

6 Air Quality Planning Policies

The air quality planning policy for Brighton and Hove will be due for review in 2011, at the same time as the Local Development Framework (LDF). Progress with the LDF is outlined in the core strategy¹⁵. This will give the Environmental Protection team the timely opportunity to link any Strategic Planning Guidance (SPG) documents to the new LDF. This will meet the requirements outlined in TG (09) section 4.34 – 4.36. Meanwhile the Local Transport Plan (LTP2)¹⁶ is also due to progress to LTP3 during 2011.

The existing local plan includes section SU9 that references air quality as material consideration during development control in accordance with PPS 23 of PG (09)¹⁷, founded on part IV of the Environment Act 1995. Air Quality consideration during the planning process (including the pre-application stage) is two fold, as follows:

- Does the development adversely impact on local air quality and how does the *do nothing scenario* compare to a *do something scenario*?
- Does the proposal introduce residential space (including; private dwellings, public housing, schools, care homes and hospitals) to an area of known poor air quality?

Since the council wrote its local plan, new guidance has been published as follows:

- Development Control Planning for Air Quality (2010 update)¹⁸
- Biomass and Air Quality Guidance for Local Authorities 2009¹²

In both cases Brighton and Hove City Council is acknowledged for assistance in producing these documents and participated in the steering groups set up to oversee the writing of the guidance produced by Environmental Protection-UK.

¹⁵ Brighton and Hove City Council Core Strategy: <http://www.brighton-hove.gov.uk/index.cfm?request=c1148443>

¹⁶ Brighton and Hove Local Transport Plan: <http://www.brighton-hove.gov.uk/index.cfm?request=c1146323>

¹⁷ Defra's Policy Guidance on Air Quality 2009 PG (09):

<http://www.defra.gov.uk/environment/quality/air/airquality/local/guidance/documents/laqm-policy-guidance-part4.pdf>

¹⁸ Development Planning for Air Quality 2010 Edition <http://www.environmental-protection.org.uk/agplanning/>

7 Local Transport Plans and Strategies

As a unitary authority the Environmental Protection team have the opportunity to co-work with the Transport Planning department within the same organisation. In England and Wales Transport Planning are often part of the County Council. In Brighton and Hove's case transport planners are part of the City Council. In July 2008 an air quality action plan report was produced for the government of the South East (GOSI). This work is in accordance with section 4.37 to 4.39 of TG (09).

Appendix A of the Local Transport Plan Progress Report 2008 outlines the following specific air quality considerations:

- A statement of actions and measures to improve air quality for the duration of LTP2 (to 2011)
- Changes to air quality monitoring and dispersion modelling for the period 2006-2008
- Account of the LAQM Review and Assessment Process
- Map and description of the new AQMA

Defra have summarised progress with the first AQAP. The document represented the cities air quality measure for the period; 2007-2010. In 2010 Defra have provided some useful feedback on the first AQAP as follows:

- Identify time-scales for measures in the AQAP
- Cite the companies and stakeholders responsible for implementing the listed measures in the AQAP
- Report progress with new and ongoing AQAP measures in future Progress Reports
- Include Action Plan Progress reports within annual Air Quality Progress Reports

Since that time the transport planning team have assisted with the revised AQAP which is applied to the expanded AQMA. The new AQMA is more detailed and extensive than before and is technically justified by the findings of the 2010-Further Review and Assessment (2010-FR&A). Multidisciplinary measures to improve air quality are outlined in table 9.1. Further details can also be downloaded from the 2010-FR&A and 2010-AQAP¹¹.

8 Climate Change Strategies

The council's core strategy¹⁵ is integral part of the Local Development Framework. The Last update in February 2010, mentions air quality and climate change as follows:

In accordance with the regional SE plan the city plans to reduce the ecological footprint and minimise carbon dioxide emissions, water use, whilst maximising the potential for sustainable construction methods and minimise construction waste.

The strategic objectives derive from the priorities set out in the vision for the city. They provide the overall strategic basis for the Core Strategy policies and for all the other planning documents that will make up the LDF. The strategic objectives in the core strategy most relevant to climate change and air quality are as follows:

SO19: “Across the city apply the principles of healthy urban planning and work with partners to achieve an equality of access to community services (health and learning), to opportunities and facilities for sport and recreation and lifelong learning. Ensure pollution is minimised and actively seek improvements in water, land and air quality and reduce noise pollution”.

