

Air quality strategy for Wiltshire

Draft Document

January 2010

Wiltshire draft Core Air Quality Strategy.

This document has been prepared by Air Quality Consultants Ltd. on behalf of Wiltshire Council in close co-operation with the Specialist Environmental Protection Team of Public Protection Services and The Local Transport Policy Team of Planning & Environment Services.

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Document Control

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Executive Summary

Local authorities have a duty under the Environment Act 1995 to review and assess local air quality within their areas, against a set of health-based objectives for a number of specific air pollutants. Where exceedences of the objectives are identified, authorities are then required to declare an Air Quality Management Area (AQMA) and to prepare an Air Quality Action Plan (AQAP) setting out measures they intend to introduce in order to reduce concentrations of air pollutants, in pursuit of the objective levels.

Since the publication of the National Air Quality Strategy in 1997, the four former district local councils' of Wiltshire (West Wiltshire DC, North Wiltshire DC, Salisbury DC and Kennet DC) have fulfilled their obligations to identify any areas where there is a likelihood of exceeding the objectives. In addition, the district authorities, working in partnership with the then Wiltshire County Council, have also recognised a need to develop a more holistic and unified approach to managing local air quality. The four district authorities in Wiltshire and Wiltshire County Council, in becoming one authority under the One Council for Wiltshire (OC4W) process, recognised the need for the development of a local Air Quality Strategy (AQS).

Wiltshire Council's Specialist Environmental Protection Team has inherited this legacy of work and has determined that a suite of documents would provide the most appropriate way forward. This document, the 'Core Air Quality Strategy' will be central, and is intended to provide the context for the other documents and to ensure that that air quality is addressed in a multi-disciplinary manner within Wiltshire Council and other relevant organisations.

The purpose of this AQS is to support the achievement of the air quality objectives and to raise air quality as an issue for consideration within a wide range of local government and regional planning frameworks beyond that contained in associated documents such as the Air Quality Action Plans. Whilst working towards achievement of air quality objectives will help reduce the risk of the most serious health effects related to pollution, the establishment of a strategy framework that provides for the inclusion of air quality considerations within Council policies and procedures, helps to ensure that the authority is well placed to maintain good air quality and secure continued improvements in the future.

Air quality across Wiltshire is generally good, although through the Review and Assessment process, locations that do not currently achieve the air quality objectives have been identified in Salisbury, Westbury, Bradford on Avon and Devizes. These specific locations, and the general context of air quality within each of the authorities, are discussed in the Strategy, together with a SWOT (Strengths, Weaknesses, Opportunities, Threats) analysis of the implementation of the Strategy documents over the next 5 years.

Delivering improvements to local air quality requires input from a wide range of planning and other professions. Therefore this Strategy identifies commitments, intended to promote communication and co-operation within the new Wiltshire Council, and between external organisations and the community. These commitments are grouped under a number of relevant policy sectors, including air quality, spatial planning, transport, climate change and energy management, health and education, industry and domestic sources.

It has been recognised that the effectiveness of any strategy should be monitored periodically to ensure the aims and objectives are being met. To this effect, a number of indicators have been included, as well as a commitment

to periodically review the Strategy. The indicators include those relating directly to air quality concentrations, as well as Local Transport Plan indicators and national indicators.

Appendix 3 of this report includes a number of other policy areas which will be crucial to the improvement of air quality across Wiltshire. The gradual integration of air quality into these other policy areas will ensure that air quality is considered at all levels of decision making. As other strategies and policy processes are gradually updated, it is hoped that this Strategy will be used as a key document in the provision of information about air quality. As such, this Strategy will need to be kept updated through regular reviews.

1 Introduction

- 1.1 Local authorities have a duty under the Environment Act 1995 to review and assess local air quality within their areas against a set of health-based objectives for a number of specific air pollutants. Where exceedences are identified, authorities are then required to declare Air Quality Management Areas (AQMAs) and to prepare Air Quality Action Plans (AQAPs) setting out measures to reduce concentrations of air pollutants in pursuit of the objective levels.
- 1.2 Since the publication of the National Air Quality Strategy in 1997, the four former district local authorities of Wiltshire (West Wiltshire DC, North Wiltshire DC, Salisbury DC and Kennet DC) have fulfilled their obligations to identify any areas where there is a likelihood of exceeding the objectives. The district local authorities of Wiltshire, working in partnership with the then Wiltshire County Council, have also recognised a need to develop a more holistic and unified approach to managing local air quality. Initially an 'Air Quality Strategy Framework for Wiltshire' was produced in January 2006 to provide context for the development of a full Wiltshire Air Quality Strategy. Whilst this framework was not formally adopted by the respective local authorities, it was included in the Annex to the Wiltshire Local Transport Plan (LTP2) published in March 2006.
- 1.3 The role of taking forward the Air quality Review and Assessment process has been inherited by the Specialist Environmental Protection Team within Public Protection Services of Wiltshire Council. The development of a full Air Quality Strategy is therefore timely. The team has agreed that a suite of documents would provide a more workable and appropriate way forward. This document, the 'Core Air Quality Strategy' will be the central document, and will provide the context for the other documents, also ensuring that that air quality is addressed in a multi-disciplinary manner within Wiltshire Council and other relevant organisations. Figure 1 illustrates the linkages between the documents which will make up the Wiltshire Air Quality Strategy.



Figure 1: Structure of the Wiltshire Air Quality Strategy showing context of the Core Air Quality Strategy

- 1.4 Figure 1 provides an illustration of the range of documents which will make up the Wiltshire Air Quality Strategy. This document, the Core Air Quality Strategy, provides the context for the remainder of the documents. Other documents within the suite include Review and Assessment reports (Updating and Screening Assessments, Further Assessments, Detailed Assessments, Progress Reports and Air Quality Action Plans), a Supplementary Planning Document (air quality and spatial planning) to be implemented through the Local Development Framework (LDF) process, a Consultation Process for the other documents and the Monitoring Regime for Wiltshire. These documents will provide the framework within which air quality improvements can be made across Wiltshire.
- 1.5 In order to keep the Strategy document as succinct as possible, information on policy processes relevant to air quality, and other background information, is included in the appendices.

2 Aims and Objectives of the Air Quality Strategy

2.1 The aims of an AQS are to support the achievement of the air quality objectives and to raise air quality as an issue for consideration within a wide range of local government and regional planning frameworks. This is important, as whilst working towards achievement of the air quality objectives will help reduce the risk of the most serious health effects related to pollution, there are advantages to be gained from the continual improvement of local air quality conditions. For example, for some pollutants there are currently no known safe levels for exposure (i.e. fine particles and benzene) and therefore further reductions in pollutant concentrations already below the air quality objectives can improve the health of the population. By establishing a strategy framework for the inclusion of air quality considerations within Council policies and procedures, a local authority is then well placed to maintain good air quality and secure future improvements.

2.2 The objectives of developing and implementing an AQS can be summarised as follows:

- To promote greater consistency across a range of policy areas for the achievement of improved local air quality, including local spatial planning, transport planning, health, industry, housing and environmental protection, and to ensure air quality is addressed in a multi-disciplinary way within the different departments of Wiltshire Council;
- To provide the framework for a consistent approach to addressing local air quality considerations in spatial planning development control processes;
- To provide a baseline framework for developing a coherent air quality policy across Wiltshire with particular reference to spatial and transport planning, and the proposed Local Development Framework and third Local Transport Plan;
- To provide a link to wider initiatives across the authority (for example Local Area Agreements, Climate Change programmes, Community Plans and energy efficiency programmes).

In addition to these general objectives the following table provides an overview of the probably programme of work through to 2014. some of these dates and items may be subject to change as air quality data is gathered.

Air Quality Programme Objectives.

