

Air Quality Update

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National and Local Air Quality Management

Defra

Air Quality Update

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The Greenest Government Ever

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Make the transport sector greener and more sustainable, with tougher emission standards and support for new transport technologies

Work towards full compliance with European Air Quality Standards

Fundamental shift of power from Westminster to people

deficit reduction programme takes precedence over any of the other measures

One in one out: A new power to say no to Regulation

Natural Environment Discussion Document



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We want everyone to contribute their views on the natural environment – whether they're concerned at the plight of the songbirds in their garden, the quality of air in their town, flooding the fate of our wider countryside

Caroline Spelman Defra SoS 26 July 2010



Natural Environment underpins economy health and wellbeing
Air Quality a key priority impacts upon health & environment
Optimise benefits of air quality & climate change
Big Society: greater role for communities civic groups & citizens
White paper expected Spring 2011



Localism

Central government role

- provide an enabling framework, incentives and information
- Facilitate new and imaginative forms of delivery –innovation
- Reduce reporting burdens to allow focus on delivery

Local government role

- work with partners and local communities to decide priorities
- devise innovative ways of working and delivery
- Shared accountability and responsibility

Sustainable Transport

In local transport, some of the best investments that can be made are in smaller-scale projects addressing, at local level, congestion, air quality, environmental issues, road safety and public wellbeing in our urban areas. *Phil Hammond DfT SoS October 2010*



The local sustainable transport fund will challenge local transport authorities to develop packages of measures that support economic growth and reduce carbon in their communities as well as delivering cleaner environments, improved safety and increased levels of physical activity.

Norman Baker DfT, Local Transport Minister

22 September 2010



National & Local air quality priorities

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Focus on Delivery of EU limit values nationally and locally

PM₁₀ – European Commission still considering our application

NO₂ limit value - not yet in compliance across about 27% of roads especially in major urban areas and city centres

Significant contributions from HGVs outside London and Buses both within London and other city centres

focus on action to encourage vehicle improvement and reductions in vehicle emissions.

Looking at local and national action to achieve LV by 2015

Reporting NO₂

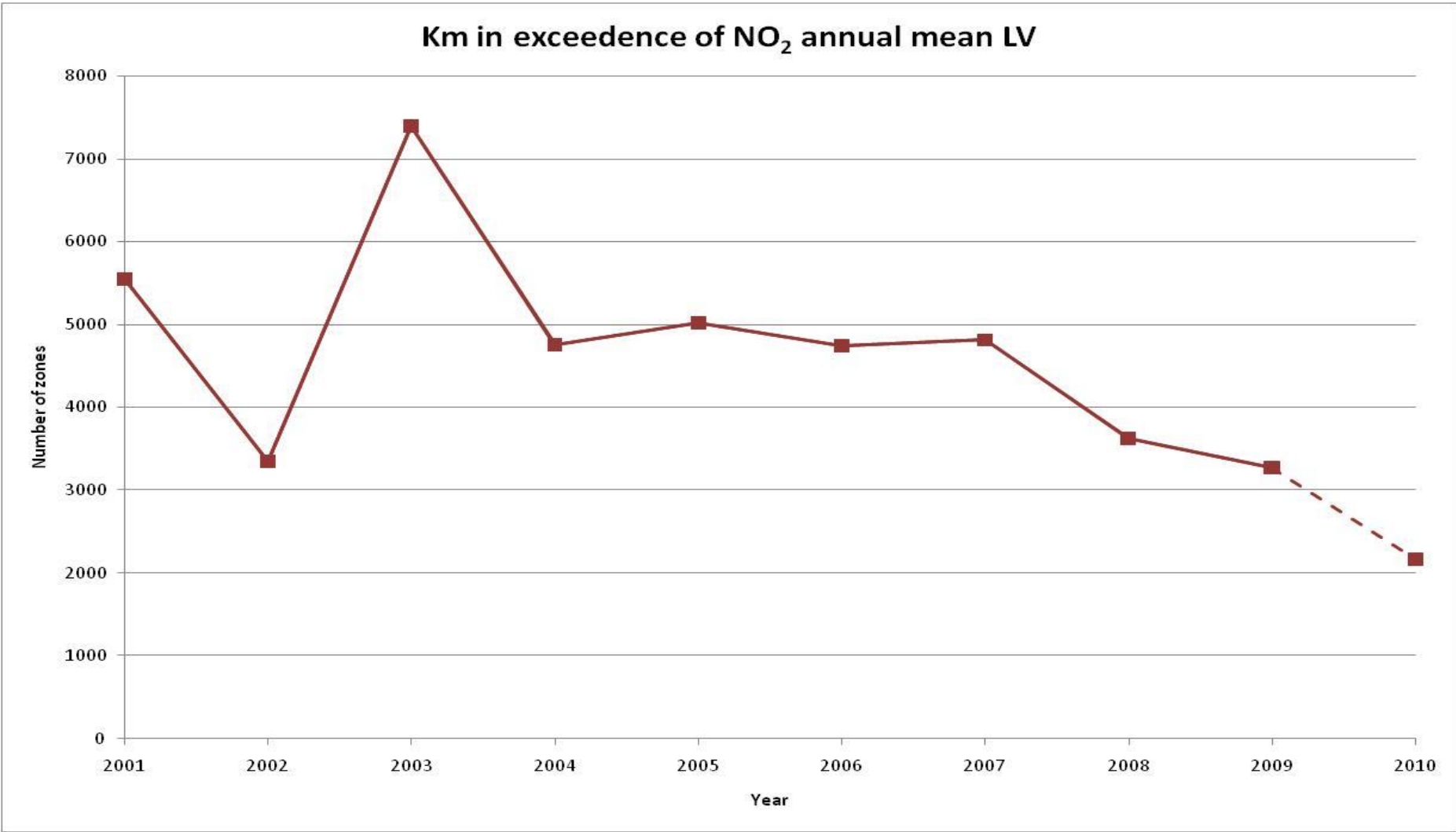
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	Year									
	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010
Zones exceeding NO₂ annual mean LV	38	36	42	39	38	39	41	40	40	37
Km in exceedence of NO₂ annual mean LV	5546	3346	7394	4754	5015	4745	4812	3623	3270	2163
Zones exceeding NO₂ hourly mean LV	4	1	3	1	2	1	2	3	2	N/A

