
From: [redacted] (Defra)
Sent: 24 July 2013 17:15
To: [redacted] (Defra); [redacted]
Subject: RE: Draft reply to letter about diesel "ban"

[redacted]
I have now got hold of a copy of the report and revised my draft slightly. Can you please comment on this version.

Thank you

[redacted]

[redacted]
National and Local Air Quality
Atmosphere and Local Environment (ALE) Programme
Resource, Atmosphere and Sustainability (RAS)
Department for Environment, Food and Rural Affairs
Area 2C Nobel House, 17 Smith Square, London, SW1P 3JR

Telephone [redacted]

<http://www.defra.gov.uk/environment/quality/air/airquality/index.htm>

Interested in air quality? Automated Twitter feed @DefraUKAir.

From: [redacted] (Defra)
Sent: 24 July 2013 16:34
To: [redacted]
Subject: Draft reply to letter about diesel "ban"

[redacted]
Thank you for the conversation earlier today. I attach the draft reply I have prepared. As discussed I would appreciate your comments on whether this contains anything that Waverly would take issue with or does not reflect your policy etc.

[redacted]

Thanks for your input into this.

[redacted]

[redacted]
National and Local Air Quality
Atmosphere and Local Environment (ALE) Programme
Resource, Atmosphere and Sustainability (RAS)

Department for Environment, Food and Rural Affairs
Area 2C Nobel House, 17 Smith Square, London, SW1P 3JR

Telephone [**redacted**]

<http://www.defra.gov.uk/environment/quality/air/airquality/index.htm>

Interested in air quality? Automated Twitter feed @DefraUKAir.

From: [redacted] [mailto:[redacted]]
Sent: 22 May 2013 11:42
To: [redacted] (Defra)
Subject: RE: Enquiry on proposal to ban diesel cars

Thanks [redacted], I have no problems with you sending that response.

Regards

[redacted]

From: [redacted] (Defra)
Sent: 22 May 2013 11:37
To: [redacted]
Subject: RE: Enquiry on proposal to ban diesel cars

[redacted]

I have revised the para slightly to make the first sentence clearer (see below). Please let me know if you are happy with this before I send off.

Thank you for all your help and assistance.

[redacted]

Thank you for your letter of the 13 May regarding diesel vehicles. I am very sorry that you felt my previous letter did not answer your questions in full. Let me reassure you that I fully understand your concerns and it is right that you want to ensure your local Council follows the appropriate process in developing measures to improve air quality.

I would first want to make clear that as stated previously we firmly believe that local authorities are those best placed to investigate and implement measures to improve air quality locally. Air pollution has significant impacts on public health and it is important that local authorities explore all available options to reduce pollution and to protect the public. With respect to the powers Defra has over local action plans, my Department is a statutory consultee for Air Quality Action Plans. We also provide statutory guidance to local authorities on how to assess local air quality, prepare their air quality action plans and to investigate measures. I am satisfied that this guidance is being followed by Waverley council, and that they are taking necessary steps to assess air quality locally and to review available measures carefully.

I appreciate that you are concerned that Waverly Council does not take a knee jerk reaction to its local air pollution problem. Our guidance expects local authorities to consult the local public and local businesses before implementing measures so that local concerns can be known. My understanding is that Waverly has not proposed to ban diesel vehicles. However, it is looking carefully at what options are available to reduce air pollution and measures to control pollution from diesel vehicles are amongst the options being considered as described in the report I referred to in my letter of 7 May.

I understand that your local authority will be consulting ~~Since your local authority is consulting~~ on the measures ~~they have under consideration~~, in due course. It is important that you make your concerns known ~~at that time~~ so that these can be taken into consideration as part of their decision making. I would therefore strongly urge you to speak to your local Council representative and to engage in their consultation on what measures can be taken to improve air quality.

Thank you for bringing this matter to my attention.

From: [redacted] [mailto: [redacted]]
Sent: 22 May 2013 11:00
To: [redacted] (Defra)
Subject: RE: Enquiry on proposal to ban diesel cars

Hi [redacted]

I have reviewed Mr [redacted] reply to your original response and also your return response to this current matter. I have made some adjustments to your response in the final paragraph. These are highlighted to indicate the difference.

I hope that this will clarify the matter for [redacted]. Let me know if I can be of any further help.

Kind regards

[redacted]

From: [redacted] (Defra)
Sent: Wednesday 22 May 2013 10:14
To: [redacted]
Subject: RE: Enquiry on proposal to ban diesel cars

Hi [redacted]

We have received further letter on this issue (please see the attached) and are planning to reply with the below. Please let me know if it reflects what the Council is doing (in particular Para 3). I need to send this off today so would help to have any comments by mid day today.