All documents are published on Wiltshire Council's Air Quality Web page.

| Objective | Date |
|--|---------------------------------|
| Commence review of Air Quality Action Plans for Bradford on Avon, Westbury, Salisbury. | 30 th September 2010 |
| Detailed Assessment of Queen Street Wilton (A36T). Submission to DEFRA | 30 th November 2010 |
| Detailed Assessment for Marlborough presented to Marlborough Area Board for consideration of Air Quality Management Area | 19 th October 2010 |
| Detailed Assessment of Herd Street Marlborough Submission to DEFRA | 30 th November 2010 |
| Develop SPD Air Quality Guidance for Developers | 31 st January 2010. |
| Further Assessment of Shane's Castle Devizes Submission to DEFRA | 31 st March 2011 |
| Progress Report on Air Quality in Wiltshire Submission to DEFRA | 31 st April 2011 |
| Draft Air Quality Action Plan for consultation. | 30 th September 2011 |
| Detailed Assessment of Curzon Street, Calne If need determined by the Progress Report. | 31 st April 2012 |
| Further Assessment of Curzon Street, Calne If need determined by Detailed Assessment | 31 st April 2013 |
| AQMA for Curzon Street Calne if Need determined by Further Assessment | 31 st April 2014 |
| Declaration of AQMA following consultation with the Area board & DEFRA. | 30 th September 2014 |

2.3 Other objectives of the AQS are to:

- Raise and maintain the profile of air quality and ensure it remains on political agendas;
- Highlight to, and educate stakeholders about the link between air quality and the risks to human health as well as to the local environment and biodiversity;
- Raise the profile of air quality amongst the local communities across Wiltshire through Community Boards and other community based initiatives promoting involvement at all levels;
- Encourage greater co-operation and collaboration between neighbouring local authorities and Wiltshire Council;
- Complement other strategies and policies produced and supported by Wiltshire Council;
- Encourage partnerships with and between local business and industry; and
- Provide the first point of contact and source of information relating to local air quality policy for regional bodies and others (for example, the Regional Development Agency, Highways Agency and Environment Agency).

3 Air Quality Across Wiltshire

- 3.1 The UK Air Quality Strategy provides the policy framework for air quality management and assessment in the UK. It sets out air quality objectives for key air pollutants, which are designed to protect human health and the environment. It also sets out how the different sectors, industry, transport and local government, can contribute to achieving the air quality objectives. Local authorities are seen to play a particularly important role in this context. The UK AQS also sets out the Local Air Quality Management (LAQM) regime that has been established, whereby every authority has to carry out regular reviews and assessments of air quality in its area to identify whether the objectives are, or will be, exceeded at relevant locations, by the applicable date. If this is not the case, the authority must declare an AQMA, and prepare an AQAP which identifies appropriate measures that will be introduced in pursuit of the objectives.
- 3.2 Air quality across Wiltshire is generally good, although through the Review and Assessment process, locations have been identified in Salisbury, Westbury, Bradford on Avon and Devizes that do not currently achieve air quality objectives. These locations and the general context of air quality in each of the former authorities are discussed below.

North Wiltshire

- 3.3 Rounds 1 and 2 of the Review and Assessment process concluded that it was unlikely that any of the air quality objectives were being exceeded. Since the 2003 Updating and Screening Assessment, no Detailed Assessments have been required. Monitoring in the former North Wiltshire area is focussed on locations which are most susceptible to traffic congestion and reflects relevant exposure. Between November 2007 and March 2008, real time monitoring was undertaken in Cricklade Town Centre for both nitrogen dioxide and PM₁₀. No exceedences of relevant objectives were found. The recent Updating & Screening Assessment Report (2009) concludes that air quality objectives are being comfortably met and that the air quality in North Wiltshire area is generally good.

West Wiltshire

- 3.4 Following the first round of Review and Assessment, two AQMAs were declared in November 2001. The Bradford on Avon AQMA was declared for exceedences of the annual mean nitrogen dioxide objective and the 24-hour PM₁₀ objective primarily due to local transport sources. The Westbury AQMA was declared for exceedences of the annual mean nitrogen dioxide objective also due to transport sources. The Council submitted a Further Assessment (Stage 4) to DEFRA in November 2003 which concluded that the AQMAs were justified as declared¹.
- 3.5 In 2005, an AQAP² for both the Bradford on Avon and Westbury Air Quality Management Areas. The AQAP outlines the preferred strategy to improve air quality in the AQMAs. This was the culmination of an extensive study undertaken by consultants working on behalf of the then Wiltshire County Council to develop a range of deliverable options. In Bradford on Avon, the preferred strategy involves introducing

¹ <http://www.westwiltshire.gov.uk/index/env/pollution/airpollution/air-quality/air-quality-reports-summaries/airqual-review-assmt-stg4-03.htm>

² http://www.westwiltshire.gov.uk/complete_doc_action_plan_revised_aug_05.pdf

measures to manage the flow of traffic in and out of the town centre, as well as improvements to signage around the Bradford on Avon area, and 'soft' measures to promote a greater choice of travel in the town for non-car modes. In Bradford on Avon there have been problems in progressing realistic and viable traffic management measures. In Westbury, the Secretary of State for transport refused planning permission for the A350 Westbury Bypass in July 2009, which was the preferred solution for air quality problems. A number of other 'smarter choice' measures were also proposed and are being implemented.

- 3.6 Wiltshire Council's Updating & Screening Assessment (2009) confirmed the continued need for the AQMAs but made no recommendations for further areas to be investigated with a view to declaring an AQMA.

South Wiltshire

- 3.7 The first round of Review and Assessment concluded that the annual mean nitrogen dioxide objective was unlikely to be met at four sites in Salisbury city centre (Fisherton Street, Brown Street, Milford Street and Minster Street), and near the A36 in Wilton. Five AQMAs were subsequently declared in 2003. The A36 Wilton AQMA was revoked one year later, as monitoring data indicated that the AQS objective would be met.
- 3.8 The second round of Review and Assessment led to another Detailed Assessment in Salisbury city centre which was completed in June 2004. It drew upon detailed modelling and monitoring of NO₂ concentrations in Salisbury city centre. The report concluded that all AQMAs in Salisbury city centre should remain, with the Brown Street AQMA being extended to incorporate Winchester Street, and that a further AQMA should be declared in Exeter Street. The report also recommended that NO₂ concentrations on London Road and Wilton Road (at the approach of the Ring Road) remain under close review. The AQMA in Exeter Street was declared in January 2005. The Council produced an AQAP in 2005 that set out the proposed measures to improve air quality in the AQMAs.
- 3.9 In 2007, following a Detailed Assessment of Salisbury city centre, the Council declared two additional AQMAs in London Road and Wilton Road near St Mark's and St Paul's roundabouts, based on exceedences of the annual mean NO₂ objective in these areas. It was also decided to merge the AQMAs in Salisbury and declare the whole city centre as a single AQMA.

East Wiltshire

- 3.10 Rounds 1 and 2 of the Review and Assessment process concluded that it was unlikely that any of the air quality objectives would be exceeded in the east of Wiltshire. However, in Round 3, the Progress Report submitted in 2007 identified a potential exceedence of the annual mean nitrogen dioxide objective at a site in Devizes (Shanes Castle), and concluded that a Detailed Assessment was required. The detailed Assessment has been completed & affirmed the need to declare an AQMA. Work is progressing in parallel with this document's publication.
- 3.11 Since 1994 a full program of diffusion tube monitoring for nitrogen dioxide was maintained at locations sensitive to traffic across the district. The locations of these sites have varied over time, but a significant

change was made during 2007 with the relocation of a number of tubes in September to the area around Shanes Castle in Devizes, as part of the Detailed Assessment. In October 2009 this location was declared an AQMA. There are currently 33 diffusion tube sites, including 7 new sites introduced during 2007, one of which was located at Upper Herd Street, Marlborough. A complaint from a member of the public had been received concerning air quality at Upper Herd Street, where a new signalised pedestrian crossing was causing tailbacks up the hill. A further four monitoring sites were installed and early indications from the monitoring are that concentrations are high, and it is proposed to report back on this site as part of a Detailed Assessment.

3.12 Other than these locations, air quality remains good in the east of Wiltshire.

4 SWOT Analysis

4.1 Table 1 below provides a SWOT (Strengths, Weaknesses, Opportunities and Threats) analysis of the implementation of the AQS over the next 5 years. With the foundation of Wiltshire Council as a unitary authority, it is likely to be easier to work more effectively with partners to address the multi disciplinary nature of air quality issues. In addition, there will be an opportunity for parts of the process (such as monitoring and the writing of Review and Assessment reports) to become more streamlined. On the other hand, air quality will be managed across a wider spatial scale, which may mean that Local Air Quality Management becomes less 'local'.