SO21: “Promote and provide for sustainable forms of transport so that there will be less congestion, less airborne pollution, less traffic noise and less greenhouse gas emissions and work with partners to develop safe and sustainable means of access to and across the city including measures to improve bus and rail services and the provision of a coastal transport system and sites for park and ride”.

It is recognised that sometimes climate change strategies have shared aims with core objectives in the Air Quality Action Plan. However some measures that have positive benefits for reducing fuel use, and green-house gas emissions will not improve local air quality. For example energy savings can be made by using heavy vehicles to transport bulky goods. Meanwhile an increase in HDV movements may have an adverse impact on local air quality where heavy vehicles frequent congested roads in close proximity to buildings.

Diverting traffic away from certain streetscapes and pedestrianising some areas could improve localised air quality and the general urban-realm environment. A more pleasant urban environment is more likely to attract people and commerce. That said if vehicles (busses, trucks, cars, taxis, vans and motorbikes) have to travel further to complete the same journeys (A to B via X) they will consume more fuel and emit more carbon. The challenge is to balance air quality requirements with the broader needs of a sustainable twenty-first century city.

9 Implementation of Action Plans

The new and ongoing measures in the AQAP are summarised in Appendix D Table 12-2. Further information and commentary can be found in the AQAP document itself; the link can be found in the listed references ¹¹.

10 Conclusions and Proposed Actions

10.1 Conclusions from New Monitoring Data

The most recent calendar year with twelve months of ratified monitoring data is 2009. Compared to previous years continuous analysers demonstrate lower results for Nitrogen Dioxide and lower results for ozone concentrations in ambient air. The automated analysers show a continued improvement trend in rural, urban and roadside concentrations of Nitrogen Dioxide since 2003. Concentrations of NO₂ are consistently higher during winter months and this believed to be influenced by atmospheric chemistry and meteorological conditions.

For the first time since 2003 passive diffusion tube monitors have been adjusted using a nationally derived bias-adjustment. For 2009 the bias has been derived from the national average of Bristol Scientific Services co-location studies. Hence, 2009 NO₂ diffusion tube results are not comparable with previous annual-mean results (2003-2008) which were verified using the locally derived bias.

An exceedence of the annual mean objective for NO₂ continues to be recorded at a number of location within the AQMA. A breach of the hourly objective is deemed likely adjacent to Central North Street, as the annual mean was recorded in 2009 above 60 µg/m³ at a diffusion tube site east of the Clock Tower.

New monitoring for 2009 has identified two locations with exceedence of the NO₂ annual mean outside of the AQMA. These are:

In close proximity of the junction between:

- Preston Drove and Preston Road
- In Rottingdean High Street

In both cases it is estimated that exceedence of the objective occurs only at road fronting façade on the ground and possibly first floors at fewer than twenty properties. To put this into perspective it is estimated Brighton has 120,000 dwellings over the whole city. A detailed assessment in combination with 2010 monitoring results will be able to determine further if these newly identified breaches of the AQS at relevant receptors are temporary or continue for a time-span of more than one year.

In addition to finding new areas of exceedence outside of the AQMA, 2008 & 2009 monitoring has confirmed compliance with all Nitrogen Dioxide objectives within the AQMA at the following locations:

- Upper Lewes Road
- Downs Infants School
- Elm Grove Primary School
- Majority of Old Shoreham Road (with the exception of the section adjoining New England Road)

- Boundary Road, Portslade
- Terrace houses on Church Road, Portslade
- All monitoring locations on Sackville Road, Hove
- New Church Road; at the continuous analyser Hove Town Hall
- Semi-detached houses adjacent to Old Shoreham Road near Leyton Road and the Goldstone
- Monitors on both sides of Boundary & Station Roads, Portslade
- Lower North Road (in the north Lanes), Brighton
- Church Road at the continuous analyser north Pavilion gatehouse, Brighton
- Lewes Road-Hanover Place near Valley Gardens
- Richmond Place Terrace near St Peters Church
- Terrace houses on Edward Street and Eastern Road, Brighton
- Marine Parade near Percival Terrace, Brighton

At this stage the areas of roadside and background compliance within AQMA do not justify a revocation of the statutory designation. The NO₂ annual mean continues to exceed 40 µg/m³ at localised roadside sites at the Western and Eastern portions of the AQMA for example Trafalgar Road Portslade and Lewes Road, Vogue Gyratory are 6.5 km apart.

