



Local Air Quality Action Plan Consultation Summary Report

June 2020

Executive Summary

The Local Air Quality Action Plan (LAQAP) introduces a package of measures to reduce NO₂ levels in Coventry in accordance with a legal requirement set by Government.

The LAQAP was published for consultation on Monday 16 March 2020 and originally ran until Sunday 26 April 2020. However, due to the COVID-19 restrictions an extension was provided allowing people a further opportunity to comment up until Sunday 31 May 2020.

This report provides a summary of the consultation responses received on the proposed changes and suggested alternative measures on improved air quality.

Information was available on the Council's website and the Let's Talk engagement platform. This was publicised via a press release, social media and direct communication to stakeholders and interested groups. Four webinars and one stakeholder briefing took place.

302 people completed the online questionnaire and 28 emails were received with comments on the Action Plan.

People told us that they:

- Strongly believe that air quality in the city needs to be improved as quickly as possible
- Can see the health implications that poor air quality has on individuals
- Are keen to see pollution reduced and not moved from one area to another
- Believe that with the support of Coventry City Council, that behavioural change can be possible where residents move away from use of cars, and adopt active travel methods

Comments received were based on themes including:

- Improving public transport, walking and cycling
- Improving traffic management systems
- Reducing car use
- Nature and green space
- Impact on other areas in the city
- Incentives
- Impact of COVID-19

The Survey Questions

Survey Question	Main Themes and Comments	CCC Comments
Q1 How are you responding to this survey:	93% as an individual, 7% responded on behalf of a group or organisation	
Q2 How important do you think air quality issues are within Coventry?	97.7% indicated Important or Very Important.	Indicates overwhelming acknowledgment of the importance of the issue and the need to do something to improve air quality.
Q3 Does poor air quality have an impact on you personally? Q4 If so, how does it impact?	52.2% indicated that poor air quality does impact on them personally, whilst 23.4% indicated that it does not. Of those affected by poor air quality, the main reasons cited were: <ul style="list-style-type: none"> • Breathing Problems • Known to affect health and life expectancy • Actively travels near high volumes of traffic • COVID-19 Impact 	This response indicates that the majority of people do think that poor air quality is a problem, with the negative impacts relating to the perceived adverse effect on people’s health and life expectancy, as well as making walking and cycling a less pleasant experience.
Q5 Do you think that the proposals will help improve air quality in Coventry?	<ul style="list-style-type: none"> • 41.8% indicated that they were not sure. • 33.4% indicated yes, they believed the proposals will improve air quality in Coventry. • 24.7% indicated no, they do not believe the proposals will improve air quality in Coventry. 	Of those people who felt informed enough to reach a view, more people thought that the LAQAP would improve air quality. However, a significant minority felt that the LAQAP would not improve air quality, indicating some concerns over the full package.
Q6 What alternative measures do you think should be included in the proposals?	The alternative measures suggested by people, by theme, are summarised below: <ul style="list-style-type: none"> • Improve/create cycling and walking routes • Improve public transport service and routes • Improve the current traffic management system/plan • Low emitting transport and infrastructure 	Many of these measures are included within the LAQAP, such as the new segregated cycleway to Coundon, improvements to traffic management such as those at Spon End and Junction 7 on the ring road, and initiatives to promote active and sustainable travel and encourage modal shift away from the car, especially for local journeys.

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	<ul style="list-style-type: none"> • Measures to reduce car use across the city • Nature and green spaces • Encourage active travelling • Zones restricting car access such as Clean Air Zones and Low Emission Zones • New proposals will impact other areas of Coventry • Support from businesses • Incentives • Walking/Cycling Schemes • Engine Idling 	<p>Other measures are being promoted by the Council through other initiatives, such as the introduction of electric taxis and buses onto the city’s services, the roll-out of on-street Electric Vehicles charging points, and the Electric Fleet programme encouraging businesses to trial electric vans.</p> <p>The scheme designs for new highway and cycleway infrastructure will incorporate green infrastructure where feasible, including tree planting and green walls.</p> <p>With regard to concerns about the displacement of air quality problems to other streets or locations in the city, the traffic and air quality modelling, which has been rigorously checked by central government, indicates that the LAQAP will not create air quality problems elsewhere – NO2 compliance will be achieved across the network.</p>
<p>Q7 What things do you already do to improve air quality?</p>	<p>The top three measures that respondents already do to improve air quality is:</p> <ol style="list-style-type: none"> 1) Avoid using car for short trips 2) Use public transport, walking and cycling 3) Switch off engine when stuck in traffic jam. 	
<p>Q8 Do you have any other comments about air quality in Coventry?</p>	<p>A wide range of additional comments were received, with the main themes summarised below:</p> <ul style="list-style-type: none"> • COVID-19 Impact • Improve/create cycling and walking routes • Nature and green spaces • Improve public transport service and routes • Developments • Monitoring Impact 	<p>Many of these points replicated those already raised in response to Q6, as summarised above.</p> <p>In terms of new points, all proposed new development allocated within the Local Plan was taken into account when modelling the traffic and air quality impacts and developing the LAQAP package.</p>

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	<ul style="list-style-type: none"> • Better communication and engagement • Low emitting transport and infrastructure – EVs still pollute • Air quality needs urgent attention 	<p>A monitoring and evaluation plan is being developed as part of the Full Business Case which will be submitted later this year.</p> <p>It is recognised that some pollution results from electric vehicles, such as particulates, but the LAQAP is focussed, by order of Government, on NO2. Where EVs are being encouraged, it is recognised that they emit significantly less pollution than petrol or diesel vehicles, and will therefore improve air quality.</p>
Other Comments	<p>Other comments were received by e-mail and the key themes are set out below:</p> <ul style="list-style-type: none"> • Moving air pollution • Improve and create walking/cycle routes • Proposals will not make long term improvements • COVID-19 • Low Emitting Vehicles • Nature • Alternative transport measures • Modelling impacts • Public Transport Service and Routes • Local Plan – Housing • Impacts on Health and Life Expectancy • Particulates • Traffic Management • Development of zones • Residents, businesses and organisations near the new proposal • Engagement and Communication • Impact of the LAQAP on specific locations, such as St Osburg’s School 	<p>Again, these reflect some common themes with the main consultation responses.</p> <p>In terms of additional points, whilst there might be some merit in delaying the LAQAP implementation to allow a full assessment of the impact of COVID-19 to be made, Government has made it clear that it expects the Council to deliver the LAQAP in the shortest possible time in line with the Direction issued by the Minister.</p> <p>Similarly, the Direction focuses on NO2, and whilst the Council is aiming to deliver improvements that reduce other types of emission, including particulates, the reduction in NO2 will be the sole measure against which the Government will assess the success or otherwise of the LAQAP.</p> <p>In terms of detailed representations about different aspects of the individual schemes such as the cycleway or the Spon End improvement, there will be separate consultations on the detailed design of those schemes, and the opportunity for these issues to be considered then.</p>

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		This will include the impact on specific locations such as St Osburg's School, where the proposals might require mitigation measures such as altering school access arrangements if appropriate.
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