

## 2010 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 April 2010

Written by Claire Spendley

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# Executive Summary

The report highlights a number of exceedences of the national objective for Nitrogen Dioxide within the current AQMA confirming the need for it to be retained.

Exceedences of the objectives were also seen in a number of locations throughout High Wycombe town centre where a Detailed Assessment is currently underway.

Results of Particulate monitoring show consistently low levels illustrating there is no need for further monitoring at this time.

A number of actions are ongoing in the current Action Plan which is likely to be reviewed and possibly merged with any further action plans but this is dependant upon the results of the current Detailed Assessment.

No further issues have been highlighted in the area such as to warrant further monitoring of any of the pollutants listed in the Governments national objectives.

# Table of contents

<b>1</b>	<b>Introduction</b>	
1.1	Description of Local Authority Area	5
1.2	Purpose of Progress Report	5
1.3	Air Quality Objectives	5
1.4	Summary of Previous Review and Assessments	7
<b>2</b>	<b>New Monitoring Data</b>	<b>9</b>
2.1	Summary of Monitoring Undertaken	9
2.2	Comparison of Monitoring Results with Air Quality Objectives	14
<b>3</b>	<b>New Local Developments</b>	<b>19</b>
3.1	Road Traffic Sources	19
3.2	Other Transport Sources	19
3.3	Industrial Sources	19
3.4	Commercial and Domestic Sources	19
3.5	New Developments with Fugitive or Uncontrolled Sources	19
<b>4</b>	<b>Local / Regional Air Quality Strategy</b>	<b>20</b>
<b>5</b>	<b>Planning Applications</b>	<b>21</b>
<b>6</b>	<b>Air Quality Planning Policies</b>	<b>22</b>
<b>7</b>	<b>Local Transport Plans and Strategies</b>	<b>24</b>
<b>8</b>	<b>Climate Change Strategies</b>	
<b>9</b>	<b>Implementation of Action Plans</b>	<b>25</b>
<b>10</b>	<b>Conclusions and Proposed Actions</b>	<b>37</b>
10.1	Conclusions from New Monitoring Data	37
10.2	Conclusions relating to New Local Developments	37
10.3	Other Conclusions	37
10.4	Proposed Actions	38

## 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,  $\text{mg}/\text{m}^3$ ). Table 1.1. includes the number of permitted exceedences in any given year (where applicable).

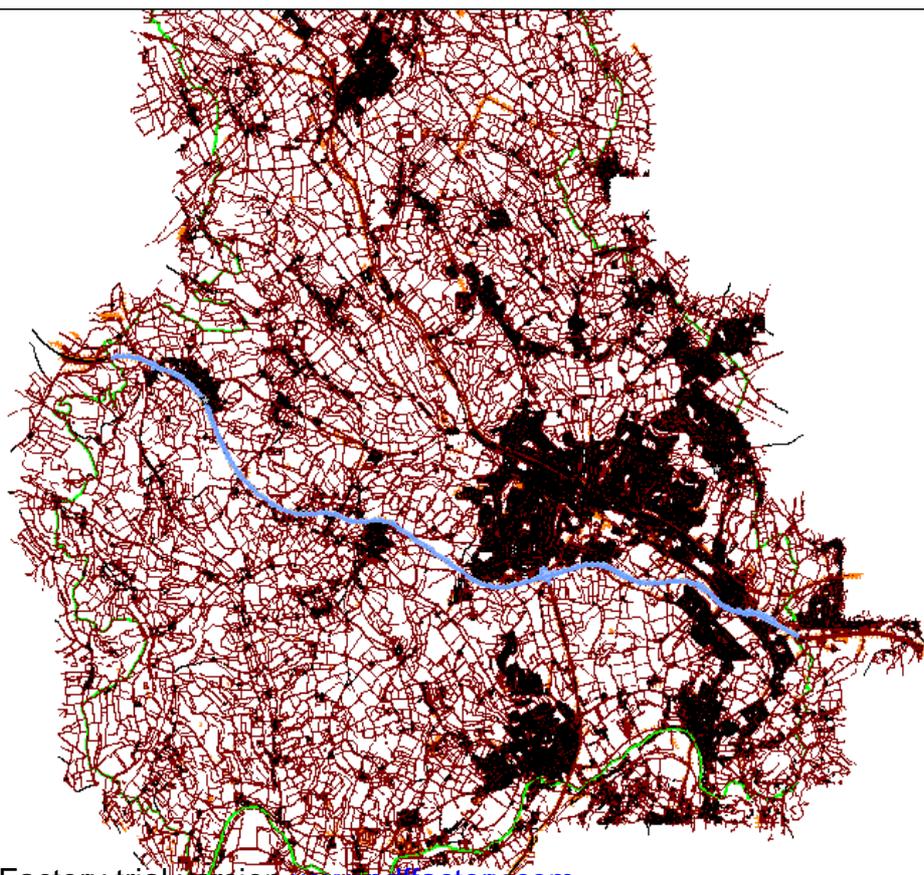
**Table 1.1 Air Quality Objectives included in Regulations for the purpose of Local Air Quality Management in England.**

