

Integrating Transport Planning and Local Air Quality Management: challenges, barriers and opportunities

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Outline



- ❑ Research background
- ❑ Air quality and transport planning in England
- ❑ Challenges towards effective integration
- ❑ Key findings from questionnaire survey
 - Inter-professional engagement
 - Prioritisation of air quality within LTP
- ❑ Conclusions

Research background

- *A three-year PhD research to investigate the effectiveness of delivering Air Quality Objectives through the LTP process in English local governments*
- *Carried out in the Air Quality Management Resource Centre, University of the West of England Bristol*

Methodology

**Two rounds of questionnaire surveys
to relevant stakeholders**

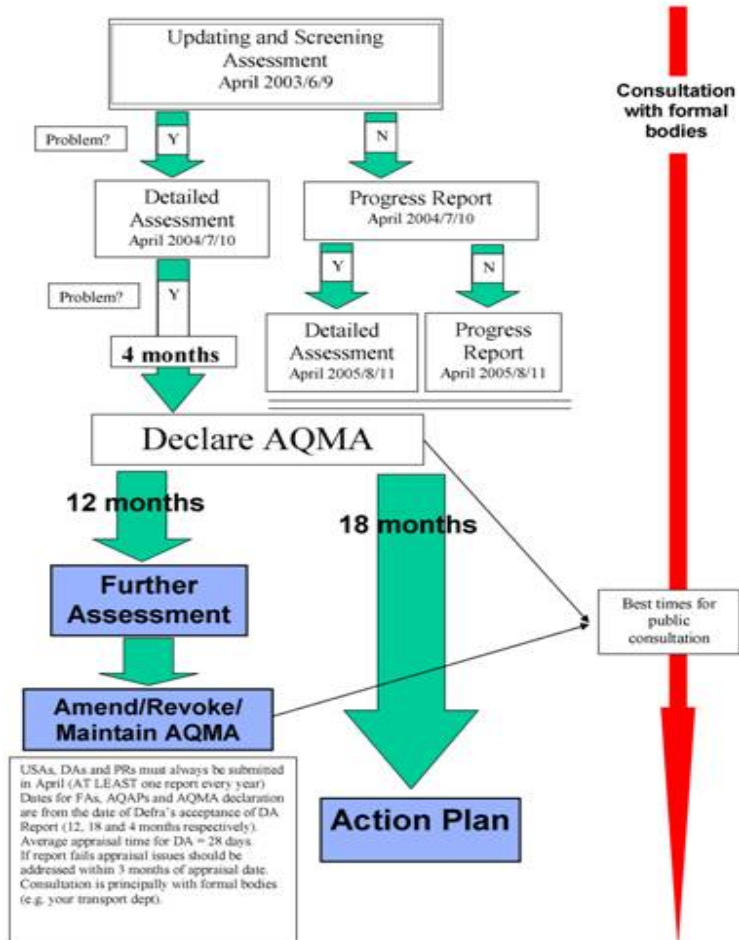
Appraisal of LTP documents

**Detailed interviews with
selected case studies**

What is Air Quality Management?

- “*the application of a **systematic approach** to the control of air quality issues in which all the factors determining air quality are considered in an integrated, proportionate and cost-effective manner based upon sound science and by reference to **health-effects based air quality criteria**”*
- The process requires action by central government
 - Air Quality Strategy
 - Air Quality Objectives
- Local government
 - Local Air Quality Management

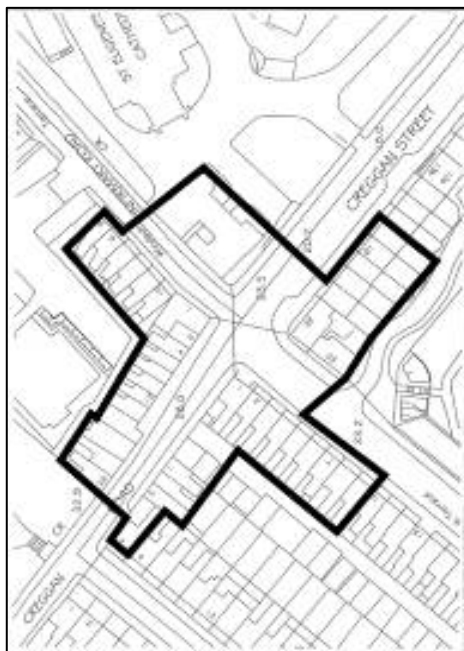
Local Air Quality Management (LAQM)



