Birmingham City Council

AIR QUALITY ACTION PLAN

PROGRESS REPORT 2007

March 2008

AIR QUALITY ACTION PLAN PROGRESS REPORT 2006 and 2007

1. Summary

The attached report describes the progress toward implementation of the forty-one key actions identified in the Air Quality Action Plan (AQAP) to reduce levels of airborne pollutants.

The AQAP seeks to reduce nitrogen dioxide (NO2) and particulate matter (PM10). The measured data indicates that the objective level for PM10 has now been achieved (note: a new objective level for PM2.5 may be introduced in the next few years). NO2 levels have been falling across the monitored sites in Birmingham since the AQAP was published in March 2006 and a drop of 5% has been achieved. However, the NO2 air quality annual objective continues to be exceeded at roadside monitoring sites.

The implementation of the Air Quality Action Plan requires cross departmental/agency working. Key partners are Transportation Strategy (part of the council's Development and Culture Directorate), the Highways Agency, Network Rail and Centro.

Positive progress has been made in all 41 actions identified in the AQAP

2. Background

Part IV of the Environment Act 1995 introduced a national framework for air quality management whereby all local authorities are required to annually review the air quality within their boundaries. Following the review local authorities must assess the air quality against the objectives specified for the pollutant of concern.

Where the process has indicated that the objective will not be achieved within the statutory timeframe then the local authority is required to designate an Air Quality Management Area (AQMA) at the earliest possible date. The local authority is then required to produce an action plan to demonstrate how the Authority intends

to work towards meeting the air quality objectives within its Air Quality Management Area.

3. Air Quality Action Plan

Birmingham City Council's Air Quality Action Plan (AQAP) was published in March 2006 following the City being designated an Air Quality Management Area for nitrogen dioxide and particulate matter PM10 in 2004. The AQAP has been integrated into the Birmingham & West Midlands Local Transport Plan (LTP).

This report constitutes the first progress report on the actions identified within the AQAP.

4. Delivering Action Plan Measures

The 41 actions identified in the AQAP have been developed in partnership with other council departments and external organisations that manage services or functions that have a direct or indirect effect on air quality. Therefore in order to deliver the actions Regulatory Services (Air Quality Team) have developed specific mechanisms with Birmingham City Council's Development and Culture Directorate to ensure all major road projects and planning applications are assessed with regard to their impact on air quality. Furthermore, the actions of the AQAP have been specifically integrated within the Local Transport Plan (see section 5)

The West Midlands Air Quality Group consists of representatives of the 7 West Midlands local authorities (Birmingham, Coventry, Dudley, Sandwell, Solihull, Walsall and Wolverhampton). This group meet quarterly to progress key issues affecting air quality. The group co funds an Air Quality Technical Officer who works on modelling air quality and dealing with specific local issues for each authority. At present the group has obtained funding from Defra to commission a new Emissions Data Base (EDB) to be built in the region to provide accurate updated data on which to model air quality.

Appendix 1 charts the progress toward each of the original actions.

5. Local Transport Plan

The LTP2 (2006/7 – 2010/11) has been produced jointly by the seven West Midlands local authorities (Birmingham, Sandwell, Solihull, Dudley, Coventry, Walsall and Wolverhampton) and the West Midlands Passenger Transport Authority / CENTRO. Air quality is one of the key themes of the shared priority for the LTP2 and as stated previously the Birmingham Air Quality Action Plan has been integrated into the plan. The inclusion within this report of specific air quality objectives is considered an essential factor in progressing the AQAP actions. As the LTP2 covers seven local authorities with a very wide range of policy areas, the document does not go into great depth about air quality. It does however address specific issues such as congestion, public transport and motorway usage that directly impact on air quality

4. LTP Air Quality Target

The LTP2 target set for Birmingham (and the other member authorities) for nitrogen dioxide is a 1% reduction of NO_2 concentrations in areas where nitrogen dioxide exceeds the national objective. The target reduction is based upon a base year of 2004 with the reduction to be achieved by 2010.

The data used for evaluating the changes in concentrations of nitrogen dioxide is obtained from a number of fixed monitoring sites throughout the West Midlands located in areas known to exceed the national air quality objective for nitrogen dioxide, with 18 such sites being located in Birmingham.

For the full year 2006, the average change from the 2004 base year across all the LTP sites in Birmingham, is a reduction of 5%. However, there is variation between sites ranging from an increase of 5% to a reduction of 15%.

The measured level of NO2 varies considerably year to year due to changes in the prevailing weather conditions. For this reason the forecasting of long term trends in NO2 levels is extremely uncertain. However, indications are very encouraging and it is anticipated that the LTP target for reduction in NO2 will be achieved by 2010.

6. Conclusions

This report indicates that there has been a steady move toward implementation of the actions in the plan. The impact on air quality of those actions that have been implemented will not become apparent until such schemes have been in place for a longer period of time, and as the AQAP was published in January 2006 there has been only limited time to implement and evaluate many of the actions contained therein.

It should be noted however, that the LTP target for nitrogen dioxide of a 1% reduction set across the West Midlands by 2010 would appear to have been achieved within Birmingham. However, the reduction in NO_2 thus far observed may or may not be sustained over the forthcoming years, but therefore should only be regarded as an indicator of pollution levels moving in the right direction.

Table One. Actions and Progress

	AQAP Measure	DETAILS	Progress	Impact on Air Quality
	REDUCING VEHICLE EMISSIONS			
1	Testing of vehicle emissions	The City Council will re-evaluate the viability of the resumption of the testing of vehicle emissions at the roadside. If testing proves to be viable drivers whose vehicles fail the test will be issued with a fixed penalty notice.	Vehicle emission testing prior to the AQAP showed only a small percentage of vehicles tested failed the emission test, Given that emission testing is included in MOT certification pursuance of this action has been low priority. It is therefore considered that resumption of the testing of vehicle emissions is not viable at present because of the cost vs. the benefit obtained.	Ensuring emissions from vehicles are within statutory limits will have contribute to reduced NO2 and PM10 levels. As only a small percentage of vehicles tested failed the emission test, the impact of roadside emission testing would seem to be minimal.
2	Assist in setting up freight partnerships for deliveries to city centre	The Council will assist schemes put forward to reduce traffic and / or emissions through freight partnerships for delivering goods to city centre businesses	Birmingham City Council's Transportation Strategy section are continuing to play an active role in co-ordinating and developing activities in relation to the West Midlands Freight Quality Partnership and the Regional Freight Quality Partnership (now superseded by the Regional Freight Advisory Group). Overall numbers have reduced in recent years although the number of vans has increased. Measures to reduce the number of deliveries in the main shopping and office areas are being examined in a study to determine whether Urban Freight Consolidation Centres (UFCCs) could be used to serve Birmingham City Centre. UFCC's are designed to rationalise the number of deliveries to main shopping centres by directing long distance deliveries to a single location in the city, where deliveries are consolidated and then taken a short distance to their final destination. Such a system replaces individual delivery arrangements by	Reduction of the number of HGVs travelling through the city or on neighbouring motorways will have a significant impact on reducing NO2 and PM10 levels.

			shops and city centre businesses thereby reducing the number of vehicle movements into congested and restricted City Centre locations. Initial findings will be reported in Spring 2008. We are also undertaking a feasibility study examining the potential for freight on the West Midlands canal network. This study will be completed in Spring 2008.	
3	Improve the Council Fleet	The City Council will continue to favour low emission vehicles in its own fleet.	The council has a policy to purchase replacement vehicles that are Euro 4 compliant	Euro 4 vehicles have lower particulate emissions than Euro 3 vehicles. The policy demonstrates a commitment to using cleaner vehicles
4	Discourage drivers from allowing their engines to idle unnecessarily when parked	The Council will carry out campaigns to raise awareness and to discourage drivers from allowing their engines to idle when their vehicles are parked for prolonged periods	Two main initiatives led by Transportation Strategy using Defra funding: 1. Schools competition organised, with pupils designing “Don’t choke us” posters. 1100 signs produced using winning 3 designs and these signs mainly mounted at schools, some at other venues. Generally positive feedback from head-teachers, with requests for additional signs. 2. 10,000 “Are you wasting money on your car?” leaflets produced giving eco-driving tips and other ways to reduce overall fuel consumption. Distributed around Birmingham and used for displays etc.	Stationary vehicles with idling engines emit more particulate and NO2 than vehicles moving at low speed and can create pollution hotspots. Reducing idling engines improves air quality.

	AQAP Measure	DETAILS	Progress	Impact on Air Quality
	IMPROVING PUBLIC TRANSPORT TO REDUCE TRAFFIC VOLUMES			
	Buses			
5	Showcase and Super Showcase route extension and improvements	The Council will implement a programme of enhanced bus routes featuring in part reallocation of road space to bus lanes, real time information at bus stops, improved bus shelters and lighting at stops and bus priority at junctions.	A programme of works has been implemented on a number of corridors across the City in 2006/07 in particular on the Walsall Road Route 51 corridor. We have also undertaken a package of development work and will be seeking to introduce further measures on other key corridors. Congestion levels are being monitored consistently on 7 radial routes.	Reduction in NO2 and particulates as congestion is eased and the use of public transport is encouraged.
6	Increased bus lane enforcement	Increase the numbers of forward facing cameras installed in buses and fixed external cameras outside buses for bus lane enforcement.	The Department for Transport (DfT) has provided necessary powers to introduce bus lane enforcement through the Transport Act 2000 (TA 2000) allowing authorities outside London who carry out their own Decriminalised Parking Enforcement (DPE), such as Birmingham, to introduce civil penalties for bus lane enforcement. The City Council is currently working towards an application to the DfT for these powers. Camera enforcement of bus lanes would initially be undertaken at a small number of key sites, with the intention of rolling out across the city in due course.	By increasing enforcement, congestion can be reduced. This in turn leads to a reduction in NO2 and particulates.
	Light Rail			
7	Extension of Metro – Phase 1	The City Council will continue to support and facilitate the extension of the Metro system from Henrietta Street via Snow Hill, City Centre and Five Ways to Hagley Road, Edgbaston.	Following a favourable response from Government on the Outline Business Case for the Midland Metro Birmingham City Centre Extension (BCCE), Transport and Works Act Order Powers to construct this route were gained in 2005. A Final Business Case submission has now been made, but a decision on this has been deferred pending the outcomes of the West Midlands Authorities Transport Innovation Fund bid.	Providing suitable to public transport to facilitate a decrease in car usage will in turn lead to a reduction in NO2 and particulates.
8	Extension of Metro – Phase 2	The City Council will progress Metro phase 2 via detailed analysis of further routes from	The City Council in partnership with Centro is seeking to develop a further phase of Metro routes serving	Providing suitable to public transport to facilitate a decrease in car usage will in

		the City Centre	Birmingham City Centre as follows: ♦ Birmingham to Quinton via A456 Hagley Road, plus a spur to Eastside; ♦ Birmingham to Airport via A45 Coventry Road; and ♦ Birmingham to Great Barr via A34 Walsall Road. There is currently no fixed date for submission of Outline Business Case or application for Transport and Works Act Order powers. This is linked to a decision on BCCE as set out above.	turn lead to a reduction in NO2 and particulates.

	AQAP Measure	DETAILS	Progress	Impact on Air Quality
	Heavy Rail			
9	Reduction of pollution from diesel locomotives	BCC will support CENTRO in persuading the Strategic Rail Authority to carry out further extension to the electrification of rail lines in the city	The Department for Transport is currently giving consideration to future power sources for trains i.e. whether trains should be self or externally powered. Any lobbying of Government will need to be within this context. At the West Midlands Regional level, a Regional Rail Investment Priorities document is being developed and this includes a number of electrification schemes, both new and extensions to existing.	Reduction in particulates However, particulate emissions not significant compared to road sources.
10	Extension of heavy rail line network	The Council will continue to support proposals to extend local rail passenger service, for example to the Derby/Nuneaton lines	At the West Midlands Regional level, a Regional Rail Investment Priorities document is being developed and this includes a number of new or reinstated passenger rail services. Specifically, the Council is working with Centro on a study into passenger services on the Sutton Park and Tamworth lines, due to report by Autumn 2008, having completed a study on the Camp Hill line in 2007.	Reduction in particulates However, particulate emissions not significant compared to road sources.
11	Increase in capacity of heavy rail network	The City Council alongside the other West Midlands authorities will continue to lobby the SRA for early investment in a range of improvements including; platform lengthening at a number of stations, signalling and capacity improvements.	At the West Midlands Regional level, a Regional Rail Investment Priorities document is being developed and this includes a number of schemes to enhance heavy rail capacity. Specifically, the Council is working with Centro on a study into passenger services on the Sutton Park and Tamworth lines, due to report by Autumn 2008. This includes new connecting lines at Bordesley, and the reopening of bay platforms at Moor Street Station which would represent a significant increase in capacity for passenger rail services.	Providing suitable to public transport to facilitate a decrease in car usage will in turn lead to a reduction in NO2 and particulates
12	Increase in passenger capacity of rail network	Network Rail and the City Council have a master plan for the redevelopment of New Street	The New Street Station project is now with DfT for final funding approval, with construction being	Providing suitable to public transport to facilitate a decrease in car usage will in turn lead to a