<b>Pollutant</b>	<b>Concentration</b>	<b>Measured as</b>	<b>Date to be achieved by</b>
<b>Benzene</b>	16.25 $\mu\text{g}/\text{m}^3$	Running annual mean	31.12.2003
	5.00 $\mu\text{g}/\text{m}^3$	Running annual mean	31.12.2010
<b>1,3-Butadiene</b>	2.25 $\mu\text{g}/\text{m}^3$	Running annual mean	31.12.2003
<b>Carbon monoxide</b>	10.0 $\text{mg}/\text{m}^3$	Running 8-hour mean	31.12.2003
<b>Lead</b>	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
<b>Nitrogen dioxide</b>	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
<b>Particles (PM<sub>10</sub>) (gravimetric)</b>	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
<b>Sulphur dioxide</b>	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

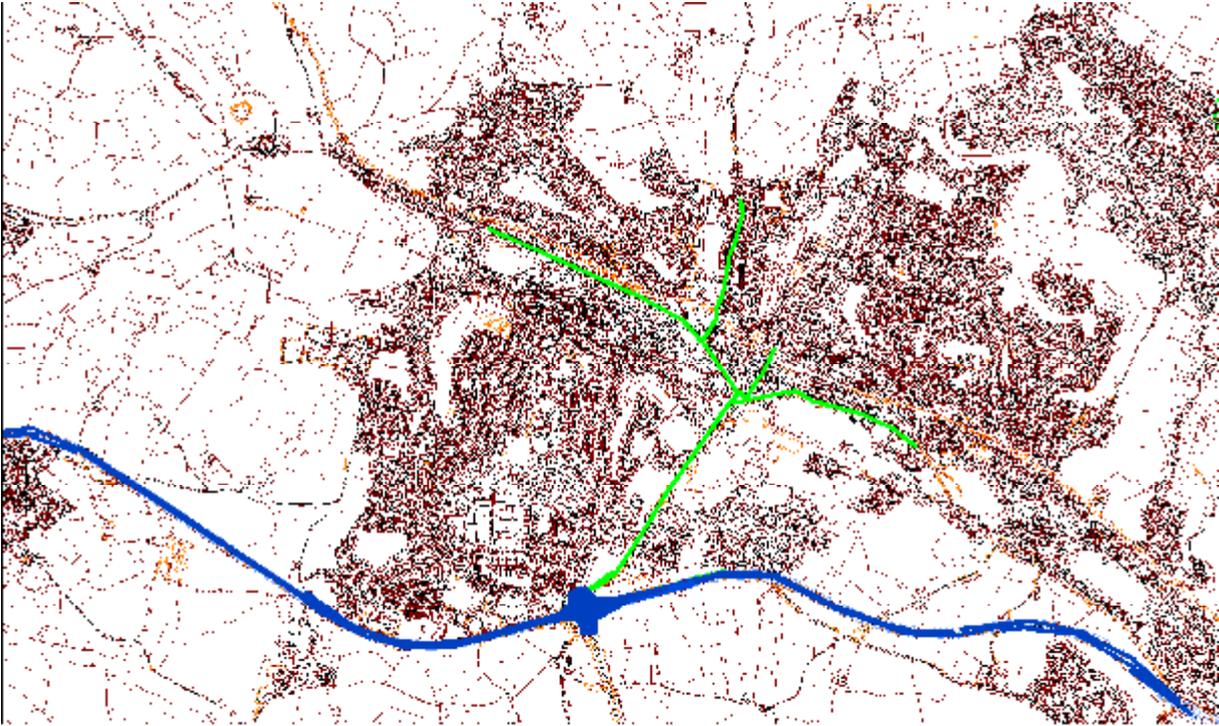
## 1.4 Summary of Previous Review and Assessments

- 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 recent 2009 USA highlighted a number of exceedances 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 is currently underway in respect of this area.

**Figure 1.1** Current AQMA depicted in blue on the District map below



**Figure 1.2** Current AQMA depicted in blue on the map below, with green highlighting the roads currently the subject of a Detailed Assessment.



## 2 New Monitoring Data

### 2.1 Summary of Monitoring Undertaken

#### 2.1.1 Automatic Monitoring Sites

##### Additional Sites

Two new automatic monitoring sites for NO<sub>2</sub> are proposed since the previous USA report highlighting exceedences within High Wycombe town centre area. These will be up and running within the year. The automatic monitoring sites in West Wycombe and Wycombe Abbey school were both closed in 2009, the Stokenchurch site however remains in place.

##### 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.

##### TEOM Data

PM<sub>10</sub> monitoring data is corrected using VCM methodology.

