measures will have a beneficial impact on air quality, even if it has not been possible to quantify this impact here.

5.2 Baseline projections: NO₂_UK0017_Annual_1

Table 4 presents summary results for the baseline model projections for 2020, 2025 and 2030 for the NO₂_UK0017_Annual_1 exceedance situation. This shows that the maximum modelled annual mean NO₂ concentration predicted for 2020 in this exceedance situation is 34 $\mu\text{g}\text{m}^{-3}$. Hence, the model results suggest that compliance with the NO₂ annual limit value is likely to be achieved before 2020 under baseline conditions in this exceedance situation.

Figures 6 and 7 show maps of projected annual mean NO₂ concentrations in 2020, 2025 and 2030 for background and roadside locations respectively. Maps for 2013 are also presented here for reference.

It should be noted that the baseline projections presented here include the impacts of some measures, where they can be quantified, that have already been or will be implemented.

Table 4: Annual mean NO₂ model results in NO₂_UK0017_Annual_1.

	2013	2020	2025	2030
Road length exceeding (km)	15.0	0.0	0.0	0.0
Background exceeding (km ²)	0	0	0	0
Maximum modelled concentration NO ₂ (μgm ⁻³) (a)	52	34	29	27
Corresponding modelled concentration NOx (μgm ⁻³) (b)	129	78	63	58

(a) Annual Mean Limit Value = 40 μgm⁻³

(b) NOx is recorded here for comparison with the NOx source apportionment graphs for 2013 presented in Annex B of this plan. Limit values for EU directive purposes are based on NO₂.

Figure 6: Background baseline projections of annual mean NO₂ concentrations in 2020, 2025 and 2030. 2013 is also included here for reference. Modelled exceedances of the annual limit value are shown in orange and red.

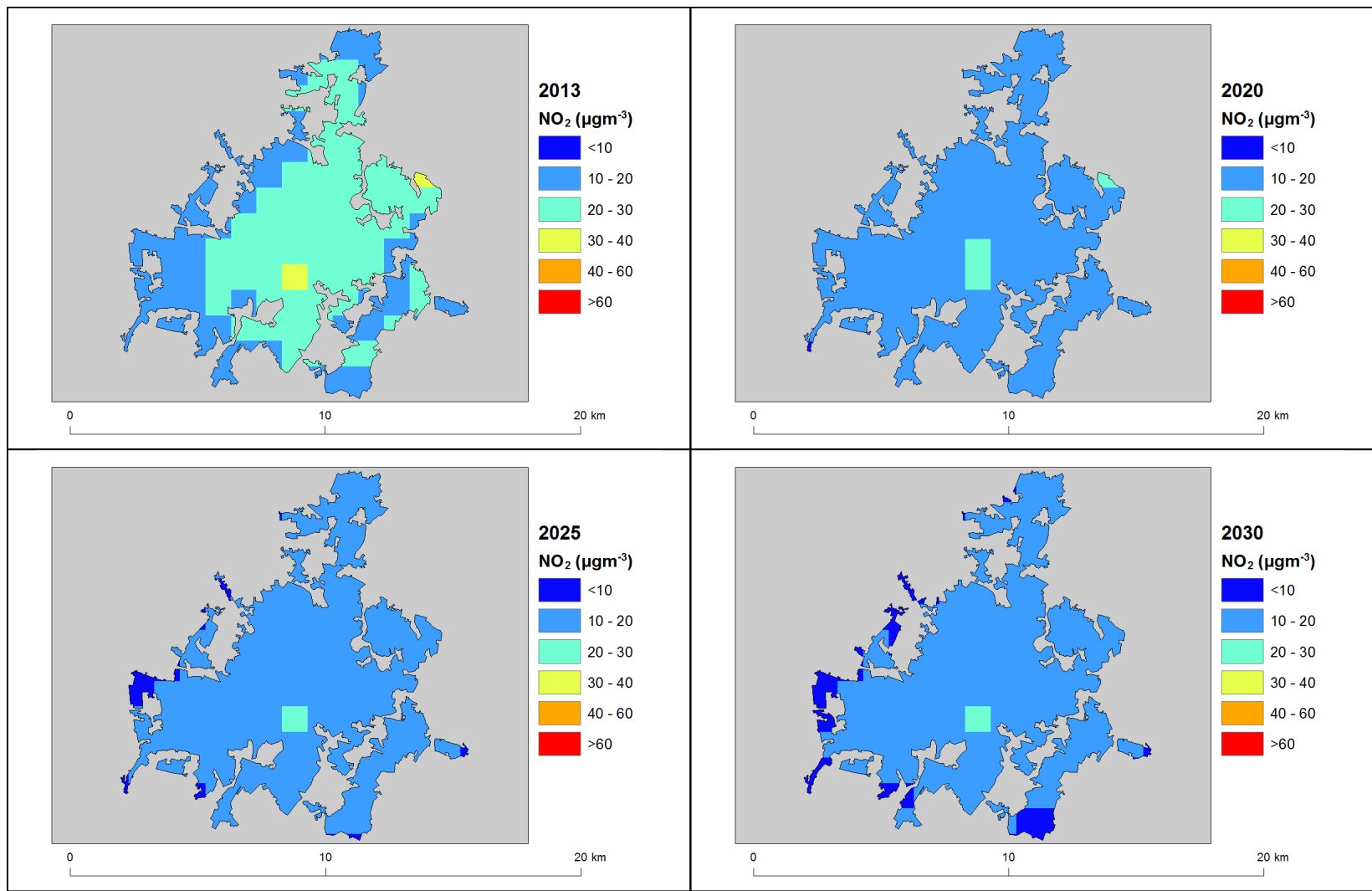
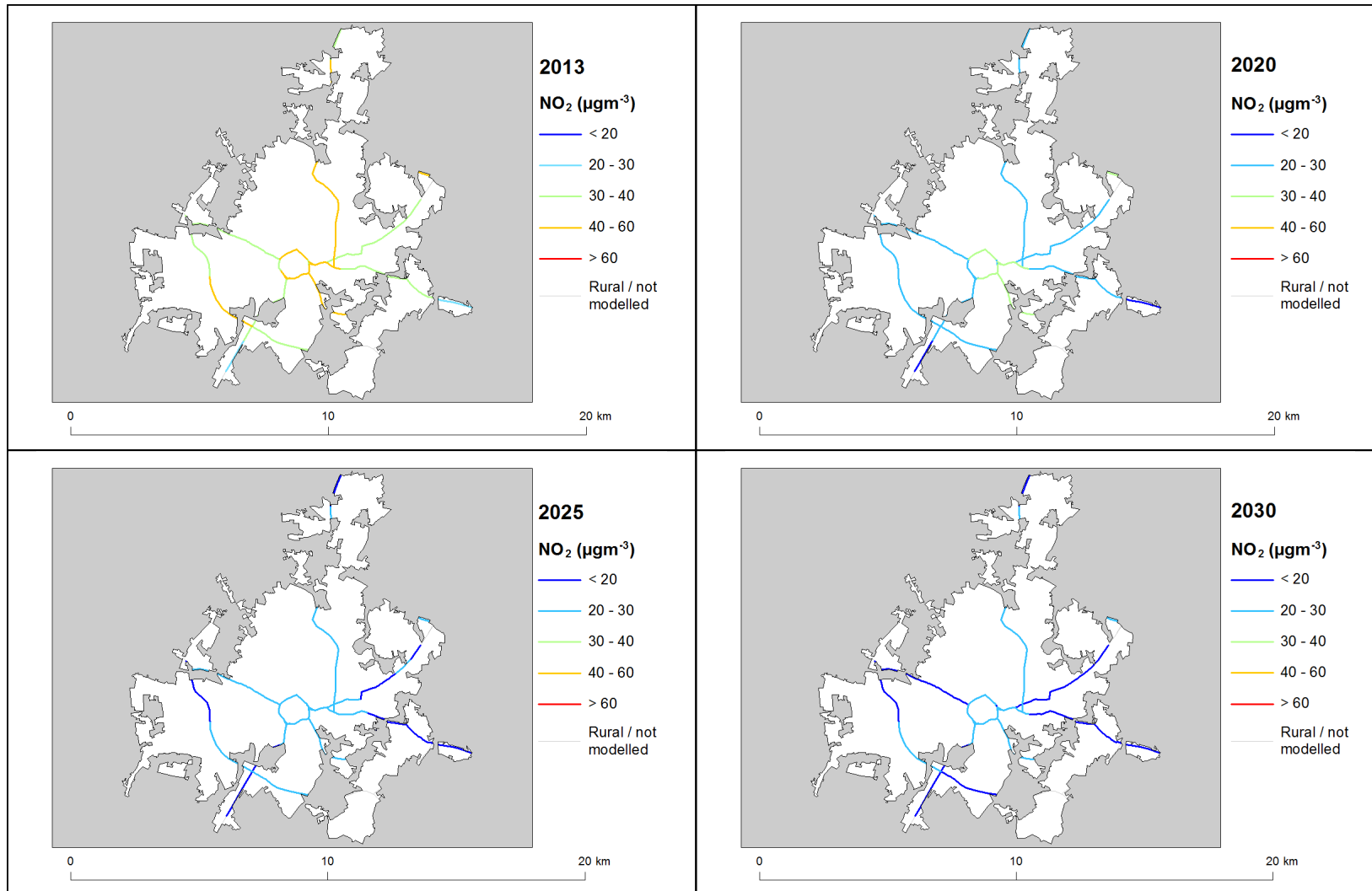