Table 1: SWOT analysis of the implementation of the Air Quality Strategy over the next 5 years

| | |
|---|--|
| <p>Strengths</p> <ul style="list-style-type: none"> • Joint working on air quality mainly through the Wiltshire Local Air Quality Management Officers Working Group led by Specialist Environmental Protection Team, but also on an informal basis. • Ongoing development of AQAPs in Salisbury, Westbury, Bradford on Avon & Devizes with the full cooperation of the Council's transport service. | <p>Weaknesses</p> <ul style="list-style-type: none"> • Implemented or proposed AQAP measures unlikely to meet the air quality objectives in Salisbury, Westbury or Bradford on Avon in the timescale of the LTP2. • Difficult to model the impacts of AQAP measures in terms of air quality improvements, especially the 'smarter choices' measures. • Not enough time before the nitrogen dioxide 'Limit Value' becomes live in 2010 within which to implement measures to improve air quality. |
| <p>Opportunities</p> <ul style="list-style-type: none"> • Wiltshire Council providing an improved framework to work more closely with colleagues in transport and spatial planning. Also, air quality monitoring, and the review and assessment process is likely to become more unified across Wiltshire. • Able to work more closely with climate change colleagues to ensure that climate change and air quality policies are complementary rather than conflicting. • As the LDF process for Wiltshire Council is progressed, this provides an ideal opportunity for ensuring a robust policy on air quality considerations in spatial planning is included in the relevant documents. • A Wiltshire wide Supplementary Planning Document on air quality and spatial planning following amalgamation. This has been started by West Wiltshire DC and Salisbury DC which is hoped can eventually be adopted by Wiltshire Council. | <p>Threats</p> <ul style="list-style-type: none"> • Lack of non-LTP funding to implement wider AQAP measures. • Potential reduced or lack of future LTP funding from 2011. • Lack of solutions to deal with air quality issues in Westbury following dismissal of bypass. • Future AQMA declarations in other locations (such as Marlborough) requiring AQAPs. • New development causing increased traffic flows in already sensitive areas. • Reductions in NO₂ concentrations are not as large as previous forecasts predicted partly due to an increase in primary NO₂ emissions and also due to the chemistry of NO_x to NO₂ conversion. • Reduction in budget for air quality work in general, and in particular for monitoring and staff costs. |

5 Strategy Commitments

5.1 In order to ensure that air quality improvements are brought about, both in locations where exceedences are currently predicted, and more generally on a countywide basis, Wiltshire Council should adopt the following commitments. The commitments reflect the need to achieve national air quality objectives, but at the same time indicate local circumstances, build on the strengths and opportunities identified in Chapter 4, while trying to overcome the weaknesses and threats identified for the implementation of this Strategy.

Overall

5.2 Wiltshire Council will engage in all practicable opportunities for improving air quality through the transport planning and spatial planning processes, and through wider policy initiatives such as climate change, health and energy management.

5.3 Wiltshire Council will work with central government and its agencies to contribute, at a local level, to the delivery of the UK Air Quality Strategy. This will be largely through the process of local air quality management in identifying areas exceeding air quality objectives and implementing AQAPs to improve air quality within these areas. Through this commitment, the Council will work towards achieving the national air quality objectives and will within this commitment:

- Strive to ensure that areas currently achieving air quality objectives continue to do so;
- Continue to monitor local air quality;
- Continue cross-departmental collaboration through the Wiltshire Local Air Quality Management Officers Working Group;
- Participate in local and regional networks in order to pursue improved air quality and the consistent implementation of local air quality management;
- Strive to ensure that Council actions do not have a detrimental effect on air quality;
- Where it appears unlikely that air quality objectives in Salisbury, Westbury or Bradford on Avon are to be met in a realistic timescale, review the relevant action plan with a view to identifying further measures;
- Identify any further exceedences of air quality objectives in Wiltshire at the earliest stage possible, in order to ensure an effective action planning process;

Spatial Planning and Air Quality

- Ensure that air quality is considered as a material planning consideration within the development control planning processes of Wiltshire Council through the implementation of a Supplementary Planning Document. Where deteriorations in air quality due to a development (or developments) are predicted, to ensure measures to mitigate the effects are put in place;

- Require modelling and/or monitoring to be undertaken to accurately assess the impacts of proposed development on local air quality where it is considered that development may have a detrimental impact on air quality;
- Ensure that air quality is properly considered within planning policy processes, in particular within the Wiltshire Council LDF process as it progresses, with the inclusion of a specific air quality policy where applicable;

Transport and Air Quality

- Work to ensure that the AQS is adequately reflected within the Wiltshire Local Transport Plan and that air quality related LTP targets are met;
- Work with the Highways Agency to ensure that air quality does not deteriorate across the trunk road network in Wiltshire;
- Ensure the regular exchange of information between transport planners and air quality professionals relating to both air quality information and traffic information;
- Support work to reduce emissions from each of the Council vehicle fleets, and those of their contractors, in line with National Indicator NI194 'Air Quality';

Climate Change and Energy Management

- Work to support climate change initiatives ongoing in Wiltshire through the Local Agreement for Wiltshire (LAW) and any future climate change strategies implemented by the Council;
- Support the promotion of energy efficiency measures both within Council buildings and with external organisations;

Health and Education

- Keep the public informed of work relating to local air quality management in Wiltshire;
- Encourage the local community to become involved in improving air quality and take actions which reduce personal contributions to local air quality emissions and CO₂ emissions;
- Improve the air quality information available for the public at a Wiltshire level through a variety of media;

Industry and Domestic Sources

- Provide advice on the control of polluting emissions to the air and, where necessary, enforce legislation for the control of emissions from industrial sources;
- Provide advice on the control of polluting emissions to the air and, where necessary, enforce legislation for the control of emissions from domestic sources;

- Work closely with the Environment Agency where any 'Part A' installation is likely to detrimentally affect air quality;

Monitoring the Effectiveness of this Strategy

- Robustly monitor the progress of the Council's actions in implementing this Strategy;
- Review the AQS Core Strategy, as and when required, but at intervals no longer than every 5 years.

6 Monitoring the Success of the Strategy

- 6.1 The effectiveness of this Strategy will be monitored periodically to ensure the aims and objectives are being progressed. Indicators can be used to monitor the effectiveness of a strategy, and these should be easy to use and transparent in their use.
- 6.2 Air quality management and actions to improve air quality need to be implemented by a range of stakeholders. The implementation of any air quality strategy should therefore be dependent on meeting the needs of the community to which it relates. Communication and collaboration is the key to ensuring that measures arising from this Strategy are implemented. Input from the wider stakeholders identified in this report will be required to ensure that implementation of the Strategy remains an active and ongoing process.
- 6.3 There are a number of possible indicators to use in monitoring the effectiveness of the Strategy. Some indicators may provide direct evidence for improving air quality, with others providing an indication of changes in other policy areas which are likely to improve air quality. The following have been chosen as a means to monitor the effectiveness of this strategy over the next 5 years.

Air Quality Monitoring

- 6.4 Wiltshire has a network of monitoring sites which will be used to directly report on trends in air pollutant concentrations. The Council will, monitor:
- concentrations of nitrogen dioxide concentrations within AQMAs in Wiltshire; and
 - the number of days that the 1 hour mean for nitrogen dioxide is exceeded (to be no more than 18 days in one year and the number of days that the 24 hour mean for fine particulates is exceeded (not be more than 35 days per year).

National Indicator on Air Quality in the Comprehensive Area Assessment

- 6.5 National Indicator 194 'Air Quality' enables authorities to lead by example in reducing their own emissions of NO_x and PM₁₀ across the wider area of their authority, and not just at hotspots that have been designated as air quality management areas under Part IV of the Environment Act 1995.
- 6.6 The air quality performance indicator NI 194 requires NO_x and primary PM₁₀ emissions through the authority's estate and operations to be monitored. This is also used as an indicator in the Local Agreement for Wiltshire (LAW) and for this Strategy.