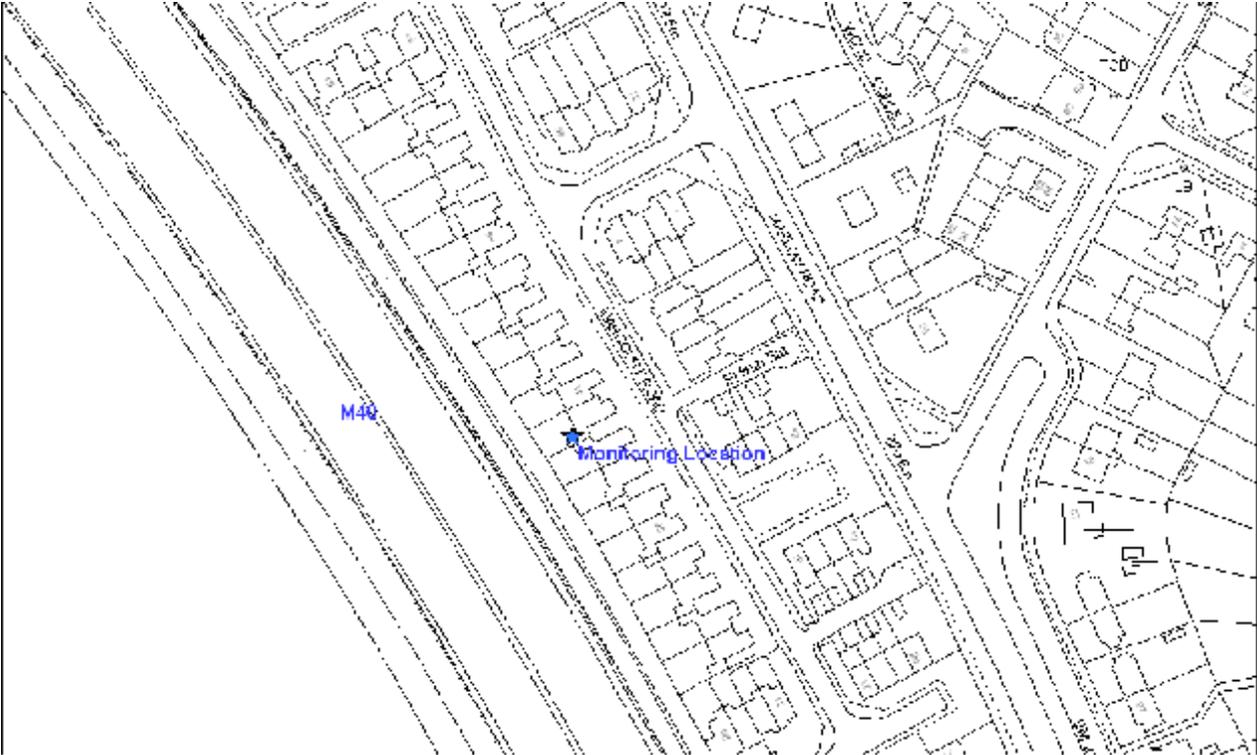
**Table 2.1 Details of Automatic Monitoring Sites**

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?
Stokenchurch	Suburban	X 476604 Y 195436	NO <sub>2</sub>	Y	Y (0m)	14m	Y
West Wycombe	Suburban	X 483040 Y 194641	NO <sub>2</sub>	N	Y (18m)	21m	N
Wycombe Abbey	Background	X 486820 Y 192480	NO <sub>2</sub>	N	N	267m	N

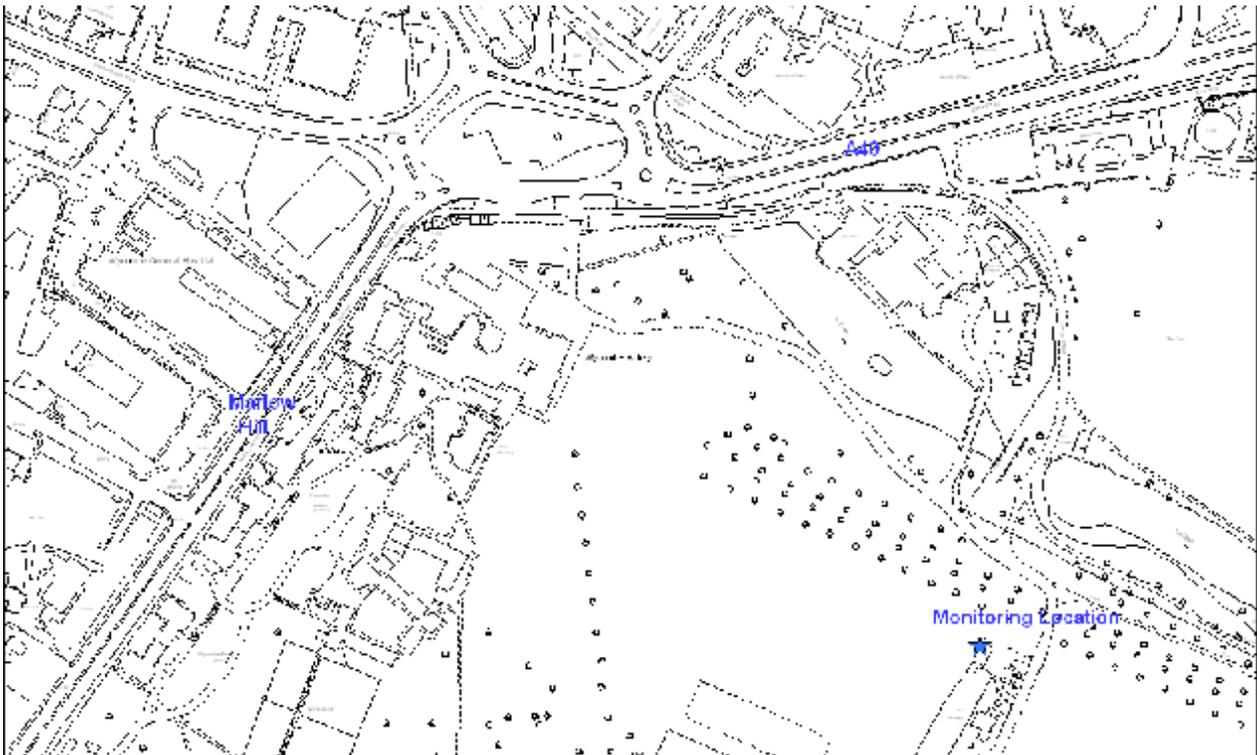
**Figure 2.1 Map(s) of Automatic Monitoring Sites**

