

## **Air Quality - Roadside NO<sub>2</sub> Local Air Quality Plan (LAQP)**

### **2<sup>nd</sup> Phase - Preferred Option Consultation - Executive Summary**

A three week consultation was undertaken from 31<sup>st</sup> October to 21<sup>st</sup> November 2018 and aimed to gather feedback on the Council's Local Air Quality Plan (LAQP) for the preferred option and assess the preference and support for mitigation measures. The results from the 2<sup>nd</sup> phase of consultation will be used and taken into account to help develop the measures ahead of the final business case submission.

The consultation was conducted through a survey, a public event with a display of the proposed Local Air Quality Plan and the attendance of Council officers at the Green Forum and Derby Renaissance Board. A total of 189 responses were received as part of the consultation and a further 18 responses were received via letter and email.

### **Key Stakeholder Groups**

Responses were received from the following key stakeholders:

- Arriva Midlands
- Client Earth
- Confederation of Passenger Transport UK
- Derby Cycling Group
- Derbyshire and Peak District Campaign for Better Transport
- Darley Ward Highways and Transport sub group
- Friends of the Earth
- Freight Transport Association
- London Sustainability exchange
- Sustrans
- Trent Barton
- Quadralene Ltd
- UKLPG

### **Main Concerns / Issues**

Many of the responses received from key stakeholders were in opposition of the Council's preferred Local Air Quality Plan and highlighted some of the proposed scheme details that stakeholder groups were most concerned about. Below is a summary of the main themes raised by key stakeholders:

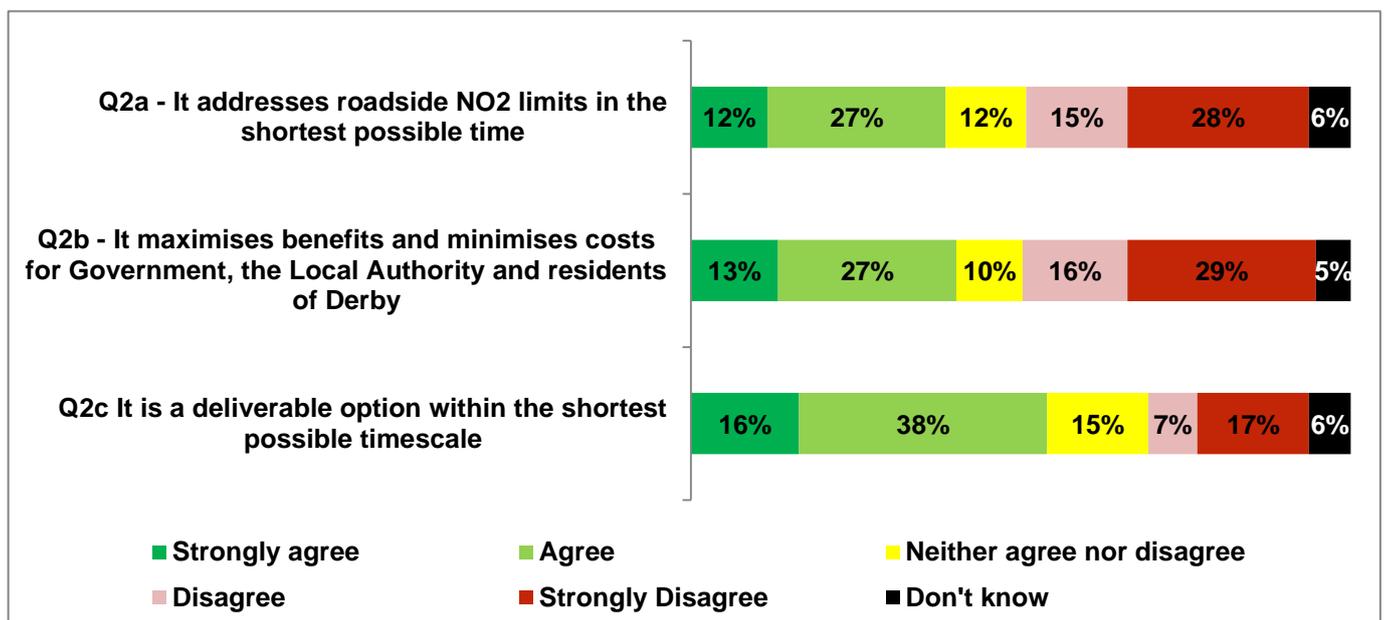
- Support for the Clean Air Incentive Scheme (CAIS) and support for the provision of additional electric vehicle charging infrastructure. Many of the stakeholders who responded would also like improvements to the charging network for e-bikes and for e-bike infrastructure to be given equal priority to that of electric vehicles.

