DEPUTATIONS FROM MEMBERS OF THE PUBLIC

A period of not more than fifteen minutes shall be allowed at each ordinary meeting of the Council for the hearing of deputations from members of the public. Each deputation may be heard for a maximum of five minutes following which one Member of the Council, nominated by the Mayor, may speak in response. It shall then be moved by the Mayor and voted on without discussion that the deputation be thanked for attending and its subject matter noted.

Notification of one Deputation has been received. The spokesperson is entitled to speak for 5 minutes.

(a) Deputation concerning Air Pollution in Woodingdean

Spokesperson Mr. D. Fitzpatrick

Supported by:
Tom Wright,
Jasmine Wighton,
Penny Steel,
Philine Harris,
Ryan Baird,
Marian Buckley-Petitt,
Luigi Paino

Ward affected: Woodingdean

Councillor Mitchell, Chair of the Environment, Transport & Sustainability Committee will reply.

18(a) Deputation - Air Pollution in Woodingdean

Air pollution leads to worsening asthma symptoms, heart disease and even lung cancer. It's been associated with changes in the brain linked to dementia and can lead to children growing up with smaller lungs. Statistics show that in 2010 this kind of pollution led to over 100 early deaths in Brighton & Hove. Residents in Woodingdean have uncovered potentially illegal levels of air pollution – specifically the toxic gas nitrogen dioxide (NO_2). The results show that children walking to and attending Woodingdean Primary School are particularly affected.

Road transport is the major source of NO_2, with diesel vehicles being the worst - some emit more than 5 times as much as petrol cars. The EU's legal annual limit for the gas is 40 micrograms per cubic metre. But that limit isn't like a speed limit, where 49 in a 50 zone avoids speeding fine. Pollution levels below the limit are still bad for your health. We monitored 12 sites, for 2-4 weeks. The results give a snapshot for that period, and aren't directly comparable to annual data. However, if levels were as bad across the year as for the duration of our study it could mean at least one site would be blighted by illegally polluted air. The main crossroads in Woodingdean is significantly above the legal limit. Two other sites are very close to breaching the limit, one of which is where school children cross the road to get to school twice a day.

Diesel vehicles and the heavy build-up of traffic in Woodingdean is likely to be one of the drivers for this. There's been a clear increase in traffic through the village, most recently due to traffic related to redevelopment of the Royal Sussex Hospital site being routed through the village. We'd like to see what can be done to the traffic lights at the crossroads of Falmer and Warren Roads and Warren Way, to improve the flow of traffic and reduce the amount of stationary traffic. However, this must not be done at the expense of pedestrians who need to cross this junction. We'd like to make it clear that this isn't an issue solely for Woodingdean, it's a city wide problem. As such, we're very keen not to just shift the problem somewhere else. Instead we'd like the council to look seriously at citywide traffic reduction alongside bringing in measures to see the dirtiest vehicles restricted from sensitive areas and encourage the transition to cleaner vehicles as quickly as possible. We'd like the hospital trust to urgently review the construction vehicles being routed through Woodingdean with a view to ensuring only those that have the cleanest EURO VI engines are used.

To tackle traffic levels, the council needs to take a stronger line on new developments with lots of car parking, which generally just create more traffic, causing more congestion and pollution. It also needs to give more focus to improving choice so that people have genuine alternatives to using a car. That means greater bus priority and a significant investment in walking and cycling infrastructure. For example, with the advent of the e-bike, even in Woodingdean, there could be real opportunities to reduce car traffic if the roads were made to feel safer and cycle friendly.

Suggestions from pupils at Woodingdean primary school involved in the monitoring include diverting vehicle traffic away from Woodingdean. This sounds a quick and easy solution but the likelihood is that this will just shift the problem to another community in the city. The pupils also suggested getting more children to walk to school (fewer car journeys dropping off children) and educating drivers about the problem and the impact it has on others.

Please refer this matter to the Environment, Transport & Sustainability Committee for debate.

