

AGENDA

| No. | Item | Presenting | Pages |
|---------------------------------|--|-------------------------|---------------|
| Items of Public Business | | | |
| 1. | Apologies for Absence | Chair | None |
| 2. | Declarations of Interests Members are reminded of the need to declare any disclosable prejudicial interests they have in any item being discussed during the course of the meeting. In addition, the receipt of any gift or hospitality should be declared where the value of it was thought to have exceeded £25 (gifts) or £40 (hospitality). | Chair | None |
| 3. | Chair's Remarks | Chair | None |
| 4. | Minutes - 8 November and 15 December 2021 | Chair | 1 - 10 |
| 5. | Matters Arising | Chair | None |
| 6. | Mayoral Question Time: Policy - Response from the Mayor to Recommendations Presented to the WMCA Board on 19 November 2021 | Chair | 11 - 14 |
| 7. | WMCA Air Quality Options | Jackie Homan | 15 - 62 |
| 8. | Grant Register | Kate Taylor | 63 - 70 |
| 9. | Scrutiny Champions: Progress Updates (a) Housing & Land - Councillor Simon Peale (b) Environment & Energy - Councillor Peter Fowler | Chair | Verbal Report |
| 10. | Minutes: Transport Scrutiny Sub-Committee - 24 November 2021 | Councillor Liz Clements | 71 - 74 |
| 11. | Work Programme (a) Overview & Scrutiny Committee (b) WMCA Board Forward Plan | Chair | 75 - 84 |
| Date of Next Meeting | | | |
| 12. | Monday 7 March 2022 at 10.00am | Chair | None |



West Midlands
Combined Authority

Overview & Scrutiny Committee

Monday 8 November at 2.00pm

Minutes

Present:

| | |
|---------------------------------------|--|
| Councillor Cathy Bayton (Chair) | Association of Black Country Authorities |
| Councillor Lisa Trickett (Vice-Chair) | Birmingham City Council |
| Councillor Naeem Akhtar | Coventry City Council |
| Councillor Kate Booth | Birmingham City Council |
| Councillor Mike Chalk | Worcestershire Non-Constituent Local Authorities |
| Councillor Liz Clements | Birmingham City Council |
| Councillor Peter Fowler | Birmingham City Council |
| Councillor Ian Kettle | Dudley Metropolitan Borough Council |
| Councillor Nigel Lumby | Shropshire Non-Constituent Local Authorities |
| Councillor Simon Peuple | Staffordshire Non-Constituent Local Authorities |
| Councillor Vera Waters | Walsall Metropolitan Borough Council |

In Attendance:

| | |
|-------------------------|---|
| Councillor Tony Diccico | Solihull Metropolitan Borough Council (joined by MS Teams) |
| Dan Essex | Governance Services Manager |
| Adam Hawksbee | Head of Policy and Programme Development |
| Jackie Homan | Head of Environment |
| Linda Horne | Director of Finance |
| Satish Mistry | Interim Director Law & Governance |
| Julie Nugent | Director of Productivity and Skills |
| Sara Rasul | Corporate Strategy Lead |
| Lyndsey Roberts | Scrutiny Officer |
| Councillor Paul Sweet | City of Wolverhampton Council (joined by MS Teams) |
| Kate Taylor | Head of Finance Business Partnering |
| Jake Thrush | Associate Policy Advisor |

22. Apologies for Absence

Apologies for absence were received from Councillor Maya Ali (Coventry) and Councillor Charn Padda (Sandwell).

23. Chair's Remarks

The Chair welcomed Councillor Kate Booth (Birmingham City Council) to the meeting who had replaced Councillor Shabrana Hussain on the Overview & Scrutiny Committee.

24. Minutes 6 September and 14 October 2021

The minutes of the meeting held on 6 September and 14 October 2021 were agreed as a correct record.

25. Response from Interim Chief Executive to the Recommendations Arising from the 'Economic Needs of the Black Country' Scrutiny Review

The committee considered a letter from the Interim Chief Executive in response to the findings of the 'Economic Needs of the Black Country' scrutiny review that was presented to the Overview & Scrutiny Committee on 8 March 2021.

In relation to the work of the Economic Growth Board, the Director of Productivity & Skills reassured members that as part of its developing work programme, the board would consider the requirements and differences of sub-regions, including the Black Country. The committee emphasised the importance of an inclusive economic growth model that would work for all parts of the region, whilst recognising differences within all communities.

The Chair and Vice Chair would consider the recommendation to revisit the previous skills deep dive and report back.

Resolved:

The letter be noted.

26. Governance Review - Progress Update

The committee received a presentation from Councillor Bob Sleight and the Interim Director of Law & Governance that provided an update on the WMCA governance review.

In June 2021 the Mayor and Constituent Authority Leaders commissioned a review of WMCA governance that specifically looked at the formal decision-making and consultative bodies at the WMCA, the process of report drafting and preparation and effective stakeholder engagement. The committee noted the activities of the Governance Working Group and welcomed its recommendations, including the need for a review of the WMCA's Members Allowances scheme. It was proposed that a report seeking the approval to establish an Independent Remuneration Panel to review the scheme would be submitted to the WMCA Board in January 2022.

It was noted that the role of the proposed professional support officer would be to assist the decision making within the WMCA and to work with Leaders of the constituent authorities to ensure that they had some insight in terms of policy development within the WMCA. In relation to comments shared with regards to the region having 'one voice', Councillor Bob Sleight recognised the importance of the need for a shared regional view and stressed that the WMCA Board operated on a consensus basis.

Resolved

(1) The recommendations within the presentation be endorsed.

- (2) The Overview & Scrutiny Committee be kept abreast on the progress being made with the implementation of the recommendations.

27. Simplifying Economic Governance and Establishing the West Midlands Economic Growth Board

The committee considered a report of the Director of Productivity & Skills on the establishment of a new Economic Growth Board with decision making powers, led by the Portfolio Lead for Economy & Innovation that would put regional economic development at the heart of the WMCA decision making.

The Leaders of the seven constituent authorities and the Mayor had previously agreed to a comprehensive review of the region's governance. This included a focus on streamlining economic governance and policy making, and establishing clearer, more accountable, decision-making. It was noted that the Government had not yet concluded its review of Local Enterprise Partnerships, where recommendations were expected to be published alongside the Levelling Up White Paper.

Members discussed and shared comments on the delegated decision-making powers and funding, progressing inclusive economic growth, the importance of ensuring local residents were provided with the opportunities to access the growth areas and the need for effective public community engagement in policy development and WMCA activities, opportunities for local communities to directly influence the Mayor, the membership and role of the Economic Growth Board to ensure that investment was pushed into the right areas, the development of the growth plan and the importance of SMEs, and the need to support businesses to transition due to wider economic factors.

Resolved:

The comments and observations received from members of the committee be considered by the WMCA.

[NB. Councillor Lisa Trickett declared an interest in this item as a member of the Strategic Economic Development Board.]

28. WMCA Aims and Objectives

The committee considered a report of the Head of Policy & Programme Development on the latest draft of the WMCA Aims and Objectives that would be presented to the WMCA Board on 19 November. Members were provided with another opportunity to undertake pre-decision scrutiny on the document prior to its submission to the WMCA Board for approval.

Members noted that the aims and objectives would be regularly reviewed, including a formal review every six months to monitor progress. The aims and objectives sat one level up from the existing annual business planning process and would ensure that as an organisation, the WMCA was delivering on the region's priorities.

With regard to Aim 5 of the document, it was proposed that it should read 'to demonstrate the strength of our regional partnership to secure new powers and resources from Central Government', as this identified what the WMCA wished to do and how this would be achieved. In terms of the additional powers being sought from Government, the WMCA was seeking additional new powers through the Levelling Up White Paper specifically for three areas including building human capital, supporting growth and enterprise and net zero. It was agreed that a copy of the devolution submission would be shared with the wider committee for information.

The Chair noted that to ensure that the work of the WMCA was reflective and understood the views of local communities, it was important for the WMCA to undertake effective citizen engagement and she wished to review this further going forward. The Head of Policy & Programme Development welcomed the committee's comments.

In response to a question raised by the Chair regarding the regional One Public Estate Programme, the Head of Policy & Programme Development agreed to look into this further.

Resolved:

The draft Corporate Aims and Objectives be endorsed. With consideration given to the inclusion of comments from the committee

29. Air Quality Options Paper

The committee received an update from the Head of Environment on the progress being made with the Environment Bill that would set out the Government's framework for environmental legislation post-Brexit. The Bill was included in the Queen's Speech in May and was currently with the House of Commons for 'consideration of amendments' following its third reading in the House of Lords. The Bill was expected to receive royal assent later in 2021/early 2022.

The Head of Environment welcomed the engagement of Councillor Peter Fowler, Councillor Liz Clements and Councillor Vera Waters on the development of the Air Quality Options paper which was to have been presented to the WMCA Board on 19 November. However, it was subsequently agreed to defer the paper until the Bill had received Royal Assent.

The Head of Environment explained that the WMCA Board would be asked to consider two options, including the potential to continue to deliver air quality action using the current working arrangements or it could choose to adopt a more collaborative approach to air quality in which Local Air Quality Action Plans could be complemented by a regional West Midlands Air Quality Framework that would sit alongside the Local Transport Plan.

Some members of the committee expressed a view that they did not believe it necessary to defer the report until the Environment Bill had received Royal Assent and that progress could have been made regardless.

Although the decision had been taken to defer the consideration of the Air Quality Options paper, the committee stressed the importance of pre-decision scrutiny and considered that members should have had the opportunity to review the paper in its draft form at its meeting as scheduled.

Resolved:

The update be noted and that the Air Quality Options paper be shared with members of the Overview & Scrutiny Committee for review.

30. Grant Register

The committee considered a report of the Director of Finance that provided an update on the grant register which contained all current 'live' grants where the WMCA was the accountable body and captured a comprehensive total of grants, awarding body, time period for delivery and a description of what the grant delivered.

The committee expressed concern at the risk in terms of the implications of the City Region Sustainable Transport Settlement programme that had not been fully funded and emphasised the importance of a shared understanding of the challenges that were faced by the region. The Head of Finance Business Partnering explained that the City Region Sustainable Transport Settlement had been deliberately over-programmed, and a further update report would be submitted to the WMCA Board in January 2022.

In response to a question raised by the Chair, the Head of Policy & Programme Development provided further information on the Multiply Scheme to help support adults improve their numeracy skills and also shared the detail in respect of the £800m, in which the WMCA had received a proportion for electric vehicles. He added that the Multiply Scheme was for £500m and would be taken from the Shared Prosperity Fund of £2.6bn. It was expected that the £800m for electric vehicle manufacture would come from the Global Investment Fund which was to be administered by the Department for Business, Energy & Industrial Strategy - so bypassing the WMCA.

Resolved:

- (1) The update be welcomed, and the Overview & Scrutiny Committee be sighted on the additional funds discussed.
- (2) The grant register be noted.

31. Scrutiny Champions - Progress Update

The committee received an update from the Scrutiny Champions on the activities of the Housing & Land and Environmental & Energy portfolio areas.

Resolved:

The updates be noted.

32. Minutes: Transport Scrutiny Sub-Committee - 13 September and 22 October 2021

The committee received the minutes of the Transport Scrutiny Sub-Committee meeting on 13 September and 22 October 2021.

Resolved:

The minutes of 13 September and 22 October 2021 be agreed.

33. Work Programme

The committee noted a forward plan of items that were to be reported to future meetings of the committee and WMCA Board.

34. Date of Next Meeting

The next meeting of the committee would be held on Wednesday 15 December 2021 at 10.00am.

[The meeting ended at 4.10pm]



Overview & Scrutiny Committee

Wednesday 15 December at 10.00am

Minutes

Present:

| | |
|---------------------------------------|--|
| Councillor Cathy Bayton (Chair) | - Association of Black Country Authorities |
| Councillor Lisa Trickett (Vice-Chair) | - Birmingham City Council |
| Councillor Naeem Akhtar | - Coventry City Council |
| Councillor Maya Ali | - Coventry City Council |
| Councillor Mike Chalk | - Worcestershire Non-Constituent Local Authorities |
| Councillor Liz Clements | - Transport Scrutiny Sub-Committee |
| Councillor Tony Dickey | - Solihull Metropolitan Borough Council |
| Councillor Peter Fowler | - Birmingham City Council |
| Councillor Ian Kettle | - Dudley Metropolitan Borough Council |
| Councillor Nigel Lumby | - Shropshire Non-Constituent Local Authorities |
| Councillor Charn Padda | - Sandwell Metropolitan Borough Council |
| Councillor Paul Sweet | - City of Wolverhampton Council |
| Councillor Vera Waters | - Walsall Metropolitan Borough Council |

In Attendance:

| | |
|------------------------------|--|
| Dan Essex | - Governance Services Manager |
| Kashmire Hawker | - Young Combined Authority |
| Councillor Barbara McGarrity | - City of Wolverhampton Council |
| Councillor Gurdev Hayre | - Coventry City Council |
| Councillor Adam Hicken | - Walsall Metropolitan Borough Council |
| Linda Horne | - Director of Finance |
| Councillor Thabiso Mabena | - Sandwell Metropolitan Borough Council |
| Councillor Martin McCarthy | - Solihull Metropolitan Borough Council |
| Lyndsey Roberts | - Scrutiny Officer |
| Laura Shoaf | - Chief Executive |
| Councillor Bob Sleight | - Portfolio Lead for Finance |
| Mark Smith | - Chair of Audit, Risk & Assurance Committee |
| Andy Street | - Mayor of the West Midlands |

35. Welcome and Introductions

The Chair welcomed the Mayor and members of the committee to the second mayoral question time for 2021/22 that would be focussing on the proposed draft 2022/23 budget.

36. Apologies for Absence

Apologies for absence were received from Councillor Kate Booth (Birmingham).

37. Mayor's Opening Statement

The Mayor provided an opening statement focussing on the achievement of a four year balanced budget to date, the uncertainty in respect of the transport revenue due to the withdrawal of the COVID-19 recovery funding post-April 2022, and the ability of the budget being able to leverage in further capital investment.

Councillor Bob Sleight added that a balanced budget would be submitted to the WMCA Board on 14 January 2022, and although the WMCA was producing a one-year budget for 2022/23, due to strong financial management within the organisation it would again be a balanced budget.

38. Questions to the Mayor and Portfolio Lead for Finance

The committee pursued a number of general lines of enquiry with the Mayor and the Portfolio Lead for Finance, including the sustainability of the budget, Mayoral precept, transport revenue, housing, environment and the Adult Education Budget.

In terms of the sustainability of the budget for 2022/23, the WMCA would be able to fund the key areas of activity from its non-transport budget and with regard to transport, the budget sustained all of the current transport services and concessions. However, if patronage declined next year and the Government ceased to provide financial support, the WMCA would have to fulfil the shortfall on the tram network and indirectly on the bus network, as the WMCA would have to decide whether it would fund those services that National Express West Midlands were no longer willing to operate on a commercial basis.

The Mayor answered questions in relation to addressing the housing needs within the region and the committee's concerns that the pace of delivery of affordable housing. The WMCA was making progress on the delivery of affordable housing but had yet to make progress on the provision of social housing. The Government had now agreed £8.1bn in funding, which had been allocated to housing associations across the country and, of that, £1.1bn had been allocated to housing associations within the region. The WMCA would be working closely with housing associations to help accelerate this expenditure. In terms of the housing delivery vehicle, the committee sought confirmation as to whether it captured all of the housing associations with a significant allocation of the £8.1bn and questioned how they had been chosen. The Mayor agreed to provide a briefing note on this matter that provided the transparency sought by the committee. The nature of the £8.1bn and how it fitted with the delivery vehicle and housing need would be referred to the Overview & Scrutiny Housing Review for further investigation.

With regard to the possibility of a Mayoral precept, a collective decision involving constituent authority leaders had been made not to set a precept for 2022/23 due to the impact that this would have on households during these difficult times. However, the WMCA may have to consider the introduction of a precept in subsequent years if the risks emerged in relation to transport.

The Mayor and members of the committee agreed that the current bidding process for funding from Government could be improved by adopting a 'single pot' funding model. The WMCA continued to lobby Government on the need to change the funding model.

Questions were raised in relation to the reliability and provision of public transport during the Commonwealth Games, concerns around the transport funding gap beyond 2022/23 and the delivery of the Local Transport Plan, the City Region Sustainable Transport Settlement, bus franchising, future of non-statutory travel concessions and the impact of the farebox revenue reductions in terms of the longer term plans for extending the Metro network, particularly the Wednesbury to Brierley Hill Metro extension, the current suspension of the Midland Metro services, the importance of connecting people to jobs and WMCA payments to National Express West Midlands for concessionary travel.

The committee noted the transport revenue challenges and the challenges in maintaining subsidised bus services if commercial operators chose to withdraw a route if it was unviable, along with the impact that this would have on the budget and those communities of most need of bus services. There needed to be greater clarity on how bus, train or metro connectivity was to be improved for those areas with the greatest need. In terms of bus franchising, there would be a report going to WMCA Board in January 2022. The committee welcomed and hoped that the lobby of government for the continuation of the COVID-19 Recovery funding was successful.

In terms of the current closure of the Midland Metro services and the implications that this would have on future extensions, in particular the Wednesbury to Brierly Hill Metro extension, members were assured that the WMCA would seek to mitigate the losses incurred over the last four weeks and dialogue continued to be had with regard to the investment funding model used for Midland Metro.

The Mayor assured members that within the 2022/23 budget, non-statutory travel concessions were maintained. However due to the deficit, in subsequent years the WMCA might need to make some difficult decisions. Members stressed the importance of maintaining the bus network that provided a vital service for the poorest communities. Further to the concerns raised by Councillor Vera Waters regarding National Express West Midlands, the Mayor agreed to ensure that she was provided with the opportunity to join National Express West Midlands Customer Panel.

In respect of the recently published Environment Act, there was a requirement for the WMCA to work with local authorities on air quality plans, although there was concern that the Act appeared to give additional responsibilities without the additional resources required to exercise these responsibilities. The Mayor added that a report would be submitted to the WMCA Board in February 2022 on this matter.

The Mayor explained the changes made following the devolution of the Adult Education Budget to the WMCA, including the reduction in contracts and the improvements made in the quality of the level of the workforce across the region. The Mayor welcomed dialogue with the Young Combined Authority on the issues around the Kickstart Programme and the take up of apprenticeships.

Resolved:

The following observations be shared with the Mayor for considerations and response:

- (i) What steps are to be taken to ensure that the WMCA and Transport for West Midlands review how Metro services came to be suspended, and that lessons would be learnt to ensure that a similar situation did not occur again?
- (ii) Can further assurance be provided that the key transport infrastructure being developed for the Commonwealth Games will be operational in time so as to ensure that connectivity and sustainability of the region's transport network was able to meet the challenges of hosting an international sporting event of the scale of the Commonwealth Games?
- (iii) What specific measures are Transport for West Midlands currently looking at that will seek to mitigate the potential removal of the Government's pandemic support funding for public transport from April 2022?
- (iv) Can further information be provided as to the considerations currently being undertaken regarding the financial viability of the Wednesbury - Brierley Hill Metro extension and any impact that these considerations may have on the construction timetable?
- (v) What specific decision-making role does the WMCA have within the proposed Affordable Housing Vehicle, and how might this vehicle help deliver more social housing supply within the region?

[The meeting ended at 12.30pm]

Cllr Cathy Bayton
Chair of the Overview & Scrutiny Committee

13th December 2021

Sent via email to: Cllr.Cathryn.Bayton@dudleymbc.org.uk

Dear Cathy,

Thank you for inviting me to speak at the Overview and Scrutiny meeting in October. I found the discussion with you and your colleagues very useful, and welcome your continued commitment to hold the CA, its officers and portfolio-holders, and me to account.