Thank you so much for all your help

[redacted]
[redacted]

Letter starts

Thank you for your letter of the 13 May regarding diesel vehicles. I am very sorry that you felt my previous letter did not answer your questions in full. Let me reassure you that I fully understand your concerns and it is right that you want to ensure your local Council follows the appropriate process in developing measures to improve air quality.

I would first want to make clear that as stated previously we firmly believe that local authorities are those best placed to investigate and implement measures to improve air quality locally. Air pollution has significant impacts on public health and it is important that local authorities explore all available options to reduce pollution and to protect the public. With respect to the powers Defra has over local action plans, my Department is a statutory consultee for Air Quality Action Plans. We also provide statutory guidance to local authorities on how to assess local air quality, prepare their air quality action plans and to investigate measures. I am satisfied that this guidance is being followed by Waverley council, and that they are taking necessary steps to assess air quality locally and to review available measures carefully.

I appreciate that you are concerned that Waverly Council does not take a knee jerk reaction to its local air pollution problem. Our guidance expects local authorities to consult the local public and local businesses before implementing measures so that local concerns can be known. My understanding is that Waverly has not proposed to ban diesel vehicles. However, it is looking carefully at what options are available to reduce air pollution and measures to control pollution from diesel vehicles are amongst the options being considered as described in the report I referred to in my letter of 7 May.

When following this process through your local authority will be consulting ~~Since your local authority is consulting~~ on the measures they have under consideration. It is important that you make your concerns known **at that time** so that these can be taken into consideration as part of their decision making. I would therefore strongly urge you to speak to your local Council representative and to engage in their consultation on what measures can be taken to improve air quality.

Thank you for bringing this matter to my attention.

ENDS

From: [redacted]
Sent: 02 May 2013 17:58

To: [redacted] (Defra)
Subject: RE: Enquiry on proposal to ban diesel cars

Hi [redacted]

I have reviewed the revised response and I have no further comments to add.

Thanks

[redacted]

From: [redacted] (Defra) [redacted]
Sent: Thursday 02 May 2013 16:18
To: [redacted]
Subject: FW: Enquiry on proposal to ban diesel cars

Hi [redacted]

As discussed earlier I am running the revised draft by you for one final check before I send this off so would be grateful for any comments/changes.

Kind regards

[redacted]

From: [redacted] (Defra)
Sent: 02 May 2013 13:42
To: [redacted]
Subject: RE: Enquiry on proposal to ban diesel cars

Thanks [redacted]. I will revise the draft reply.

From: [redacted] [redacted]
Sent: 02 May 2013 13:34
To: [redacted] (Defra)
Subject: RE: Enquiry on proposal to ban diesel cars

Hi [redacted]

Thank you for giving us the opportunity to review your response. However, I do have some points to raise;

Firstly, Waverley do not have a proposal to ban diesel cars from Farnham.

Secondly, [redacted] opening statement of "Having consulted with Waverley Borough Council we understand it is their intention to ban all diesel powered cars...." I am not aware of any contact from them on air quality or this particular question and can only imagine their statement is based on something erroneous they have come across in the media.

The Defra-funded report undertaken by Ricardo-AEA "Farnham Traffic Management and Low Emission Feasibility Study" identifies diesel cars as a significant contributor to oxides of nitrogen and recommends restrictions on their access to central Farnham is studied further.

The report ranks this second and suggests car-parking changes could be the way forward. However, the report (and the Council's Executive at their meeting of 5 March 2013) recognises the following points:

- Measures exist whereby the levels of traffic-related NO₂ in Farnham could be brought down to annual average levels below the UK objective trigger. The highest ranked of these are through changes in traffic circulation and through restrictions on diesel cars. The latter finding was unexpected but is of national significance in the debate between pollution reduction and carbon-use reduction.
- However, these measures are not stand-alone items that can be introduced independently of other factors: cost, physical constraints, business considerations, residents' wishes, existing planned development, health impacts, and so on. Their efficacy needs to be looked at through a more rigorous and detailed study and such a study would include a full feasibility assessment of these approaches
- The report recognises that pollution reduction is one of many considerations when proposing significant changes to existing infrastructure. It recommended (Section 6 of the report) that changes in traffic circulation be subject to detailed traffic modelling and then reviewed to see if the air quality objectives would be achieved. Also that an economic and health impact assessment is undertaken to examine the feasibility of such measures and finally, that measures be considered to raise awareness on diesel vehicles' polluting effects and if steps could be taken to achieve a reduction

Follow up on the above is ongoing through further Defra-funded projects – expected to complete during this year. For information I have attached the media release from Waverley (Feb 2013) [see below].