10.2 Conclusions relating to New Local Developments

There are no new development that will require further review during the next twelve months.

10.3 Other Conclusions

In recent years the Environmental Protection Team has increased its investigations in parts of the city with the highest Nitrogen Dioxide. New monitoring in the city has targeted junctions and development areas. This extra information and better understanding of airborne pollution in the city must not be construed as meaning pollution is getting worse. In fact there is much evidence of improved trends in long-term concentrations. Continued exceedences of the air quality objective are predominately due to traffic, congestion and high building density in close proximity to main roads and heavy diesel vehicles are significant contributors. The latest research suggests that exhaust gas recirculation technology works better for reducing emissions of Nitrogen Dioxide from heavy vehicles¹⁹.

10.4 Proposed Actions

The next course of action for LAQM (Local Air Quality Management) review and assessment at Brighton and Hove are as follows:

¹⁹ Air Quality Management News Emissions, Air Quality Bulletin, June 2010. page 5.

- Continue with three NO₂ analysers, two O₃ analysers, one TEOM, one PAH and approximately seventy NO₂ diffusion tubes
- A 2011 NO₂ detailed assessment is required for the junction Preston Drove – Preston Road and Rottingdean High Street to include modelling and 2010 monitoring
- Further develop the cities emission inventory and atmospheric dispersion model
- At least one Triplicate co-location study for 2011
- A background tube location in Pavilion Gardens adjacent to North Street for 2011
- Submit the 2011 Progress Report
- Pursue and develop the measures outlined in the 2010-AQAP
- No changes to the existing AQMA during the next twelve months

11 Reference Footnotes

¹ Defra's Local Air Quality Management Technical Guidance 2009; TG (09)
<http://www.defra.gov.uk/environment/quality/air/airquality/local/guidance/documents/tech-guidance-laqm-tg-09.pdf>

² Directive 2008/50/EC of the European Parliament and of the Council of 21 May 2008 on ambient air quality and cleaner air for Europe

³ Audits on BHCC's automated analysers is the duty of the National Physical Laboratory: <http://www.npl.co.uk/>

⁴ Continuous Analyser Servicing and maintenance contractor: Supporting Unit of Hertfordshire, <http://www.supportingu.co.uk/>

⁵ Bureau Veritas, Certification in Health Safety and Environment:
<http://www.erg.kcl.ac.uk>

⁶ The Environmental Research Group part of Kings College, University of London:
<http://www.bureauveritas.co.uk>

⁷ University of West of England,
<http://www.uwe.ac.uk/aqm/review/manswers.html#RA9>

⁸ AEA Annual Report for 2008 on the UK PAH Monitoring and Analysis Network

⁹ Diffusion Tubes for ambient NO₂ monitoring: a practical guide
http://www.airquality.co.uk/reports/cat05/0802141004_NO2_WG_PracticalGuidance_Issue1a.pdf

¹⁰ Bristol Scientific Tube correction details 2009:
<http://www.uwe.ac.uk/aqm/review/R&Asupport/diffusiontube310310>

¹¹ Link to the latest Brighton and Hove Air Quality Reports: <http://www.brighton-hove.gov.uk/index.cfm?request=c1001183>

¹² Biomass and Air Quality Planning Guidance for Local Authorities
http://www.environmental-protection.org.uk/assets/library/documents/Biomass_and_Air_Quality_Guidance.pdf

¹³ Lord Hunts Letter to Environmental-Protection UK regarding government policy on biomass for renewable energy with reference to sustainability, climate change and local air quality, 16 April 2009

¹⁴ Link to the Sussex Air Quality Steering Group: <http://www.sussex-air.net/>

¹⁵ Brighton and Hove City Council Core Strategy: <http://www.brighton-hove.gov.uk/index.cfm?request=c1148443>

¹⁶ Brighton and Hove Local Transport Plan: <http://www.brighton-hove.gov.uk/index.cfm?request=c1146323>

¹⁷ Defra's Policy Guidance on Air Quality 2009 PG (09):
<http://www.defra.gov.uk/environment/quality/air/airquality/local/guidance/documents/aqm-policy-guidance-part4.pdf>

¹⁸ Development Planning for Air Quality 2010 Edition <http://www.environmental-protection.org.uk/aqplanning/>

¹⁹ Air Quality Management News. Emissions, Air Quality Bulletin, June 2010, page 5.