In the subsequent notes from the meeting, there were four observations submitted to me for consideration and response:

- 1. The committee recognised the existence of collaborative powers being exercised jointly by the Mayor/WMCA and constituent authorities. There was the impression that these powers were not currently being fully utilised. The committee stressed the importance of the Mayor working collaboratively with Leaders to ensure the development of a shared ambition and vision for the region was then translated into the transformative change that was needed.*
- 2. The committee welcomed evidence of the Mayor working with other mayors across the country through the 'M10' group to pursue a shared agenda. It was hoped that this would develop further over time where regional leaders were able to collectively demonstrate the changes they required from Government to enable them to deliver local solutions most beneficial to their own regions.*
- 3. The committee welcomed the submission of a bid for funding from the City Region Sustainable Transport Settlement, particularly as this would devolve responsibility for prioritising schemes to the West Midlands. However, it was recognised that this prioritisation process needed to be transparent, clearly understood by all stakeholders and undertaken in a timely manner to ensure the effective delivery of these vital infrastructure projects.*
- 4. The committee noted that the Kickstart programme was due to end in March 2022. Given the noted concerns regarding the effectiveness of the Department for Work & Pensions' active engagement with young people wishing to access this scheme, could the Mayor consider whether there was any potential for the WMCA to take on additional regional responsibility for programme delivery?*

Andy Street CBE
Mayor of the West Midlands

I would like to make the following comments on each in turn:

1. On the general issue of collaborative powers and their exercise in the context of a shared ambition and vision for the region, I remain eager to find ways to further deepen partnership work across the region, and between the WMCA and its constituent authorities. I believe that we have established a strong track record here thus far, but there is certainly more that we can do. To that end, in conjunction with the leaders of our constituent authorities, I have commissioned work on the one hand to reform and enhance our governance and decision-making processes (which has already seen the creation of the new Economic Growth Board), and on the other to bring forward key strategic documents that will further articulate our shared regional vision, such as our Plan for Growth and our new Local Transport Plan.
On the specific area of collaborative powers on transport, TfWM (on behalf of the WMCA) and the constituent authorities have been working closely together using the KRN concurrent powers and wider WMCA duties and functions. This has helped to start the development of a set of action plans to improve the Key Route Networks (KRN), delivering a programme of highway infrastructure and signals upgrades, major schemes such as A34 and A45 Sprint-BRT, and joint working through the Regional Transport Coordination Centre (RTCC). Looking more closely at the issue of highway maintenance and the KRN, for instance, close collaboration between TfWM and the constituent authorities has led to joint initiatives including: sharing highway condition data; reviewing/researching new technology for data collection; bidding successfully for funding of infrastructure improvements to structures, renewing roads and footways renewals; and developing greater cohesion in winter service provision.
2. On the issue of the M10 group, there have been a number of areas where we have already found common cause, either as a whole group or in smaller subgroupings, such as in proposing additional support measures for hard-hit sectors during lockdown to the Government. I will continue to work closely with other mayors where there is our mutual interests coincide, including in the broader set of discussions around levelling up and devolution.
3. On the issue of the City Region Sustainable Transport Settlement, I would begin by welcoming the region's success in securing an allocation over £1 billion from Government for transport funding, as was announced in late October. This is the largest single transport sum we have ever received, which will enable us to substantially improve our transport network in the West Midlands, supporting economic growth and our net zero targets. As we now move to prioritise our programme of schemes, in advance of a final submission to the DfT on 14th January, TfWM officers have been leading with their counterparts in each of the constituent authorities a series of collaborative and transparent discussions to facilitate this process. The leaders of our local authorities and I have also been closely consulted on this.

Andy Street CBE
Mayor of the West Midlands

4. On the issue of the Kickstart programme, it is clearly very important that we do our part, alongside the DWP, to ensure that as many young people as possible can access good jobs. This may include progressing through the Kickstart programme as a route into work, and as such it is important that they are closely engaged and enabled to participate in the scheme. The DWP are taking a number of steps to improve the focus and impact of a range of pre-employment programmes like Kickstart, which we support, including undertaking progression discussions with Kickstarters prior to completing Kickstart, and running a series of webinars between Kickstart Gateways and apprenticeship providers to support transition into apprenticeship jobs. We have been taking steps to catalyse these efforts, including by the use of our Youth Employment Platform and Youth Hubs to connect young people to Kickstart opportunities. We are also continuing to discuss Kickstart progression to apprenticeships with DWP and DfE, and to deepen our partnerships with both departments as through the Levelling Up White Paper.

I look forward to attending the forthcoming Overview and Scrutiny session on the WMCA Budget later this month.

Kind regards,

Andy Street
Mayor of the West Midlands

Andy Street CBE
Mayor of the West Midlands

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Overview and Scrutiny Committee

| | |
|------------------------------------|--|
| Date | 10 January 2022 |
| Report title | WMCA Air Quality Options Paper |
| Portfolio Lead | Councillor Ian Courts - Environment, Energy & HS2 |
| Accountable Chief Executive | Laura Shoaf, West Midlands Combined Authority email: laura.shoaf@wmca.org.uk |
| Accountable Employee | Ed Cox, Director of Public Service Reform email: ed.cox@wmca.org.uk Jacqueline Homan, Head of Environment email: jacqueline.homan@wmca.org.uk |

The text of this report is the draft text of the proposed report to WMCA Board on 11th February 2022.

Recommendation(s) for action or decision:

The WMCA Board is recommended to:

1. Note the reports and growing importance of particulate matter in addressing air quality.
2. Note the relationship between local authorities and combined authorities established by the Environment Act (2021).
3. Consider a new a more proactive collaborative working arrangement with local authorities developing air quality plans within a wider West Midlands Air Quality Framework which clarifies roles for different parties and identifies a number of shared working practices.

1. Purpose

To outline two different approaches that are likely to be available to the WMCA and its constituent local authorities to improve air quality across the West Midlands Combined Authority area. This is particularly important given the recent Environment Act (2021) and the anticipated additional targets on addressing particulates, a review of limits of different pollutants and a new approach to developing partnerships for delivering improved air quality.

2. Background

Existing activity

- 2.1 The West Midlands is faced with air pollution from a number of different sources, the main sources being NO_x and NO₂ (predominantly generated through emissions from transport) and particulates (PM_{2.5} and PM₁₀). More information can be found on these pollutants, and how they behave, in the appendix to this paper. To date, NO_x and NO₂ emissions have largely been addressed through Local Air Quality Action Plans (which Defra has required from all the WMCA constituent local authorities, with the exception of Solihull, which has its own air quality strategy). Transport for West Midlands has also been addressing NO_x and NO₂ through the Local Transport Plan.
- 2.2 In 2019, a draft *West Midlands Combined Authority Regional Air Quality Review and Action Plan* was prepared by AECOM. This provided a useful reference point for air quality improvements across the West Midlands and was used to develop 10 priority areas for action in transport. Transport for West Midlands (TfWM) regularly updates the WMCA Transport Delivery Committee Member Engagement Group (MEG) for Air Quality, Congestion and Environmental Impact on the progress around these actions.
- 2.3 In addition to regional work, the Air Quality Options Paper (Appendix 1), outlines some of the work that has already been delivered across the region, including the activity that constituent local authorities are taking through their own air quality action plans. Some examples of action being delivered locally:
 - Birmingham has now implemented its Clean Air Zone. The local authority also has a map showing live air quality data in real time at certain locations across the city.
 - Solihull has implemented a School Streets programme to tackle traffic congestion outside schools as well as supporting green corridors to promote active travel through the Wildlife Ways project.
 - Sandwell has developed supplementary planning guidance to assist developers e.g. recommending electric vehicle charging points and low emission boilers. Sandwell is also regulating a large number of industrial activities within the borough and has recently been successful in securing a Defra grant to work with faith groups to improve air quality via behavioural change.
 - Dudley is providing information for residents and businesses to support air quality improvements, including information on transport, planning and a section for schools and children called 'Kids and air quality information'.
 - Wolverhampton has an action plan which includes 23 interventions aimed to improve air quality – the plan is currently being revised. The council's website also points to government guidance around smoke control and solid fuel burning.
 - Walsall has an air quality action plan and, through its council website, points residents to further sources of information on air quality. There is also material on

engagement in specific parts of the local authority area where industry is resulting in higher emissions.

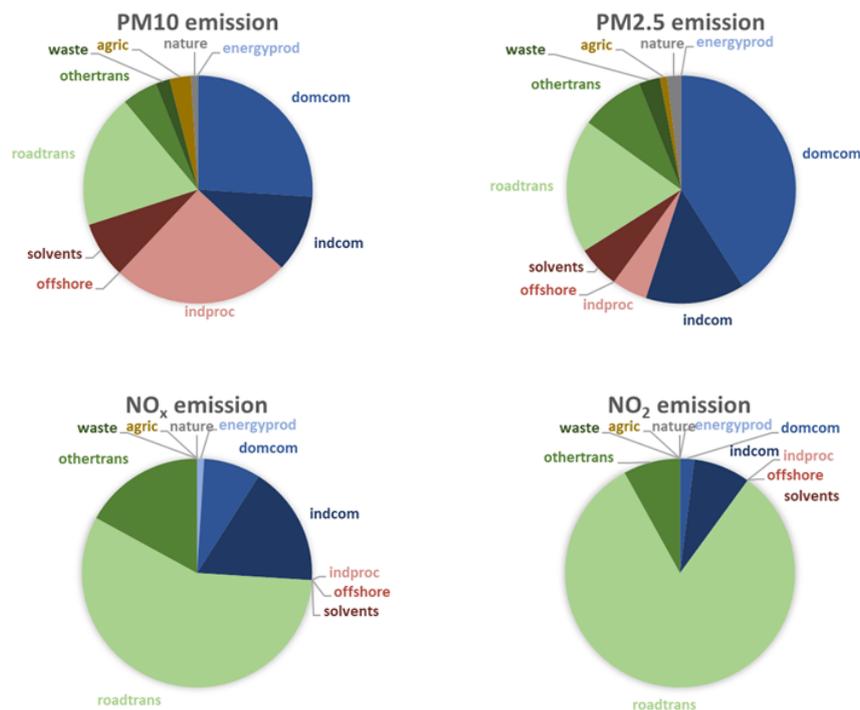
- Coventry is tackling air quality through a range of measures, including active travel and support for electrification. There have also been trials in the city around new types of air quality monitor (AQ Mesh monitors) as well as a £2m 'early measures' programme (funded by Defra) looking at infrastructure and behaviour change to improve air quality.

It is also important to recognise that other regional stakeholders are also developing plans on what they can do to improve air quality, for example University Hospital Birmingham has included air quality as part of its wider sustainability strategy.

- 2.4 To date, the focus on addressing air quality in the West Midlands (by both the WMCA and constituent local authorities) has been in lowering NO_x and NO₂ emissions; the predominant sources of these are from transport. This is likely to change with the new targets that will be set through the Environment Act (2021), which sets out the government's framework for environmental legislation post-Brexit.

A new focus on particulate matter

- 2.5 In addition to NO_x and NO₂, the Act increases the focus on air pollution caused by particulates, particularly PM_{2.5} and requires the Secretary of State to establish a long term (minimum 15 years) target in respect of air quality and a target for annual mean PM_{2.5} concentrations. These targets will be legally binding and the Act says that they '*must be laid before Parliament on or before 31 October 2022*'. If the annual mean PM_{2.5} target was set at the 2005 WHO guideline level (10 µg m⁻³), as is the case in Scotland, 72 of the 192 wards within the WMCA would be in exceedance of this target (2019 data). Similar exceedances would be observed in other urban areas in England. Whatever is finally agreed, it would seem there will be an extended period of further consultation on PM_{2.5} limits.
- 2.6 The additional targets on particulates will require a broader approach to addressing air pollution. This approach will still require a focus on transport but will also need to address domestic and industrial combustion as well. As NO_x and NO₂ are primarily emitted from petrol and diesel vehicles, the electrification of the fleet to meet net zero targets is likely to lead to a significant reduction in the emission of these species over the next decade. Particulates are emitted from a broader range of sources including non-tail pipe emissions from vehicles (e.g. tyre and break wear), domestic and industrial combustion sources and therefore changes to the vehicle fleet will have a smaller impact on emissions.
- 2.7 The pie charts below illustrate the sources of directly emitted of particulates, NO_x and NO₂ in the West Midlands region. As well as direct emission from these sources, particulates may also be formed in the atmosphere.



The different pollutants need different interventions at different scales (addressed in subsequent paragraphs).

Potential interventions

- 2.9 Addressing air quality, particularly with anticipated changes coming as a result of the Environment Act (2021), requires a range of different interventions. These will mostly continue to be the responsibility of local authorities in the region, particularly because of the requirement for Air Quality Action Plans (in all the constituent authorities except Solihull). A number of them are already in place, as outlined in Paragraph 2.3.
- 2.10 This report has evaluated potential interventions from a number of sources:
- Public Health England's *Improving outdoor air quality and health: review of interventions*. Most of the interventions identified are taken from this source.
 - WM-Air. The University of Birmingham's WM-Air project has identified additional interventions through research and regional knowledge developed as part of this programme.
 - Discussions with local authority air quality and transport officers, as well as colleagues in Transport for West Midlands.

In total, there are 122 interventions identified through these sources (outlined in more detail in the Appendix to this paper) that are relevant to the West Midlands context, even though there are none that require a 'regional only' approach. The interventions can be broadly split into:

- 2.11 Technology/ infrastructure solutions
- **Vehicles and fuel:** there are 51 potential measures highlighted. Our analysis suggests that 6 of these currently lie within local authority responsibility, especially with regard to enforcement and licensing. Some of the measures identified would also need national delivery (e.g. national road pricing). There are 19 measures where there is potential for a joint local/regional approach, including information campaigns, developing infrastructure

for electric vehicles and uptake of low/ zero carbon forms of transport. From a regional perspective, the new Local Transport Plan may provide the main route for alignment.

- **Industry:** there are 21 measures identified, 7 of which require national action and 1 requires local delivery (on locating biomass heat generation). The remainder provide an opportunity for a collaborative approach across national, regional and local geographies. It is important to note that solutions in this area are challenging, but also an opportunity for innovation.
- **Domestic emissions:** there are 5 measures identified, largely in relation to emissions around solid fuel burning. Some authorities have already included this as part of their work on air quality, but there may be potential for increased impact with regional coordination and messaging.
- **Indoor air quality:** this remains a new area of work, but will be increasingly important to tackle alongside new build low/zero carbon homes and retrofit being delivered by local authorities and also through regional programmes. There are 4 measures identified.

2.12 Enabling solutions

- **Spatial planning:** there are 13 actions related to planning, which mostly can only be delivered by local authorities given existing powers (there are some measures, for example tree planting, where other organisations can also play a role).
- **Behaviour change:** there are 13 actions identified. These could be carried out independently by local authorities but might benefit from a collaborative approach across the region – for example having one message around burning solid fuels in a domestic setting rather than 7 separate campaigns.
- **Data and innovation:** this is an important part of the programme – understanding how far existing interventions are going to improve air quality; the impact of new interventions and the co-benefits of interventions that address both carbon and air pollution will be important in guiding investment decisions. There are 6 interventions identified which have the potential to benefit from a collaborative approach.
- **Policy and coordination:** there are 9 possible interventions, all of which could potentially benefit from a collective approach. The aim of collaborating in these areas is to benefit from a joined-up voice to national government and a consistent regional message around priorities and actions.

2.13 When considering the cost/impact of different interventions, the number of measures that will have a significant impact on health is much reduced. Furthermore, associated with a cost/impact analysis, further consideration needs to be made as to which spatial scale is best place to drive policy and activity, especially for those interventions where activity could be carried out both locally or regionally.

Options for delivery

2.14 The Environment Act also makes new provisions around responsibilities for tackling air quality. It requires local authorities and other relevant public bodies to work closely together when developing air quality action plans through the ability to designate 'air quality partners'. Whilst the onus will remain on local authorities to continue to produce Air Quality Plans, there will be the opportunity for them require air quality partners to co-operate with the development of action plans, and to take proportionate action to improve air quality where necessary. There is an expectation in the Act that combined and local authorities will support each other in the delivery of plans and air quality interventions.

2.15 Based on this, it would seem that there are the following options by way of an overarching approach:

a. Retaining existing working arrangements on air quality

There is the potential to continue to deliver air quality action using the current working arrangements. In this scenario, local authorities will continue to lead on Air Quality Action Plans, which may need to be updated with new thresholds for particulates which the Environment Act requires the Secretary of State to set. The regional role would be delivered through work done as part of the Local Transport Plan, the Regional Energy Strategy, the Five Year Plan for Net Zero and the regional Natural Environment Plan, as is currently the case. The governance to deliver the joint approach would remain as it currently is, with the addition of new considerations around particulates as they relate to transport. The Environment Act allows local authorities to require certain actions of the combined authority as a designated 'air quality partner' on an ad hoc basis.

b. A more collaborative approach to air quality

The Environment Act makes provision for local authorities to seek the support of other air quality partners, including the combined authority, to address their concerns, not least where pollutants move across local boundaries and collaborative interventions might be required. To support this it might be advantageous to clarify respective roles and responsibilities, agree to a set of shared working practices, and identify those interventions where a regional approach can be collectively agreed. In simple terms, Local Air Quality Action Plans could be complemented by a regional West Midlands Air Quality Framework that would sit alongside the Local Transport Plan.

2.15 If combined authority partners demonstrated a preference for Option 2 and a more collaborative approach, then further work would need to be undertaken to develop a coherent regional air quality framework with a more detailed cost/benefit analysis of key interventions as applied at different spatial scales and further clarification of the respective roles of local, regional and national air quality partners. It is proposed that this work would be undertaken by a Shadow Regional Air Quality Advisory Group (convened by WMCA but with local authorities taking the lead), which would be in addition to existing governance arrangements around transport. This group would feed into TfWM governance but would also report to the WMCA Environment and Energy Board and would bring formal proposals for a regional air quality framework and governance to a meeting of the WMCA Board in the next 12 months.

3. Financial Implications

3.1 There are no immediate financial implications from this paper.

3.2 If the WMCA Board demonstrated a preference for a new collaborative approach to air quality as outlined above in 2.13b, then work would need to be undertaken to develop a Regional Air Quality Framework with a detailed cost/benefit analysis of key interventions and further clarification of the respective roles of local, regional and national air quality partners. This initial work could be funded from existing WMCA resources.

3.3 The formal proposals for a Regional Air Quality Framework and governance could then be brought back to the WMCA Board in the next 12 months for further consideration. This would also include the financial asks associated with delivering the framework and the funding source.

4. Legal Implications

None from this paper.

5. Equalities Implications

Having clean air to breathe should be enjoyed by all communities across the West Midlands. The current picture indicates that this is not the case, with many communities suffering from poor air quality that leads to harmful impacts on health and other social and economic outcomes. The aim of a Regional Air Quality Framework would be to complement the work already happening in local authorities to address poor air quality across the region, but to accelerate action in areas that have a regional dimension, especially around particulates.

6. Inclusive Growth Implications

This report links to a number of the WMCA's eight inclusive growth priorities, which are identified as 'a catalyst for improved and sustained outcomes for people place, co-designed with partners and beneficiaries'. In particular, improving air quality will improve health and well-being through reduction of health inequalities. There are also other elements of the work on inclusive growth where there are clear shared outcomes in terms of improving air quality, particularly:

- climate resilience (many of the initiatives that will be put in place to reach net zero will also have positive outcomes in relation to air quality);
- connected communities (providing a sustainable way for people to access resources and opportunities has the potential to improve air quality); and,
- equality (reducing the numbers of people living in deprivation, which also includes lack of access to clean air – there is a significant correlation between some of the most deprived wards in the West Midlands and the worst air quality).

7. Geographical Area of Report's Implications

The report concentrates on the seven constituent authorities. Addressing air quality may involve non-constituent authorities as part of delivery. These relationships will be developed on a case-by-case basis.

8. Other Implications

None.

9. Schedule of Background Papers

Appendix 1: Air Quality Options Paper

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Air Quality in the West Midlands: Options Paper

From the University of Birmingham WM-Air project:

Dr Joe Acton (Impact Fellow)

Prof William Bloss (Professor of Atmospheric Science)

From the West Midlands Combined Authority:

Jackie Homan (Head of Environment)

Ed Cox (Director, Public Service Reform and Inclusive Growth)

Jake Thrush (Associate Policy Adviser, TfWM)

Sophie Randall (Transport Strategy Officer, TfWM)



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Combined Authority

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1.0 Purpose of the paper

This paper¹ aims to give an overview of the sources, levels and impacts of air pollution across the West Midlands. It briefly reviews existing work that is taking place to address poor air quality, and provides an indicative summary of additional interventions that might be adopted. The timing of this paper is significant given that the Environment Act has recently received Royal assent, this Act updates national legislation and governance around all aspects relating to the natural environment, including air quality. The Act requires the Secretary of State to set targets for particulates as well as outlining expectations on new ways of working to reduce emissions. The paper concludes with two options for progressing work on air quality across the West Midlands:

1. Retaining existing working arrangements on air quality, supported by the activity undertaken as part of Transport for West Midlands' action on regional transport (as well as other WMCA strategies relating to energy, net zero and the natural environment), with local authorities seeking ad hoc assistance from the combined authority in line with the Environment Act (2021) provisions.
2. Air quality is addressed through a more proactive collaborative working arrangement with local authorities developing air quality plans within a wider West Midlands Air Quality Framework which clarifies roles for different parties and identifies a number of shared working practices.

If the latter is identified as the preferred option, additional work will be undertaken to produce such a framework, identify resourcing implications and bring proposals back to the WMCA Board.

2.0 Context setting: existing regulation and policy

There are already a number of different regulatory and advisory limits on air pollutants, as well as suggested policy approaches and measures for tackling poor air quality. The principle of subsidiarity will play a role in deciding the appropriate measure for delivery at the right scale, whether that is community, local authority, region, national government or suggested international limits. This section outlines the different approaches and solutions already in existence or, anticipated following the Environment Act (2021).

