

Peterborough City Council
Air Quality Progress Report
August 2008



**Growing the right way for
a bigger, better Peterborough**

Abstract

The Progress Report 2008 forms an integral part of Peterborough City Council's air quality management. The overall aim is to report progress on implementing local air quality management; and progress in achieving, or maintaining, concentrations below air quality objectives. Progress reports also help ensure continuity in resourcing air quality within Local Authorities, and provide a means for communicating air quality information to members of the public.

The Progress Report 2008 focuses on information that may affect the air quality of the Peterborough City Council District. One of the key aims of the Progress Report is to provide information that will assist in other related policy areas such as transport and land use planning. This will allow Peterborough City Council to be able to require any potential impacts on air quality to be investigated and assessed. The Progress Report also aims to identify areas of focus for when the next round of updating and screening assessments are due. In the event that information becomes available that suggests there may be an exceedence of UK air quality standards Peterborough City Council will begin a detailed assessment in accordance with statutory guidance.

The Progress Report 2008 shows the latest figures for Peterborough City Council's nitrogen dioxide monitoring scheme. The report shows figures for 2007 assessed against the 2005 objective values. Due to a by-pass successfully reducing nitrogen dioxide levels to below the objective levels some of the diffusion tubes have been moved to new locations in 2007 and there has not been enough monitoring data to assess if the objective value has been exceeded.

Information from a brick making process located in Fenland District Council's boundary has shown that they may be exceeding the 15 minute mean for sulphur dioxide. In 2006 Peterborough City Council undertook a Detailed Assessment of the Sulphur Dioxide and declared an Air Quality Management Area on 1 May 2007. An Action Plan is currently being developed with Fenland District Council, the Environment Agency (the regulator) and the operator.

Contents

Abstract

Section	Page
Contents	
1 Introduction	4
2 Monitoring results	4
3 New Local Developments	9
4 Air Quality Management Areas	11
5 Action Plans	11
6 Air Quality Strategy	11
7 Planning and Policies	13
8 Local Transport Plans and Strategies	14
9 Summary	15
Appendices	

Tables	Page
Table 1 How progress reports can assist local authorities	4
Table 2 NO ₂ Diffusion Tube Monitoring Sites in Peterborough	5
Table 3 Former NO ₂ Diffusion Tube Sites in Thorney	5
Table 4 NO ₂ in µg/m ³ levels for 2007 and objective values for 2005 and 2010	6
Table 5 Breakdown of Peterborough City Council's air quality nuisance investigations in 2007.	9
Table 6 New developments and roads with the potential to affect air quality.	9
Table 7 Summary section of Peterborough's Air Quality Strategy 2004	12
Table 8 Policies designed to help improve air quality	13
Table 9 Progress with traffic schemes beneficial to air quality identified in the first Local Transport Plan	14

Charts	Page
Chart 1 Yearly trends of NO ₂ at Peterborough's Urban Background Sites	7
Chart 2 Yearly trends of NO ₂ at Peterborough's Roadside Background Sites	7
Chart 3 Yearly trends of NO ₂ at Peterborough's Kerbside Sites	8
Chart 4 NO ₂ at Peterborough's old Thorney Village Sites	8

Appendices	Page
Appendix 1 NO ₂ Diffusion Tube Locations (Peterborough)	16
Appendix 2 NO ₂ Diffusion Tube Locations (Thorney)	21
Appendix 3 Location map of Peterborough's Air Quality Management Area	22
Appendix 4 Location map of Peterborough's Air Quality Management Area	23

1 Introduction.

The progress report forms part of the local air quality management (LAQM) process introduced in the Environment Act 1995 and subsequent regulations. The progress report was conceived as the previous procedure was recognised to be too 'stop-start', especially for authorities that had no exceedences of air quality. The progress report helps to ensure continuity in resourcing air quality within local authorities so as to maintain the capacity and skills required to manage LAQM.

Table 1 shows the different ways that progress reports will assist the local authorities with the LAQM process

Table 1: How progress reports can assist local authorities.

By helping retain a profile for LAQM within the authority, including the retention of staff with knowledge of air quality issues.
By providing a means for communicating air quality information to members and the public.
By maximising the usefulness and interpretation of the monitoring effort being carried out by the local authority.
By maximising the value of the investment in monitoring equipment.
By making the next round of review and assessment that much easier, as there will be a ready available up-to-date source of information.
By helping authorities respond to requests for up-to-date information on air quality.
By providing information to assist in other policy areas, such as transport and land use planning.
By providing a ready source of information on air quality for developers carrying out environmental assessments for new schemes.
By demonstrating progress with implementation of air quality Action Plans and/or air quality strategies.
By providing a timely indication of the need for further measures to improve air quality, rather than delaying until the next full round of review and assessment.

Source: Progress Report Guidance LAQM.PRG(03)

The overall aims of the progress report are to report progress on implementing local air quality management and report progress in achieving or maintaining concentrations below the air quality objectives. It is considered that these aims can be best achieved by addressing new monitoring results and new local developments that might affect local air quality.

The last round of Review and Assessment was in May 2006. The Review and assessment concluded that there were not any air quality exceedences in Peterborough for six of the seven pollutants. It was identified that sulphur dioxide may be exceeded in some parts of Peterborough. A Detailed Assessment of sulphur dioxide was undertaken in 2006 and an Air Quality Management Area was declared in May 2007, see section 4. An Action Plan is currently being developed following consultation with Fenland District Council, the Environment Agency (the regulator) and the operator of the company which is releasing the sulphur dioxide.