		Station. This includes plans to substantially increase passenger circulation capacity, and provide additional entrances (one to link with extended Metro Phase 1). The City Council will continue to bid for funding to support its contribution to this work.	planned from 2009 to 2013. A decision is expected in Spring 2008	reduction in NO2 and particulates
13	Improving rail freight capabilities	As part of freight strategy for the West Midlands a number of schemes are being evaluated to both enhance rail freight movements and reduce the conflict between freight traffic and the congested passenger services around Birmingham New Street. The City Council will continue to actively support such schemes.	At the West Midlands Regional level, a Regional Rail Investment Priorities document is being developed and this includes a number of freight capacity enhancements on core routes. The Council is working with Centro on a study into additional rail capacity for local passenger rail and freight services, due to report by Autumn 2008.	Increasing the use rail freight will provide an alternative option to transporting goods by diesel trucks by road. A reduction in the use of road freight will lead to a reduction in NO2 and particulates.

	AQAP Measure	DETAILS	Progress	Impact on Air Quality
	IMPROVING THE ROAD NETWORK TO REDUCE CONGESTION			
14	Improvements to traffic flow on motorway network	The Highways Agency will implement a programme to deliver a faster response time of 20 minutes for incidents on M6 (previously 60 minutes)	Traffic patrols introduced under the Traffic Management Act 2004. Since introduction have responded to over 1000 incidents per day, but have only achieved full network operator status in this year (2006/7) thus no assessment has yet been made of changes in response times on the M6	Reduced congestion, especially at peak times, reduces the number of air pollution episodes.
15	Improvements to traffic flow on motorway network	The Highways Agency will implement an improved system of incident contingency planning for the motorway network	Contingency Planning has been implemented and describes processes which allow measures to be put in place to allow incident managers to transform an unplanned event into a planned response. The Highways Contingency Plan aims to ensure that the right people are in the right place, at the right time with the right information and resources. It does this by early identification of a problem and escalating to a higher management level to ensure the incident objectives are met.	Reduced congestion, especially at peak times, reduces the number of air pollution episodes.
16	Improvements to traffic flow on motorway network	The Highways Agency will implement an improved scheme of diversion routing in relation to the motorway network with local authorities	The Highways Agency is currently increasing the number of signed diversion routes and is working with local authorities to agree likely diversion routes in advance	Reduced congestion, especially at peak times, reduces the number of air pollution episodes.
17	Improvements to traffic flow on motorway network	The Highways Agency will implement active traffic management on the M42	The M42 Active Traffic Management system became operational on 29th November 2005 with variable speed limits to prevent congestion.	The M42 skirts the East & South of the City & at its closest point is 3KM from the boundary. Improvements in Air Quality from the ATM system in Birmingham will be limited to the contribution of the M42 to