2.1 Local Air Quality Management responsibilities

The constituent local authorities of the Combined Authority and WMCA have concurrent legal duties to monitor, manage and review air quality under the Environment Act 1995. WMCA gained these concurrent duties through the West Midlands Combined Authority (Functions and Amendments) Order 2017 which was agreed as part of the second devolution deal for the West Midlands. Before the Order, only the constituent authorities had these duties.

Part IV of the Environment Act (1995) sets out these Local Air Quality Management (LAQM) duties. The LAQM process places an obligation on all local authorities to regularly review and assess air quality in their areas, and to determine whether or not the air quality objectives are likely to be achieved. Where an exceedance is considered likely the local authority must declare an Air Quality Management Area (AQMA) and prepare an Air Quality Action Plan (AQAP) setting out the measures it intends to put in place in pursuit of the objectives. Annual Status Reports (ASRs) are then an annual requirement showing the strategies employed by local authorities to improve air quality and any progress that has been made. In the WMCA area, levels are such that all constituent authorities

¹ The paper uses some technical terms, which are elaborated in Appendix 1: Glossary.

are required to produce an AQAP apart from Solihull (but the local authority has set out its plans in its own air quality strategy).

The intent of conferring the concurrent duties on WMCA as part of the second devolution deal was to support WMCA if it decided to use its existing powers in relation to the creation of a cross-boundary Low Emission Zones and/or Clean Air Zones. In such a situation there would need to be mutual co-operation between WMCA and the constituent authorities before WMCA could discharge relevant functions. In practice, the constituent authorities manage air quality and a need for WMCA to discharge statutory air quality functions has not been identified hitherto, over and above existing WMCA/TfWM actions and measures to support local authorities to improve local air quality.

An important aspect of air quality regulation and actions has been the requirement to reduce nitrogen dioxide levels in accord with the *UK Plan for Tackling Roadside Nitrogen Dioxide Concentrations 2017* and its 2018 supplement. Birmingham City Council was identified as a 'First Wave' authority, mandated to implement a Clean Air Zone. Coventry City Council was identified as a 'Second Wave' authority, whilst Dudley MBC, Sandwell MBC, Solihull MBC and City of Wolverhampton were identified as 'Third Wave' authorities. All seven of these local authorities have taken actions to reduce annual exceedances of NO₂ at locations exceeding the national Air Quality Objective level of an annual average of 40 µg m⁻³.

2.2 UK: Existing legal responsibilities

Current UK (national - devolved) air quality limits and objectives (for outdoor, ambient air) are set in UK and European Union (EU) legislation and directives as follows:

- Objectives and regulations for local air quality management are set out in UK air quality policy
- Mandatory limits on acceptable pollutant concentrations were set in an EU framework and have been transcribed into UK legislation. UK air quality targets have not yet been impacted by the UK leaving the EU.
- The Environment Act commits the government to establishing new targets for England, including at least one target for fine particles in air (PM_{2.5}).

In parallel, the World Health Organisation issues non-binding guideline levels of air pollutants for the protection of human health. These are effectively the lowest concentration at which there is clear evidence of a risk to health. The WHO guideline levels, previously dating to 2005, were updated in 2021, including interim targets intended to guide reduction. These guideline levels are exceeded in most urban areas in the UK.

In 2020, Southwark Coroner's Court formally recognised poor air quality as making a material contribution to the death of a young girl in London, with this formally recorded on her death certificate, the first such determination worldwide. Although the finding has no binding impact, instances such as this could increase pressure for achievement of legal targets, and wider awareness measures.

Table 1: Selected current Air Quality Objectives for England, and WHO 2005 and updated 2021 guideline levels

| Pollutant | Averaging Time | Air Quality Objectives (England – Current legally binding limits) | WHO Guidelines 2005 | WHO Guidelines 2021 |
|-----------------------------------|-------------------|--|---------------------|---------------------|
| Fine Particles, PM _{2.5} | Annual mean | 25 | 10 | 5 |
| Nitrogen Dioxide, NO ₂ | Annual mean | 40 | 40 | 10 |
| Ozone, O ₃ | Daily max 8h mean | 100 | 100 | 100 |

See links for precise target definitions and other pollutant targets. This table is heavily simplified. Concentrations in µgm⁻³

- The Clean Air Strategy (2019) set an ambition to achieve a 50% reduction in the number of people living in locations above the (then) WHO PM_{2.5} guideline level of 10 µgm⁻³ by 2025.
- Current PM and NO₂ levels across the West Midlands are shown in Figure 2, below.

2.3 Future policy: the implications of the Environment Act

The Environment Act, 2021 sets out the government’s framework for environmental legislation post-Brexit. This Bill was included in the Queen’s Speech in May and received Royal Assent in November 2021.

The Act is expected to increase focus on PM_{2.5} and, requires the Secretary of State to establish at least one long term (minimum 15 years) target in respect of air quality, and a target for PM_{2.5} concentrations expressed as an annual mean. These targets would be legally binding and the Act says that they ‘*must be laid before Parliament on or before 31 October 2022*’. If the annual mean PM_{2.5} target were to be set at the (previous) WHO guideline level (10 µg m⁻³), DEFRA modelled average concentrations of PM_{2.5} across 72 of the 192 wards within the WMCA would be in exceedance of this target (2019 data). Similar exceedances would be observed in other comparable urban areas in England. It is anticipated that there will also be targets set around NO₂.

In addition to the changes to targets for specific pollutants, the Environment Act also gives the Secretary of State the power to designate, following consultation, relevant public authorities as ‘Air Quality Partners’ who would also be required to co-operate with the development of action plans, and to take proportionate action to improve air quality where necessary. The onus will remain on local authorities to develop air quality action plans but they will be able to identify air quality partners to co-operate with them. More specifically:

“85A Duty of air quality partners to co-operate

- (1) For the purposes of this Part, an “air quality partner” of a local authority means a person identified by that authority in accordance with section 82(5)(b) or (c).
- (2) An air quality partner of a local authority must provide the authority with such assistance in connection with the carrying out of any of the authority’s functions under this Part as the authority requests.
- (3) An air quality partner may refuse a request under subsection (2) to the extent it considers the request unreasonable.

85B Role of air quality partners in relation to action plans

- (1) Where a local authority in England intends to prepare an action plan it must notify each of its air quality partners that it intends to do so.*
- (2) Where an air quality partner of a local authority has been given a notification under subsection (1) it must, before the end of the relevant period, provide the authority with proposals for particular measures the partner will take to contribute to the achievement, and maintenance, of air quality standards and objectives in the area to which the plan relates.*
- (3) An air quality partner that provides proposals under subsection (2) must—*
 - (a) in those proposals, specify a date for each particular measure by which it will be carried out, and*
 - (b) as far as is reasonably practicable, carry out those measures by those dates.*
- (4) An action plan prepared by a local authority in England must set out any proposals provided to it by its air quality partners under subsection (2) (including the dates specified by those partners by virtue of subsection (3)(a)).*
- (5) The Secretary of State may direct an air quality partner to make further proposals under subsection (2) by a date specified in the direction where the Secretary of State considers the proposals made by the partner under that subsection are insufficient or otherwise inappropriate.*
- (6) A direction under subsection (5) may make provision about the extent to which the further proposals are to supplement or replace any other proposals made under subsection (2) by the air quality partner.*
- (7) An air quality partner must comply with any direction given to it under this section.”*

The Environment Act will also require Councils and other relevant public bodies to work closely together when developing air quality action plans. Specifically:

86B Role of combined authorities in relation to action plans

- (1) Where a local authority in the area of a combined authority intends to prepare an action plan it must notify the combined authority.*
- (2) Where a combined authority has been given a notification under subsection (1) by a local authority, the combined authority must, before the end of the relevant period, provide the local authority with proposals for particular measures the combined authority will take to contribute to the achievement, and maintenance, of air quality standards and objectives in the area to which the plan relates.*
- (3) Where a combined authority provides proposals under subsection (2), the combined authority must—*
 - (a) in those proposals, specify a date for each particular measure by which it will be carried out, and*
 - (b) as far as is reasonably practicable, carry out those measures by those dates.*
- (4) An action plan prepared by a local authority in the area of a combined authority must set out any proposals provided to it under subsection (2) (including the dates specified by virtue of subsection (3)(a)).*
- (5) In this section “combined authority” has the meaning it has in Part 6 of the Local Democracy, Economic Development and Construction Act 2009 (see section 120 of that Act).”*

2.4 The starting point: activity underway in the West Midlands

It is important to recognise that there is already significant work underway in relation to addressing poor air quality across the West Midlands. This has been led through local authorities, and programmes that are part of the regional Local Transport Plan, led by Transport for West Midlands.

2.4.1 Local authority air quality plans

Current air quality policy at a **local authority level** has tended to focus on transport interventions and is driven by the need to meet mandatory concentration limits for pollutants (see Appendix 2 for more detail). As a result, the plans described below prioritise actions related to reducing NO_x rather than particulates. These include:

- **Birmingham City Council Air Quality Action Plan** (2021 – 2026) includes the implementation of the Clean Air Zone and other mitigation measures as well as exploring the impact of transport and demand reduction. There is also some work on controlling industrial and domestic emissions and behaviour change.
- **Solihull MBC Clean Air Strategy** (2019 – 2024) focuses on a range of different behaviour change and transport interventions, including schools' programmes, electrification of transport, provision of infrastructure for electric vehicles and modal shift. Solihull's plan is different from the other local authorities as the only constituent authority not mandated (by Defra) to produce an Air Quality Action Plan.
- **Sandwell MBC Air Quality Action Plan** (2020 -2025) focuses on a number of transport measures to improve air quality, as well as exploring the role of planning and behaviour change campaigns. It highlights the need for the local authority to lead by example.
- **Coventry City Council Local Air Quality Plan** (approved by government in 2020) is focused on transport and behaviour change around travel, including promoting EVs, decarbonising the public transport network, real-time air quality monitoring linked to dynamic traffic management, improvements to the road network to tackle congestion, construction of segregated cycle routes and initiatives supporting behaviour change and active travel.
- **Walsall MBC's Air Quality Action Plan** (2009) addresses the need to reduce vehicle emissions and traffic, as well as promoting public transport and active travel. It also looks to address both road and rail infrastructure.
- **Dudley MBC Air Quality Plan** (2011) includes the following approaches to tackling air quality: behaviour change, addressing school travel, improvement of public transport, leading by example with the council's fleet and building air quality into planning.
- **Wolverhampton City Council's Air Quality Action Plan** (2006) addresses reduction of emissions from transport, industry and commerce, improving public transport and active travel options as well as reducing emissions and traffic volumes, and infrastructure improvements.

Annual Status Reports (ASRs) provide updates from the local authorities on progress in improving local air quality.

2.4.2 Air quality work in the West Midlands

In 2019, a draft "*West Midlands Combined Authority Regional Air Quality Review and Action Plan*" was prepared by AECOM. This provides a useful reference point for air quality improvements across the West Midlands and was used to inform Transport for West Midlands' (TfWM) air quality work. TfWM regularly updates the WMCA Transport Delivery Committee Member Engagement Group (MEG) for Air Quality, Congestion and Environmental Impact on transport actions currently being undertaken to reduce emissions of NO₂ and other pollutants in the West Midlands. These are based on ten themes:

1. Greater use of public transport, cycling and walking, and home working
2. Cleaner vehicle engines
3. Greener streets

4. Improved air quality at junctions
5. Travel Demand management and smarter choices
6. Research and development to reduce fine particulates
7. Lower freight emissions
8. Co-ordinated funding bids
9. Improved monitoring and research
10. Sharing best practice for planning and transport

These actions have a positive impacts on NO₂ and transport related PM_{2.5} emission, but do not currently address the wider concerns related to particulates, for example from domestic and industrial combustion. TfWM is currently producing a new West Midlands Local Transport Plan which will have carbon reduction and improved air quality as key themes for West Midlands transport strategy.

2.4.3 Air quality and wider environment plans: co-benefits

In addition to this, the WMCA has now developed clear and ambitious plans to reduce regional carbon emissions and improve the natural environment. These include the region's first five year plan for Net Zero, and a Natural Environment Plan. A regional approach to air quality would sit alongside these plans, which are mostly complementary but may include a consideration of trade-offs in some circumstances:

- Air pollution and climate change are two separate, but closely linked, environmental problems, often sharing similar sources².
- **Greenhouse gases impact the global climate.** These compounds absorb and emit infrared energy from the Earth, warming the planet's surface. Carbon dioxide is the dominant anthropogenic greenhouse gas, and is not harmful to health at everyday levels.
- **Air pollution is impacted by local and regional emissions** of toxic gases and particles. These pollutants have a smaller impact on global climate than carbon dioxide, but directly impact human health.
- Most air pollutants only last a few hours or days in the atmosphere – so local actions reduce local concentrations, and improve local air quality and local health. The **clean air benefit is local to the region.**
- Actions to improve climate can lead to air quality co-benefits (e.g. electric vehicles; active transport) and in some cases tensions/conflicts (e.g. promotion of diesel rather than petrol vehicles).
- By integrating considerations of air quality and climate change, actions and public policies which offer maximum benefit to both health and climate can be prioritised and unexpected negative consequences can be mitigated or avoided.

The work being done by WMCA to reach Net Zero is likely to have significant air quality co-benefits.

2.5 Other regional examples

The Greater London Authority (GLA) and Greater Manchester Combined Authority (GMCA) have both undertaken significant work on air quality:

- Both the GLA and GMCA have prioritised high levels of monitoring, resourcing real-time data provision across the respective regions available to citizens. To tackle domestic air pollution,

² Royal Society: Effects of net-zero policies and climate change on air quality. Royal Society, London, 2021.

the GLA is encouraging the installation of cleaner low-carbon boilers and working to increase awareness of Smoke Control Zones to ensure only the cleanest appliances and fuels are used.

- The GLA has substantially expanded the Ultra-Low Emission Zones in place (eighteen times larger than the existing ULEZ) with stricter polluting compliance. GMCA is launching its GM-wide Clean Air Zone in May 2022 with £120m national government funding to support businesses to upgrade non-compliant vehicles. The zone covers all 10 of the local authorities, but will not charge private cars instead focusing on 'high-polluting, non-compliant HGVs, buses, taxis, private hire vehicles, light goods vehicles and minibuses'.
- To tackle air pollution on construction sites and with the movement of heavy goods, the GLA has introduced multiple consolidation centres and Non-Road Mobile Machinery Zone Enforcement, which ensures the use of the cleanest construction equipment.
- Both the GLA and GMCA are working on creating versions of Low Emission Neighbourhoods (LENs), which aim to improve infrastructure for walking, cycling and ultra-low emission vehicles at a local level, as well as innovative measures such as School Streets (a School Street is a road outside a school with restrictions on motor traffic at school drop off and pick up times). In Greater Manchester this wider plan is known as the BEE Network, which is receiving funding from national government's Active Travel Fund, the Transforming Cities Fund and with aspirations to receive further government investment for a total budget of £1.5bn.
- Additionally, both regions are investing heavily in electric vehicle incentives, with infrastructure, such as charging points, being installed rapidly through GLA/GMCA-led measures (in some cases implemented by the constituent local authorities), and financial incentives to invest in cleaner vehicles, including for taxi and private hire vehicles. Public transport is also receiving investment to become cleaner, with hydrogen bus trials in Greater London and bus retrofitting in Greater Manchester having been awarded £14.7m.

3.0 Emerging issues and trends

To understand where we need to prioritise interventions, as well as what those interventions might be, it is important to have a clear idea of what the data is telling us about regional air quality and who is impacted. This falls into three broad areas:

3.1 Health impacts of poor air quality

Exposure to poor air quality results in short- and long-term health impacts and is estimated to be responsible for up to 36,000 premature deaths each year across the UK³. In the West Midlands Nitrogen dioxide (NO₂) and particulate matter (PM) are the pollutants with the greatest impact on health. In the short term, exposure to NO₂ can lead to the irritation of airways, worsening the symptoms of those suffering from lung diseases. Epidemiological studies have shown long term NO₂ exposure to be associated with worsening of bronchitis symptoms, reduced lung function, and reduced lung development in children. NO₂ exposure has been associated with increased risk of all-cause mortality even at low exposure levels⁴.

³ Royal College of Physicians (RCP). Every breath we take: the lifelong impact of air pollution. Report of a working party. London: RCP, 2016

⁴ COMEAP: Associations of long-term average concentrations of nitrogen dioxide with mortality. COMEAP, London, 2018. (<https://www.gov.uk/government/publications/nitrogen-dioxide-effects-on-mortality>)

Particles are classified by their diameter with PM₁₀ indicating particles with a diameter of 10 µm or below (approx 1/5 the width of a human hair) and PM_{2.5} a diameter of 2.5 µm or below. Smaller particles penetrate more deeply into the lungs and may enter the bloodstream, and are associated with greater negative health impacts. The health effects of short- and long-term exposure to fine particles (PM_{2.5}) are well documented, including respiratory and cardiovascular morbidity, and increased risk of mortality from cardiovascular and respiratory diseases, and lung cancer. There is emerging evidence of impacts on cognitive function.

The number of deaths attributable to PM_{2.5} exposure in the West Midlands can be estimated using standard dose-response coefficients, applied to the proportion of deaths among those aged 30 or over in each of the seven metropolitan boroughs of the West Midlands Combined Authority area⁵. Using 2019 data, 1385 early deaths each year were attributable to long term PM_{2.5} exposure across the West Midlands⁶.

3.1.1 Impacts of Covid-19

The March 2020 Covid lockdowns led to a step change in many aspects of societal and economic activity across the West Midlands and more widely. Overall traffic levels in particular fell by over 60%, and road traffic emissions of nitrogen oxides correspondingly fell significantly, while ozone levels rose. After adjustment for weather effects, levels of NO₂ fell by up to 40% during the period to 15 June, compared to pre-lockdown norms⁷. However, levels of PM showed less response (and were impacted by long-range transport effects, driven by the weather). Similar changes were observed for other cities⁸. The air quality response to the Covid lockdowns demonstrated the response of NO₂ to changes in traffic – reflecting transport sector emissions as dominating NO₂ levels across the region – and also that for particulates, a wider range of emission sources, and advection of PM from elsewhere, are important.

A recent (Sept 21) review of published studies of the relationship between Covid and Air Quality⁹ has found evidence of a link between long-term exposure to air pollution and increased risk of hospitalisation / worse health outcomes in people infected with COVID-19, and that long-term exposure to air pollution may increase risk of contracting the disease, if exposed to the virus.

⁵ PHE: Review of interventions to improve outdoor air quality and public health, Public Health England, London, 2019

⁶ Hodgson J., Zhong J., Bartington S. and Bloss W.: Briefing Note: Updated World Health Organisation (WHO) Air Quality Guidelines & Implications for the West Midlands. WM-Air, Birmingham, 2021. (<https://wm-air.org.uk/wp-content/uploads/2021/09/Updated-WHO-Guidelines-for-Air-Quality-2021-West-Midlands-briefing-note.pdf>)

⁷ Bloss W., Shi S., Rooney D., Cowell N. and Song C.: Air quality in the West Midlands: impacts of COVID-19 restrictions, March-May 2020. WM-Air, Birmingham, 2020 (<https://wm-air.org.uk/wp-content/uploads/2020/06/UoB-Briefing-May2020-WM-Air-Quality-Bloss-v2.pdf>)

⁸ Shi Z., Song C., Liu B., Lu G., Xu J., Van Vu T., Elliot R.J.R., Li W., Bloss W.J. and Harrison R.M.: Abrupt but smaller than expected changes in surface air quality attributable to COVID-19 lockdowns. *Science Advances*, 7, 2021 (<https://www.science.org/doi/full/10.1126/sciadv.abd6696>)

⁹ Walton H., Evangelopoulos D., Kasdagli M., Selley L., Dajnak D. and Katsouyanni K.: Investigating links between air pollution, COVID-19 and lower respiratory infectious diseases. Imperial College London, London, 2021– (https://www.imperial.ac.uk/media/imperial-college/medicine/sph/environmental-research-group/ReportfinalAPCOVID19_v10.pdf)

3.2 Economic and wider environmental impacts of poor air quality

Poor air quality affects economic development through a range of channels. The best understood of these is the pollution-health-economy channel through which poor air quality can result in a number of economic impacts^{10 11}:

- Poor air quality leads to poor human health, which then leads to higher health expenditure.
- Poor air quality leads to deaths (reduced working population) / work absenteeism / reduced physiological and cognitive ability / reduced labour market performance - reduced productivity reducing GDP.
- Poor air quality negatively affects human capital accumulation (e.g., poorer academic performance) reducing individual productivity.

