

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

Item
5

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 funded 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

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 (NO₂), as current levels do not meet the national health based standard (of 40 µg/m³ as an annual mean). In Norwich, the most significant source of NO₂ 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 (NO₂)
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 to levels of air pollution.
6. Overall NO₂ 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/m³. 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 NO₂, there is still an unacceptable level of pollution on some streets, At Castle Meadow levels are still at 56µg/m³, St Augustines Street 51µg/m³, Riverside Road 47µg/m³, Chapelfield North 46µg/m³ and St Stephens Street 41µg/m³. Accordingly enforcement will be focused where there is the greatest need but also where there is significant loading or waiting – such that the 2002 regulations can be used to limit vehicle idling.
7. The enforcement procedure involves up to three stages depending on the outcome at each stage:

- a) An authorised person asks the driver to stop the running of the engine of that vehicle;
 - b) A £20 fixed penalty is issued if the driver fails to comply;
 - c) A fine not exceeding a Level 3 on the standard scale (£1,000) is issued 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. Before introduction of the enforcement bus and taxi operators and other key partners will be informed to 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 is not enforced, improving air quality in Norwich will longer than is necessary.
13. The Road Traffic (Vehicle Emissions) (Fixed Penalty) (England) Regulations 2002 sets out powers to allow the council to enforce engine switch-off for stationary vehicles, helping to reduce emissions and working towards our corporate and service priorities.
14. Once the council has obtained authority from the Secretary of State it is anticipated to take around three months to implement signage and to commence enforcement.

Integrated impact assessment



NORWICH
City Council

The IIA should assess **the impact of the recommendation** being made by the report
Detailed guidance to help with completing the assessment can be found [here](#). Delete this row after completion

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

	Impact			
Economic (please add an 'x' as appropriate)	Neutral	Positive	Negative	Comments
Finance (value for money)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	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	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
ICT services	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Economic development	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Reducing air pollution will help Norwich to be a pleasant and prosperous city that is appealing to residents and visitors
Financial inclusion	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Social (please add an 'x' as appropriate)	Neutral	Positive	Negative	Comments
Safeguarding children and adults	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<u>S17 crime and disorder act 1998</u>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Human Rights Act 1998	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

	Impact			
Health and well being	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	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)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Eliminating discrimination & harassment	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Advancing equality of opportunity	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Environmental (please add an 'x' as appropriate)				
	Neutral	Positive	Negative	Comments
Transportation	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	This scheme works to reduce the impact on air quality from transport.
Natural and built environment	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	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	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

	Impact			
Pollution	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	This scheme will help improve air quality through reducing unnecessary vehicle emissions.
Sustainable procurement	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Energy and climate change	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	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	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	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	

Neutral
N/A
Issues
N/A