

# **North Tyneside Council Report to Cabinet Member for Environment and Transport Date: 9 August 2018**

**Consultation  
Response – Draft  
Clean Air Strategy**

**Portfolio(s):** Environment and Transport

**Cabinet Member(s):** Councillor C  
Johnson

**Report from Service Area:** Environment, Housing and Leisure

**Responsible Officer:** Phil Scott, Head of Environment,  
Housing and Leisure (Tel: 0191 643 7295)

**Wards affected:** All

## **PART 1**

### **1.1 Executive Summary:**

This report seeks the approval of the Cabinet Member for Environment and Transport to submit a response, attached as Appendix 2, to the public consultation on the Government's draft Clean Air Strategy.

### **1.2 Recommendation(s):**

It is recommended that the Cabinet Member for Environment and Transport:

- (1) notes the contents of the report;
- (2) agrees that the Authority should respond to the consultation; and
- (3) approves the draft response attached as Appendix 2 and, in consultation with the Head of Environment, Housing and Leisure, makes any final amendments to the draft response before the submission of the final response to the consultation.

### **1.3 Forward Plan:**

Twenty eight days notice of this report has been given and it first appeared on the Forward Plan that was published on 29 June 2018.

## 1.4 Council Plan and Policy Framework

This report is relevant to the following priorities set out in the 'Our North Tyneside' Council Plan 2018-20:

- Provide a clean, green, healthy, attractive, safe and sustainable environment
- Have effective transport and physical infrastructure

## 1.5 Information:

### 1.5.1 Background

The 2018-20 Our North Tyneside Plan sets out the Authority's intention to provide a clean, healthy and sustainable environment and have effective transport and physical infrastructure.

The North Tyneside Transport Strategy also makes clear that the Authority is committed to improving environmental sustainability and local air quality, through initiatives such as continuous monitoring, more effective traffic flow management and supporting greater use of low emission vehicles.

Officers of the Authority are working with neighbouring authorities on a feasibility study for tackling the reduction in roadside nitrogen dioxide concentrations, as previously directed by the Department for Environment, Food and Rural Affairs (Defra). As part of this, Government grant funding is being used to retrofit 69 buses which operate on the A1058 Coast Road within the Borough with Euro 6 compliant engines.

### 1.5.2 The Government's draft Clean Air Strategy

In May 2018, Defra published its draft Clean Air Strategy for public consultation. This outlines the Government's ambitions to reduce the main kinds of air pollution (see diagram at Appendix 1) in order to make the air healthier to breathe, protect nature and boost the economy.

The draft strategy sits alongside the Government's Industrial Strategy, its Clean Growth Strategy and its 25 Year Environment Plan. Once finalised, it will inform the development of a detailed National Air Pollution Control Programme, due to be published by March 2019.

It notes that the Government has already adopted ambitious, legally binding international targets to reduce emissions of five of the most damaging air pollutants by 2020 and 2030 (fine particulate matter, ammonia, nitrogen oxides, sulphur dioxide and non-methane volatile organic compounds), and states that the Government now proposes tough new goals to cut public exposure to particulate matter pollution, as suggested by the World Health Organisation.

### 1.5.3 Objectives of the Government's draft Clean Air Strategy

The draft strategy notes that the UK's air quality standards relate to a range of pollutants, and national emissions reduction commitments have been made to reduce overall UK emissions for five air pollutants: fine particulate matter (PM<sub>2.5</sub>), ammonia (NH<sub>3</sub>), nitrogen oxides (NO<sub>x</sub>), sulphur dioxide (SO<sub>2</sub>), and non-methane volatile organic compounds (NMVOCs).

It notes that targets have already been set for reductions in emissions at UK level for 2020 and 2030, which aim to reduce the harm to human health by half. The strategy therefore sets out both existing Government policies, and a programme of new actions, which will help to meet these targets.