Figure 7: Roadside baseline projections of annual mean NO₂ concentrations in 2020, 2025 and 2030. 2013 is also included here for reference. Modelled exceedances of the annual limit value are shown in orange and red.



Annexes

A References

Air Quality Expert Group (AQEG, 2004). Nitrogen Dioxide in the United Kingdom. <http://uk-air.defra.gov.uk/library/aqeg/publications>

Decision 2004/224/EC. Commission Decision of 20 February 2004 laying down arrangements for the submission of information on plans or programmes required under Council Directive 96/62/EC in relation to limit values for certain pollutants in ambient air. From the Official Journal of the European Union, 6.3.2004, En series, L68/27

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Decision 2011/850/EU Commission Implementing Decision of 12 December 2011 laying down rules for Directives 2004/107/EC and 2008/50/EC of the European Parliament and of the Council as regards the reciprocal exchange of information and reporting on ambient air quality. From the Official Journal of the European Union, 17.12.2011, En series, L335/86

CDR Central Data Repository. <http://cdr.eionet.europa.eu/>

Air Quality Directive 2008/50/EC. Council Directive 2008/50/EC, of 21 May 2008. On ambient air quality and cleaner air for Europe. From the Official Journal of the European Union, 11.6.2008, En series, L152/1

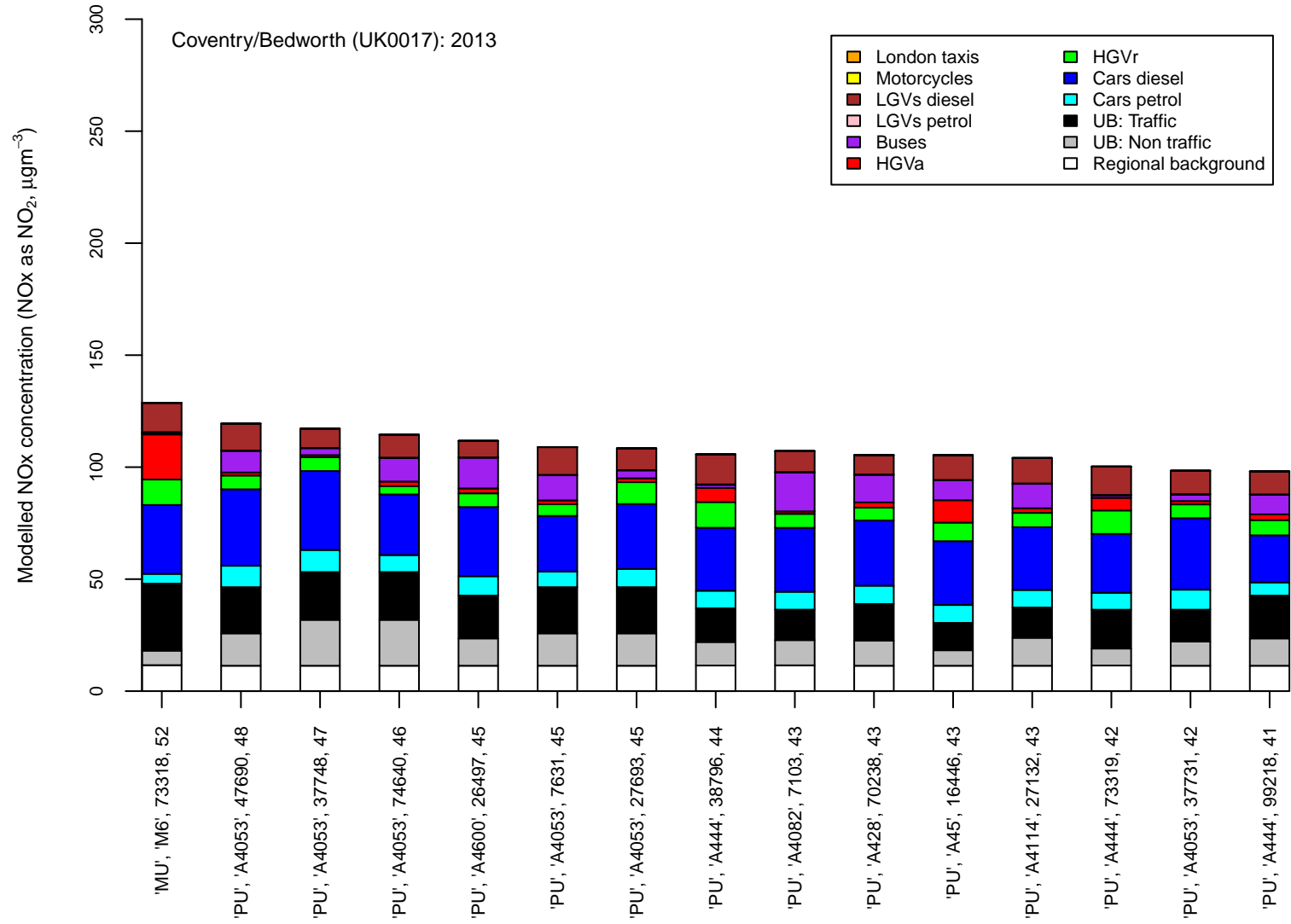
1st Daughter Directive 1999/30/EC. Council Directive 1999/30/EC, of 22 April 1999 relating to limit values for sulphur dioxide, nitrogen dioxide and oxides of nitrogen, particulate matter and lead in ambient air (The First Daughter Directive). From the Official Journal of the European Communities, 29.6.1999, En Series, L163/41.

