

NORTHAMPTON BOROUGH COUNCIL
Scrutiny Panel 4 – Emission Strategy (Action Plan)

Your attendance is requested at a meeting to be held in the Jeffrey Room,
The Guildhall, St. Giles Square, Northampton, NN1 1DE on
Thursday, 9 March 2017 commencing at 6:00pm

D Kennedy
Chief Executive

If you need any advice or information regarding this agenda please phone Tracy Tiff, Scrutiny Officer, direct dial 01604 837408 email ttiff@northampton.gov.uk who will be able to assist with your enquiry. For further information regarding **Scrutiny Panel 4 - Emissions Strategy (Action Plan)** please visit the website www.northampton.gov.uk/scrutiny

Members of the Panel

Chair	Councillor Samuel Kilby-Shaw
Deputy Chair	Councillor Gareth Eales
Panel Members	Councillor Rufia Ashraf Councillor Mohammed Azizur Rahman (Aziz) Councillor Julie Davenport Councillor Terrie Eales Councillor Brian W Sargeant
Co-opted Members	Patrick Cross, WASPRA Graham Croucher, St James Residents' Association

Calendar of meetings

Date	Room
27 April 2017 6:00 pm	All meetings to be held in the Jeffery Room at the Guildhall unless otherwise stated

Northampton Borough Scrutiny Panel 4 - Emissions Strategy (Action Plan)

Agenda

Item No and Time	Title	Pages	Action required
1. 6:00pm	Apologies		The Chair to note apologies for absence.
2.	Deputations and Public Addresses		The Chair to note public address requests. The public can speak on any agenda item for a maximum of three minutes per speaker per item. You are not required to register your intention to speak in advance but should arrive at the meeting a few minutes early, complete a Public Address Protocol and notify the Scrutiny Officer of your intention to speak.
3.	Declarations of Interest		Members to state any interests.
4.	Minutes	1 - 4	Members to approve the minutes of the meeting held on 16 February 2017.
5.	Witness Evidence		The Scrutiny Panel to receive a response to its core questions from Expert Advisors.
5 (a) 6:05pm	Stage Coach and Uno	5 - 7	
5 (b) 6:45pm	Electric Corby	8 - 18	
5 (c) 7:05pm	Northamptonshire Green Party	19 - 23	
5 (d) 7:25pm	Director, Highways, NCC and Director, Carbon Management Team, NCC		
5 (e) 7:45pm	Freight Transport Association		
5 (f) 8:05pm	Residents' Groups		

NORTHAMPTON BOROUGH COUNCIL

MINUTES OF SCRUTINY PANEL 4 - EMISSIONS STRATEGY (ACTION PLAN)

Thursday, 16 February 2017

COUNCILLORS PRESENT: Councillor Sam Kilby-Shaw (Chair), Councillor Gareth Eales (Deputy Chair); Councillors Julie Davenport, Terrie Eales and Brian Sargeant

CO-OPTED MEMBER: Patrick Cross, WASPRA

Witnesses Dr Peter Barker, Acting Director of Public Health, NCC
Stephen Marks, Public Health, NCC
Councillor Mike Hallam, Cabinet Member for Environment, NBC
Neil Polden, Senior Environmental Health Officer, NBC

Officers Ruth Austin, Environmental Health and Licensing Manger
Tracy Tiff, Scrutiny Officer

Member of the Public Mr Sawyer

1. APOLOGIES

An apology for absence was received from Graham Croucher, Co Optee.

2. PUBLIC ADDRESSES/DEPUTATIONS

Mr Sawyer addressed the Scrutiny Panel commenting that he had previously addressed full Council. He had read the documents and minutes of the work so far of this Scrutiny Panel and had been impressed. He queried whether the Scrutiny Panel had looked at the quality of the cycle network, adding that through the involvement of the Town Centre Cycle Network, a cycle network had been devised that made the best use of the current cycle network. This would not require an initial outlay. Mr Sawyer advised that he had brought this to the attention of the Director of Customers and Communities, NBC, and also to the Managers of two Leisure Centres in the town. Mr Sawyer concluded his address by suggesting that this initiative would need to be a combined effort and would need the involvement of Highways, Northamptonshire County Council.

