



# Air Quality Management via Local Transport Plans (LTP)

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# LTP3/LTP2 CHANGES & AIR QUALITY

- The LTP is still a statutory document, however, the Local Transport Act 2008 has provided “greater flexibility”.
- LTPs do not have to be for a 5 year period – could be more or less.
- No mandatory AQ targets in LTP3 but guidance that some key ones should be retained.
- Highway (transport) Authorities still required to assist in delivery of AQAP with LA’s.

# WSSCC LTP & AIR QUALITY

- WSSCC monitors transport related Action Plan initiatives and LTP targets for these.
- WSSCC a key partner in Sussex air since 1996 & vice-chair currently.
- Runs WSSCC/SAQP Mobile AQ unit to help with detailed assessment/hot spot work.
- Provides traffic data for modelling and assessments.



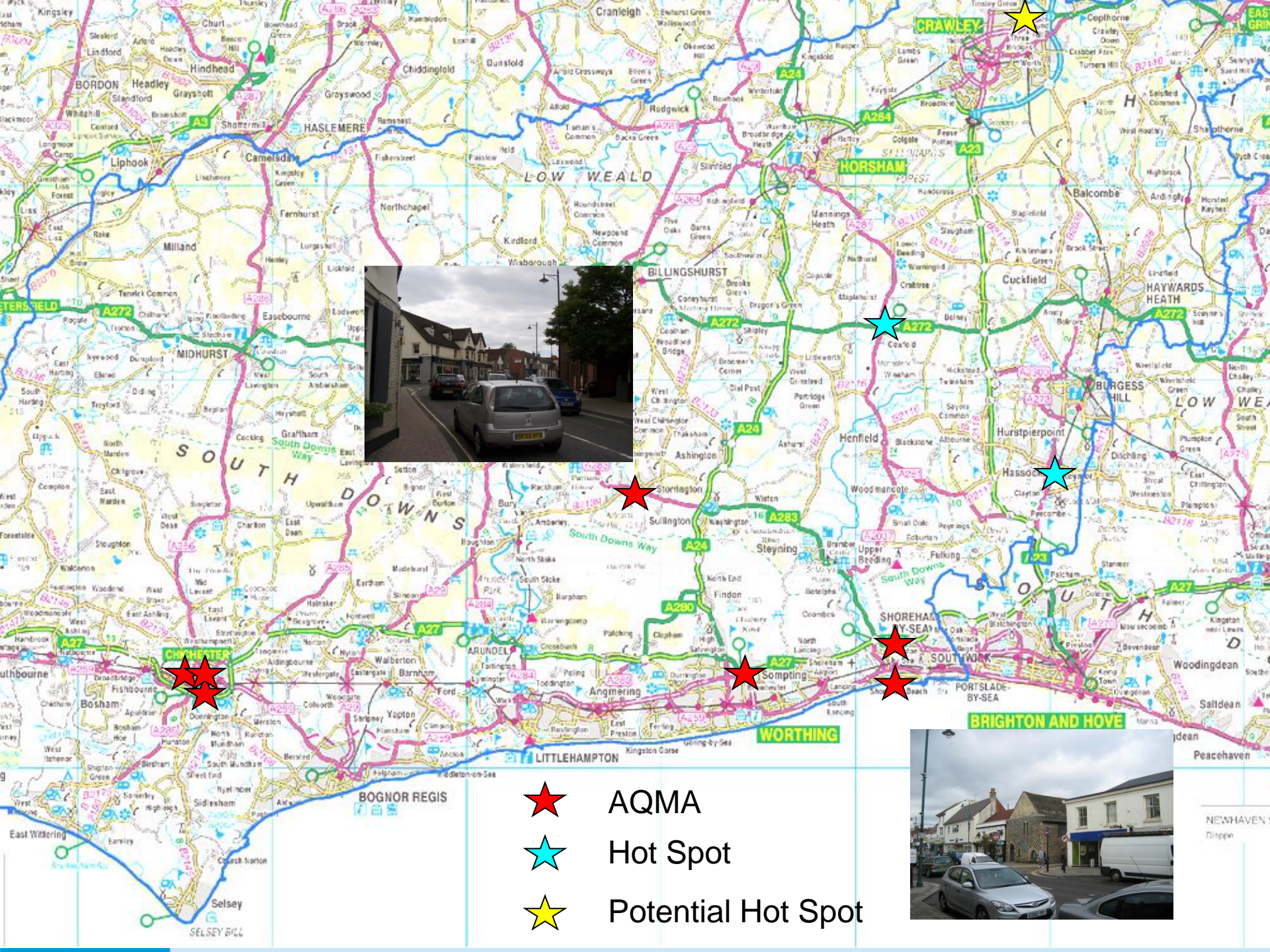
# LTP POLICY “HOOKS”

