

Chapter 5 Indicators and Targets

5.1 Targets

There is currently only one Tyne and Wear air quality performance indicator in the LTP2 (2006- 2011), which is the LTP8 mandatory air quality indicator. This concerns average annual mean dioxide levels in Newcastle, and aims to reduce NO₂ levels in the Newcastle City Centre AQMA. At the time of the publication of LTP2 the Newcastle City Centre AQMA was the only declared AQMA in Tyne and Wear, meaning that the existing indicator relates solely to Newcastle.

The key outcome target for the LTP8 indicator is to achieve NO₂ levels below the national threshold objectives of 40µg/ m³ annual average concentration by 2011. The achievement of this target is linked to a 5% reduction in Tyne and Wear traffic by 2010, by actively promoting more sustainable modes of transport. Seeking more intensive development of the City Centre will also lead, certainly in the short term, to more, not less, vehicle emissions. It will therefore be important to take a vigorous approach to persuading residents, employees and employers to consider the environmental impacts of their travel choices and to use cars less. These aims are in the Newcastle AQMA Action plan¹ and are to be achieved through:

- introduction of travel plans
- Investigation into the viability of freight consolidation facilities for the city
- bus partnerships to introduce euro standard engines across the city
- permit schemes for taxis and PHV's to ensure high Euro engine compliance
- pilot enforcement regime on key east west bus corridors through AQMA to ensure high Euro engine compliance.

The need for further and more generalised indicators is, however, evident as additional AQMAs have now been declared and hot spot areas identified. They are furthermore needed in order to effectively monitor the levels of service obtained against the desired objectives.



Consequently, a set of realistic, achievable and challenging performance indicators and some air quality targets have been determined through a series of discussions with all the local authorities in Tyne and Wear. The aim is to create a series of performance indicators to be measured on a regular basis in order to demonstrate the effectiveness of the processes put in place, as well as to influence actions.

¹ www.newcastle.gov.uk/wwwfileroot/regen/airquality/aqma-publicinfo.pdf.

Presented below is a range of indicators discussed with, and decided in accord with, the Tyne and Wear local authorities. These indicators are further explained in Chapter 8, which describes their influence on Tyne and Wear wide air quality actions.

Table 5.1: Indicators

INDICATOR	ISSUE
<p>1. Relationship between air quality objectives, planning and development control</p>	<p>It is recognised across Tyne and Wear that Air Quality issues are not a main consideration for developers, inevitably resulting in poor levels of air quality as the result of some new developments. It is therefore agreed that Environmental Health and Air Quality officers would benefit from a better working relationship with planning and development control and that clearer guidelines on what objections Environmental Health can submit are needed.</p> <p>Environmental Health are currently consulted on all development plans which are believed to result in more than a 10% increase in transport demand to or/and from a site. It has been argued that this consultation process should consider whatever variable is greater, such as trips generated to a specific site or overall transport increase in an authority. Guidelines for what developments Environmental Health and Air Quality Officers are consulted on, and should be consulted on, are currently being drawn up.</p> <p>See Chapter 8 (8.1) for further actions</p>
<p>2. Number of Euro engine buses operating in AQMA/ future AQMAs in Tyne and Wear.</p>	<p>Data obtained from some regional bus operators demonstrate that their most modern engine buses are not necessarily operated in areas declared as AQMAs or identified as hotspot areas.</p> <p>It is believed that bus engines have a significant impact on Tyne and Wear air quality levels. It is therefore a priority to establish a structure whereby operators agree to run their most environmentally friendly vehicles in sensitive areas. There is a consensus that this indicator would benefit from a mapping of route specific usage of Euro engines.</p>