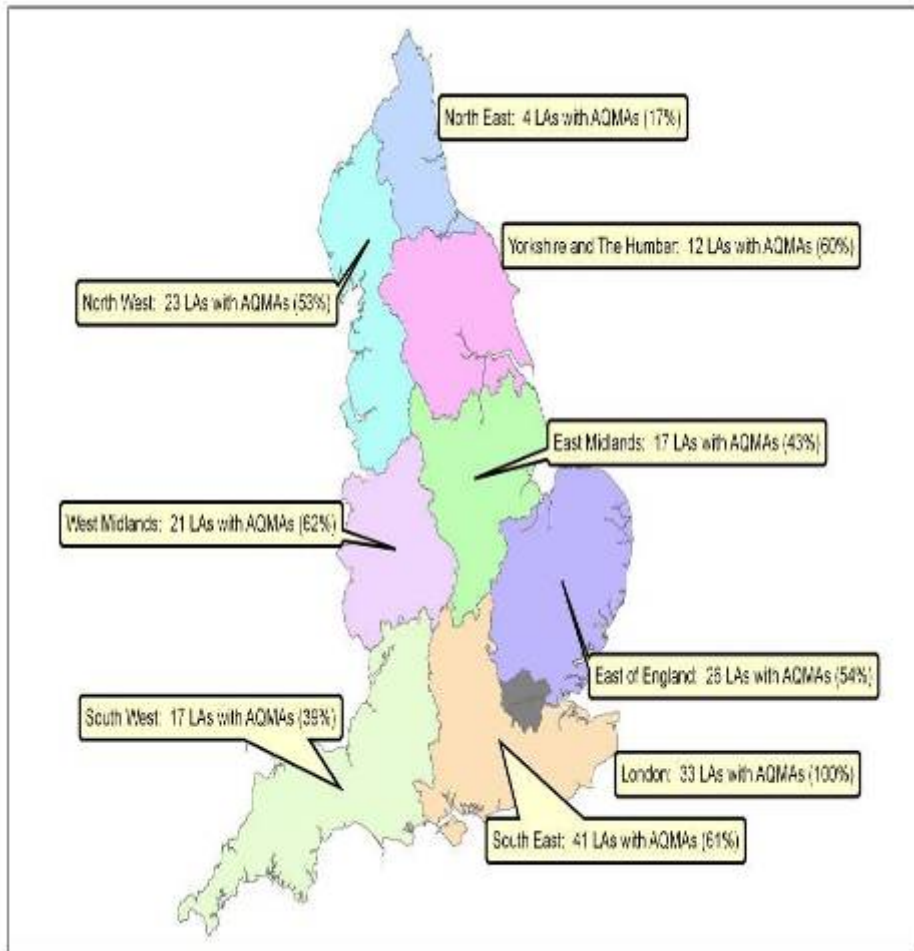
- **review** air quality within their jurisdiction;
- **assess** whether the **air quality standards and objectives** are being achieved;
- **identify** specific areas where the objectives may be compromised by the target date set in the Strategy;
- **designate** such areas as **Air Quality Management Areas (AQMA)**; and
- **put in place Air Quality Action Plans** to work with national actions to improve the local situation

What is an Air Quality Management Area?

An AQMA is a spatially designated zones where a Local Authority Review and Assessment of air quality has shown that one or more **Air Quality Objectives** set by Defra and the Devolved Administrations in Air Quality Regulations **have not, or will not, be met by the date** specified in the Regulations



LAs with AQMAs in England (excluding London)