- There were many requests for more information to be provided on the details of the CAIS including mobility credits.
- There were also requests for more technical evidence to be provided to demonstrate that the LAQP does achieve compliance (including the revised modelling and a revised AQ3 'Air Quality Modelling Report').
- Many responses included concern that there are no measures within the plans to ensure behaviour change is encouraged and a call for actions to not just promote but also enable sustainable transport in the longer term.
- There were objections to some scheme details. This included the perceived complete removal of the Friar Gate bus lane, the removal of the right-turn facility for cyclists on Friar Gate and the changes to the access to the bus/cycle/taxi gate at the junction of Friar Gate and Bridge Street.
- There were also concerns that the plans are the least effective of the three options initially proposed in tackling air quality and will actually increase congestion and spread the pollution to surrounding roads.

### **Key Survey Findings**

Respondents were asked for their views on the LAQP within the context of statements relating to the overarching objectives and aims. The results showed that:

- The majority of respondents (43%) said that they strongly disagree/ disagree that the preferred option addresses roadside NO<sub>2</sub> in the shortest possible time. This was not an overwhelming majority as 39% did agree/ strongly agree.
- The majority of respondents (45%) strongly disagree/ disagree that the preferred option maximises benefits and minimises costs for the Government, the Local Authority and residents of Derby. This again was not an overwhelming majority as 40% did agree/ strongly agree.
- By contrast, 54% of respondents said that they strongly agree/agree the Council's preferred option was deliverable within the shortest possible timescale.