Reporting on NO₂



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NO₂ Projections to 2015

Year	2008, reported	2010, projected	2015, projected	2020, projected
Road length exceeding annual average (% of total assessed)	3623 (27%)	2163 (16%)	492 (4%)	24 (0.2%)
Number of zones exceeding annual average	40	37	20	1

Reality versus Projections

Issue

- Trends in NO₂ concentrations not following projections
- Variety of experience but cannot be certain projections are reliable
- Similar experience across Europe

Euro Standards

- Euro IV and V not achieved the reductions expected
- Uncertain how well test cycle reflects real world
- Urban driving especially an issue

Actions

- Research to understand problem
- take uncertainties into account when devising measures
- Monitor progress against trends in the real world

Package to improve air quality



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Tell the air quality “story”

Re-connect national and local delivery

Treat local authorities as delivery partners

Work together to share information and develop right tools and skills

Tell the Air Quality Story



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- Poor Air Quality still is damaging the health of everyone
 - Man-made fine particulate matter (PM_{2.5}) alone **reduces the average life expectancy of people in the UK by 6 months, costing £15 billion annually.**
- Poor air quality is damaging biodiversity and valuable habitats.
 - Things have improved since the 'acid rains' but **critical acidity levels** from deposition of sulphur or nitrogen are still **exceeded in many areas.**
- We all have a role to play in improving air quality

Reconnect National and Local delivery



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- ▶ National duty to meet EU Limit Values
- ▶ Defra use national network and models
- ▶ Local authorities “work towards” UK AQ Objectives
- ▶ Often use own models and monitoring which may not meet EU siting requirements

- ▶ Local authorities are delivery partners in meeting EU requirements
- ▶ Need to overcome national/local distinction

We need a streamlined system with shared responsibility

Provide flexibility and a clear framework for action

Share information on what works, support tools for delivery

Share best practice and encourage new ways of delivery:
Low Emissions Strategies, Eco stars

Minimise reporting burdens

Some steps have already been taken



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Commitments to

- Introduce Reduced Pollution Certificate Scheme for Euro VI when available
- Incentivise Ultra Low Carbon Vehicles and support for infrastructure

Considering focused measures to facilitate local action

- Targeted technology improvements especially for buses and HGVs
- Feasibility of Low Emission Zones outside London – what evidence is there for effectiveness of LEZs for NO₂?
- Link to climate change measures on modal shift and very low carbon vehicles

Consult local authorities on position in their areas and take account of local measures in air quality plans.

- ▶ Delivering good air quality is fundamentally about health and the environment - not just a legal obligation
- ▶ Natural Environment Discussion Document and localism will refocus on delivery of improvement
- ▶ The NO₂ compliance problem is spread across the country – but mainly in urban areas especially London
- ▶ Evidence is getting stronger that Euro standards haven't delivered NO_x reductions from diesel vehicles so far;
- ▶ We have a joint responsibility to deliver good air quality;
- ▶ local authorities are key but more needs to be done to deliver results