

## Report to Cabinet

**Subject:** Air Quality Action Plan  
**Date:** 6<sup>th</sup> December 2012  
**Author:** Scientific Officer, Public Protection

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### Wards Affected

Bonington, Daybrook, Kingswell and Woodthope Wards.

### Purpose

To seek approval for the proposals contained within the Air Quality Action Plan, which has been produced as a result of excessive air pollution levels along the A60 Mansfield Road.

### Key Decision

This is not a Key Decision.

### Background

- 1.1 The Environment Act 1995 introduced the concept of Local Air Quality Management which requires Local Authorities to carry out assessments of air quality in their areas to ensure it meets Air Quality Objectives (AQO) specified for a number of 'pollutants of concern', one of which is nitrogen dioxide.
- 1.2 As part of the Council's annual monitoring programme in 2009 levels of the pollutant nitrogen dioxide were found to potentially exceed the annual AQO of 40µg/m<sup>3</sup> along the A60 Mansfield Road. Accordingly, a Detailed Air Quality Assessment was carried in 2010 targeted at this particular area. The results of the Detailed Assessment confirmed that the AQO is likely to be exceeded along the Mansfield Road from its junction with Oxclose Lane south to the junction with Egerton Road. As such an Air Quality Management Order (AQMA) was declared in April 2011.
- 1.3 The Council had 18 months (from declaration of the AQMA) to produce an Action Plan, in conjunction with all interested parties, detailing actions that can be taken to reduce the level of nitrogen dioxide within the AQMA.
- 1.4 Following consultation with internal stakeholders, external partners, local residents, businesses and the Department for Environment, Food and Rural Affairs (DEFRA) the Plan is ready for approval.

## Proposal

- 2.1 A package of measures is required to improve air pollution and the focus needs to be on the main contributor, **road traffic**. Modelling of traffic data indicates that diesel vehicles contribute the largest portion of the emissions. Heavy Goods Vehicles (HGVs), Buses and diesel cars share the main proportion of these emissions; with diesel Light Goods Vehicles (LGVs) and petrol cars contributing to a lesser extent.
- 2.2 Therefore it was considered that when assessing the options for the Action Plan consideration should be given to targeting reductions in emissions from the commercial fleet (HGVs, Buses and LGVs) as these make up a large proportion of the emissions.
- 2.3 However, actions to tackle the remaining 37% of emissions, from private cars (petrol & diesel), are also included to ensure the maximum reductions in emissions possible.
- 2.4 To reduce pollution from traffic, we need to reduce miles travelled and emissions from individual vehicles. Below is the summary table of measures in the Action Plan:

No.	Measure	Timescale
1	Improve links with Local Planning and Development Framework	On-going
2	Improve links with Local Transport Strategy	On-going
3	Target reductions in emissions from Buses	Short/Medium Term
4	Target reductions in emissions from Heavy and Light Goods Vehicles	Short/Medium Term
5	Public Transport	Short/Medium Term
6	Traffic Control and Management	Short/Medium Term
7	Promoting Travel Choices	Short/Medium Term
8	GBC waste collection	Short-term
9	Promotion of Cycling and Walking	Short/Medium Term
10	Travel Plans	Short/Medium Term
11	Communication and Education	Short/Medium Term
12	Parking Control and Management	Short/Medium Term
13	Target reductions in emissions from Taxis	Medium-term
14	Target reductions in emissions from the Council Fleet & Contract Vehicles.	Short/Medium Term
15	Encourage the uptake of alternative fuels.	Long-term
16	Park and Ride*	Long-term
16	Low Emission Zone*	Long-term
17	Re-routing Freight Operators**	Long-term

\* this option is included but may not be feasible.

\*\* this option is included but considered potentially unacceptable.

**NB:** Short Term (1-2 years), Medium Term (3-6 years) and Long Term (>6 years).

## **Alternative Options**

3.1 The following are alternative options to the recommendation:

- 3.1.1 *Cabinet could consider not adopting an Action Plan:* the production of the Air Quality Action Plan is a legal requirement following the declaration of an AQMA; as outlined in the Environment Act 1995 Part IV, Section 84.
- 3.1.2 *Cabinet could consider an alternative Action Plan:* the plan submitted has been produced with the assistance of a stakeholder group (p13, Section 4), been through a period of public consultation (p41, Section 8) and submitted to DEFRA for assessment. The recommended Action Plan is therefore considered to be appropriate and proportionate.

## **Financial Implications (approved by MK/AB 15/11/12)**

4 Some measures within the Action Plan would require financial commitment from the Council. However other forms of finance may be available (CiL, s106, DEFRA Grant funding) and measures would require full feasibility/cost benefit assessment before any commitment is made.

## **Appendices**

5 Air Quality Action Plan.

## **Background Papers**

6 None.

## **Recommendation**

**THAT:** Members formally adopt the Air Quality Action Plan.

## **Reasons for Recommendations**

- 7 i) To put into place an action plan to reduce pollution levels along the A60 Mansfield Road.
- ii) To comply with the Environment Act 1995, Part IV, Section 84.