- Clear policies need to be in place in order to negotiate with developers and to make sure all schemes take account of AQ.
- Most second LTP’s probably had an AQ strategy as we did, LTP3 in our case has AQ spread across the document.
- In West Sussex AQ/congestion is covered under climate change, improving accessibility and AQ and health - as part of the long term strategy section.



# POLICY “HOOKS” 2

- Part 2 of the WSCC LTP is the implementation plan – divided into the 7 District/Borough authority areas.
- Hot spots, AQMA’s in place and the need to implement AQAP measures are mentioned.
- WSCC has a master list of all measures proposed for highways, schools, libraries etc. divided by County Local Committee (CLC) areas.
- All measures in Draft and full AQAPs are added to the CLC lists for prioritisation and possible funding.



AQMA



Hot Spot



Potential Hot Spot



# AQAPs ARE REALLY SMALL LTPs

- AQAPs are effectively small LTPs for individual locations e.g Storrington/ Cowfold/ Chichester.
- Highway authorities can provide a check list of practical possible actions used at other AQMAs.
- Action Plan developed jointly with all local authorities.

# DEMONSTRATING PROGRESS AND IMPROVING RESULTS

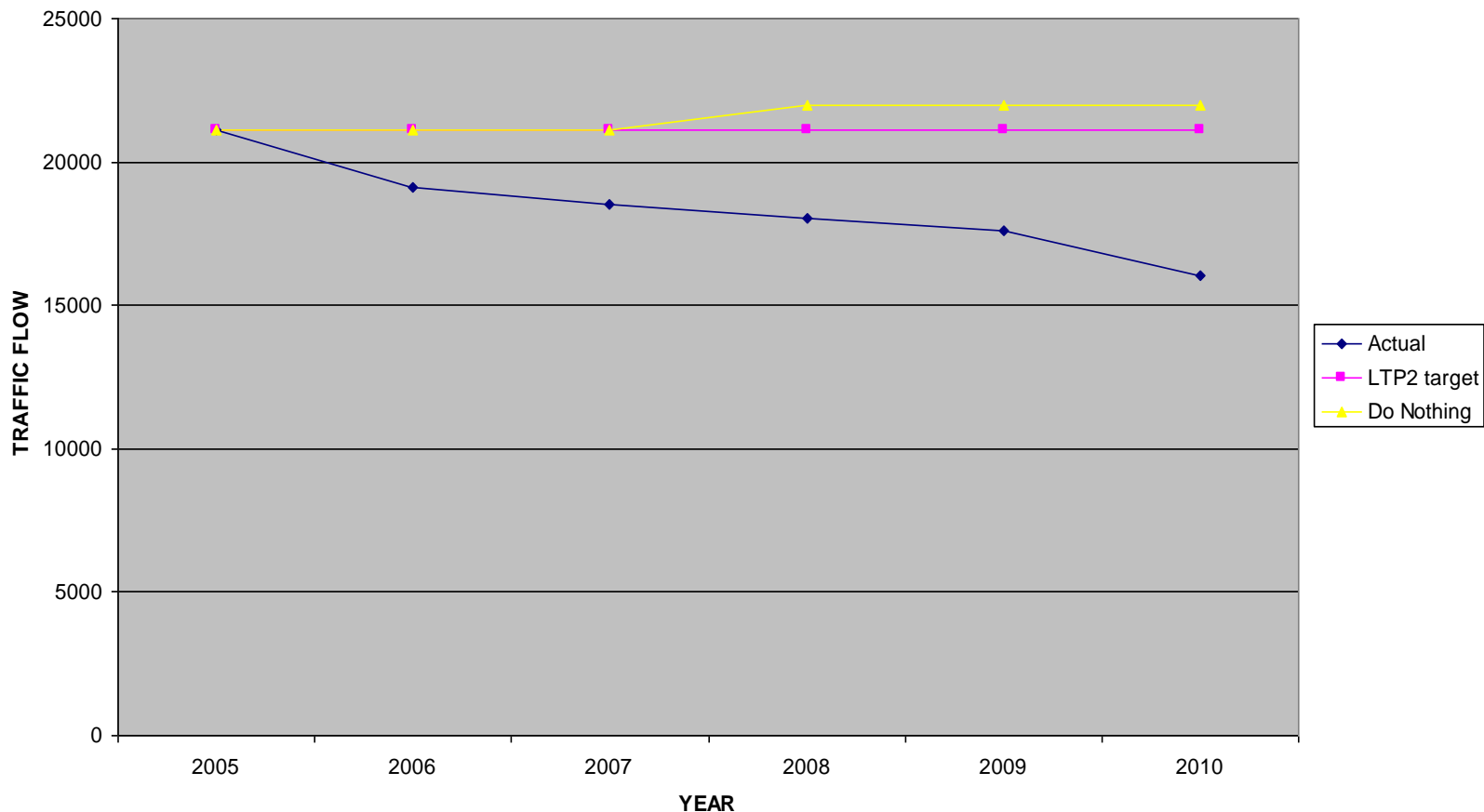
- Use of LTP target/s related to transport indicators:
  - Monitoring individual performance indicators for transport measures.
  - Reporting on LTP and AQAP progress across the County (inc. timescales).
  - Understanding how changes in traffic flow, congestion, composition and modal share have improved air quality.