The maps below highlight the locations of the three continuous monitoring sites.

**Stokenchurch site**



**Abbey 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 <sub>2</sub>	Y	Y 0m	14m	Y
Tube D	Roadside	X 480,690 Y 192,440	NO <sub>2</sub>	Y	Y 70m	1m	Y
Tube 7	Rural	X 478,343 Y 186,402	NO <sub>2</sub> & O <sub>3</sub>	N	Y 30m	2m	Y
Tube 66	Roadside	X 485,062 Y 186,862	NO <sub>2</sub>	N	Y 0m	1.5m	Y
Tube 67	Roadside	X 485,717 Y 187,154	NO <sub>2</sub>	N	Y 2m	1.5m	Y
Tube 70	Urban Background	X 486,594 Y 192,627	NO <sub>2</sub>	N	Y 0m	100m	Y
Tube 71	Urban Background	X 486,606 Y 192,011	NO <sub>2</sub>	N	Y 0m	260m	Y
Tube 68	Roadside	X 485,663 Y 193,586	NO <sub>2</sub>	N	Y 0m	1.5m	Y
Tube A	Suburban	X 496,784 Y 190,218	NO <sub>2</sub>	Y	Y 0m	5m	Y
Tube 45	Urban Background	X 486,820 Y 192,480	NO <sub>2</sub>	N	Y 290m	267m	N
Tubes 47,48 & 48A	Roadside	X 486,379 Y 192,509	NO <sub>2</sub>	N	Y 0m	3.5m	Y
Tube H5	Suburban	X 485,284 Y 191,274	NO <sub>2</sub>	N	Y 0m	19m	Y
Tube F	Roadside	X 483,038 Y 194,661	NO <sub>2</sub>	N	Y 0m	1.5m	Y
Tubes E, E1 & E2	Roadside	X 483,008 Y 194,671	NO <sub>2</sub>	N	Y 0m	1.5m	Y
Tube H	Roadside	X 482,879 Y 194,661	NO <sub>2</sub>	N	Y 0m	1.5m	Y
Tube G	Roadside	X 482,909 Y 194,643	NO <sub>2</sub>	N	Y 0m	5m	N
Tube 35	Roadside	X 480,961 Y 203,390	NO <sub>2</sub>	N	Y 27m	2m	Y
Tubes 51&52	Urban Centre	X 486,476 Y 193,669	NO <sub>2</sub>	N	Y 1m	1.5m	Y
Tubes 63,64 & 65	Urban Centre	X 486,778 Y 192,964	NO <sub>2</sub>	N	Y 0m	2m	Y
Tube 57	Urban Centre	X 486,217 Y 192,997	NO <sub>2</sub>	N	Y 0m	1.5m	Y
Tubes 59, 59A & 59B	Urban Centre	X 486,365 Y 193,268	NO <sub>2</sub>	N	Y 0m	4m	Y
Tubes 53,54	Urban Centre	X 487,103 Y 192,775	NO <sub>2</sub>	N	Y 0m	2m	Y

#### Diffusion Tubes:

Wycombe District Council uses Bureau Veritas Laboratories for the diffusion tube analysis. The following statement has been given on their QA/QC procedure.

#### The Quality System

Bureau Veritas 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 Bureau Veritas. 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 NO<sub>2</sub> 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 10% 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 0.83 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 two calculated factors from Wycombe co location studies which showed greatly differing factors.