12 Appendices

12.1-Appendix A: Monitoring Data: Quality Assurance (QA) and Quality Control (QC)

12.2 Appendix B: Traffic Survey and example flow trends in recent years

12.3 Appendix C: Sussex Low Emission Zone Strategy

12.4 Appendix D: Summary of the AQAP

12.1 Appendix A: Monitoring Data Quality Assurance (QA) and Quality Control (QC)

Diffusion Tube Bias Adjustment Factors

All Brighton and Hove Diffusion Tubes are analysed by Bristol Scientific Services. The method used is 50% TEA in water and is unchanged from 2008. The bias correction factor applied to 2009 raw diffusion data is 0.84.

Factor from Local Co-location Studies (if available)

The 2009 bias correction is derived from the Bristol Scientific Services national composite. This is an average of Pembrokeshire and the AEA Technical Intercomparison site. Further information can be found at <http://www.uwe.ac.uk/agm/review> and the bias correction calculation for 2009 is included in Figure 12-1 Bristol Scientific Services National Diffusion Tube Bias Correction 2009.

Figure 12-1 Bristol Scientific Services National Diffusion Tube Bias Correction 2009

The spreadsheet contains the following data table:

Analysed By	Method	Year	Site Type	Local Authority	Length of Study (months)	Diffusion Tube Mean Conc. (Dm) (mg/m ³)	Automatic Monitor Mean Conc. (Cm) (mg/m ³)	Bias (B)	Tube Precision	Bias Adjustment Factor (A) (Cm/Dm)
Bristol Scientific Services	20% TEA in Water	2005	UB	Cheltenham BC	12	21	23	-9.4%	G	1.10
Bristol Scientific Services	20% TEA in Water	2005	UB	Netcen Intercomparison	12	26	24	8.6%	G	0.92
Bristol Scientific Services	20% TEA in Water	2005	UB	LB Waltham Forest	12	31	37	-15.8%	S	1.19
Bristol Scientific Services	20% TEA in Water	2004	Rural	Pembrokeshire CC	11	5	5	-4.7%	P	1.05
Bristol Scientific Services	20% TEA in Water	2005	K	South Gloucestershire	12	27	29	-8.4%	P	1.07
Bristol Scientific Services	20% TEA in Water	2005	Rural	Pembrokeshire CC	12	5	5	5.6%	G	0.95
Bristol Scientific Services	20% TEA in Water	2006	UB	Cheltenham BC	12	22	21	5.7%	G	0.95
Bristol Scientific Services	20% TEA in Water	2006	UB	LB Waltham Forest	10	36	34	4.6%	S	0.96
Bristol Scientific Services	20% TEA in Water	2006	Rural	Pembrokeshire CC	11	7	5	27.6%	G	0.78
Bristol Scientific Services	20% TEA in Water	2006	R	Brighton and Hove CC	11	38	33	13.9%	G	0.88
Bristol Scientific Services	20% TEA in Water	2006	K	AEA E&E Intercomparison	12	116	111	4.3%	G	0.96
Bristol Scientific Services	20% TEA in Water	2007	Rural	Pembrokeshire CC	11	7	5	36.9%	G	0.73
Bristol Scientific Services	20% TEA in Water	2007	R	Brighton and Hove CC	12	46	33	38.2%	G	0.72
Bristol Scientific Services	20% TEA in Water	2007	K	South Gloucestershire	9	29	24	21.0%	G	0.83
Bristol Scientific Services	20% TEA in Water	2007	R	West Wiltshire DC	9	38	26	48.6%	G	0.67
Bristol Scientific Services	20% TEA in Water	2007	K	AEA Tech Intercomparison	12	115	103	12.0%	G	0.89
Bristol Scientific Services	20% TEA in Water	2008	UB	LB Waltham Forest	12	41	36	14.2%	S	0.88
Bristol Scientific Services	20% TEA in Water	2008	R	Lewes DC	11	40	38	6.0%	S	0.94
Bristol Scientific Services	20% TEA in Water	2008	K	AEA Tech Intercomparison	12	122	116	5.4%	G	0.95
Bristol Scientific Services	20% TEA in Water	2008	R	Brighton and Hove CC	12	43	31	38.7%	G	0.72
Bristol Scientific Services	20% TEA in Water	2008	UB	Cheltenham BC	12	25	22	17.7%	G	0.85
Bristol Scientific Services	20% TEA in Water	2009	Rural	Pembrokeshire CC	12	7	6	21.8%	P	0.82
Bristol Scientific Services	20% TEA in Water	2009	K	AEA Tech Intercomparison	11	125	107	17.7%	G	0.85
Bristol Scientific Services	20% TEA in Water	2003	Overall Factor (2 studies)						Use	0.89
Bristol Scientific Services	20% TEA in Water	2004	Overall Factor (7 studies)						Use	0.96
Bristol Scientific Services	20% TEA in Water	2005	Overall Factor (6 studies)						Use	1.05
Bristol Scientific Services	20% TEA in Water	2006	Overall Factor (5 studies)						Use	0.90
Bristol Scientific Services	20% TEA in Water	2007	Overall Factor (5 studies)						Use	0.77
Bristol Scientific Services	20% TEA in Water	2008	Overall Factor (5 studies)						Use	0.86
Bristol Scientific Services	20% TEA in Water	2009	Overall Factor (2 studies)						Use	0.84