The chapters of the draft strategy relate to the following policy areas:

1. Understanding the problem
2. Protecting the nation's health
3. Protecting the environment
4. Securing clean growth and innovation
5. Action to reduce emissions from transport
6. Action to reduce emissions at home
7. Action to reduce emissions from farming
8. Action to reduce emissions from industry
9. Leadership at all levels
10. Progress towards the Government's goals

## **1.6 Decision options:**

The following decision options are available for consideration by the Cabinet Member for Environment and Transport:

### Option 1

Decide that a response to the consultation be submitted and approve the proposed course of action set out at 1.2 to allow the response to be submitted.

### Option 2

Decide not to submit a response to the consultation.

Option 1 is the recommended option.

## **1.7 Reasons for recommended option:**

Option 1 is recommended as this will allow the Authority to contribute to the consultation on the Government's draft Clean Air Strategy.

## **1.8 Appendices:**

- Appendix 1 Summary diagram showing sources and effects of main air pollutants  
Appendix 2 Proposed North Tyneside Council response to the consultation

## **1.9 Contact officers:**

Colin MacDonald, Senior Manager Technical and Regulatory Services (0191) 643 6620  
Joanne Lee, Public Protection Manager (0191) 643 6901  
Frances McClen, Environmental Health Group Leader (0191) 643 6640  
Andrew Flynn, Integrated Transport Manager (0191) 643 6083  
John Cram, Integrated Transport Officer (0191) 643 6122  
Nicholas Bryan, Highway Network Manager (0191) 643 4808  
Alison Campbell, Senior Business Partner (0191) 643 7038

## **1.10 Background information:**

The following background papers/information have been used in the compilation of this report and are available at the office of the author:

- 1) Department for Environment, Food and Rural Affairs (Defra) consultation document <https://consult.defra.gov.uk/environmental-quality/clean-air-strategy-consultation/>
- 2) North Tyneside Transport Strategy <https://my.northtyneside.gov.uk/category/1237/transport-strategy>

## **PART 2 – COMPLIANCE WITH PRINCIPLES OF DECISION MAKING**

### **2.1 Finance and other resources**

There are no financial implications directly arising from this report in terms of responding to the consultation. There may be financial implications arising in the future from measures relating to the national Clean Air Strategy being implemented in North Tyneside and if so these will be reported to Council / Cabinet, as appropriate, at the time, for a decision before any expenditure is incurred.

### **2.2 Legal**

There are no legal implications directly arising from this report. The Authority is subject to a direction to develop a plan to reduce roadside nitrogen dioxide concentrations, as described in section 1.5.1.

### **2.3 Consultation/community engagement**

#### **2.3.1 Internal consultation**

Internal consultation has taken place involving the Cabinet Member for Environment and Transport; the Head of Environment, Housing and Leisure; and the Director of Public Health.

#### **2.3.2 Community engagement**

Any person may respond to the Government consultation.

### **2.4 Human rights**

The proposals within this report do not have direct implications in respect of the Human Rights Act 1998.

### **2.5 Equalities and diversity**

There are no adverse equalities or diversity issues arising from this report.

### **2.6 Risk management**

There are no risk management implications directly arising from this report.

## 2.7 Crime and disorder

There are no crime and disorder implications directly arising from this report.

## 2.8 Environment and sustainability

Although there are no direct environment and sustainability implications from approving this report, the delivery of the Government's Clean Air Strategy, by introducing further measures to minimise air pollution, would be expected to improve the environment and sustainability of North Tyneside.