Mr Sawyer was thanked for his address.

3. DECLARATIONS OF INTEREST

There were none.

4. MINUTES

The Chair signed the minutes of the meeting held on 5 December 2016 as a true and accurate record.

5. WITNESS EVIDENCE

(A) DIRECTOR, PUBLIC HEALTH, NCC

Dr Peter Barker, Acting Director of Public Health and Stephen Marks, Public Health, Northamptonshire County Council, presented the written responses to the core questions to the Scrutiny Panel. Dr Barker added that Public Health had submitted a formal response to the Borough Council's consultation on the Emissions Strategy. Dr Barker highlighted the importance of air quality in relation to health and wellbeing and that it could either cause or exacerbate certain health conditions. It is mainly the most vulnerable (e.g. very young / very old) that are affected the most. There is a need for joint working and for Agencies to be encouraged to change their behaviours.

Dr Barker went on to highlight the salient points contained within his written response.

The Scrutiny Panel asked supplementary questions of Dr Barker and Stephen Marks:

- In answer to a question regarding joint working, Dr Barker suggested that there was an element of disconnectivity between NBC, NCC, Public Health and the public. He acknowledged it was a tricky area. There is a need to link the Emissions Strategy to the Health and Wellbeing Strategy. He highlighted a number of key performance indicators that are being identified in relation to the Health and Wellbeing Strategy, such as mortality attributable to particulates. Agencies need to work together to tackle this.
- In response to a question regarding particulate matter, Dr Barker advised that industrial pollutants must also be considered; anything that is going to cause particulate matter will add to the problem.
- Dr Barker and Stephen Marks confirmed that a lot of good work is being done but there needs to be joined up working. Agencies often have different priorities. NICE has produced a draft guideline document around outdoor air quality and health.
- The Scrutiny Panel conveyed concern about the building of houses near to busy roads and the problem of this needs recognition. The draft NICE guideline does indeed refer to minimising the exposure of vulnerable groups to air pollution by siting buildings away from busy roads and ensuring facilities such as schools, nurseries and retirement homes are located in areas where pollution levels will be low. This needs to be considered in relation to development proposals and planning decisions.

Dr Barker and Stephen Marks were thanked for their informative address

(B) DIRECTOR - HIGHWAYS, NCC AND DIRECTOR CARBON MANAGEMENT TEAM, NCC

The written response from the Director - Highways, NCC and Director Carbon Management Team, NCC, was noted.

It was agreed that the Director of Highways, NCC and Director Carbon Management Team, NCC, is asked to attend the next meeting of the Scrutiny Panel to provide clarity on some of the responses to the core questions provided.

(C) CABINET MEMBER FOR ENVIRONMENT, NBC, HEAD OF PLANNING, NBC, SENIOR ENVIRONMENTAL HEALTH OFFICER, NBC AND DIRECTOR, LOW EMISSIONS STRATEGY LTD

Councillor Mike Hallam, Cabinet Member for Environment, NBC, and Neil Polden, Senior Environmental Health Officer, NBC, presented the written response to the core questions to the Scrutiny Panel.

The salient points contained within the response were highlighted.

