



Fy Nghyf / My Ref: CM39430

Dyddiad / Date: 16th May 2018

Councillor Ramesh Patel
E-Mail

Annwyl/Dear Cllr Patel,

Scrutiny, Environmental Scrutiny Committee – 27 March 2018

Environmental Scrutiny Committee - 27th March 2018

Thank you for your correspondence concerning the above. For clarity I have produced this response in the same order as the questions were asked in your letter:

DEFRA Modelling Data

'During the meeting it was explained that modelling undertaken by DEFRA indicated that Cardiff would be non-compliant beyond 2023 in terms of achieving the EU air quality directive limits, i.e. above the annual average nitrogen dioxide concentration air quality standard of 40 micrograms per cubic metre. The potential breaches were identified along sections of the A48 and A4232; two of the busier routes into and out of the city. A Member asked for confirmation of the values measured for both of these sites, and instead of being provided with actual figures was told that the feasibility study would revisit these values in an effort to establish the current position. The Committee acknowledge the importance of the feasibility study and its role in verifying the DEFRA modelled air quality results, however, they would like confirmation of the DEFRA results for both sites along with details of when the exercise was undertaken, the data sets used to simulate traffic flows and a breakdown of all other assumptions applied to this calculation.'

The work undertaken by Defra is presented in the Detailed and Technical Reports which accompanied the UK national plan to tackle roadside NO₂ concentrations.

Details of which can be found on the following website:

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/632916/air-quality-plan-technical-report.pdf

The modelled projections for non-compliance have been done so using the Pollution Climate Mapping (PCM) model. This model maps emissions from the National Atmospheric Emissions Inventory using a deterministic dispersion model to simulate atmospheric mixing and to generate background concentrations for different pollutants. The modelled results are then calibrated against measured concentrations from the national monitoring network and then verified. The new projections use the most recent historical assessment (2015) as the base year. As such, these projections used the

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latest available input data including 2015 road transport figures from the Department for Transport (DfT), the 2015 calibration of the PCM model with measurement data from the Automatic Urban and Rural Network (AURN), and the latest emission factors from COPERT 5.¹

The latest PCM modelled projections provided annual average projected NO₂ concentrations for all years from 2017-2030 inclusive.

As stated by DEFRA, the PCM Model has an uncertainty of ± 29 per cent. It does not use local emission factors and a large part of the feasibility study will enable collection of local emission data that can then be used to verify the modelled results. In addition our local air quality monitoring data will also be used, as the model will have only used automatic data captured from the AURN site on Frederick Street. Cardiff Council has recently began monitoring on both the A48 and A4232 for this exact purpose.

The attached table shows the worst projected road network in Cardiff as the A48 which shows non-compliance beyond 2023, taken from the detailed plan produced by Defra. The attached spread sheet provides a breakdown of the source apportionment of pollution in 2020.

Feasibility Study & Procurement Timescales

Members of the Committee understand the exceptionally tight timescales placed upon the Council for delivering the feasibility study and indeed identifying a plan to achieve air quality compliance in 'the shortest possible time'. Completing the feasibility study by the 30 September is a significant challenge, particularly given that the 'Improving Cardiff's Air Quality' task & finish exercise identified that several comparable cities had taken in excess of two years to complete the same task. Concerns were raised that the short timescale might mean that the exercise is rushed to the potential detriment of achieving the best outcome for Cardiff, and that the formal procurement of an air quality consultant had yet to start. With this in mind I would be grateful if you could provide the Committee with assurance that:

The short timescale for delivering the feasibility study will not prevent the Council from achieving the best outcome for Cardiff in terms of achieving air quality compliance 'in the shortest time possible';

Although it is paramount that Cardiff Council achieves compliance within the shortest time possible, it is also essential that the solution is the best one for the City and its citizens. A fundamental point is that the Council needs to ensure that any proposals are proportionate to the scale of the problem and tailored to local circumstances, whilst ensuring compliance in the shortest time possible.

As you rightly point out, the timescales given to us are extremely challenging. It is in all of our interests to get this right and as such we wouldn't want to overly commit to hastiness. There has since been constructive dialogue with Welsh Government about "staggering" of different elements that may extend to November. This will give us a better chance of getting the right solution.