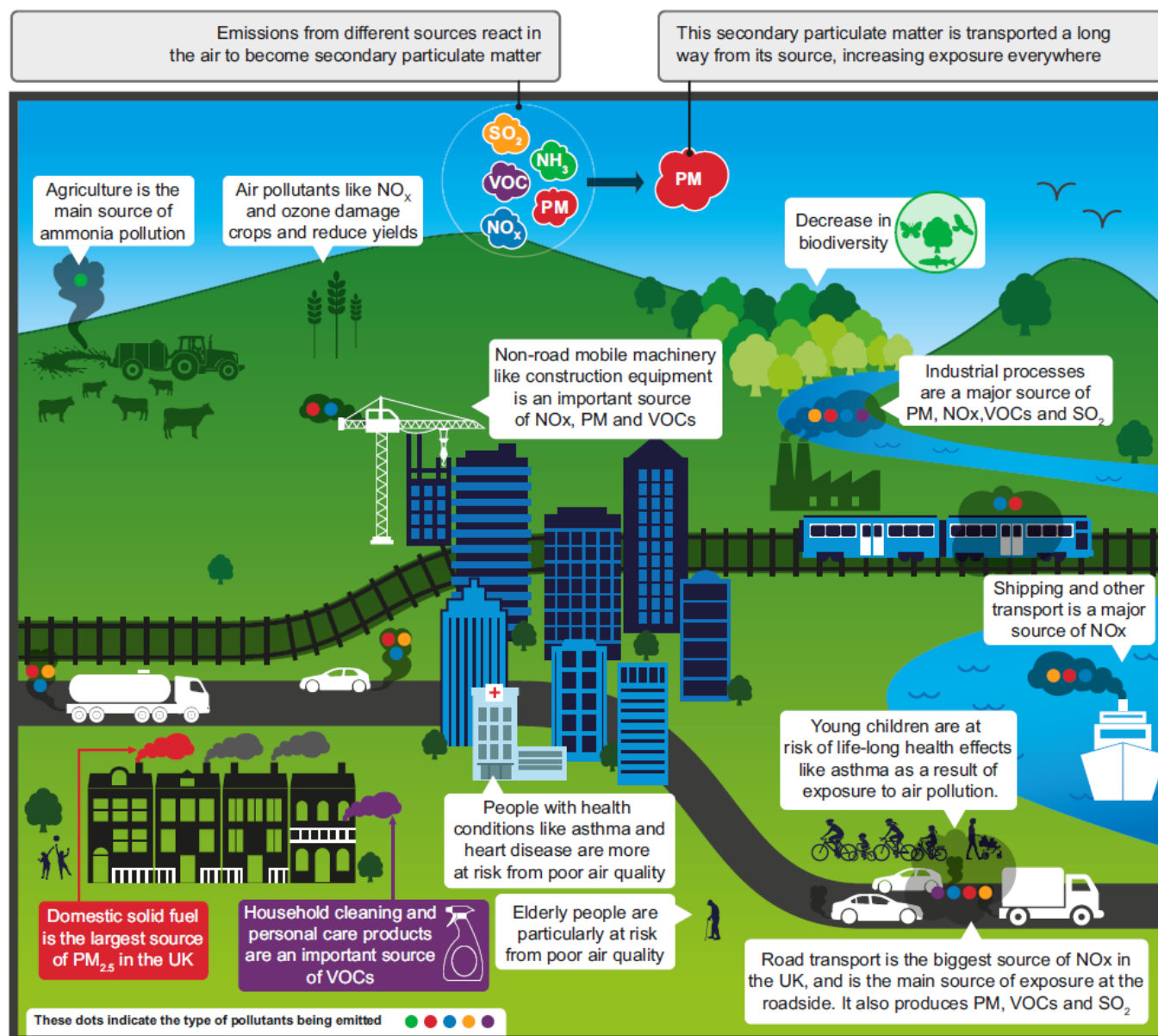
## PART 3 - SIGN OFF

- Deputy Chief Executive ☒
- Head of Service ☒
- Mayor/Cabinet Member ☒
- Chief Finance Officer ☒
- Monitoring Officer ☒
- Head of Corporate Strategy ☒

## Appendix 1

### Summary diagram showing sources and effects of main air pollutants (draft Air Quality Strategy, p10)

#### The sources of air pollutants and their effects



#### Types of pollution

Nitrogen oxides ( $\text{NO}_x$ )

Ammonia ( $\text{NH}_3$ )

Sulphur dioxide ( $\text{SO}_2$ )

Primary Particulate Matter ( $\text{PM}_{2.5}$ )

Volatile organic compounds (NMVOCs)