Climate Change Gas Emissions

- 6.7 National Indicator 186 'Per capita CO₂ emissions in the local authority area', is included in the Local Area Agreement (LAA) which forms part of the LAW, and is included in this Strategy. NI185 'CO₂ Reduction for local authority operations' is also relevant for this Strategy.

Other Strategy Indicators

Area Wide Vehicle Mileage

- 6.8 Area wide vehicle mileage is currently reported as LTP mandatory indicator LTP2 'County-wide vehicle-km (excluding trunk roads and motorway).'

Cycling

- 6.9 Cycling trips are currently reported as LTP mandatory indicator LTP3 'Index of cycle trips' .

Travel to School

- 6.10 Travel to school is currently reported as LTP mandatory indicator LTP4 'Travel to school (car mode share)'. This is also covered by National Indicator NI198 'Children travelling to school – mode of travel usually used' which is included in the LAW.

Bus Patronage

- 6.11 Bus patronage is currently included in the LTP as Best Value Performance Indicator BV102 'Bus patronage'.
- 6.12 Current LTP2 indicators will be reviewed and if necessary revised for inclusion in LTP3 which is to be published in March 2011.

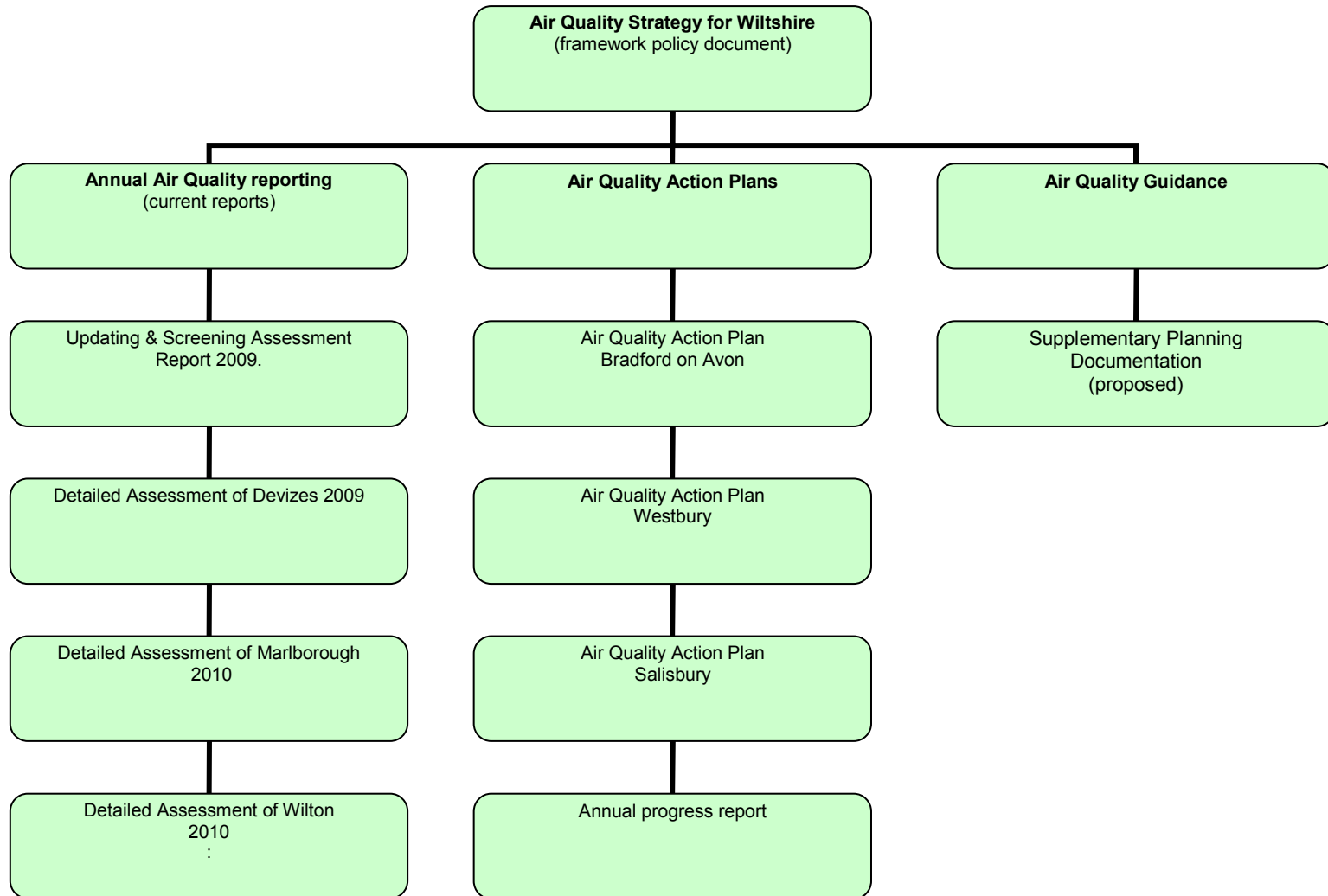
7 Conclusions

- 7.1 The development of this Core Air Quality Strategy for Wiltshire signifies recognition that improving local air quality is the responsibility of a wide range of stakeholders and professions. Although Environmental Health professionals are tasked with the monitoring and assessment of air quality, the actions and measures necessary to reduce pollutant concentrations will remain with a wider range of professionals and bodies.
- 7.2 Now that the new Wiltshire Council has been established, the management of air quality at a wider spatial scale potentially increases the challenge of implementing a process which is designed to identify and remediate local air pollution hotspots. Conversely, the amalgamation of the five Councils into one unitary authority presents the opportunity to improve communication and collaboration between different professions who previously were at different levels of local government.
- 7.3 Although future improvements in local air quality are predicted as a result of technological advances in vehicle engines and improved fuels, there is still a need to reduce the increasing reliance on private motor vehicle use and to provide access to improved public transport services and alternatives to private motor vehicles. Traffic accounts for the main source of emissions across Wiltshire, and accounts for all the AQMAs declared. As such, the successful implementation of the Local Transport Plan is fundamental to the improvement of local air quality, or maintenance of good air quality, across the region.
- 7.4 Appendix 1 to this report includes a number of other policy areas which will be crucial to the improvement in air quality across Wiltshire. The gradual integration of air quality into these other policy areas will ensure that air quality is considered at all levels of decision making. As other strategies and policy processes are gradually updated, it is hoped that this Strategy will be used as a key document in the provision of information about air quality. As such, this Strategy will need to be kept updated through regular reviews. As the policies of Wiltshire Council are drawn up, this is an ideal time to ensure that air quality is adequately addressed within these other policy areas.