Additionally, poor air quality will negatively affect ecological systems and the quality of Natural Capital, which can be transferred into economic loss. Similarly, poor air quality leads to reduced agricultural yields and will therefore result in reduced GDP. Poor air quality has also been shown to negatively affect decision making. Studies have shown that the decision-making of investors, as well as financial performance (stock market / derivatives) is negatively affected by poor air quality.

Analysis by CBI Economics (2020), commissioned by the Clean Air Fund, showed that reducing NO₂ concentrations across the UK to meet the WHO 2005 guidelines (annual average less than 40 µg m⁻³) would provide £1.6 billion a year benefit to the UK economy. The same study found that a 5µg m⁻³ reduction in NO₂ concentrations in Birmingham would result in 216,000 hours worked extra per annum and a £2.7 million benefit to Birmingham's economy each year.

3.3 Air pollution levels in the West Midlands

Real time air pollution monitoring is performed at a limited number of fixed points around the region by Local Authorities and through national DEFRA monitoring stations, operating accredited instruments which meet technical requirements for data quality. These fixed monitors can be supplemented by passive diffusion tubes, which give an average (typically 4-week) estimate of NO₂ levels, but require offline laboratory analysis. Fewer PM_{2.5} measurements are available, in part, due to the cost of purchasing reference method monitors. Increasingly, "low cost" sensor networks are supplementing the established approaches in particular areas, but there is no national quality standard or coordinated approach to their use.

Given the limited measurement coverage, air quality levels can also be estimated using computer model simulations. Figure 2 shows model predictions for indicative annual average NO₂ and PM_{2.5} concentrations across the region, based upon emissions data from the National Atmospheric Emission Inventory¹².

Predicted annual mean NO₂ levels range from 12 to over 60 µg m⁻³, with the spatial pattern closely reflecting the road network. Predicted annual mean PM_{2.5} levels range from 8 to nearly 20 µg m⁻³,

¹⁰ Dechezleprêtre A., Rivers N. and Stadler B.: The economic cost of air pollution: Evidence from Europe. OECD, Paris, France, 2019

¹¹ Zivin J.G. and Neidell M.: Air pollution's hidden impacts: Exposure can affect labor productivity and human capital. *Science*, 359 (6371), 39-40, 2018

¹² Zhong J., Hood C., Johnson K., Stocker J., Handley K., Wolstencroft M., Mazzeo A., Cai X. and Bloss W.J.: Using Task Farming to Optimise a Street-Scale Resolution Air Quality Model of the West Midlands (UK). *MDPI*, 12(8), 983, 2021.

with a more diffuse spatial pattern reflecting their wider range of sources and longer atmospheric residence time.

Annual mean NO₂ levels in localised areas exceed the current UK air quality objective (40 µg m⁻³), and such areas are usually the subject of local authority Air Quality Management actions outlined above. Predicted annual mean PM_{2.5} levels meet the current UK air quality objective (25 µg m⁻³), but exceed the 10 µg m⁻³ ambition set in the national Air Quality Strategy / 2005 WHO guideline in many areas. PM_{2.5} levels are higher than the 2021 WHO air quality guideline level across the region.

- The highest annual average PM_{2.5} concentrations in the West Midlands are modelled in central Birmingham, Coventry, Sandwell and Walsall.
- DEFRA provide air pollution estimates of pollution concentrations at 1km resolution. When averaged to ward level, these data show annual average PM_{2.5} levels in 72 of the 192 wards within the West Midlands exceed 10 µg m⁻³
- 1.2m people or ca. 40% of the West Midlands' population live in wards exceeding the 2005 WHO guideline level (10 µg m⁻³).
- The least advantaged areas (highest IMD score) tend to have the worst air quality.

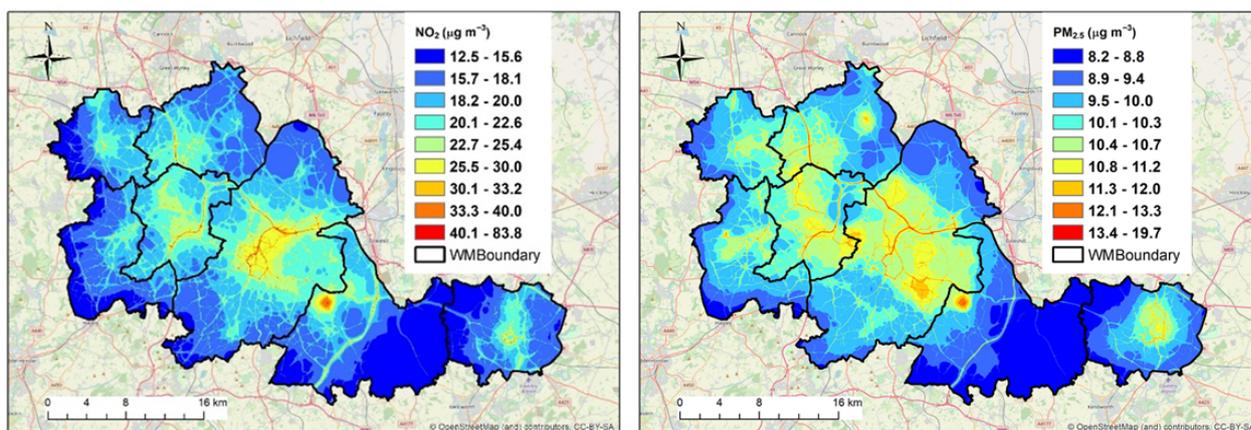


Figure 2: Predicted annual average concentrations of NO₂ (left) and PM_{2.5} (right) in the West Midlands. Drawn from NAEI emission data & WM-Air modelling¹³

3.3.1 Trends in emissions with time

Emissions of nitrogen oxides and urban concentrations of NO₂ have fallen over the past decades, with the implementation of more stringent vehicle emissions standards (EURO classifications) and as newer vehicles penetrate the overall fleet. Electric vehicles (EVs) comprise a small fraction of the current fleet mileage, but their wider future adoption, encouraged through national phase-out measures, will further reduce tailpipe emissions of NO₂. Power plant emissions may remain, depending upon the electricity source. Vehicle emissions of PM arise from both the exhaust, and non-exhaust sources (notably brakes and tyres). The latter are significant – comprising the larger fraction of primary emitted particles for modern vehicles. Expected reductions in road transport nitrogen oxide emissions will increase the relative importance of and focus upon PM as the key air pollutant for health impacts in future.

¹³Zhong J., Hood C., Johnson K., Stocker J., Handley K., Wolstencroft M., Mazzeo A., Cai X. and Bloss W.J.: Using Task Farming to Optimise a Street-Scale Resolution Air Quality Model of the West Midlands (UK). MDPI, 12(8), 983, 2021.

3.3.2 Measuring Progress

Most national air quality objectives take the form of a pollutant threshold concentration, which should not be exceeded. This is conceptually straightforward, and best protect communities exposed to the worst air quality - which also tend to be otherwise disadvantaged - but neglects the clear science that no threshold for health effects has been identified. Population health gains from improvements in air quality below the legal threshold level are not captured (or incentivised). An alternative metric considers *population exposure* – how many individuals are exposed to how much pollution. Reducing population exposure captures gains across the population, and is relevant when assessing chronic and long-term population health impacts. Population exposure can also be used to evidence progress over time – rather than just compliance (or not) with a fixed limit. Figure 3 below shows population weighted exposure (combining ward-level overall population and ward-level average concentrations) for PM_{2.5} across the West Midlands.

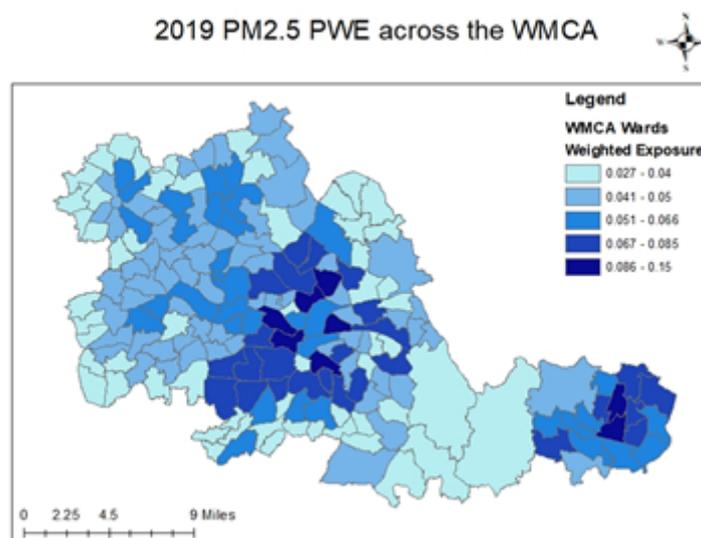


Figure 3: Population-weighted exposure to annual mean PM_{2.5} level

A combination of threshold and population exposure metrics may best combine measuring clean air progress across the population, with protection for the communities exposed to the poorest air quality. Adoption of such an approach would be leading, nationally, and position WMCA for the likely format of the targets required by the Environment Act. Such metrics will also allow actions to be prioritised for locations where exposure is greatest, to deliver the greatest health gain, and to reduce regional environmental health inequalities.

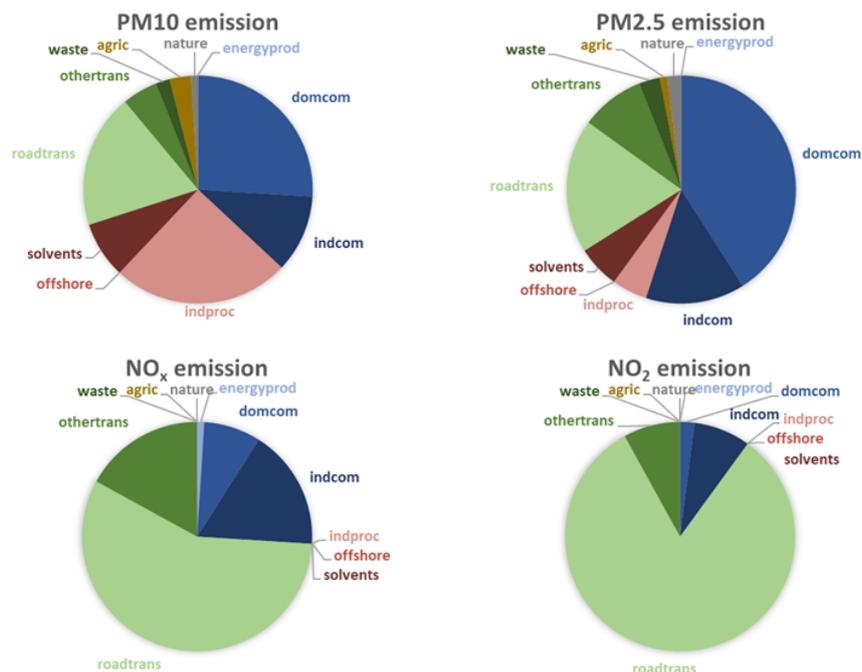
3.3.3 Sources of Air Pollutants in the West Midlands

Air pollution sources are categorised as primary – species directly emitted to the air, such as soot particles – and secondary – pollutants which are formed in the atmosphere, from the processing of primary emissions. The policy implication is that levels of primary pollutants typically respond in a straightforward way to control relevant emissions, while the response of secondary pollutants is more complex.

- Nitrogen dioxide is essentially a primary pollutant, emitted directly from or formed following high temperature combustion (notably, road transport).
- PM has both primary and secondary elements. Direct emission sources include biomass (wood) burning, combustion, resuspended dusts and mechanically generated particles; secondary sources include particle formation from the atmospheric processing of NO₂, SO₂ and VOC gases, and ammonia.

- Ozone gas is a secondary pollutant, formed in the air from the processing of VOCs and NO_x in the presence of sunlight
- The National Atmospheric Emissions Inventory (NAEI) collates direct emissions of pollutants from different economic sectors across the UK. NAEI-derived emissions for the West Midlands are shown below. These are the *primary* emission components – neglecting secondary PM sources. Some metropolitan regions (e.g. London and Manchester) maintain their own detailed emission inventories.

Figure 4: Direct emissions of pollutants by sector for the West Midlands



- NO₂ and NO_x emissions in the West Midlands are dominated by road transport (*roadtrans*). Within this, in typical urban UK environments, emissions are dominated by older diesel vehicles. Data on the split by vehicle type (e.g. car vs HGV vs bus) is available. WM-Air work is assessing the actual, real-world on-road variation in emission with vehicle type and operation.
- Primary PM emissions in the West Midlands have a much wider spread of sources – including commercial and domestic combustion (*domcom*), industrial production (*indproc*) and road transport (*roadtrans*). The largest single source of PM emissions though is commercial and domestic combustion.
- Secondary PM sources are in addition to those shown in Figure 4 above. These include components derived from NO₂ (from e.g. transport and power generation), from SO₂ (from e.g. power generation), from VOCs (from e.g. industrial, commercial and domestic emissions, and from the biosphere) and from NH₃ (e.g. agriculture)
- Air pollutants are dispersed and transported by the wind. Weather conditions can also affect their deposition and removal. Their rate of removal from the air – or lifetime – reflects how important transported pollution can be, relative to local emissions: levels of short-lived species will be dominated by local or regional emissions (e.g. NO₂); at the opposite extreme levels of very long lived species depend upon emissions globally (e.g. CO₂).

- PM, with a lifetime of a few days, bridges this divide: PM levels in the West Midlands reflect both local emissions, and transported pollution from elsewhere. See also case studies in sections 4.2 and 4.3, below.
- Pollutant emission is impacted by the weather. In cold periods increased domestic combustion and increased use of cars can increase emission of particulates and NO₂. High temperature and stagnant air in heatwaves can lead to increased ozone and particulate concentrations.

3.3.4 The growing significance of Particulate Matter

The importance of PM_{2.5} relative to NO₂ for air quality will increase, as Net Zero policies, emission controls and the transition to electric vehicles lead to reductions in NO_x emissions.

Future emissions trends are projected through the National Atmospheric Emissions Inventory¹⁴. The emission trends anticipated in the 2019 Clean Air Strategy, without additional interventions, are shown below (as primary emissions relative to 2016 levels). Secondary formation mechanisms will modify the response of PM levels in air to these emission trends.

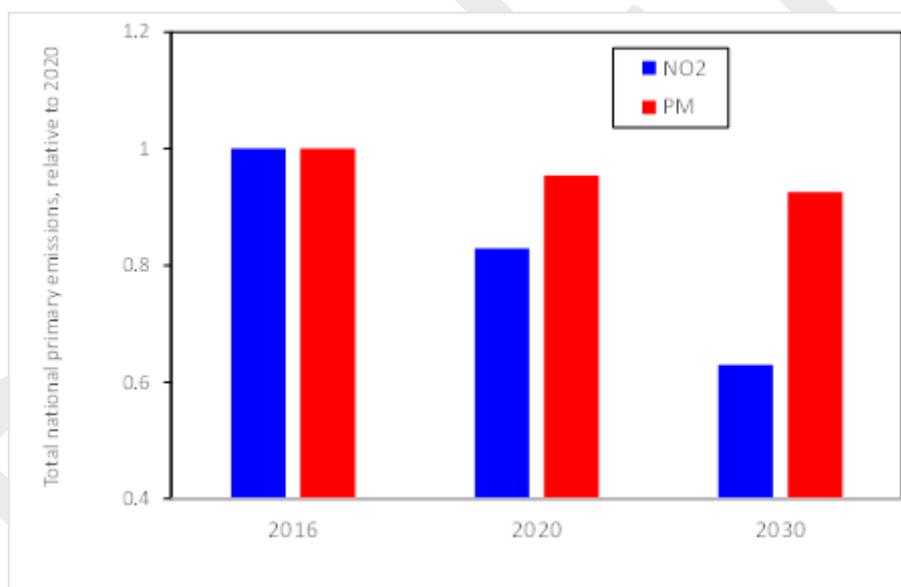


Figure 5: Direct (primary) national total emissions of NO₂ and PM_{2.5} for 2016, and projections (without additional interventions) for 2020 and 2030, from the Clean Air Strategy (2019).

Delivery of Net Zero commitments – particularly relating to power generation, industry and transport – are likely to lead to additional significant reductions in national NO_x and PM emissions, although this is dependent on the non-fossil-fuel heat and power sources implemented.

The transition to electric vehicles will reduce tailpipe NO_x emissions (which dominate in the West Midlands), although on a national-scale emissions linked to the power generation requirement may remain.

¹⁴ National Atmospheric Emissions Inventory, available at <https://naei.beis.gov.uk/>

In combination, together with strengthening evidence for the impact of even low concentrations of PM on health, an increased focus on PM is anticipated following the Environment Act – although the effects of NO₂ should not be neglected, as reflected in the tightened WHO guidelines (Table 1).

4.0 Implementation measures to improve air quality

Strategies to address poor air quality can be broadly categorised as “Reduce–Extend–Protect”.

- Reducing the emission of air pollutants is the most effective way to improve air quality (e.g., electric vehicles to reduce NO₂ emissions, eliminating combustion through decarbonisation of industry).
- Extending the distance between pollution source and human receptor gives time for air pollution to disperse, and can reduce exposure (e.g., redirecting traffic, moving walking routes away from main roads). This is usually the second most effective method of reducing exposure.
- Finally protecting vulnerable people by separating them from pollution in places where these vulnerable groups gather and wait, such as in front of hospitals, schools or at bus stops (e.g., green walls). For reducing exposure these “protect” interventions are generally less effective than those that reduce emissions or extend the distance between people and pollutant sources¹⁵.

Options that could be delivered at a regional level, or combined with local authority activity, are outlined in brief below and are described in more detail in Appendix 3.

4.1 Transport

4.1.1 Road transport

Nationally road transport is the main source of NO₂ and also makes a significant contribution to primary emissions and secondary formation of PM_{2.5}. In the West Midlands, road transport accounts for ~80% of NO₂ emissions and ~20% of primary emissions of PM_{2.5}. NO₂ is produced during combustion in petrol and diesel vehicles, with per-vehicle emissions typically significantly higher from diesel than petrol vehicles. “Euro” standards are set type approval emissions standards which manufacturers must meet, and have set progressively lower emission limits for NO₂, particulates and other species from newer vehicles. Over the past decade, Euro standards have not delivered the anticipated improvements in air quality as the on-road emissions of some vehicles have been shown to be significantly higher than those in the standardised emissions test cycles then in force. This led to the diesel emissions scandal and revision of the test cycles, and demonstrates the importance of real world on-road emissions data.

Euro standards are typically used to identify compliant and non-compliant vehicles in clean air zones (CAZ). In the Birmingham CAZ, charges apply to vehicles that do not meet the minimum emissions standards – for example, Euro 6 for diesel cars and Euro 4 for petrol cars.

In addition to exhaust emissions, vehicles emit PM through abrasion of tyres and brakes, road surface wear, and resuspension of road dusts. In modern cars, these non-exhaust emissions of

¹⁵ Hewitt C.N., Ashworth K. and MacKenzie A.R.: Using green infrastructure to improve urban air quality (GI4AQ). *Ambio*, 49, 62–73, 2020

particulates can exceed direct exhaust emissions¹⁶. Therefore, while the increasing proportion of electric vehicles (EVs) will in due course reduce tailpipe NO₂ emissions, this will have a smaller impact on PM emissions.

Interventions to reduce the air quality impact of road transport on health can focus on directly reducing emissions, or extending the distance between emission sources and resident populations, therefore reducing exposure. A broad range of interventions have been employed in the West Midlands to address NO₂ emissions. These have been delivered by TfWM and by Local Authorities through air quality action plans and other transport strategies, for example the Birmingham CAZ, new cycle routes, bus fleet upgrades, and school streets initiatives.

Interventions designed to reduce emissions from road transport fall into three broad groups: i. interventions designed to reduced demand for road transport (or more polluting forms of road transport); ii. Interventions designed to reduce emissions from existing vehicles; and, iii. Interventions designed to promote vehicles with low emissions.

Actions designed to reduce demand can be delivered at a local or regional level, and often involve improvement to public and active transport infrastructure. These measures could include:

- new tram and SPRINT Bus Rapid Transit routes;
- new suburban rail stations;
- core bus network improvements, including the All Electric Bus City, which will see Coventry's bus network operated by electric zero emission buses by the end of 2025;
- Very Light Rail (in Coventry), which will see a battery-powered lightweight tram providing mass transit within the city; and
- segregated cycle tracks and other initiatives to improve active travel (e.g. the WM Cycle Hire Scheme).

Increasing physical activity through active travel will deliver public health co-benefits alongside benefits to air quality. Behavioural change interventions at a local or regional level such as the promotion of home working and active travel aim to reduce road transport demand and therefore the emission of pollutants.

Traffic management schemes, such as signalised junction improvements, can be used to reduce emissions from existing vehicles. These actions limit congestion and therefore lead to reduced emissions from vehicles idling, braking and accelerating.