Discussion of Choice of Factor to Use

For 2009 the local Hove triplicate study had insufficient data capture to be used for bias correction of diffusion tubes. A minimum of nine calendar-year months or 75% data capture is required. Where analyser data was available, Hove diffusion tube returns were missing and vice versa. Some analyser calibrations were not validated and scaffolding screens on the building façade restricted access for diffusion tube changes during autumn 2009.

A new bias adjustment factor is derived every year. This can also take account of meteorological differences from year to year, which may also affect tube performance.

Box 3.3 in Defra's technical guidance LAQM.TG(09) provides further guidance on when a local factor or national factor is most appropriate.

The Hove Bias shows a broad agreement with the national pattern. When the Hove factors were high, so were the national factors. This should give us reasonable confidence in the application of the national factor to 2009 Brighton and Hove data. The nitrogen dioxide concentrations derived from diffusion tube data and presented in this report are therefore best estimates of actual concentrations.

Quote from the University of West of England:

“The trends that you derive over the 7 year period will also be your best estimate of the actual trend over the longer period. You should, however, avoid interpreting changes from one year to another, both because of uncertainties in the measurements and because of the influence of changing weather conditions”. This is especially the case when the bias corrections differs between years.

PM Monitoring Adjustment

There is no new council PM10 monitoring to report. Defra takes responsibility for the Preston Park particulate monitoring.

Short-term to Long-term Data adjustment

No short-term to Long-term data adjustment had been applied to the 2009 monitoring data.

QA/QC of automatic monitoring

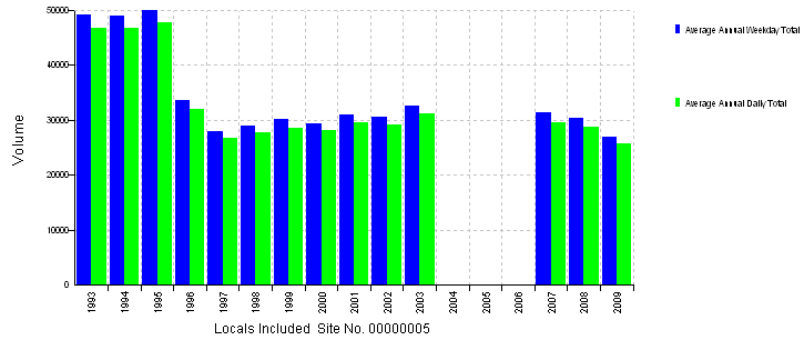
Bi-annual audits on analysers were carried out by the national physical laboratory with twice yearly services provided by the maintenance contractor; Supporting U⁴. The defra affiliated monitor; Brighton urban (BH1) were ratified by Bureau Veritas⁵ with nightly spans and local calibration once a fortnight. Sussex network monitors; Hove Roadside (BH2) and Foredown Tower (BH3) were ratified by the Environmental Research Group⁶ with nightly spans and four-weekly local calibrations. Air Liquide supplied NO and NO₂ span bottles for calibrations and these are certified by AEA.

