Annual Status Report

The Report sets out the 2018 Annual Status Report, which forms part of the Review & Assessment process required under the Environment Act 1995 and subsequent Regulations.

The local authority currently has a single AQMA declared in 2005 for exceedances of the annual mean nitrogen dioxide (NO₂) objective for the area encompassing the inner ring road and the city centre.

<table>
<thead>
<tr>
<th>AQMA Name</th>
<th>Date of Declaration</th>
<th>Pollutants and Air Quality Objectives</th>
<th>One Line Description</th>
<th>Is air quality in the AQMA influenced by roads controlled by Highways England?</th>
<th>Level of Exceedance (maximum monitored/modelled concentration at a location of relevant exposure)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cambridge</td>
<td>2004</td>
<td>Annual Mean Nitrogen Dioxide</td>
<td>An area encompassing the inner ring road and all the land within it (including a buffer zone around the ring road and its junctions with main feeder roads).</td>
<td>NO</td>
<td>49 µg/m³ continuous monitor in Parker Street</td>
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<td>37 µg/m³ continuous monitor in Parker Street</td>
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<td></td>
<td></td>
<td>34 µg/m³ diffusion tube in Emmanuel Street</td>
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<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>40 µg/m³ diffusion tube in Long Road (monitoring site not in place in 2004)</td>
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</table>

The draft Action Plan submitted to Defra for appraisal in February 2018 has now been approved by the Council in March 2018, and a final Action Plan is currently under public consultation until 18th September 2018.

Key completed measures in 2017 include:

- Action Plan development
- Taxi licensing policy agreed with discounts for ultra-low and zero emission taxis
- EV-charge points for taxis, continuing to 2020
- Clean Air Zone feasibility study commissioned
• Launch of Smart Cambridge App to assist in alternative travel options to private vehicles
• A10 Royston to Cambridge walking and cycling route completed

The Council expects the following measures to be completed over the next year:
• Clean Air Zone feasibility study
• A further 6-12 EV rapid charge points for taxis installed
• A baseline modelling study to assess impacts on air quality of proposed developments within the Greater Cambridgeshire Partnership (GCP) for strategic transport planning and infrastructure investment

The Council’s further priorities for the coming year include:
• Publicity and awareness raising with public health on impacts of air pollution
• Work on Supplementary Planning Document on air quality and development control
• Develop new Air Quality Planning Policies for the AQAP

The Action Plan Table in the ASR is the same Table as appears in the final Action Plan and includes 102 measures, many of which remain as outline potential measures that remain to be adopted into funded programmes.

The ASR notes the continuing pressures from increased population, housing and business growth in the region, impacting on increased travel demand to/from Cambridge City. The report highlights the need for continued investment in integrated public transport provision, including rail and low emission buses to reduce the future impacts of commuter growth.

A new combined Authority of Cambridgeshire and Peterborough now has the responsibility for the Local Transport Plan, involving review of GCP transport & infrastructure projects. This has involved a Strategic Bus Review for the new Local Transport Plan, to include a review of proposed AQAP measures to reduce emissions from buses and coaches.
The most recent pollution monitoring continues to identify a single marginal exceedance point from approximately 70 monitoring locations across the city. However when corrected for relevant exposure, all monitoring results are below objective levels.

The trends illustrated in the report, highlight there is a greater problem in central area street locations than on radial routes or the inner ring road. Increases have also been linked to sites of localised developments, including the area close to the train station.

The next step for Cambridge City Council is to submit their next Annual Status Report in June 2019 and to continue to develop measures within the new action plan.
Commentary

The report is well structured and provides the information specified in the Guidance, using the latest report template. The following comments are made to assist in the development of future reports:

1. The latest monitoring results highlight that when results are corrected for relevant exposure, there are now no measured points of exceedance of the air quality objectives.

2. The results for Long Road (DT6) is corrected in Table B.1 to 18.1 µg/m³ from 40 µg/m³ in Table A.3. This figure of 18.1 µg/m³ should be presented in Table 2.1, which asks for measurements to be reported at positions of relevant exposure.

3. The monitoring results now suggest there are no results within 10% of objective levels, when corrected.

4. This presents a picture of conformity to the annual mean objective levels for nitrogen dioxide, across areas that have been subject to monitoring.

5. However there remains a potential for pollution levels to approach objective levels. The maps of monitoring positions in Appendix D do not label monitoring positions as listed in result tables. This should be addressed to enable monitoring results to be linked to positions on the maps.

