

Subject:	Air Quality Programme Update		
Date of Meeting:	20th March 2018		
Report of:	Executive Director of Economy, Environment & Culture		
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Ward(s) affected:	All		

FOR GENERAL RELEASE**1. PURPOSE OF REPORT AND POLICY CONTEXT**

- 1.1 The purpose of this report is to advise members on the work of the Council's Air Quality Programme Board.
- 1.2 The Air Quality Board was formed in response to rapidly developing Air Quality policies, reports and specific programmes from Central Government including the Department for Environment, Food & Rural Affairs (DEFRA), Department for Transport (DfT) as well as The National Institution for Health & Clinical Excellence (NICE) Guidelines on improving air quality and the Council's own air quality evidence reported in the Annual Status Report on Air Quality.
- 1.3 Air quality is a cross-government responsibility. Local authorities have an important role to play in improving air quality, enabled by duties and powers under the Environment Act 1995, the Clean Air Act 1993, The Environmental Protection Act 1990 and the Road Traffic (Vehicle Emissions) (Fixed Penalty) (England) Regulations 2002. The work of the Air Quality Programme Board will support the alignment of the work of several City Council departments, including but not limited to; Transport, Planning and Public Health; in the delivery of improvements to air quality.

2. RECOMMENDATIONS:

- 2.1 That the Committee note the work of the Air Quality Programme Board in aligning internal projects and programmes that are directing the Council's response to improving air quality across the City.
- 2.2 That the Committee agree to receive regular Air Quality policy and programme reports including an update on the Low Emission Zone at the June 2018 ETS Committee.

3. CONTEXT/ BACKGROUND INFORMATION

- 3.1 The policy debate on air quality – internationally, nationally and locally – is greater than ever. It has a significant cross-cutting impact across a number of council services including public health, transport and planning. In addition, there is a significant degree of policy development activity underway including The Economic Strategy, the 2030 Strategic Framework for Transport, an Energy and Water Infrastructure and Resilience Strategy and City Plan Part 2 that have implications for air quality.
- 3.2 Air pollution is now recognised to be the largest environmental risk to public health in the UK. Poor air quality contributes to cardiovascular disease, lung growth issues in children, lung cancer and respiratory diseases as well as increasing the chances of hospital admissions, visits to A&E and respiratory and cardiovascular symptoms which interfere with everyday life, especially for vulnerable people. Brighton & Hove City Council, therefore, has a leadership role to play in adopting a single, joined up approach to improving air quality for the City.
- 3.3 The Air Quality Board has been established with a remit (Appendix 2) to provide a coherent approach and coordinated leadership on air quality across Brighton & Hove, overseeing the delivery of key projects and programmes that could influence positive air quality outcomes. At present these include::

NICE Guidelines Gap Analysis (Appendix 1)

A mapping exercise, utilising NICE Guideline NG70: Outdoor Air Quality and Health, has been undertaken to establish a baseline of current Council workstreams.

The mapping exercise has found that, encouragingly, the Council is already delivering much of what is recommended:

- Brighton & Hove City Council's various planning documents, including City Plan Part 1 (including the Sustainable Transport Policy – CP9) and the Local Transport Plan (LTP4), address the majority of the planning issues related to air quality, and provide a strategic and policy framework within which the design and siting of new developments and support for sustainable transport are addressed. The planning authority's development management systems in Brighton & Hove closely reflect the NICE recommendations; with CP9 ensuring that Transport Assessment and Travel Plans are submitted with all new development applications; Local Parking Plans outline Electric Vehicle (EV) parking space requirements for new developments; and the proposed introduction of the Community Infrastructure Levy (CIL) will encourage renewable and low carbon reduction and air quality management measures.
- Zero and low emission travel is encouraged through a variety of mechanisms including City Plan Part I and will be further addressed through active travel measures in the Local Cycling and Walking Infrastructure Plan (LCWIP) which will be developed in 2018-19. Proposals to develop a business case and seek funding to expand EV charging infrastructure is underway, with 40 public charge points already in place; and additional successes include Brighton's Bike Share scheme and City Car Club.

Although Brighton & Hove does not have a Clean Air Zone, a bus-based Low Emission Zone was introduced, in January 2015, which covers 98% of bus movements in the city. With the exception of a small number of low frequency routes, all buses entering the Low Emission Zone must be compliant with Euro-V standards by 2020. A report on current progress in meeting this target will be presented to ETS Committee in June in 2018

Steps have been taken to address emissions from council fleet vehicles, including the introduction of a fleet tracking system and low-emission procurement criteria. Smooth driving is encouraged through the 20mph speed limit in place across much of Brighton and Hove, and the Integrated Transport System for highways includes MOVA junction upgrades to reduce delays.

Active travel is specifically encouraged in City Plan Part I and II and the LCWIP will drive delivery of the infrastructure required to enable active travel; the services funded by the successful bid to the Access Fund for Sustainable Travel provide support to individuals seeking work, schools and businesses to promote and enable active travel.