The Scrutiny Panel made comment, asked questions and heard:

- A discussion took place regarding a planning application and the amount of traffic it could create
- The Scrutiny Panel was referred to vehicle idling. Government Guidelines are that cars should not be idle for longer than one minute. Traffic in Booth Rise moves slowly but cars are not idle for longer than a minute at a time.
- In response to a query regarding engagement with other Agencies, Neil Polden advised that a lot are very good at engaging with NBC but some could provide better engagement
- A discussion was held regarding charging points for electric cars around the town. It was noted that all options would be looked at.
- The Scrutiny Panel was advised that Transport Planners do not necessarily consider air quality. There is a need to consider how NBC communicates with Authorities/Agencies that are pushing for developments on the edge of the boundary of Northampton. It was noted that Cross Border meetings do take place but the Cabinet Member did not feel that these meetings were effective.
- The Scrutiny Panel discussed the Old White Public House and that a planning application to convert this into flats had been refused. The Scrutiny Panel discussed various alternative options, such as a Smart Corridor.
- The Scrutiny Panel welcomed that NBC has a good working relationship with StageCoach
- The Scrutiny Panel referred to discussions that had been ongoing for a number of years regarding the North West bypass. It felt that this would be a solution to easing traffic and pollution. There needs to be connectivity between Authorities and Agencies.
- It was noted that the key message in the Emissions Strategy is the health message.
- There are around 400 air management area centres in England alone.
- The consultation phase of the Emissions Strategy had been a positive exercise with a good level of responses.

- There is a need to look at how awareness can be raised and new initiatives brought in, for example a suggested initiative being the offer of a voucher for a week's trial of an electric car, and "Don't use the car for a day" initiative.
- Grant funding of £65,000 had been provided for the Emissions Strategy but currently there is no further funding
- NBC has worked with SEMLEP regarding the local growth fund and also did some good work with the University of Northampton
- The Scrutiny Panel conveyed concern that there should not be too many electric car charging points installed too soon. It was noted that often developers will just put the cabling in for these charging points, so that they can be activated at a later date.
- Bus companies have confirmed that investment will initially be in areas such as Birmingham that have been declared as a Clean Air Zone. It was noted that should it be investigated that Northampton becomes a Clean Air Zone, costs would be involved and there would be a need for a feasibility study to be undertaken.
- The Scrutiny Panel noted that Traffic Regulation Orders can set emission standards.

Councillor Mike Hallam and Neil Polden were thanked for their comprehensive address.
The meeting concluded at 7:12 pm

NORTHAMPTON BOROUGH COUNCIL – CLEAN AIR STRATEGY

SCRUTINY PANEL 2017 – CORE QUESTIONS

Core questions asked to all scrutiny panel attendees, my replies are in italics.

- a) Views and suggestions on how Council and public understanding of air quality issues in Northampton can be increased

Ensure impact of un-necessary car journeys is made clear and conversion to public transport and benefits of public transport, park & ride are sold. Impact of air pollution in peoples' health must feature as the key need to improve air quality for present and future generations. Information sources eg local newspapers to community and businesses. "Doing nothing is not an option".

- b) Are you aware of the causes and impact of air pollution

Yes. Cost to the health service of resource taken up caring for persons with ill health caused by poor air. Lost time and productivity at work because of this. Impacts of diesel particulates, NOX, CO2 on respiratory diseases, asthma, cancers. Also contributes to climatic change, damage to trees and building erosion and premature human deaths.

- c) Do you understand the actions being taken to reduce air pollution and how can these actions be wider publicised?

Yes, aware of the planned low emissions strategy in Northampton Borough. NBC Should target the public and businesses by roadshows, newspaper, news letters, targeted social media

- d) Provide details of how the organisation would be prepared to fund/contribute to funding of the measures that benefit you or your organisation

Co-ordinated public transport to suit the needs of the University and the people of Northampton (our market place). Continued investment in the Northampton fleet to reach Euro 5 & Euro 6 standards. Unable to set time frame. Uno is interested in joint measures or joint funding to alternative fuel types and possible repowering of older vehicles. Uno would support such initiatives and measures with the Borough and County to achieve these objectives. We would need to understand the measures, timescales involved and work with the borough for evaluation and implementation.

- e) Do you have any other information in relation to the Emissions Strategy

Yes. We have been working closely recently with Neil Polden (NBC) on providing bids for alternative fuel vehicles as a joint initiative to which unfortunately we were un-successful in obtaining this. We remain keen on alternative fuel types for evaluation in the town and new University campus.

