Report to	Norwich Highways Agency committee	**Item**
	22 March 2018	9
Report of	Head of city development services	
Subject	Air Quality –Fixed penalty, stopping of engines	

Purpose

To inform Norwich Highways Agency committee of the report that will be considered by cabinet on 14 March 2018 about enforcing engine switch-off. This cabinet report recommends that Norwich City Council applies to become a designated local authority for the purpose of issuing fixed penalties notices (FPNs) for stationary engine idling offences.

Recommendation

To note the attached report to cabinet *"Air Quality -Fixed penalty, stopping of engines*"

Corporate and service priorities

Preventing unnecessary vehicle idling will help to meet the corporate priority of a safe, clean and low carbon city and the service plan priority to implement transport elements of the air quality action plan.

Financial implications

Total cost for signage approximately £1,000. This will be funding through the civil parking enforcement budget. Enforcement will be carried out by existing enforcement officers as part of their day-to-day activities. Although this will take some time away from enforcement of parking issues, the target for Engine Switch Off is to some extent a captive audience and it is expected that the message will gradually change behaviour and reduce the need.

Ward/s: Mancroft and Thorpe Hamlet

Cabinet member: Councillor Mike Stonard - Sustainable and inclusive growth

Contact officers

Ed Parnaby, transportation planner	01603 212446
Joanne Deverick, Transportation and network manager	01603 212461

Background documents

None

Report to	Cabinet	**Item**
	14 March 2018	Appended report
Report of	Head of city development services	
Subject	Air Quality –Fixed penalty, stopping of engines	

KEY DECISION

Purpose

To seek approval to apply to become a designated local authority for the purpose of issuing fixed penalties notices (FPNs) for stationary engine idling offences.

Recommendation

To request that the Secretary of State approves Norwich City Council as a designated local authority for the purpose of issuing fixed penalties for stationary idling offences as set out within The Road Traffic (Vehicle Emissions) (Fixed Penalty) (England) Regulations 2002.

Corporate and service priorities

The report helps to meet the corporate priorities of a safe, clean and low carbon city and the service plan priority to implement transport elements of the air quality action plan.

Financial implications

Total cost for signage approximately £1,000. This will be funding through the civil parking enforcement budget.

Enforcement will be carried out by existing enforcement officers as part of their day-to-day activities. Although this will take some time away from enforcement of parking issues, the target for Engine Switch Off is to some extent a captive audience and it is expected that the message will gradually change behaviour and reduce the need.

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B**ackground documents**

None

Appended report

Report

Background

1. It is a corporate priority for Norwich to be a safe, clean and low carbon city. Air pollution can cause both short term and long term effects on health, particularly in the young and elderly, or people with heart or lung conditions, or other breathing problems. The pollutant of most concern in Norwich in terms of air quality is nitrogen dioxide (NO_2), as current levels to do not meet the national health based standard of 40 µg/m^3 as an annual mean. In Norwich, the most significant source of NO_2 is from emissions of oxides of nitrogen (NO_x) from road traffic.

2. In Norwich, the whole of the area within the inner ring road is designated an Air Quality Management Area (AQMA) (See appendix 1). This designation sets out where air quality objectives are not being met, or are likely to be at risk of not being met, and where people are regularly present. Within the AQMA there is a continued exceedance of the annual mean objective for the pollutant nitrogen dioxide (NO_2)

3. There is an obligation for local authorities and for all delivery partners who have an influence on air quality to take measures to improve it. A summary of these measures are set out in the Air Quality Action Plan (AQAP). The measure of enforcing engine switch-off is covered on page 17 of the AQAP.

4. Vehicle idling is an offence against the Road Traffic (Vehicle Emissions) (Fixed Penalty) (England) Regulations 2002. These regulations outline how a local authority can become a designated authority to enforce unnecessary vehicle idling and issue FPNs if required. The regulations cover all vehicles on public roads including buses, taxis and private cars. It does NOT apply to vehicles moving slowly due to road works or congestion; vehicles stopped at traffic lights; vehicles under test or repair; or defrosting a windscreen.

Considerations

5. The effect of air pollution can be particularly significant on those living in cities and is often concentrated where vehicles are queuing or where vehicles tend to wait with engines idling. Areas of particular concern in Norwich include streets where buses, taxis and commercial vehicles are idling for extended periods of time, collectively this adds significantly to levels of air pollution.

6. Overall NO_2 levels in the city within the central AQMA are falling. In 2012, ten of the monitoring locations recorded figures exceeding the annual mean objective of 40µg/m^3. By 2016 this reduced to seven monitoring sites where the figure is exceeded despite the addition of a new monitoring site on Chapelfield North. Whilst this is positive progress and the most heavily polluted streets have generally seen a reducing level of NO_2, there is still an unacceptable level of pollution on some streets, At Castle Meadow levels are still at 56µg/m^3, St Augustines Street 51µg/m^3 ,Riverside Road 47µg/m^3, Chapelfield North 46µg/m^3 and St Stephens Street 41µg/m^3. Accordingly enforcement will be focused where there is strongest need but also where there is significant loading or waiting and these powers can be used to limit vehicle idling.

