

Environment Portfolio Holders Report

John Connor



Environment Team's work and the Corporate Plan

The teams work, public health and environment crosses all the Corporate Plan priorities but in particular;

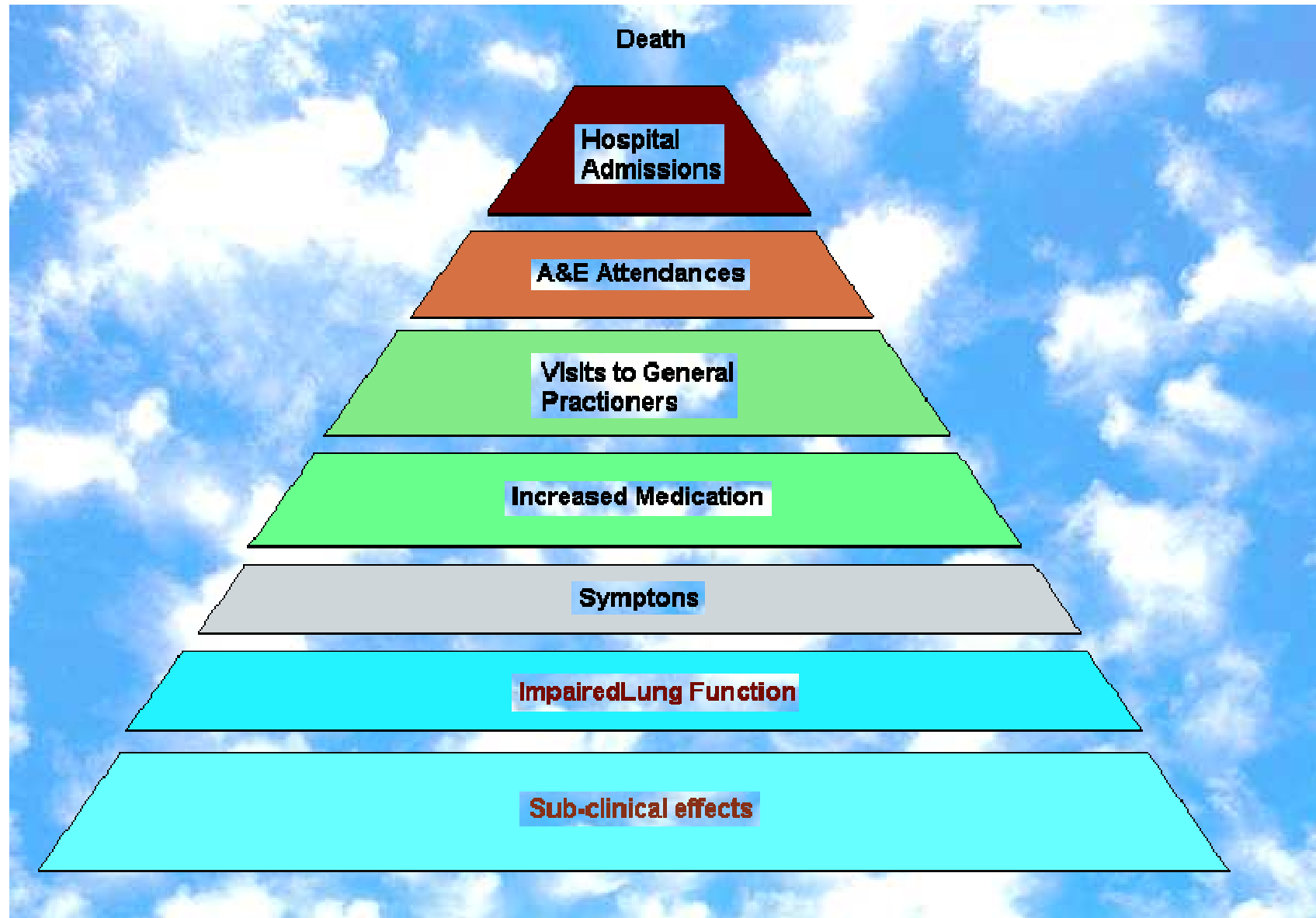
- Manage our built and natural environment
- Improve and support the local economy

Manage our built and natural environment

Environmental Protection Priority - **Air Quality**

- Nationally priority
- Health impacts of particulates and nitrogen dioxide

Impact of air pollution on Public Health





A scandal in the motor industry
Dirty secrets

Volkswagen's falsification of pollution tests opens the door to a very different car industry



News

Small diesels more toxic than big cars

Ben Webster Environment Editor

Small diesel cars pump out more toxic air pollutants than large gas guzzlers, according to independent tests. The results confound the popular assumption that bigger cars must be worse for the environment.