QA/QC of diffusion tube monitoring

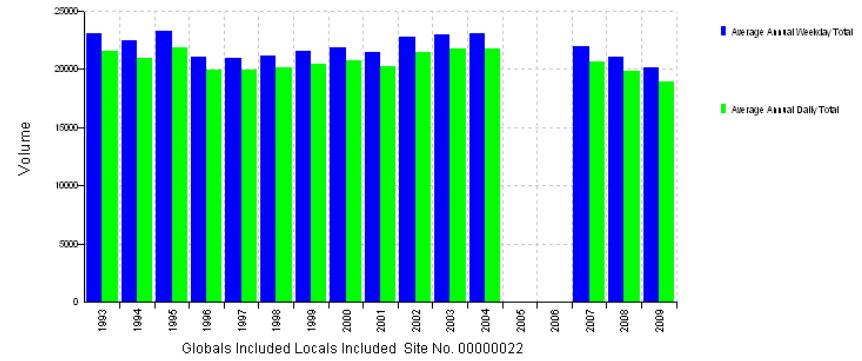
Figure 12-2 shows the 2009 performance details for all laboratory results including Bristol Scientific services that supplied and analysed all the Brighton and Hove passive diffusion tubes for Nitrogen Dioxide and Benzene.

12.2 Appendix B Traffic Flow Trend Examples in Recent Years (Figure 12-3)

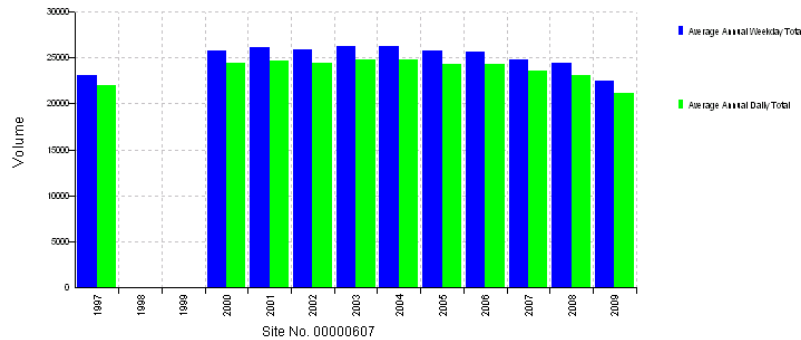
A27 2-WAY (E+W) OLD SHOREHAM RD HOVE, Total Flows, Globals Included



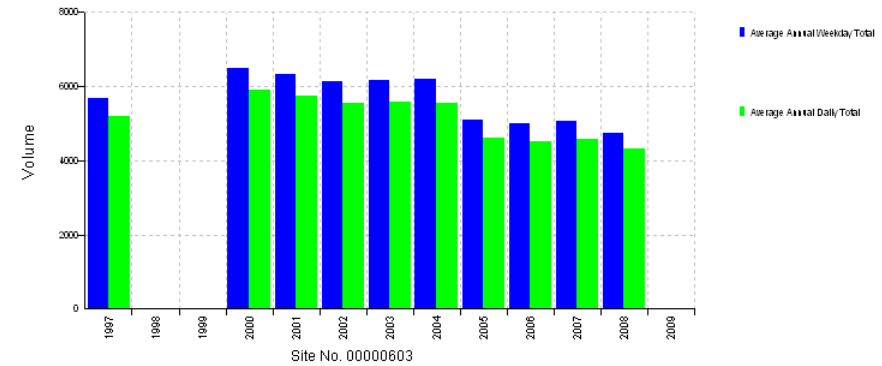
A259 WELLINGTON RD HOVE BTWN CAMDEN ST & CLARENCE, Total Flows