The uptake of low emission vehicles has the potential to deliver large reductions in emissions. Actions such as scrappage schemes and the introduction and expansion of clean air zones encourage a move to more modern, lower emitting vehicles. These have been employed at a local scale in Birmingham and Coventry, where people can trade in their old, polluting, car and in return receive credits worth up to £3k for public transport, bike share and car share, for example. The uptake of electric vehicles can be supported further through the expansion of EV charging infrastructure. Interventions can target private vehicles e.g., priority parking for low emission vehicles and public

¹⁶ Harrison R.M., Allan J., Carruthers D., Heal M.R., Lewis A.C., Marner B., Murrells T. and Williams A.: Non-exhaust vehicle emissions of particulate matter and VOC from road traffic: A review. *Atmospheric Environment*, 262, 2021

information campaigns; business e.g., vehicle procurement best practise; and public transport e.g., electric buses.

Alongside interventions to reduce emission of pollutants, action can be taken to reduce population exposure. These interventions increase the distance between pollutant sources and people, allowing pollutants to disperse thereby reducing population exposure. These interventions can be employed at a local scale and include city centre lorry bans, freight consolidation centres and ensuring that newer buses are used on routes where the greatest pollution exposure occurs.

4.1.2 Rail and air transport

Emissions of NO₂ and PM_{2.5} from rail and air travel make up a small proportion of total emissions at a national level but can be significant locally.

Emissions from the rail network are driven primarily by diesel trains but also are also produced by freight handling vehicles and road traffic at stations. Interventions to reduce emissions from the rail sector focus on electrification of the rail network and promotion of lower emissions from rolling stock. These interventions are primarily driven by national policy (the DfT's Decarbonising Transport document sets targets in relation to phasing out diesel trains and for electrification of the rail network). Local authorities have less direct influence over rail travel but can support low-emission road transport links and cargo-handling and work with local operators towards other interventions¹⁷. There also may be scope to work with local operators to reduce exposure at enclosed stations through anti-idling and ventilation measures.

Emissions from airports can be grouped into 4 classes: i. aircraft emissions; ii. aircraft handling emissions; iii. infrastructure- or stationary-related sources; and iv. vehicle traffic sources¹⁸. There is limited scope to address aircraft emissions at a local level but action can be taken to reduce emissions from aircraft handling and vehicle traffic by supporting provision of EV infrastructure. Ensuring good public transport links and raising public awareness of these travel options may reduce traffic at airports and therefore vehicle emissions.

4.2 Industrial and agricultural emissions.

4.2.1 Industrial emissions

Emissions from industrial sources contribute significantly to regional NO₂ and PM_{2.5} emissions. Industry is also a large source of volatile organic compounds (VOCs) which contribute to the formation of ozone the lower atmosphere. In the West Midlands the NAEI *Industrial Combustion* and *Industrial Production* sectors make up 8% of total NO₂ emissions and 19% of primary PM_{2.5} emissions¹⁹.

Interventions designed to reduce emissions from industrial sources can be broadly classed as "policy" (e.g. emissions ceilings and Eco-design and product standards) or "technology" (e.g. diffuse dust abatement) focused. Many of these interventions are controlled by national policy. Under Environmental Permitting Regulations (EPR 2016 & 2018) businesses must use best available

¹⁷ PHE: Review of interventions to improve outdoor air quality and public health, Public Health England, London, 2019

¹⁸ ICAO: Airport Air Quality Manual. International Civil Aviation Organization, Montréal, 2015

¹⁹ National Atmospheric Emissions Inventory (NAEI), 2019. Available at <http://naei.beis.gov.uk/>

techniques (BAT) to reduce their emissions. These techniques, and the emissions limits associated with the use of such techniques, are set out in best available technique reference documents²⁰. The EU Withdrawal Act 2018 maintained the established environmental principles and ensured that existing EU environmental law continued to have effect in UK law, including the Industrial Emissions Directive (IED) and BAT Conclusion Implementing Decision made under it. The UK Government intends to put in place a process for determining the future of BAT for industrial emissions²¹.

While most industrial interventions are dependent on national policy, allowing local flexibility to require stricter controls may help local authorities tackle emissions in problem areas. At a local scale Local Authorities can work with regulators and local operators towards site-specific interventions. For industry, technological interventions include dust abatement and primary and secondary control measures²². There may also be opportunity to consider operations of local facility clusters in combination. Actions underway to deliver industrial decarbonisation may lead to significantly reduced NO_x and PM_{2.5} emissions, depending upon the alternative power solution implemented, as industrial combustion is a significant source of these species. However, emissions from biomass heat/power generation facilities have potential to worsen local air quality.

Alongside emissions reductions, there is frequently scope to reduce population exposure at a local level. For example, spatial planning could be used to ensure that new emission sources are placed away from vulnerable populations and interventions such as green infrastructure can be used to extend the distance between pollutant sources and residential populations, thereby increasing diffusion and reducing exposure.

4.2.2 Agricultural emissions

Ammonia (NH₃) is an air pollutant whose emissions leads to the formation of secondary particles through reaction with sulfuric and nitric acids. These particles are long lived in the atmosphere and can impact air quality long distances downwind of the emission source, contributing to PM levels. Agriculture is the dominant source of ammonia (NH₃) emissions in the UK, accounting for 88% of emissions in 2016²³ associated primarily with fertiliser and manure storage and application. Deposition of NH₃ can be a major source of pollution to sensitive ecosystems leading to nitrogen enrichment and acidification of soil and water sources. Recent analysis has shown that for mitigating PM_{2.5} pollution controlling NH₃ emission may be more cost effective than further reductions to the emission of nitrogen oxides²⁴.

Interventions to reduce NH₃ emissions focus on changes to manure storage, application and fertilizer application changes. Changes to animal husbandry such as livestock housing (e.g. exhaust air scrubbing) and foodstuffs (e.g. changes to cattle diet) can also reduce emissions. These interventions can be driven by changes to national legislation or through local incentives leading to behaviour change.

²⁰ DEFRA: Air Pollution in the UK 2020. Department for Environment, Food and Rural Affairs, London, 2021

²¹ DEFRA, 2020, available at <https://www.gov.uk/guidance/industrial-emissions-standards-and-best-available-techniques>.

²² PHE: Review of interventions to improve outdoor air quality and public health, Public Health England, London, 2019

²³ DEFRA: Clean Air Strategy 2019. Department for Environment, Food and Rural Affairs, London, 2019

²⁴ Gu B., Zhang L., Van Dingenen R., Vieno M., Van Grinsven H.J.M., Zhang X., Zhang S., Chen Y., Wang S., Ren C., Rao S., Holland M., Winiwarter W., Chen D., Xu J., Sutton M.A.: Abating ammonia is more cost-effective than nitrogen oxides for mitigating PM_{2.5} air pollution. *Science*, 374, 758–762, 2021.

Case study

WM-Air have modelled the impact of a hypothetical 30% reduction in NH₃ emissions from agriculture in the West Midlands (only - no change outside the region) for the month of July. NH₃ is primarily emitted from agricultural areas around the periphery of the region, and in the Meriden Gap. Due to the long lifetime of particulates in the atmosphere the impact of a 30% reduction of regional NH₃ emission on particulate concentrations is felt across and outside of the WMCA region, with reductions of ~3-10% in total PM_{2.5} concentrations observed. The time taken for particle formation means that the greatest impact of the reduction in NH₃ emission within the West Midlands region is felt down wind of the region (Figure 6). For this specific measure, only a modest change in PM_{2.5} within the region is achieved through within-region-only changes in emissions, and wider (national) coordination is needed.

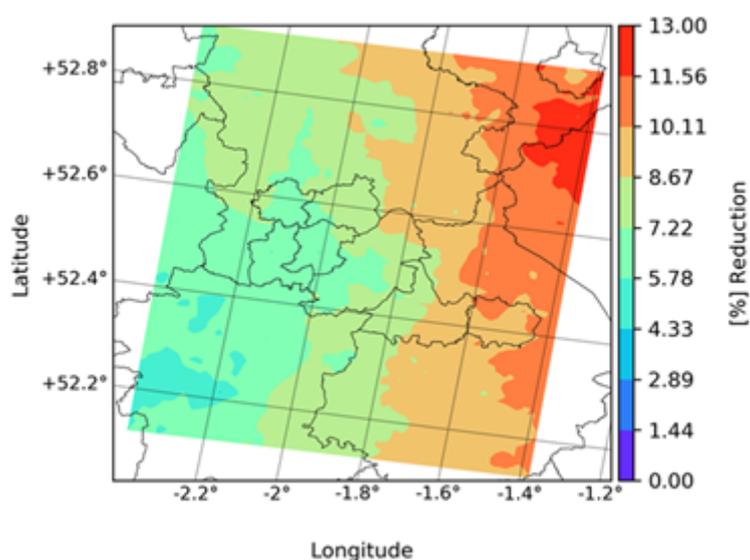


Figure 6: Effect of reduction in agricultural NH₃ emissions within the West Midlands region only, on PM_{2.5} levels across the region. Within-region-only changes have a limited local impact for this emission source.

4.3 Domestic emissions

The National Atmospheric Emissions Inventory (NAEI) groups emissions from combustion in the Commercial, Industrial, Residential and Agriculture sectors collectively as “*domcom*”. Of these sources, domestic combustion associated with residential premises makes the largest contribution to PM_{2.5} emissions in urban areas. The UK Clean Air Strategy (2019) states that, based on NAEI data **38% of primary particulate emissions come from burning wood and coal in domestic open fires and solid fuel stoves**. In the West Midlands, the *domcom* sector contributes a small amount to total NO₂ emissions but is responsible for a large proportion of direct (41%) PM_{2.5} emissions, primarily through domestic solid fuel combustion. Emissions are generally highest in population centres as these combustion sources are used primarily for home heating, but the impact on PM concentrations is felt across the region. Emissions from domestic combustion are highly seasonal with emissions highest in the winter months when domestic heating is most heavily used.

Interventions to reduce emissions from domestic and commercial combustion sources to date have focussed upon behaviour change actions to reduce the use of wood burners and encourage the use

of less polluting fuels, and supplier actions: at a national level, restrictions on the sale of coal, wet wood and manufactured solid fuels for domestic use were introduced in May 2021 (there is no documented evidence of impact as yet). Smoke control areas are in place across much of the West Midlands. In these areas only authorised fuels can be burnt unless they are to be used in an exempt appliance e.g. burners or stoves. The Environment Act amended existing smoke control legislation (Clean Air Act, 1993) to make enforcement of smoke control area restrictions easier.

Energy efficiency retrofit and heating retrofit targets as part of the WM2041 Net Zero actions are likely to lead to a significant reduction in emissions from domestic combustion for properties adapted, through reduced heating demand and provision of alternative heating sources.

Case study

The impact of a hypothetical reduction of 85% of wood burning-related emissions within the West Midlands region (only) has been modelled by WM-Air for January. Reducing wood burning emissions has the greatest impact in winter when usage peaks. The simulations show that the reduction in PM_{2.5} emission from wood burning leads to a 17 – 25% reduction in total PM_{2.5} concentrations across much of the region (Figure 7). For this specific measure, a significant reduction in PM_{2.5} within the region is achieved through within-region-only changes in emissions.

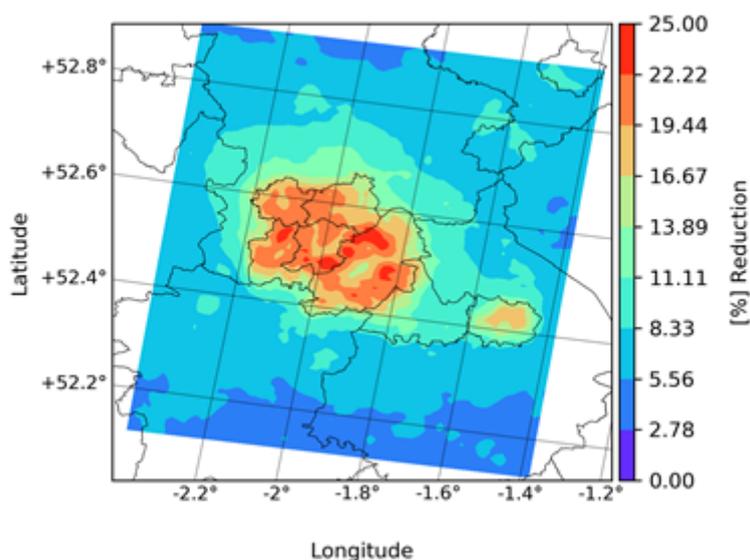


Figure 7: Effect of reduction in wood-burning emissions within the West Midlands region only, on PM_{2.5} levels across the region. Within-region-only changes have a significant impact for this emission source.

4.4 Indoor Air Quality

The majority of the population typically spend most of their time indoors, at home, at places of work or study, or commuting. The air quality in these environments is therefore important as individuals have greater exposure to indoor air than to outdoor air. Air from outdoors enters buildings through, doors, windows and mechanical ventilation, and outdoor (ambient) air pollution is a key driver for indoor air quality – inflow of outside air may improve or worsen indoor air quality depending on the ambient pollution level and sources indoors. Other factors impacting indoor air quality include

temperature and humidity. Humid environments can lead to the growth of microbes such as moulds which can then emit spores, cells, fragments and volatile organic compounds into indoor air²⁵.

Particulate matter, NO₂, ozone and VOCs are all emitted into the indoor environment. The principal sources of particulate matter in the indoor environment are cooking and combustion sources (e.g. smoking, wood burning stoves). Particles may also be formed in the atmosphere by the oxidation of VOCs in the air. NO₂ is produced directly through the combustion of fuels, for example by gas appliances. Ozone is produced by some electrical appliances and can cause increase hospital admissions and increase mortality²⁶.

Concentrations of VOCs are often higher indoors than outside. These compounds are emitted from a broad range of sources including furnishings, cleaning products and personal consumer products. The toxicity of these compounds varies by chemical species, with effects including irritation of the eyes and respiratory tract, allergies and asthma, central nervous system symptoms, liver and kidney damage, as well as cancer risks²⁷.

Other pollutants in indoor air can include radon, carbon monoxide (CO) and carbon dioxide (CO₂). In some areas radon gas emitted from the decay of small amounts of naturally occurring uranium in rocks and soils. The UK National Radon Action Plan sets out how radon exposure is assessed and managed in the UK²⁸. Carbon monoxide is formed through incomplete combustion, and can lead to unconsciousness and death at very high levels²⁹. In homes, CO issues are usually caused by incorrectly installed or poorly maintained gas heaters and cookers, which should be regularly serviced and CO alarms fitted. In poorly ventilated environments emission of carbon dioxide from respiration and combustion (e.g. gas cookers) can cause concentrations to become elevated. CO₂ is not usually considered a pollutant harmful to human health, but does provide a marker for ventilation – for example, in the management of viral infection risk.

National air quality guidelines focus on outdoor air quality where human exposure occurs, and there are no legal guidelines for domestic indoor air quality. In the workplace employers have a duty of care to their employees and permissible air pollution levels are covered by Health and Safety at Work legislation (Workplace Exposure Limits, which set permitted levels over 8 hour and 15 minutes periods which are typically significantly higher than the (ambient) air quality objectives listed in Table 1).

²⁵ NICE: Indoor air quality at home, NICE, London, 2020. Available at

<https://www.nice.org.uk/guidance/ng149/resources/indoor-air-quality-at-home-pdf-66141788215237>

²⁶ COMEAP : Quantification of mortality and hospital admissions associated with ground-level ozone. COMEAP, London, 2015 – (<https://www.gov.uk/government/publications/comeap-quantification-of-mortality-and-hospital-admissions-associated-with-ground-level-ozone>); IAQM: Indoor Air Quality Guidance: Assessment, Monitoring, Modelling and Mitigation. IQAM, London, 2021 – (https://iaqm.co.uk/wp-content/uploads/2013/02/iaqm_indoorairquality.pdf)

²⁷ PHE: Review of interventions to improve outdoor air quality and public health, Public Health England, London, 2019

²⁸ PHE: UK national radon action plan. PHE, London, 2018 – (https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/766090/UK_National_Radon_Action_Plan.pdf)

²⁹ IAQM: Indoor Air Quality Guidance: Assessment, Monitoring, Modelling and Mitigation. IQAM, London, 2021 (https://iaqm.co.uk/wp-content/uploads/2013/02/iaqm_indoorairquality.pdf)

Interventions designed to address indoor air quality follow the same hierarchy as those designed to address outdoor air pollution: 1. Reduce emission sources, 2. Extend the distance between sources and people, and 3. Protect vulnerable people. Interventions can be physical, or can be designed to change behaviour. Physical interventions include removing pollution sources – notably through home retrofit. Improving indoor air quality could be a significant co-benefit of heating / insulation retrofit programs designed to reduce carbon emissions. Care should be taken, however, to ensure adequate ventilation is in place. In areas where outdoor pollution is high, for example in properties situated by busy roads, increased ventilation may reduce indoor air quality. The impact of outdoor air quality should therefore be considered when installing ventilation systems. Behaviour change interventions focus on increasing awareness of indoor air quality and associated individual actions, for example how best to use ventilation, both mechanical and passive, and the installation of CO alarms.

4.5 Trans-boundary effects: longer-range pollutant transport

Air pollutants are dispersed and transported in the atmosphere, to an extent dependent upon their lifetime and the meteorology / weather. For species with short lifetimes, local emission controls are effective in reducing concentrations; for species with longer lifetimes, upwind sources (outside of the region) also need to be considered.

Local / regional emission controls are effective for nitrogen oxides, and for many primary components of PM (see section 3.3.3). However, some components of PM – particularly those formed through secondary processes - can be transported significant distances, meaning that sources outside the region impact air quality in the West Midlands, and controls must consider pollutant transport from outside of the region. Similarly, ozone formation occurs on a regional, national and international scale.

At a national level, trans-boundary sources are controlled through legislation regulating total national emissions of air pollutants (UK National Emission Ceilings Regulations 2018). This implements the EU 2016 National Emissions Ceiling Directive, which in turn reflects the international Gothenburg Protocol to the UNECE Convention on Long-range Transboundary Air Pollution. Note these set limits on *total national emissions* – in contrast to the local air pollutant *concentration limits* outlined in Section 2.2. On occasion, up to one third of background UK PM_{2.5} concentrations – those away from local emission sources - originate from sources outside of the UK ³⁰.

The total concentration of a pollutant depends on the sum of local sources (roads, industry etc.) and what has been transported to the region from upwind (transboundary) sources. The concentration remaining if local sources are removed is termed the “background concentration”³¹. DEFRA produces maps of background concentrations for use in air quality assessments. Background maps NO₂ and PM_{2.5} concentrations are shown in Figure 8.

This background air quality modelling³² shows the contrast between regional (transboundary) pollutant transport impacts for PM_{2.5} and NO₂ (below). As NO₂ has a shorter atmospheric lifetime than PM_{2.5}, NO₂ background concentrations peak in urban areas where sources are strongest while PM_{2.5} shows a broad regional background.

³⁰ DEFRA: Clean Air Strategy 2019. Department for Environment, Food and Rural Affairs, London, 2019

³¹ DEFRA: Air Pollution in the UK 2020. Department for Environment, Food and Rural Affairs, London, 2021

³² DEFRA: Air Pollution in the UK 2020. Department for Environment, Food and Rural Affairs, London, 2021

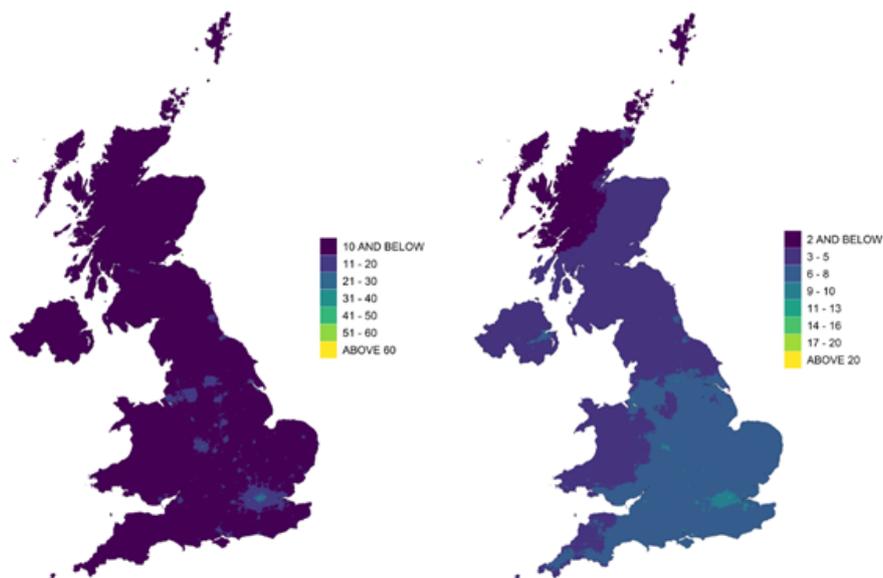


Figure 8. Modelled annual mean background NO₂ (left) and PM_{2.5} (right) concentrations, 2020 (µg m⁻³) ³³ These maps show the concentration of a pollutant transported into an area without the impact of local sources.