Glossary

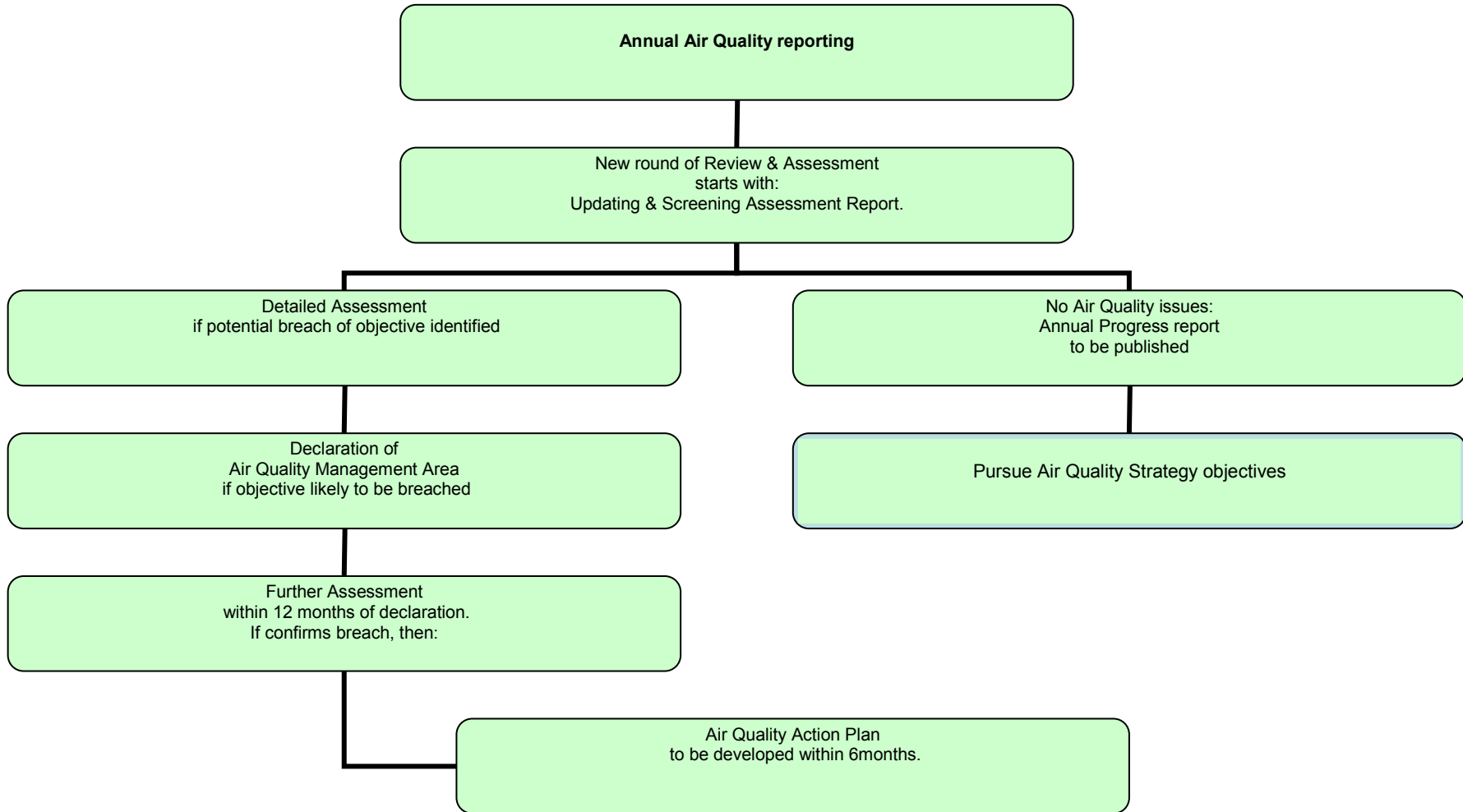
| | |
|------------------|---|
| AQAP | Air Quality Action Plan |
| AQMA | Air Quality Management Area |
| AQS | Air Quality Strategy |
| BC | Borough Council |
| BVPI | Best Value Performance Indicator |
| CC | City Council |
| CO ₂ | Carbon dioxide |
| DC | District Council |
| NI | National Indicator |
| LDF | Local Development Framework |
| LTP | Local Transport Plan |
| NO _x | Nitrogen oxides |
| PCT | Primary Care Trust |
| PM ₁₀ | Particulate Matter of less than 10 µm in diameter |

Appendix 1. Where the Wiltshire Air Quality Strategy sits in relation to other Air quality policies & publications.



Appendix 2

Annual Air Quality and Review Reporting Hierarchy.



Appendix 3 - Air Quality Objectives

Table A1.1 Air Quality Objectives included in Regulations for the purpose of Local Air Quality Management in England

| Pollutant | Air Quality Objective | | Date to be achieved by |
|--|---|---------------------|------------------------|
| | Concentration | Measured as | |
| Benzene | 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 |
| 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 |

Appendix 4 - Key Policies

A1.1 Policies and programmes for action at all levels of government, can impact on local efforts to improve air quality at specific localised hot spots or reduce concentrations more generally across an area. This Appendix identifies the key policy frameworks that may have an impact on Wiltshire air quality. Relevant policy frameworks are considered in turn below.

One Council for Wiltshire

A1.2 The bid to become 'One Council' was first submitted by the County Council in response to the Government White Paper entitled 'Strong and Prosperous Communities' (October 2006). Following the 'Local Government and Public Involvement in health Bill' receiving royal assent on 31 October 2007, the Local Government Minister passed the order which means that Wiltshire Council came into being on 1 April 2009. As a consequence, a large number of projects have been undertaken, and are ongoing, to bring together the services and functions of the five former local authorities in Wiltshire. Air quality is just one of these functions, which up until April 2009 had been undertaken by the four District authorities, in partnership with Wiltshire County Council. As of 1 April 2009, air quality has become the responsibility of Wiltshire Council.

A1.3 Air Quality, amongst other functions, is administered by a small specialist team within the Wiltshire Council Public Protection Service. Co-ordination of air quality work was already underway between the former West Wiltshire and Salisbury District Councils as the two authorities that had AQMAs, with joint work on a Supplementary Planning Document on air quality and a joint review of existing Air Quality Action Plans. In addition, all former district council air quality representatives met regularly, together with the then County Council transport planning officers, to progress air quality issues and projects such as this document.

Regional Policy Framework

Regional Spatial Strategy

A1.4 The Regional Spatial Strategy (RSS) for the South West 2006-2026³ forms part of the statutory development plan and will influence how people will live, work and travel in the region for the next 20 years. It also provides a framework for the preparation of LTPs. The Independent Panel, appointed by the Government to examine the draft RSS, published its report on 10th January 2008. The report followed a 10 week Examination in Public held last summer at which the County Council and District Councils participated. The Government's proposed modifications to the draft RSS were issued on 22 July 2008 and were subject to a 12 week consultation period. Once the RSS is approved by the Government it will replace the Regional Planning Guidance for the South West (RPG10). All local planning policy will need to be developed in the context of the RSS, and for this reason it is important that air quality policies also relate to the RSS.

A1.5 The Draft RSS contains policy RE9 on Air Quality which states that 'The impacts of development proposals on air quality must be taken into account and local authorities should ensure, through LDDs, that new development will not exacerbate air quality problems in existing and potential AQMAs.'

³ http://www.southwest-ra.gov.uk/nqcontent.cfm?a_id=836

A1.6 In terms of housing allocations, the Government's proposed modifications set out annual average net dwelling requirements between 2006 and 2026⁴. Annually in Wiltshire 615 new dwellings will be required in West Wiltshire, 685 in North Wiltshire, 620 in Salisbury and 300 in Kennet. Any expansion in areas already experiencing poor air quality will clearly add extra emissions, which should be minimised, particularly in sensitive locations. Housing allocations are expected to be finalised in Spring 2009.

Regional Transport Strategy

A1.7 The RTS, which is incorporated in the RSS, sets the regional context for transportation planning. RPG10's long-term planning framework sets the context for the future revision of the regional strategy for the South West of England Regional Development Agency (SWRDA). In 2004, the South West Regional Assembly (SWRA, or Regional Chamber of the SWRDA) produced the 'Developing the Regional Transport Strategy' document (DRTS)⁵, which updates the RTS in RPG10 adopted in 2001. The DRTS identifies key transport issues of relevance to the South West. Reducing the impact of transport on the environment is one of six key issues identified in the South West, and reference is made in the DRTS to the 13 AQMAs across the region, and the impact of strategic HGV routes across the region on local air quality.

A1.8 The DRTS is to inform decision-making on investment and management in the transport network until it is replaced by the approval of the Regional Spatial Strategy. As well as setting out priorities and objectives, the DRTS provides the context for the investment programmes of the Highways Agency, the relevant Rail Authority (formerly the Strategic Rail Authority and now DfT's Rail Group⁶), other national agencies and Local Transport Plans. All Local Transport Plans developed across the region will be required to take into account the DRTS and the RTS encompassed in the emerging RSS. The final Regional Spatial Strategy was planned to be adopted in 2009 but has been delayed by the GOSW to allow further analysis to be undertaken⁷.

A1.9 The Government Office for the South West (GOSW), although not responsible for the development of the RTS, is to play an important role in the implementation of the RTS. The GOSW is responsible for promoting the government's transport policy across the region, advising Local Transport Authorities on preparing their LTPs. One of GOSW's five key transport objectives for the region is sustainability and the environment⁸.

