

Appendix A

Lead Member for Transport and Environment - 18 June 2018

Notice of Motion – Air Quality and reducing pollution from diesel vehicles

1. National & Local Policy & Measures to deliver a strategy and action plan to phase out the use of diesel by 2040

UK Air Quality Plan 2017

1.1 The Department for Environment, Food & Rural Affairs (DEFRA), and the Department for Transport (DfT) published the UK Air Quality Plan for nitrogen dioxide NO₂ in 2017.

1.2 The key elements of this strategy include the following:-

- Setting up a £255m implementation fund;
- Establishing a Clean Air Fund, which will allow local authorities to bid for additional money to support the implementation of measures to improve air quality;
- Assigning £100 million for retrofitting and new low emission buses; and
- **End the sale of all new conventional petrol and diesel cars and vans by 2040.**

Clean Growth Strategy 2017

1.3 The Government's Clean Growth Strategy outlines policies and actions associated with the opportunities to grow a sustainable economy. In regards to transport it identifies the need for a 'more modern transport system – one that is clean, affordable and easy to use'.

1.4 It further re-inforces the Government target for almost every car and van needing to be zero emission by 2050, and to support this, an end to the sale of all new conventional petrol and diesel cars and vans by 2040.

1.5 This plan also outlines the requirement to prioritise a range of transport measures, to provide alternatives to diesel vehicles. This includes the need to prioritise cycling and walking infrastructure, to make this the natural choice for local journeys, accelerating the take up of Ultra Low Emission Vehicles, lower carbon fuels, zero emission HGV's etc.

A Green Future: Our 25 Year Plan to Improve the Environment 2018

1.6 The Government's strategy 'A Green Future' Our 25 Year Plan to Improve the Environment', identifies the need to increase resource efficiency and reduce pollution and waste'.

1.7 It also refers to the work being undertaken by Local Authorities and others to advise householders about the impact of the domestic burning of wood and house coal – which together account for nearly 40% of total emissions of harmful particulates that can cause heart and lung damage. This is a source of particulate matter that is often overlooked, and under reported, in comparison to particulate matter from transport.

1.8 With the phasing out of diesel vehicles by 2040, the plan also focuses on the need to provide alternative modes of travel. Therefore the section 'Future of Mobility - Grand Challenge' focusses on four early priorities:

- Establishing a flexible regulatory framework to encourage new modes of transport and new business models.
- Seizing opportunities and addressing the challenges of moving from hydrocarbon to zero emission vehicles.

- Preparing for a future of new mobility services, increased autonomy, journey-sharing and a blurring of the distinctions between private and public transport.
- Exploring ways to use data to accelerate the development of new mobility services and enable the more effective operation of our transport system.

Draft Clean Air Strategy – published May 2018

1.9 The Government draft Clean Air Strategy, published in May 2018 is focussed on five main pollutants - including Sulphur Dioxide (SO₂), Nitrogen Oxides (NO_x), Volatile Organic Compounds (VOC), fine particles (PM_{2.5}) and ammonia (NH₃) - making air healthier to breathe, protecting nature and boosting the economy. The draft strategy also proposes a direction for future air quality policies and goals, which work towards the legally-binding ceilings on UK emissions of air pollution.

East Sussex Local Transport Plan 2011 – 2026 – Electric Vehicle Charging Infrastructure

1.10 The County Council is developing an approach to delivering Electric Vehicle Charging infrastructure which will establish the most appropriate means of delivering charging points as demand grows in the future. In doing so, we will be exploring the Government grant schemes for workplaces and residential properties, which is being managed by the Office for Low Emission Vehicles (OLEV), which has been established to incentivise the delivery of the associated infrastructure for electric vehicles.

2. Local Authority powers and resources to reduce pollution from diesel vehicles

Clean Air Zones

2.1 Clean Air Zones have been designated where there is an existing air quality issue and provides an opportunity to take targeted action and prioritise resources to deliver this, but the local authority is responsible for enforcing the zone and the measures included within this. There are two types of Clean Air Zones.

- **Non-charging Clean Air Zones** – These are defined as geographic areas used as a focus for action to improve air quality.
- **Charging Clean Air Zones** – These are zones where, in addition to the above, vehicle owners are required to pay a charge to enter, or move within, a zone if they are driving a vehicle that does not meet the particular standard for their vehicle type in that zone.