			This system has reduced journey times and congestion.	air pollution episodes moving across the West Midlands. The impact of this measure on air quality in Birmingham is not significant in terms of meeting annual targets.
18	Improvements to traffic flow on motorway network	The Highways Agency will carry out an evaluation of the suitability of active traffic management for the M6	The go ahead for further extensions in the West Midlands was given in 2007, funded from Productivity TIF (Transport Innovation Fund)	Improved traffic flows could have a significant impact on local air quality.
19	The introduction of 'Red Routes' to ease congestion	The City Council will undertake a demonstration red route scheme on the A34 Stratford Road and rollout a network of red routes.	Red routes have been completed on Stratford Road, Walsall Road & Tyburn Road. Others are being planned e.g. Coventry Road and Ring Road	Real-time and passive monitoring along the red line route is on-going. A minimum of 12 months data will be required before this data can be evaluated.
20	New road proposals	Upgrading for the A38 with bypasses for major congestion hotspots in Selly Oak and Northfield.	Northfield bypass opened on 13th April 2007. Construction on the Selly Oak bypass begins Summer 2007 due for completion in 2010 subject to receipt of funding from regeneration scheme.	The Northfield bypass was not identified as a hot-spot for air pollution. However, re-routing the A38 is expected to improve the Air Quality in Northfield High Street. The major source of air pollutants in the High Street is vehicle emissions. Therefore, traffic counts & planned modelling will be used to verify that air quality objectives are being met. The A38 through Selly Oak is a major pollution hot spot. Birmingham City Council have monitored with passive tubes for over 10 years. In partnership with Transportation Strategy, the Environmental Protection Unit have committed resources to monitor with real-time analysers within the Selly Oak Area adjacent to the A38. The equipment is due to be installed Summer 2007 (!!!) and will be supplemented by a passive tube monitoring exercise. This will provide a "before and after" scenario for pollutants within this area and will be used to track planned improvements in air quality.

21	Improvement of Urban Traffic Control Systems designed to reduce congestion	Birmingham City Council will participate in development of Urban Traffic Control arrangements for the West Midlands. This has identified the best enhancement linkages between the existing centres and between the urban systems and the Highways Agency systems managing the motorways and trunk roads.	Urban Traffic Management and Control system (UTMC) has received conditional approval from DfT with work due to start in Birmingham in 2009.	Impact would be dependant on the traffic control measures introduced with the UTC scheme. A reduction in congestion would result in an overall improvement in air quality

	AQAP Measure	DETAILS	Progress	Impact on Air Quality
	USING AREA PLANNING MEASURES TO REDUCE TRAFFIC VOLUMES			
22	City Centre congestion charging	The City Council will continue to monitor effectiveness of the congestion charging schemes elsewhere and keep all techniques and approaches under review to see whether they are applicable to Birmingham.	Reports on progress towards a West Midlands scheme have been produced. A decision on whether a scheme is viable is likely in Spring 2008.	The London scheme seems to improve air quality within the charging zone, but may have an adverse impact on air quality outside the zone.
23	Management of the number of available City Centre parking spaces	The Council will seek to maintain the number of short stay parking places in the City Centre at the 2001 level. The Council will also will seek to reduce the number of publicly available long stay parking spaces in the City Centre by 3% per year until 2006 and 1.5% per year to 2011.	Parking Standards are being updated as part of the overall city council's Parking Policy. An evaluation of the usage of city centre car parks has been carried out.	Not known as this can only be evaluated once planning policy in force
24	Encouragement of City Centre living	The City Council will continue its strategy to encourage City Centre living and will aim to have 10 000 residents living in the city centre by 2008	Current planning policy continues to support this aim. The number of residents in the city centre already exceeds the target. Ongoing monitoring of the air quality across the city continues. [Note however that there are remaining issues regarding city centre residents' car ownership levels and parking requirements – Residential Travel Plans, car clubs, developers providing free bicycles for residents are key options in Development Control process]	Minimal impact across the city as a whole, but may be significant in the city centre. An increase of people living and working in the city centre may lead to a decrease of people travelling into the city by car. However, a survey would need to be done to establish this. Less car usage will improve NO2 and particulate emissions.
25	Presumption in favour of mixed use development	The City Council will continue to maintain its policy of encouraging mixed use developments that assist in reducing the need to travel	The Unitary Development Plan has identified planning objectives including mixed use in the city.	A travel survey needs to be carried out to identify changes in car usage to identify the impact on air quality be assessed.
26	Consideration of air quality in respect of Planning Applications	When assessing Planning Applications the implications of new development for air quality will be taken into consideration	Air Quality considerations taken as part of application or council response.	Aim for no adverse impact or benefit to air quality.