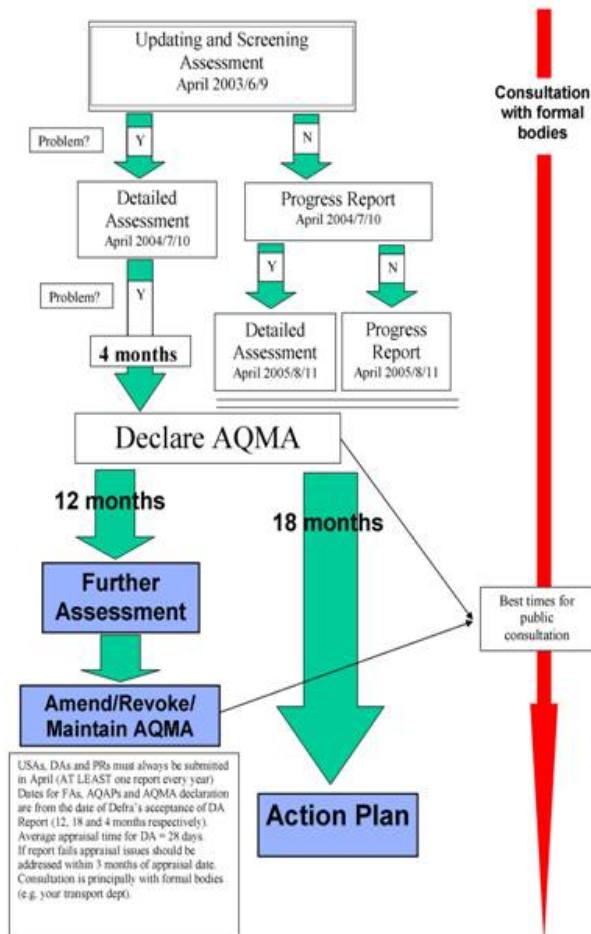


2008=164

| Area | LAs with AQMAs | Percentage of AQMAs declared by source | | |
|---------|----------------|--|------------|-----------|
| | | Trans | Ind | Dom/? |
| England | 164 (51%) | 92% | 12% | 2% |

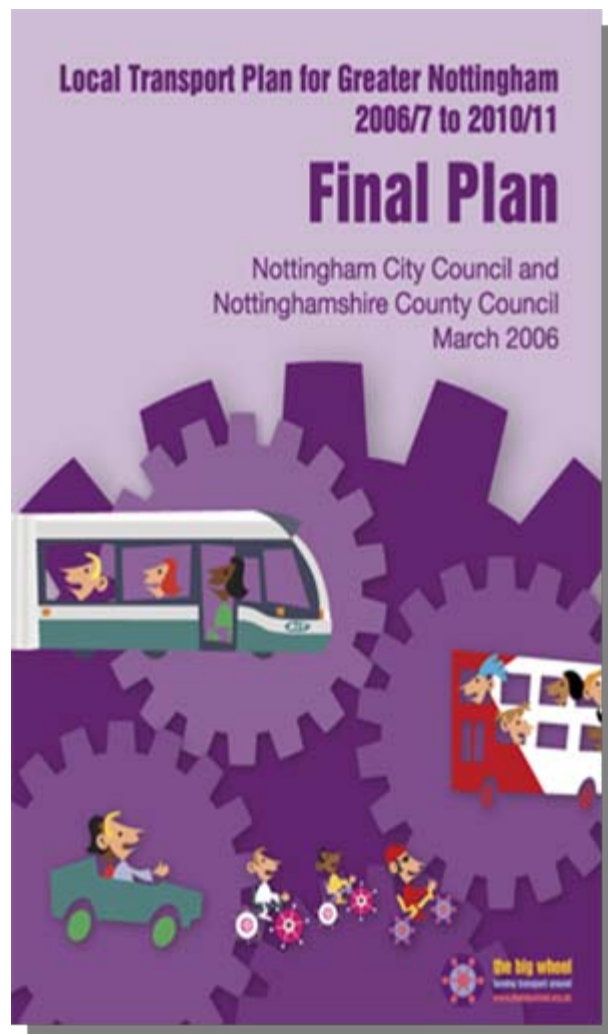
Note: Trans = Transport, Ind = Industry, Dom/? = Domestic or unidentified

