

Air Quality Roadside NO₂ Public Consultation

Appendix 4

30 July to 24 September 2018

Consultation Finding Summary and Council response

Consultation Findings	DCC Response
<p>Of the three options set out in the consultation document the overwhelming support was for Option 1, the traffic management solution and the Council's preferred option.</p> <p>Just under three quarters of respondents (73.6%) agreed with the main measures set out in Option 1, compared to just 27.5% for Option 2 (charging zone for the inner ring road) and 17.1% for Option 3 (extended charging zone).</p> <p>Key comments about the options related to:</p> <ul style="list-style-type: none">• Option 1: Statements of support or opposition to the proposal; traffic management including signalling and traffic flow; concerns about displacement; and the economic impact on particular businesses, individuals or groups.• Option 2: Impact on business/economy in the city as a whole; the financial impact on people; the need for investment and improvements in infrastructure/public transport; displacement outside the zone; and suggestions for different charging/timing in the proposed zone and support.• Option 3: Financial impact to people, businesses and the city as a whole; the potential impact on people living within the proposed zone; statements of opposition to the proposal; the suitability of the	<ul style="list-style-type: none">• If approved, continue to develop option 1 as the preferred option. At the same time addressing, where possible, the other concerns and issues raised through the identification and refinement of the supporting measures as well as further refinement of any necessary mitigation measures to address any unintended impacts of the preferred option• Further stakeholder / consultation events will facilitate the further consideration of comments and concerns to influence the details of the preferred option, whilst taking into account the continuing additional emerging data available from the feasibility study.• With the continuing work done through the feasibility study further information will be provided in the next stage of the consultation process to clearly demonstrate why the preferred option is effective in addressing the objectives of this project

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<p>zone area proposed and the improvements needed to public transport</p>	
<p>The majority of key groups stated that they would need to see more detailed information to make an informed comment. Particularly:</p> <ul style="list-style-type: none"> • Where and how traffic will be redistributed on the network to avoid Stafford Street • The assessment of the air quality impact of the traffic management initiatives proposed as part of Option 1. • The Ricardo Report shows that Traffic Street will exceed the legal limit and so make Option 1 unable to prevent exceedances • The proposed Clean Air Incentive Scheme ('CAIS') and its projected air quality impacts. • The scrappage scheme. • More detail of the plan including assessment of the impact on existing walking and cycling routes. • The timetable for the introduction of any of the stated measures. <p>There were uncertainties raised associated with predicting the likely effectiveness of the measures in Option1.</p> <ul style="list-style-type: none"> • Many rely on behavioural responses which are difficult to predict and on their own are unlikely to reduce pollution in the shortest possible time. Unclear how such a rate of uptake is likely to be achieved without legal requirement, regulation or restriction. 	<ul style="list-style-type: none"> • Further consultation is to be undertaken, subject to cabinet approval, to ensure stakeholders have another opportunity to feed into the option development process. This will explain to stakeholders in greater detail the preferred option, the process that has developed the option, how the option refinement process has been taken forward since the last consultation and will enable respondents to comment on specific scheme details. • Work is continuing on the feasibility study and the option refinement process through modelling work and initial scheme designs. Feeding in any actions required in response to the results of the consultation process will be part of that work. • The council is working very closely with central government to progress the project as quickly as possible but the timescales are challenging. The proposals ultimately need to be agreed with Government as part of the business case process which includes the justification requirements that central government has set. • There is a marketing and communications plan for the further promotion and dissemination of information about existing supporting schemes and opportunities. The communication will include messaging regarding how each of the supporting projects is helping towards the overall aims of the air quality agenda.