Richard Todd, Uno Buses – January 2017



NORTHAMPTON
BOROUGH COUNCIL

Overview and Scrutiny

Scrutiny Panel 4 – Emissions Strategy (Action Plan)

Response to the core questions of the Scrutiny Panel from – Steve Burd, Managing Director, Stagecoach Midlands

a) My company believes that Northampton Borough Council should highlight the damaging effect of pollution in terms of buildings emissions, transport and worsening road traffic congestion by means of articles in its publications, presentations at local community based forums and through liaison with educational establishments and businesses.

b) Stagecoach Midlands is aware of the damaging consequences of poor air quality on health and life expectancy.

We believe that there is a need for your local authority to encourage all businesses, other establishments and home owners to take steps to reduce their environmental footprints through introducing more energy efficient systems and practices.

There is also a key need to address the ever worsening problem of traffic congestion in the Central Northampton area, which causes considerable additional traffic related pollution. The Northampton road system is currently unable to cope at times of key demand or when a small traffic light problem or a minor road traffic accident occurs.

Ultimately actions will have to be taken to restrict car access to many areas of the town, as there is little scope to increase road capacity.

Any new policies designed to restrict vehicles on the basis of emission levels should not only cover buses and taxis, but also diesel cars, lorries and vans as these cause more pollution than public transport. The growth of internet shopping is also resulting in increasing problems with van deliveries in central areas, as more customers seek to have their goods sent to their places of work rather than their homes.

c) Stagecoach is aware of Northampton Borough Council's "Northampton Low Emission Strategy 2016-201", its NLES Air Quality planning Technical Guidance and

it's Northampton Borough Council Low Emission Fleet Procurement Guidance.

d) During the last five years Stagecoach Midlands has spent over £10.2 million purchasing 66 brand new Euro V low emission buses for its Northampton depot - 57 single decks and 9 gold double decks.

As a result of this investment the company's fleet of 104 buses at Northampton depot currently consist of:-

- 75 Euro V single decks and double decks
- 10 Euro IV single decks and minibuses
- 19 Euro III double decks.

The company has committed to replace these Euro III double decks with newer vehicles of at least Euro IV standard by the end of November 2017.

It is not our intention to seek to upgrade the emissions levels of these Euro III vehicles through conversions, as it is Stagecoach's experience elsewhere that such conversions result in higher breakdown rates and unreliability.

The average age of Stagecoach Midlands Northampton fleet is 5.5 years at the present time, well below the Government's target to operators of 8 years.

e) Stagecoach Midlands strategy is to invest in the latest low emissions diesel engines buses in order to maximise the environmental benefit derived from this investment in new vehicles.

Given that Northampton is not an area where high levels of profit are generated, as is evidenced by the withdrawal of First from the town a few years ago, and the very high cost of ultra low emission buses compared to conventional low emission vehicles, it is the company's view that in future it should invest in Euro VI vehicles rather than hybrid or electric ones.

The available finances will enable the purchase of a higher number of Euro VI buses that ultra low emission vehicles, which will enable environmental improvements to be secured on a greater number of routes that would otherwise be the case. The level of emissions from Euro VI buses are a fraction of those produced by Euro III and older vehicles.

Between 2018/2019 and 2019/2020 it is Stagecoach Midlands plan to take delivery of 9 Euro VI single decks for service 1 and 14 new Euro VI double deck vehicles for service X4 which is based at Kettering, but provides one of the towns key inter urban routes.

Supermini or superpolluter?

Legal limit for diesel cars
0.08g nitrogen dioxide (NO₂)
 per kilometre

VW Polo 1.4 TDI
1.2g/km
 Highest NO₂ emissions
 of diesels tested

Fully-laden
 Scania R 450
1.2g/km



The Polo's emissions
 equalled those of a diesel
 lorry with a 13-litre engine



VW Polo as toxic as fully laden lorry



Diesel panic s

Thirty British towns and cities may have to impose restrictions on diesel vehicles, under plans being considered by the Department for Environment, Food and Rural Affairs (Defra).