The region cannot, therefore, control all aspects of its own air quality in isolation. It must work within national frameworks, recognise local, regional and imported components, and set objectives accordingly. Efforts to minimise transboundary pollution, therefore, depend upon collaboration with neighbouring authorities, national government, and European contexts.

4.6 Land use, planning and green infrastructure

Air quality in urban environments is strongly linked to urban form – the layout and shape of roads, buildings, green spaces and other elements of the landscape. These affect how readily emitted pollutants disperse, and how residents are exposed to (e.g. emissions from road transport). The spatial planning system has an important role in improving urban air quality - through assessment of the locations of future population areas, and of emissions sources, through development design to minimise exposure (below) and through provision of sustainable transport links³⁴.

Site allocation and the design of developments to minimise the need for travel (e.g., by ensuring that service providers such as schools and healthcare can be accessed easily from people's homes through active and public transport) can reduce the emission of pollutants. Consideration of the air quality at a potential site prior to approval can ensure that a development will not lead to increased exposure to poor air quality. Where appropriate mitigation measures can then be incorporated at an early stage of the design process. Good urban design can reduce exposure to poor air quality by separating people from pollution sources, and increasing “surface roughness” to promote mixing of

³³ DEFRA: Air Pollution in the UK 2020. Department for Environment, Food and Rural Affairs, London, 2021

³⁴ IAQM: Indoor Air Quality Guidance: Assessment, Monitoring, Modelling and Mitigation. Institute of Air Quality Management, London, 2021

air and dispersion of pollution³⁵. Where vulnerable populations are present e.g., at schools and hospitals, design can mitigate air pollution exposure, for example locating school drop off/collection areas away from the roadside.

Green infrastructure – vegetation in urban areas – has only limited impact on air quality through direct removal of pollutants. Rather, it is a component of good urban design that can help to *reduce* emissions (encourage active travel), *extend* the distance between pollution sources and individuals (increase source receptor pathway physically and by effectively via promoting formation of eddies and dispersion) and *protect* vulnerable people (e.g. green barriers). Green infrastructure can also provide co-benefits such as improved biodiversity, reduced urban heat³⁶ and promote wider wellbeing and civic amenity. These could be considered early in the design stage to ensure that potential co-benefits are maximised.

Within the planning process, there is scope for best practice supplementary guidance, integrating examples in place in some areas already, to assess how are people on a development and the surrounding neighbourhood are exposed to air pollution, and to integrate mitigations within design from the outset. The air quality impacts and co-benefits arising from tree planting related to natural capital, biodiversity and net zero / carbon budgets could be optimised through clear provision of science-based guidance reflecting this aspect.

5.0 Interventions and options

Addressing air quality, particularly in light of the recent the Environment Act, requires a range of different approaches, which have been described above. Many of these have been, and will continue to be, the responsibility of local authorities in the region, particularly because of the current requirement for Air Quality Action Plans (in all the constituent authorities except Solihull). This report has evaluated potential interventions from a number of sources (below) but is not exhaustive:

- Public Health England's *Improving outdoor air quality and health: review of interventions*. Most of the interventions identified are taken from this source.
- WM-Air: The University of Birmingham's WM-Air project has identified additional interventions through research and regional knowledge developed as part of this programme.
- Discussions with local authority air quality and transport officers, as well as colleagues in Transport for West Midlands.

5.1 Potential interventions

In total, there are 122 potential interventions identified through these sources (outlined in more detail in Appendix 3) that are relevant to the West Midlands context. Each intervention can be categorised as to its cost and impact, and also according to the spatial scale at which it might best be delivered. The interventions can be broadly split into:

³⁵ Ferranti, E.J.S., MacKenzie, A.R., Levine, J.G., Ashworth K., and Hewitt C.N. First Steps in Urban Air Quality. Second Edition. A Trees and Design Action Group (TDAG) Guidance Document. UK: London. Available at: <http://epapers.bham.ac.uk/3069/>

³⁶ Ferranti E.J.S., Fitcher J., Salter K. and Hodgkinson S.P.B.: First Steps in Urban Heat for Built Environment Practitioners. Technical Report. Trees and Design Action Group 2021. Available at: <http://epapers.bham.ac.uk/3452/>

Technology/infrastructure solutions

- a. **Vehicles and fuel:** there are 51 potential measures highlighted. Our analysis suggests that 6 of these currently lie within local authority responsibility, especially with regard to enforcement and licensing. Some of the measures identified would also need national delivery (e.g. national road pricing). There are 19 measures where there is potential for a joint local/regional approach, including information campaigns, developing infrastructure for electric vehicles and uptake of low/ zero carbon forms of transport. From a regional perspective, the new Local Transport Plan may provide the main route for alignment.
- b. **Industry:** there are 21 measures identified, 7 of which require national action and 1 requires local delivery (on locating biomass heat generation). The remainder provide an opportunity for a collaborative approach across national, regional and local geographies. It is important to note that solutions in this area are challenging, but also an opportunity for innovation.
- c. **Domestic emissions:** there are 5 measures identified, largely in relation to emissions around solid fuel burning. Some authorities have already included this as part of their work on air quality, but there may be potential for increased impact with regional coordination and messaging.
- d. **Indoor air quality:** this remains a new area of work, but will be increasingly important to tackle alongside new build low/zero carbon homes and retrofit being delivered by local authorities and also through regional programmes. There are 4 measures identified.

Enabling solutions

- e. **Spatial planning:** there are 13 actions related to planning, which mostly can only be delivered by local authorities given existing powers (there are some measures, for example tree planting, where other organisations can also play a role).
- f. **Behaviour change:** there are 13 actions identified. These could be carried out independently by local authorities but might benefit from a collaborative approach across the region – for example having one message around burning solid fuels in a domestic setting rather than 7 separate campaigns.
- g. **Data and innovation:** this is an important part of the programme – understanding how far existing interventions are going to improve air quality; the impact of new interventions and the co-benefits of interventions that address both carbon and air pollution will be important in guiding investment decisions. There are 6 interventions identified which have the potential to benefit from a collaborative approach.
- h. **Policy and coordination:** there are 9 possible interventions, all of which could potentially benefit from a collective approach. The aim of collaborating in these areas is to benefit from a joined-up voice to national government and a consistent regional message around priorities and actions.

When considering the cost/impact of different interventions, the number of measures that will have a significant impact on health is much reduced. Furthermore, associated with a cost/impact analysis, further consideration needs to be made as to which spatial scale is best place to drive policy and activity, especially for those interventions where activity could be carried out both locally or regionally.

5.2 Options for consideration

At this stage, pending a more rigorous analysis of interventions, the Environment Act presents the West Midlands (and other combined authority areas) with two options:

Option 1: Retaining existing working arrangements on air quality

There is the potential to continue to deliver air quality action using the current working arrangements. In this scenario, local authorities will continue to lead on Air Quality Action Plans, which may need to be updated with new thresholds for particulates which the Environment Act requires the Secretary of State to set. The regional role would be delivered through work done as part of the Local Transport Plan, the Regional Energy Strategy, the Five Year Plan for Net Zero and the regional Natural Environment Plan, as is currently the case. The governance to deliver the joint approach would remain as it currently is, with the addition of new considerations around particulates as they relate to transport. The Environment Act allows local authorities to require certain actions of the combined authority as a designated 'air quality partner' on an ad hoc basis.

Option 2: A more collaborative approach to air quality

The Environment Act makes provision for local authorities to seek the support of other air quality partners, including the combined authority, to address their concerns, not least where pollutants move across local boundaries and collaborative interventions might be required. To support this, it might be advantageous to clarify respective roles and responsibilities, agree to a set of shared working practices, and identify those interventions where a regional approach can be collectively agreed. In simple terms, Local Air Quality Action Plans could be complemented by a regional West Midlands Air Quality Framework that would sit alongside the Local Transport Plan.

If combined authority partners demonstrated a preference for Option 2 and a more collaborative approach, then further work would need to be undertaken to develop a coherent regional air quality framework with a more detailed cost/benefit analysis of key interventions as applied at different spatial scales and further clarification of the respective roles of local, regional and national air quality partners. It is proposed that this work would be undertaken by a Shadow Regional Air Quality Advisory Group (convened by WMCA but with local authorities taking the lead), which would be in addition to existing governance arrangements around transport. This group would feed into TfWM governance but would also report to the WMCA Environment and Energy Board and would bring formal detailed proposals for a regional air quality framework and governance to a meeting of the WMCA Board in the next 12 months.

Appendix 1: Glossary

Ammonia (NH₃). A gas mainly emitted from agriculture; converted into a significant component of particulate matter in the atmosphere. Harmful to human health and ecosystems.

NO_x: nitrogen dioxide (NO₂) and nitric oxide (NO). Toxic gases mainly emitted by high-temperature combustion. Road traffic is the largest source in urban areas. Peak concentrations are driven by local emissions.

Ozone (O₃). A gas formed in the atmosphere, harmful to human health and vegetation, by reaction between NO_x and volatile organic compounds (VOCs). Concentrations can peak long distances down wind of original sources.

Particulate matter (PM). Classified by particle size or diameter (d): PM₁₀ (d < 10 µm), PM_{2.5} (d < 2.5 µm). Can be directly emitted (primary) or formed in the atmosphere (secondary). The most significant primary emission sources in urban areas are combustion and road transport.

Population weighted exposure (PWE). PWE is calculated by multiplying each ward's population by mean PM_{2.5} concentration in that ward, then dividing by the total WMCA population.

$$PWE = \frac{\text{Ward PM}_{2.5} \times \text{Ward Population}}{\text{WMCA Population}}$$

Sulfur dioxide (SO₂). A toxic gas emitted from combustion during power generation, industry and domestic heating, from burning of high-sulphur fuels.

Volatile organic compounds (VOCs). Gases emitted from both natural (vegetation) and human sources. Human sources include solvents, fugitive emissions, industrial processes and domestic cleaning and personal care products.

Appendix 2: A summary of local authority actions on air quality

| Local Authority | Document | Period Covered | Actions |
|---------------------------------------|-------------------------|----------------|---|
| Birmingham City Council | Air Quality Action Plan | 2021-2026 | <p>The plan covers a number of different elements related to air quality improvements, predominantly around transport. These include:</p> <ol style="list-style-type: none"> 1. Implementing the Clean Air Zone 2. Supporting and implementing strategic transport improvements 3. Promoting behaviour change away from single occupancy private vehicle use 4. Promoting the use of alternatively fuelled vehicles 5. When locations are identified as having an exceedance of the air quality objectives, assess traffic management options relevant to the location. <p>In addition to these specific measures there is also a commitment to the development of policies to support better air quality as well as to controlling industrial and domestic emissions.</p> |
| Solihull Metropolitan Borough Council | Clean Air Strategy | 2019-2024 | <p>This strategy is more wide-ranging than some of the other council plans on air quality as this is the only local authority in the West Midlands that does not have a requirement (from Defra) to produce an Air Quality Management Plan. The areas considered in the plan are:</p> <ol style="list-style-type: none"> 1. Schools. Implementation of incentives and monitoring to drive behaviour change. This is through broader environmental schemes, such as the Greener Solihull Schools Award, as well as through specific programmes to encourage sustainable travel to and from school, e.g. 'New roads' and School Streets car exclusions. 2. Transport. This has a focus on active travel, developing infrastructure to charge electric vehicles, working with local business on travel plans and promoting electric taxis and buses. 3. Planning. Exploring how to use the planning system to drive positive change in relation to air quality through the local plan, as well as through supplementary planning guidance. 4. Environment. This includes the impact of air quality on the natural environment as well as potential nature-based solutions for addressing poor air quality. 5. Enabling actions. There are also a number of areas identified to develop behaviour change campaigns to improve air quality as well as exploring how the Clean Air Strategy can be used through council procurement. |

| | | | |
|---------------------------------------|---------------------------------|--------------------------|--|
| Sandwell Metropolitan Borough Council | Air Quality Action Plan | 2020-2025 | <p>The Air Quality Action Plan focuses on a number of transport measures to improve air quality, as well as exploring the role of planning and behaviour change campaigns. It includes:</p> <ol style="list-style-type: none"> 1. Developing specific measures in consultation with communities to reduce NO2 concentrations at “hot spot” locations. 2. Promoting public transport, walking, cycling, car sharing and switching to low or zero emission vehicles. 3. Reviewing what impact the council has on air quality in its role of as a provider of public services and develop a plan to reduce emissions from its activities. This will include reducing emissions from council fleet and employee vehicles. 4. Supporting and encourage taxi and private hire vehicle operators and drivers in reducing emissions from vehicles. <p>In addition, Sandwell is working in partnership with Birmingham City Council to minimise any negative impacts on Sandwell residents resulting from the implementation of the Clean Air Zone (CAZ).</p> |
| Coventry City Council | Coventry Local Air Quality Plan | Submitted in 2020 - 2024 | <p>Coventry’s Local Air Quality Action Plan is focused on transport and behaviour change around travel, including:</p> <ul style="list-style-type: none"> • Promoting the use of electric vehicles • Real time monitoring of air quality linked to dynamic traffic management • Initiatives to promote changes in travel behaviour and reduce car use within the city • Highway improvements to ease congestion (focussed on Holyhead Rd/Spon End and Walsgrave Road) • Construction of new cycle routes <p>In addition to the Air Quality Action Plan, Coventry also has a wider Air Quality Management Area for the city with its own associated action plan.</p> |
| Walsall Metropolitan Borough Council | Air Quality Action Plan | 2009 | <p>The headline measures from Walsall’s Air Quality Action Plan cover the following areas:</p> <ol style="list-style-type: none"> 1. Reducing vehicle emissions 2. Improving public transport to reduce traffic volumes 3. Rail infrastructure (light and heavy rail) 5. Road network improvement 6. Measures to reduce traffic 7. Working with industry and commerce to reduce emissions from these sources. 8. Promotion of alternative modes of transport |

| | | | |
|-------------------------------------|-------------------------|------|--|
| Dudley Metropolitan Borough Council | Air Quality Action Plan | 2011 | <p>Dudley’s plan includes the following approaches to tackling air quality:</p> <ul style="list-style-type: none"> • Encouraging changes in travel behaviour through encouraging use of public transport and active travel. • Information and awareness raising on travel to and from school. • Leading by example, e.g. improving emissions from the Council’s fleet of vehicles. • Reducing vehicle emissions, e.g. through reduction of idling and provision of EV charging infrastructure. • Improving public transport, e.g. through supporting low emission buses on existing routes. • Road network improvements • Ensuring that through the planning system development is future proofed against air quality issues. • Control emissions from domestic, commercial and industrial sources through the enforcement of pollution control legislation. |
| Wolverhampton City Council | Air Quality Action Plan | 2006 | <p>The headlines from Wolverhampton’s plan are as follows:</p> <ol style="list-style-type: none"> 1. Reducing vehicle emissions 2. Improving public transport 3. Making road network improvements 4. Implementing measures to reduce traffic 5. Reducing emissions from industry / commerce 6. Promotion of alternative modes of transport |

Appendix 3: Enabling actions for the region

The tables below indicate examples of the types of actions that could be taken to deliver improvements in the air quality across the West Midlands. The tables are based on the Public Health England report (*Improving outdoor air quality and health: review of interventions*); research by the University of Birmingham’s WM-Air project and interviews/ research with local authority officers. They indicate potential impact, cost and spatial scale for delivery of different interventions to improve air quality. It should be noted that this summary is not exhaustive, has been completed at a very high level, and detailed review would need to be undertaken as part of any West Midlands Air Quality Framework, if approved by CA Board. The differences between the tables reflect the different nature of the interventions, with some centred on specific technologies (Tables 1-4) and others on enabling actions (Tables 5-8). The aim is to provide insight into the potential range of activities that could be developed regionally and locally to improve air quality, and where national initiatives are appropriate.

In addition, there has been a very high-level estimate on implementation cost and impact. In both cases, we have used a ranking of high, medium and low. **Cost:** ‘High’ equates to million pound plus infrastructure projects; ‘medium’ to projects costing £10,000s – £100,000s; ‘low’ to £10,000s and below.

Impact reflects a categorical estimate of scale of benefit, in terms of reduction in human health impacts from air pollution, across the West Midlands. Behaviour change interventions are labelled “*” as impact depends upon scale and success of behaviour change.

Spatial scale reflects an approximate assessment of statutory remit. Table rows are colour-coded according to spatial scale for delivery.

Table 1: Vehicles and Fuel

| Intervention group | Specific potential intervention | Cost | Impact | Spatial scale for delivery |
|--|---|------|--------|----------------------------|
| Reduce demand for more polluting forms of road transport | Promote freight modal shift | M | * | National/regional/local |
| | Final mile delivery | M | M | Local only |
| Reduce demand for more polluting forms of road transport | Lorry road user charging | M | L | National |
| | Subsidising public transport | M | M | Regional/local |
| | Provision of school buses | M | L | Regional/local |
| | Designating new & priority bus measures | M | M | Regional/local |
| | Promote walking and cycling | L | * | Regional/local |

| | | | | |
|--|---|-----|-------------------------|-------------------------|
| | Promote car sharing | L | * | Regional/local |
| | Workplace charging levies | L | M-H | Regional/local |
| | High occupancy vehicle lanes | M | L | Regional/local |
| | National road pricing | ? | M-H | National |
| | Local congestion charge | M | M-H | Local only |
| | Promote tele-working/video conferencing | L | * | National/regional/local |
| | Promotion of home working | L | * | National/regional/local |
| | Vehicle licencing and fuel duty | ? | H | National |
| | New tram schemes/ very light rail | H | M | Regional/local |
| | Travel planning | L | L | Regional/local |
| Reduce emissions from existing road vehicles | Out of hours freight delivery | L | L | Local only |
| | Lorry overtaking bans | ? | L | National |
| | Promote abatement retrofit | ? | * | Local/regional/national |
| | Promote eco driving | ? | * | Regional/Local |
| | Annual vehicle emissions tests | ? | L-M | National |
| | Roadside vehicle emissions tests | ? | L | National |
| | Active traffic light management | M | L | Regional/Local |
| | Intelligent speed adaptation | ? | L | National/regional/local |
| | Improved anti-idling enforcement | M | L-M | Local only |
| | Traffic flow smoothing | ? | M | Regional/Local |
| | Discourage use of high emitting vehicles | ? | M-H | National/regional/local |
| Promote road vehicles with low emissions | Scrappage schemes | ? | M | National/regional/local |
| | Fleet recognition schemes to promote LEV | ? | L | National/regional/local |
| | Reduced vehicle excise duty | ? | M | National |
| | Introduction of low emission zones | M | M | Regional/Local |
| | Priority parking for low emission vehicles | M | L | Local only |
| | Pollution car labelling scheme | L | L | National/regional/local |
| | Fiscal incentives for low emission vehicles | M-H | L-M | National/regional/local |
| Development of EV charging infrastructure | H | H | National/regional/local | |

| | | | | |
|---|---|-----|-----|-------------------------|
| | Development of more local sustainable energy generation capacity and associated battery storage | M-H | M | National/regional/local |
| | Promote biofuels | M | * | National |
| | Promote the development of new electric vehicles | H | M | National/regional/local |
| | Public information campaign | L | * | National/regional/local |
| | Vehicle procurement best practice | L | L | Regional/Local |
| | Low emissions bus fleet | H | H | Regional/Local |
| Displace pollutant emissions from road vehicles outside hot spots and populated areas | Lorry ban in urban centres | ? | L | Local only |
| | Freight consolidation centres | H | L | Regional/Local |
| | Newer buses used for most polluted routes | H | M | Regional/Local |
| Operational interventions at airports and alternative fuels | Electrifying ground support equipment | H | L | Regional/Local |
| | Lower emission road vehicles | ? | M | Regional/Local |
| Electrification of rail network & promotion of lower emissions from rolling stock | Electrification of rail network | H | M | National |
| | Promote the uptake of bi-mode trains | H | L-M | National |
| | Abatement retrofit | H | M | National |
| Rail freight | Transition to low emission vehicles for freight handling | ? | L | National/regional/local |