#### Laboratory precision and WASP

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

## 2.2 Comparison of Monitoring Results with Air Quality Objectives

### 2.2.1 Nitrogen Dioxide

#### Automatic Monitoring Data

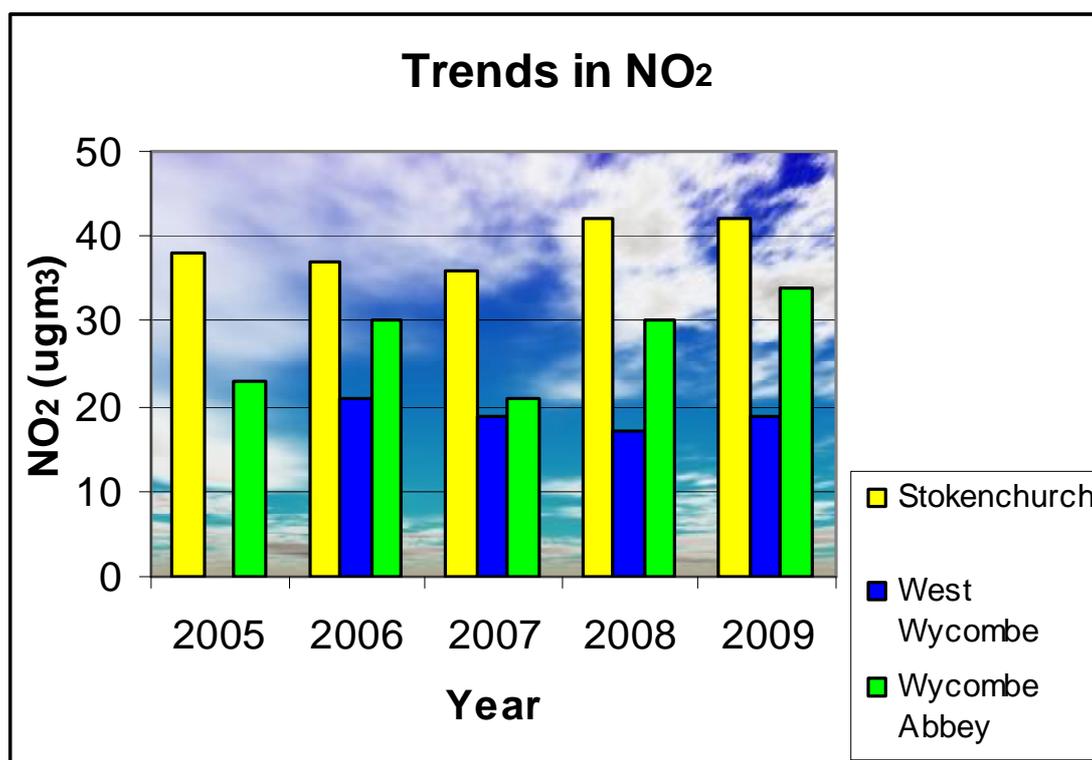
Monitoring of NO<sub>2</sub> has taken place with the District for a number of years with the first station installed in Wycombe Abbey in 2003, the Stokenchurch station followed in 2004 and the West Wycombe station was completed in 2006.

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 boundary of our current Detailed Assessment area.

**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 <sup>a</sup> %	Data Capture for full calendar year 2009 <sup>b</sup> %	Annual mean concentrations (mg/m <sup>3</sup> )		
					2007 <sup>c, d</sup>	2008 <sup>c, d</sup>	2009 <sup>c</sup>
Stokenchurch	Stokenchurch	Y	73.2	73.2	36	42	42
West Wycombe	West Wycombe	N	66.6	63.6	19	17	19
Wycombe Abbey	Wycombe Abbey	N	66.6	57.5	21	30	34

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



**Table 2.3b Results of Automatic Monitoring for Nitrogen Dioxide: Comparison with 1-hour Mean Objective**

Site ID	Location	Within AQMA?	Data Capture for monitoring period <sup>a</sup> %	Data Capture for full calendar year 2009 <sup>b</sup> %	Number of Exceedences of hourly mean (200 mg/m <sup>3</sup> )		
					2007 <sup>c</sup>	2008 <sup>c</sup>	2009
Stokenchurch	Stokenchurch	Y	73.2	73.2	0	0	0
West Wycombe	West Wycombe	N	66.6	63.6	0	0	0
Wycombe Abbey	Wycombe Abbey	N	66.6	57.5	0	0	0

The automatic data highlights no exceedences of the hourly mean at any of the monitoring sites. There is however an annual exceedence seen at the Stokenchurch site. This is within the current AQMA and highlights the need for the AQMA to remain in place.

No clear trend is visible from the chart on the previous page in relation to NO<sub>2</sub> at the three monitoring sites collectively. The Stokenchurch and Abbey sites show general upward trend with dips, the West Wycombe site however shows no identifiable trend.

