

AEA Presentation

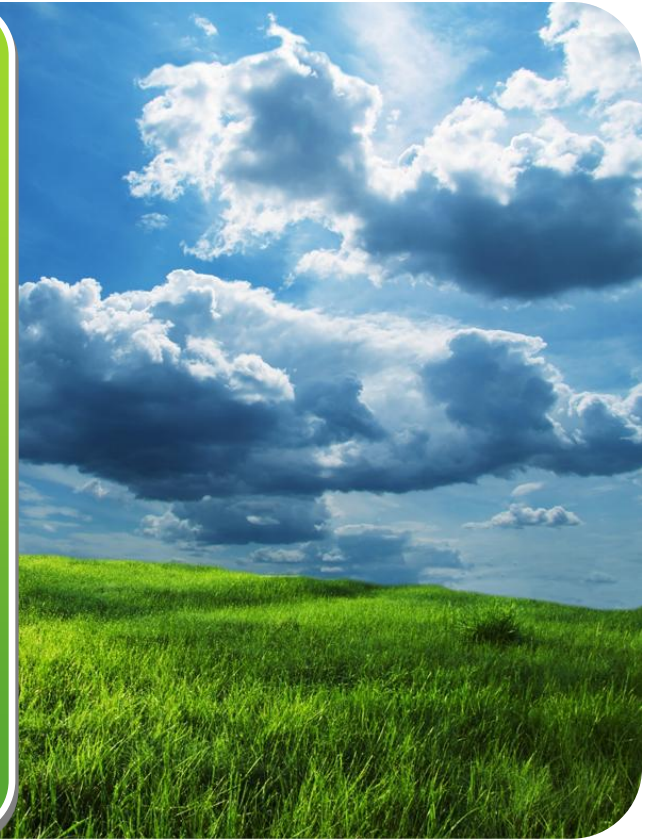
Effective local actions



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- Action Planning over the past 10 years
- Effective local actions: case studies
- The next year