Table 2: Industry and other

| Intervention group | Specific potential intervention | Cost | Impact | Spatial scale for delivery |
|----------------------|--|------|--------|----------------------------|
| Policy interventions | Ambient air pollution concentration limits | L | M-H | National |
| | National emissions ceilings | L | L-M | National |
| | Installation absolute emission caps | L | M | National |
| | Installation emission concentration limits: BAT-based permitting | L | M | National |
| | Installation emission concentration limits: Cost Benefit Analysis (CBA) based-permitting | L | L | National |
| | Eco-design and product standards | L | L | National |
| | Major infrastructure (e.g., eliminate coal power stations) | L-H | M | National/regional/local |
| | Inspections and enforcement actions | L | M | National/regional/local |
| | Monetary incentives | L-H | L-H | National/regional/local |
| | Monetary penalties | L-H | L-H | National/regional/local |
| | Trading schemes | L | L-H | National |
| | Air quality innovation zones to sit alongside industrial decarbonisation programmes | L | M | Regional/Local |
| Technologies | Dust abatement | L-H | M | National/regional/local |
| | NOx abatement | L-H | H | National/regional/local |
| | SO2 abatement | L-H | H | National/regional/local |
| | VOC abatement | L-H | H | National/regional/local |
| | Discourage investment in biomass fuelled heat/power | L-M | L-M | National/regional/local |
| | Consideration of AQ health impacts for heat/power generation from biomass | L | M | Local only |
| Policy interventions | Dust abatement in construction | L-H | M | Regional/Local |
| | Industrial off-road mobile machinery emission controls | L | M | National/regional/local |
| | Industrial stationary machinery emission controls | L | M | National/regional/local |

Table 3: Domestic combustion

| Specific intervention | Cost | Impact | Spatial scale for delivery |
|---|------|--------|----------------------------|
| Actions around wood (especially wet wood) | L-M | H | Regional/Local |
| Actions around other solid fuels | L-M | H | Regional/Local |
| Restrictions on domestic use of solid fuels | L | H | Regional/Local |
| Right fuel for domestic combustion information campaign | L | M | Regional/Local |
| Supporting the transition from gas central heating | M-H | M | Regional/local |

Table 4: Indoor air quality

| Intervention group | Specific potential intervention | Cost | Impact | Spatial scale for delivery |
|---------------------------|--|------|--------|----------------------------|
| Public engagement | Raise awareness of indoor air quality issues with homeowners | L | * | National/regional/local |
| Behavioural interventions | Promote good practice with heating and drying | ? | * | National/regional/local |
| Policy interventions | Support landlords and homeowners in accessing grants to retrofit | M | M | National/regional/local |
| | Engage with estate and letting agents to increase market awareness | L-M | L-M | National/regional/local |

Table 5: Spatial Planning

| Intervention group | Specific potential intervention | Cost | Impact | Spatial scale for delivery |
|---------------------|--|------|--------|----------------------------|
| Pollutant removal | Green infrastructure - urban vegetation | L-M | L | Regional/Local |
| | Pollution reducing surfaces - titanium dioxide | ? | L | Local |
| Pollutant dispersal | Tree planting | M | L | Regional/Local |
| Active travel | Encouraging walking and cycling | L | M | National/regional/local |
| | Construction of new cycle and pathways | M | M | Local |
| Motorised transport | Road pricing / congestion charge | L-M | M-H | National/Regional/Local |
| | Driving restriction | ? | M-H | Regional/Local |
| | Low emission zones | H | M-H | Regional/Local |
| | Traffic calming and speed limitations | ? | L | Local |
| | Traffic displacement through road alterations | ? | L | Local |
| | Co-implementation of various measures (e.g., restrictions based on license plates and meeting Euro emission standards) | ? | M | Regional/Local |
| Planning policy | Providing guidance/best practise to minimise AQ exposure | L | M | Regional/Local |
| | Land use planning (e.g., allocating developments in locations that minimise the need to travel) | M | H | Local |

Table 6: Behaviour change

| Specific potential intervention | Cost | Impact | Spatial scale for delivery |
|---|------|--------|----------------------------|
| Cycle and walking pathways (encouraging uptake) | L | * | Regional/Local |
| Promote public transport use | L | * | Regional/Local |
| Public engagement (e.g. through citizens' panel) | M | * | National/regional/local |
| Investment in public transport (encouraging uptake) | L | * | National/regional/local |
| Eco-driver training | M | * | Regional/Local |
| No idling campaigns | L | * | Regional/Local |
| Exposure reduction programmes | ? | * | Regional/Local |
| Ecotravel coordination programmes | ? | * | Regional/Local |
| Clean Air Day | L | * | National/regional/local |
| Air quality messages/alerts/indices | L | * | Regional/Local |
| An Air Quality Portal - information resource in the form of a coordinated public-facing website, incorporating new sensor information | L | * | Regional/Local |
| Provision of low cost AQ sensors for e.g. schools, voluntary organisations | M | * | Regional/Local |
| Tram and light rail promotion | L | * | Regional/Local |

Table 7: Data and monitoring

| Specific potential intervention | Cost | Impact | Spatial scale/ role |
|---|-------------|---------------|----------------------------|
| Datstore to quantify impact of air quality measures | L | M | Regional/Local |
| Understanding real-world emissions to underpin policy, e.g. identifying largest emitters across actual WM fleet (all vehicles). | L-M | M-H | Regional/Local |
| Understand relative importance of within-region emissions and transported air pollution for WMCA air quality | L | M | Regional/Local |
| To achieve economies of scale through regional coordination of measurement and particularly sensor networks (building on regional leadership using 5G). | L-M | M | Regional/Local |
| Metrics for improving air quality, to capture co-benefits from net zero actions and for policy to reduce regional health inequalities | L | M-H | Regional/Local |
| Data to enable assessment of "exposure reduction" and prioritisation of measures to reduce environmental health inequalities. | L | M-H | Regional/Local |

Table 8: Coordination and policy

These are policy interventions that are not covered as part of specific areas of activity (e.g. transport and industry).

| Intervention group | Specific potential intervention | Cost | Impact | Spatial scale/ role |
|--------------------|--|------|--------|-------------------------|
| Coordination | Coordinate regional approaches to government on policy and resources to tackle air quality challenges (DEFRA, HMT and key partners, e.g., Environment Agency, National Highways) | L | H | Regional/Local |
| | Coordinated approach to funding bids, e.g. the DEFRA Air Quality Grant Fund | L | M | Regional/Local |
| | Coordination of approaches to solid fuel combustion (domestic, industry), including guidance for retailers, wholesalers. | L | M | Regional/Local |
| | Develop guidelines for best practice for procurement that will support air quality improvements (e.g. use of Non-Road Mobile Machinery) | L | M | Regional/Local |
| Policy | Making information and resources on the scientific background of air quality available to elected members and officers | L | L | Regional/local |
| | Working through the Natural Environment Plan to identify best uses of green infrastructure for air quality | L | M | Regional/Local |
| | Integrate AQ considerations (evaluated as population health benefit) into other WMCA policy where relevant. | L | H | Regional/Local |
| | Scope for a “Net Health Gain” principle. | L | H | Regional/local |
| | Planning guidance for air quality | L | H | National/regional/local |



Overview & Scrutiny Committee

| | |
|------------------------------------|--|
| Date | 10 January 2022 |
| Report title | Grant Register |
| Accountable Chief Executive | Laura Shoaf, West Midlands Combined Authority email: laura.shoaf@wmca.org.uk |
| Accountable Employee | Linda Horne, Finance Director email: linda.horne@wmca.org.uk |

Recommendation(s) for action or decision:

The Overview & Scrutiny Committee is recommended to:

- (1) Note and comment on grant register.

1. Purpose

This paper provides an update on the grant register. This contains all current 'live' grants where the WMCA is the accountable body and captures a comprehensive total of grants, awarding body, time period for delivery and a description of what the grant delivers.

2. Grant Register Update

2.1 The grant register is attached as an appendix to this report.

2.2 There has been 1 new grant added to the register since the last update to the Committee:

- Community Renewal Fund - £5.2m

3. Legal Implications

There are no legal implications as a direct consequence of this report.

4. Impact on Delivery of Strategic Transport Plan

None

5. Equalities Implications

None

6. Inclusive Growth Implications

None

7. Geographical Area of Report's Implications

None

8. Other Implications

None

9. Schedule of Background Papers

Appendix – grant register

REVENUE GRANT REGISTER

| Grant Name | Awarding Body | Date Grant Awarded | End Date | Total Grant Awarded (£) | Notes |
|--|------------------------------|--------------------|----------|-------------------------|---|
| Revenue Grant - over £100k | | | | | |
| Active Travel Fund | DfT | May-20 | Mar-22 | 3,765,980 | Phase 1 of Active Travel Fund to support temporary walking and cycling schemes in response to Covid 19 pandemic |
| Sales, Fees & Charges | MHCLG | Apr-20 | Mar-21 | 1,186,388 | The sales, fees and charges scheme compensates local authorities for irrecoverable income losses due to COVID-19. The sales, fees and charges scheme compensates local authorities for irrecoverable income losses due to COVID-19. Expanded to June 2021. |
| Employment Support Pilot | DWP | Jun-18 | Dec-21 | 4,700,000 | The Employment Support Pilot is a 3-year programme started in June 2018, aimed at tackling unemployment and low pay within 9 communities across the WMCA region. |
| 20/21 Adult Education Budget (Devolution) | DfE | Annual | Jul-21 | 130,614,575 | Devolved budget from DfE for delivery of adult education (19+) in West Midlands region |
| 21/22 Adult Education Budget (Devolution) | DfE | Annual | Jul-22 | 131,678,142 | Devolved budget from DfE for delivery of adult education (19+) in West Midlands region |
| Adult Education Budget (Covid-19) | DfE | Aug-20 | Jul-21 | 5,306,839 | Devolved budget to support Covid 19 response for delivery of adult education |
| Adult Education Budget (Level 3) | DfE | Apr-21 | Jul-22 | 11,446,329 | Devolved budget from DfE for delivery of level 3 education offer open to adults without an existing L3 qualification in West Midlands |
| Adult Education Tech Grant | DfE | Apr-20 | Jul-21 | 1,000,000 | To deliver 4 digital skills projects. 1) Online learning platform with embedded artificial intelligence 2) Three demonstrator sites that will embed EdTech including AI, VR and big data across the curriculum delivery and business operation of the pilot sites 3) Cybersecurity and Hacking Lab 4) An open fund for innovation and creativity |
| Careers & Enterprise Company | Careers & Enterprise Company | Sep-19 | Aug-21 | 120,000 | This grant is to support the delivery of a NEET prevention project. The purpose of the project is to better understand the role that the Careers Strategy and the Gatsby Benchmarks can play in directing high quality work to prevent young people becoming NEET by the age of 19. |
| Digital Skills | DCMS | Sep-19 | Feb-22 | 187,500 | Funding to support entitlement to digital skills training across the region. |
| Digital Skills Pilot | DfE | Jun-19 | Mar-23 | 5,000,000 | Funding to support entitlement to digital skills training across the region. |
| Digital Bootcamp | DfE | Aug-20 | Mar-22 | 1,726,699 | Funding to hold more digital bootcamps focussing on building digital skills required by local employers with guaranteed interview opportunity. |
| FE Skills & Productivity | Gatsby Charitable Foundation | Jul-18 | Dec-21 | 200,000 | This grant is to support the preparation for and implementation of T Levels in the region. |
| Creative Scale Up | DDCMS | Apr-18 | Mar-22 | 1,300,000 | Support to Creative Businesses in the West Midlands with targeted support including Access to Finance, Marketing and Branding, Value and Pricing, Intellectual Property and Contract Law and Sales, Pitching and Presenting support. This will be delivered through a series of workshops, seminars and peer to peer mentoring sessions. |
| BFI National Cluster Growth Fund | BFI | Apr-20 | Mar-22 | 1,000,000 | Activity delivered by Create Central. Delivery a programme of activities to support the continued growth of the region's screen sector heavily focused on the 'future of media', with innovation, digital infrastructure, immersive storytelling and digital employability programmes taking place amongst more traditional elements such as attracting film and TV production to the region and promoting the West Midlands screen sector on a global stage. |
| Tourism, Trade & Investment | DCMS | | | 13,200,000 | An integrated programme of tourism, trade and investment jointly developed and to be jointly delivered by the West Midlands Growth Company, DCMS, DfT and Visit Britain. It will leverage the 2022 Commonwealth Games in Birmingham to deliver a legacy of economic benefits across the region. |
| West Midlands Regional Energy Systems Operator | Innovate UK | Jan-20 | Dec-21 | 263,405 | RESO project is a £2.62 million 2-year evidence based design project which started in January 2020 and will develop a detailed design for a new local energy system for the city of Coventry and beyond. WMCA are one of the partners in this project run by Coventry City Council. |
| Bus Services Operating Grant | DfT | Annual | | 1,792,259 | A discretionary grant paid to operators of eligible local bus services to help them recover some of their fuel costs. |
| Covid Bus Services Support Grant | DfT | Mar-20 | Aug-21 | 3,503,802 | The COVID-19 bus service support grant has been set up to support commercial bus operators in England in recognition of the impacts of coronavirus (COVID-19) on their revenue due to reduced patronage. |
| Intracity Prep Fund | DfT | | Mar-22 | 8,900,000 | Preparation fund to support development of capital projects in ICTS (now CRSTS) bid. |
| Commonwealth Games | DCMS | Apr-18 | Aug-22 | 28,305,213 | This grant is for the Transport Budget of the overall Games Delivery Budget which was allocated to the Organising Committee for the delivery of the CWG. The transport Budget has delegated to TFWM. Grant is paid based on expenditure incurred. |
| Travel Demand Management Grant | DfT | Aug-20 | Oct-21 | 225,000 | Grant awarded for the Impact on the local transport network on the full re-opening of schools and colleges in September; and on the level of travel demand management (TDM) support required with managing any impact. Specifically the travel demand management grant is for revenue TDM activities |
| Made Smarter | BEIS | Apr-21 | Mar-22 | 1,900,000 | Made Smarter Adoption support for businesses in West Midlands in 2020/21 in line with delivery plan agreed with BEIS. |
| European Social Fund Find Your Futures | DWP | Oct-21 | Nov-23 | 2,620,730 | Tailored engagement and support project for residents that will enable those less likely to benefit from the opportunities provided by the Commonwealth Games and City of Culture to do so. |
| Rough Sleeping Initiative | MHCLG | Apr-20 | Mar-22 | 1,162,800 | Providing local support to people living on streets including mobilisation of accommodation. |

REVENUE GRANT REGISTER

| Grant Name | Awarding Body | Date Grant Awarded | End Date | Total Grant Awarded (£) | Notes |
|--|---------------------|--------------------|----------|-------------------------|---|
| Revenue Grant - over £100k | | | | | |
| Sport England | Sport England | Mar-19 | Mar-22 | 479,000 | This consist of two workstreams: 1. Active Communities - this is for evidence led place based work such as Public Space and Black Country Moving 2. Resilient Communities - focuses on for example getting more disabled citizens active including staffing, the WM physical activity joint leadership and the digital training for sports clubs emergency response to lockdown |
| Midland Engine | Coventry University | Jun-19 | Jun-22 | 963,998 | Thrive At Work is one of the 4 pilots funded by MHPP through Coventry University. It is a workplace wellbeing programme, aiming to improve the health, wellbeing and resilience of employees by getting organisations to sign up to and advance in an accreditation programme on wellbeing. Thrive Into Work is a collaboration with WHU and local healthcare partners on specialised support (IPS) into sustained employment for people with long term health conditions. |
| Supported Bus Services | DfT | Apr-20 | Mar-22 | 879,000 | Provided to as revenue support to help provide more bus services in areas by improving current services, restoring lost services or supporting new services |
| Mobility Credits | DfT | Feb-21 | Mar-23 | 922,500 | Mobility credits scheme for eligible residents to scrap vehicles in return for mobility credits. Pilot launched in Coventry in March 2021. |
| Transforming Cities Fund (FMZ) | DfT | Jun-19 | Mar-23 | 2,000,000 | The purpose of the Future Mobility Zones is to: trial new transport services modes and models, creating a functioning marketplace for mobility that combines new and traditional modes of transport; improve integration of services; increase the availability of real-time data; and provide access to digital planning and payment options. The fund also aims to explore options for: providing mobility credits, or other low-cost options, for lower income households; and delivering efficiencies through shared (dynamic) demand responsive transport. |
| National Lottery | National Lottery | May-21 | Dec-22 | 834,669 | The project is to support disadvantaged young people to access the Commonwealth Games Volunteering Programme delivered through the Jobs and Skills Academy. To use the Commonwealth Games brand and leverage to create more employment, training, and volunteering opportunities to support young people who have been hardest hit as a result of COVID-19. To engage with a minimum of 800 young people on JSA To support a minimum of 280 young people into jobs To support a minimum of 320 individuals to volunteer To support a minimum of 64 individuals into specialist support Other positive outcomes for the young people will include accessing further training; access to Kickstart and Apprenticeships; personal development, the development and monitoring of soft skills. The outcome for each young person will be dependent on their bespoke plan. |
| Bus Capacity Grant | DfT | Apr-20 | | 100,000 | Funding to support LTAs in developing local bus proposals as outlined in the National Bus Strategy (NBS), in particular, it is being offered to help LTAs towards the development of their Enhanced Partnership Schemes(EPS) or franchising scheme, and Bus Service Improvement Plans (BSIP) work, and to meet the timescales that go alongside that work. |
| Local Transport Authority Bus Recovery Funding (BRG) | | Oct-21 | Apr-22 | | This funding is designed to support bus services as they recover from the legacy of the Covid-19 pandemic. |
| Light Rail Recovery Grant | | Oct-21 | Apr-22 | 2,970,000 | This funding is designed to support light rail and tram services as they recover from the legacy of the Covid-19 pandemic. |
| Community Renewal Fund | DLUHC | Nov-21 | Jun-22 | 5,201,014 | WMCA acting as lead authority. 8 projects awarded funding following assessment by DLUHC. |

Revenue Grant (less than £100k)

| | | | | | |
|--------------------------------|--------------------------------|--------|--------|---------|--|
| Commonwealth Sports Foundation | Commonwealth Sports Foundation | Jan-21 | Jul-22 | 120,000 | To support the delivery of the Birmingham 2022 Jobs and Skills Academy, Funding to support a post focused on the delivery of this programme. |
| Rugeley Feed Project | Innovate UK | Jan-20 | Dec-21 | 34,039 | One of 11 main partners. WMCA (Energy Capital) activities: - Lead the investment and finance work - Creation of investor panel to input into design process - Translation of Energy Innovation Zone program into the energy system design |
| TinnGo (Euros) | European H2020 | Jan-19 | Nov-21 | 41,054 | One of 20 partners in this 3 year project aiming to create a framework and mechanisms for a sustainable game change in European transport through a transformative strategy of gender and diversity sensitive smart mobility. |
| SPROUT (Euros) | European H2020 | Sep-19 | Aug-21 | 53,916 | SPROUT (Sustainable Policy RespOnse to Urban Mobility Transition) is a network of over 20 European cities and regions. The main objective of the project is to put cities at the heart of the urban mobility transition. By building on the solutions to urban mobility challenges - related to both passenger transport and urban freight logistics - the work of SPROUT will be focused on producing new and practice-based knowledge and tools. |
| SUITS (Euros) | European H2020 | Jun-18 | Feb-22 | 75,346 | The project aims to help cities cut congestion and pollution while improving their growth capacity and quality of life for urban dwellers and commuters. Coventry University is the co-ordinator of 4m Euro total project. |

REVENUE GRANT REGISTER

| Grant Name | Awarding Body | Date Grant Awarded | End Date | Total Grant Awarded (£) | Notes |
|------------|---------------|--------------------|----------|-------------------------|-------|
|------------|---------------|--------------------|----------|-------------------------|-------|

Revenue Grant - over £100k

| | | | | | |
|--------------------------------|-------------|--------|--------|---------|--|
| Virgin Park and Charge Phase 2 | Innovate UK | Oct-19 | Dec-21 | 420,133 | |
|--------------------------------|-------------|--------|--------|---------|--|

Specific Revenue/Devo Grants

| | | | | | |
|-------------------------------|------------------------------|--------|-------------|------------|--|
| Devo Deal Grant | MHCLG | Annual | | 36,500,000 | Devolution Grant Deal (Investment Programme) |
| Mayoral Capacity Fund | MHCLG | Apr-18 | Mar-22 | 4,000,000 | Funding provided by central government to support funding of Mayoral Office |
| Devo Office of Data Analytics | MHCLG | Apr-18 | No end date | 800,000 | Devolution funding to support operational activities of ODA |
| Devo Housing Package | MHCLG | Apr-17 | | 6,000,000 | Revenue grants to support capital housing grant activity delivery |
| Brownfield Housing Fund | MHCLG | Apr-20 | | 2,826,498 | Revenue grants to support capital housing grant activity delivery |
| One Public Estate | Local Government Association | | Apr-22 | 1,246,141 | Support OPE activity - drawn down by partners delivering OPE activity as required. |

Other Revenue Contributions

| | | | | | |
|----------------|-------|--------|-------------|-----------|--|
| IPS Programme | DWP | Mar-17 | Jun-22 | 2,059,911 | |
| Brexit Support | MHCLG | Apr-18 | No end date | 1,375,059 | |