DYKE RD SOUTH OF HILL TOP, Total Flows, Globals Included Locals Included



VALE RD EAST OF CHURCH RD, Total Flows, Globals Included Locals Included



Timeline and milestones for 2010

Project Elements	1Q10	2Q10	3Q10	4Q10	1Q11
KEY PROJECT MEETINGS / EVENTS	Inception meeting (Feb) Planning Seminar (Launch Event) (Mar)	2Q10 review with AW (Jun)	3Q10 review with AW (Sept)		Final review & conf. prep with AW (Feb) National LES Conference (late Feb)
PROJECT REPORTING	Develop Project Plan and Sign off by LESP Board (Mar)		2Q10 report (Jul)	3Q10 report (Oct)	Final report (early Mar)
<u>CORE OUTPUT 1:</u> Develop a LES consultation document on a “Low Emission Strategy for Sussex” for transport and land–use planning policy.	Identify opportunities: links, networks. Establish a working group / key contacts within the region that should be included / consulted (Mar)	Workshop with all key contacts identified – ‘what is a low emission strategy’? (May)	Write up from workshop = draft consultation document. (Jul) Consultation with working group members and re-drafting	Delivery of final consultation document (Oct/Nov)	
<u>CORE OUTPUT 2:</u> Develop, with planners, clear policy statement for the core strategies in the LDF	Sussex Planning liaison group meeting – presentation of paper and follow up (Feb/Mar)	Establish a working group of planners (Apr) Identify policy: structure, networks, timetables, challenges (May)	Drafting of policy statement and consultation (Jul-Sept)	Delivery of final policy statement (Nov)	

Project Elements	1Q10	2Q10	3Q10	4Q10	1Q11
<p><u>CORE OUTPUT 3:</u></p> <p>Initiate and develop an SPD template for LES</p>	Create a work-group to develop LESP SPD template(Mar/Apr)	Work-group meeting with AW on adoption of LESP SPD template (May)	Workshop with planning-subgroup on applicability of LESP SPD template (Jul) Consultation and redrafting (Sept)	Delivery of final SPD template (Oct/Nov)	
<p><u>CORE OUTPUT 4 & 5:</u></p> <p>(4) Develop CIL/S106 initiatives/template. (5) Assist with and pilot Low Emission Toolkit with Sussex Authority</p>		Meeting with AW on process and options for a template (Apr/May) Liaison with KW regarding potential role in testing the toolkit (Apr/May)	Workshop with planning-subgroup on Sussex approaches (Jul) Meeting with AW on dissemination of the toolkit and relevance to development of policy documents and templates (Jul)	Workshop with key contacts on use of toolkit and relevance to Sussex approach (Sept/Oct) Consultation and drafting (Oct)	Delivery of final template (Jan)
<p><u>CORE OUTPUT 6:</u></p> <p>Identify low emission initiatives the Sussex region can assist develop or promote. (Low tech LEZ, LEV infrastructure)</p>		Create a work-group to develop LE initiatives (May)	Identify key LE initiatives which may deliver a shift toward regional or UK LE/AQ targets (Jul/Aug)	Investigate effectiveness and cost benefit analysis of initiatives. (Oct-Dec)	Delivery of analysis and recommendations for 2011-> (Jan/Feb)

a. Local Authority	Table 12.2 Action Plan Progress Brighton and Hove City Council									
b. Title of measure	Walking Network	Pedestrian Signage	Cycle freeways	Cycle Signage	Walking/Cycling facilities rolling program	Pool Valley Coach Station	Urban Realm Developments	Real Time Passenger Transport Information (RTPTI)	Kick Start	
c. Summary	Phase 1 included improvements along the seafront from Middle Street to Black Lion Street also part of the Central Clear zone	Implementation of pedestrian way finding signage and information across the City to inform and advise pedestrians of the quickest and most desirable routes	The scheme proposals include a 1.5 meter cycle lane along the Old Shoreham Road from BASVIC to Hove Park	Upgrading of existing cycle route signage and replacement with time based signage to further encourage cycling	Implementation of small scale cycle and pedestrian measures (drop kerbs, hand rails, cycle parking) to meet demand and address residents requests	New passive diffusion tube NO ₂ Monitoring in the vicinity of the Central coach station	Some streets to be pedestrians or traffic movements restricted	See Table 9.2	Bid to central Government for funding to enhance late night bus network, increase in night services in recent years	
d. Has the measure been implemented? (Y/N)	Yes	Yes	N	N	Partially	Yes	Clear zone around East Street		No decision by DfT	
e. When was the measure first implemented?	Jul-09	Aug-09			Oct-09	Jan-10	Jan-10	Jan-10	Not Known	
f. Any updates on progress	Phase 2 is currently underway	Implementation complete	Scheme is likely to begin in mid 2010	Routes audited and sign locations agreed. Due for implementation in early 2010	Majority of dropped kerbs and hand rails installed. On road cycle parking due for implementation early 2010	N	mid-2010 to 2011	Popular with the public and encourages greater bus use	Awaiting decision by DfT	