Last November, a High Court judge deemed Defra's plans to combat air pollution

with and in many cases better than those of our competitors."

VW faced more criticism after research suggesting that in Europe 1,200 people would die prematurely because of the extra pollutants produced by VW cars fitted with "defeat devices" that let them cheat emissions tests.

VW said most diesels emitted more when driven

Jonathan Leake
 ENVIRONMENT EDITOR

BRITAIN'S leading supermini, the Volkswagen Polo, is among the worst polluters on the road, according to newly revealed test data.

VW, disgraced in the 2015 Dieselgate scandal, pledged then to slash emissions but researchers found that the latest diesel-engined version of the Polo emitted as much toxic nitrogen dioxide (NO₂) as a fully laden lorry.

"The worst-performing car [in the tests] was a VW Polo with a 1.4-litre turbodiesel engine with NO₂ emissions 13 times higher than EU regulations allow," said James Tate of Leeds University's Institute for Transport Studies, who analysed the test results.

"Its emissions of 1.2 grams of NO₂ per kilometre were the same as a fully laden diesel truck with a 13-litre engine that we also tested."

The tests were commissioned by Transport for London which published the results



with a separate paper in an academic journal.

In the tests, carried out by Millbrook, a vehicle testing firm in Bedfordshire, a vehicle was driven around London on a predetermined course at night, then again during morning rush hour and for a third time around midday. The pattern of acceleration, cruising and deceleration was recorded and then replicated on a rolling road where emissions could be precisely measured.

Then the emissions of 13 cars and four lorries were measured as they followed the same speed profile. "The key finding

was that small diesel cars emitted far more pollution than larger cars and even lorries," said Tate. Other high polluters included a Vauxhall Astra, Ford Focus and BMW 318d. "On average, the diesel cars tested emitted as much NO₂ as 1,000 petrol-hybrid cars.

"These results also suggest that replacing diesel taxis with petrol-hybrids would be one of the quickest ways to improve city centre air quality," he said.

One puzzle is why small cars generate more pollution. Tate found they have less sophisticated emissions controls to save money and space.

By contrast, the larger VW Passat emerged as the cleanest of all the diesels tested.

"This shows the emissions problem can be solved but for cheaper cars the technology is too expensive and there may not be enough space to fit all the extra components," said Tate.

VW said it lacked details on how the cars were maintained, which could have affected results. "In other studies, VW Group vehicles are comparable

Electric Vehicles for Private Hire: a package solution for operators

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In partnership
with

ecodrive 



A turn-key solution...

- No capital investment.
- All-inclusive high-mileage lease package.
- Full-maintenance including tyres.
- No fuel costs.
- All charging energy included* - fixed known costs.
- Rapid Charger(s) included with 5+ vehicles.
- Scheme backed by UK's leading charging infrastructure provider.

*Energy supplied from chargers at operational base.
Some public chargers may have additional costs.



The vehicle: Nissan LEAF



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Nissan LEAF

- World's best selling Electric Vehicle
- Licensing requirement met by size of vehicle*
- Proven high-mileage capability over 50k miles p.a.
- Drivers prefer driving EV – less tiring.
- Customers love them and will request EV again.
- Increased trade from local businesses, councils & hotels choosing EV for green credentials.

*Local Authority requirements may differ.
Details upon request.



The whole package

- Nissan LEAF is proven as a Private Hire option.
- LEAF range and performance is good but Private Hire mileage requires Rapid Charging.
- Package offer can include free Chargemaster UltraCharger(s) (including installation) at your site(s) to turn vehicles around in 10-30 minutes, energy included!
- Public chargers can also be used but own chargers guarantee access.

