

# Response ID ANON-TWTA-YW5R-Q

Submitted to **Improving air quality: national plan for tackling nitrogen dioxide in our towns and cities**

Submitted on **2017-06-15 13:37:43**

## Introduction

### 1 What is your name?

**Name:**

David Dodds

### 2 What is your email address?

**Email:**

david.dodds@e-lindsey.gov.uk

### 3 Are you responding as an individual or an organisation?

Organisation

### 4 If you are responding as an organisation please provide the name and nature of your organisation.

**Name of organisation:**

East Lindsey District Council

Local authority

**Other type of organisation:**

N/A See above

### 5 Which region are you based in?

**Location:**

England

### 6 Would you like your response to be confidential?

No

**If you answered YES to this question, please give your reason:**

An Answer is not required as I have not answered YES

### 7 How satisfied are you that the proposed measures set out in this consultation will address the problem of nitrogen dioxide as quickly as possible?

Neither satisfied nor dissatisfied

**Please provide comments to explain your answer:**

Some of what is proposed is likely to result in reduction in nitrogen dioxide, but appropriate ring fenced funding needs to be provided to Local Authorities who need to declare a Clean Air Zone (CAZ), in order to facilitate the delivery of this. There also needs to be an onus on upper tier Local Authorities (County Councils), in areas where they exist, to actively participate in delivering integrated solutions at the borough or district level, particularly where improvements to the road networks, which are under County control, are required.

A greater level of integration in relation to emission limits for Environmental Permitted Sites regulated by Local Authorities and the Environment Agency should also be considered as a mechanism for the reduction in emissions from applicable industrial processes.

### 8 What do you consider to be the most appropriate way for local authorities in England to determine the arrangements for a Clean Air Zone, and the measures that should apply within it? What factors should local authorities consider when assessing impacts on businesses?

**Please provide your views:**

In an two tier Local Authority area the upper tier must be required to engage in this process as solutions and measures within a CAZ will undoubtedly require amendments to the existing road and infrastructure of the area in question.

Consultation with all stakeholders in the CAZ area will also be an issue which needs to be dealt with in terms of the time and staffing of such exercises.

Where solutions require major investment to infrastructure in order to improve traffic flow or reduce congestion then central funding must be available to Local Authorities to facilitate the delivery of this. Otherwise the current situation of effective "stalemate" due to lack of funding in some areas will continue.

Factor to Consider Re Impacts on Business:-

1. Effects of traffic flow on viability of businesses in terms of attracting passing trade.
2. Where measures will reduce the appeal of visiting a particular area as a result of people have no option but to travel by car due to poor public transport links.
3. How close existing parking facilities are and whether alterations can be/need to be made to prevent reduction in footfall to a particular area.

**9 How can government best target any funding to support local communities to cut air pollution? What options should the Government consider further, and what criteria should it use to assess them? Are there other measures which could be implemented at a local level, represent value for money, and that could have a direct and rapid impact on air quality? Examples could include targeted investment in local infrastructure projects. How can government best target any funding to mitigate the impact of certain measures to improve air quality, on local businesses, residents and those travelling into towns and cities to work? Examples could include targeted scrappage schemes, for both cars and vans, as well as support for retrofitting initiatives. How could mitigation schemes be designed in order to maximise value for money, target support where it is most needed, reduce complexity and minimise scope for fraud?**

**Please provide your views:**

In rural areas where Air Quality is less of an issue still provide incentives to ensure that good air quality is maintained through investment in infrastructure related to the use of green vehicles.

**10 How best can governments work with local communities to monitor local interventions and evaluate their impact?**

**Please provide your views:**

The provision of funding for real time monitoring of CAZ areas.

Provision of ring fenced grant aid to local authorities to carry out evaluation of the effectiveness of a CAZ.

Provide access to a centralised services of evaluators to ensure consistency in the evaluation of the effectiveness of a CAZ.

**11 Which vehicles should be prioritised for government-funded retrofit schemes?**

**Please provide your views:**

Vehicles which for the are the most polluting and appear in the highest numbers in CAZ areas should be targeted. This will be likely to be those specified above.

Council fleet vehicles should also be required to meet enhanced standards of emissions. It is understood from this document that the mechanism for this will be through the Government Buying Standards for Vehicles.

**12 What type of environmental and other information should be made available to help consumers choose which cars to buy?**

**Please provide your views:**

- > A clear indication of how well each emission standard is met
- > How environmentally sound the vehicle is through its entire lifecycle.
- > Road Tax levels
- > Fuel Economy
- > Overall running cost comparison figures or rating system.

**13 How could the Government further support innovative technological solutions and localised measures to improve air quality?**

**Please provide your views:**

The NPIF is a good start for this.

All local authorities should be actively encouraged and provided with local funding for initiatives to improve air quality at a local level, either through staffing or supporting local innovation for solutions to deliver improvements in air quality.

**14 Do you have any other comments on the draft UK Air Quality Plan for tackling nitrogen dioxide?**

**Please provide your comments:**

No

## **Consultee Feedback on the Online Survey**

**15 Overall, how satisfied are you with our online consultation tool?**

Neither satisfied Nor dissatisfied

**Please give us any comments you have on the tool, including suggestions on how we could improve it. :**

Remove the faults from the form which force a response where none is required.