**Table 2.4 Results of Nitrogen Dioxide Diffusion Tubes**

Site Name	Location	In AQMA?	Data Capture for monitoring period <sup>a</sup> %	Data Capture for full calendar year 2009 <sup>b</sup> %	Annual Mean concentrations (ug/m <sup>3</sup> ) Adjusted for bias		
					2007 ug/m <sup>3</sup> (mean)	2008 ug/m <sup>3</sup> (mean)	2009 ug/m <sup>3</sup> (mean)
Tubes 60&61	Stokenchurch, Marcourt Rd	Y	-	100%	35	36	39
Tube D	Wheeler End	Y	-	85%	<b>73</b>	<b>58</b>	<b>67</b>
Tube 7	Hambleden	N	-	100%	20	17.5	17
Tube A	Loudwater, Knaves Hollow	Y	-	100%	33	33	36
Tubes 45&46	High Wycombe, Abbey Sch	N	-	100%	23	21	24
Tubes 47,48&48 A	High Wycombe, Abbey Sch 2	N	-	100%	-	<b>41</b>	<b>47</b>
Tube F	West Wycombe, Car Park	N	-	92%	32	30	32
Tubes E,E1&E2	West Wycombe, High Street	N	-	100%	36	31.5	35
Tube H	West Wycombe Chapel	N	-	100%	<b>43</b>	37	<b>42</b>
Tube G	West Wycombe, Butchers	N	-	69%	28	27	28
Tube 35	Princes Risborough	N	-	100%	29	26.5	29
Tubes 51&52	High Wycombe Morrison's	N	-	100%	-	<b>42.5</b>	<b>44</b>
Tubes 63,64&64 A	High Wycombe Crendon St	N	-	100%	-	<b>46</b>	<b>51</b>
Tube 57	High Wycombe Lily's Walk	N	-	77%	-	<b>44.5</b>	34
Tubes 59,59A&59B	High Wycombe, Dovecot	N	-	92%	-	<b>40</b>	<b>36</b>
Tubes 53,54&54 A	High Wycombe London Rd	N	-	100%	-	<b>47</b>	<b>48</b>
Tube 68	West Wycombe Road	N	83%	38%	-	-	<b>54</b>
Tube H5	Marlow Road	N	100%	46%	-	-	39
Tube 66	Chapel Street, Marlow	N	100%	46%	-	-	<b>56</b>
Tube 67	Newtown Road, Marlow	N	100%	46%	-	-	33
Tube 70	Abbey School main building	N	100%	46%	-	-	28
Tube 71	Abbey School accomodation 2	N	100%	46%	-	-	20

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, 59,59A,59B, 53,54,54A and 68 are all within the area of the current Detailed Assessment and therefore no further action is required as a result of these results as this will be covered in the results of the Detailed Assessment.

Tube 66 is in a new location within Marlow and as a result of this data we will be increasing the monitoring within this area to gain a more detailed view of the air quality in 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 E,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 PM<sub>10</sub>

PM<sub>10</sub> has historically been measured at two locations within the District as depicted in the tables below. The decision was however made part way through the year to cease monitoring at both locations due to consistently low results and financial restrictions. The data capture therefore reflects the part measuring of PM<sub>10</sub> within this calendar year.

**Table 2.5a Results of PM<sub>10</sub> Automatic Monitoring: Comparison with Annual Mean Objective**

Site ID	Location	Within AQMA?	Data Capture for monitoring period <sup>a</sup> %	Data Capture for full calendar year 2009 <sup>b</sup> %	Annual mean concentrations (mg/m <sup>3</sup> )		
					2007 <sup>c,d</sup>	2008 <sup>c,d</sup>	2009 <sup>c</sup>
West Wycombe	West Wycombe	N	66.6	63.6	17	17	18
Wycombe Abbey	Wycombe Abbey	N	66.6	57.5	18	17	19

**Table 2.5b Results of PM<sub>10</sub> Automatic Monitoring: Comparison with 24-hour Mean Objective**

Site ID	Location	Within AQMA?	Data Capture for monitoring period <sup>a</sup> %	Data Capture 2009 <sup>b</sup> %	Number of Exceedences of daily mean objective (50 mg/m <sup>3</sup> )		
					2007 <sup>c</sup>	2008 <sup>c</sup>	2009 <sup>c</sup>
West Wycombe	West Wycombe	N	66.6	63.6	6 (29)	0 (29)	0
Wycombe Abbey	Wycombe Abbey	N	66.6	57.5	5 (33)	1 (28)	0

### **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 5ugm<sup>3</sup>. 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 within the area of the current Detailed Assessment due in 2010, therefore there is no need to proceed to a further Detailed Assessment.

### **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 under review which 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 recent Planning Application 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 NO<sub>2</sub> already and the application would only cause a minimal increase in NO<sub>2</sub> 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 are also proposing a number of further mitigating measures such as electric charging points, mechanical ventilation and section 106 money towards our action plan, this is all currently under discussion.

## 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 G14<sup>1</sup>**

- (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 new CressExpress programme<sup>2</sup> 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.

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<sup>1</sup> Wycombe District Council (2004). *Wycombe District Local Plan to 2011*. High Wycombe

<sup>2</sup> <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.

## 7 Local Transport Plans and Strategies

Together with the County Council, all the District Councils in Bucks helped create the LTP2 on 2008, details of which can be found under the link below.

[http://www.buckscc.gov.uk/bcc/transport/ltp2\\_executive\\_summary.page?](http://www.buckscc.gov.uk/bcc/transport/ltp2_executive_summary.page?)