The time taken to procure a specialist air quality consultant has been built into the six month window for delivering the feasibility study in Cardiff. To support this assurance I

¹ COPERT (Computer Program to calculate Emissions from Road Transport) NO_x emission factors are combined with road traffic numbers to estimate national emissions. Version 5 was published in September 2016 and takes into account real-world driving conditions emissions testing conducted in the UK and other European countries.

would be grateful if you could provide details of the planned procurement timeline.

The preferential procurement approach, which will need both procurement and legal support, is direct award to a specialist consultant. The works to achieve the preferred outcome are currently on-going.

Regional Collaboration

The Committee welcomes the comments of the Cabinet Member for Strategic Planning & Transport in relation to working with neighbouring local authorities to identify the best solutions for dealing with Cardiff's air quality challenges, and in achieving the widest possible audience for the consultation exercise supporting 'Cardiff's Transport & Clean Air Green Paper'. Members firmly believe that improving air quality and transport solutions is a regional issue that can only truly be achieved through real regional collaboration.

Currently 38% of Cardiff's workforce travels to Cardiff from outside the city and, of these, most workers (between 76% and 84%), who make the daily trip into Cardiff from neighbouring local authority areas, travel by car (Census 2011). This highlights the importance of regional collaboration, and Cardiff continues to work closely with neighbouring authorities and Welsh Government to identify and deliver strategic projects, which will support modal shift for journeys starting from outside Cardiff, as well as those originating within the city. For example, the delivery of Strategic Bus Corridors and the planned Park and Ride at Junction 33, represent potentially important cross-boundary intervention.

Councillor Wild has asked that the Green Paper and Welsh Government legal directive be put on the CCRTA agenda.

Low Emission / Sustainable Fuels

The Committee welcomes the commitment made by the Cabinet Member for Clean Streets, Recycling & Environment in terms of developing the use of low emission / sustainable fuels in Cardiff. It is clear that the use of low emission vehicles and sustainable fuel sources will be a major contributing factor in improving Cardiff's air quality. Evidence gathered during the 'Improving Cardiff's Air Quality' task & finish exercise suggests that it is inevitable that this is the future direction of travel for the automotive industry. The Committee encourages you to be bold in your approach and consider all of the potential solutions available, for example, electric and hydrogen powered vehicles. The general view of Members is that there is no single option that will achieve compliance on its own, and that a sensible blend of technologies is the best way forward at this point in time.

Noted: a number of projects and work programmes reviewing low emission/sustainable fuels are underway.

Electricity Supply

Several of the Members were a little concerned at the comment made by the Cabinet Member for Clean Streets, Recycling & Environment about the available supply of electricity in Cardiff being potentially insufficient to meet the future demand created by the growth of electric vehicles. If available, I would be grateful if you could provide details of the current electricity supply available to Cardiff; estimates for the increase in electric vehicles in the city and the projected increase in demand for electricity created by the new electric vehicles.

A feasibility study has been undertaken to identify the process through which Cardiff Council could define a suitable recharging network, based on the specific requirements and objectives for Cardiff. Network capacity will be a primary consideration for the location of any charging infrastructure. A robust understanding of the capacity of the network needs to be developed in conjunction with Western Power Division (WPD), who will be a key partner in the future development of the charging network in Cardiff.

Whilst the market share of Ultra Low Emission Vehicles (ULEVs) is growing, and is expected to increase significantly in coming years, it is difficult to provide accurate estimates for the likely increase in electric vehicles in the city. A number of externalities are likely to have an impact on the uptake of LEVs, including the cost of vehicles, developments in technology (e.g. the range of vehicles and charging requirements), incentives such as scrappage schemes, and the availability of charging infrastructure.

An analysis of available data in the feasibility study found low levels of LEV ownership, with ULEVs currently representing 0.15% of all Welsh licensed vehicles, as compared with 0.34% of all UK licensed vehicles.

Similarly, electric vehicle and charging technology is undergoing a significant period of change, and it is predicted that this rapid development will continue. As a result, there is still uncertainty as to both the number and type of electric vehicles which will be available, and what their charging requirements will be.

Planning Process & Low Emission Vehicle Refuelling Infrastructure

Several Members were concerned that the new developments identified in the Local Development Plan would be created without providing the low emission vehicle charging infrastructure required to meet Cardiff's air quality challenges. I would be grateful if you could confirm the level of debate taking place between the developers and Council to ensure that low emission charging infrastructure is being built into the major new developments and the actions that have been agreed.