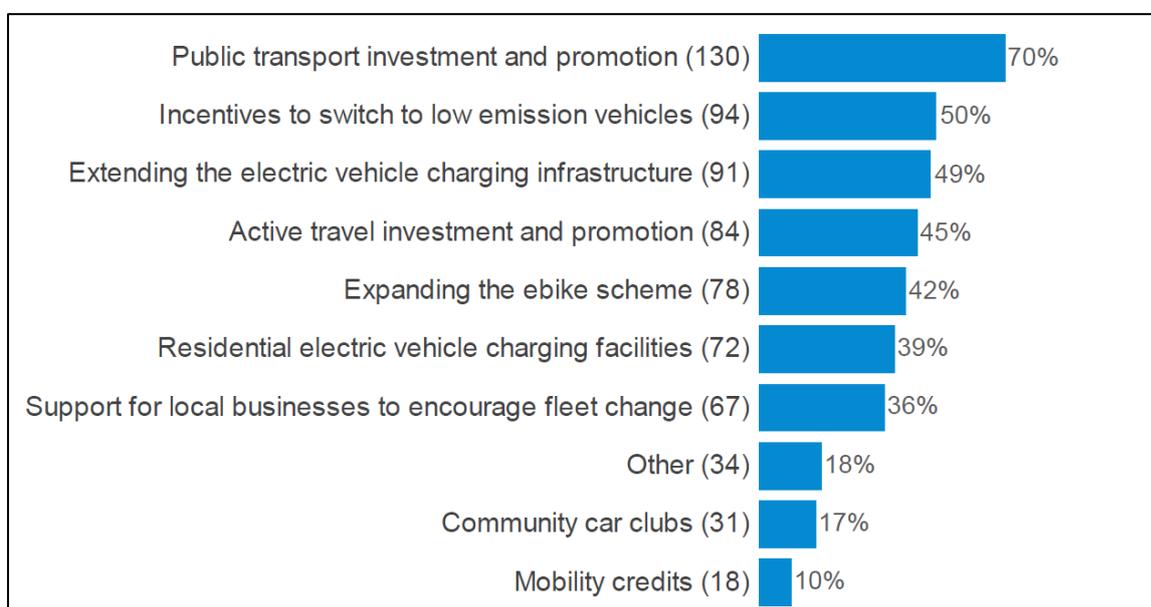


Base: 189 respondents

### Supporting Measures

The majority of the 189 respondents (74%) agree that the supporting measures, such as the CAIS and electric vehicle charging investment are required with 42% of those respondents strongly agreeing.

The supporting measure that most respondents (70%) said should be prioritised is public transport investment and promotion. It also indicates a good level of support for other measures such as incentives to switch to low emission vehicles (50%) and extending electric vehicle charging infrastructure (49%). The measure that was shown to be of least priority was mobility credits with only 10% of respondents thinking that this should be prioritised.



Base: 187 respondents

There were 34 comments received for other supporting measures that should be prioritised. Most of the comments related to improvements to cycling infrastructure.

### Further suggestions to help support the management of the network

There were 110 comments received regarding further suggestions that could help support the management of the network. The majority of responses made reference to improving cycling facilities, concern over the plan to remove the right turn cycle route from Friar Gate, public transport improvements and improvements to traffic light signalling.

Majority of respondents raised general concerns about the proposed Air Quality Plan not being a suitable option for the city.

### Other general comments and suggestions

There were 94 other comments received as part of the consultation survey and below summarises the main themes:

- Increase in and enhancement of cycling infrastructure
- Concern that the plans will lead to a spreading of pollution to surrounding roads
- Further promotion to encourage and increase bus use
- Increased focus on reducing overall vehicle numbers
- Highlighting that there is a significant opportunity to encourage and increase walking/cycling as part of the plans

### Officer recommendations

After giving all the comments due consideration the following is recommended:

- Continue to work proactively with key stakeholders to ensure their full understanding of the Local Air Quality Plan. The consultation results and their responses have shown that the indicative plans used during the consultation showing the preliminary design raised a number of queries. Work now needs to be undertaken to provide detailed responses to the feedback received from key stakeholders as part of this consultation. This can be achieved:
  - In the short term through utilising the Council's existing groups and forums such as the Strategic Bus Partnership, Active Travel Forum and the Green Forum. This will ensure that consultation responses are addressed through tailored reports and targeted at these specific groups.
  - Through communicating to stakeholders that the preliminary designs are now being further refined. This includes taking into account the results of the consultation and after giving them due consideration refining the proposals and making any appropriate amendments to address concerns.
  - In the longer term work closely with stakeholders in a pro-active manner through providing regular updates on the website and to existing groups.
- Following further work being undertaken as part of the feasibility study refine the detail design of the proposals. Demonstrate that we have given due consideration to all the stakeholder's concerns and suggested solutions and where appropriate the schemes have been refined to address the concerns as part of the ongoing detailed design of the LAQP.
- Suggestions from stakeholders on the support they require and the priority of supporting measures will be given due consideration and be fed into the identification and confirmation of the mitigation measures and the further development of the clean

air fund bid (there to mitigate the impact of the delivery of the roadside NO<sub>2</sub> measures). Further consideration will be given to any other funding sources available to deliver other measures to facilitate of further mitigation measures and supporting scheme for the air quality agenda

- Further technical information and evidence on the Local Air Quality Plan to be published on the Council website when this becomes available. Update the website with the latest information on the business case development and any other technical documents when they become available.
- Provision of an updated FAQ page on the web site. This would include answers to commonly raised questions and issues raised in the consultation responses.
- Continue to raise awareness of the work that the Council are already implementing to support the air quality agenda. This could be achieved through a supporting document summarising these projects to be provided on the website and promoted via social media and other channels as appropriate.