Review & Assessment: limitation of action plans



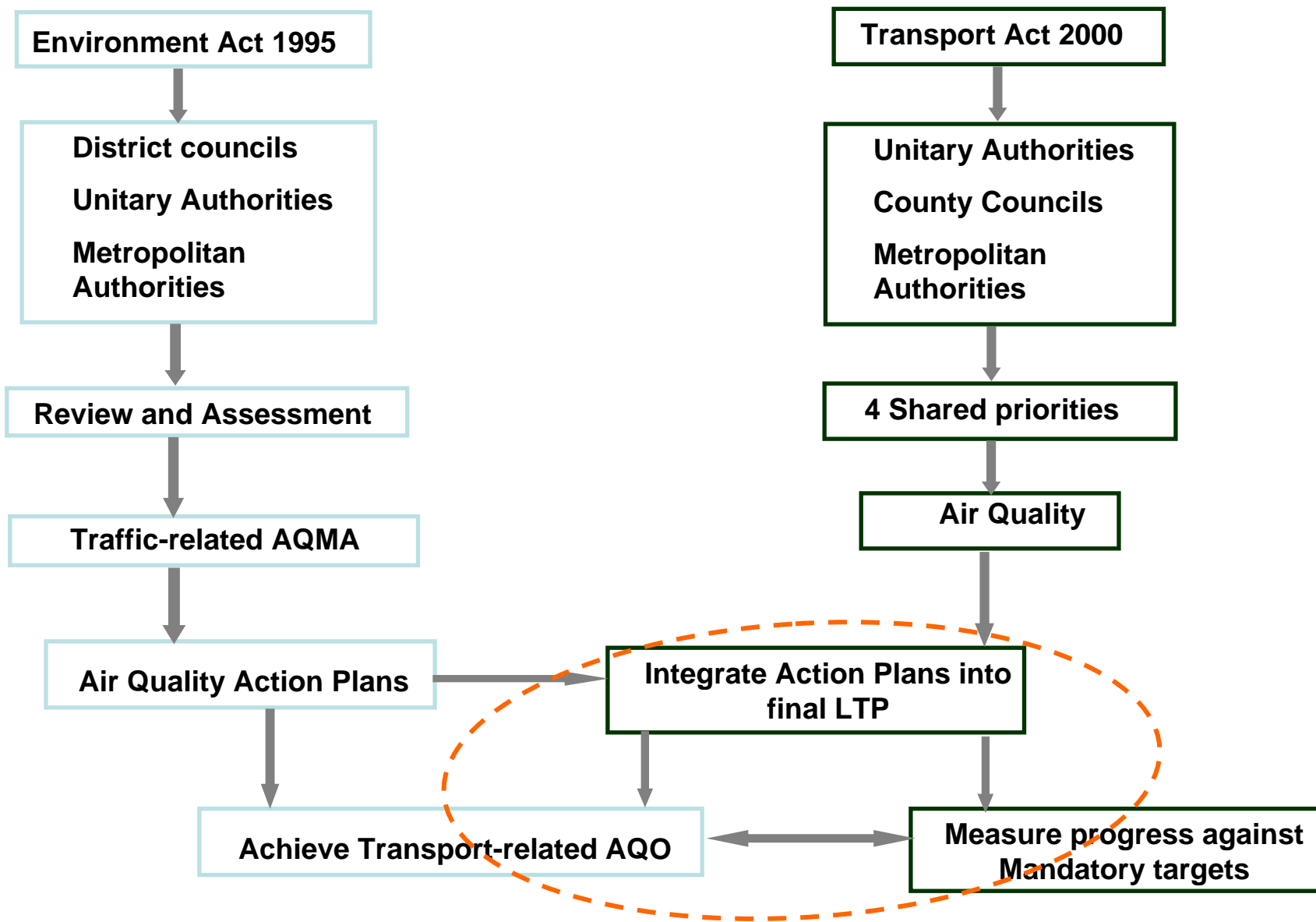
- Policy disconnect between the **diagnosis of the local air quality** through the review and assessment process and the **solutions proffered through the Action Plan**
- Improper calibration of action plan to the scale and nature of traffic-related air pollution
- LAQM is therefore ineffective in solving over 90% of the problem it discovers
- Mainstreaming air quality within LTP is aimed at solving this problem

LTP in England



- First round secured funding for the period of 2001-02 to 2005-06
- Final draft for the second round was submitted in March 2006 through the Government office of the Regions
- Covers the period of 2006-07 to 2010-11
- DfT and Local Government identified four shared priorities within this round;
 - Accessibility
 - Congestion
 - Safety
 - Air Quality

Rationale



Key issues and questions



- What effect does integration have on Air Quality Management?
- Does 'shared priority' actually mean 'equal priority'?
- Issues with inter-departmental communication and collaborations?
- What are the implications for multi-tier local governments?
- Environmental Health Officer and Transport Officers:
 - Perceptions
 - Attitudes
- What funding implications are there?