WSCC LTP3 target on “percentage of AQMA’s where measures are having a positive effect”, uses both traffic figures and NO<sub>2</sub> concentrations.



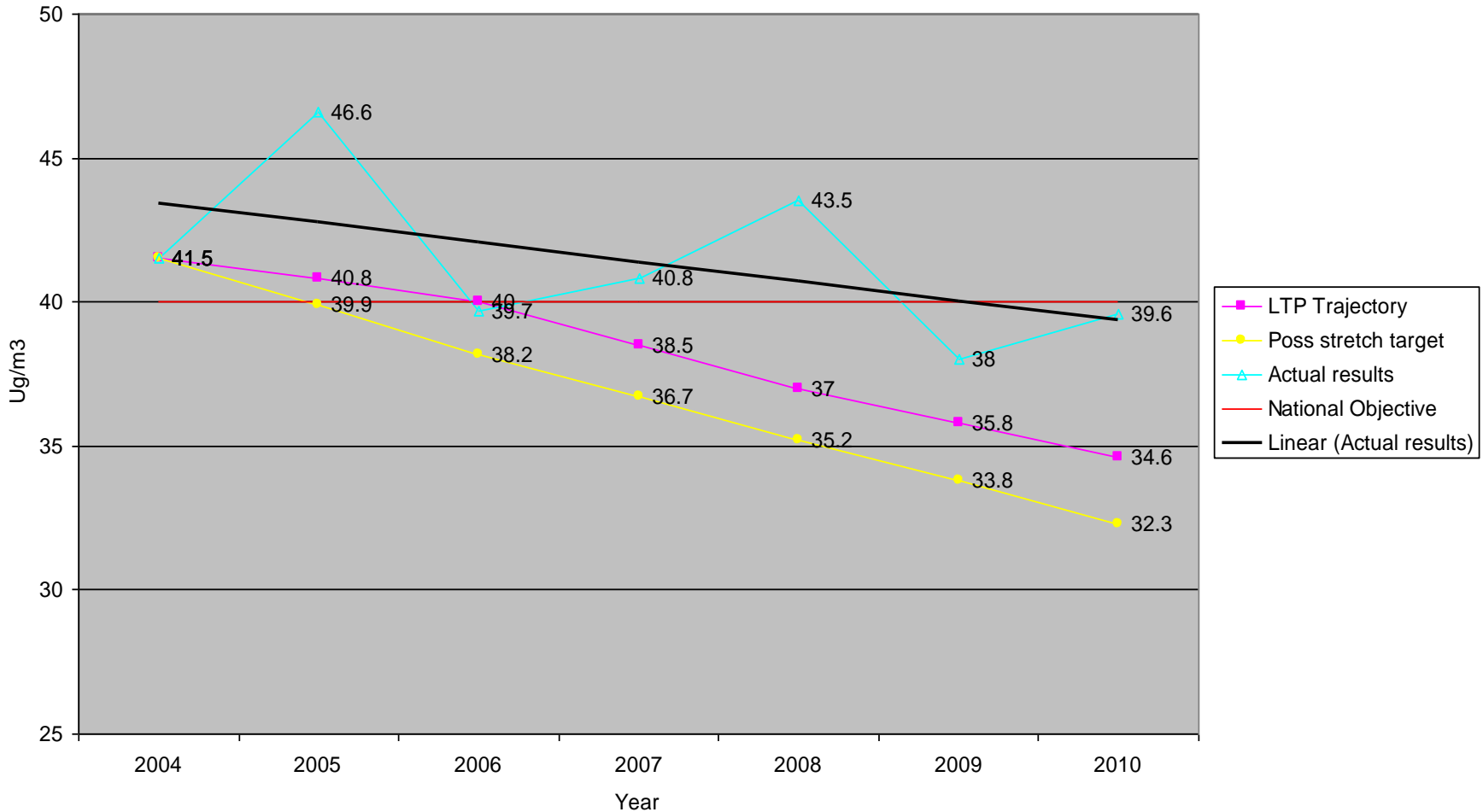
# TRAFFIC A259 SHOREHAM HIGH STREET

A259 AQMA TRAFFIC

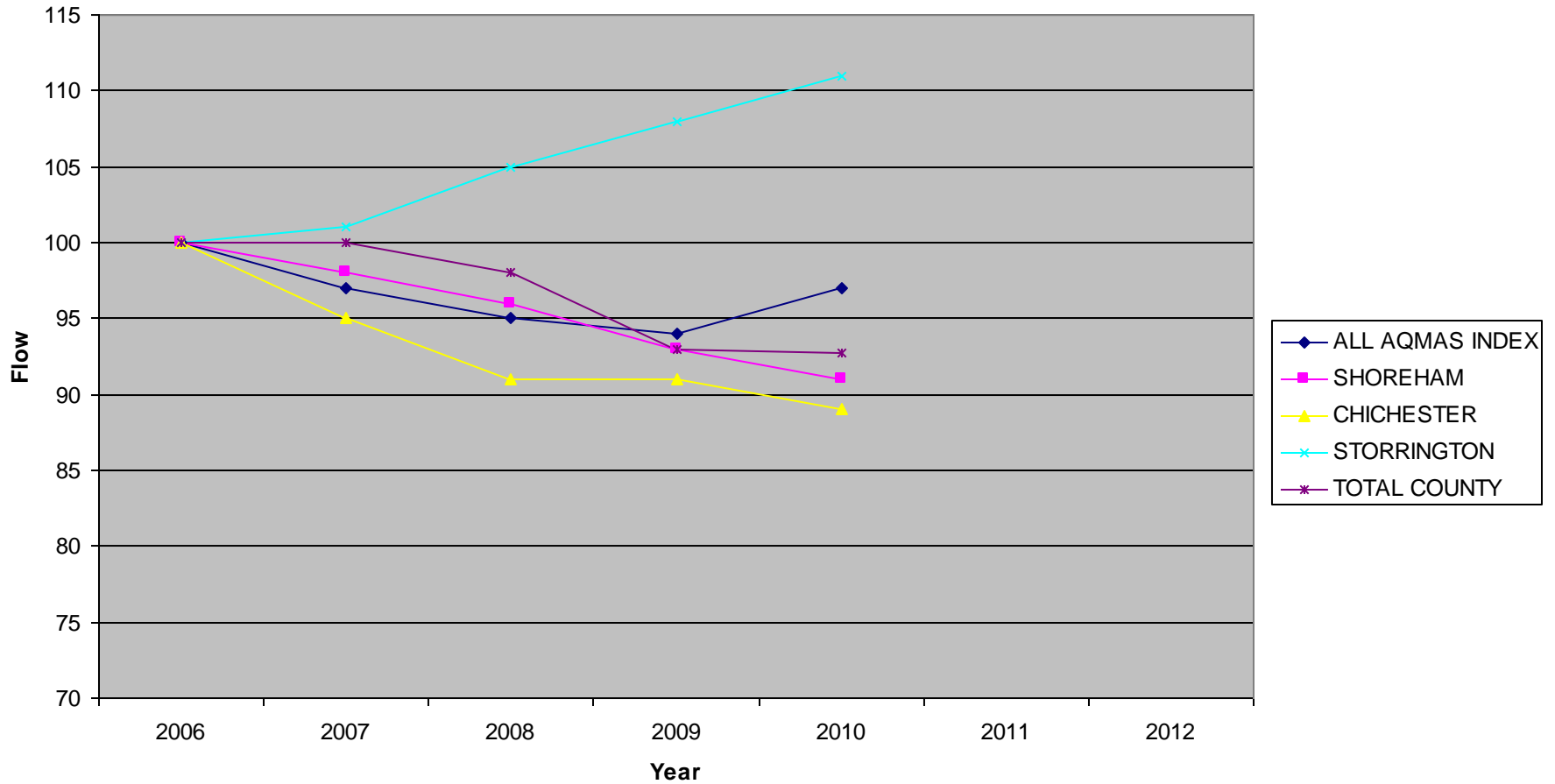


# LTP2 2005 –2010 NO2 RESULTS

## NO2 CONCENTRATIONS SHOREHAM HIGH ST



## AQMA TRAFFIC INDICES



# MEASURES THAT HAVE MADE A DIFFERENCE

- School travel plans & “walk to school” + road safety link.
- MOVA/SCOOT traffic signals.
- Spread of rail crossing work leading to a “standard” recognisable design.
- Bus improvements traffic light transponders, real time information/SMS and cleaner buses (fuels/traction e.g. hybrid) Improved bus frequency & ads on buses
- Business & local authority ‘Green’ Travel Plans.
- Cycling initiatives – Chichester & Shoreham.



# SHOREHAM

- A259 High St AQMA - busy historic shopping area

## Solutions:

- Sustainable school travel, MOVA junctions, rail station access (3 local stations), car share service.