Integrated Regional Strategy and Regional Economic Strategy

A1.10 In 2002, the Government produced a White Paper 'Your Region, Your Choice – revitalising the English Regions', which gave Regional Assemblies in the UK the role of improving regional policy co-ordination. To achieve this in the South West, the SWRA prepared an Integrated Regional Strategy (IRS) called 'Just Connect' (2004)⁹, covering the period 2004-2026. Two of the five key aims of the IRS are to 'harness the benefits of population growth and manage the implications of population change' and 'to enhance our distinctive environment and the quality and diversity of our cultural life'.

⁴ http://www.southwest-ra.gov.uk/media/SWRA/RSS%20Documents/Proposed_Changes_Dwelling_Numbers_HMAs_and_SSCTs_5.pdf

⁵ http://www.southwest-ra.gov.uk/media/SWRA/RSS%20Documents/The_DRTS_-_Approved_Version_by_Exec_14-09-04_-_For_Website.pdf

⁶ <http://www.dft.gov.uk/pgr/rail/>

⁷ http://www.southwest-ra.gov.uk/nqcontent.cfm?a_id=538

⁸ http://www.gosw.gov.uk/497666/docs/166217/regional_planning_guidance

⁹ http://www.southwest-ra.gov.uk/nqcontent.cfm?a_id=2331

- A1.11 The development of the IRS published in 2007 called 'Now Connecting', has involved an analysis of existing Regional Strategies in the South West, a review of the region's Community Strategies and a sustainability appraisal. It is important that reference is made to the need to enhance or maintain local environmental and air quality in parts of the region within the IRS. Poor environmental quality and increased pressure on the environment generally are recognised impacts from the pressure of population growth in the region, though no specific reference to air quality is made. However, the IRS does provide the context for the need to consider climate change and local air quality impacts in regional level economic decision-making processes.
- A1.12 In 2006, the SWRDA launched the region's 10-year Economic Strategy¹⁰, which aims to raise business productivity, increase economic inclusion and improve communication and partnership across the region. Innovation, skills and the environment are considered to be three key cross-cutting drivers which can influence the delivery of the region's economic priorities, and sustainable development is addressed throughout the Strategy.

Regional Environmental Strategy and Regional Waste Strategy

- A1.13 In 2003, the South West RDA, in partnership with the Regional Environment Network, produced the South West's Regional Environmental Strategy 'Our Environment, Our Future - Towards a Regional Strategy for the South West Environment'¹¹. The Strategy aims to provide a vision for the region's future environment, identify the key pressures threatening the environmental fabric of the region and identify key issues to be tackled. The work has contributed to the development of the Regional Spatial Strategy.
- A1.14 Analysis of key environmental assets and pressures on assets across the region has identified six key environmental issues facing the region. These are spatial planning; transport; food, farming and forestry; tourism and leisure; climate change and the use of natural resources. Policies relating to all six issues identified have the potential to impact on efforts to improve local air quality, and there is some discrepancy between the perceived significance of some issues and their potential impact on local air quality. For example, with respect to the use of natural resources, regional air quality is expected to improve, whereas with respect to tourism, leisure and spatial planning, poor air quality is the predicted result of increasing car use across the region. Air quality is clearly identified as a problem relating to transport and the impact on natural resources and people.
- A1.15 The Strategy recognises that the region's air quality is generally good, although pockets of poor air quality in and around the more urban and industrial areas of the region exist. With respect to the issue on the use of resources, a specific aim of the Strategy is to 'Reduce pollution to air, water and land to deliver a healthier, better quality environment'.
- A1.16 The Regional Waste Strategy (RWS) for the South West "From Rubbish to Resource" was published in 2004¹² which also contributed to the Regional Spatial Strategy. The RWS sets out the vision for the South West to become a 'minimum waste society by 2030, with households and businesses maximising opportunities for reuse and recycling'. The Regional Waste Strategy will establish detailed policies and actions required by individuals, organisations and companies to reduce potential conflict between economic development and waste production. With respect to waste, an objective of the Regional Environment Strategy is to 'minimise waste produced by those living in, working in and visiting the region'.

¹⁰ <http://www.southwestrda.org.uk/what-we-do/policy/res-review2005/draft-res.shtm>

¹¹ <http://www.southwest-ra.gov.uk/media/SWRA/Environment/ENV-strat-main.pdf>

¹² http://www.southwest-ra.gov.uk/nqcontent.cfm?a_id=500&tt=swra

Regional Sustainable Development Framework and Climate Change Partnership

- A1.17 In 2000, Sustainability South West, on behalf of the Government Office for the South West (GOSW), produced the Regional Sustainable Development Framework 'A Sustainable Future for the South West'¹³. The South West's original RSDF was redeveloped as the Sustainability Shaper website (<http://www.shapersw.net/>). Although air quality does not feature as one of the 15 key themes of the Framework, a number of the themes have the potential to impact on local air quality across Wiltshire. These include climate change (with the framework indicator being a minimum of 11-15% of electricity production to be from renewable sources by 2010), transport (the framework indicator being traffic volumes) and tourism (with the indicator being the percentage of tourist trips to the South West by car).
- A1.18 At a regional level, the South West Climate Change Impacts Partnership (SWCCIP)¹⁴ key role is to raise awareness of the impacts of climate change, inform and advise on the challenges and opportunities of climate change in SW England, and develop practical adaptation responses. SWCCIP was established in 2001 to build upon previous climate change initiatives, and the initial task for the partnership has been to oversee the research, production and dissemination of a South West Region Climate Change Impact Scoping Study which was completed in January 2003. A Forum continues to steer the ongoing work of the partnership, and the partnership has Priority Sector Groups, which look at the effects and impacts of climate change in the South West on specific sectors.
- A1.19 Climate change is a cross-cutting issue affecting all of the other themes. The Regional Environment Strategy document 'Our Environment Our Future' (see section 8.13) sets out a range of initiatives which are already under way in the region to address this issue. The Integrated Regional Strategy (see section 8.10) will also provide a mechanism to ensure climate change considerations are incorporated into all relevant strategies and decision-making.

Industrial regulation - Environment Agency

- A1.20 The Environment Agency (EA) is responsible for the enforcement and regulation of the larger and more complex industrial processes operating across Wiltshire. Across Wiltshire, two Environment Agency Regional Teams are responsible for regulation; the South West Region (covering most of Wiltshire) and the Thames Region. The EA works with local government, the Highways Agency and others to help deliver the UK Air Quality Strategy, particularly where industrial processes have been identified as contributing to exceedences of national air quality objectives. In Wiltshire, emissions from industrial processes do not contribute significantly to any of the AQMAs designated. However, the EA is an important partner in any efforts to reduce pollutant concentrations, and as such is an important partner in efforts to maintain and improve air quality across the County.

Local Policy Framework

- A1.21 The development and implementation of local policy frameworks are of major importance to improving local air quality. Of greatest significance are the local transport planning, spatial planning and environmental protection areas of policy, which are all required to give due consideration to their impact on local air quality.