Questionnaire survey

QUESTIONNAIRE SURVEY 2007

Page 1 of 6: Air Quality Action Plan and Local Transport Plan (LTP) process.

The next few questions concern the integration of Air Quality Action Plans into LTRs.

For the purpose of this study different Local Authorities (LA) has been classified into 4 broad types, based on the preparation and implementation of their LTP.

A1. Which of these best describes your LA?

Unitary Authority having stand-alone LTP

Unitary Authority having joint LTP with other Unitary Authorities

Metropolitan Authority

Two-tier District Council with County administered LTP

On a scale of 1 - 6 where 1 = VERY GOOD and 6 = VERY BAD,

A2. How would you evaluate the present state of air quality in your LA?

1 2 3 4 5 6

Based on time, resources and fund allocation how would you compare the importance your Local Transport Authority puts on the following priorities within LTR? Indicate your answer on a scale of 1-6, where 1= VERY HIGH PRIORITY, 6= VERY LOW PRIORITY.

A3. Accessibility

1 2 3 4 5 6

A4. Congestion

1 2 3 4 5 6

A5. Safety

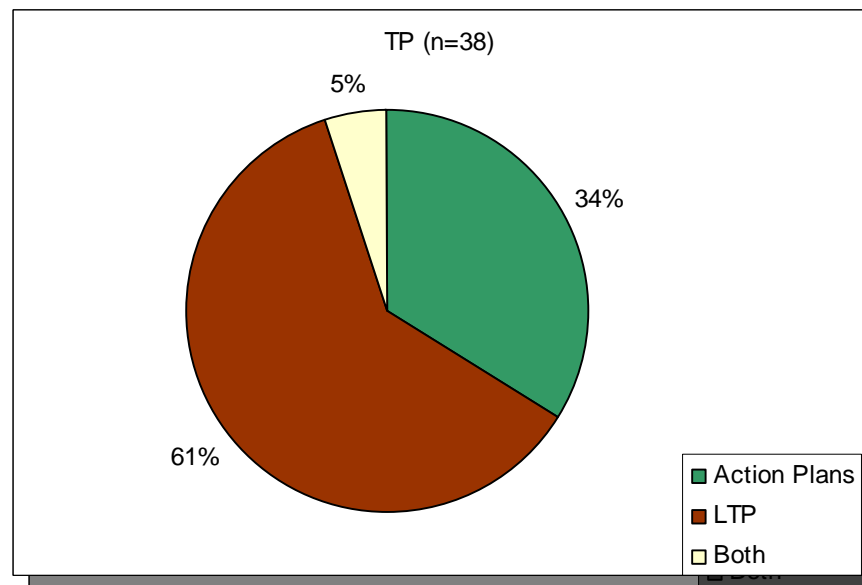
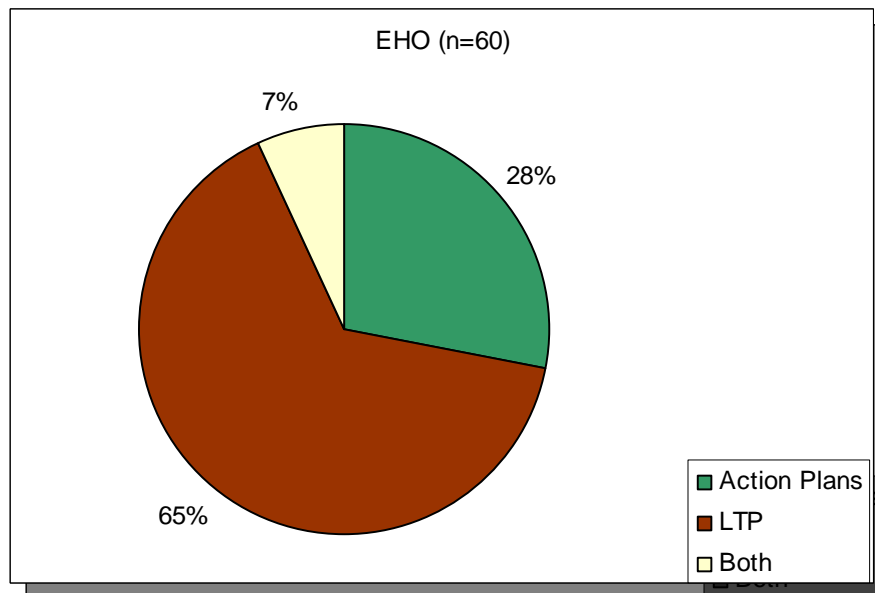
1 2 3 4 5 6