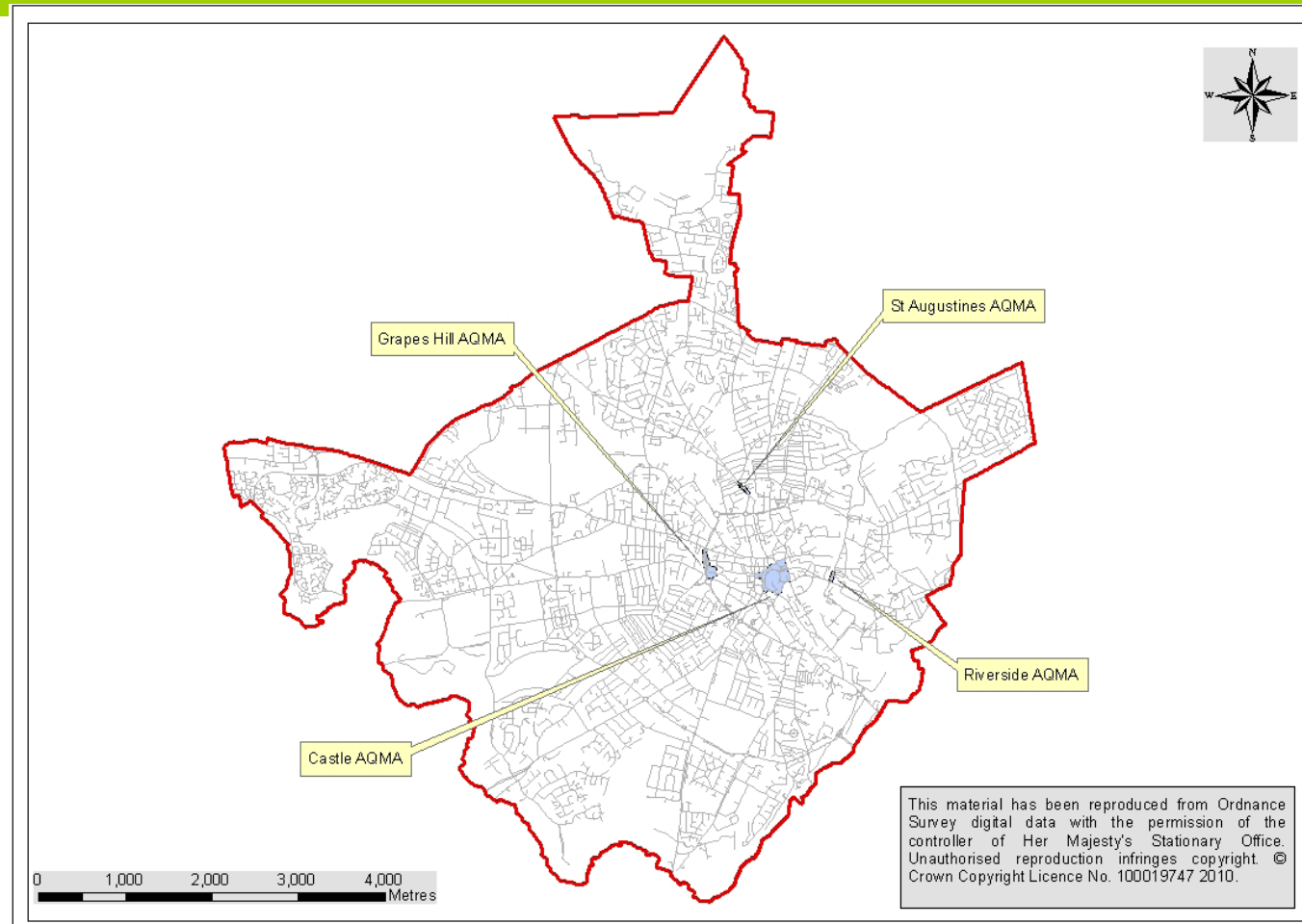


Action Planning over the past 10 years

- First Action Plan was produced in 2001
- Now have 107 Action Plans and 236 AQMAs
- 36 AQMAs Revoked
- 2 in relation to action plan measures to reduce vehicle emissions
- Bedford and Warwick – new by-passes reduced town centre NO₂ concentrations
- Is this really the most successful measure?

Effective Local Measures: Case Studies

- Four AQMAs.
- Declared 2003
- Action plan 2004
- Included LEZ

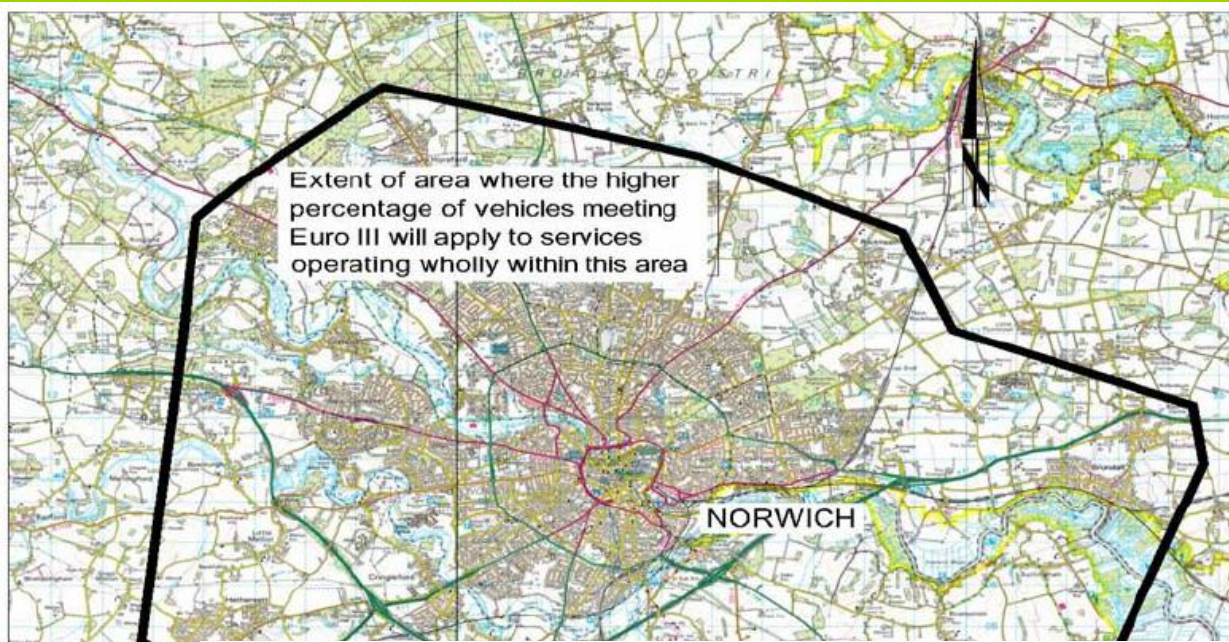


- LEZ introduced April 2008 as joint City and County Council action planning measure
- CIVITAS funding with UEA – cleaner and better cities
- Introduced by obtaining a Traffic Regulation Condition via the Traffic Commissioner to regulate emissions from buses
- TRO includes restricting bus idling and free eco-driving
- County Council offered 65% grants to bus operators for retrofitting vehicles