¹³ <http://www.oursouthwest.com/RegiSus/framework/framework.htm>

¹⁴ <http://www.oursouthwest.com/climate/>

Local Spatial Planning

- A1.22 Local authorities are expected to take air quality considerations into account both in the preparation of local development plans and in development control planning decision-making. In 2004 the land-use planning system in England underwent a comprehensive change – it is now termed ‘spatial planning’. The Planning and Compulsory Purchase Act 2004¹⁵, replaced much of the Town and Country Planning Act 1990, with the provisions of the 2004 Act intending to provide a more flexible plan-making system at the regional and local level, with more community involvement and an improved development control process.
- A1.23 The 2004 Act phases out Structure Plans and Local Plans. Local planning authorities now prepare a Local Development Framework (LDF), comprising a folder of documents for delivering the spatial planning strategy for the local authority. LDFs will include a Local Development Scheme (LDS), which sets out a timetable for Local Development Documents (LDDs). These can either be development plan documents or supplementary planning documents, which reflect national and regional policy, taking into account local needs and variations. A local planning authority also has to produce a Statement of Community Involvement, indicating how the authority intends to involve the community it serves.
- A1.24 In Wiltshire, the Local Government (Structural Changes) (Transitional Arrangements) (no 2) Regulations 2008 make all successor Councils responsible for discharging, in advance of the reorganisation date, the functions under Part 2 of the Planning and Compulsory Purchase Act 2004. Regulation 22 specifically requires that a LDS for the new unitary area be submitted to the Secretary of State three months before 1 April 2009. The LDS sets out the LDDs that will be produced by the new council over a three year period and the timetable for their production.
- A1.25 The LDS for Wiltshire Council provides for the continuation of a number of existing LDDs that are at an advanced stage of preparation. These are the Minerals and Waste Development Plan Documents (DPDs) that are being prepared in partnership with Swindon Borough Council. In addition the LDS provides for the continuation of the South Wiltshire Core Strategy that relates to the Salisbury district area. Good progress has already been made on the Core Strategy with submission anticipated by September 2009, compared to the Wiltshire Core Strategy in January 2011. The early adoption of policies for the Salisbury area will ensure a five year supply of land for housing can be maintained, which is important as housing delivery has fallen short in this area.
- A1.26 Alongside the South Wiltshire Core Strategy, the LDS provides for the preparation of a new Core Strategy for the whole of the unitary area. This will, in effect, replace the South Wiltshire Core Strategy when it is adopted, but the content of the South Wiltshire Core Strategy should be taken forward within the wider Wiltshire Core Strategy. The LDS also makes provision for the preparation of one other LDD to be progressed alongside the Core Strategy which relates to the identification of sites for Gypsies and Travellers.
- A1.27 Until the Wiltshire Core Strategy is in place, existing arrangements provide the policy for spatial planning in Wiltshire. The Wiltshire and Swindon Structure Plan, covering the period up to 2016, is an Alteration to the Wiltshire Structure Plan 2011. The modified Structure Plan was adopted in 2006. Wiltshire’s Structure Plan, prepared and developed by the then County Council and Swindon Borough Council, establishes the broad framework for the future of the Wiltshire area, including Swindon, providing a strategic context for individual LDDs, prepared by each former District local authority in Wiltshire and Swindon Borough

¹⁵ <http://www.opsi.gov.uk/acts/acts2004/20040005.htm>

Council. As well as establishing policies for the scale and location of housing development and employment land at a District level, the Structure Plan also establishes strategic policies on transport, the natural, built and historic environment, recreation, leisure and tourism, and renewable energy.

- A1.28 The current spatial planning position in each of the former District Council authority areas is outlined below:
- A1.29 Kennet DC: the Kennet Local Plan, adopted in April 2004¹⁶ provides the policies and proposals to guide the development and use of land within the district up to the year 2011. The Plan was a 'saved plan' until September 2007, but as the Core Strategy was not anticipated to be adopted until 2010, the Secretary of State agreed to save key policies for a further period of time.
- A1.30 The LDS set out the planning policy documents the Council proposed to produce and the timetable for their production. The initial version of the LDS was brought into effect March 2005 and a subsequent revision came into effect in 2006. This was reviewed and revised in consultation with the Government Office for the South West and the Planning Inspectorate. Following confirmation from the Secretary of State, the revised LDS came into effect on 15th March 2007.
- A1.31 The Statement of Community Involvement (SCI) was adopted in September 2005. Other current Development Plan Documents include the Devizes Town Centre Area Action Plan¹⁷.
- A1.32 North Wiltshire DC: A LDS for 2006-2009 was approved by the Secretary of State in May 2006 but has now been replaced by LDS 2007-2010. This was approved by the Secretary of State in March 2007¹⁸.
- A1.33 The District Council consulted on an Issues and Options document in 2006 - this was the first stage in the production of a Core Strategy. The Second Issues and Options document was out for consultation between the 18th May - 13th July 2007.
- A1.34 In June 2006, the District Council adopted its Local Plan 2011¹⁹. The Plan does include a policy relating specifically to pollution, though not specifically to local air quality. Policy NE18 states that 'Development will only be permitted where it would not generate, or itself be subject to, harm upon public health or cause pollution to the environment by the emission of excessive noise, light intrusion, smoke, fumes, other forms of air pollution, heat, radiation, effluent or vibration.'
- A1.35 West Wiltshire DC: The West Wiltshire District Local Plan was adopted in June 2004²⁰. The only reference to local air quality is as follows; "...renewable energy generation will be permitted in appropriate locations having regards to the impact on residential amenity and pollution effects on air quality, noise, vibration, fumes and odour levels, management and disposal of residuals and by-products, aqueous and effluent management..." (Policy C34). Other environmental protection policies relate to light pollution, noise contaminated land and nuisance. The policy on nuisance (Policy C38) states that "...proposals will not be permitted which would detract from the amenities enjoyed by, or cause nuisance to, neighbouring properties and uses. Consideration will be given to such issues as any loss of privacy ... the generation of unpleasant emissions such as odour, fumes, smoke, soot, ash, dust or grit ...". There is no specific policy or reference to local air quality or the local air quality management process.
- A1.36 A LDS was submitted to the Government in March 2005 and a revised LDS came into effect during May 2007²¹. In addition, a Statement of Community Involvement has been produced, as well as a few

¹⁶ <http://www.kennet.gov.uk/planning/forward-planning/kennet-local-plan-2011.htm>

¹⁷ <http://www.kennet.gov.uk/planning/forward-planning/development-plan-documents.htm>

¹⁸ http://www.northwilts.gov.uk/index/env/planning/localplans/ldf/local_development_scheme.htm

¹⁹ <http://www.northwilts.gov.uk/index/env/planning/localplans/localplan2011.htm>

²⁰ <http://maps.westwiltshire.gov.uk/DistrictPlan/written-statement.pdf>

²¹ <http://www.westwiltshire.gov.uk/final-lds-2007-10.pdf>

Development Plan Documents (Leisure and Recreation DPD, Residential Design Guide Supplementary Planning Document and River Biss Public Realm Design Guide).

- A1.37 Salisbury DC: The Salisbury Local Plan, adopted in June 2003²², includes a general principle for development which states that "...new development will be considered against a number of criteria, including avoidance of detriment to public health or pollution to the environment by the emission of excessive noise, light intrusion, smoke, fumes, effluent or vibration; and incorporation of energy efficient design through building design, layout and orientation." There are no policies that relate to air quality management specifically, or reference the AQMA designated within the Council.
- A1.38 As stated earlier, the LDF Core Strategy is currently being developed and a major consultation exercise on the Core Strategy Preferred Options has been undertaken. In addition, a Statement of Community Involvement has been produced and work is underway on Supplementary Planning Documents and development briefs for some larger development sites in the district.

Local Initiatives

Salisbury Vision

- A1.39 The Salisbury Vision²³ provides a framework for coordinating and achieving the sustainable regeneration of five priority areas – the Maltings and central car park, Churchfields Industrial Estate, Salisbury Guildhall, the Market Place, and Southampton Road. This will make a significant contribution to the life and economy of the city by providing much needed additional office, retail, leisure and other employment space. Considerable improvements will also be made to the city's streets and other public areas through the development and implementation of a comprehensive public realm strategy. The city's transport infrastructure will also be overhauled putting the focus on the pedestrian and on public transport. Initiatives implemented under 'Salisbury Vision' should work towards improving air quality in Salisbury by shifting the focus away from the use of private vehicles. Any developments within Salisbury will be assessed in terms of their impacts on air quality through the planning process.

Transforming Trowbridge

- A1.40 The aim of 'Transforming Trowbridge'²⁴ is to enhance the town's prosperity and environment in line with its status as Wiltshire's county town. The Regional Spatial Strategy for the South West has identified Trowbridge as a strategically significant town within the region, where an increased proportion of new development should be located. The aspiration to raise Trowbridge's profile to a level deserving of a county town, coupled with the development potential of significant sites in the town centre, has provided the impetus to move away from piecemeal, uncoordinated development towards a strategic, comprehensive approach to regeneration. Like Salisbury, initiatives implemented under the 'Transforming Trowbridge' banner should work towards improving air quality and other environmental aspects of the town. The planning system can be used to ensure that all large developments in the town are assessed in relation to impacts on air quality and ensuring that the air quality objectives are not compromised.