Smoke Control Area Info	Bonfire policies	LAPPC	Best environmental option for Energy provision	Encourage best available techniques in biomass combustion	Involvement with large planning applications	Links to sustainability team and climate change	Detailed Emissions Inventory and source apportionment model
SCA partly co-located with AQMA	Log Statutory Nuisance when it occurs, respond to complaints	Mercury abatement project on selected crematorium	Project for conversation of oil fired boilers at schools to be biomass powered at sites outside the AQMA	Onus on developers to install and the most efficient biomass combustion in Brighton. For example; suitable site selection, effective dispersion, fuel feed and particulate filters	Air Quality comments on all major planning applications in AQMA and adjacent	Y	YES part of Further Assessment, EMIT and ADMS urban model with approximately 250 City centre road links
Yes		Ongoing with substantial investment	On Hold		Yes	Yes	Yes
		Jan-10	2010 to 2011		2010 to 2011	2010 to 2011	2009 to 2011
		Substantial investment in Best Available Technique abatement technology by the permit holder			Influence on Development Control land use planning; position of residential units, private amenity space and ventilation strategy	n/a	n/a
n/a	n/a	n/a	Proposed		n/a	n/a	n/a

A23 Pedestrian & Cycle Scheme	Acceleration in the uptake of Euro-V vehicles amongst the diesel fleet or replacement with alternative fuels	Freight Partnership Initiatives	Electrical Charging Points in the Central AQMA	Priority Car Club parking in the Central AQMA	Low Emission Strategy for Sussex	Tree Management and planting initiatives in the AQMA and hotspots	Community garden space and avoidance of closed streetscapes such as street canyons and continuous building lines i.e. a green buffer zone to avoid road enclosure
Implementation of pedestrian and cycle facilities on the A23 London Road between Carden Avenue and the A23/A27 roundabout	Priority phasing out of Euro III and earlier corporate diesel fleet frequenting the Central AQMA -onus on the Council, bus & coach companies	Sharing of HDV frequenting the Central AQMA	First UK city outside of London to have kerbside electrical car charging points		Funded initiative for pan-Sussex low emissions	Potential Project with Arboreal department, Lancaster University and Developers	Developers encouraged to create and fund green community space, especially when residential space is proposed in close proximity to slow & busy roads
N	Ongoing	Awaiting Decision from Transport Planning, pending funding	Yes	Yes	Started	Yet to start	Started
Feb-10	2010 to 2014	TBC	2009 to 2011	2008 and 2009	Meeting to discuss strategy commenced 2009/10	2010 to 2013	Ongoing for the long-term
Permission to construct granted and detailed design commenced. Construction to begin Feb 2010	Outlined in the 2010-AQAP	Project replaced by Central Clear Zone 2009/10	Outlined in the 2010-AQAP	Successful and popular with; domestic, corporate and local authority users, shared community use of prime central parking	Only recently started	Not yet started	Some early success where Air Quality Officers have engaged developers at the pre-application stage - best practise example in the AQMA
N	Dispersion modelling strongly suggests that diesel-Euro II & III vehicles contribute to an exceedence of the NO ₂ AQO in the central AQMA	Source apportionment shows that Heavy Diesel Vehicles are major source of ambient NO ₂ in a number of areas	N	N	N	See next box	Trees are a potential sink for ambient pollutants & kerb-side space makes room for effective dispersion of emissions and allows mixing with fresh-air

Appendix D Table 12-3 Action Plan Progress

	Local Authority			
b.	Title of measure	Real Time Passenger Transport Information (RTPTI)	Urban Traffic Management Control (UTMC)	Variable Message Signs
c.	Summary	Real time bus information now available for any stop via a text message.	MOVA added to Lewes Rd/Coldean Lane giving a significant reduction in congestion	3 new signs to give motorists traffic information and help prevent unnecessary queues from forming
d.	Has the measure been implemented? (Y/N)	Yes	Yes	Yes
e.	When was the measure first implemented?	June/July 2009	Oct-09	Jan-10
f.	Any updates on progress			
g.	Has the potential impact of the measure on emissions of NOx been quantified quantitatively? (Y/N)	No	No	No

4.25 and 4.26 and example box 4.3. TG (09).