2.2 Clean Air Zones can incorporate measures to reduce emissions from buses, by requiring the buses which emit lower emission, including Hybrid Buses or electric buses, which are zero emissions, from the point of use, but any local authority can prioritise this measure subject to funding. Bus operators locally have been investing over a number of years in replacing their fleet with vehicles that meet the Euro 6 emission standard, and to further incentivise investment in Low Emission Buses, the Government made £30m of funding available between April 2016 and March 2019 for their purchase and the infrastructure to support them.

Current statutory air quality thresholds for particulate matter (PM)

The current statutory air quality thresholds for particulate matter (PM) that the UK must comply with are summarised below:

| National Air Quality Objectives and European Directive limit and target values for the protection of human health | | | | | | |
|--|----------------|--|----------------------------------|---|--|---|
| Pollutant | Applies | Objective | Concentration measures as | Date to be achieved by (and maintained thereafter) | European Obligations | Date to be achieved by (and maintained thereafter) |
| Particulates (PM₁₀) | UK | 50µg/m ₃ not to be exceeded | 24 hour mean | 31 December 2004 | 50µg/m ₃ not to be exceeded | 1 January 2005 |

| National Air Quality Objectives and European Directive limit and target values for the protection of human health | | | | | | |
|---|---|---|---------------------------|--|--|--|
| Pollutant | Applies | Objective | Concentration measures as | Date to be achieved by (and maintained thereafter) | European Obligations | Date to be achieved by (and maintained thereafter) |
| | | more that 35 times a year | | | more that 35 times a year | |
| | UK | 40µg/m ₃ | Annual mean | 31 December 2004 | 40µg/m ₃ | 1 January 2005 |
| | Indicative 2010 objectives for PM10 (from the 2000 Strategy and Addendum) have been replaced by an exposure reduction approach for PM2.5 (except in Scotland – see below) | | | | | |
| | Scotland | 50µg/m ₃ not to be exceeded more that 7 times a year | 24 hour mean | 31 December 2010 | 50µg/m ₃ not to be exceeded more than 35 times a year | 1 January 2005 |
| | Scotland | 18µg/m ₃ | Annual mean | 31 December 2010 | 40µg/m ₃ | 1 January 2005 |
| Particles (PM_{2.5}) Exposure Reduction | UK | 25µg/m ₃ | Annual mean | 2020 | Target value 25µg/m ₃ | 2010 |
| | Scotland | 10µg/m ₃ | | 31 December 2020 | Limit value - 25µg/m ₃ | 1 January 2015 |
| | UK Urban areas | Target of 15% reduction in concentrations at urban background | | Between 2010 and 2020 | Target of 20% reduction in concentration at urban background | Between 2010 and 2020 |

The World Health Organisation (WHO) recommends lower limit values for PM than the current EU and UK statutory limits, notably 20µg/m³ (micrograms per cubic metre) for PM₁₀ and 10µg/m³ for PM_{2.5}.

Action being undertaken by ESCC to reduce air pollution

A number of actions are being undertaken by the County Council to reduce air pollution and the exposure of those people living and working in the County, particularly those who are most at risk from the effects of poor air pollution, these include:-

- Delivering a £1.2m programme of active travel in key urban areas in East Sussex to encourage more walking and cycling, funded by the Department for Transport.
- Planning to deliver another 'Beat the Street' game during 2018, where the 2017 game saw over 42,000 people in East Sussex walking or cycling around their local communities.
- Targeting measures during 2018-19 to reduce emissions within Air Quality Management Areas (e.g. anti-idling campaigns) with £105,900 of funding secured from DEFRA.
- Continuing to provide advance warning to vulnerable residents of air pollution events so that they can pro-actively manage the effects of these events on their health, and consequently reduce the likelihood of needing to visit a GP or be admitted to hospital.
- Continuing to host the Sussex Air Quality Partnership, which co-ordinates the monitoring, modelling and dissemination of air quality data across Sussex.
- Refresh the County's Environment Strategy and the establishment of an Environment East Sussex (EES) partnership.