	AQAP Measure	DETAILS	Progress	Impact on Air Quality
	REDUCING AIR POLLUTION FROM INDUSTRY/ COMMERCE AND RESIDENTIAL AREAS			
27	Control of Industrial Emissions	The Council will continue to strictly regulate approximately 300 industrial processes under Part I of the Environmental Protection Act 1990. In addition the Council will continue with its programme of searching for additional industrial premises which require an authorisation or permit.	100% inspection of all authorised processed	Due to efficient regulation this is not a major contributor to overall air pollution, but potential for significant release at local level if not strictly controlled
28	Emissions from chimneys	The Council will continue to enforce the provisions of the Clean Air Act 1993 with respect to emissions of smoke from chimneys across the City.	Controlled under stated Act	Through continuing to enforce the provisions of the clean Air Act 1993 air pollution through chimney emissions is minimised. Only be able to assess by comparison with historic data from pre Clean Air Act period.
29	Boiler plant and chimney heights	The Council will enforce the provisions of the Clean Air Act 1993 in respect of chimney heights for new plant and smoke control.	Controlled under stated Act	Only be able to assess by comparison with historic data from pre Clean Air Act period.
30	Control of bonfires	The Council will enforce the provisions of the Clean Air Act 1993 and Part III of the Environmental Protection Act 1990 in respect of bonfires across the city. The City Council will continue to provide a free bulk collection service to residents in order to reduce the need for bonfires. The City Council will continue to develop its programme of inspections of commercial premises to verify that waste is being disposed of in compliance with the duty of care provisions of the Environmental Protection Act 1990. The City Council will continue in its joint promotional activity with West Midlands Fire Service to discourage bonfires.	All actions met, but in addition the council now operates a green waste collection service. Leisure Services operate a policy to ensure only clean dry wood is burnt on civic bonfires.	Bonfires are more of a local nuisance. However, bonfire night in November causes significant pollution across the entire city, and in some years can lead to the objective or limit values for pm10 to be exceeded.

	AQAP Measure	DETAILS	Progress	Impact on Air Quality
31	Energy Efficiency	The City Council will continue to implement its energy efficiency strategy for residential properties by continuing to support the following programmes; Health Through Warmth, Birmingham Energy Efficiency Service, Energywise Direct, The Midlands Energy Efficiency Consortium, West Midlands Housing Energy Strategy, Energy Efficiency Improvement Schemes, and Birmingham Sustainable Energy Partnership. These schemes aim to reduce the level of fuel demand for residential areas.	Birmingham Strategic Partnership (BSP) and Birmingham City Council (BCC) have produced a draft Climate Change Strategy and Action Plan. This overarching document will now drive Birmingham energy efficiency programme. Within this BCC has committed to ensuring that 15% of Birmingham energy is from renewable source s by 2020 and 30% is generated locally. BSP will continue to work with existing energy efficiency programmes to achieve its targets. BCC have implemented a Combined Heat and Power scheme within the Broad Street area of the City Centre and are currently developing another one.	This action will minimise the burning of fossil fuels for energy and hence work towards climate change objectives. It's affect on local air quality will be minimal as air emissions for power stations are regulated.

	AQAP Measure	DETAILS	Progress	Impact on Air Quality
	CHANGING LEVELS OF TRAVEL DEMAND / PROMOTION OF ALTERNATIVE MODES OF TRANSPORT			
32	Promotion of walking	The City Council will participate in a major initiative to promote walking across the West Midlands. This could comprise an annual investment programme of £3m across the West Midlands. This will include the production of a good practice handbook and design guide. The programme will focus on the development of safer walking routes and the promotion of walking. The City Council will deliver the initiative in Birmingham.	BCC has implemented a walking strategy which aims to promote walking and support a modal shift away form car usage for short journeys 243 out of 469 schools have School Travel Plans (all complete by 09/10)* Safer routes to School infrastructure - 04/05 to date - 26 main schemes & 112 small measures. Walking Initiatives - Pedestrian training, walking buses, promotional campaigns. Infrastructure. - Local programmes schemes focusing on improving access to local facilities by walking/cycling: Safer routes to Hospitals, local centres, public transport. Disabled facilities, PROW improvements. Area safety schemes, subway removal, street lighting. Local centre improvements. Shared walking cycling routes. * Walking cycling map - 24% of 375 survey walk more	Encouraging walking instead of using the car for short journeys should improve air quality Not directly measurable across the entire city, significant impacts can be achieved at local levels such as near to schools. School Travel Plan modal shift data, for all schools with Travel Plans and covering all their pupils, will be available later in 2008 Household Travel Surveys will be able to provide some indication of progress.