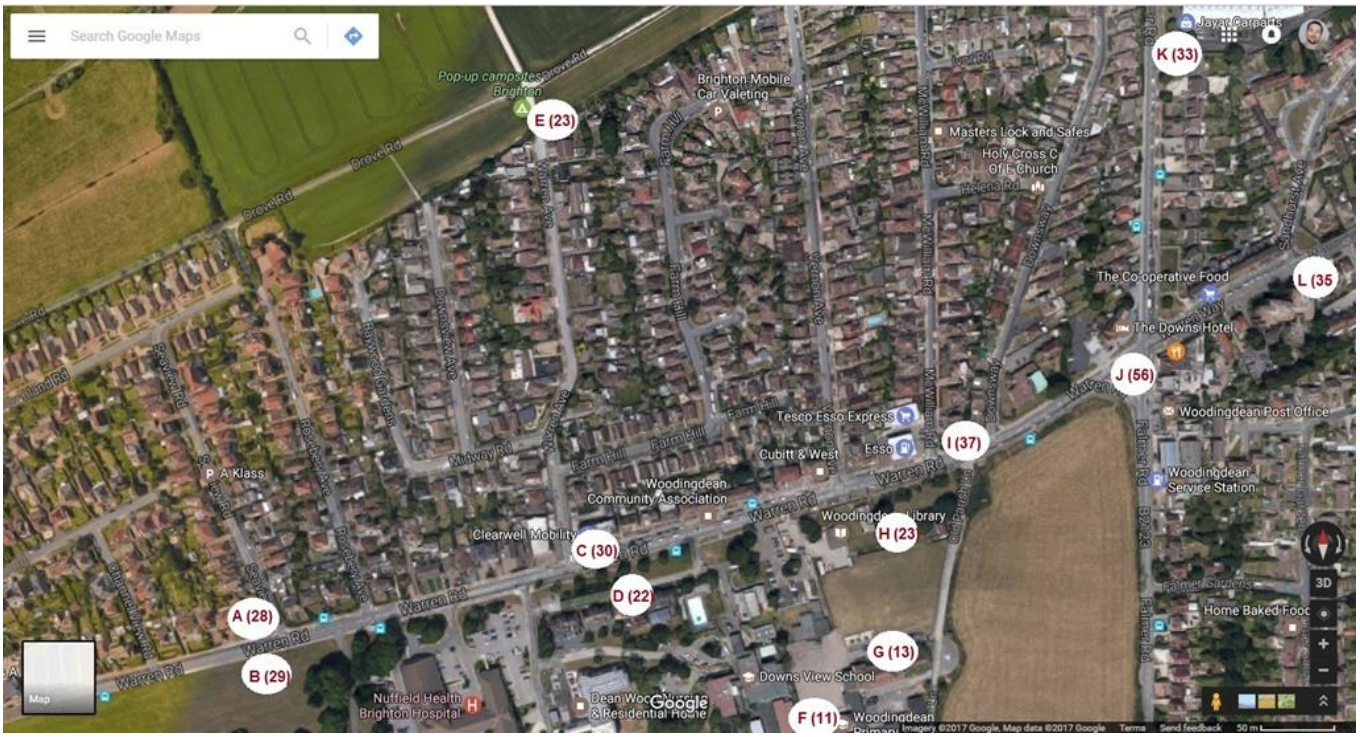
Thank you.

Results in full

We monitored levels of nitrogen dioxide (NO_2) at 12 sites, for between 2-4 weeks. The results provide a snapshot of NO_2 pollution for that time. If air pollution were as bad across the year as it has been for the duration of our study this could mean that at least one site would be blighted by illegally polluted air.

Location	**NO_2 micrograms per cubic metre**	**Shown on map as**
142 Warren road Brighton, BN2 6DD	29.04	A
144A Warren Road, Brighton, BN2 6DD	27.68	B
106 Warren Road, Brighton, BN2 6BA	29.74	C
Oak Cottage Nursery, Oak Cottage, Warren road, Brighton BN2 6DA	22.25	D
42 Warren Avenue, Woodingdean BN2 6BJ	22.84	E
Woodingdean Primary School, Warren Rd Brighton, BN2 6BB	10.57	F
Woodingdean Primary School, Warren Rd Brighton, BN2 6BB	12.81	G
Woodingdean Medical Centre, Warren road Brighton, BN2 6BA	23.36	H
Holy Cross C of E Church, Downsway, Brighton, BN2 6BD	36.76	I
The Downs Hotel, Warren Road Brighton, BN2 6BB	56.16	J
576 Falmer Road, Brighton, BN2 6NA	33.28	K
38 Warren Way, Brighton, BN2 6PJ	34.98	L

Map of results (also available at http://bit.ly/2sIJGqy)



Source for statistics of early death from air pollution in Brighton and Hove collate figures of early deaths across the country by local authority from particulate matter (PM) – one type of harmful air pollution. See page 15 for details of Brighton and Hove.

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/332854/PHE_CRCE_010.pdf