## 8 Implementation of Action Plans

### 8.0 Action Plan

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 area, this is currently underway.

#### 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.

### **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.

Information is readily available online, and the council will consider producing a new leaflet containing the relevant information. The information can be viewed at <http://www.bucksairquality.net/baq/default.ihtml?pid=76&step=4>

The Council is undertaking further work in this area as part of the Bucks Air Quality Management Group.

Currently, the use of cleaner fuel type vehicles is being encouraged throughout the County by the promotion of e.g. use of LPG vehicles and refuse vehicles with cleaner Euro 5 engines with added particulate traps, and the use of “green diesel”.

In order to encourage the use of cleaner fuels, the group will also:

- Develop partnerships with businesses and major fleet operators;

- Encourage local companies to consider using cleaner fuels technology;
- Encourage the adoption of a council wide policy of replacing existing fleet with “greener” vehicles where appropriate;
- Seek to improve the availability of cleaner fuels at service stations;
- Review Buckinghamshire for gaps in the alternative refuelling infrastructure.
- The Energy Saving’s Trust is helping to increase the uptake of clean vehicle technologies and we will support and promote any discounts or initiatives.

#### 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**

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

#### **Policy G14<sup>3</sup>**

- (2) **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**

<sup>3</sup> Wycombe District Council (2004). *Wycombe District Local Plan to 2011*. High Wycombe

**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 new CressExpress programme<sup>4</sup> 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.

## **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.

**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**

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.

Planning applications for development in or adjacent to the AQMA are routinely passed to the Environmental Services Division for consideration and comment.

**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.”**

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<sup>4</sup> <http://www.cressexpress.co.uk>

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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.

- promoting city car club
- our own staff travel plan
- Cressex link road (takes traffic out of Cressex road)

- more generally promoting development that is appropriate in terms of type and density in locations that are or can be accessible by alternatives to the car
- collecting development contributions from developments that add traffic, for transport improvements
- working with the County Council to implement a transport strategy that reduces traffic problems and improves alternatives to the car

At the moment we are also working with Globeside business park in Marlow to set up a shuttle service that will serve the business park during lunchtime hours. Recently the disused trainline between Bourne End and Wooburn Green has gone to public consultation to become a walking cycling route with a longer term view to link this in with the wider area to national walking cycling networks.

**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](http://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.

The Council has agreed to the release of £400k development contributions towards a new quality bus partnership based on the 326 service; this could also bring about cascaded benefits for other services.

## 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.

The proposal to offer a 25% reduction in the licence fee upon conversion to LPG has been approved, and is in operation.

The Council currently licence 500 private hire vehicles and 85 Hackney Carriages the latter of which are exclusively running on diesel for obvious financial reasons. Diesel conversion is not currently approved by the LPG Association and the Powershift programme and therefore no grant is available at present for such conversions.

There are also 11 TX II London cabs which are also not approved for LPG conversion.

Following the Council's decision on numeric deregulation, Hackney Carriage licences will be issued without any limitation on their numbers. However, this is dependant on more rank space being made available. The type of vehicle to which licences will be issued will need to be specified. At present, any new vehicles licensed would have to meet the Public Carriage Office Metropolitan Conditions of Fitness. The two vehicles currently meeting this standard are the LTI TXII and the Metrocab.

The new LTI's TX II model and Metrocab have not been approved for LPG conversion by the Powershift programme and can therefore not receive any grant towards the cost of conversion. The Council cannot therefore pursue Action 23 for newly issued licenses.

## 8.8 Walking and cycling

**ACTION 24:-** The Council will positively feed into the development of the Southern Buckinghamshire Pilot Walking Project.

**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, in terms of number of walks, trained walk leaders, and weekly walkers.

Currently there are 11 walks in the Wycombe Area and 13 in the South Bucks / Chilterns area, including walks set up in conjunction with local mental health service and learning disability teams. There are also a number of "buggy" walks set up

across both areas for post natal women with their babies, facilitated by the professional health teams.

The total number of people walking each week averaged approximately 300, and the number of trained walk leaders is currently 90 including a number of health professionals.

Simply Walk continues to be a partnership comprised of Wycombe District, Chiltern District and South Bucks District Councils, together with the joint Primary Care Trusts of Wycombe and Chiltern/South Bucks. With over 500 walkers every week there are some 33 walks in Bucks covered.

Along with the existing "East-West" cycle route a newly completed route is running across the Cressex area, "The Cressex Link" is operational with a dedicated pedestrian and cycle path. Additionally work is ongoing for the Bourne End and Wooburn Green cycle path and pathway.

The planning department has aims to gather extra funding under s106 agreements to put to the County Council to provide for another cycle route but no definite plans have yet been finalised.

## **8.9 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 final design of the sign was produced in mid-2003.

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, with more to follow.

**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.

The new analyser was installed in May 2003 and has been fully operational since November 2003. The data is managed and ratified by AEA.