UK overview document, List of UK and National Measures and the UK technical report are available at: <http://www.gov.uk/defra>.

B Source apportionment graphs

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Figure B.1: Annual mean roadside NO_x source apportionment plots for all roads exceeding the annual mean NO₂ limit value in 2013.



Road class (MU = motorway, PU = primary road, TU = trunk road), road number, census id 12 and modelled NO₂ concentration (µgm⁻³)

C Tables of measures

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Table C.1 Relevant Local Authority measures within Coventry/Bedworth (UK0017)

Measure code	Description	Focus	Classification	Status	Other information
Coventry City Council_1	Cycle Coventry	New cycle routes, parking	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2012 Expected end date: 2015 Spatial scale: Whole town or city Source affected: Transport Indicator: Increased cycling Target emissions reduction: N/A
Coventry City Council_2	Pinch Point	Road Junction improvements	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2012 Expected end date: 2015 Spatial scale: National Source affected: Transport Indicator: Decreased congestion Target emissions reduction: N/A
Coventry City Council_3	Investment in Urban Traffic Control (UTMC)	Hi-tech traffic management technology	Traffic planning and management: Other measure	Implementation	Start date: 2010 Expected end date: 2014 Spatial scale: National Source affected: Transport Indicator: Decreased congestion Target emissions reduction: N/A
Coventry City Council_4	Junction A45/Kenilworth Road improvements	Upgrade has reduced congestion at busy junction	Traffic planning and management: Other measure	Implementation	Start date: 2014 Expected end date: 2014 Spatial scale: Whole agglomeration Source affected: Transport Indicator: Reduced traffic congestion Target emissions reduction: N/A
Coventry City Council_5	Ring road junction 1 improvements	Improve traffic flow and pedestrian/cycle crossing at busy junction 1	Traffic planning and management: Other measure	Planning	Start date: 2014 Expected end date: 2016 Spatial scale: National Source affected: Transport Indicator: Decreased congestion Target emissions reduction: N/A
Coventry City Council_6	Public Realm	City Centre sustainable travel initiative	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2011 Expected end date: 2015 Spatial scale: Whole town or city Source affected: Transport Indicator: Increased cycling/walking Target emissions reduction: N/A
Coventry City Council_7	NUCKLE	Improved rail services on major commuter corridor	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2011 Expected end date: 2015 Spatial scale: National Source affected: Transport Indicator: Increased rail journeys Target emissions reduction: N/A

Measure code	Description	Focus	Classification	Status	Other information
Coventry City Council_8	Whitley bridge construction	Reduce queuing at Jaguar/Land Rover site	Traffic planning and management: Other measure	Implementation	Start date: 2014 Expected end date: 2015 Spatial scale: National Source affected: Transport Indicator: Decreased congestion Target emissions reduction: N/A
Coventry City Council_9	Friargate bridge construction	New bridge deck over ring road for sustainable travel	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2014 Expected end date: 2015 Spatial scale: Whole town or city Source affected: Transport Indicator: Increased cycling/walking Target emissions reduction: N/A
Coventry City Council_10	Coventry Station Access Scheme	Access improvements to encourage rail use	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2014 Expected end date: 2019 Spatial scale: Whole agglomeration Source affected: Transport Indicator: Increased rail journeys Target emissions reduction: N/A
Coventry City Council_11	Electric vehicles	On-going trial of Low emissions vehicles within the City Councils fleet such as electric cars and hybrid technology	Public procurement: New vehicles, including low emission vehicles	Implementation	Start date: 2010 Expected end date: 2015 Spatial scale: Whole town or city Source affected: Transport Indicator: Increased LEV journeys Target emissions reduction: N/A
Coventry City Council_12	Park and Ride South	Reduce car use. The service currently uses electric buses.	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2009 Expected end date: 2010 Spatial scale: Whole agglomeration Source affected: Transport Indicator: Decreased car journeys Target emissions reduction: N/A
Coventry City Council_13	M6 Active Traffic Management	Joint working to reduce traffic congestion	Traffic planning and management: Other measure	Implementation	Start date: 2010 Expected end date: 2015 Spatial scale: National Source affected: Transport Indicator: Decreased congestion Target emissions reduction: N/A
Coventry City Council_14	Tollbar Island Reconstruction	Joint working to reduce queuing on A46/A45.	Traffic planning and management: Other measure	Implementation	Start date: 2013 Expected end date: 2016 Spatial scale: National Source affected: Transport Indicator: Decreased congestion Target emissions reduction: N/A

Measure code	Description	Focus	Classification	Status	Other information
Coventry City Council_15	Heatline	Low carbon energy from waste	Low emission fuels for stationary and mobile sources: Other measure	Implementation	Start date: 2012 Expected end date: 2015 Spatial scale: Whole town or city Source affected: Commercial and residential sources Indicator: Reduced Carbon/NO2 Target emissions reduction: N/A
Coventry City Council_16	Electric City	Charging points, driverless car initiatives	Public procurement: Other measure	Implementation	Start date: 2012 Expected end date: 2015 Spatial scale: Whole agglomeration Source affected: Transport Indicator: Increased LEV journeys Target emissions reduction: N/A
Coventry City Council_17	Greener City	Green spine to City Centre - promoting walking, cycling	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2014 Expected end date: 2016 Spatial scale: Whole town or city Source affected: Transport Indicator: Increased cycling/walking Target emissions reduction: N/A
Coventry City Council_18	Deculverting	Introduce more blue infrastructure to City Centre	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2012 Expected end date: 2016 Spatial scale: Whole town or city Source affected: Transport Indicator: Increased cycling/walking Target emissions reduction: N/A
Coventry City Council_19	Broadgate square	Pedestrianisation and public open space	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2011 Expected end date: 2012 Spatial scale: Whole town or city Source affected: Transport Indicator: Increased cycling/walking Target emissions reduction: N/A
Coventry City Council_20	Council House Square	Road narrowing and one-way system	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2013 Expected end date: 2014 Spatial scale: Whole town or city Source affected: Transport Indicator: Increased cycling/walking Target emissions reduction: N/A
Coventry City Council_21	Liddice Place	Alterations to road junctions to improve traffic flow, widening and re-laying of new pedestrian footpaths.	Traffic planning and management: Other measure	Implementation	Start date: 2012 Expected end date: 2012 Spatial scale: Whole town or city Source affected: Transport Indicator: Decreased congestion Target emissions reduction: N/A