- The Traffic Regulation Condition was attached to all licences of local PSV operators of local bus services where the registered route includes Castle Meadow
- Restrict access to Castle Meadow for all buses < Euro III
- Exemptions include services with < 5 departures per week



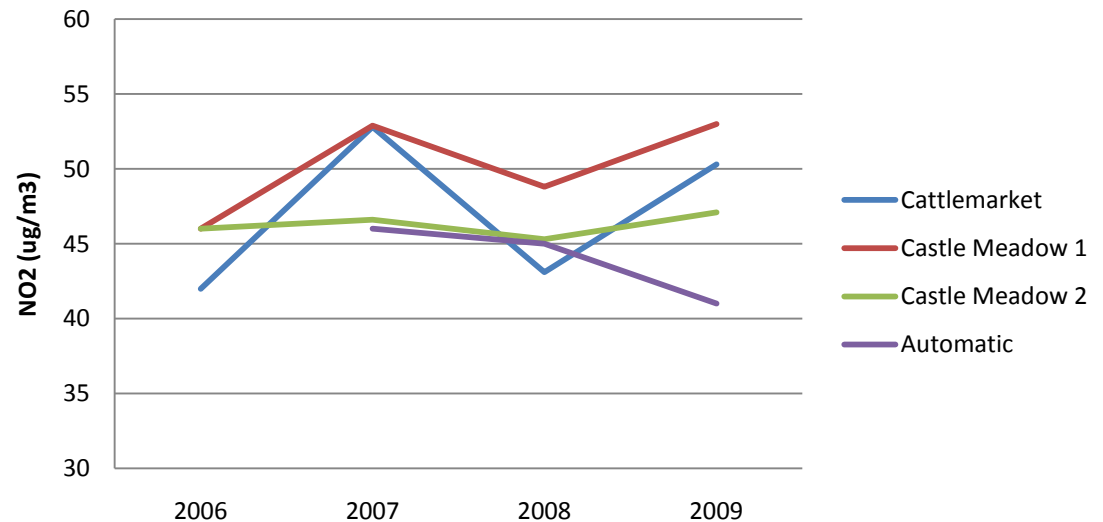


Operators who have services with both terminal points within the area defined in Figure 1		Operators who have services with a terminal point outside the area defined in Figure 1	
Year	Percentage of vehicles needed to comply with TRC	Year	Percentage of vehicles needed to comply with TRC
1 April 2008	40%	1 April 2008	20%
1 April 2009	70%	1 April 2009	35%
1 April 2010	100%	1 April 2010	50%

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- Fully implemented
- Automatic data decreased year on year 11% reduction
- Diffusion tubes indicate higher NO₂ in 2009 but these are not related to the LEZ, but picking up local issues