A6. Air Quality

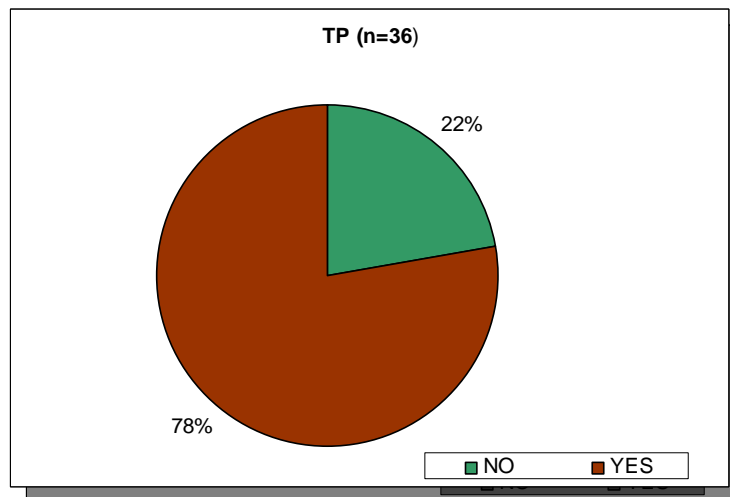
- Web-based questionnaires was administered to 142 environmental health officers (EHO) and 85 transport planners (TP) in over 200 local governments in England
- Survey was done between July and October 2007
- Response rate was 49% EHOs and 48% TPs
- Response cuts across all types of local authorities in the 8 regions

LTP as appropriate in addressing traffic-related pollution

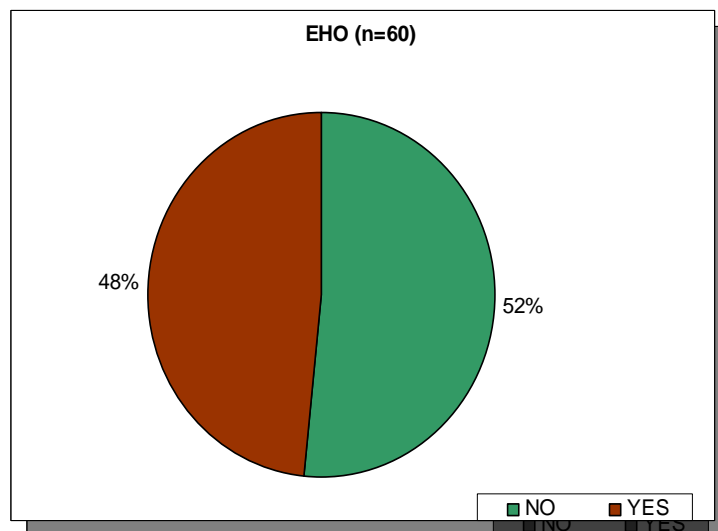
Question: *In addressing transport-related AQ problems in your LA, which approach do you think is more effective?*