Measure code	Description	Focus	Classification	Status	Other information
Coventry City Council_22	Gosford Street	Alterations to some road junctions to improve traffic flow and journey times, and widening and re-laying of new pedestrian footpaths.	Traffic planning and management: Other measure	Implementation	Start date: 2012 Expected end date: 2012 Spatial scale: Whole town or city Source affected: Transport Indicator: Decreased congestion Target emissions reduction: N/A
Coventry City Council_23	Belgrade Square	Alterations to some road junctions to improve traffic flow and journey times, and widening and re-laying of new pedestrian footpaths.	Traffic planning and management: Other measure	Implementation	Start date: 2012 Expected end date: 2012 Spatial scale: Whole town or city Source affected: Transport Indicator: Decreased Congestion Target emissions reduction: N/A
Coventry City Council_24	Fuel Poverty Initiatives	Reduced emissions from domestic boilers	Low emission fuels for stationary and mobile sources: Other measure	Implementation	Start date: 2013 Expected end date: 2015 Spatial scale: Whole town or city Source affected: Commercial and residential sources Indicator: Reduced NO2 emission Target emissions reduction: N/A
Coventry City Council_25	Climate change Strategy	To reduce carbon dioxide emissions by 27.5 per cent. Anticipated similar reduction in NOx	Low emission fuels for stationary and mobile sources: Other measure	Implementation	Start date: 2008 Expected end date: 2020 Spatial scale: Whole town or city Source affected: Commercial and residential sources Indicator: Reduced NO2 emission Target emissions reduction: N/A
Coventry City Council_26	OLEV bid	Large-scale roll out of ultra low emission vehicles across Coventry's travel to work area	Public procurement: Other measure	Planning	Start date: 2015 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: Increased LEV journeys Target emissions reduction: N/A
Coventry City Council_27	Smarter Network, Smarter Choices	Sustainable Local Transport Fund bid - reducing shorter journeys	Public procurement: Other measure	Planning	Start date: 2015 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: Decreased congestion Target emissions reduction: N/A
Coventry City Council_28	Workplace Travel Plans	Monitor and advice service leading to coordination for all major employers	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2012 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: Decreased congestion Target emissions reduction: N/A

Measure code	Description	Focus	Classification	Status	Other information
Coventry City Council_29	Devise Procurement Policy for fleet operators	Encourage low carbon vehicle purchase	Public procurement: New vehicles, including low emission vehicles	Implementation	Start date: 2012 Expected end date: 2015 Spatial scale: Whole town or city Source affected: Transport Indicator: Increased low carbon vehicle journeys Target emissions reduction: N/A
Coventry City Council_30	Biofuels in Council fleet	Feasibility study completed	Public procurement: New vehicles, including low emission vehicles	Implementation	Start date: 2012 Expected end date: 2015 Spatial scale: Whole town or city Source affected: Transport Indicator: Increased low carbon vehicle journeys Target emissions reduction: N/A
Coventry City Council_31	EV charging points	Expand City network	Public procurement: Other measure	Implementation	Start date: 2012 Expected end date: 2015 Spatial scale: Whole town or city Source affected: Transport Indicator: Increased LEV journeys Target emissions reduction: N/A
Coventry City Council_32	City wide low carbon procurement code	Supply chain development to enhance sustainability	Public procurement: Other measure	Implementation	Start date: 2012 Expected end date: 2015 Spatial scale: Whole town or city Source affected: Transport Indicator: Increased low carbon vehicle journeys Target emissions reduction: N/A
Coventry City Council_33	Street Lighting PFI	Centrally controlled dimming street lighting	Other measure: Other measure	Implementation	Start date: 2012 Expected end date: 2012 Spatial scale: Whole town or city Source affected: Other, please specify Indicator: Reduced Carbon/NO2 Target emissions reduction: N/A
Coventry City Council_34	Heatline	N/A	Other measure: Other measure	N/A	Start date: 2014 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Commercial and residential sources Indicator: Reduced Carbon/NO2 Target emissions reduction: N/A

Measure code	Description	Focus	Classification	Status	Other information
Coventry City Council_35	Traffic Regulation Order	Prohibit Euro I and Euro II buses from passing through the AQMA	Public procurement: Cleaner vehicle transport services	Implementation	Start date: 2011 Expected end date: 2011 Spatial scale: Whole agglomeration Source affected: Transport Indicator: Reduced NO2 emission Target emissions reduction: N/A
Coventry City Council_36	Pool Meadow	Better sustainable transport access to main bus station -greater use of Pool Meadow Bus Station by creating a two-way bus and bicycle only route across the currently pedestrianised areas	Traffic planning and management: Improvement of public transport	Implementation	Start date: 2011 Expected end date: 2011 Spatial scale: Local Source affected: Transport Indicator: Reduced congestion Target emissions reduction: N/A
Coventry City Council_37	Relocation of Taxi ranking	Remove source of emissions in priority areas congested street canyon	Traffic planning and management: Improvement of public transport	Implementation	Start date: 2011 Expected end date: 2011 Spatial scale: Local Source affected: Transport Indicator: Reduced NO2 emission Target emissions reduction: N/A
Coventry City Council_38	Bus Showcase Route	Showcase service along critical routes Walsgrave / Ansty Road corridor	Traffic planning and management: Improvement of public transport	Implementation	Start date: 2011 Expected end date: 2011 Spatial scale: Local Source affected: Transport Indicator: Increased bus journeys Target emissions reduction: N/A
Coventry City Council_39	On-street parking enforcement	Reduce illegal parking which restricts traffic flows	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2011 Expected end date: 2011 Spatial scale: Whole town or city Source affected: Transport Indicator: Reduced Congestion Target emissions reduction: N/A
Coventry City Council_40	Improvements in taxi fleet	Introduce newer vehicles with less emissions	Public procurement: Cleaner vehicle transport services	Implementation	Start date: 2011 Expected end date: 2011 Spatial scale: Whole town or city Source affected: Transport Indicator: Reduced NO2 emission Target emissions reduction: N/A
Coventry City Council_41	Control of Industrial emissions	Active regulation its processes under the Pollution Prevention and Control Act 2000.	Other measure: Other measure	Implementation	Start date: 2011 Expected end date: 2011 Spatial scale: Whole town or city Source affected: Industry including heat and power production Indicator: Reduced NO2 emission Target emissions reduction: N/A