NO₂ concentrations in Castle Meadow



Dudley :Brierley Hill Sustainable Access Network

2006 concentrations of 50 ug/m3

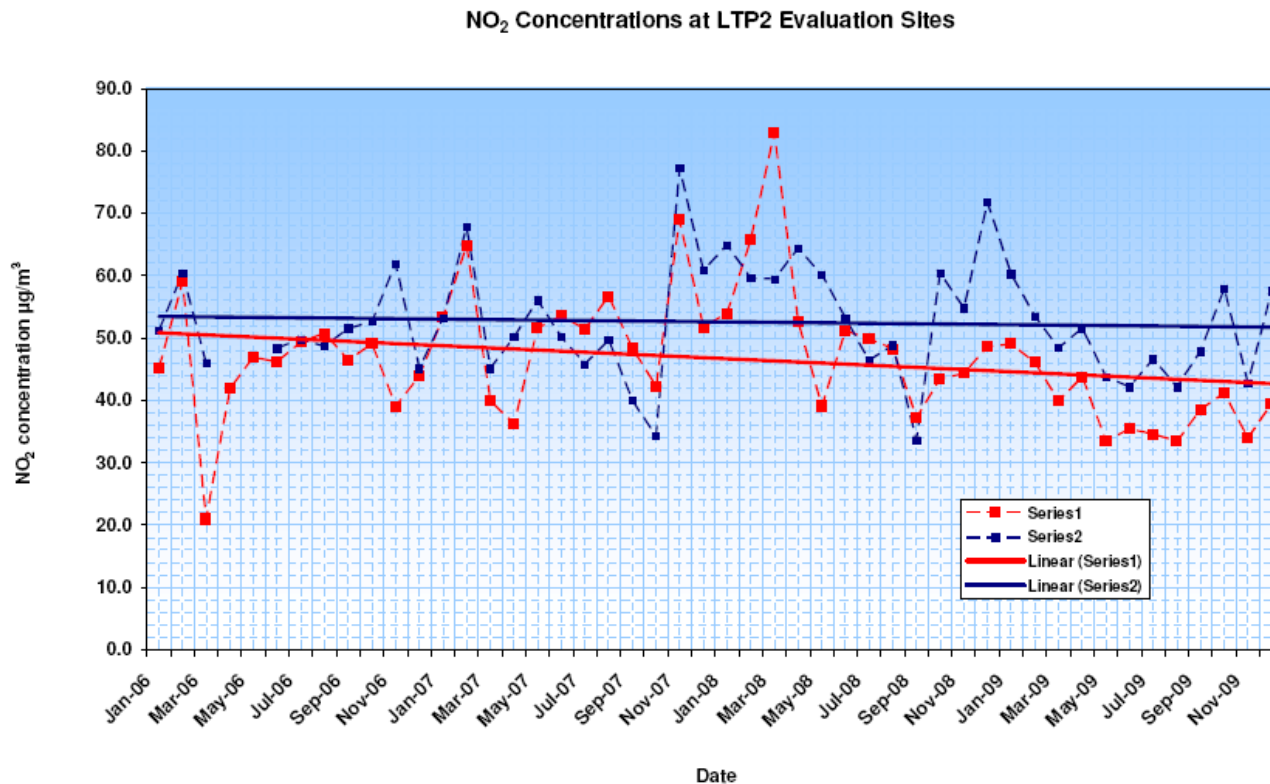


- Provision of signalised junctions at High Street South, Mill Street, Level Street, Dudley Road
- Changes to junction alignments
- Provision of bus priority measures
- Construction of new carriageway between High St., Mill St., Level Street, Dudley Rd.
- Improved access to rear of properties along High Street and Brier Special School
- Provision of formal pedestrian crossing facilities



There has been a decrease of 16% in NO₂ at the site between Jan '06 & Dec '09 compared to a 4% decrease at the second LTP2 site in nearby Quarry Bank. This indicates that the BHSAN scheme has had a major impact in improving air quality

Figure 7 NO₂ Concentrations at LTP2 Sites In Brierley Hill and Quarry Bank



- Sustainable travel promotion in an organised way
- Chesham AQMA, town in Chiltern
- Partnership working with County Transport team
- Got good local facilities, public transport links, cycle and walking routes available
- Ideal opportunity to influence travel behaviour
- Not just about AQ and transport – targeted energy and recycling



- Launch day
- Info pack to 3500 residents, 150 businesses, 15 schools with suitable sustainable transport
- Contains car sharing, bus routes/times, cycling, walking routes, local amenities to get active
- Schools and businesses sent travel plan packs



Chiltern: Change for Chesham

- Rush hour 2 hour traffic count decrease from 1616 to 1257 vehicles
- 14% increase in bus patronage
- 14650 hits on the Change for Chesham website in first 6 months
- All primary schools doing Walk to School Month, and one secondary school produced a travel plan
- From extensive diffusion tubes, six month average before the launch 51 ug/m³, compared to same six month average after launch 39 ug/m³



How to continue action planning

- Monitoring: Choose carefully which monitoring sites to retain – relate to pending measures
- LTP3: link with requirement to reduce carbon. Think carefully about further measures.
- Remember the less expensive measures.
- Regional planning - get connected

Thanks to
Mark Leach, Norwich City Council
Glyn Hodgkiss, Dudley MBC
Ben Coakley, Chiltern District Council