

Meeting: **JOINT COMMITTEE ON STRATEGIC PLANNING AND TRANSPORT**

Date: **June 2015**

Agenda item number: 6

From: **JOINT OFFICERS STEERING GROUP**

TRANSPORT ISSUES UPDATE

Purpose of report

1. To update the Committee on transport related air quality issues in the Greater Nottingham area.

Background

2. EU Directives set limit values for air pollutants and require national governments to develop strategies on how the limit values will be met. These limit values should have been met by 2010, although governments could apply for an extension to 2015.
3. District councils (and the City Council) are responsible for monitoring air quality in their geographical area and must declare an air quality management area (AQMA) where any pollutant consistently exceeds limit values. Where an AQMA has been declared a local action plan must be drawn up detailing what actions will be undertaken to reduce the pollutants to acceptable levels; and where the pollutant is due to road traffic the highway authority (Highways England, Nottingham City or Nottinghamshire County Council) assists in the preparation of the action plan and its annual updates.

Transport related air quality issues in Greater Nottingham

4. Air quality across Nottinghamshire is generally good but there are some locations which have transport related air quality issues. There are currently eight transport related AQMAs in Nottinghamshire, all of which are due to exceedances of NO₂ and are predominantly due to the close proximity of properties to the carriageway and the volume of traffic (particularly diesel vehicles). Four of the locations are on the Highways England (HE) managed motorway and trunk road, with two locations on the County Council's network and two on the City's network at the locations shown in the table below.

	Location of air quality management area
Highways England road network	<ul style="list-style-type: none"> • M1 near A6007, Iona Drive and Tiree Close, Trowell • M1 near B600, Nottingham Road and Back Lane, Nuthall • A52 Nottingham Knight roundabout northwest to the borough/city boundary • A52 Stragglethorpe
County Council road network	<ul style="list-style-type: none"> • Trent Bridge and its approaches (which is adjacent to the AQMA in the City which runs along London Road) • A60 Mansfield Road, Daybrook
City Council road network	<ul style="list-style-type: none"> • Dunkirk, on Beeston Road close to the A52 junction • City Centre East – Including Canal Street, London Road, Huntington Street and Upper Parliament Street

- Action plans include measures to be taken both within and outside an AQMA to help ensure the air quality objectives are met within agreed timescales. The work undertaken to address the air quality issues at the above locations is primarily the work carried out as part of the integrated transport programmes to deliver the Local Transport Plan objectives – both major transport schemes and smaller scale local transport improvements. The measures included in the air quality action plans aim to keep traffic moving freely, reduce the levels of car-borne traffic travelling through the AQMA, and promote cleaner vehicles. These measures include targeted actions within the AQMA such as infrastructure improvements and travel planning; as well as general measures that benefit larger areas such as promotion and marketing and passenger transport ticketing improvements; and the promotion of cleaner vehicles (such as bus fleets). It is therefore important to continue to invest in such programmes of work to ensure that air quality limit values are met as soon as possible. Further detail on the measures being undertaken in each of the AQMAs can be found at:

 - <http://www.broxtowe.gov.uk/index.aspx?articleid=7996>
 - <http://www.gedling.gov.uk/wasterecyclingenvironment/environmentalhealth/airpollution/localairquality/>
 - <http://www.rushcliffe.gov.uk/environmentalhealth/pollution/airquality/airqualityreports/>
 - <http://www.nottinghamcity.gov.uk/article/23015/Air-Quality>.
- Both Councils are working together on a number of low carbon transport funds which have recently been announced. The Nottingham Go Ultra Low City Bid was shortlisted with 11 other authority bids and invited to submit proposals to encourage the uptake of ultra low emission vehicles. Proposals being considered include a comprehensive charging network for private vehicles at strategic hubs including park and rides and key interchange points across the conurbation; a business support programme offering advice, masterclasses, and try outs of the vehicles; a residents support package including the expansion of the City Car Club scheme into the County areas and discounts to members. Includes a fleet review and

transfer to low emission vehicles for both Councils. This Bid complements the two bus and taxi funding opportunities for which proposals are also being developed to introduce low emission zones for buses and taxis in the city centre, supporting bus and taxi charging infrastructure and capital support to top up the national Plug In Car grants available for vehicle purchase.

In May 2015, the City Council led on the submission of an integrated transport corridor package into the ERDF Low Carbon Call. The 'Go Low, get Active Demonstration' (GLAD) Project will support Nottingham's transition towards an exemplar for low carbon transport. The package proposes a series of measures along the Southern Growth Corridor route to support growth and reduce carbon emissions.

The Programme will compliment planned Growth Fund activity and will:

- Support sustainable commuting to work through enhanced pedestrian and cycling connections and bus priority measures
- Reduce carbon emissions through developing an electric vehicle charging network
- Provide targeted advice, events, information to support businesses and residents on walking, cycling, public transport, low emission vehicles and infrastructure which will help reduce business costs

A decision will be known in July if the GLAD programme will be invited to submit a full bid.

7. Whilst the planning authorities consider the local air quality impacts in the vicinity of each individual new development they do not currently undertake air quality modelling of the cumulative impacts of proposed developments (particularly on the AQMAs). The planning authorities also do not currently have any planned mitigation of the traffic growth at AQMA locations as part of development proposals (including cumulative impacts of planned development on the AQMA locations). It is therefore vital that planning authorities secure significant sustainable transport improvements from the developers to mitigate any predicted traffic growth from proposed development.
8. Despite the UK Government predicting that they would not meet limit values in some zones until post-2015, they did not apply for the 2015 extension in all of the UK air quality zones. ClientEarth (a non-profit environmental law organisation) therefore launched legal action against Defra. In November 2014 the Court of Justice of the EU confirmed that the UK should have submitted plans to apply for a time extension for all non-compliant areas and the resultant Supreme Court judgement ruled that the UK government must draw up a plan by the end of 2015 detailing how it will meet EU pollution limits as soon as possible.

Recommendation

9. It is recommended that the Committee note the content of this report.

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