Some areas for further work have been identified:

- Consideration of ways to further develop cross-sector, city-wide, approaches to encouraging walking and cycling, addressing the provision of infrastructure, information, and attitude/behaviour change enablers. For example, through an enhanced active travel focus within the next Local Transport Plan (LTP5 to be developed in 2019) supported by the delivery of the LCWIP.
- Explore the most effective communication strategy to inform at risk / vulnerable groups about the impact of air quality and provide recommendations for action
- Address gaps relating to fleet / freight, for example, by developing a freight and fleet strategy (as part of LTP5) to address cleaner last-mile deliveries, reduce emissions from delivery vehicles, encourage more departments to introduce fleet tracking and fuel efficiency analysis systems, and conduct driver training on fuel-efficiency.
- Consideration of updated Parking Standards to include a strengthened requirement for EV-ready infrastructure.

Electric Vehicle Charging Points

The Council is exploring the potential for trialling a city-wide rollout of Electric Vehicle Charging Points that would seek to encourage wider take-up of electric vehicles and therefore reduce air pollution associated with oxide of nitrogen tailpipe emissions. The Board is overseeing the securing of external funding through discussions with the Office for Ultra Low Emission Vehicles (OLEV) and engagement with potential external partners including The Better Brighton Think Tank. The Think Tank has commissioned Ricardo to develop a detailed business case for the development of on street, car park and rapid charging points. Meetings have taken place with OLEV and officers are preparing a funding bid

for the expansion of the on street residential charging point network. Discussions are proceeding positively and will enable a further update report to be presented to a future ETS Committee on progress and next steps.

Local Cycling and Walking Infrastructure Plan (LCWIP)

At Full Council in December 2017 it was agreed that work should progress to develop further policy work on walking and cycling, the most effective way to deliver this is via a Local Cycling and Walking Infrastructure Plan (LCWIP), based on the national Cycling and Walking Investment Strategy (CWIS). This will be developed by City Transport officers during 2018-19. Delivery of a LCWIP will also assist in the delivery of key workstreams, identified within the NICE recommendations, in relation to the development of the cycle network and interchange.

Low Emission Zone

Since the successful implementation of the City's first Low Emission Zone in January 2015, the Government has outlined other measures available to local authorities to address air quality issues, and specifically for those cities mandated to improve air quality, including the use of Clean Air Zones. A report will be presented to ETS Committee, in June 2018, outlining the progress of the Low Emission Zone in meeting its objectives. The report will consider options for increasing standards, and other specific policies to further improve air quality.

Bike Share

The Local Growth Fund (C2C LEP) funded Brighton Bike Share Scheme was launched in September 2017 and has so far been a great success and is expected to encourage more active lifestyles. As at January 2018 the scheme had:

- 19,981 regular subscribers
- 103,241 rentals
- 193,793 miles cycled (more than six times around the circumference of the earth)

The Air Quality Board will be reviewing the public health benefits over the first year of the scheme operation.

Next Steps

The Air Quality Programme Board will continue to monitor and direct the air quality issues for the above projects and policies as well as advising the ETS Committee, Corporate Management Delivery Board and Transport Partnership on progress and recommended actions.

4. ANALYSIS & CONSIDERATION OF ANY ALTERNATIVE OPTIONS

- 4.1 The Air Quality Programme Board facilitates the alignment of a number of related air quality projects being delivered by individual Council Directorates that would otherwise miss the opportunity of additional corporate support and scrutiny.

5. COMMUNITY ENGAGEMENT & CONSULTATION

- 5.1 Community Engagement and Consultation will be undertaken in relation to any specific project, policy or programme that emerges from the work or oversight of

the Air Quality Programme Board, including the LCWIP and LEZ. If an Air Quality Management Area is declared, or amended, a new Air Quality Action Plan is required within twelve months requiring Committee agreement and further consultation.

6. CONCLUSION

- 6.1 The Air Quality Board has made good progress in establishing the Council's baseline position with regards to cross service working on projects and programmes that can or could see improvements in air quality.
- 6.2 During 2018-19 the Board will develop an action plan to fill the gaps identified in the baseline of current activity and to matrix manage progress against delivery of the related projects and programmes.
- 6.3 Advising and updating Members of the work of the Air Quality Programme Board will ensure there is a degree of oversight for the various air quality related work streams being undertaken across the City Council.

7. FINANCIAL & OTHER IMPLICATIONS:

Financial Implications:

- 7.1 There are no direct financial implications associated with the report recommendations. Any financial implications of bids will be included in future ETS Committee reports when known.

Finance Officer Consulted: Gemma Jackson

Date: 26/02/18

Legal Implications:

- 7.2 There work outlined in the report will assist the Council in meeting its statutory duties which are set out in Section 1.2 of the report.

Lawyer Consulted: Elizabeth Culbert

Date: 28th February 2018

Equalities Implications:

- 7.3 None specific to this report

Sustainability Implications:

- 7.4 None specific to this report

SUPPORTING DOCUMENTATION

Appendices:

1. NICE Guidance Gap Analysis Report (Improving Air Quality in Brighton and Hove Mapping current policies and actions against NICE Air Pollution Guidance)
2. Air Quality Programme Board Terms of Reference

Documents in Members' Rooms

1. None

Background Documents

1. NICE Guidance (NG70) Air Pollution: outdoor air quality and health at www.nice.org.uk/guidance/ng70