

M1 Corridor Clean Air Partnership Meeting
Mega Centre
28 October 2002

Feedback from the six groups:

Group 3

Neil Parry: Interpretation of Emission data but not much of controversy on the impact of M1.

Les Sturch: Relation blur Traffic & Distance

Neil Parry: Traffic from M1 \neq local \Rightarrow Need to use of \neq methodology

Andy & Neil Parry: Move people from their houses (options)

John Perverse effect as pollution moves

Mark Parry: Planning guidance on acceptability if But in/near AQMA



Strategy 1 in which can be included

Andy It is not in any option/strategy within the report.

Richard Newton (RN) - strategy 4 none flexible & widen coverage

John Martin (JM) - Breakdown the strategies

Strategy 4: Pb be resources & achievement

Env. vs Dev

Between strategy 3 & strategy 4

Andy (SCC)

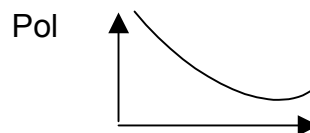
1) Decline in Air Pollution

2) Main contribution is Traffic

Contribution by types of vehicles (HGV)

Mark Parry - Response: no offset from cleaner vehicles
be \rightarrow traffic even with HGV.

- Failures with Bus Operators
- Other contributions
- 70 m away from M1
from M1 and local traffic
- Industry Improvement \rightarrow
- Domestic - switch to gas



m = Pollution

cleaner devices

Group 1

- Traffic Key Issue
- One strategy needed for whole City
- Flexible strategy needed inc Economic, Land Planning etc.
- Carrots needed now (Strategy 3 & 4)
- Sticks may be needed later (Strategy 2)
- Develop the options that prove to be effective

Group 4

- Strategy 1
- not popular
 - current plans taken into account & objective will not be met
- Strategy 2
- Negative
 - draconian
 - practical problems
- Strategy 3
- might be easier/more cost effective to target traffic
 - narrow focus
 - not v. appropriate to M1
 - concentrate more on HGV's
 - other measures such as flexible working would affect traffic levels
 - more targeted strategy could be supported
 - National Gov't should support LA's who implement green travel plans/fleets etc. with extra financial resources
 - would it achieve the aims?
 - needs to be targeted to M1
- Strategy 4
- more national measures needed
 - more balanced
 - more resource needed

Group 6

E Finbow, M Alison, S Simmons, B Jolly, M Newton

Strategy 1

Do nothing - NOT an option

Strategy 2

Reduce traffic - limited options. Public Transport. Thru traffic is a problem. Freight transport by rail (local issues). Present traffic unsustainable. Too draconian.

Strategy 3

Good ideas, but will it work. Public transport is not the answer - many issues. Need quality public transport systems - bus shelters etc. Local road network doesn't let itself to improvement.

Strategy 4

Look at all pollution sources. Some solutions will be long term (beyond 2005)

"Arkwright Town Strategy"

Wholesale clearance of residential areas - might cost less than other

"solutions".

Note Feedback on flip chart paper Not received from Groups 2 & 5