	See Chapter 8 (8.2) for further actions
<p>3. Effective use of awareness and marketing campaigns – percentage of the population reached by awareness campaigns.</p>	<p>It is agreed that there is currently a lack of awareness and marketing campaigns promoting the issue of improving air quality in the region. Addressing the issue through social marketing campaigns and in-house awareness raising procedures is currently being carried out with good results in Sheffield, a beacon council for air quality issues. We therefore aim to influence several actions to spread social awareness, both in-house and city wide, borrowing from the best practice examples in Sheffield. This indicator could conceivably be measured against activity and population reached through campaigns.</p> <p>In the first round, this would mainly consist of in-house (council) awareness campaigns about business travel services and other sustainable modes of transport available whilst at work. In the second round this would also include city wide measures, through actions further described in Chapter 8. These actions will be developed and expanded at rates suitable for the Local Authorities, using existing best practice and the help of the Smarter Choices Team.</p> <p>See Chapter 8 (8.3) for further actions</p>

<p>4. Councils' own vehicle fleets and business travel arrangements.</p> <p>TARGET: Adopt and localise central government 2010 target for road transport with amendments: aim for 20% of all Council transport fleet fuels to be from a renewable source by 2010</p>	<p>All authorities are currently working towards upgrading their fleet (see chapter 7), and there is ongoing consultation on in-house low emission fleets in many of the authorities. This needs to be further developed, in conjunction with improved systems of in-house travel arrangements.</p> <p>It is vital to keep this as an indicator in order to report and monitor the upgrading process of council fleets and report on what is being done to promote alternative business travel arrangements. Fuel from a renewable source includes fuel from a sustainable source which is not subject to depletion in a human timescale and which has low levels of carbon dioxide which can be absorbed by the soil and atmosphere. This includes bio fuels and other fuels wholly or predominantly derived from biomass, such as bio ethanol and high levels of bio LPG.</p> <p>See Chapter 8 (8.4) for further actions.</p>
<p>5. Better developed business and school travel plans</p>	<p>There are currently no standardised guidelines for how big a new development or school needs to be, or how many trips a day the development has to generate, in order to have to submit a mandatory travel plan. It is also established that existing travel plans often fail to function as a living document as there is little or no incentive for employers/employees to follow these plans.</p> <p>See Chapter 8 (8.5) for further actions</p>

5.2 CO₂

It is important to recognise that levels of poor air quality in the Tyne and Wear are not caused by exceeding levels of NO₂ alone. Rising levels of CO₂ play a part in the deterioration of air quality also, although not through sources as identifiably linked to transport as NO₂ emissions. Although transport is starting to play an increasingly large part in CO₂ emissions, it is more difficult to directly link these emissions to transport, as CO₂, unlike NO₂, is emitted by everything around us. CO₂ is furthermore usually associated with greenhouse gas emissions and the climate

change, rather than unswerving consequences to air quality; although the two do overlap.

Currently, the LTP2 does not include any indicators and/or targets relating to CO₂ emissions – primarily due to the slight difficulty in assigning poor air quality to CO₂ emissions directly caused by transport related sources. As this plan essentially focuses on air quality rather than the overarching effects of climate change, the CO₂ debate has been left out of this document to avoid confusion around the two themes. This allows the focus to remain solely on the issue at hand, air quality, as a document allowing for CO₂ emissions would need to take a different approach.

As this document is steered by the LTP, and aims to work with existing LTP frameworks, this document is not the appropriate structure to further precede the CO₂ case – due to lack of LTP guidance and targets on the issue.

It is however important to still recognise the relationship between CO₂ and transport, especially as many actions suggested to improve air quality would also have a positive impact on CO₂ levels. There are some on-going discussions at the moment in regards to producing an external document following up on mentioned issues, and to further assess the transport impact on CO₂. Developments on this will be accounted for in updated versions of the Air Quality Delivery Plan.

For further information on the CO₂ agenda, please see the links below

http://ec.europa.eu/transport/clean/green_paper_urban_transport/doc/2007_09_25_gp_urban_mobility_en.pdf

<http://www.defra.gov.uk/environment/statistics/globalatmos/globalghg.htm>

http://eur-lex.europa.eu/LexUriServ/site/en/com/2007/com2007_0551en01.pdf

