

Appendix 2 Draft Air Quality Action Plan (AQAP) section (to be expanded)

Solution requires identification of the problem with a different emphasise for each transport corridor or area

Concentrations of Nitrogen dioxide exceed the EU limits adjacent to specific transport corridors within nine metres (30 feet) of the road carriageway. Higher levels are recorded within six metres of some roads as follows:

B2066 & B2118 East-West starts: Palmeira Square-Holland Rd ends: St James Street-Rock Gardens.

This strip includes; Western Road, North Street and St James Street with higher concentrations between Montpelier Road and the Old Stiene. Much of the corridor is enclosed with street canyons and there are significant road gradients (hill climbs) on North Street and St James Street. Length: 2.4 km. Special Area and Development Area.

This linear breach of the air quality standards is due to diesel buses and taxis and any measure to improve concentrations will have to address these sources. This corridor is not appropriate for larger HGV movements and a reduction in heavy freight movements is recommended. The EU NO₂ standard has exceeded on St James Street since 1996 with a low count of vehicles i.e. ~2,400 per day so reduction in total vehicle counts is not likely to be effective. Western Road has seen a number of planning application for change of use to residential which challenges action plan objectives to reduce the number of residences exposed to levels > EU air quality standards.

A2010 North-South starts: intersection with North Street ends: top of Terminus Road

Queens Road, Surrey Street and Terminus Road. Length: 800 m.

This road link is at the core of the AQMA and provides a hub interchange with the main station. It is mostly enclosed in a street canyon. This section has high counts of buses and a busy taxi rank. Cars also travel along this link on the way to North Road NCP car park. There is a hill climb on Terminus Road where Terrace houses reside within a few feet of the kerb. There have been planning applications for flats and hotels adjacent to the A2010 and there is an established high residential density close to the road. The Brighton Gateway project represents an opportunity to improve the existing situation.

B2199 East-West link between A23 and A2010

Trafalger Street, Frederick Place to Queens Road Quadrant. Length: 500 m.

Characterised by mixed use properties close to the kerb and a steep hill climb in a street canyon the route is used as a link between main roads. The NO₂ standard is exceeded within a few feet of the kerb with a low count of vehicles. Brighton Gateway and alteration to taxi ranking are relevant.

**A23 Valley Gardens North bound starts: Pavilion Gardens ends
Preston Road**

Marlborough, Gloucester & York Places, London Road, Preston Circus and parts of Preston Road **Length: 1.5 km**

Main road is close to mixed retail-residential building line. General traffic waits on York Place approaching the junction with Cheapside for a high proportion of the hours in the week. This often happens at lunchtimes and in the night as well as at commuter “rush hour” periods. High counts of buses between St Peters Place through to Oxford Street contribute to concentrations above the hourly NO₂ standard. Valley Gardens improvement scheme could increase the width of concourses, add sympathetic planting and consolidate park amenity space. I

**A23 South bound starts: Beaconsfield Rd–Stanford Avenue ends
Old Steine**

Beaconsfield Road, Viaduct Road, Viaduct Terrace, parts of Ditchling Road, Grand Parade **Length: 1.7 km**

This corridor has high counts of vehicles close to residential flats. There is a hill climb on Viaduct Terrace. Change of use applications along Grand Parade are seeking to convert office use to residential increasing population density. The Grand Parade’s road layout has potential for alteration including spaced green planting and wider pavements; such a plan is partly restricted by the parallel row of protected Elm trees.

**A270 starts: Old Shoreham Road near York Grove ends: New
England Quarter** **Length: 450 m**

Prestonville Terrace, New England Road, New England Street, Cheapside

The link includes a steep hill climb adjacent to Prestonville Terrace, preferably this should not be used by a scheduled bus route. New England Road has one of the highest hourly tallies of congestion with houses are adjacent. The bridge under railway tends to be pinch point for east-west movement across the city network.

Seven Dials **Length 150 m**

Marginal exceedances on Buckingham Place and Dyke and Bath Street, other arms of the junction show good air quality Cross over with transport projects for the junction.

A273 & A270 starts: Elm Grove junction ends Natal Road

The Lewes Road corridor includes: Vogue Gyrotory, Coombe Terrace and Pelham Terrace. **Length: 1.5 km**

High counts of buses and general traffic with mixed retail-residential use separated by a pavement without front gardens for much of its length. Planning applications are seeking to increase population density in the area that exceeds the standards adjacent to the road. The Local Sustainable Transport Fund project is relevant but does not have air quality as a key objective.