Measure code	Description	Focus	Classification	Status	Other information
Coventry City Council_42	Emissions from domestic sources	Enforce the provisions of the Clean Air Act 1993 as applied to stack height provision and dark smoke offences	Low emission fuels for stationary and mobile sources: Other measure	Implementation	Start date: 2011 Expected end date: 2011 Spatial scale: Whole town or city Source affected: Commercial and residential sources Indicator: Reduced NO2 emission Target emissions reduction: N/A
Coventry City Council_43	Bonfires	Enforce the provisions of the Clean Air Act 1993 etc.	Other measure: Other measure	Implementation	Start date: 2011 Expected end date: 2011 Spatial scale: Whole town or city Source affected: Other, please specify Indicator: Reduced NO2 emission Target emissions reduction: N/A
Coventry City Council_44	Public Information	Raise public awareness of air pollution through newsletters and displays around the city	Low emission fuels for stationary and mobile sources: Other measure	Implementation	Start date: 2011 Expected end date: 2011 Spatial scale: Whole town or city Source affected: Other, please specify Indicator: Reduced NO2 emission Target emissions reduction: N/A
Coventry City Council_45	Rush hour challenge	High profile Corporate sustainable transport event	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2011 Expected end date: 2011 Spatial scale: Whole town or city Source affected: Transport Indicator: Reduced congestion Target emissions reduction: N/A
Coventry City Council_46	Sustainable Schools Steering Group	Education on sustainability to schools	Low emission fuels for stationary and mobile sources: Other measure	Implementation	Start date: 2011 Expected end date: 2011 Spatial scale: Whole town or city Source affected: Other, please specify Indicator: Reduced NO2 emission Target emissions reduction: N/A
Coventry City Council_47	Low Emission Strategy	Overarching Low Emission Strategy for the 7 West Midlands Authorities to improve emissions and concentrations of NO2 and particulates while also seeking to exploit the synergies of CO2 and noise reduction, where possible, through the transformation of the West Midlands vehicle fleet	Other measure: Other measure	Preparation	Start date: 2013 Expected end date: 2015 Spatial scale: Whole agglomeration Source affected: Transport Indicator: Adoption of the Low Emission Strategy within each Local Authority area. Target emissions reduction: N/A

Measure code	Description	Focus	Classification	Status	Other information
Coventry City Council_48	Planning Guidance	Develop a regional Good Practice Planning Guidance which protect residents of future development schemes from exposure to air pollution. The Guidance promote a simplified assessment criteria and definition of sustainability, Incorporates mitigation as standard to help counter cumulative impacts. Applies a procedure for evaluating additional requirements for mitigation and compensation using cost damage analysis.	Other measure: Other measure	Implementation	Start date: 2011 Expected end date: 2014 Spatial scale: Whole agglomeration Source affected: Transport Indicator: Publication of Guidance and implementation across the West Midlands Target emissions reduction: N/A
Coventry City Council_49	Procurement Guidance	Develop a regional Good Practice Procurement document with the following key policies and benefits: Local sourcing (reduced vehicle mileage), Sustainable fleet demonstration, specification and contract award criteria, including Government Buying Standards considerations. Development of Whole Life Cost model, including damage costs of environmental impact. Innovative procurement. Development of public private partnerships.	Other measure: Other measure	Implementation	Start date: 2011 Expected end date: 2015 Spatial scale: Whole agglomeration Source affected: Transport Indicator: Publication of Guidance and implementation across the West Midlands Target emissions reduction: N/A
Coventry City Council_50	Low Emission Zone Feasibility	A technical study into the feasibility of creating a transferable LEZ model for the West Midlands. A range of scenarios were selected (City Centre / Motorway / Street Canyon and Urban Corridor).The study assess the benefits and dis-benefits of emission control policies on key vehicle types for each scenario, including cost benefit analysis and potential costing for implementation, as well as Health Impact Assessment (HIA) of the most effective intervention measures	Traffic planning and management: Low emission zones	Evaluation	Start date: 2013 Expected end date: 2015 Spatial scale: Whole agglomeration Source affected: Transport Indicator: Publication of feasibility study and adoption of measures capable of improving emissions/pollutant concentrations. Target emissions reduction: N/A

Measure code	Description	Focus	Classification	Status	Other information
Nuneaton and Bedworth Borough Council_1	Identify and bring forward traffic management improvements in Nuneaton town centre, particularly where they will benefit the two AQMAs.	N/A	Traffic planning and management: Other measure	Preparation	Start date: 2012 Expected end date: 2016 Spatial scale: Local Source affected: Transport Indicator: Number of measures implemented or started Target emissions reduction: 1-2 µg/m3
Nuneaton and Bedworth Borough Council_2	Identify measures to reduce the impact of HGV movements within the area.	N/A	Traffic planning and management: Other measure	Other	Start date: 2014 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: Measures to reduce HGV movements Number of measures approved by WCC Number of measures implemented/started Target emissions reduction: 0.2 – 0.5 µg/m3
Nuneaton and Bedworth Borough Council_3	Improvements for pedestrians and cyclists within the area.	N/A	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2005 Expected end date: 2018 Spatial scale: Local Source affected: Transport Indicator: Metres of paths improved / developed for pedestrians and cyclists in Nuneaton particularly in AQMAs. Target emissions reduction: 0.2 – 0.5 µg/m3
Nuneaton and Bedworth Borough Council_4	Integration of public transport in Nuneaton, including improvements for bus, rail and community transport infrastructure and services.	N/A	Other measure: Other measure	Implementation	Start date: 2014 Expected end date: 2018 Spatial scale: Whole town or city Source affected: Transport Indicator: No. of improvement Target emissions reduction: 0.2 – 0.5 µg/m3
Nuneaton and Bedworth Borough Council_5	School and Workplace Travel Plans	N/A	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2008 Expected end date: 2020 Spatial scale: Whole town or city Source affected: Transport Indicator: Number of new travel plans in place. Target emissions reduction: 0.2 – 0.5 µg/m3

Measure code	Description	Focus	Classification	Status	Other information
Nuneaton and Bedworth Borough Council_6	Work with partners to deliver improvements in vehicle emissions.	N/A	Public procurement: Cleaner vehicle transport services	Implementation	Start date: 2014 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: Number of new / improved vehicles within fleets Target emissions reduction: 1-2 µg/m3
Nuneaton and Bedworth Borough Council_7	Work together with partners to promote and implement energy efficiency measures	N/A	Other measure: Other measure	Implementation	Start date: 2014 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: Number of consultations provided Council's energy efficiency figures Target emissions reduction: 0 - 0.2 µg/m3
Rugby Borough Council_1	Rugby Western Relief Road	Serve new development at Cawston, Swift Valley, Malpass Farm and Coton Park, and reduce the impact of traffic within the town centre.	Traffic planning and management: Other measure	Evaluation	Start date: 2007 Expected end date: 2011 Spatial scale: Local Source affected: Transport Indicator: Implementation of the scheme in full Target emissions reduction: 0.12
Rugby Borough Council_2	Warwick Street Gyratory Improvements	Manage the impact of traffic accessing and passing through the town centre, along with planned housing and employment growth within the town.	Traffic planning and management: Other measure	Implementation	Start date: 2015 Expected end date: 2015 Spatial scale: Local Source affected: Transport Indicator: Implementation of the scheme in full Target emissions reduction: Not specified
Rugby Borough Council_3	Improvements to Church Street/North Street	Reduce the impact of traffic on the town centre, and allow better access for pedestrians and cyclists.	Traffic planning and management: Encouragement of shift of transport modes	Other	Start date: 2015 Expected end date: 2016 Spatial scale: Local Source affected: Transport Indicator: Implementation of the scheme in full Target emissions reduction: Not specified