Therefore it would be preferable if your response (with particular regards to your last paragraph) could refer them to the Ricardo – AEA report in order to point out that it does not put forward a ban but does look into restrictions. Waverley are in the process of looking at all feasibility measures and not any one factor specifically. In fact we're looking at the two main recommendations, the second of which is to restrict, not ban and (as per bullet points above) there is recognition that no measures are stand-alone and other factors must be considered in detail.

With regards to your query concerning diesel vehicles fitted with Euro 6, modelling data will continue to predict baseline concentrations and assess the potential reduction in emissions of pollutants from a range of measures, which includes future changes in technology.

I hope this goes some way towards resolving the concerns of [redacted]

Kind regards
[redacted]

[redacted]
Environmental Health Officer, Environmental Health
Waverley Borough Council
www.waverley.gov.uk/environmentalhealth
Direct line: [redacted]

Increase In Diesel Cars Highlighted In Significant Farnham Air Quality Study

A report of potentially national significance looking at the causes of air pollution in Farnham has been published by Waverley Borough Council.

Conducted by specialist consultants and funded by the Department for Environment, Food and Rural Affairs (Defra), the report highlights the extent of the negative impact diesel cars are having on air quality in Farnham. The report also recognises that traffic circulation changes in Farnham are needed to cut pollution.

The report is due to go before Waverley's Executive on Tuesday (March 5). As well as endorsing its findings, the Executive will be asked to support further projects which will include a detailed modelling study of traffic circulation changes. Another area to be examined, subject to the Executive's approval, will be what can be done to limit the effect diesel car use has on air quality in Farnham.

Also, the Executive will be asked to support an assessment of the economic and health impacts of any possible solutions put forward within the detailed modelling study of traffic circulation changes.

Cllr Bryn Morgan, councillor responsible for air quality and sustainability at Waverley Borough Council, said: "Diesel cars emit a higher proportion of their emissions as nitrogen dioxide than petrol cars which are often fitted with catalysts to reduce pollutant emissions. Thanks to the consultants and the support of our partners, including Surrey County Council, we now have the evidence to show the extent of the detrimental affect this is having on the air quality in Farnham.

"As diesel cars have become more popular nationally I'm sure there are towns and cities up and down the country that will be looking at the findings in this report with great interest. With this evidence, including how changes in traffic circulation could have a significant impact on pollution levels, the challenge now is to find the right solution for Farnham."

Research by the consultants include estimates for nitrogen dioxide pollution into 2015 that also take account of the affect the Brightwells development may have on traffic flows around Farnham. Readings modelled for different locations around Farnham also showed that at each point diesel cars were the single largest contributor to nitrogen dioxide.

The data used in the report is as current as it is possible to be, including information on engine types and car-parking use from automatic number plate recognition and other surveys undertaken specifically for this study.

"People's perception of town and city centre pollution is often of lorries and heavy good vehicles billowing out fumes," Cllr Morgan added. "While they may have more of a visual impact, this report shows the countless journeys made by diesel cars that go unnoticed are actually the biggest cause of pollution in Farnham.

"This report is a very important part of Waverley's ongoing work, in partnership with Surrey County Council and Defra, to tackle air quality in Farnham."

Notes for editors

Waverley has three air quality management areas, one of which is Farnham town centre. Across the country there are more than 200 air quality management areas, some which take in entire cities or towns and others confined along a single road.

The UK targets for nitrogen dioxide are based on maximum hourly concentrations of that pollutant at street level. This is because these are the levels that directly affect pedestrians and road users and maximum annual average concentrations which would potentially affect residents in the area.

The national hourly target is that this level should not be exceeded on more than eighteen occasions in a year. In Farnham the limit has been exceeded only once in three years.

The national average mean target is exceeded in all three of Waverley's air quality management areas.

The Executive recommendations also include a request for a Godalming traffic management and low emissions feasibility study, also funded by Defra.

From: [redacted]
Sent: Wednesday 01 May 2013 15:18
To: [redacted]
Subject: Enquiry on proposal to ban diesel cars

Hello [redacted]

Further to our telephone conversation this morning on the enquiry sent to Defra from a member of the public on the Council's proposal to ban Diesel cars in Farnham City Centre, please find attached a draft reply which we are planning to send to the inquirer. I would be grateful if you could have a quick look and let me know if there is anything missing or misreported in the reply.

Also are you able to clarify whether the Council's proposal will take into account Diesel vehicle fitted with Euro 6 as banning these would go counter to Government policy on cleaning up the diesel transport.

I look forward to hearing from you very soon bearing in mind that our deadline for replying is tomorrow. Thank you for your assistance.

[redacted]

Defra

[redacted]