In relation to the new developments identified in the Local Development Plan and low emission vehicle charging infrastructure, I can confirm that the Council is undertaking the following actions to encourage developers to provide such infrastructure in new developments:

Supplementary Planning Guidance relating to Managing Transportation Impacts is due to be approved by the Council later this month. The draft SPG highlights the projected increase in the availability of, and demand for, electric vehicles. This guidance seeks to ensure that charging points are installed in line with the current technical requirements at the time of the application. Where there is an opportunity for developments to include vehicle charging points, the Council will encourage their provision and seek to secure an appropriate level of provision through the planning process.

In addition, as part of the action plan for the "Low Emission Transport Strategy for Cleaner, Greener Transportation Fuels" the Council is currently preparing a guidance note for developers setting out the Council's requirements relating to the provision of electric vehicle charging points in new developments. This will aid discussions between developers and the Council, and help ensure that they consider the need to provide such infrastructure when planning new developments.

Finances

The Committee welcomes the positive financial statement made in the letter from the Minister for Environment. It is reassuring to know that the Welsh Government is supporting the Council to address this challenge and that they have agreed to support the funding for the feasibility study and implementation of the scheme to be identified for improving Cardiff's air quality. Members are supportive of the Chief Executives comments in that it is important that we now enter into a productive dialogue with Welsh Government to help achieve the best outcome for Cardiff.

Noted. Officers are in frequent contact with Welsh Government and are meeting with officials on a regular basis to ensure there is an on-going dialogue on this evolving issue.

Air Quality Compliance & Competing Demands

The Committee is supportive of the approach being taken by the Council to ensure that air quality targets are met 'in the shortest time possible' in order to shape the urban environment in a way that delivers improved health benefits and supports economic growth. Members felt that delivering these outcomes was vitally important in terms of achieving the best long-term outcome for Cardiff.

Noted. Engaging with key stakeholders (for example, Public Health officers and the business community) through the Public Service Board and other forums will be central in the development of any future options for meeting air quality targets.

Cardiff's Transport & Clean Air Green Paper

Members welcome 'Cardiff's Transport & Clean Air Green Paper' and the consultation exercise that supports this piece of work. The document is well constructed and identifies a number of important ideas that are essential in transforming Cardiff into a modern sustainable travel city. Unfortunately, the timescales for achieving air quality compliance are very short and some of the more significant projects (for example, the Metro) will be delivered outside of this period. This means that we have to focus on delivering as many of the short term measures within our immediate control as quickly as possible, for example, continued focus on 20 mph zones and parking restriction measures. At the same time we need to ensure that any major transport infrastructure projects due for completion within this timescale are delivered on time.

The rollout of 20mph limits is continuing, with work completed on the Riverside/Pontcanna and Gabalfa 20mph schemes. The rollout of 20mph limits will continue in 2018/19 with schemes in development for Plasnewydd and Adamsdown.

Work will continue to ensure that the Council's major transport infrastructure projects are delivered to timescale and in line with funding allocations. Where projects are being delivered by partners, for example Welsh Government's work on the Metro, the Council will continue to provide support as appropriate.

Clean Air Zones – A Temporary Measure

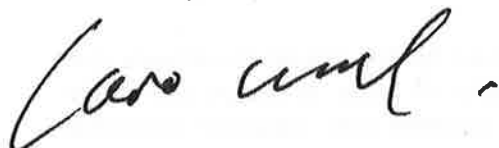
A Member suggested during the way forward that if Cardiff is mandated to implement a Clean Air Zone then it should explore the option of making it a temporary measure that is only applied until air quality compliance is achieved, i.e. it is possible to reverse the position once the objective is achieved. I would be grateful if this suggestion could be

considered and modelled when undertaking the feasibility study and identifying the final plan.

The feasibility study work will seek to model the different CAZ options. As you know the issue is also being consulted on in the Green Paper and we want to ensure a full discussion takes place that also factors in wider considerations such as congestion and public health.

We trust the above is of assistance. If you have any further queries, please do not hesitate to contact ourselves or officers direct.

Yn gywir
Yours sincerely,



Cynghorydd / Councillor Caro Wild
Aelod Cabinet dros Gynllunio Strategol a Thrafnidiaeth
Cabinet Member for Strategic Planning & Transport



Councillor / Y Cynghorydd Michael Michael
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