Recent models with an engine size below 1.5 litres emit on average 9.3 times the legal limit of nitrogen oxides (NOx) in road tests by Emissions Analytics, which supplies independent data on the real-world emissions produced by cars.

Cars with engines bigger than 2 litres emit on average 5.8 times the legal limit, which manufacturers are only required to meet in laboratory tests, despite admitting that those tests do not reflect how cars are driven on the road.

A 3-litre BMW 5 Series and 4-litre Porsche Panamera both met the legal limit of 80 milligrams per kilometre (mg/km) of NOx in the Emissions Analytics road tests, which involve realistic

Hazard warning

Large and clean (meets the legal limit for nitrogen oxides)
 Porsche Panamera 4-litre
 BMW 5 Series 530d 3-litre



Small and dirty (emits 6-8 times the legal limit)
 Toyota Auris 1.4-litre
 Volkswagen Polo 1.4-litre



speed and acceleration. In the same tests, a 1.4-litre Volkswagen Polo and 1.4-litre Toyota Auris produced from six to eight times the legal NOx limit.

Nick Molden, founder of Emissions Analytics, said part of the reason why bigger cars tended to produce less NOx was because they were more expensive and yielded more profit for manufacturers, who were therefore more willing to spend a little extra fitting effective pollution controls.

Larger cars also had more space for pollution controls, meaning there was less pressure on manufacturers to use smaller, less effective systems or risk reducing their effectiveness by squeezing them into a tight space.

Mr Molden said: "There is a physical packaging issue. In a small car you have not got a lot of space to work with unless you cut into the boot, which then makes it a less attractive product."

He said that larger diesels were more likely to have selective catalytic reduction systems, which involve injecting

urea into the exhaust to neutralise the NOx emissions. From September, any new models being put on the market for the first time will have to meet a tougher official "type approval" test which will include on-road testing.

Lorries and buses have been subject to road tests of randomly selected vehicles since 2014 and as a result new ones typically produce less than half the NOx of the average new car.

Tests by Germany's vehicle testing agency and a Finnish research centre revealed that the latest diesel lorries and buses produced an average of 210mg/km of NOx compared with 500mg/km for new diesel cars.

The European Automobile Manufacturers Association has said that, from September, a new test "will introduce much more realistic testing conditions, including higher speeds, more representative driving behaviour and stricter measurement conditions, than the current lab test".

Letters, page 28

Enter
 Shak anti-

Nadeem Bar

Two envoys invaded the stage before the year's opening protest group before the Cleopatra theatre in the city.

played the oil and Darragh who played the company scheme for spare told spare will b my stage! Out damn lord!"

Britain receives final warning on 'shameful' air pollution levels



Strategic Policies

- Chichester Vision
- Local Plan
- Southern Gateway

Operational Policies

- Greening the fleet – low/zero emission vehicles
- Electric vehicle charging points
- Enlarge Co-Wheels Club

AQ Working Group to support officers work

Manage our built and natural environment

Environmental Protection Priority - **Litter and Fly Tip Strategy**

- Sending clear messages
- Cleaning up the District
- Improving enforcement

Manage our built and natural environment

Other Environmental Protection Priorities

- **Selsey Bathing Water Enhancement Project**
- **Your Energy Sussex (YES)**
- **Beach Management Plan 2016-21**

Improve and support the local economy

Health Protection Priority – **Food Rating Scheme**

Target of improving % of premises that score a national food hygiene rating of 3 or more to 95%.

Last year = 96%, early indications this will increase this year

Future of Food Regulation

- FSA are revising the way food inspections are carried out.
- Earnt Recognition for businesses
- Inspections by external accredited contractors

Emergency Planning

- Emergency preparedness for an incident
- “Critical” status
- Review of housing and commercial stock – fire precautions

Other areas

- Licensing – night time economy, review of taxi licensing system
- H&S – LPG tanks

Questions

Let me know if there is anything else:

- We should be doing?
- We should not be doing?