Measure code	Description	Focus	Classification	Status	Other information
Rugby Borough Council_4	Decriminalisation of Parking Enforcement within Rugby Borough	Improve the management of traffic within the town centre and the impact of illegal parking.	Traffic planning and management: Management of parking places	Evaluation	Start date: 2006 Expected end date: 2006 Spatial scale: Whole town or city Source affected: Transport Indicator: Implementation of the scheme in full Target emissions reduction: Not specified
Rugby Borough Council_5	Rugby Town Centre 20:20 Vision	Improve public transport.	Traffic planning and management: Improvement of public transport	Planning	Start date: 2014 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: N/A Target emissions reduction: Not specified
Rugby Borough Council_6	Re-routing traffic – Lorry Route Maps and agreements	Reduce the impact of heavy goods vehicles on the transport network of the Borough.	Traffic planning and management: Freight transport measure	Implementation	Start date: 2009 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: Reduction in complaints regarding inappropriate lorry movements Target emissions reduction: Not specified
Rugby Borough Council_7	Variable Message Signing	Reduce the impact of circulating traffic seeking access to the town centre car parks.	Traffic planning and management: Other measure	Implementation	Start date: 2009 Expected end date: 2009 Spatial scale: Local Source affected: Transport Indicator: Implementation of the scheme in full Target emissions reduction: Not specified
Rugby Borough Council_8	Enforcement of Idling Vehicle Legislation	Reduce number of idling vehicle improving local air quality by reducing emissions to air.	Traffic planning and management: Other measure	Other	Start date: 2014 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: Currently N/A Target emissions reduction: Currently N/A
Rugby Borough Council_9	Improve the Borough Council Fleet (interims of emissions)	As vehicles are replaced, they are replaced with lower emission vehicles.	Other measure: Other measure	Implementation	Start date: 2010 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: Not specified Target emissions reduction: Not specified

Measure code	Description	Focus	Classification	Status	Other information
Rugby Borough Council_10	Improve Bus Emissions	The County Council is working with the principal bus operators within the town to reduce bus emissions through their fleet renewal process, and on individual routes when they are upgraded to QBC status.	Traffic planning and management: Improvement of public transport	Implementation	Start date: 2014 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: Not specified. Target emissions reduction: Not specified
Rugby Borough Council_11	Cycling	Reduce the impact of traffic on the transport network of the Borough (particularly within the urban area of Rugby) by encouraging a shift towards sustainable modes of transport.	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2014 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: Increase in cycling as a result of individual scheme implementation Target emissions reduction: Not specified
Rugby Borough Council_12	Walking	Reduce the impact of traffic on the transport network of the Borough (particularly within the urban area of Rugby) by encouraging a shift towards sustainable modes of transport.	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2014 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: Increase in walking (footfall) as a result of individual scheme implementation Target emissions reduction: Not specified
Rugby Borough Council_13	Workplace Travel Plans	Reduce the impact of traffic on the transport network of the Borough (particularly within the urban area of Rugby) by encouraging a shift towards sustainable modes of transport.	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2014 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: Number of Travel Plans agreed with existing employers and as part of new development Target emissions reduction: Not specified
Rugby Borough Council_14	School Travel Plans and Safer Routes to School	Reduce the impact of traffic on the transport network of the Borough (particularly within the urban area of Rugby) by encouraging a shift towards sustainable modes of transport.	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2014 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: Reduction in the number of car-based journeys to school Target emissions reduction: Not specified

Measure code	Description	Focus	Classification	Status	Other information
Rugby Borough Council_15	Public Transport Strategy, including the Bus Strategy	Reduce the impact of traffic on the transport network of the Borough (particularly within the urban area of Rugby) by encouraging a shift towards sustainable modes of transport.	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2014 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: Increase in bus patronage Target emissions reduction: Not specified
Rugby Borough Council_16	Travel Awareness Campaigns	Reduce the impact of traffic on the transport network of the Borough (particularly within the urban area of Rugby) by encouraging a shift towards sustainable modes of transport.	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2014 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: Reduction in the number of car-based journeys being made within the Borough Target emissions reduction: Not specified
Rugby Borough Council_17	Energy efficiency improvements to Rugby housing & the reduction of fuel poverty. Corporate Property	Reduction of carbon emissions from domestic dwellings, the reduction of residents' fuel bills & the alleviation of ill health due to cold, damp housing.	Other measure: Other measure	Implementation	Start date: 2014 Expected end date: 2020 Spatial scale: Whole town or city Source affected: Commercial and residential sources Indicator: HECA report published March 13, and will be updated at two yearly intervals.. Target emissions reduction: We aim to reduce CO2 emissions in the housing sector to 165.8kt CO2 of 2009 (207.3kt CO2) levels by 2020. This will be equivalent to a 20% reduction.
Rugby Borough Council_18	Control Of Industrial Emissions	Reduce the environmental impact of industrial processes through pollution control regulation	Permit systems and economic instruments: IPPC permits	Implementation	Start date: 2014 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Industry including heat and power production Indicator: 99.24% compliance improvements Target emissions reduction: Not specified

Measure code	Description	Focus	Classification	Status	Other information
Rugby Borough Council_19	Emissions from Domestic and Commercial Sources	Prevent and/or reduce environmental impacts from domestic and commercial emissions.	Other measure: Other measure	Implementation	Start date: 2014 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Commercial and residential sources Indicator: Reduction in complaints. Target emissions reduction: Not specified
Rugby Borough Council_20	Control of Bonfires	Prevent and/or reduce environmental impacts from domestic and commercial emissions.	Other measure: Other measure	Implementation	Start date: 2014 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Other, please specify Indicator: Reduction in complaints Target emissions reduction: Not specified
Rugby Borough Council_21	Planning Development and Planning Applications	Air quality assessments have been requested for land use planning developments that meet AQMA thresholds in the Rugby Borough Local Plan (July 2006. The requirements for future assessments have now been embodied in a new Planning Obligations Supplementary Planning Document adopted in March 2012. This is to ensure that new development does not result in a significant increase in the production of air pollutants and that opportunities are taken to improve air quality, where possible. In some instances where an AQMA threshold has not been met, officer discretionary measures have been utilised where it is felt that a proposed land use development has potential to impact on air quality and should be a material consideration.	Other measure: Other measure	Implementation	Start date: 2014 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: Not specified Target emissions reduction: Not specified
Warwick District Council_1	Improvements to Junctions 13, 14, 1 and 15 of the M40	Reduce queuing at motorway junctions	Traffic planning and management: Other measure	Implementation	Start date: 2008 Expected end date: 2016 Spatial scale: Whole town or city Source affected: Transport Indicator: Changes in traffic levels at junctions Target emissions reduction: N/a

Measure code	Description	Focus	Classification	Status	Other information
Warwick District Council_2	Completion of the Urban Cycle Network within Warwick and Leamington Spa	Reduce reliance on car and reduce queuing time in AQMA	Traffic planning and management: Encouragement of shift of transport modes	Planning	Start date: 2014 Expected end date: 2018 Spatial scale: Whole town or city Source affected: Transport Indicator: Changes in number of people cycling Target emissions reduction: No specific targets set
Warwick District Council_3	Provision of secure on and off street PTW parking facilities	Reduce reliance on car and reduce queuing time in AQMA	Other measure: Other measure	Other	Start date: 2030 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: Changes in parking levels at dedicated facilities Target emissions reduction: No specific targets set
Warwick District Council_4	Development of Intelligent Transport Systems	Reduce reliance on car and reduce queuing time in AQMA	Public information and Education: Other mechanisms	Implementation	Start date: 2010 Expected end date: 2011 Spatial scale: Whole town or city Source affected: Transport Indicator: Changes in journey times Target emissions reduction: No specific targets set
Warwick District Council_5	Improving the attractiveness of public transport	Reduce reliance on car and reduce queuing time in AQMA	Other measure: Other measure	Implementation	Start date: 2006 Expected end date: 2008 Spatial scale: Local Source affected: Transport Indicator: Delivery of the SPARK major public transport scheme Target emissions reduction: No specific targets set
Warwick District Council_6	Implementation of the LTP Public Transport Interchange	Implementing the measures to reduce queuing in AQMA	Traffic planning and management: Improvement of public transport	Implementation	Start date: 2006 Expected end date: 2009 Spatial scale: Local Source affected: Transport Indicator: Delivery of the schemes Target emissions reduction: No specific targets set
Warwick District Council_7	Improve and promote local bus services	Reduce unit emissions in AQMA using Bus Quality Partnership Agreements	Traffic planning and management: Improvement of public transport	Implementation	Start date: 2006 Expected end date: 2014 Spatial scale: Local Source affected: Transport Indicator: Delivery of the schemes within the bus strategy and LTP Target emissions reduction: No specific targets set