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CAPITAL GRANT REGISTER

| Grant Name | Awarding Body | Date Grant Awarded | Total Grant Award £ | Notes |
|--------------------------------|---------------|--------------------|---------------------|---|
| DfT - Highways Maint | DfT | Apr-21 | 11,304,000 | Rolling annual settlement (due to finish March 2022), formula applied to distribute in full to LAs based on DfT direction. The value for 21/22 only is shown here and is inclusive of the DfT Highways Supplement (c.£2m). Grant distributed to all 7 LAs except Birmingham who have a PFI arrangement for Highways. |
| DfT - ITB WMCA | DfT | Apr-21 | 17,755,000 | Annual rolling settlement from DfT (due to finish March 2022). Funding is distributed to WMCA and all & LAs on a formula basis which is agreed locally. The 21/22 annual value only is shown here. |
| Dft - Pot Hole Fund | DfT | Apr-21 | 9,043,000 | Rolling annual settlement (due to finish March 2022), formula applied to distribute in full to LAs based on DfT direction. The value for 21/22 only is shown here. Grant distributed to all 7 LAs except Birmingham who have a PFI arrangement for Highways. |
| Dft - NPIFF | DfT | Sep-17 | 17,055,000 | National Productivity Investment Fund including projects in Birmingham (Growth Point Public Transport Package), Walsall (Economic Growth and Infrastructure Project) and Solihull (Strategic Cycle Network) |
| DfT - Clean Bus Technology | DfT | Feb-18 | 5,987,750 | Projects that work with bus operators or technology providers to retrofit buses to reduce emissions |
| DfT - Transforming Cities Fund | DfT | Apr-18 | 321,500,000 | The purpose of the Transforming Cities Fund is to boost productivity, transform intra-city connectivity and reduce congestion through investment in public and sustainable transport in the West Midlands. No detailed constraints as to what it can be spent on, but the WMCA should have regard to the national objectives of the Fund. Programme agreed Nov 2018. |
| DfT - ECAMS | DfT | n/a | 92,800 | Enhanced Continuous Asset Monitoring Solution (ECAMS) |
| DfT - Joint Air Quality | DfT | Jan-19 | 3,456,520 | Fund retrofit buses with kits that tackle exhaust emission in Birmingham |
| DfT West Midlands Trains | DfT | | 4,430,058 | Car park and station works for Wolverhampton Interchange |
| DfT - A45 Sprint | DfT | Jul-20 | 35,000,000 | Delivering SPRINT A45 scheme for Commonwealth Games in Summer 2022. |
| DfT - ADEPT Live Labs | DfT | Jul-19 | 2,650,000 | Network Resilience Live Lab funding covering the transport network to build up a detailed picture of traffic and transport movements around the region through collection of data |
| DfT - Future mobility Zones | DfT | Jun-19 | 20,000,000 | The purpose of the Future Mobility Zones is to: trial new transport services modes and models, creating a functioning marketplace for mobility that combines new and traditional modes of transport; improve integration of services; increase the availability of real-time data; and provide access to digital planning and payment options. The fund also aims to explore options for: providing mobility credits, or other low-cost options, for lower income households; and delivering efficiencies through shared (dynamic) demand responsive transport. |
| DfT - TfWM Bus Priority | DfT | Jul-20 | 24,225,000 | Funding bus priority measures in Birmingham City Centre and between Dudley and Druids Heath. |

| | | | | |
|----------------------------------|------------------|--------------|---------------|---|
| DfT-Emergency Active Travel Fund | DfT | Nov-20 | 13,182,667 | Phase 2 of Active Travel Fund to support longer term walking and cycling schemes (Phase 1 classed as revenue grant) |
| DfT - AEBT | DfT | Mar-21 | 50,000,000 | Coventry All Electric Bus City project to be delivered by Winter 2025. |
| MHCLG - CG Athlete's Village | MHCLG | Mar-21 | 17,300,000 | Delivery of Transport for Commonwealth Games 2022. |
| MHCLG - West Midlands Land Fund | MHCLG | Mar-18 | 100,000,000 | Quarterly reporting to MHCLG as part of the grant. This is against the outputs specific to Housing of 8,000 homes and the wider West Midlands target of 215,000 homes by 2031, which includes outputs from the Local Authorities |
| MHCLG - Getting Building Fund | MHCLG | Sep-20 | 66,000,000 | Quarterly reporting to MHCLG as part of the grant (expended by 31 March 2022). This is against the outputs specific to the Local Industrial Strategy which is part of the economic recovery plan. There are a range of Projects , and a suite of outputs from Jobs created 1,440 to houses unlocked 17,210. |
| MHCLG - Brownfield Housing Fund | MHCLG | Jul-21 | 108,031,802 | Quarterly reporting to MHCLG on the outputs of this grant. Deliver between 7,714 and 9,773 homes |
| DBEIS - CAV TB2 | DBEIS | 18/19 | 6,555,451 | £3,563,732 - Meridian 3 (404922) £151,209 - Autoplex (404927) £2,840,510 - Convex (405035) |
| 3rd Pty – WMT | 3rd Party | Mar-21 | 1,000,000 | Delivery of University Station build. |
| 3rd Pty - HNB | 3rd Party | Aug-20 | 5,000,000 | Delivery of University Station build. |
| LA - Birmingham | LA | n/a | 78,295 | Relates to Perry Barr Mitigation Package |
| PB - Highways England | Highways England | n/a | 86,400 | Relates to HS2 Modelling Framework |
| PB - Network Rail | Network Rail | Mar-21 | 12,000,000 | Delivery of University Station build |
| DEFRA - Air Quality | DEFRA | Mar-20 | 340,000 | Retrofit of at least 20 buses to Euro VI. Working in partnership with Birmingham, Wolverhampton, Coventry, Dudley, Sandwell, Solihull, Walsall, Cannock Chase, North Warwickshire, Nuneaton and Bedworth, Redditch, Rugby, Shropshire, Stratford on Avon, Tamworth, Telford and Wrekin, Warwickshire Councils |
| LA - Birmingham | LA | n/a | 9,061,629 | <u>Rail funding = £8.983m:</u> BCC funding for Perry Barr = £5.083m BCC funding for University = £3.9m |
| DfT - Challenge Fund | DfT | 2015 Onwards | 56,419,000 | Mostly competitive fund. WMCA bid in to DfT on behalf of Local Authorities. Grant then distributed based on successful bid. The value shown here is the cumulative value since c.2015 and the projects subject to the grant are largely concluded. |
| CRSTS | DfT | Oct-21 | 1,050,000,000 | Announced October 21. |



Transport Scrutiny Sub-Committee

Wednesday 24 November 2021

Minutes

Present:

| | |
|---------------------------------|---------------------------------------|
| Councillor Liz Clements (Chair) | Birmingham City Council |
| Councillor Gurdev Hayre | Coventry City Council |
| Councillor Ian Kettle | Dudley Metropolitan Borough Council |
| Councillor Martin McCarthy | Solihull Metropolitan Borough Council |
| Councillor Barbara McGarrity | City of Wolverhampton Council |

In Attendance:

| | |
|-----------------|--|
| Carl Beet | Head of Strategy & Intelligence |
| Dan Essex | Governance Services Manager |
| Graham Jones | Commonwealth Games Technical Director |
| Matt Lewis | Head of Swift |
| Lyndsey Roberts | Scrutiny Officer |
| Anne Shaw | Interim Managing Director, Transport for West Midlands |
| Kate Taylor | Head of Finance Business Partnering |

17. Apologies for Absence

Apologies for absence were received from Councillor Thabiso Mabena (Sandwell) and Kashmire Hawker (Young Combined Authority).

18. Minutes 13 September and 22 October 2021

The minutes of the meetings held on 13 September and 22 October 2021 were agreed as correct records.

19. Matters Arising

(a) English National Concessionary Travel Scheme Patronage Review

The committee considered a report of the Head of Swift that showed the impact of COVID-19 on the English National Concessionary Travel Scheme (ENCTS) patronage.

The COVID-19 pandemic had a significant impact on the ENCTS patronage, which had recovered slowly following the easing of lockdown restrictions. Patronage for the last three months represented around 61% of the patronage that was achieved in the same three-month period prior to the pandemic. The report also highlighted usage by local authority area.

(b) Transport Levy 2022/23 Update

The sub-committee received an update from the Head of Finance Business Partnering on the transport levy 2022/23. Discussions were ongoing in respect of the transport levy and there would be an opportunity for the sub-committee to discuss this further at the forthcoming Scrutiny Budget Workshop on 2 December.

20. West Midlands Metro Service Suspension

The sub-committee received an update from the Interim Managing Director, Transport for West Midlands on the recent suspension of the West Midlands metro service. Earlier this year, cracks were discovered on the trams which resulted in a temporary interruption to services for inspections and repairs.

Temporary repairs were carried out to return the fleet to service as soon as possible, but inspections had found that more extensive and permanent repairs were required. To ensure the safety of passengers a decision had been taken to suspend all services from 13 November to carry out the repairs required.

Transport for West Midlands continued to work alongside the tram manufacturer to understand the issues and to carry out the repairs as quickly as possible. The Interim Managing Director was unable to confirm when services would resume, but the repairs were expected to take at least four weeks. The sub-committee noted the measures that were in place to ensure that passengers were still able to travel safely and reliably around the region on public transport.

Members discussed and shared comments on the timescale for services to resume, the train derailment in Wolverhampton that had an impact on services and the proactive engagement of Transport for West Midlands and partners to ensure contingency plans were activated, the procurement process used to procure the tram fleet and the potential for tram manufacturers to be based within the UK, the provision and reliability of alternative public transport options during the suspension of services and the work being undertaken by Transport for West Midlands to try and accelerate the entry back into service.

The sub-committee enquired about the engineering report and sought assurances that trams would be safe for future use. The Interim Managing Director explained that there was a level of confidentiality regarding the report, but assured members that independent assurance was taking place to ensure that the repair programme was fit for purpose.

In terms of the engineering report and roles and responsibilities for the tram service, the Interim Managing Director agreed to discuss this further with the Chair.

Resolved that the report be noted

21. Commonwealth Games Transport Plan

The sub-committee received a report of the Commonwealth Games Technical Director on the Games Transport Plan for the 2022 Commonwealth Games.

A draft Games Transport Plan was consulted upon with statutory stakeholders and underwent an engagement exercise with the public during June 2021 - September 2021. The plan had been updated to reflected changes as a result of the consultation.

Members discussed and shared comments on the contents of the Commonwealth Games Transport Plan, legacy issues, sustainability, jobs and skills, transport integration hubs, cycling and walking, operational planning and contingency planning. In terms of cycling, it was noted that this would be promoted, although an assessment would have to be made as to the proportion of people that would cycle or walk to the games.

Resolved:

- (1) The responses to the Games Transport Plan consultation be noted
- (2) The Games Transport Plan be approved for progression through Transport for West Midlands and WMCA governance, for publication in January 2022.

22. City Region Sustainable Transport Settlement

The sub-committee received a report of the Director of Policy, Strategy & Innovation that provided an update on the regional transport infrastructure programme with Government, which formed part of the City Region Sustainable Transport Settlement. The Government's Spending Review 2021 confirmed a WMCA allocation of £1.05bn for 2022-27.

The City Region Sustainable Transport Settlement was a five-year capital settlement to enable the region to achieve its ambitions in terms of transport investment. The fund was overseen by the Department for Transport and aligned with the planned publication of a new Local Transport Plan. The settlement commenced in 2022-23 with £8.9m allocated to the West Midlands in 2021-22 to assist preparation and delivery of the settlement.

The Head of Strategy & Intelligence provided an overview of the City Region Sustainable Transport Settlement, delivery programme themes, programme development and the process used, funding asks including local contributions, Transport for West Midlands schemes, local authority schemes, budget 2021 and allocation of funding to the WMCA, additional considerations and prioritisation process as all of the schemes included with the WMCA's bid submission were not fully funded.

Concern was expressed at the possibility of internal bidding amongst local authorities within the WMCA area to decide the final prioritised list of schemes. The Chair also enquired as to how the balance of investment in public transport, active travel and further investment in the road network was going to feature in the prioritisation process. It was reported that from the Government's perspective, there was an expectation that public transport, walking and cycling and some of the technology measures would be at the forefront of the programme.

Resolved:

The update on the WMCA's City Region Sustainable Transport Settlement with Government and the next steps be noted.

23. Work Programme

The sub-committee discussed its work programme of business for consideration at its future meetings and at the WMCA Board.

Recommended:

That the work programme be noted.

24. Date of Next Meeting

The next meeting of the sub-committee would be held on Monday 17 January 2022 at 10.00am.



WMCA Overview & Scrutiny Committee – Work Programme

| Title of Report | Description of Purpose | Date of Meeting | Lead Officer/Member |
|---|--|------------------------|----------------------------|
| Housing Scrutiny Review | To consider the observations and recommendations arising from the Housing Scrutiny Review | 7 March 2022 | Lyndsey Roberts |
| Grant Register | To receive the Grant Register | 7 March 2022 | Kate Taylor |
| Mayoral Q&A (Budget): Mayor's response to the recommendations presented to the WMCA Board | To receive a formal response to the recommendations and/or considerations presented to the WMCA Board on 14 January 2022 | 7 March 2022 | Lyndsey Roberts |

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EST MIDLANDS COMBINED AUTHORITY FORWARD PLAN: JANUARY 2022 - MARCH 2022

| Title of Report | Summary of purpose and recommendations | Lead Portfolio Holder | Lead Officer | Confidential | Category |
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| Meeting 14 January 2022 | | | | | |
| Local Transport Plan Consultation Approval | <p>Purpose: The prospectus is proposed to be a short high-level document which will affirm the West Midland’s commitments to working towards achieving a net zero transport system in the shortest possible time. The document will provide high level messages around the emerging ambition for the new Local Transport Plan.</p> <p>Recommendation(s):</p> <ul style="list-style-type: none"> • That CA Board approves the high level principles which will be used to frame a new West Midlands LTP • That CA Board approves the publications of the LTP COP Prospectus • That CA Board notes the programme for taking the LTP to consultation and through to formal adoption <p>Rationale/Background: WMCA has a statutory duty to develop and implement a Local Transport Plan. Rapid decarbonisation of the transport system is a priority for a new WM LTP reflecting the ambition of the WM2041 strategy and the requirements of the UKs legal requirement to decarbonise by 2050.</p> | Cllr Ian Ward | Laura Shoaf | No | Transport |

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| Bus Delivery Options | <p>Purpose: To update WMCA Board on work undertaken over the last 18 months to assess delivery mechanisms for bus services in the West Midlands Region.</p> <p>Recommendation(s):</p> <ol style="list-style-type: none"> 1. To approve the development of a Full Business Case assessment for Bus Franchising in the West Midlands, (funded through the Intracity Transport Fund?) 2. To continue to explore alternative mechanisms to deliver the region's Vision for Bus whilst achieving long-term best value for public funding <p>Rationale/Background: In 2019, WMCA Board asked TfWM to assess future delivery options for Bus Services in the West Midlands in order to best achieve the objectives of the CA's adopted Vision for Bus. This work has reviewed options available to TfWM under the Bus Services Act 2017, including Franchising, and concludes there would be a positive case for undertaking a Full Business Case assessment.</p> | Cllr Ian Ward | Anne Shaw | No | Transport |
| Draft WMCA Budget 2022/23 | <p>Purpose: To present the draft proposed budget of the WMCA (and TfWM) for 2022/23 to allow for feedback to inform the final budget proposals to be submitted to the MWCA Board in February.</p> | Cllr Bob Sleigh | Linda Horne | No | Finance |



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| | <p>Recommendation(s):</p> <p>Rationale/Background:</p> | | | | |
| Financial Monitoring 2021/22 | <p>Purpose: To outline the latest financial position of WMCA and provide an update on any current financial matters affecting WMCA.</p> <p>Recommendation(s):</p> <p>Rationale/Background:</p> | Cllr Bob Sleigh | Linda Horne | No | Finance |
| Full Business Case - SME Equity Paper 'WM Co-Invest' | <p>Purpose: The Outline Business Case was approved at WMCA Board in July 2021. This Full Business Case paper notes progress, funding and the delivery model.</p> <p>Recommendation(s): The report will recommend commencement of the fund, subject to satisfactory progress through the WMCA assurance process pre-board.</p> <p>Rationale/Background: West Midlands Co-Invest is a Co-Invest Equity Fund designed to facilitate investment into growth SMEs in the West Midlands, aid economic recovery and enhance the SME ecosystem.</p> | Cllr Bob Sleigh | Linda Horne | No | Finance |
| Equality Scheme 2022 - 24 | <p>Purpose: To provide a summary of Equality Scheme objectives and inform the board of provisional timescales for publication of the scheme.</p> | Cllr Brigid Jones | Ed Cox | No | Inclusive Communities |

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| | <p>Recommendation(s): 1. Approve the 2022 - 24 Equality Scheme and Action Plan.</p> <p>Rationale/Background: The Equality Act 2010 requires public bodies to publish one or more equality objectives at up to four-year intervals to support the key aims of the public sector equality duties, namely to (a) eliminate unlawful discrimination, harassment and victimisation; (b) advance equality of opportunity between different groups, and (c) foster good relations between different groups.</p> | | | | |
| <p>City Region Sustainable Transport Settlement Programme</p> | <p>Purpose: To approve the final programme and programme level business case for the CRSTS programme.</p> <p>Recommendation(s):</p> <p>Rationale/Background: Following a decision of the WMCA Board in September 2021 to make a submission for funding to Government, this report will approve the final programme and business case for that submission.</p> | <p>Cllr Ian Ward</p> | <p>Anne Shaw</p> | <p>No</p> | <p>Transport</p> |
| <p>Commonwealth Games Transport Plan</p> | <p>Purpose: A draft transport plan was consulted upon with statutory stakeholders and underwent an engagement exercise with the public in June 2021- September 2021. The transport plan is being updated to reflect changes as a result of the consultation and engagement exercise and will be based on the latest information available at the time of writing.</p> | <p>Cllr Ian Ward</p> | <p>Anne Shaw</p> | <p>No</p> | <p>Transport</p> |

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| | <p>Recommendation(s): To approve the final version of the transport plan for the Commonwealth Games.</p> <p>Rationale/Background: In 2019, WMCA Board agreed the guiding principles for a transport plan, following an engagement exercise to gather feedback from residents, business and wider Games partners. This Games Transport Plan provides a more detailed framework about the guidance and information on the transport arrangements during the Games.</p> | | | | |
| Wednesbury - Brierley Hill Metro Extension Update | <p>Purpose: To receive an update on the Wednesbury - Brierley Hill Metro extension.</p> <p>Recommendation(s): TBC</p> <p>Rationale/Background: Following the award of the City Region Sustainable Transport Settlement, Transport for West Midlands will provide further information in respect of considerations related to the Wednesbury - Brierley Hill Metro extension.</p> | Cllr Ian Ward | Anne Shaw | Yes | Transport |
| Meeting 11 February 2022 | | | | | |
| Final WMCA Budget 2022/23 | <p>Purpose: To present the final proposed budget of the WMCA (and TfWM) for 2022/23 to approval.</p> <p>Recommendation(s):</p> <p>Rationale/Background:</p> | Cllr Bob Sleigh | Linda Horne | No | Finance |

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| Regional Air Quality Framework | <p>Purpose: To consider two options for the approach we need to take as a region in order to address the new standards that are being set by the Environment Act 2021 in relation to improving air quality.</p> <p>Recommendation(s):</p> <ol style="list-style-type: none"> Note the report and growing importance of particulate matter in addressing air quality. Note the relationship between local authorities and combined authorities now put in place by the Environment Act 2021. Consider a new a more proactive collaborative working arrangement with local authorities developing air quality plans within a wider West Midlands Air Quality Framework which clarifies roles for different parties and identifies a number of shared working practices. <p>Rationale/Background: This report aims to give an overview of the sources, levels and impacts of air pollution across the West Midlands. It briefly reviews existing work that is taking place to address poor air quality, and provides an indicative summary of additional interventions that might be adopted.</p> | Cllr Ian Courts | Ed Cox | No | Environment & Energy |
| Meeting 18 March 2022 | | | | | |
| Financial Monitoring 2021/22 | <p>Purpose: To outline the latest financial position of WMCA and provide an update on any current financial matters affecting WMCA.</p> | Cllr Bob Sleigh | Linda Horne | No | Finance |



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| | Recommendation(s): Rationale/Background: | | | | |
| cEMV (Contactless Ticketing) Broker | Purpose: Recommendation(s): Rationale/Background: | Cllr Ian Ward | Anne Shaw | No | Transport |
| Ultra-Rapid Charging Spine | Purpose: Recommendation(s): Rationale/Background: | Cllr Ian Ward | Anne Shaw | No | Transport |
| Mobility Hubs | Purpose: Recommendation(s): Rationale/Background: | Cllr Ian Ward | Anne Shaw | No | Transport |
| Enhanced Bus Service Corridor | Purpose: Recommendation(s): Rationale/Background: | Cllr Ian Ward | Anne Shaw | No | Transport |



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