*Energy supplied from chargers at operational base.
Some public chargers may have additional costs.
Provision of Rapid Chargers is subject to survey.



The solution

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Package offering

- Well-equipped Nissan LEAFs.
- Less than 6 months old.
- £695 per month for 40k miles p.a.
- £795 per month for 50k miles p.a.
- Lease 5 cars and get 1 UltraCharger provided.
- Lease 8 cars and get 2 UltraChargers provided.
- All maintenance, tyres and energy* included.



*Energy supplied from chargers at operational base.
Some public chargers may have additional costs.
Provision of Rapid Chargers is subject to survey.



Local/national PR & publicity

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The screenshot shows a website header with navigation tabs: FleetNews, FleetVan, FleetEvents, FleetLeasing, and business. The main title is 'FleetNews' with the tagline 'HELPING COMPANIES RUN EFFECTIVE AND EFFICIENT FLEETS'. A secondary navigation bar includes Home, News, Tools, Fleet Management, Cars, Vans, Suppliers, Jobs, FAQ, Blog, and Shop. The featured article is 'Nissan Leaf taxi hits 150,000 miles', dated 08/05/2014. It includes social media sharing icons, a 'Was this article useful?' thumbs up button, and a 'Go Ultra Low' advertisement. The article text describes a Cornwall cab company's achievement with a pure electric Nissan Leaf taxi.

FleetNews
HELPING COMPANIES RUN EFFECTIVE AND EFFICIENT FLEETS

MY COMPANY CAR ALSO WORKS WEEKENDS
FIND OUT MORE

Home News Tools Fleet Management Cars Vans Suppliers Jobs FAQ Blog Shop

Nissan Leaf taxi hits 150,000 miles

08/05/2014 in News Home

Was this article useful?
Click the thumbs up >

Go Ultra Low

ADVERTISEMENT FEATURE:
What's coming next for ultra low emission vehicles?
The benefits of electric vans to fleets go beyond low running costs and CO2.
[Read more](#)

A Cornwall cab company has clocked up 150,000 miles and more than 37,000 individual fares in its fleet of 100 per cent electric Nissan Leaf taxis.

St Austell-based C&C Taxis – the first cab operator in the county to employ a pure electric vehicle – added the first Leaf to its 10-strong fleet almost exactly 12 months ago.

It now has five and has seen its business soar as regular customers, local businesses and tourists have taken to its smooth and silent ride and environmental benefits.

Meanwhile the company has slashed in excess of £40,000 off its annual fuel bill thanks to the Leaf's ultra-low running costs of around two pence per mile.



Proven performance



C&C Taxis @candctaxis · Jul 22

Our @NissanLEAFUK "Wizzy" started work as a taxi at 6pm 1yr ago today & has done 55518 miles. #nissanworkhorse



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ecodrive Ltd on behalf of the scheme operator.
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Scrutiny Panel 4 – Emissions Strategy

Responses to Core Questions

Steve Miller
15th February 2017

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The themes of the draft Northampton Low Emissions Strategy are Evidence for Change, Creating a Low Emissions Future and Reducing Vehicle Emissions, please provide details of how the actions taken by your organisation contribute to these themes and would your organisation be prepared to fund / contribute to the funding of measures that benefit you / your organisation.	3
Do you have any other information you are able to provide in relation to the Emissions Strategy?	3

Please can you give your views and suggestions on how you think Councillor and public understanding of air quality issues in Northampton can be increased?

There is obviously a lack of awareness of Northampton's air quality issues, and this manifests itself in a lack of understanding. Partly, in our opinion, this is because the issue has not been addressed with the level of seriousness that it merits. The town centre has had Air Quality Management Areas for over 10 years, but there is little evidence that any consistent action has been taken specifically to address these issues.

A local education campaign is urgently required. This should communicate why Northampton has air quality problems, what causes those problems, and what we can do, as members of the public to mitigate against this.

