

BOROUGH OF KETTERING

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Report Originator	Shirley Plenderleith Head of Public Services	<i>Fwd Plan Ref No:</i>	
Wards Affected	All	29 th October 2019	
Title	Air Quality Monitoring and EV Charging Points		

1. PURPOSE OF REPORT

The purpose of this report is to provide an overview of the air quality issues in Kettering Borough Council's administrative area and to update on the progress with electric vehicle charging points.

2. INFORMATION

- 2.1 The Environment Act 1995 requires local authorities to review and assess air quality and compare the results to national air quality objectives. The air quality objectives are levels above which the pollutants can adversely affect public health. The national air quality objectives only apply where there is/is likely to be public exposure to air pollution, either as an annual mean (primarily this applies to residential properties) and a one hour mean (primarily applies to bus stations, pocket parks, on street cafes etc. where people would normally be expected to spend more than one hour). If air pollution is determined to exceed or likely to exceed the national air quality objectives the local authority is required to declare an Air Quality Management Area (AQMA).
- 2.2 Public Services currently measure nitrogen dioxide at 17 locations across the borough, with diffusion tubes. Utilising data collected from these tubes, the Council is required to produce an annual report for DEFRA called an Annual Status Report (ASR) by the end of June each year. Every year the results from the diffusion tubes are reviewed and the monitoring locations changed, if required, to reflect current and new exposure.
- 2.3 In the Borough there is only one pollutant, nitrogen dioxide, that presents anywhere near the national objective level. The two areas that have the highest nitrogen dioxide levels in the borough are the London Road/St Mary's Road junction in Kettering and Bridge Street in Rothwell.
- 2.4 In 2017, the first year of monitoring at the London Rd/St Mary's Rd junction, the nitrogen dioxide (NO₂) level at this junction was 37.4 mg/m³. The national air quality objective for NO₂ is 40mg/m³. 2018 results for nitrogen dioxide (NO₂) level at this junction are 35.7 mg/m³. This is a reduction of 1.7 mg/m³.
- 2.5 It is likely the air quality at London Road could be further improved by traffic management options to ease congestion. The Council is working with Northamptonshire County Council Highways to produce a traffic and air quality model for the junction which will help to identify the effectiveness of potential

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traffic management options. These reports are expected soon but early indications of the traffic model suggest that a 25% drop in queuing could be achieved which should further assist in improving air quality at this junction.

- 2.6 The Bridge Street junction in Rothwell town showed NO₂ levels for 2017 at 36.9 mg/m³ and the 2018 figure is 34.8 mg/m³, a reduction of 2.1 mg/m³. Further monitoring is taking place in 2019 to provide additional data to decide on the appropriate future steps for this area.
- 2.7 The Council's ASR has been assessed by DEFRA and they have commented that they are satisfied with our report and the ongoing monitoring and review of the two highest areas of NO₂.
- 2.8 If in the future, we find ourselves in a position of having to declare an Air Quality Management Area (AQMA) then at that point we would be required to produce an Air Quality Action Plan (AQAP) that sets out what steps we and our partners will take to reduce exposure.
- 2.9 In order to encourage residents and visitors to assist us in our aim to improve air quality and respond to climate change the Council have secured funding from the Office of Low Emission Vehicles (OLEV) to install electric vehicle (EV) charging points in a number of Council car parks; London Road, Commercial Road, School Lane and at a later date Churchill Way in Burton Latimer. The funding provides 75% of the cost with the other 25% being provided through Section 106 monies.
- 2.10 The tender exercise for the procurement of charging infrastructure has been completed with a successful bidder being identified. We are in the final stages of completing the contract with the successful bidder and are on track for installation by the end of this financial year.
- 2.11 The installation at Churchill Way will be based on the ongoing progress of the public realm project. It is important to note that the bid for funding was on the basis that we may not be able to complete this within the funding window which ends in March 2020. We are, however, committed to sourcing alternative funding to complete this element of the project.

3. CONSULTATION AND CUSTOMER IMPACT

- 3.1 If in the future the air quality situation changes and an AQMA is required we would need to undertake local consultation with residents, businesses and interested parties and the Council's partners such as the County Council transport, planning and public health teams. Any AQAP would also be subject to consultation.

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4. POLICY IMPLICATIONS

- 4.1 The need to reduce air pollution and improve health falls under the Council's obligations under the Public Health Indicator Framework (PHOF), as well as the primary legislation outlined above in section.
- 4.2 The monitoring and modelling work (outlined in paragraph 2.5) being undertaken will help to ensure that traffic management is effective and pollution levels are not worsened by changes made. Any improvements to air pollution will also improve health.
- 4.3 Traffic management also supports other mitigation options such as the provision of electric vehicle charging points in the Borough to reduce dependency on fossil fuel cars.

5. FINANCIAL RESOURCE IMPLICATIONS

- 5.1 The additional monitoring and modelling for the London Road/St Marys Road junction is being funded from existing budgets and Section 106 monies.
- 5.2 The EV charging points are being 75% funded by OLEV with the remaining 25% from Section 106 monies.

6. HUMAN RESOURCE IMPLICATIONS

- 6.1 There are no implications for human resources.

7. CLIMATE CHANGE IMPLICATIONS

- 7.1 The motion passed by Council relating to Climate Change is relevant as many of the actions proposed will help to address climate change and air quality.

8. LEGAL IMPLICATIONS

- 8.1 The Council is legally required to declare an AQMA if air quality objective levels are exceeded or are likely to be.

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9. RECOMMENDATION

The Committee is asked to:

- 9.1 Review the information provided in this report and support the approach being undertaken with regards to the ongoing monitoring of air quality; and
- 9.2 To note the work undertaken to implement electric vehicle charging points within a number of public car parks.

Background Papers: None

Title

Date

Contact Officer

Previous Minutes/Reports: None

Ref:

Date: