

**GUILDFORD BOROUGH COUNCIL AND  
SURREY COUNTY COUNCIL**



**GUILDFORD  
BOROUGH**

**GUILDFORD JOINT COMMITTEE**

**DATE: 18 SEPTEMBER 2019**

**LEAD OFFICER: JUSTINE FULLER, REGULATORY SERVICES MANAGER,  
GUILDFORD BOROUGH COUNCIL**

**SUBJECT: AIR QUALITY ACTION PLAN – SHALFORD AIR QUALITY  
MANAGEMENT AREA**

**AREA SHALFORD  
AFFECTED:**

**SUMMARY OF ISSUE:**

The Council designated an 'air quality management area' (AQMA) for the pollutant nitrogen dioxide along the A281 in Shalford in July 2019. There are a small number of residential properties within the AQMA (the bold purple area shown in Appendix 1).

The Council has a statutory duty, under Section 83 of the Environment Act 1995, to designate an 'air quality management area' (AQMA) where a breach of the air quality standard has occurred.

Following the declaration of the AQMA the Council has to produce an Air Quality Action Plan (AQAP) which identifies measures to improve air quality within the AQMA.

A draft AQAP with a series of measures using the available evidence on the scale and source of the air quality exceedance has been prepared for public consultation.

**RECOMMENDATIONS:**

**The Guildford Joint Committee is asked:**

- (i) To approve a 4-week consultation on the Air Quality Action Plan for Shalford Air Quality Management Area shown in Appendix 2.

**REASONS FOR RECOMMENDATIONS:**

To ensure the Council meets its statutory duties to adopt an Air Quality Action Plan along the A281 in Shalford.

**1. INTRODUCTION AND BACKGROUND:**

- 1.1 The purpose of the report is to seek approval to undertake consultation on the air quality action plan (AQAP) for Shalford.

- 1.2 Surrey County Council (SCC) as the highway authority is responsible for the A281 and the mitigation options set out in the action plan can only be achieved in partnership with them.

## **2. Development of the draft Air Quality Action Plan**

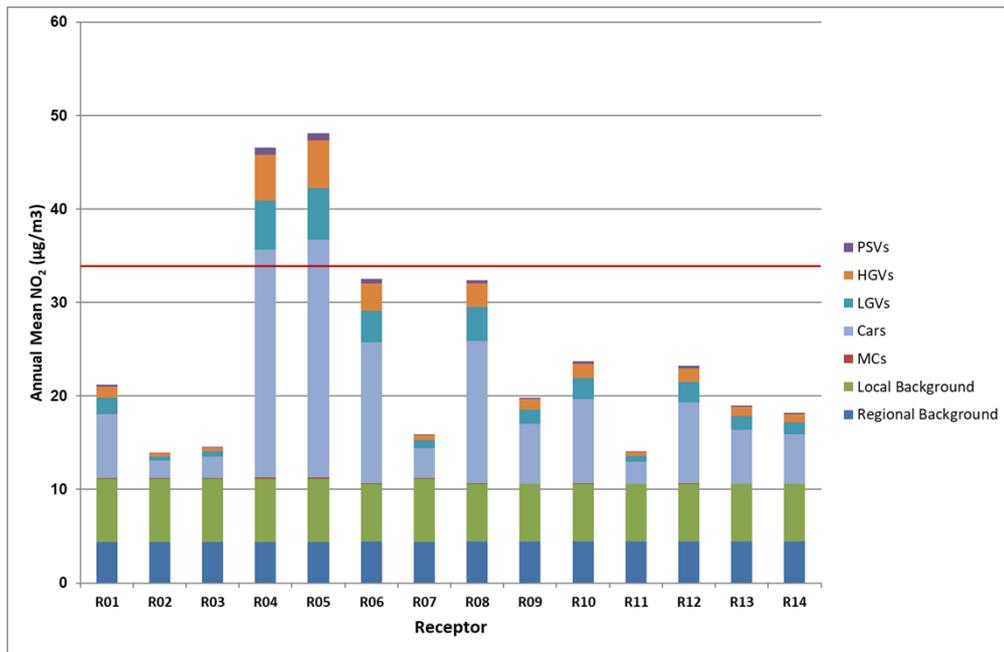
### **Source and scale of exceedance**

- 2.1 Following the declaration of the AQMA in Shalford an AQAP has been developed to identify measures to improve air quality. Understanding the source and scale of the nitrogen dioxide (NO<sub>2</sub>) exceedance, the reason for the AQMA, is critical to developing an effective AQAP.
- 2.2 The main source of emissions in Shalford is from road traffic which is exacerbated as the properties are close to the carriageway reducing dispersion of emissions. The table below illustrates the improvement in NO<sub>2</sub> required to become compliant.

### **Improvements in Annual Mean NO<sub>2</sub> and NOx Concentrations Required in 2017 to Meet the Objective**

Receptor	Required Reduction in Annual Mean NO <sub>2</sub>		Required Reduction in Road NOx Emissions	
	µg/m <sup>3</sup>	% of total predicted NO <sub>2</sub>	µg/m <sup>3</sup>	% reduction in road NOx
R04	6.6	14.1	15.9	21.1
R05	8.1	16.9	19.7	25.0

- 2.3 The modelling predicts that both receptors or locations where the exceedances occur within the AQMA will become compliant without intervention by 2023 so any measures we propose must be implemented before this date. These dates will be reviewed as they are predictions and local diffusion tube monitoring will continue.
- 2.4 The source apportionment assists further, identifying cars as the largest source of the emissions. The graph below shows the source apportionment for the two points of exceedance at R04 and R05.



### Contributions of Different Sources to Total Predicted Annual Mean Nitrogen Dioxide Concentration (µg/m<sup>3</sup>) at Each Receptor in 2017

2.5 An Origin Destination Survey conducted in May 2014 by Surrey County Council provides helpful information on where people are travelling from and for what reason.

2.6 Based on the evidence provided the AQAP identifies key priorities to consider when identify measures that are likely to be effective:

- The majority of emissions arise from cars, with some contribution from LGVs and HGVs;
- There is no decipherable contribution from point sources or industry;
- There is a very small contribution from buses;
- Origin Destination surveys suggest that a relatively small proportion of car trips (15%) have the potential for modal shift;
- Origin Destination surveys suggest that the majority of trips in the morning and afternoon peak are work related. Journey purpose was more variable in the interpeak and included activities such as shopping, visiting friends and leisure activities; and
- Any measures which will take longer than 2023 to implement and have effect, are unlikely to bring forward compliance with the air quality objectives.

#### Measures identified

2.7 Based on the available evidence, a technical officer steering group has developed a draft AQAP in conjunction with a consultant.

2.8 The evidence suggests that a number of measures are going to be required to have the necessary impact in the timescale required.

- 2.9 Existing measures that contribute to improving air quality in the Guildford area are detailed in the AQAP as they assist with reducing emissions generally across the Borough including Shalford.
- 2.10 Some of the measures specific to Shalford identified include: a park and ride scheme, a school intervention programme, changing priority for the turn into Pilgrim Way and increasing electric vehicles in the local fleet.
- 2.11 The full list of proposed measures is shown in Table 5.2, Appendix 2 along with the measures not pursued with justification in Table B.1.

### **3. OPTIONS:**

- 3.1 There are three options available after considering the information in this report:
1. Approve a 4 week consultation on the draft Air Quality Action Plan shown in Appendix 2.
  2. Approve an amended version of the draft Air Quality Action Plan shown in Appendix 2 for a 4 week consultation.
  3. Reject the draft Air Quality Action Plan and ask officers to draft a revised version for consideration at a future meeting.
- 3.2 Understanding the nature of the issue has helped ensure appropriate measures have been identified and involving partners means different knowledge and perspectives have inputted to the development of the AQAP. For the above reasons, officers recommend Option 1. During the consultation period there will be the opportunity for all the interested parties to provide feedback on the draft AQAP which will be fed back to the Joint Committee.

### **4. CONSULTATIONS:**

- 4.1 Following discussions with Councillor Caroline Reeves, Leader of the Council, Guildford Borough Council she supports consultation on the draft AQAP for Shalford.
- 4.2 We have briefed the borough ward members for Shalford, Councillor Chris Blow and Councillor Ramsey Nagaty and county member and Cabinet Member for Highways Councillor Matt Furniss.
- 4.3 Both Highways and Transport Planning within Surrey County Council and Environmental Health at Waverley Borough Council (as the A281 extends into their area) have been involved in the development of the draft AQAP.

#### Legal Implications

- 4.4 The provisions of Part IV of the Environment Act 1995 (the Act) establish a national framework for air quality management, which requires all local authorities in England, Scotland and Wales to conduct local air quality reviews.

- 4.5 Section 82(1) of the Act requires these reviews to include an assessment of the current air quality in the area and the predicted air quality in future years. Should the reviews indicate that the objectives prescribed in the UK Air Quality Strategy (DEFRA 2007) and the Air Quality (England) Regulations 2000 as amended will not be met, the local authority is required under Section 83(1) of the Act to designate an Air Quality Management Area.
- 4.6 Under Section 84 of the Environment Act 1995, we are required to produce an action plan following designation of the AQMA. Guidance states that the action plan should be produced within 12 months of designation.

#### **5. FINANCIAL IMPLICATIONS:**

- 5.1 Currently there are no immediate financial implications associated with the proposed consultation exercise beyond staffing resources however this will need to be reviewed following consultation and approval of the action plan where it is anticipated that additional resources will be required to implement the measures approved in the action plan.

#### **6. WIDER IMPLICATIONS:**

- 6.1 The potential implications of the proposed action have been considered in relation to the following Council priorities and policies.

<b>Area assessed:</b>	<b>Direct Implications:</b>
Crime and Disorder	No significant implications
Equality and Diversity	No significant implications
Localism (including community involvement and impact)	No significant implications
Sustainability (including Climate Change and Carbon Emissions)	Significant implications
Corporate Parenting/Looked After Children	No significant implications
Safeguarding responsibilities for vulnerable children and adults	No significant implications
Public Health	Significant implications
Human Resource/Training and Development	No significant implications

#### 6.2 Sustainability implications

There will be a reduction in carbon emissions as a result of implementing the resulting action plan.

#### 6.3 Public Health implications

The implementation of an action plan will have a positive impact on the health of those within the AQMA.

## **7. CONCLUSION AND RECOMMENDATIONS:**

- 7.1 The draft action plan focuses on the priorities: to reduce vehicle use where possible, congestion in Shalford and improve the vehicle fleet in relation to emissions. One focus is identifying measures which can be implemented and take effect before 2023 when the road is modelled to become compliant with nitrogen dioxide limit values.
- 7.2 Officers recommend the Committee support the recommendations detailed at the beginning of the report to approve the draft AQAP for consultation.

## **8. WHAT HAPPENS NEXT:**

- 8.1 A 4-week consultation on the draft air quality action plan (AQAP) will be conducted. All interested parties including: residents within the AQMA, Local Councillors and Shalford Parish Council will be invited to comment on the measures proposed and will have the opportunity to put forward other options that could improve air quality within the Shalford AQMA.
- 8.2 The final AQAP will be presented to the 11 December 2019 Guildford Joint Committee for approval. Implementation of the measures in the action plan will then commence if the AQAP is approved.

### **Contact Officer:**

Justine Fuller, Regulatory Services Manager, Guildford Borough Council. Contact: 01483 44370/[Justine.fuller@guildford.gov.uk](mailto:Justine.fuller@guildford.gov.uk)

### **Consulted:**

The following teams and person have been consulted on the report:

Surrey County Council: William Bryans, Transport Studies

Guildford Borough Council: Director of Community Services, Corporate Management Team, legal, finance, communications and human resources

### **Annexes:**

- Appendix 1 – Map of proposed Air Quality Management Area in Shalford
- Appendix 2 – Draft Air Quality Action Plan for Compton

### **Background papers:**

Shalford Air Quality Management Area, Guildford Joint Committee Report, 3 July 2019

<https://mycouncil.surreycc.gov.uk/ieListDocuments.aspx?CId=751&MId=7100&Ver=4>

Local Air Quality Management, Policy Guidance (PG16), Defra, April 2016

<https://laqm.defra.gov.uk/documents/LAQM-PG16-April-16-v1.pdf>

Local Air Quality Management, Technical Guidance (TG16), Defra, April 2016

<https://laqm.defra.gov.uk/technical-guidance/>

Air Quality (England) Regulations 2000

<http://www.legislation.gov.uk/ukxi/2000/928/contents/made>

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www.surreycc.gov.uk/guildford

The Environment Act 1995 <https://www.legislation.gov.uk/ukpga/1995/25/contents>

The Air Quality (England) (Amendment) Regulations 2002  
<http://www.legislation.gov.uk/uksi/2002/3043/contents/made>

UK Air Quality Strategy (DEFRA 2007)  
[https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/69336/pb12654-air-quality-strategy-vol1-070712.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/69336/pb12654-air-quality-strategy-vol1-070712.pdf)

Guildford Borough Council - Annual Status Reports and air quality monitoring results  
<https://www.guildford.gov.uk/article/19807/Air-quality-monitoring>

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