- Bus patronage up 9.9% (in 08/09) Over 20% of new users switched from car travel in 2008.
- 26% growth in cycling + Big Lottery fund.
- Particular success of School Travel Plans & “walk to school” across Shoreham.
- 42 business travel plans since 2005 while 13 of the 25 measures in the AQAP have progressed

# STORRINGTON

- Problem due to geomorphology, development pressures, rat running inc. heavy vehicles and a constrained road junction, poor public transport = NO<sub>2</sub> highest in WSx.

## Solutions:

- Low emission options (LES) for new developments: supermarket etc.
- Innovative lorry signing.
- Public Transport and working with local people.



# NEXT TO IMPLEMENT

- Highway variable message signing (VMS)
- More intensive Travelwise (Smarter Choices) measures
- S106 funded highway improvements - road junction, bus & cycle infrastructure
- Electric vehicle charging points, (South Coast + CYC network).
- Larger infrastructure measures inc. Park & Ride, bus priority, cycle bridges.



# DEVELOPMENT, PLANNING AND FUNDING

LTP3 should cover most AQ work...

- LDF core strategies need to deal with AQ (possibly using SPDs) if new national planning avoids reference to AQ.
- Sussex Air authorities developing Low Emission Strategy and SPD's for LA's and CC transport s106 policies and linking to LDF CIL options.
- The Local Sustainable Transport Fund (LSTF) will be an important source of funding, in parallel with DEFRA AQ grants

The Low Emissions Strategy for Sussex

- Draft policy statement for consultation

Sussex-air Low Emission Work Group

Sussex Air Quality Partnership

working with

Sussex local and county authorities

and

Low Emission Strategies Partnership





# IMPORTANT CONSIDERATIONS

- Timescale (to achieve objectives) - experience suggests even 2015 is tight.
- Achieving LTP targets may not mean that concentration levels are reduced below objective levels – even if modelling was/is used to predict outcomes
- But we can identify the best measures and get a good idea of progress
- Transport measures should not be the only actions in an AQAP
- Air quality everywhere needs to be protected or improved – county-wide policies and LES needed.

# QUESTIONS