Measure code	Description	Focus	Classification	Status	Other information
Warwick District Council_8	Implementation of LTP Bus Information Strategy	Reduce reliance on car and reduce queuing time in AQMA	Traffic planning and management: Improvement of public transport	Preparation	Start date: 2010 Expected end date: 2016 Spatial scale: Local Source affected: Transport Indicator: Delivery of the schemes within the strategy Target emissions reduction: No specific targets set
Warwick District Council_9	Promotion of a passenger rail network including a new station in Kenilworth	Reduce reliance on car and reduce queuing time in AQMA	Traffic planning and management: Improvement of public transport	Planning	Start date: 2013 Expected end date: 2016 Spatial scale: Whole town or city Source affected: Transport Indicator: New railway station at Kenilworth Target emissions reduction: Unknown
Warwick District Council_10	Implementation of LTP Parking Strategy	Implementing the measures to reduce queuing in AQMA	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2010 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: Delivery of the schemes within the strategy Target emissions reduction: No specific targets set
Warwick District Council_11	Promoting and encouraging different forms of transport	Reduce reliance on car and reduce queuing time in AQMA	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2010 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: Modal shift Target emissions reduction: No specific targets set
Warwick District Council_12	Improving the safety and quality of cycling routes	Reduce reliance on car and reduce queuing time in AQMA	Traffic planning and management: Encouragement of shift of transport modes	Planning	Start date: 2014 Expected end date: 2018 Spatial scale: Whole town or city Source affected: Transport Indicator: Changes in number of people cycling Target emissions reduction: No specific targets set

Measure code	Description	Focus	Classification	Status	Other information
Warwick District Council_13	Encouragement for schools to write Travel Plans	Reduce reliance on car and reduce queuing time in AQMA	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2006 Expected end date: 2010 Spatial scale: Whole town or city Source affected: Transport Indicator: Number of schools submitting a plan Target emissions reduction: No specific targets set
Warwick District Council_14	Implementation of the LTP Land Use and Transportation Strategy	Implementing the measures to reduce queuing in AQMA	Other measure: Other measure	Implementation	Start date: 2011 Expected end date: 2014 Spatial scale: Local Source affected: Transport Indicator: Number of planning applications which include sustainable transport measure Target emissions reduction: No specific targets set
Warwick District Council_15	Implementation of the LTP Sustainable Freight Distribution Strategy	Implementing the measures to reduce queuing in AQMA	Traffic planning and management: Encouragement of shift of transport modes	Other	Start date: 2030 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: Delivery of the schemes in the strategy Target emissions reduction: No specific targets set
Warwick District Council_16	LEZ Feasibility Study for town centres	Analyse, decide on and implement best option to reduce queuing in AQMA	Other measure: Other measure	Implementation	Start date: 2012 Expected end date: 2013 Spatial scale: Whole town or city Source affected: Transport Indicator: Produce feasibility report Target emissions reduction: No specific targets set
Warwick District Council_17	LEZ Planning Guidance for new development	Avoid worsening air quality by adopting local planning policies	Other measure: Other measure	Implementation	Start date: 2013 Expected end date: 2014 Spatial scale: Local Source affected: Transport Indicator: Policy adopted by Council Target emissions reduction: No specific targets set

Measure code	Description	Focus	Classification	Status	Other information
Warwick District Council_18	Produce new Sustainable Transport Strategy for Warwick and Leamington Spa	Reduce reliance on car and reduce queuing time in AQMA	Traffic planning and management: Encouragement of shift of transport modes	Preparation	Start date: 2014 Expected end date: 2015 Spatial scale: Whole town or city Source affected: Transport Indicator: Strategy adopted by Council Target emissions reduction: Work in progress
Warwick District Council_19	Review and update Air Quality Action Plan	Improve ability to manage air quality across services	Traffic planning and management: Other measure	Preparation	Start date: 2015 Expected end date: 2015 Spatial scale: Whole town or city Source affected: Transport Indicator: Action Plan approved by Council Target emissions reduction: Work in progress

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Scrutiny Co-ordination Committee

Scrutiny Work Programme 2015/16

8th July 2015
Teenage pregnancy
Child Sexual Exploitation Team including taxi licensing policy
Combined Authority Progress – standing item
29th July 2015
Council Plan – Performance Report
9th September 2015
Cultural Trusts Review
Female Genital Mutilation
Combined Authority Progress – standing item
14th October 2015
Domestic Violence and Abuse
Community Engagement and Individual Voter Registration
21st October 2015
Cultural Trusts Review
Ricoh Arena Railway Station
Combined Authority Progress – standing item
4th November 2015
Meeting not required
9th December 2015
Welfare Reform
Combined Authority Progress – standing item
13th January 2016
Council Plan Half Year Performance including Equalities
Domestic Violence Perpetrators commissioned service
Combined Authority Progress – standing item
10th February 2016
Air Quality Action Plan
Marmot
24th February 2016
City Centre Leisure Centre Development
Coventry – A Top 10 City
Combined Authority Progress – standing item
9th March 2016
Coventry Drugs Strategy (2015-2017) – Review of Implementation Plan and update on the Family Drug and Alcohol Court
Alcohol strategy
Annual Canvass Update
Combined Authority Progress – standing item

20th April 2016
Coventry Strategic Objectives Plan for Children and Young People who are missing, at risk of or experiencing sexual exploitation
Combined Authority Progress – standing item
Date to be decided
*SB1 and SB3
Asset Strategy
*SB1, SB2 & SB4
Impact of the restructure of People Directorate
*Scruco and SB3
Tourism and Events
Next Municipal Year
Progress on commissioned DVA services
Crime and Community Safety performance
Welfare Reform
Regulatory Services