Key findings : Inter-professional working



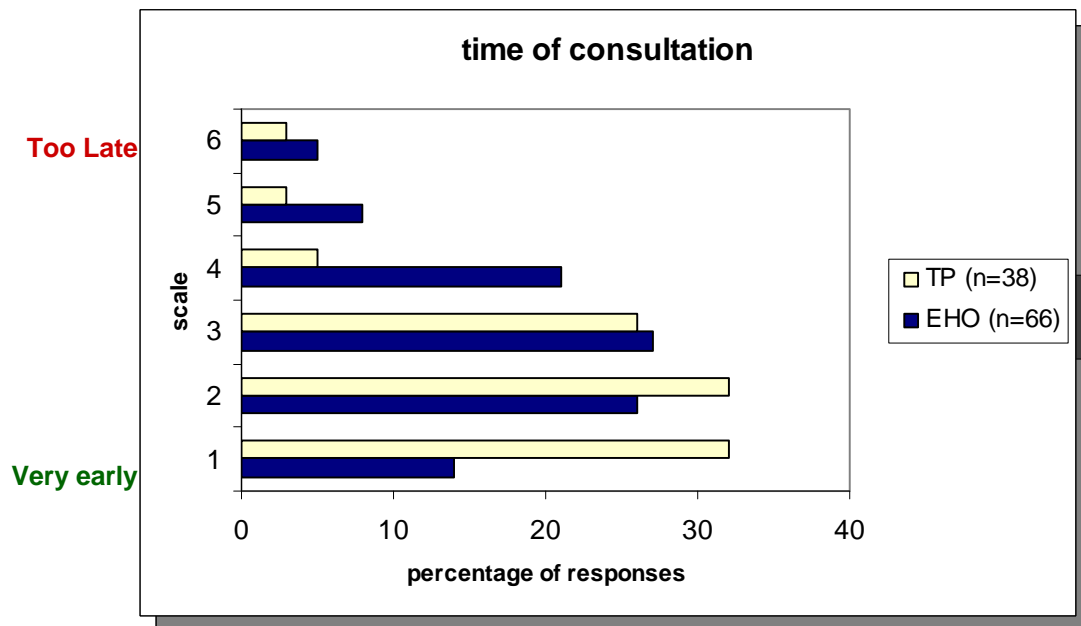
- Question: *Do you think the transport planners paid enough attention to the Action Plan during the implementation of the LTP2?*



- Disparities exist in the perceptions of both groups on how much attention is given to air quality within the LTP

Consulting EHOs

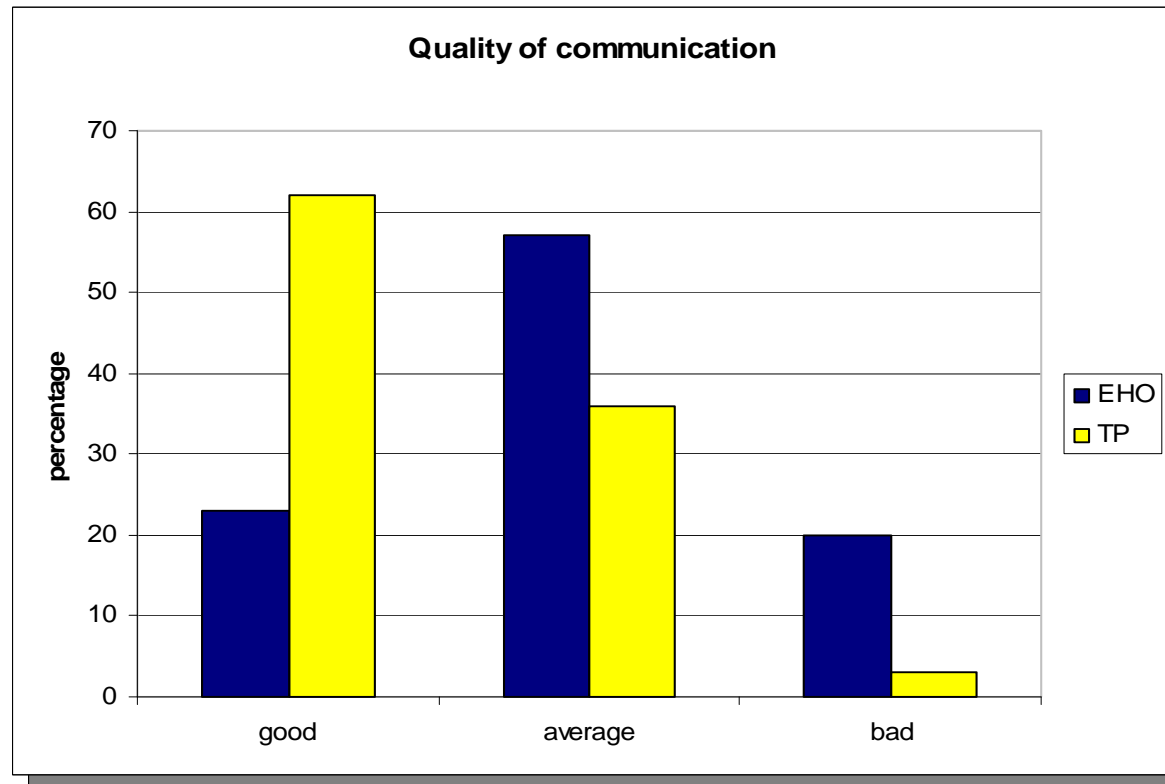
| | | consulting EHOs | | |
|------------|--------------------|-----------------|--------------|--------|
| | | NO | YES | Total |
| EHO | Frequency | 6 | 64 | 70 |
| | % within authority | 8.6% | 91.4% | 100.0% |
| TP | Frequency | 3 | 37 | 40 |
| | % within authority | 7.5% | 92.5% | 100.0% |