			(50,000 maps issued)* Extension of Company TravelWise (travel plans and launch of Community TravelWise *	
33	Promotion of cycling	The City Council will participate in a major initiative to promote cycling across the West Midlands. This initiative will include a bid across the West Midlands for £2m of additional investment per annum aimed at cycling. The City Council will be responsible for delivering this initiative within Birmingham.	BCC is revising its cycling strategy, this strategy aims to increase cycling and reduce car emissions. Infrastructure - Shared cycling and walking routes, signalled crossings, contra flow lanes, advanced stop lines, cycle parking Bikeability national standard cycle training launched 2000 children per year.	If those using cycling initiatives have reduced their car usage then the promotion of cycling will reduce air pollution. Household Travel Surveys will be able to provide some indication of progress.
	AQAP Measure	**DETAILS**	**Progress**	**Impact on Air Quality**
34	Provision of additional park & ride facilities -	The City Council will fulfil the aims of the West Midlands LTP within Birmingham. These include; increasing the number of park and ride spaces at railway stations in a planned approach whilst recognising the benefits of opportunistic developments that might arise, ensuring that future metro proposals are fully supported by park and ride sites integrated within their development, developing a programme of strategic park and ride sites with the objective of delivering one new site every 2 years, developing the concept of bus based park and ride where suitable opportunities exist.	Park and ride has been implemented for major events in the City. Centro have increased Park and Ride spaces at some existing sites e.g. Chester Rd, Wylde Green; the council, through Centro, continues to encourage more strategic provision e.g. a new site on the city boundary at Longbridge. There are now over 6,000 spaces serving the city centre.	Early reports of studies in other parts of the UK would suggest that such schemes may actually increase local pollution. Therefore careful assessment of any proposals must be undertaken
35	Incentives offered to	The City Council will continue to	Company Travelwise is a	Increase in the use of public

	companies with travel plans	work with partners to offer incentives to support green travel plans	partnership between BCC and Centro. It aims to help employers to work with their employees to improve travel choices and reduce car usage 267 companies now affiliated to Company Travelwise (as of 10/1/08), covering over 30% of city's working population.	transport, cycling and walking in preference to car usage will reduce air pollution.
36	Use planning conditions to promote Travelwise	The City Council will continue where appropriate to attach planning conditions relating to Travelwise to planning consents.	Adopted as policy	A reduction in car use due to the use of non motorised transport or the use of public transport reduced air pollution emissions from exhausts.
37	Improvements to branding	Private Sector providers of Public Transport have undertaken to increase the attractiveness of public transport via a programme of re-branding.	In 2007 Centro launched the new Network West Midlands brand, designed to give a consistent public image to all bus, rail and Metro services in the West Midlands area. This applies to all timetabled information, and all vehicles carry the Network West Midlands logo in some form.	A reduction in car use due to the use of public transport reduced air pollution emissions from exhausts.
38	Improving access to information regarding transport options.	The City Council will support CENTRO in a comprehensive communications strategy in respect of public transport.	See above	A reduction in car use due to the use of non motorised transport or the use of public transport reduced air pollution emissions from exhausts.
39	Improving access to information regarding transport options.	The City Council will work with partners to develop a standardised approach to the travelwise initiative across the West Midlands	See 37 above. Information for work place via Company Travelwise. Community/faith venues can now sign up to web-based Community Travelwise (initiative launched in Nov 2006) – 19 venues currently signed up. Real time public transport information being rolled out in hospital foyers and now in some colleges/universities	A reduction in car use due to the use of non motorised transport or the use of public transport reduced air pollution emissions from exhausts.
40	Improving access to information regarding transport options.	The City Council will work with partners to encourage Travel Plans for employers, schools, hospitals	See 35 and 39 above. College and Hospital Travelwise groups have been formed and Safer Routes to Hospitals project has highlighted some information shortfalls as well as providing	A reduction in car use due to the use of non motorised transport or the use of public transport reduced air pollution emissions from exhausts.

			infrastructure improvements.	
41	Improvements to real time information systems	The City Council will make improvements to the MATTISSE web site providing traffic information	The site is now called Help2Travel and continues to be expanded successfully.	A reduction in car use due to the use of non motorised transport or the use of public transport reduced air pollution emissions from exhausts.