

# **ENVIRONMENT AND COMMUNITY SAFETY OVERVIEW & SCRUTINY COMMITTEE**

## **Agenda Item 25**

Brighton & Hove City Council

<b>Subject:</b>	<b>Air quality challenges for the city – the role of the Local Transport Plan and Local Development Framework</b>		
<b>Date of Meeting:</b>	<b>15 September 2008</b>		
<b>Report of:</b>	<b>Director of Environment</b>		
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<b>Wards Affected:</b>	<b>All</b>		

### **FOR GENERAL RELEASE.**

#### **1. SUMMARY AND POLICY CONTEXT:**

1.1 The management of air quality in the city is essential in terms of minimising the risks that poor air quality can pose to people's health and therefore contribute to improving people's quality of life. Transport is the major source of the emissions in the city that contribute towards poor air quality, and the importance of this issue has warranted a request that it be considered and discussed by this committee.

1.2 The Environment Act 1995 ['the Act'] requires local authorities to review and assess air quality on a regular basis. The review involves monitoring levels of specific pollutants and estimating likely future levels and the assessment involves consideration of whether estimated future levels are likely to exceed specified thresholds. There are 8 main air pollutants - particulates, Nitrogen Dioxide, Ozone, Sulphur Dioxide, Volatile Organic Compounds (e.g Benzene), Carbon Monoxide, and Toxic Organic Micro-Pollutants.

1.3 At present, over 220 local authorities in the UK have declared Air Quality Management Areas [AQMA's], including Adur, Lewes, Hastings, Bournemouth, Bristol and Reading, and predominantly for Nitrogen Dioxide [NO<sub>2</sub>]. The principal source of Nitrogen Oxides emissions is road transport, which accounted for about 50% of total UK emissions in 2000. Therefore there are other sources of this particular pollutant such as industry that can contribute towards exceedances.

1.4 'Improving air quality' is one of 4 shared transport priorities agreed between the Department for Transport and the Local Government Association [LGA], and therefore forms the basis for plans developed and delivered at a local level.

1.5 Having initially declared an AQMA in the city in 2004 following a review and assessment of air quality that identified exceedances of NO<sub>2</sub>, the council now has a

legal duty under the Act to introduce a range of measures to improve air quality, through the development and delivery of an Air Quality Action Plan [AQAP]. Particulates also remain an area of concern and further monitoring is required to understand this matter more fully. The current extent of the newly established 2008 AQMA is illustrated in Appendix A of this report. It is important to emphasise that exceedances that have been identified do not affect the whole area, and are confined to more specific locations linked to monitoring points.

1.6 The overall challenge faced by the city in addressing air quality is also recognised in the Sustainable Community Strategy under the priority of 'promoting sustainable transport'. Working in partnership is key to addressing air quality issues and reducing the health impacts. The Sussex Air Quality Partnership, Environment Agency, transport operators and health service providers are important stakeholders.

## **2. RECOMMENDATIONS:**

2.1 That the Committee welcomes the report and associated presentation outlining the issues faced by the city in improving air quality and supports the principles of the transport and land-use strategies and investment programmes in place to address them.

## **3. RELEVANT BACKGROUND INFORMATION/CHRONOLOGY OF KEY EVENTS:**

3.1 There are two principal ways in which to tackle emissions from vehicles and therefore assist in improving air quality. These are :-

- changing travel patterns in terms of how, when and if people need to travel by providing choice and alternatives (transport policy/decisions); and
- influencing where people travel to and from (land-use policy/decisions).

3.2 The two key documents that identify how the above changes can be delivered are the Local Transport Plan [LTP] and Local Development Framework [LDF] respectively.

### Local Transport Plan

3.3 The LTP is a statutory document that includes a 5-year delivery programme of transport schemes aimed at delivering the council's strategic, corporate and transport objectives, in addition to those set nationally and regionally. It has also been the subject of a Strategic Environmental Assessment, which includes air quality issues. In broad terms, the LTP investment programme includes measures to promote and provide for the continued increase use of more sustainable forms of transport for some journeys. When combined alongside other measures, many of these measures can fulfil a number of high-level objectives such as improving air quality, increasing accessibility and tackling congestion.