Amended report

7. Enforcement procedure is effectively in up to three stages depending on the outcome at each stage:

    a) An authorised person to ask the driver to stop the running of the engine of that vehicle;

    b) A £20 fixed penalty issued if driver fails to comply;

    c) A fine not exceeding a Level 3 on the standard scale (£1,000) if details are withheld.

8. The above procedure demonstrates that this is not about penalising drivers but to create positive behaviour change with respect to idling and ultimately helping reduce the level of emissions in the city that are harmful to health.

9. Enforcement will be carried out by existing parking enforcement staff and it should be noted that this is not expected to significantly impact on their primary role of enforcement against illegally parked vehicles. . Informing bus operators and other key partners should help minimise the need for issuing the FPNs or fines described above.

10. Officers have engaged with Norfolk County Council when considering the application to become a designated authority under The Road Traffic (Vehicle Emissions) (Fixed Penalty) (England) Regulations 2002.

Signage

11. The area where enforcement will be carried out will be suitably signed. This signage will convey the requirements in place but without unduly adding to street clutter.

Conclusion

12. Whilst there has been some good progress reducing emissions and more modern motorised vehicles are gradually producing lower emissions, if this engine switch-off if not enforced, improving air quality in Norwich will take much longer than is necessary.

13. The Road Traffic (Vehicle Emissions) (Fixed Penalty) (England) Regulations 2002 sets out powers to allow Norwich to enforce engine switch-off for stationary vehicles, helping to reduce emissions and working towards our corporate and service priorities.

14. Once we have gained authority from the Secretary of State it is anticipated to take around three months to implement signage and to commence enforcement.

Appendedreport

Integrated impact assessment

NORWICH City Council

Report author to complete	
Committee:	Cabinet
Committee date:	14 March 2018
Director / Head of service	Andy Watt
Report subject:	Air Quality –Fixed penalty, stopping of engines
Date assessed:	06/12/2017
Description:	To agree to seek approval for issuing of FPNs on idling vehicles

Appended report

	Impact			
Economic (please add an 'x' as appropriate)	**Neutral**	**Positive**	**Negative**	**Comments**
Finance (value for money)	☐	☒	☐	Cost covering but see also: World Health Organisation (WHO) on the economic cost of the health impact of air pollution: http://www.euro.who.int/__data/assets/pdf_file/0004/276772/Economic-cost-health-impact-air-pollution-en.pdf
Other departments and services e.g. office facilities, customer contact	☒	☐	☐	
ICT services	☒	☐	☐	
Economic development	☐	☒	☐	Reducing air pollution will help Norwich to be a pleasant and prosperous city that is appealing to residents and visitors
Financial inclusion	☒	☐	☐	
Social (please add an 'x' as appropriate)	**Neutral**	**Positive**	**Negative**	**Comments**
Safeguarding children and adults	☒	☐	☐	
S17 crime and disorder act 1998	☒	☐	☐	
Human Rights Act 1998	☒	☐	☐	

Appended report

	Impact			
Health and well being	☐	☒	☐	The proposals will help to reduce the impact on public health from unnecessary pollution from motorised vehicles. https://uk-air.defra.gov.uk/air-pollution/effects
Equality and diversity (please add an 'x' as appropriate)	**Neutral**	**Positive**	**Negative**	**Comments**
Relations between groups (cohesion)	☒	☐	☐	
Eliminating discrimination & harassment	☒	☐	☐	
Advancing equality of opportunity	☒	☐	☐	
Environmental (please add an 'x' as appropriate)	**Neutral**	**Positive**	**Negative**	**Comments**
Transportation	☐	☒	☐	This scheme works to reduce the impact on air quality from transport.
Natural and built environment	☐	☒	☐	The natural and built environment will benefit from improved air quality. See above WHO report above that details the cost of air pollution on the built environment.
Waste minimisation & resource use	☒	☐	☐	

Appended report

	Impact			
Pollution	☐	☒	☐	This scheme will help improve air quality through reducing unnecessary vehicle emissions.
Sustainable procurement	☒	☐	☐	
Energy and climate change	☐	☒	☐	Reducing vehicle emissions is an established contributor to mitigating climate change. Reducing vehicle idle time is an established way to reduce fuel consumption saving energy.
(Please add an 'x' as appropriate)	**Neutral**	**Positive**	**Negative**	**Comments**
Risk management	☒	☐	☐	If engine switch-off if not enforced, improving air quality in Norwich will take much longer than is necessary. This would be at odds with our corporate and service priorities (safe, clean and low carbon city) and our air quality action plan.

Recommendations from impact assessment
Positive
N/A
Negative
N/A

Appended report

Neutral
N/A
Issues
N/A

Appended report