#### **ACTION COMPLETE**

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

Wycombe currently licenses 60 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 phase 4 was introduced in October 2006. This phase is still underway and is concerned with the rolling out of a multiple waste collection system comprising of two bins, one for refuse and one for green waste alongside coloured boxes for the recycling of plastics and cans. The completion on this phase is still limited by the provision of additional capacity at the composting facility.

**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.

### **8.10 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.

TV Energy has conducted a survey of 10 public buildings in the Wycombe District. These results are still being considered by those bodies responsible for the identified buildings which include schools and village halls. The Council is continuing to investigate the opportunities for installation of renewable energy technology in forthcoming major developments within the district on their own land.

A wind turbine has been installed at Carrington School, Flackwell Heath, together with solar heating for their swimming pool. Planning permission has also been granted for solar panels at John Hampden school.

The County Council offers interest free loans to Town and Parish Councils for sustainability projects.

An energy efficiency best practice programme is also in place with Ercol furniture Ltd of Princess Risborough receiving a sustainable business award for the South East.

**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 35:** - The Council will develop an Affordable Warmth Strategy and begin implementation by Sept 2004 to increase energy efficiency in households on low incomes and so reduce CO<sub>2</sub> emissions.

A Fuel Poverty Co-ordinator has been appointed for the County with funding from the County Council Social Services department. Training of staff from a number of

agencies working with the public in energy efficiency has been carried out. Mail shots to 10,000 people of energy efficiency and grant aid information have been carried out in 5 wards in the district.

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

Wycombe District Council is now fully registered for ISO14001. The Environmental Procurement Procedure has been amended to cover contracts of a value of not less than £15000 (reduced from £50,000) to ensure that more projects will require environmental appraisal.

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

An application was been made for funding through the Public Service Agreement for an energy efficiency project within the county, but the application was not taken forward. Funding has secured a fuel poverty coordinator for the county, who will assist in the implementation of the affordable warmth strategy, including introducing a target for energy efficiency measures in residential accommodation.

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

TV Energy has produced a "Sustainable Design Guide". Which has formed part of the of the Local Development Framework for the Council finalised in 2007.

**ACTION 39:**

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

All service areas within the Council are now registered for ISO14001. The following targets have been set for the organisation within the Environmental Policy which are also included in the Council's Carbon Management Strategy, developed in 2005/6 through the Carbon Trust Local Authority Carbon Management Programme.:

A reduction in gas use by 8% by 2011 - new energy efficient boilers recently installed have achieved a 17% reduction in the past year

A reduction in electricity use by 8% by 2011 - recent installation of a Powerperfactor system has brought about a projected saving of 20% in 2006/7 and further 5% in 2007/8

A reduction in business mileage of 20% by 2011 - there was a reduction of 30,000 business miles claimed for 2005/6, a reduction of 7% and a further 4% reduction over 2007/8

## **9 Conclusions and Proposed Actions**

### **9.1 Conclusions from New Monitoring Data**

The monitoring data illustrates that PM<sub>10</sub> levels have consistently fallen well below the national objective levels throughout the District and therefore no further monitoring is required at this time.

Diffusion tube monitoring data for NO<sub>2</sub> highlights a number of exceedences of the annual mean objectives, all but one of these tubes however fall within the current AQMA or within the area currently under assessment in the 2010 Detailed Assessment.

The tube that exceeded outside the AQMA is in a new monitoring location within Marlow.

There were no exceedences of the hourly mean objective for Nitrogen Dioxide shown by the continuous monitors. One exceedence of the annual objectives was seen at the Stokenchurch AQMA monitoring site, highlighting the need for the current AQMA to remain.

### **9.2 Conclusions relating to New Local Developments**

There is currently one major planning application that is likely to affect air quality in and near the current AQMA that has been agreed subject to agreement regarding suitable mitigation measures in place to balance out any detrimental effects the development would have on air quality.

### **9.3 Other Conclusions**

Actions related to raising awareness of air quality issues and the provision of advice to businesses and the public are continuing. Particular advances have been in the working with schools in the relaunch of the 'cut your engine' campaign. A number of actions are ongoing such as taxi license fee reductions for LPG vehicles. Other actions have been stepped up, for example a vehicle emissions testing day was carried out to help raise awareness surrounding smoky vehicles. Many actions on the action plan are complete and there are no set target dates for the majority of actions which are therefore seen as ongoing.

## 9.4 Proposed Actions

As a result of new data the Detailed Assessment will cover most of the diffusion tube exceedences highlighted. The one exceedence found outside of the AQMA and DA study areas will continue to be monitored in order to obtain a full years data in this location. The monitoring in this area will also be increased to give a better overview of the air quality situation here.

The submission of the 2010 DA will follow shortly and dependant upon its results the subsequent action will be the consideration of the declaration of a further AQMA or the submission of the 2011 progress report.

Dependant upon the conclusions from the current Detailed Assessment being undertaken, it has also been concluded that if a new action plan is to be created, then consideration will be given to include the current AQMA as either a single or partner documents. In which case a further action is likely to be a review of the current Air Quality Action Plan.