3.4 The LTP also summarises the AQAP, which is aimed at specifically reducing levels of NO<sub>2</sub> in the city, especially in the AQMA. Understandably, it therefore reflects the content of the LTP. The measures included in the AQAP are listed in Appendix B of this report.

3.5 The council's 2008 LTP Delivery Report, to be approved by the Cabinet Member for Environment and submitted to the GOSE by the end of this year, is required to incorporate the 2008 AQAP Progress Report given the direct relationship with transport.

#### Local Development Framework

3.6 The LDF sets out the spatial strategy for land use in the city up to 2026. In terms of its effect on air quality, any change is unlikely to be discernible in the short term. However, there are two key principles that underpin the LDF that will assist in improving air quality in terms of increased levels of movement associated with planned growth.

3.7 The first is that the preferred locations for specific Development Areas (locations where it is possible to make full use of public transport/interchanges; where capacity exists to accommodate future development; which contain opportunities for change; or are in need of regeneration) are close to, or on, Sustainable Transport Corridors (routes that carry significant levels of movement and where there is likely to be potential to achieve a substantial shift of journeys from the car to more sustainable forms of transport). Therefore, they will have good accessibility to existing or improved sustainable transport, providing people with choice in terms of using different forms of transport. Secondly, the LDF aims to redress the current pattern of a net movement out of the city for employment, by increasing the number of employment opportunities within the city, thereby reducing the need to travel greater distances for work.

#### Monitoring results

3.8 Progress to date indicates that overall levels of Nitrogen Dioxide have been decreasing from a peak in 2003/04, although some remain above the current exceedance threshold. Alongside this, overall levels of sustainable transport use have increased. This suggests that the overall approach being taken within the city is contributing positively to reducing the potential effects of this pollutant.

### **4. CONSULTATION**

4.1 There has been no consultation undertaken on this report. The LTP was the subject of consultation prior to its approval in 2006, and the AQAP was consulted on in early 2007. A Statement of Community Involvement and ongoing consultation supports the LDF process. Informal consultation on the core strategy revised preferred options has just been completed.

### **5. FINANCIAL & OTHER IMPLICATIONS:**

#### Financial Implications:

5.1 There are no direct financial implications associated with this report. The Cabinet Member for the Environment approves the allocation of funds to particular schemes within the Local Transport Plan capital programme annually.

*Finance Officer Consulted: Karen Brookshaw*

*Date: 20/8/08*

#### Legal Implications:

5.2 There are no direct legal implications associated with this report, other than those referred to Part 1 of this report. The council is fulfilling its obligations in accordance with

the Environment Act 1995 for air quality; the Transport Act 2000 for the LTP and the Planning and Compulsory Purchase Act 2004 for the LDF.

*Lawyer Consulted: Oliver Dixon*

*Date:20/8/08*

Equalities Implications:

5.3 There are no direct equalities implications associated with this report. Addressing air quality levels will assist those who suffer from any associated health conditions which may affect their ability to lead a full life.

Sustainability Implications:

5.4 There are no direct sustainability implications associated with this report. Measures to reduce the impacts of transport and land use on air quality through the reduction in the need/demand to travel and transport emissions will contribute towards the wider sustainability objectives of the city council and other partners/stakeholders.

Crime & Disorder Implications:

5.5 There are no crime and disorder implications associated with this report.

Risk and Opportunity Management Implications:

5.6 There are no direct risk and opportunity management implications associated with this report.

Corporate / Citywide Implications:

5.7 Improvements in air quality within the city will have potentially wide benefits and will contribute towards the city council's corporate priority of "protecting the environment while growing the economy" and the LSP's two key objectives in the Sustainable Community Strategy of 'improving Health and Well-Being' and 'promoting sustainable transport'.