Sustainable Community Strategy for Wiltshire and the Wiltshire Local Area Agreement

²² <http://www.salisbury.gov.uk/localplan/>

²³ <http://www.salisbury.gov.uk/council/major-projects/vision.htm>

²⁴ <http://www.transformingtrowbridge.org.uk/>

- A1.41 The Local Government Act 2000 made it a statutory duty for councils to produce a community strategy for their area, which is designed to act as a 'strategy of strategies'. The document 'A Sustainable Community Strategy for Wiltshire 2007 – 2016' was endorsed by the Wiltshire Strategic Board in September 2007.
- A1.42 The Wiltshire Local Area Agreement 2007-2010 was an agreement between Wiltshire and central Government on the delivery of partnership arrangements to the benefit of service delivery, overseen by Wiltshire's Strategic Board. As required by Government, the agreement was broken down into blocks, of which Environment was one. Within the Environment block, one of the outcomes was to reduce emissions of carbon dioxide. The County Council has been successful in reducing carbon emissions from its own buildings by 6.7% and from business mileage by 6.1% (2006-7 figures). This has been achieved through low cost measures such as insulation, better energy management procedures, staff awareness raising and IT enabled ways of working.
- A1.43 The LAA for 2007-2010 has now been superseded by the LAW, which was approved by the Wiltshire Strategic Board and endorsed by the then Wiltshire County Council. Under the environment theme, the ambition is to 'tackle climate change and promote a high quality, natural environment that enriches the lives of people'. Some of the actions are also likely to reduce emissions of local air pollutants such as increasing the uptake of energy efficient and renewable energy measures, reducing carbon emissions from public sector business and increased use of sustainable energy measures in new developments (delivered through planning development control decisions). Indicators used for assessing progress include NI185 (CO₂ reduction from Local Authority operations) and NI194 (reduction in NO_x and primary PM₁₀ emissions through local authority's estate and operations).

Local Transport Planning

- A1.44 The Local Transport Plan (LTP) provides the principal mechanism for delivering an improvement to air quality across the County. Wiltshire's second LTP (LTP2) identifies air quality as one of the four shared priority areas as required in Government guidance. As well as putting forward local strategies, policies and targets, the LTP also serves as the means of obtaining the three elements of transport funding of major schemes (+£5 million cost), integrated transport block and capital maintenance. In terms of major schemes, the former County Council resolved that it would not incorporate bids for any major scheme proposals in its LTP2 beyond those already submitted at the time of its publication.
- A1.45 The LTP2 recognises the air quality issues identified in Salisbury, Westbury and Bradford-on-Avon. The then County Council worked closely with the former district authorities in relation to setting out measures within their AQAPs and these are summarised within the LTP. Targets for reducing nitrogen dioxide concentrations within the designated AQMAs in Salisbury, Westbury and Bradford-on-Avon have been established, with proxy indicators of levels of traffic flow in each of the locations.
- A1.46 With respect to the Strategic Environmental Assessment (SEA), which accompanied the LTP2 submission, a relevant objective is to reduce any negative impacts of the transportation network on air quality.
- A1.47 The latest LTP Progress Report (published December 2008) updates progress on the various AQAP measures included in LTP2.

Environmental protection & local industrial regulation

- A1.48 Of relevance to LAQM are other areas of environmental policy work, notably the pollution control of industrial premises, contaminated land and noise pollution, for which there are statutory responsibilities. Environmental Health professionals have delegated powers to address certain potentially polluting

activities such as bonfires and the use of authorised fuels. Powers under the Environmental Protection Act 1990²⁵, Clean Air Act of 1993²⁶ and Environment Act 1995²⁷ make clear provision for actions to reduce emissions to air, and so are important tools for LAQM. These functions are now undertaken at the Wiltshire Council level by a small specialist team within the Public Protection Service. Area teams will continue to respond to complaints, particularly those under the Environmental Protection Act.

Local climate change & energy efficiency programmes

- A1.49 Energy efficiency programmes are underway, with partnerships to promote home energy conservation operating in most of the local authorities. Kennet DC has a specific energy policy and strategy²⁸ to help reduce CO2 emissions, and Salisbury DC provides detailed information on the environmental benefits of home energy efficiency²⁹. In North Wiltshire, energy efficiency is addressed by Housing Services³⁰ and not Environmental Health or Protection, and in West Wiltshire DC, energy use is addressed by Environment Services, with information on energy conservation, energy efficiency and renewable energy available from the local authorities' website³¹.
- A1.50 Initiatives to reduce CO2 emissions through improved energy efficiency and energy conservation are underway across the local authorities of Wiltshire. Examples of schemes include the Integer and Warm Hearted Homes projects in North Wiltshire³², links made by the local authorities to national projects such as the Warm Front website³³ and the Energy Trust³⁴. Promotion in the use and uptake of any energy efficiency programme or action is likely to have a positive impact on efforts to reduce atmospheric emissions. The Wiltshire Council has an energy efficiency officer employed within the Private Sector Housing service to continue and build upon the work outlined above.

Local economic development

- A1.51 Key aims of economic development functions are to regenerate stagnating local economies through the regeneration of towns and villages, support other policies and strategies as they promote the economic, social and environmental well-being of their communities served and to monitor the economic well-being of the local economies so as to intervene with new policies and action programmes as appropriate. Various partnerships exist to promote economic development, including the South Wiltshire Economic Partnership³⁵, the Wiltshire and Swindon Rural Regeneration Partnership³⁶, the West Wiltshire Economic Partnership³⁷ and the Wiltshire and Swindon Economic Partnership³⁸.
- A1.52 Any future proposals to implement specific initiatives to improve air quality, through AQAPs or an Air Quality Strategy should make use of the economic development partnerships, either for direct information

²⁵ http://www.opsi.gov.uk/acts/acts1990/Ukpga_19900043_en_1.htm

²⁶ http://www.opsi.gov.uk/acts/acts1993/Ukpga_19930011_en_1.htm

²⁷ http://www.opsi.gov.uk/acts/acts1995/Ukpga_19950025_en_1.htm

²⁸ [http://documents.kennet.gov.uk/Policy/StrategyOnline.nsf/0770fe490dadd7b880256c2b0033adb1/374b5f25f1900a18802573cd0043a572/\\$FILE/KDC%20Energy%20Policy%20&%20Strategy%202002.pdf](http://documents.kennet.gov.uk/Policy/StrategyOnline.nsf/0770fe490dadd7b880256c2b0033adb1/374b5f25f1900a18802573cd0043a572/$FILE/KDC%20Energy%20Policy%20&%20Strategy%202002.pdf)

²⁹ <http://www.salisbury.gov.uk/living/your-home/home-energy-efficiency/environmental-benefits>

³⁰ http://www.northwilts.gov.uk/index/housing/hou_housing_improvement_and_repairs/hou_housing_improvement_repairs-energy_efficiency_advice.htm

³¹ <http://www.westwiltshire.gov.uk/index/env/energy.htm>

³² http://www.northwilts.gov.uk/housing_council_initiatives_145

³³ <http://www.warmfront.co.uk/>

³⁴ <http://www.energysavingtrust.org.uk/>

³⁵ <http://www.salisbury.gov.uk/business/economic-development/swep.htm>

³⁶ <http://www.salisbury.gov.uk/business/economic-development/partners/wsrp.htm>

³⁷ <http://www.westwiltshire.gov.uk/index/business/economic-development/econdev-whatwedo/econdev-wwep.htm>

³⁸ <http://www.wsep.org/>

or sounding boards. Financial constraints and public and business perceptions can be a major hurdle when developing specific measures to improve the local environment, and so any such proposals may stand a greater chance of implementation through the involvement of economic development and planning professionals. Through the development control and review and assessment process, those involved in managing local air quality should keep informed of specific proposals and developments so as to monitor their impact on local air quality across Wiltshire.

Information about Wiltshire Council's services can be made available on request in other languages and formats such as large print and audio. Please contact the council on 0300 456 0100, by textphone on 01225 712500 or by email on customer care@wiltshire.gov.uk



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