6. Monitoring results are clearly showing the benefit of both national and local policies to reduce the impact of vehicle emissions. Therefore, the Council may wish to consider reviewing the current monitoring strategy with a view to ensuring monitoring points are expected to identify pollution hotspots, capturing locations of relevant exposure close to congested and busy traffic.

7. The medium term aim of monitoring should be to inform future decisions on when it may be possible to consider revoking the AQMA.

8. There are a large number of measures within the action plan where there is no clear indication that the measure have been fully developed or approved for funding and further development.

9. Table 2.2 within the ASR is the same as that presented within the draft Action Plan, which may be expected at this stage.

10. However, future ASR reports will require updates to the AQAP measures in Table 2.2, so that it is clear:
• Which measures are active and funded within current programmes and intended for progressing

• Where measures are being progressed updates on progress are expected each year in the ASR, including dates for planning, implementation and completion, as well as key performance indicators and targets for pollution reductions

• Which measures are dependent on future funding for progression, and remain on hold

• Which measures remain as aspirational measures where there has been no progress, local adoption, or likelihood of further development. This category of measures should not continue to be presented within the main action plan table

11. We note the developments in relation to the GCP, the Strategic Bus Review, and development of a baseline modelling study to consider wider impacts of proposed schemes within the LTP. We welcome a coordinated regional approach to developing appropriate measures for developing low emission sustainable transport across the region. We note from previous reports, that bus emissions are likely to play a significant role for the future compliance with air quality objectives, particularly in areas close to the city centre.

12. We repeat a selection of comments from the action plan appraisal:

The report makes clear that a 5.2% NOx emissions reduction will only achieve the objectives at current traffic levels, reflecting Priority 1 measures to reduce emissions in central Cambridge.

Key measures under Priority 1 focus on buses, coaches and HGV’s, as the key priority for improving air quality in Cambridge, where a Cambridge Bus Emissions Reduction commitment has been developed, to inform work through a proposed Quality Bus Partnership.

Emission reduction options are considered for bus retrofitting and electric bus fleet options, however it is recognised that the impact of HGV’s has been underestimated.

These comments, presented in more detail in the action plan appraisal have highlighted there are some significant uncertainties in several key areas:
• The impact of future plans for regional growth on local transport and infrastructure
• Whether current pollution levels within Cambridge City are likely to remain within objective levels, if the full extent of proposed regional growth takes place

13. On this basis, the degree of further interventions to maintain air quality within objective levels should benefit from the modelling proposed for the GCP, and the outcome of the feasibility study for a Clean Air Zone.

14. We repeat the final comments from the last ASR appraisal:

*With the range of possible options and future proposals currently under consideration, it will be particularly important that the future traffic management options are subject to detailed emissions and air quality assessment as part of the process of scenario testing. Without this level of assessment, it will not be possible to provide a detailed list of measures that can be prioritised within the action plan, on the basis of potential to provide cost-effective emissions reductions.*

*Chapter 2 of the latest Technical Guidance from DEFRA in LAQM TG(16), provides detailed advice for what makes an effective action plan, describing the steps that should be considered in relation to developing an action plan.*

*It will be important to ensure that this level of assessment is carried out at an early stage in the process, so that the necessary linkages between transport and environment policy can be established from the outset.*

*The local authority should ensure that their new action plan identifies the key sources of emissions within the AQMA and the level of reduction in NOx emissions required to achieve the NO2 objective. Key performance indicators should be developed to allow the impact on each measure in the plan to be monitored either qualitatively or quantitatively.*
This commentary is not designed to deal with every aspect of the report. It highlights a number of issues that should help the local authority either in completing the Annual Status Report adequately (if required) or in carrying out future Review & Assessment work.

**Issues specifically related to this appraisal can be followed up by returning the attached comment form to Defra, Welsh Assembly Government, Scottish Government or DOE, as appropriate**

For any other queries please contact the Local Air Quality Management Helpdesk:
Telephone: 0800 0327 953
Email: LAQMHelpdesk@uk.bureauveritas.com
Local Authority: Cambridge City Council
Reference: ASR18-185
Date of issue: September 2018

Appraisal Response Comment Form

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<td>Contact Telephone number:</td>
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<td>Contact email address:</td>
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Comments on appraisal/Further information: