

2011 Air Quality Progress Report for *Wycombe District Council*



In fulfilment of Part IV of the Environment Act 1995
Local Air Quality Management

A Report produced by Wycombe District Council February 2011

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Report Reference number	Progress Report 2011
Date	February 2011

Executive Summary

The results from the progress report highlight that the existing AQMA is still highlighting exceedences in NO₂ as shown by diffusion tubes, the automatic monitor within this area however appears unreliable for this period due to a number of instrument faults and lack of data capture for this period. The diffusion tubes however remain consistent with those of previous years and can therefore be relied on.

Exceedences in the diffusion tubes outside of the AQMA continue within the areas currently subject to an AQMA declaration, supporting the continued need for declaration.

One other area where exceedences of the national objective for NO₂ were highlighted is within the Marlow area. A number of these tubes however are relatively newly installed and therefore only provide data for a period of less than 6 months, as a result monitoring will continue to ensure a full and robust data set is obtained for these tubes and new tubes will also be installed to monitor the possible extent of any NO₂ exceedences. Should this data then indicate a likely exceedence of the NO₂ objective when analysed next year then a Detailed Assessment will be carried out.

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1 Introduction

1.1 Description of Local Authority Area

Wycombe District Council is a semi rural District situated in the South of the County of Buckinghamshire and includes part of the Chiltern Hills. High Wycombe is comprised of three main valleys which convene in the town, the roads that track through the bottom of these valleys are the dominant source of pollution for the town. The surrounding areas form a mixture of small towns and villages scattered throughout a rural patchwork; the southern most part of the District is dissected by the M40 motorway which is the main source of pollution within the area indicated by its associated Air Quality Management Area (AQMA) which spans 30m either side of the carriageway along its route through the District.

There are a number of industrial sites throughout the area many of which consist solely of light industry and none form a dominant source of pollution.

1.2 Purpose of Progress Report

Progress Reports are required in the intervening years between the three-yearly Updating and Screening Assessment reports. Their purpose is to maintain continuity in the Local Air Quality Management process.

They are not intended to be as detailed as Updating and Screening Assessment Reports, or to require as much effort. However, if the Progress Report identifies the risk of exceedence of an Air Quality Objective, the Local Authority (LA) should undertake a Detailed Assessment immediately, and not wait until the next round of Review and Assessment.

1.3 Air Quality Objectives

The air quality objectives applicable to Local Air Quality Management (LAQM) in **England** are set out in the Air Quality (England) Regulations 2000 (SI 928), and the Air Quality (England) (Amendment) Regulations 2002 (SI 3043). They are shown in Table 1.1. This table shows the objectives in units of microgrammes per cubic metre $\mu\text{g}/\text{m}^3$ (for carbon monoxide the units used are milligrammes per cubic metre, mg/m^3). Table 1.1. includes the number of permitted exceedences in any given year (where applicable).

Table 1.1 Air Quality Objectives included in Regulations for the purpose of Local Air Quality Management in England.

Pollutant	Concentration	Measured as	Date to be achieved by
Benzene	16.25 $\mu\text{g}/\text{m}^3$	Running annual mean	31.12.2003
	5.00 $\mu\text{g}/\text{m}^3$	Annual mean	31.12.2010
1,3-Butadiene	2.25 $\mu\text{g}/\text{m}^3$	Running annual mean	31.12.2003
Carbon monoxide	10.0 mg/m^3	Running 8-hour mean	31.12.2003
Lead	0.5 $\mu\text{g}/\text{m}^3$	Annual mean	31.12.2004
	0.25 $\mu\text{g}/\text{m}^3$	Annual mean	31.12.2008
Nitrogen dioxide	200 $\mu\text{g}/\text{m}^3$ not to be exceeded more than 18 times a year	1-hour mean	31.12.2005
	40 $\mu\text{g}/\text{m}^3$	Annual mean	31.12.2005
Particles (PM₁₀) (gravimetric)	50 $\mu\text{g}/\text{m}^3$, not to be exceeded more than 35 times a year	24-hour mean	31.12.2004
	40 $\mu\text{g}/\text{m}^3$	Annual mean	31.12.2004
Sulphur dioxide	350 $\mu\text{g}/\text{m}^3$, not to be exceeded more than 24 times a year	1-hour mean	31.12.2004
	125 $\mu\text{g}/\text{m}^3$, not to be exceeded more than 3 times a year	24-hour mean	31.12.2004
	266 $\mu\text{g}/\text{m}^3$, not to be exceeded more than 35 times a year	15-minute mean	31.12.2005

1.4 Summary of Previous Review and Assessments

- Review and assessments of air quality in the Wycombe district indicated levels of nitrogen dioxide likely to exceed the national objectives along the M40
- We declared an air quality management area and an air quality action plan (AQAP) was completed in 2002. The AQMA spans 30m either side of the carriageway.
- An Updating and Screening Assessment (USA) in 2003 concluded no significant changes in industry, trade or traffic flow had occurred to increase the risk of pollution
- Progress reports have been completed for 2004 and 2005 detailing progress on the actions laid out in the AQAP along with the latest monitoring results
- A 2006 USA highlighted the requirement for a detailed assessment (DA) to be carried out in the West Wycombe area to investigate possible breaches in the national objectives for Nitrogen Dioxide.
- The 2006 DA concluded that it was not appropriate to declare a second AQMA in the West Wycombe area.
- The Progress report in 2007 concluded that there was little change with regards to air quality within the District with respect to previous years.
- The 2009 USA highlighted a number of exceedences of the Nitrogen Dioxide objective around High Wycombe town centre as a result of diffusion tube monitoring of previously unassessed areas. As a result of this a detailed assessment has been carried out in respect of this area.
- The Detailed Assessment was carried out in 2010, this report recommends we declare a town centre and surrounding area AQMA based on NO₂ exceedences. This also highlighted our current declaration area for the M40 may now be out of date we therefore commissioned a further DA on the M40 which highlighted the boundary for this should be increased.

Figure 1.1 Map of AQMA Boundary

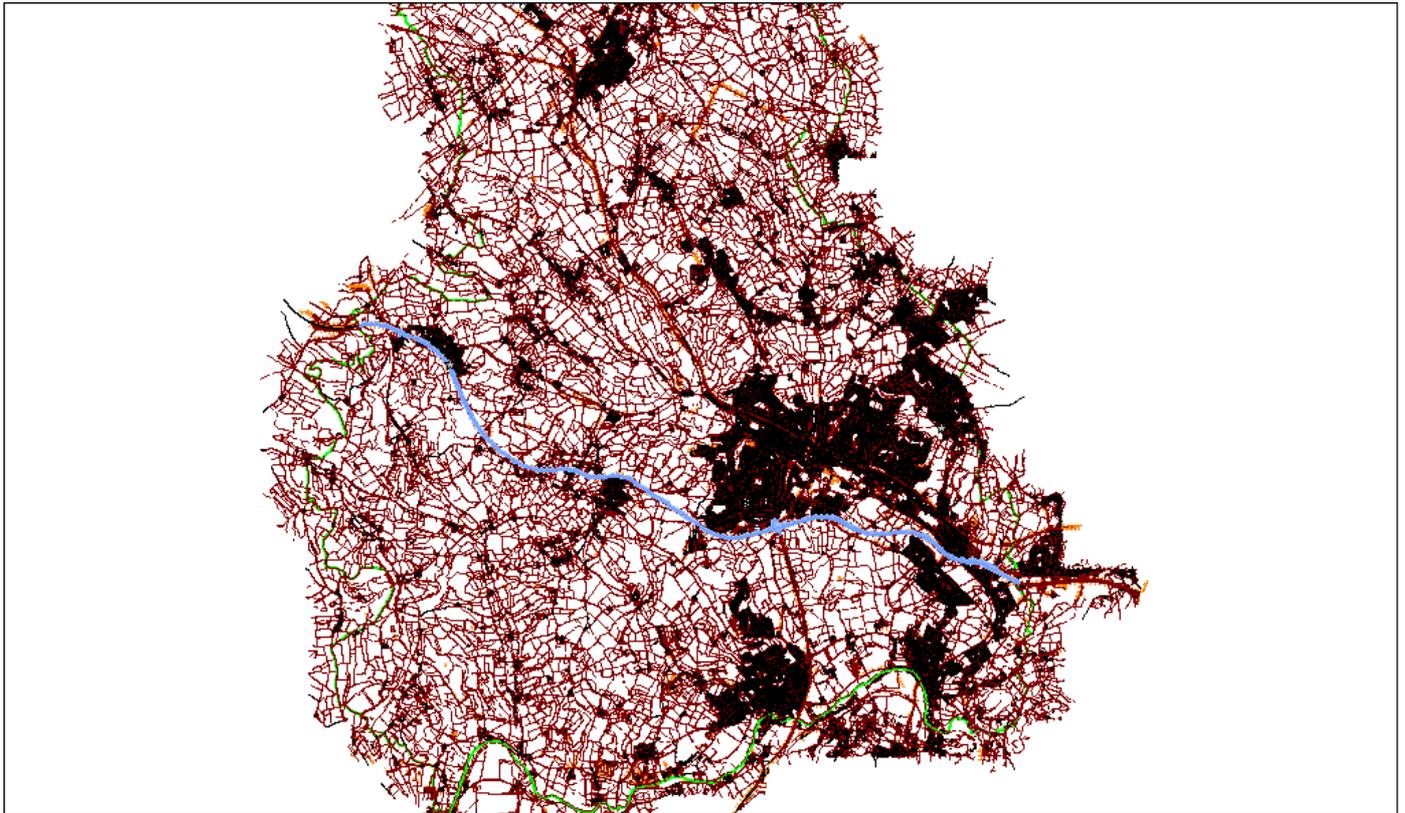
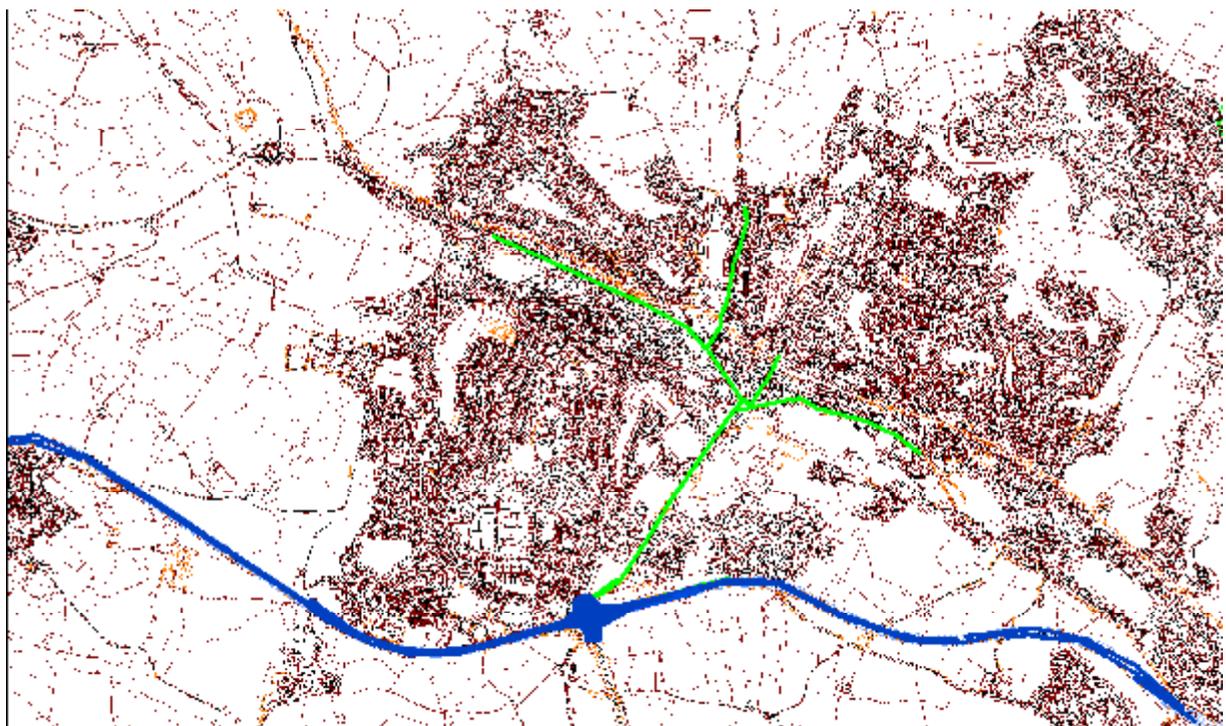


Figure 1.2 Current AQMA depicted on the map below in blue, with green highlighting the roads that will be included in the new AQMA boundary.



2 New Monitoring Data

2.1 Summary of Monitoring Undertaken

2.1.1 Automatic Monitoring Sites

Additional Sites

Two new automatic monitoring sites for NO₂ were proposed since the previous USA report highlighting exceedences within High Wycombe town centre area were delayed. One has been recently commissioned and data will follow in the next progress report. The second is due to be up and running within the next month.

Calibrations & Audits

Monthly calibrations on all sites are carried out by the officers of Wycombe District Council.

Site audits are carried out by AEA (the data management company) on a 6 monthly basis.

Audits are also carried out along with servicing by Supporting U (the equipment maintenance company) on a 6 monthly basis.

Data Validation & Ratification

All data from the stations are managed by external consultants (AEA) to quality procedures developed under the UK National Network. The data management processes represent best practice and fully meet the requirements set out in LAQM TG(09).

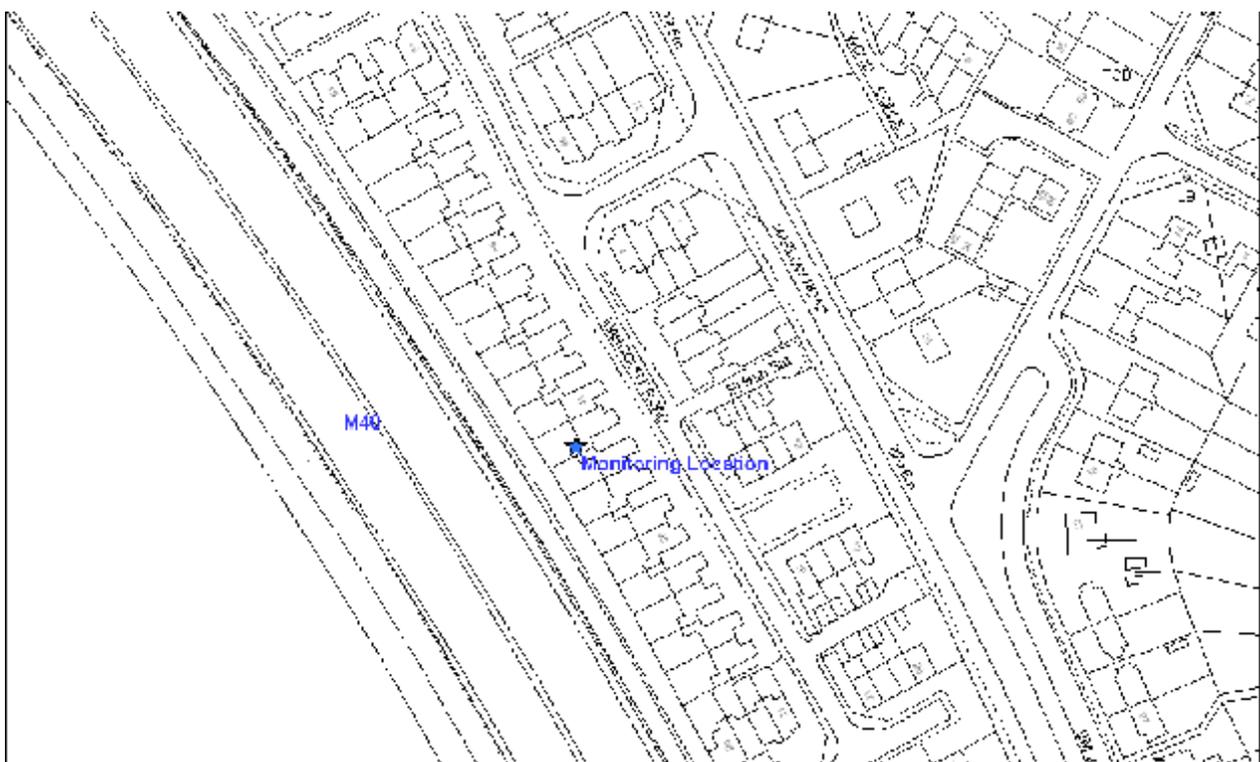
All data is screened and scaled (on the basis of site calibrations) and the final data sets presented within this report have benefited from a full process of data ratification, including additional data quality checks that include site UKAS quality control audits and a final data ratification process that corrects data for instrument sensitivity drift between routine calibrations.

Site Name	Site Type	OS Grid Ref	Pollutants Monitored	In AQMA?	Relevant Exposure? (Y/N with distance (m) to relevant exposure)	Distance to kerb of nearest road (N/A if not applicable)	Worst-case Location?
Stokenchurch	Suburban	X 476604 Y 195436	NO ₂	Y	Y (0m)	14m	Y

Figure 2.1 Map of Automatic Monitoring Site

The maps below highlight the location of our Stokenchurch continuous monitoring site.

Stokenchurch site



2.1.2 Non-Automatic Monitoring

Table 2.2 Details of Non- Automatic Monitoring Sites

Site Name	Site Type	OS Grid Ref	Pollutants monitored	In AQMA?	Relevant Exposure (Y/N with distance (m) to relevant exposure)	Distance to kerb of nearest road (N/A if not applicable)	Worst-case Location?
Tubes 60,61 & 61A	Suburban	X 476,604 Y 195,436	NO ₂	Y	Y 0m	14m	Y
Tube D	Roadside	X 480,690 Y 192,440	NO ₂	Y	Y 70m	1m	Y
Tube 7	Rural	X 478,343 Y 186,402	NO ₂ & O ₃	N	Y 30m	2m	Y
Tube 66	Roadside	X 485,062 Y 186,862	NO ₂	N	Y 0m	1.5m	Y
Tube 70	Urban Background	X 486,594 Y 192,627	NO ₂	N	Y 0m	100m	Y
Tube 71	Urban Background	X 486,606 Y 192,011	NO ₂	N	Y 0m	260m	Y
Tube 68	Roadside	X 485,663 Y 193,586	NO ₂	N	Y 0m	1.5m	Y
Tube A	Suburban	X 496,784 Y 190,218	NO ₂	Y	Y 0m	5m	Y
Tube 45	Urban Background	X 486,820 Y 192,480	NO ₂	N	Y 290m	267m	N
Tubes 47,48 & 48A	Roadside	X 486,379 Y 192,509	NO ₂	N	Y 0m	3.5m	Y
Tube H5	Suburban	X 485,284 Y 191,274	NO ₂	N	Y 0m	19m	Y
Tube F	Roadside	X 483,038 Y 194,661	NO ₂	N	Y 0m	1.5m	Y
Tubes E, E1 & E2	Roadside	X 483,008 Y 194,671	NO ₂	N	Y 0m	1.5m	Y
Tube H	Roadside	X 482,879 Y 194,661	NO ₂	N	Y 0m	1.5m	Y
Tube G	Roadside	X 482,909 Y 194,643	NO ₂	N	Y 0m	5m	N
Tube 35	Roadside	X 480,961 Y 203,390	NO ₂	N	Y 27m	2m	Y
Tubes 51,52 & 52A	Urban Centre	X 486,476 Y 193,669	NO ₂	N	Y 1m	1.5m	Y
Tubes 63,64 & 65	Urban Centre	X 486,778 Y 192,964	NO ₂	N	Y 0m	2m	Y
Tube 57	Urban Centre	X 486,217 Y 192,997	NO ₂	N	Y 0m	1.5m	Y
Tubes 59, 59A & 59B	Urban Centre	X 486,365 Y 193,268	NO ₂	N	Y 0m	4m	Y
Tubes 53,54 & 54A	Urban Centre	X 487,103 Y 192,775	NO ₂	N	Y 0m	2m	Y
Tube 77	Urban Centre	X 484,893 Y 186,568	NO ₂	N	Y 0m	2m	Y

Tube 76	Urban Centre	X 484,868 Y 186,656	NO ₂	N	Y 0m	2m	Y
Tube 75	Urban Centre	X 485,232 Y 187,025	NO ₂	N	Y 0m	2m	Y
Tube 69	Roadside	X 487,791 Y 194,658	NO ₂	N	Y 2m	0m	Y

Diffusion Tubes:

Wycombe District Council uses Environmental Scientific Group for the diffusion tube analysis. The following statement has been given on their QA/QC procedure.

The Quality System

Environmental Scientific Group (ESG) has a defined quality system, which forms part of the UKAS accreditation that the laboratory holds. All accredited methods are fully documented.

All external proficiency scheme results are also assessed by the Quality Manager at ESG. The Quality Manager also carries out internal audits.

Calibration

The instrument is calibrated daily, using a series of calibration standards to ensure a satisfactory linear response is obtained. A standard check is analysed after every fifty samples to ensure that the calibration is still valid.

Quality Control

A series of ten quality control check solutions are analysed before any samples in order to check system stability and performance. An external quality control check solution prepared by AEA is analysed once per month in order to check our internal QC, results of this check are reported back to AEA.

Tube Preparation and Analysis

The NO₂ tubes are prepared and analysed in a separate, designated part of the laboratory within the main laboratory building, ambient nitrogen dioxide concentrations within the laboratory are monitored routinely. Tubes are prepared by spiking with 20% TEA in water. Blanks from each batch of tubes prepared in the laboratory are retained for verification.

Data is checked by the analyst as it is generated, QC data is plotted immediately after it is obtained. All raw data and data transfer is checked by a supervisor, data entry into the Laboratory Information Management System (LIMS) is also checked and the final reports are checked before signing.

Bias Adjustment of Diffusion Tubes

A diffusion tube bias adjustment factor of 0.82 obtained from the national database (on LAQM website) for this laboratory. This factor was chosen due to the robustness of the data in comparison with the co located diffusion tube results with our Stokenchurch site which has seen relatively low data capture this year due to a number of faults alongside relatively low values indicating unreliable data.

Laboratory precision and WASP

Results from the centralised quality control schemes for ESG laboratories as published on the LAQM helpdesk website illustrates good precision was found for all months throughout 2009. ESG confirms their procedures follow the guidance laid out in the Harmonisation Practical Guidance.

2.2 Comparison of Monitoring Results with Air Quality Objectives

2.2.2 Nitrogen Dioxide

Automatic Monitoring Data

Monitoring of NO₂ has taken place with the District for a number of years with the first station installed in Wycombe Abbey in 2003, the Stokenchurch station followed in 2004 and the West Wycombe station was completed in 2006.

Due to continually low concentrations recorded at the Wycombe Abbey site and the West Wycombe site the stations have been decommissioned and we are in the process of finalising their move to within the High Wycombe Town Centre Area within the proposed new AQMA.

Table 2.3a Results of Automatic Monitoring for Nitrogen Dioxide: Comparison with Annual Mean Objective

Site ID	Location	Within AQMA?	Data Capture for monitoring period ^a %	Data Capture for full calendar year 2010 ^b %	Annual mean concentrations (mg/m ³)		
					2008 ^{c, d}	2009 ^{c, d}	2010 ^c
Stokenchurch	Stokenchurch	Y	57	57	42	42	19**
West Wycombe	West Wycombe	N	0	0	17	19	-
Wycombe Abbey	Wycombe Abbey	N	0	0	30	34	-

** This data appears to be largely different from that of previous years, this is assumed to be due to the relatively low data capture due to a number of various instrument faults. The instrument faults are also likely to have affected the results due to detection lag. The co located diffusion tubes show results in line with those of previous years.

Figure 2.3 Trends in Annual Mean Nitrogen Dioxide Concentration Measured at Automatic Monitoring Sites.

The table below also highlights the relatively stable nature of the Stokenchurch site results in previous years indicating the results this year are not in trend and likely to be erroneous.

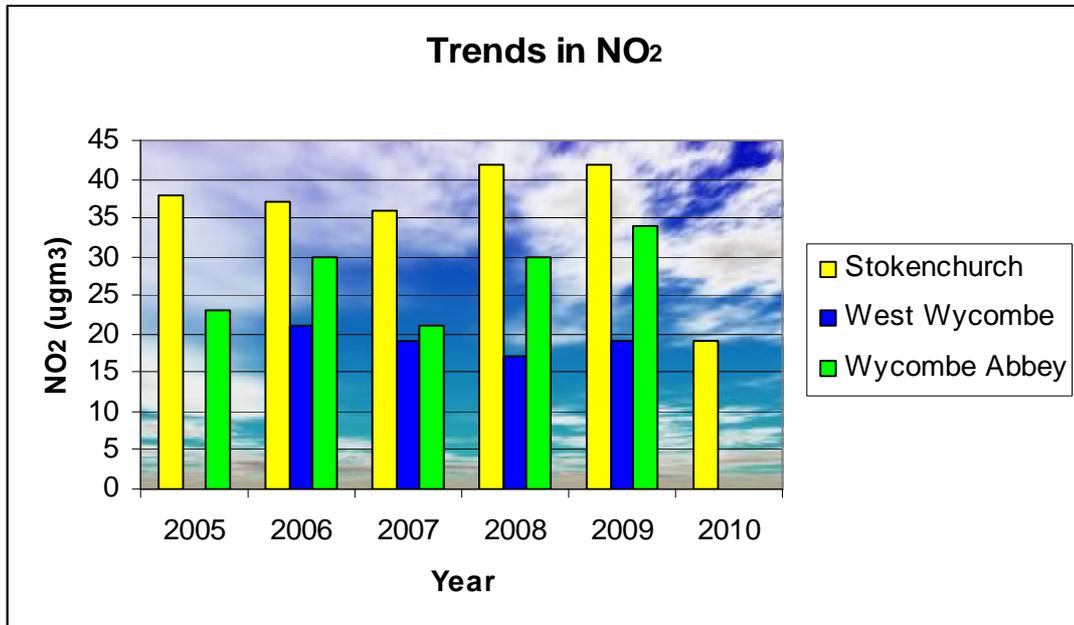


Table 2.4 Results of Nitrogen Dioxide Diffusion Tubes**Figure 2.4 Trends in Annual Mean Nitrogen Dioxide Concentration Measured at Diffusion Tube Monitoring Sites.**

Site Name	Location	In AQMA?	Data Capture for monitoring period ^a %	Data Capture for full calendar year 2010 ^b %	Annual Mean concentrations (ug/m ³) Adjusted for bias		
					2008 ug/m ³ (mean)	2009 ug/m ³ (mean)	2010 ug/m ³ (mean)
Tubes 60,61&61A	Stokenchurch, Marcourt Rd	Y	100%	100%	36	39	35.5
Tube D	Wheeler End	Y	100%	100%	58	67	61
Tube 7	Hambleden	N	92%	92%	17.5	17	17
Tube A	Loudwater, Knaves Hollow	Y	100%	100%	33	36	32
Tube 45	High Wycombe, Abbey Sch	N	85%	85%	21	24	22
Tubes 47,48&48A	High Wycombe, Abbey Sch 2	N	100%	100%	41	47	45
Tube F	West Wycombe, Car Park	N	100%	100%	30	32	30
Tube H	West Wycombe Chapel	N	100%	100%	37	42	43
Tube G	West Wycombe, Butchers	N	85%	85%	27	28	27
Tube 35	Princes Risborough	N	100%	100%	26.5	29	28
Tubes 51,52 & 52A	High Wycombe Morrison's	N	100%	100%	42.5	44	41
Tubes 63,64&64A	High Wycombe Crendon St	N	100%	100%	46	51	45
Tube 57	High Wycombe Lily's Walk	N	85%	85%	44.5	34	37
Tubes 59,59A&59B	High Wycombe, Dovecot	N	100%	100%	40	36	32
Tubes 53,54&54A	High Wycombe London Rd	N	100%	100%	47	48	47
Tube 68	West Wycombe Road	N	92%	92%	-	54	52
Tube H5	Marlow Road	N	69%	69%	-	39	35
Tube 66	Chapel Street, Marlow	N	92%	92%	-	56	61
Tube 77	Hugh Street Marlow	N	100%	30%	-	-	37
Tube 76	Spittal Street Marlow	N	100%	30%	-	-	42
Tube 75	Little Marlow Road	N	100%	30%	-	-	28
Tube 69	Amersham Hill	N	100%	30%	-	-	37

The diffusion tube data highlight an exceedance of the national objectives within the AQMA seen by tube D.

Tubes 47,48,48A, 51,52, 63,64,64A, 53,54,54A and 68 are all within the area of the current Detailed Assessment which concludes an AQMA should be declared, this process is currently underway.

Tube 66 in a location within Marlow has highlighted an exceedance of the annual mean, monitoring in this area has recently been increased as can be seen by diffusion tubes 75,

76 & 77, these tubes have been in situ for less than 6 months and monitoring will continue until a full data set can be gained to highlight any issues within this area.

Tube H is within West Wycombe where a Detailed Assessment in 2007 concluded no need for an AQMA declaration, the Continuous monitor in this area did not highlight any problems nor did tubes F and G which are all along the same street. No further action will therefore be taken as a result of this data, the high level of monitoring already installed in this location will however remain in the form of diffusion tubes.

2.2.2 PM₁₀

PM₁₀ has historically been measured at two locations within the District the decision was however made part way through last year to cease monitoring at both locations due to consistently low results and financial restrictions. There are no newly identified locations where PM₁₀ is envisaged to be a possible problem.

2.2.3 Sulphur Dioxide

The conclusions of the progress reports and recent USA report highlight that Sulphur Dioxide levels have remained well below the national objectives and it was therefore decided that further monitoring was not necessary.

2.2.4 Benzene

Results from the national survey and monitoring undertaken in the District in 1998 indicated that benzene levels would not exceed the 2010 objective of 5ugm³. It was also identified in our Stage 1 report that there was no need to carry out any further assessments in relation to benzene.

It was therefore concluded that no further monitoring of benzene in the District was necessary at that stage, this was also the conclusion of the 2006 and 2009 USA reports and as no new sources have been identified since this date, this is again the conclusion of this progress report.

2.2.5 Other pollutants monitored

No other pollutants are monitored within the District.

2.2.6 Summary of Compliance with AQS Objectives

Wycombe District Council has examined the results from monitoring in the District. Concentrations outside of the AQMA are all below the objectives aside from those already subject to an AQMA declaration and those in Marlow where a full data set is required from further monitoring this year, therefore there is no need to proceed to a Detailed Assessment at this stage.

3 New Local Developments

3.1 Road Traffic Sources

3.2 Other Transport Sources

3.3 Industrial Sources

3.4 Commercial and Domestic Sources

3.5 New Developments with Fugitive or Uncontrolled Sources

Wycombe District Council confirms that there are no new or newly identified local developments which may have an impact on air quality within the Local Authority area.

4 Local / Regional Air Quality Strategy

The Bucks Air Quality Strategy completed in 2006 is currently awaiting review following the new LTP3 roll out. This will include the updating of ongoing actions and the introduction of new actions, the original document can be found at:

<http://www.wycombe.gov.uk/council-services/environment/pollution/air-pollution/air-quality-strategy.aspx>

5 Planning Applications

A Planning Application submitted last year for a new transport hub, business community and hotel at the site of the current Sports Centre in High Wycombe has been approved subject to agreement of a planning obligation. Part of the development namely the offices and some car parking facilities would fall within the current AQMA and the remainder falls within the area currently being reviewed as part of our Detailed Assessment.

The original DMRB provided in support of the application was rejected in support of detailed modelling of the area. The result of this highlights that the current area is in exceedence of the Air Quality Objectives for NO₂ already and the application would only cause a minimal increase in NO₂ throughout the area in question.

To counteract this increase in pollution the new transport hub will be the new home of Wycombe's existing park and ride service. The coachway also aims to reduce car travel along the M40 (within our current AQMA) by the provision of direct coach links to London.

As part of our consideration of this application we proposed a number of further mitigating measures such as electric charging points, mechanical ventilation and section 106 money towards our action plan, the electric charging points have been agreed and money promised for further diffusion tube monitoring the rest however is still under negotiation.

The current application is currently on hold as is subject to government funding which is itself under review.

6 Air Quality Planning Policies

Wycombe's Local Plan to 2011 was adopted in January 2004 and new specific policies on air quality were included.

Policy G14¹

- (1) **Proposed development which, by its nature, location, extent or generation of road vehicle traffic would be likely to cause measurable deterioration in local air quality, as established by the Council's periodic reviews, will not be permitted.**

Planning permission will not be granted for any form of development that would have a similar adverse impact on the amenity of nearby or previously authorised land uses, by virtue of smell or other forms of atmospheric pollution.

In an Air Quality Management Area (AQMA) which has been designated as a result of periodic or other surveys of road traffic, industrial or other forms of pollution which would be likely to cause an increase in such pollution will not be permitted.

A number of schemes and initiatives have been implemented and although principally aimed at reducing car travel, these have a positive impact on local air quality.

The CressExpress programme² launched in January 2004 provides an alternative mode of transport for commuters wanting to reach the Cressex area from the train station without taking their car. It also provides a park and ride scheme for people wishing to travel to the town centre, the hospital or the train station.

The exact location of the AQMA has been added to Wycombe's GIS system and has been part of the planning constraints database since early 2003. The Land Charges department also issue this information.

The Environmental Services Division is consulted on all developments that are proposed within the district area that are likely to have an environmental impact. Planning applications for development in or adjacent to the AQMA are routinely passed to the Environmental Services Division for consideration and comment.

The Planning department considers these comments and a decision is made in accordance with the local plan.

¹ Wycombe District Council (2004). *Wycombe District Local Plan to 2011*. High Wycombe

² <http://www.cressexpress.co.uk>

The Wycombe District Local Plan January 2004 Policy G13.1.b states that planning permission will not be granted for **“developments which would be at an unacceptable risk from existing or potential sources of pollution.”**

Planning Policy Statement 23 section 1G.1 “The impact on ambient air quality is likely to be particularly important:

- **where the development is proposed inside, or adjacent to, an air quality management area (AQMA) designated under Part IV of the Environment Act 1995”**

On all occasions when a planning proposal had limit boundaries within or adjacent to the AQMA the Environmental Services Division is consulted. On most occasions no more contacts were made with the Council by the developers when it was understood that we would oppose any development likely to increase the number of cars with the AQMA or expose more residents to the risk of elevated pollution levels.

As part of the new AQMA and CIL, we are currently in liaison with the Councils planners in order to secure monies through the CIL levy for works towards the new proposed action plan from any developments within the AQMA and immediate surrounding area, current planning policy in relation to air quality may be altered as part of this process.

A new supplementary planning guidance will be produced in support of good practice for developers within the District.

7 Local Transport Plans and Strategies

The County Council is currently consulting on the LTP3 which can be found at:
<http://www.buckscc.gov.uk/bcc/transport/ltp3.page>

We have provided a response alongside our planners that is currently subject to cabinet agreement before it is put to the County Council. We are also currently collating a joint response from our Bucks Air Quality Group.

8 Implementation of Action Plans

The implementation of Wycombe District Council's Action Plan is ongoing and the 2010 updates are detailed below.

ACTION 1: - In those instances where pollution and/or traffic issues have been identified, the Council intends to investigate how these issues can be tackled in partnership with local communities. In the course of time action plans will be prepared to tackle these issues where necessary.

Since 2002 a number of schemes and action plans have been proposed and completed that would directly and indirectly impact on Wycombe's air quality. These plans were prepared by various departments of the council and their outcomes and progress will be discussed later in this document.

The 2004 review and assessment highlighted a potential air quality problem in West Wycombe village and as a result in 2006 a detailed assessment was carried out 2007 and concluded that it was not necessary at this stage to declare a second AQMA in the West Wycombe area. It was however recommended that additional monitoring of nitrogen dioxide levels is carried out in the area. These recommendations have been implemented and the results of which are detailed earlier in this report and the previous progress report. Following the 2009 USA we identified the need to carry out further monitoring alongside a detailed assessment of High Wycombe town centre. This has now been completed and accepted by DEFRA we are now in the process of declaring an AQMA for this area, we plan to work with the local community, stakeholders, planners and the County Council on boundary definition and action plan writing.

We have made comments on the County Councils LTP3 consultation and are looking to work closely with them on the District implementation plans which are to follow.

8.1 Air quality and health

ACTION 2: - We will collate health information and begin mapping this on to our GIS system. We will then compare the relevant information to that of air quality hotspots and the AQMA and consider any links. To be completed by August 2004.

The Council has contacted the Health Authorities of the Wycombe area to discuss the possibility of implementing this. The view of the PCT is that there is not sufficiently detailed information available to demonstrate any link between air quality and health. Conditions affected by air quality, such as respiratory illness, are only recorded in extreme cases such as hospitalisation or death. In such extreme cases, the numbers are so small that it would be difficult to show a statistically significant

correlation with air quality. Therefore the PCT feel that this action is not possible at this time.

8.2 The Corporate Environmental Advisory Centre and greener fuels

ACTION 3: - The Council and CEAC (Corporate Environmental Advisory Centre) will develop partnerships with business and major fleet operators to encourage the accelerated use of cleaner vehicle technologies and cleaner fuels, and promote improved maintenance and considerate and economical driving.

This action was completed alongside action 4 see below.

ACTION 4: - We will commission CEAC to survey companies in the District to investigate their existing use of alternative fuels and their attitude towards using these fuels in the future.

ACTION COMPLETE

ACTION 5: - The Council will introduce a policy of replacing its own fleet with 'greener' types of vehicle (such as those with particulate traps) or LPG if suitable.

This was investigated and not seen as viable at the current time.

ACTION 6: - The Council will seek to improve the availability of cleaner fuels by encouraging new service stations to stock alternative fuels with reference to the results of the survey.

The Council has commissioned the CEAC to carry out the survey and a postgraduate student will be responsible, under CEAC supervision, for producing a database of Wycombe companies. We will use this data base to look at the possibility of creating a partnership of businesses and look at ways of promoting the reduction of car use and the shift from petrol to greener alternatives. Following the survey we will look at the possibility of encouraging more service stations to distribute LPG.

The survey was undertaken in 2004 and its conclusions were as follows:-

"This survey of businesses in the Wycombe area was undertaken by Wycombe District Council (WDC), in partnership with the Wycombe based Corporate Environmental Advisory Centre (CEAC) as part of the Council's implementation of its Air Quality Action Plan. The survey results have enabled WDC to understand the nature and structure of vehicle fleets in the area, these being primarily small fleets (50%: 1-5 vehicles only), comprised of cars and light vehicles. Businesses in the area are primarily from the service sector and plan to reduce the size of their fleet in the future. These findings are positive, in terms of the impact of future vehicle fleets on air quality.

Business users are aware, to some extent of more economic and sustainable alternatives to conventional vehicles and fuels; the use of

LPG for example has been established. Opinions of alternative fuels however, have yet to be formed by many Wycombe businesses. There is also little awareness of the Government assistance available for businesses wishing to invest in alternative fuels. The Local Authority has a duty to promote these alternatives to conventional vehicles.”

There are over 1200 refuelling stations currently offering LPG for sale in the UK. Buckinghamshire has nine LPG refuelling stations. Planning permission was granted to ASDA stores at the beginning of 2004 to open a new LPG delivery facility and this became operational during the course of 2005.

No greener fuels other than LPG are available to Wycombe District residents at present.

The Council had lease contracts for two vehicles which ran on LPG however, this service has now been contracted out and these vehicles are no longer on lease. The remainder of the fleet will not be upgraded to LPG at the present time, primarily because of the lack of local servicing facilities and financial implications.

ACTION 7: - The Council will support the County Council with its aim to achieve traffic reduction by improving the infrastructure needed to encourage sustainable travel and reduce unnecessary car use.

The Council has contributed to the Buckinghamshire's local transport plan annual progress reports.

More specific targets are reported later in this document. Further work in this area is being undertaken in the Bucks Air Quality Management Group, of which Wycombe District Council is an active member.

Wycombe District Council has its own green travel plan and incentive schemes to encourage greener sustainable travel.

Work on this is more prevalent in the new LTP3 of which we are planning to work closely with the County Council on in 2011.

8.3 Cleaner, better driving

ACTION 8: - We will produce and distribute leaflets and advice to individual drivers on how emissions can be reduced through better driving practices and choice of vehicle/ fuels. We will be utilising the new Environment Centre (WDC stakeholder) to help achieve this. We will achieve this by August 2003.

Action complete, works on this were ongoing until 2010.

8.4 Wycombe's Local Plan to 2011

ACTION 9: - We have made proposals for more specific policies on air quality for our Local Plan and we will adopt these policies following inspection. To be completed by Oct 2002

ACTION COMPLETE

ACTION 10: - Within the emerging Local Plan, Transport policies target a number of areas such as public transport, travel plans and accessibility for example. This will also contribute to improving air quality. We will adopt these policies following inspection. To be completed by Oct 2002

ACTION COMPLETE

8.5 Air quality and planning within Wycombe District Council

ACTION 11: - We will continue to work with the planning directorate with regard to new developments and ensure that air quality is taken into account when located in or close to the AQMA.

Work is currently in progress to bring air quality higher up the planning agenda, with awareness seminars for planners and partnership working with regards to the core strategy and air quality action plans.

This has been helped by the new LTP3 consultation which has seen joint works between planners and air quality officers. Also works have begun surrounding the creation of the new AQMA in Wycombe town centre where planners have been actively involved in boundary decisions.

Works have also been continuing with the planning policy team regarding the new CIL and it is planned that Air Quality will feature in this agenda, this remains work in progress.

ACTION 12: - We will add the exact location of the AQMA to the 'site constraints database' used by the Planning Department to ensure that any developments in or close to the AQMA are flagged up for further consideration by August 2003.

ACTION COMPLETE

ACTION 13: - The Council will look for evidence that developers have taken appropriate steps to minimise any increases in air pollution. This will include an assessment of the air quality implications where applicable.

The Environmental Services Division is consulted on all developments that are proposed within the district area and likely to have an environmental impact. The planning department considers comments made in accordance with the local plan.

The Wycombe District Local Plan January 2004 Policy G13.1.b states that planning permission will not be granted for “**developments which would be at an unacceptable risk from existing or potential sources of pollution.**”

Planning Policy Statement 23 section 1G.1 “The impact on ambient air quality is likely to be particularly important:

- **where the development is proposed inside, or adjacent to, an air quality management area (AQMA) designated under Part IV of the Environment Act 1995”**

On all occasions when a planning proposal had limit boundaries within or adjacent to the AQMA the Environmental Services Division was consulted. On most occasions no more contacts were made with the Council by the developers when it was understood that we would oppose any development likely to increase the number of cars with the AQMA or expose more residents to the risk of elevated pollution levels.

To date only one major development has required an EIA and remediation measures were included in the report to tackle air pollution problems arising from the construction phase. The proposed development will be located outside of our AQMA and therefore no formal objections have been made on air quality grounds. This project is the redevelopment of High Wycombe town centre, and developments reports are available from the WDC web pages.

8.6 Travel Planning

ACTION 14: - We will encourage businesses through promotion and existing local travel groups to implement Travel Plans, and promote more sustainable travel to their staff. We will also ensure that new development meeting criteria set out in PPN 05/02 will implement effective Travel Plans.

This is underway as part of action 17 see below.

ACTION 15: - We will encourage appropriate businesses, through promotion and existing local travel groups, to implement measures within the Instant Travel Plan.

This is underway as part of action 17 see below.

ACTION 16: - The Council will continue to provide advice, encouragement and support to businesses in the development of travel plans through the Cressex-Link travel group which meets quarterly.

This is now known as Wycombe link Transport Group.

ACTION 17: - We will continue to extend the ‘travel group’ approach to other business parks in the district.

The target to involve 30 local businesses in producing green travel plans was met in 2005. Works continue to ensure such plans are up to date.

ACTION 18: - The Council will continue working with the County and local schools to provide encouragement and support to increasing the uptake of Safer Routes to Schools Schemes

In 2001/2 there were no schools in the Wycombe area with completed school travel plans. Bucks County Council have made headway with this over the past years and currently have over 90% of schools with completed active school travel plans with many more working towards this.

ACTION 19: - The Council will continue to give its support to the Bucks Carshare scheme.

The Bucks Carshare programme continues to expand and now has some 200,000 registered members. It is being upgraded to give an 'instant match' where one is available, rather than reliance on manual data handling and processing as previously. More information about the scheme is available at www.buckscarshare.co.uk

ACTION 20: - The Council will continue to support the Cressex Link scheme.

The Cressex Link Scheme has been amalgamated into other similar schemes, see above.

ACTION 21: - The Council will continue to support the Wheels 2002 Project.

Renamed *Wheels*, the project is very much in place and provides full reimbursement of tickets for anyone travelling to the District Councils sports centres by bus or train.

ACTION 22: - The Council will work with the County Council to encourage meeting the PSA targets for bus reliability, and encourage further QBP.
ACTION COMPLETE

8.7 Alternative fuels

ACTION 23: - The Council will promote the uptake of LPG by offering a reduction of 25% in Private Hire and Hackney Carriage vehicle licence fees upon the conversion to LPG fuel.
ACTION COMPLETE

ACTION 25: - The Council will positively feed into the development of proposed cycle routes and work with the County Council to expand the network.

The Simply Walk project has continued to grow successfully with the total number of people walking each week averaged approximately 500.

Schools are now more actively involved and have been given a number of promotional materials to help publicise this.

There are now online route planners for public access and Nordic walking is one of the recent new additions to the scheme.

8.8 Pollution monitoring and control

ACTION 26: WDC will begin to roll out the “Cut your Engine” project by January 2003. Specific attention will be given to schools close to the AQMA and those that have the worst problem.

The Council has worked in partnership with South Bucks, Aylesbury Vale and Chiltern District Councils to introduce air quality signs designed to raise awareness with parent drivers and encourage them to switch off their engine while waiting for their children outside of school gates. Some 13 schools around the District have now displayed the signs and distributed leaflets.

ACTION 27: We will expand our promotion of the reporting of smoky vehicles with the introduction of new vehicle emission watch leaflets with freepost envelopes.

The Council provide advice to members of the public who enquire about smoky vehicles. Details are specified on our website within the air quality pages.

Leaflets on car health and smoky vehicle reporting have been distributed through MOT test centres throughout the District.

We carried out a vehicle emission testing day in partnership with TRL in June 2009, which helped increase awareness surrounding smoky vehicles.

ACTION 28: We will expand our monitoring network to incorporate a new continuous monitoring site for Nitrogen Dioxide, to be installed close or within the AQMA by August 2003.

ACTION COMPLETE

ACTION 29:- We will continue to provide comprehensive control over Part B processes

Wycombe currently permits 61 Part B premises.

ACTION 30: - The Council will continue to investigate complaints about nuisance, monitor air quality and relate this to the air quality strategy.

The Council continues to investigate smoke or any statutory nuisance complaints.

The Council has not actively linked complaints with the Strategy. The nature of the complaints does not relate strongly enough with serious global air quality issues. However, the subjects of complaints are advised of air quality consequences whenever it is considered relevant.

ACTION 31: Improved information and advice to residents and companies in the area about problems caused by bonfires, and enforcement action for persistent offenders who breach the Clean Air Act and Environmental Protection Act. We will also encourage residents to compost waste rather than burning it on bonfires.

The Council has produced a leaflet explaining what can be done to tackle air pollution along with comprehensive web pages for awareness and information. This leaflet is distributed to all households and companies that are the subject of nuisance complaints. We also use EPUK leaflets that further explain air quality legislation.

In relation to Wycombe's domestic waste collection system we are currently in the process of finalising the outcomes of a joint waste partnership agreement with other Councils within Bucks, so the roll out of full recycling schemes in every area are yet to be completed.

ACTION 32: - We will continue to ensure that only authorised fuels are used in the smoke control area.

Complaints fall into several categories and the Council continues to take appropriate action to control domestic premises and companies that give little regard to the environment. Additionally the Council enforces both the Environmental Protection Act 1990 and the Clean Air Act 1993.

The Council also takes action to enforce the Smoke Control orders in place in the Wycombe District area. The exact location of each smoke control area is on the GIS system.

8.9 Energy efficiency and sustainable development

ACTION 33: - The Council already has a policy in its Local Plan to allow the development of renewable energy projects. It will work with TV Energy to encourage 1 renewable energy project in the district by March 2003.

ACTION COMPLETE

The Council will however continue to promote and encourage further sustainable energy developments and projects within the District.

ACTION 34: - The Council will continue to monitor the efficiency of its housing stock and council buildings using the standard assessment procedure (SAP) and try to improve the rating wherever possible.

The results of the continuing promotion of energy efficiency within the private sector housing stock indicates an 2% increase in SAP ratings over the last year from an average of 53 to 54. The Council's own housing stock has increased its SAP rating average by 2%.

The % improvement in the energy efficiency (SAP rating) of the housing stock for 2005/6 is:

1. 2.2% for owner occupied property
2. 4.5% for local authority owned

The overall energy improvement from 1996 – 2006 stands at 21.3%

ACTION 36: We will introduce an Environmental Appraisal as part of our procurement procedure and begin implementation of it by December 2002.

ACTION COMPLETE

We will continue to meet and work towards ISO140001 accreditation.

ACTION 37: - We will apply for Grant funding for an energy efficiency project in association with the new Environment Centre. Target date December 2003.

ACTION COMPLETE

ACTION 38: - In association with TV ENERGY we will produce a 'sustainable design guide', promoting high levels of energy efficiency. Target date January 2003.

ACTION COMPLETE

ACTION 39:

To achieve accreditation in ISO14001 in 4 business units by March 2003 and full accreditation in EMAS by March 2005.

ACTION COMPLETE

9 Conclusions and Proposed Actions

9.1 Conclusions from New Monitoring Data

The automatic data unfortunately appears to be unreliable and is be largely different form that of previous years, this is assumed to be due to the relatively low data capture due to a number of various instrument faults. The instrument faults are also likely to have affected the results due to detection lag. The co located diffusion tubes show results in line with those of previous years.

The diffusion tube data highlight an exceedence of the national objectives within the AQMA seen by tube D.

Tubes 47,48,48A, 51,52, 63,64,64A, 53,54,54A and 68 are all within the area of the current Detailed Assessment which concludes an AQMA should be declared, this process is currently underway.

Tube 66 in a location within Marlow has highlighted an exceedence of the annual mean, monitoring in this area has recently been increased as can be seen by diffusion tubes 75, 76 & 77, these tubes have been in situ for less than 6 months and monitoring will continue until a full data set can be gained to highlight any issues within this area.

Tube H is within West Wycombe where a Detailed Assessment in 2007 concluded no need for an AQMA declaration, the Continuous monitor in this area did not highlight any problems nor did tubes F and G which are all along the same street. No further action will therefore be taken as a result of this data, the high level of monitoring already installed in this location will however remain in the form of diffusion tubes.

Wycombe District Council has examined the results from monitoring in the District. Concentrations outside of the AQMA are all below the objectives aside from those already subject to an AQMA declaration and those in Marlow where a full data set is required from further monitoring this year, therefore there is no need to proceed to a Detailed Assessment.

9.2 Conclusions relating to New Local Developments

Wycombe District Council confirms that there are no new or newly identified local developments which may have an impact on air quality within the Local Authority area.

9.3 Other Conclusions

WDC will continue to work alongside the County Council on the production of the new local transport plan.

The existing air quality action plan for the M40 is largely complete with many other actions outdated, this action plan will be updated along with the production of the new town centre action plan and expansion of the M40 AQMA.

9.4 Proposed Actions

Work will continue towards the declaration of a new town centre AQMA and expansion of the M40 AQMA.

Increased monitoring within Marlow will be put into place, and the existing monitoring will continue until a full years data set is in place to highlight any issues in that area.

The new automatic monitoring sites should be up and running early this year with data ready to analyse in next years report.