We would suggest that this should include :

- Advertising in the town centre
- Engagement with school groups (at assemblies)
- Ensure that information on the website is easy to find and to understand

With regard to councillor understanding, I would suggest that this probably differs depending on the individual councillor. From attending the Scrutiny panels, I can see that the level of understanding varies, but that the councillors are trying to actively engage with and understand the issues.

Within the full council, there does seem to be a general attempt to engage with the air pollution issue, but I think motions such as the one regarding idling vehicles (in December) indicate that there is a requirement to more adequately ensure councillors are up to speed with the issue, to ensure that the issue can be debated with relevance.

Are you aware of the causes and impact of air pollution? Please explain.

We are aware that the Air Quality Management Areas in Northampton are because of increased levels of Nitrogen Dioxide, generally associated with the prevalence of diesel vehicles, sitting in congested traffic.

This can have impacts on the health of the population, and as Public Health England's figures have shown, the frequency of respiratory illness in Northampton is higher than elsewhere in the County.

The Green Party has produced leaflets about the effects of air pollution, and I have attached copies of this publication to these answers.

However, we are also conscious that the levels of Nitrogen Dioxide may well be elevated at locations outside of the AQMAs. Our measurements showed high levels of pollution at Cheyne Walk, Northgate Bus Station, and Spencer Bridge Road.

This indicates to us that the Air Quality problem in Northampton, particularly in the town centre, is a wider problem than is recognised. Currently, there is a focus on the air pollution problem within the AQMAs and this may mean that issues outside of those areas do not get the attention that they require or that, by attempting to tackle the issues within the AQMA, the problem could be moved to an adjacent area.

Are you aware of and do you understand the actions being taken to reduce air pollution in Northampton? Please provide suggestions of how these actions can be publicised wider.

See previous answers.

The themes of the draft Northampton Low Emissions Strategy are Evidence for Change, Creating a Low Emissions Future and Reducing Vehicle Emissions, please provide details of how the actions taken by your organisation contribute to these themes and would your organisation be prepared to fund / contribute to the funding of measures that benefit you / your organisation.

As per our answer to the first question, we consider that there is important work to be done in public awareness, and that this will continue to be critical if wider communities are going to take individual actions that will help to reduce vehicle emissions. We consider that the work we have been doing over the past year is generally to assist with public awareness of the air pollution problem, and we plan to continue this. We would be happy to work with the council to improve public awareness and to suggest examples of good practise in other councils.

Do you have any other information you are able to provide in relation to the Emissions Strategy?

In response to one of our questions in the last year, the Council responded with the statement that rather than just focus on individual areas, they were going to take a holistic view and deal with air pollution across the town as a whole. This seems to us to be a fair response, but it also seems at odds with the current setup of the Air Quality Management Areas. The following picture shows the rough placement of the Air Quality Management Areas within the town centre (marked red)



As can be seen, all of these are contained within a rough orbital of the town centre around 2km from East to West and 1.5km from North to South. Our measurements over the past year have shown elevated levels at Cheyne Walk, Northgate Bus Station and Spencer Bridge Road. None of these are within the current AQMAs and the Low Emissions Strategy will have limited power to deal with air quality issues within them.

We would suggest that the Town Centre AQMA be expanded to encompass all of the areas within this central area. An example is shown in the diagram below.



This would reinforce the Low Emissions Strategy and really give it jurisdiction across the whole of the Town Centre, and, in our opinion, prevent some of the disconnects that currently sit within the Borough Council management of the AQMAs.

We would also like to highlight the continuing issues with the Kingsthorpe Corridor. This area is responsible for some of the highest levels of air pollution within Northampton, and with the additional houses planned for Kingsthorpe in the near future (Buckton Fields, Northampton University, Kingsthorpe Middle School) the issue in this area is going to get worse. Our measurements have shown illegal limits on the A508 outside of the current Air Quality Management Areas, and we would also suggest that the AQMA in Kingsthorpe should be extended to the North to reflect these problems.