Also if required dates: 23rd March 2016

Date	Title	Detail	Cabinet Member/ Lead Officer	Source
8th July 2015	Teenage pregnancy	Following an increase in conceptions in Coventry and a reduction in other areas of the country, the Board would like to look at progress and action in this area of work.	Nadia Inglis, Jane Moore Cllr Ruane	
	Child Sexual Exploitation Team including taxi licensing policy	To look in more detail at the new Child Sexual Exploitation team and the work to address child sexual exploitation, including taxi licensing following the Rotherham report.	Yolanda Corden Andrew Walster Cllr Ruane Cllr Townshend	Informal meeting 10/6/15
	Combined Authority Progress – standing item	Progress report on Combined Authority, including the communications aspect	Jenni Venn Adrian West Fran Collingham Cllr Lucas	Informal meeting 10/6/15
29th July 2015	Council Plan – Performance Report	This performance report summarises progress in 2013/14 in relation to the plans priorities and a set of key headline indicators. The Council's equality objectives have also been revised in light of the new Council Plan; the headline equality indicators have been included in this report. Reviewing the plan provides an opportunity to identify any issues of concern for inclusion in the Scrutiny work programme for the coming year.	Cllr Gannon Jenni Venn / Si Chun Lam	Annual report
9th September 2015	Cultural Trusts Review	Outside bodies and Annual Report – look to hold meeting at one of the Trust venues	Cllr Maton David Nuttall	
	Female Genital Mutilation	To monitor action plan and bring to Board if issues		
	Combined Authority Progress – standing item	Progress report on Combined Authority, including the communications aspect	Jenni Venn Adrian West Fran Collingham	Informal meeting 10/6/15
14th October 2015	Domestic Violence and Abuse	To include support to children who witness domestic abuse and also the rise in abuse from older children to their parents and grandparents.	Cllr Dr R Auluck Cllr Lucas	
	Community	To look at how members of the community can be	Liz Read	Informal meeting

Date	Title	Detail	Cabinet Member/ Lead Officer	Source
	Engagement and Individual Voter Registration	involved and engaged in the work of the Council, including individual voter registration		10/6/15
21st October 2015	Cultural Trusts Review	Outside bodies and Annual Report	Cllr Maton David Nuttall	
	Ricoh Arena Railway Station	To look in more detail at the decision making process and also future development plans for the station	Cllr Maton Cllr McNicholas Colin Knight Mike Waters	Meeting 9/9/15
	Combined Authority Progress – standing item	Progress report on Combined Authority, including the communications aspect	Jenni Venn Adrian West Fran Collingham	Informal meeting 10/6/15
4th November 2015	Meeting not required			
9th December 2015	Welfare Reform	Further review of impacts of changes to welfare provision and the services provided by partners in the city. Including most recent changes announced.		
	Combined Authority Progress – standing item	Progress report on Combined Authority, including the communications aspect	Adrian West Fran Collingham	Informal meeting 10/6/15
13th January 2016	Council Plan Half Year Performance including Equalities	To consider the half year performance. Links to the item on a top 10 City.	Andy Baker	
	Domestic Violence Perpetrators commissioned service	Following their meeting on 14 th October Members requested further progress on the DV perpetrators programme, including child perpetrators and referral/waiting times	Isabel Merrifield Cllr R Auluck	
	Combined Authority	Progress report on Combined Authority, including the	Adrian West	Informal meeting

Date	Title	Detail	Cabinet Member/ Lead Officer	Source
	Progress – standing item	communications aspect	Fran Collingham	10/6/15
10th February 2016	Air Quality Action Plan	An update on progress on the development of an Air Action Plan, following s briefing note to SCRUCO on 5/11/14, also to cover action identified at the meeting on 5/11/14 including congestion and bus lanes.	Hamish Simmonds	Scruco 5/11/14
	Marmot	To provide the Board with information on the benefits of being a Marmot City.	Jane Moore	
24th February 2016	City Centre Leisure Centre Development	To look at the proposals for the new leisure centre and seek reassurances about the finances.	David Cockcroft	
	Coventry – A Top 10 City	Following the consideration of the Council Plan, Member requested more information on the measures and requirements for Coventry becoming a top 10 city. Members want to know what it would look like for Coventry to be a Top 10 City and how we'd know when we'd met the measures.	Cllr Lucas/ Andy Baker	Scruco 29/7/15
	Combined Authority Progress – standing item	Progress report on Combined Authority, including the communications aspect	Adrian West Fran Collingham	Informal meeting 10/6/15
9th March 2016	Coventry Drugs Strategy (2015-2017) – Review of Implementation Plan and update on the Family Drug and Alcohol Court	Coventry Drugs Strategy was considered at the meeting on 4/3/15. The Board has requested that an update on the Implementation Plan be submitted to a future meeting of the Committee to include: 1) Additional performance indicators on other projected benefits such as the links with domestic violence and abuse and how referrals have reduced the prevalence of illegal drugs 2) Information on the use and effects of legal highs which are not covered by current misuse of drug		

Date	Title	Detail	Cabinet Member/ Lead Officer	Source
		laws but can have serious health risks, with legal highs being included in the strategy 3) Details of the sharing of information between the partner organisations. SB2 also requested that progress on the Family Drug and Alcohol Court be reviewed at this point.		
	Alcohol strategy			
	Annual Canvass Update	At their meeting on the 14 th October the Board requested a progress report on the annual canvass, particularly in the context of the boundary review	Liz Read	Scruco 14/10/15
	Combined Authority Progress – standing item	Progress report on Combined Authority, including the communications aspect	Adrian West Fran Collingham	Informal meeting 10/6/15
20th April 2016	Coventry Strategic Objectives Plan for Children and Young People who are missing, at risk of or experiencing sexual exploitation	An update from July to include an update and comparison of timescales and RAG ratings	John Gregg Cllr Ruane	Meeting 08/07/15
	Combined Authority Progress – standing item	Progress report on Combined Authority, including the communications aspect	Adrian West Fran Collingham	Informal meeting 10/6/15
Date to be decided				
*SB1 and SB3	Asset Strategy			
*SB1, SB2	Impact of the	To review whether the changes to the structure of the	Executive Director -	SB2 Meeting 23

Date	Title	Detail	Cabinet Member/ Lead Officer	Source
& SB4	restructure of People Directorate	People Directorate have supported service improvement and savings targets.	People	April 15
*Scruco and SB3	Tourism and Events	Following on from the consideration by Scruco of the Tourism Strategy	David Nuttall Cllr Maton	
Next Municipal Year	Progress on commissioned DVA services	Following their meeting on 14 th October 2015, Board Members agreed to receive annual progress updates, including October 2016. To include contributions from the Police and Whitefriar's Housing and any information on a regional perpetrators programme.	Isabel Merrifield Cllr R Auluck	Scruco 14/10/15 13/1/16
	Crime and Community Safety performance	To review: <ul style="list-style-type: none"> • Work of the Police and Crime Board/ Community Safety Partnership; • performance for 15/16 and the emerging priorities from the strategic assessment; and • proposed Police and Crime Plan priorities, delivery plan and spending plan. To be taken June/July 2016		Annual review
	Welfare Reform	Further review of impacts of changes to welfare provision and the services provided by partners in the city. Including most recent changes announced.	Glenda Cowley/ Welfare Reform Working Together Group	SCRUCO December 2015
	Regulatory Services	At its January meeting, Scruco considered a pilot approach to reviewing risk levels and thresholds for intervention and how this could affect the way the service operates and engages with local people. It was agreed that the outcomes of the pilot and proposals for rolling this approach out be considered at a future meeting early in the 2014/15 municipal year.	Andrew Walster	Informal Scruco meeting 10/06/13 and Scruco 22/01/14

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