

**Summary of the Local Authority responsibilities outlined in the draft consultation**

Paragraph 29 of the Consultation Document

In keeping with the localism agenda, the principal responsibility for implementing geographically targeted measures will rest with relevant local authorities. The Government will consider the appropriate incentives required to help secure the delivery of the measures and the associated air quality improvements. The final shape of the plans and incentives will be determined taking into account the outcome of the consultation and the current Spending Review

Para 36 of Consultation Document

There will be challenges associated with the measures set out in the plans, both practical and political. Local authorities will need to tackle these for the measures to deliver.

Para 39 of Consultation Document

The most straightforward approach to assess the possible impact of these measures was to model access restrictions on those roads which are projected to be in exceedence. In reality, local authorities can conduct a more detailed assessment of their need and select the combination of measures necessary to deliver compliance which may or may not include access restrictions. However, this simplification gives an indication of what can be achieved

Paragraph 40 of Consultation Document

By lowering transport emissions the results show, as presented in the evidence annex, the UK would achieve compliance with legal limits for NO<sub>2</sub> by 2020 in all areas outside of London. London, where the most severe issues arise, would be compliant by 2025. This would bring forward compliance by between 5 and 10 years.

Paragraph 41 of Consultation Document

The primary benefit of these measures is the impact on public health and the natural environment. Overall, we expect the measures to provide £2.7 billion in benefits within the range of £1.2 billion to 4.3 billion. The cost of cleaning up the fleet is estimated within the range of £1.2 billion and £1.7 billion. Overall, the measures provide a positive benefit to cost ration of 2.2.