Edward Road and Eastern Road

Length: 400 m

Includes a small area close the junction with the A23 and a section where houses are close to the road opposite the hospital. The link is likely to be affected by construction traffic for some years. Has good potential for compliance along the entire stretch in future years.

Hollingdean Road starts: Vogue Gyrotory ends: at the railway bridge

Length: 300 m

Heavy goods vehicles travelling to and from the integrated waste facility have a slightly adverse influence. Action to establish the type of HGV engines used. Exceeding levels pre-date the facility and have been recorded for more than ten years. New development (representing an improvement on previous land use as a petrol station) is set back from the previous building line as conditioned by the Environmental Protection Team.

A259 & B2191 starts: Wharf Road ends: Old Shoreham Road

Kingsway, Wellington Road parts of Church Rd, Trafalgar Road **Length 2 km**

This is the main route from the port inland and carries a high count of heavy good vehicles (900 a day). Liaison is required with the port authority re how freight movement can be reduced, what engine types and being used and the scope for consolidation. A desirable is diversion to sea freight and inland waterways for heavy good movements between UK destinations. This transport corridor with houses adjacent is the most sensitive area to various industrial emissions with process conditions under the Environmental Permitting Regulations (EPR).

A2023 Sackville Road

Has reasonably good flow; exceedance close to junction with Old Shoreham Road and possibly Church Rd -Hove Street

Length 250 m

The Drove and South Street nr Preston Road

Two small hotspots one near the junction between Preston Road & Preston Drove and one on the hill climb from the Drove to Millers Lane. **Length 200 m**

The bridge under railway tends to be pinch point for east-west movement it is frequented by vans on trade jobs. The especially steep road climb causes higher emission rates with residential adjacent to the corner.

B212, Rottingdean starts: A259 ends: at The Green

Rottingdean High Street and Vicarage Lane

Length 250 m

Arguably this is the only exceeding road link that is not joined with all the others. It is 4.5 km from the nearest main AQMA. Whilst the surrounding air quality is good the historical high street has limited space between houses and the busy B road. A number of house facades are less than 1m from the road. Congestion is common in the High street with idling engines waiting on southbound carriageway and accelerating vehicles travelling northbound. Explore a reduction in the number of heavy and light vehicles travelling through the village High Street.

Existing measures: Implemented or in development

1. Travel Choice; encouragement of public transport, walking and cycling, and city car club,
2. Further application to the clean bus fund for procurement of improved rolling stock – evolution away from diesel to be encouraged, explore reason why Selective Catalytic Reduction does not work at network pinch points
3. Smart ticketing like oyster card to be used across integrated transport services to reduce delay and idling and ultimately increase service capacity without increasing the number of vehicles. Campaigns such as “where do you top up yours”?
4. Urban Freight management to reduce HGV in the centre – to be explored and expanded
5. Parking charges
6. Intelligent transport systems such as MOVA & UTMC
7. Motorcycles, taxi and electrical vehicles permitted to use bus lanes – explore caveats and limitations
8. Electrical vehicle infrastructure on street and in new developments – rapid charger bid with Sussex group
9. Low Emission Strategy feasibility project with Sussex Air Partnership
10. Gas fuel infrastructure project with West Sussex to be explored and expanded
11. Durable road surfaces that provide excellent traction, slick motion and require less disruption for seasonal maintenance –coupled with better tires campaign and new labelling on tires marking efficiency performance more obvious to the consumer
12. New developments sited and integrated with excellent transport links and choices –transport options to be upgraded for increase in population and demand
13. Planning refusal or recommend with mitigation measures where proposed living quarters are at roadside locations above EU standards
14. Ventilation strategy to mitigate the impact of new residential at roadside
15. Advice on solid fuel burning pamphlets and web pages leading to policy on size and permitted location
16. Educational initiatives awareness improvement –talks to university, schools other council departments and sharing with specialist forums, Initiatives such as walk to school week
17. Discourage anti social driver behaviour such as idling near to residential to be explored and expanded to include rapid acceleration
18. Air Alert applications for multi-media make people aware of pollution episodes (although AQMA problem more continuous than episodic)

Funds Available

1. LAQM (Local Air Quality Management) ring fenced pot for air quality
2. SAQP (Sussex Air Quality Partnership) joint initiatives
3. Green Bus Fund
4. Section 106
5. CIL Community Infrastructure Levy

6. CIVITAS
7. Various EC / EU research funds
8. LSTF (Local Sustainable Transport Fund) – could do more to support air quality improvement
9. LTP private sector investments
10. Support from NHS
11. Match funding
12. Direct prioritisation by council