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<ul style="list-style-type: none"> The option to rearrange traffic measures in Stafford Street does not address the wider underlying problem of poor air quality, it spreads the same (or higher) pollution to allow the limit of NO₂ pollution in Stafford Street to be met. 	
<p>Many of the comments raised state they believe that there should be an increased emphasis on modal shift, active travel and reducing the number of vehicles in order to tackle congestion in the City Centre rather than a substitution of vehicles for cleaner versions.</p>	<p>Derby City Council continues to support active travel and sustainable travel options and to build upon the work we are already doing through projects such as Derby Connected and the continued promotion of schemes such as Bike Back Derby and Derby e-bikes. There are various other funding streams that are being utilised to ensure the continuing investment in these areas. This consultation and the focus on air quality will contribute to increased public awareness of the issues and could encourage different travel choices.</p>
<p>Timescales for potential vehicle replacement and factoring in vehicle emissions' standards need to be considered along with the typical life-span of vehicles, the normal rate at which firms replace their vehicles and the market availability of compliant vehicles.</p>	<p>Action is being taken to reduce Nitrogen Dioxide (NO₂) emissions at the Stafford Street exceedance point in line with government requirements for compliance in the shortest possible time. The Council recognises that this is just one element to the action being taken on air quality in the City with various grants already awarded to take forward specific schemes to reduce air pollution including the Cleaner Taxis project, HGV retrofit, OLEV Go Ultra Low City and the Clean Bus Technology fund.</p> <p>We will continue to work with stakeholders through the next stages of the project to help identify ways that the Council can support stakeholders to address any of the impacts. Further consideration is</p>

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	being given to the development of a Clean Air Fund bid which could lead to further funding to support appropriate mitigation measures
<p>The impacts of a clean air incentive scheme (CAIS) are likely to take some time to kick in following the initial introduction of the scheme. However, no such time delay appears to have been accounted for within the Council's assessment.</p>	<p>There is a wide recognition of this issue at a national level. The Council will work with central government to feedback this concern and provide updates to stakeholders e.g. funding support available and technological advances.</p>
<ul style="list-style-type: none"> • Cost particularly of ultra-low emission vehicles (ULEVs) and the availability of supporting infrastructure were seen as a key barrier to using cleaner alternative modes of transport. • Would like a greater focus on promotion of active travel measures and an option also for purchasing e-bikes as well as EV's as part of any incentive scheme • Provide funding and support to companies wanting to electrify their fleet and invest in grid capacity and/or develop and deploy Smart grid technology which will allow the charging of vehicles overnight in a cost effective way. • Look at making space available for City Centre container staging, e-tricycle parking and charging availability to support sustainable final mile deliveries. • Targeted diesel scrappage scheme designed for HGVs and LGVs along with a buy out scheme on leasing be considered. • All vehicle options considered within the Clean Air Incentive 	<p>Projects such as e-bikes, will continue to be promoted. Expansion of this information and accessibility to it will be taken forward in the refinement of the marketing and communications plan.</p> <p>The further work with stakeholders in subsequent engagement / consultation events will inform and influence the process of refining mitigation measures and further development of the Clean Air Fund bid to mitigate the roadside NO₂ measures impact.</p> <p>The results of the issues raised in the first phase of consultation will be feed into the work being undertaken on both the option development process, bids for mitigation measures and any other funding opportunities to help address the impact of the scheme.</p> <p>Further work is being undertaken through the feasibility study to clearly identify impacts of the project and supporting mitigation requirements. Where the issues are not able to be addressed at a local level the issues will be raised with central government.</p>

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Scheme to include other low emission variations such as self-charging hybrids, plug-in hybrids and hydrogen fuel cells.	

Next steps

- A second consultation: (subject to cabinet approval) to provide details of the option being taken forward. This will include the findings from the first consultation and where this has informed development.
- Feasibility Study: Findings will inform the development of the study.
- Updating marketing and communications plan: in response to the findings including further promotion and dissemination of information on active projects that support this agenda.
- Development of mitigation measures : First consultation findings and further work with stakeholders through the second consultation will inform mitigation measures and further development of the Clean Air Fund bid (there to mitigate the roadside NO₂ measures impact)