## **SUPPORTING DOCUMENTATION**

### **Appendices:**

Appendix A – Brighton & Hove 2008 Air Quality Management Area  
Appendix B - Summary of Air Quality Action Plan measures

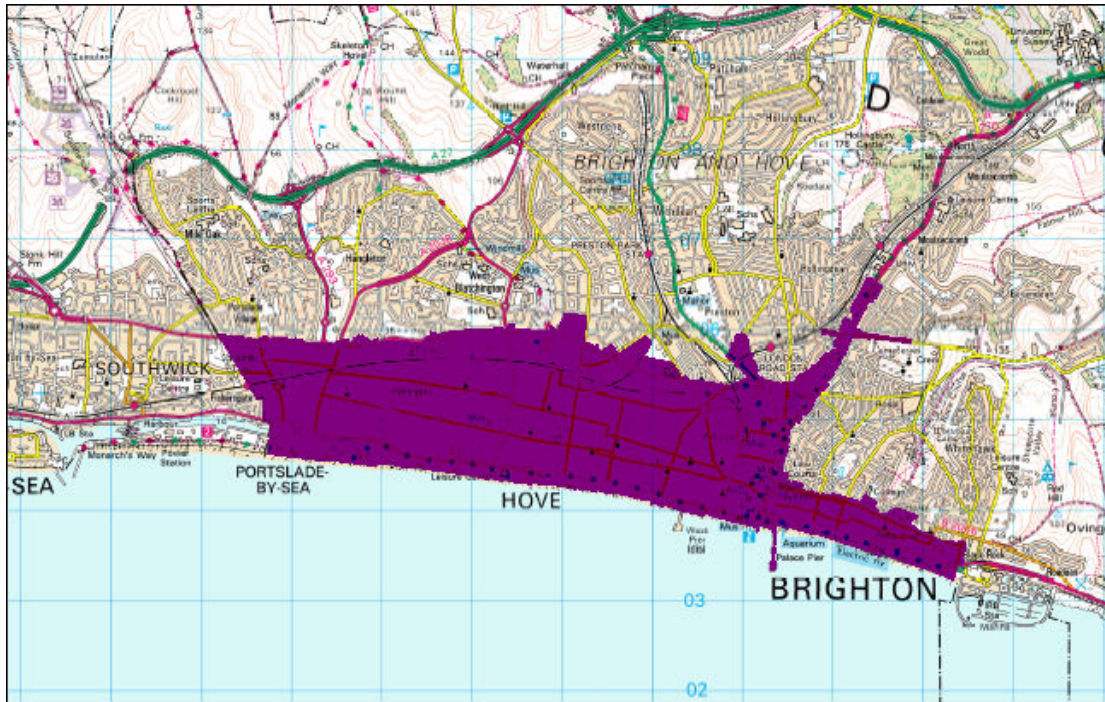
### **Documents In Members' Rooms**

None

### **Background Documents**

1. Local Transport Plan : 2006/07 – 2010/11 (March 2006)
2. Local Development Framework – Core Strategy - Revised Preferred Options (June 2008)
3. Air Quality Action Plan (March 2007)
4. Air Quality Progress Report (2008)
5. Powerpoint presentation to complement report.

Brighton & Hove 2008 Air Quality Management Area



 Brighton & Hove  
City Council  
Scale 1:50,000

## SUMMARY OF AIR QUALITY ACTION PLAN MEASURES

### Major transport measures

- Rapid Transport System [RTS]
- Urban realm improvements
- Sustainable Transport Corridors

### Congestion management

- Freight/goods management
- Parking schemes and enforcement
- Intelligent Transport Systems [ITS]
- Variable Message Signing
- Highway/Network management

### Sustainable Transport measures

- Walking and cycling
- Travel Planning
- Quality Bus Partnership
- Accessible bus stops
- Access to rail stations
- Car clubs
- Road safety engineering

### Education and public information

- Education and training programmes
- Publicity campaigns
- Air alert
- Driver behaviour
- Journeyon website

### Emissions reduction

- Roadside emission testing
- Roadside signs
- Vehicle/engine technology

### Other measures

- Planning/development control
- Local Area Prevention and Control
- Domestic smoke control
- Bonfires