- 39% (n=66) of the EHO thinks consultation was early compared to 63% of TP (n=38) who considered it to be so

Quality of communication between EHO and TP

- “How do you think the planning process is in terms of communication between the transport planners and the environmental health professionals?” [EHO; n=69, TP; n=39]



Inter-professional engagement

TP respondent
from a unitary
authority

*“As with many joint ventures, successful operation requires that a measure of trust is built up between all involved. **Two sets of professionals with different backgrounds and priorities will have different takes on the same subject.**”*

*“**Communication is often a little one-way generally.** The transport planners know what they need from us to complete their LTP, but don't always involve us sufficiently to discuss how to maximise [air quality] benefits from the measures in the LTP2.”*

EHO respondent from a unitary authority

Air quality as a shared priority

| Priorities | N | Mean (1-6) |
|------------------------|----|------------|
| Safety | 41 | 1.46 |
| Congestion | 41 | 2.02 |
| Accessibility | 41 | 2.05 |
| Other Local Priorities | 39 | 2.33 |
| Air Quality | 41 | 2.98 |

*Importance placed on Shared Priorities in LTP based on time, resources and fund allocation where 1= very high priority, 6= very low priority

- 25% of EHO surveyed said that the Action Plans for the AQMAs declared before January 2006 were not integrated into the LTP2
- Only 21% of TP surveyed found the Action Plans effective during the preparation of LTP

Prioritising air quality within LTP

EHO respondent
from a district
authority

“ ***Differing political priorities*** [is another reason why our local authority find it difficult to integrate action plans into LTP2]. ***It was politically uncomfortable for our county council to recognise the existence of one of our AQMAs*** and as a consequence, our action plan for this area was excluded from the LTP. ”

“ ***With buses and [Heavy Duty Vehicles] HDVs being the primary sources of air pollution, improving air quality risks conflicting with improving accessibility, particularly by bus and meeting the needs of the freight industry, [which is] vital to the economy.*** ”

TP respondent from a unitary authority

Challenges towards effective integration



1. Timetable difference

Different time-scales implies that some local authorities' Action Plans may not be ready at the time of preparing the final draft of LTP

2. Roads covered within the LTP

Roads managed by the Highways Agency (major trunk and motorways) do not fall within the jurisdiction of LTP even if AQMA are declared within them

3. Institutional complexities

there are variations in the institutional arrangements in which both policy processes operate

Conclusions

- Broad support for the implementation of AQM on the back of LTP
- Priority for air quality in transport planning is still very low in some local authorities
- Different timescales for delivering LTP and LAQM pose challenges for integration
- Collaborative platform where communication between both groups is critical for promoting integration
- TP should avoid a 'tick-box' approach when consulting or communicating with the EHO
- More needs to be done regarding the understanding of the role of EHO in the LTP process

What about the future of LTP?



- Is LTP3 likely in 2011
- will AQ still be a shared priority??
 - From an AQ perspective we hope so?
 - Most AQ problems will take longer than one LTP cycle to solve

Ongoing and future work



- LTP document appraisal
- Second round of questionnaire survey
- Identification of case studies for detailed interview

And....



- Questions.....
- For more information visit:
<http://www.uwe.ac.uk/aqm/dotun.html>