2 Monitoring Results.

Peterborough City Council currently monitors Nitrogen Dioxide (NO₂) at 16 sites within the Local Authority Area. Other sites have been monitored around Peterborough in previous years but monitoring at these sites ceased following the completion of monitoring programmes for these locations. In 2007 following the completion of a by-pass around the village of Thorney the majority of diffusion tubes have been moved to new locations around the councils borders. These sites are a mixture of urban background, roadside and kerbside. Table 2 shows the different site types along with a brief description and Table 3 shows the

previous locations in the village of Thorney. The location plans for the different tubes can be found in Appendix 1 & 2.

Table 2. NO₂ Diffusion Tube Monitoring Sites in Peterborough.

Site Location	Site type	Relevant exposure	Description
Copeland	Urban Background	Yes.	An urban location distanced from sources and therefore broadly representative of city-wide background concentrations
Lythmere	Urban Background	Yes	
Stanground	Urban Background	No	
Walton	Roadside	No	Site sampling within 5m of the kerbside of a busy road and the back of the pavement.
Bourges Boulevard	Roadside	No	
Fletton Parkway (1)	Roadside	No	
Fletton Parkway (2)	Roadside	No	
Lincoln Road (1)	Roadside	Yes	
Lincoln Road (2)	Roadside	Yes	
Thorney by-pass	Roadside	No	
Thorney S1(b)	Kerbside	Yes	Site sampling within 1m of the kerb of a busy road. The nearest relevant exposures are residential properties set back approximately 1 - 5 metres from the kerb.
Thorney 2TA (1)	Kerbside	Yes	
Thorney 2TA (2)	Kerbside	Yes	
Thorney S7	Kerbside	Yes	
Thorney S3	Kerbside	Yes	
Thorney S4	Kerbside	Yes	
Thorney S5	Kerbside	Yes	
Thorney S6	Kerbside	Yes	
Thorney S2	Kerbside	Yes	

Table 3. Former NO₂ Diffusion Tube Sites in Thorney

Site Location	Site type	Relevant exposure	Description
Thorney S1(b)	Kerbside	Yes	Site sampling within 1m of the kerb of a busy road. The nearest relevant exposures are residential properties set back approximately 1 - 5 metres from the kerb.
Thorney 2TA (1)	Kerbside	Yes	
Thorney 2TA (2)	Kerbside	Yes	
Thorney S7	Kerbside	Yes	
Thorney S3	Kerbside	Yes	
Thorney S4	Kerbside	Yes	
Thorney S5	Kerbside	Yes	
Thorney S6	Kerbside	Yes	
Thorney S2	Kerbside	Yes	

Table 4 shows the nitrogen dioxide levels in micrograms per cubic metre ($\mu\text{g}/\text{m}^3$) for Peterborough's sites for the year 2007 and the objective values for 2010. The UK objectives gives the annual mean limit for nitrogen dioxide to be $40\mu\text{g}/\text{m}^3$ at relevant locations. Out of the 16 sites monitored in Peterborough in 2007 no relevant locations exceeded the objectives. The only exceedences seen relate to kerbside locations for which objectives do not apply. (Local Air Quality Management: Technical Guidance p1-10)

Charts 1, 2 and 3 show the annual mean for nitrogen dioxide diffusion tube monitoring in $\mu\text{g}/\text{m}^3$. There have not been enough years of monitoring data to show trends for the sites. However, the majority of sites show that there was a decrease in NO_2 in the year 2006.

Table 4. NO_2 in $\mu\text{g}/\text{m}^3$ levels for 2007 and the objective levels for 2005 & 2010.

Site Location	2007 $\mu\text{g}/\text{m}^3$ *	2005 & 2010 $\mu\text{g}/\text{m}^3$ objective value
Copeland	20	40
Lythmere	17	40
Stanground	28	40
Walton	28	40
Bourges Boulevard	42	40
Fletton Parkway	47	40
Fletton Parkway	51	40
Thorney Village*	27	40
Wittering*	37	40
Hampton*	27	40
Fletton*	30	40
London Road*	40	40
Oundle Road	32	40
Lincoln Road (2TA1) *	35	40
Lincoln Road (2TA2) *	35	40
Thorney By-pass*	34	40
Thorney S1(b) *	17	40
Thorney 2TA*	23	40
Thorney 2TA*	21	40
Thorney S7*	18	40
Thorney S3*	22	40
Thorney S4*	20	40
Thorney S5*	27	40
Thorney S6*	15	40
Thorney S2*	17	40

+ Values are bias adjusted

* Not a full year's value (tube locations were changed following completion of Thorney Bypass)

All the results shown for the diffusion tubes are calculated after taking into account the laboratory bias. Laboratory bias must be determined and allowed for when using diffusion tubes, as there is considerable difference nationally in the performance of tubes prepared by different laboratories. The bias adjustment factor can be calculated by the collocation of tubes with a chemiluminescence monitor. However, if the local authority does not have a chemiluminescence monitor then they can obtain the bias factor from work undertaken by Air Quality Consultants Ltd on behalf of DEFRA see <http://www.uwe.ac.uk/aqm/review/examples/index.html> for how this was undertaken and the bias factors to be used.

Nitrogen Dioxide Diffusion Tubes are provided and analysed by Harwell Scientifics Limited. The samples are analysed in accordance with Harwell Scientifics standard operating procedure HS/GW1/1015 issue 7. The tubes are prepared by spiking acetone: triethanolamine (50:50) onto the grids prior to the tubes being assembled. The tubes are desorbed with distilled water and the extract analysed using a segmented flow autoanalyser with ultraviolet detection.

The techniques involved in the preparation and analysis of nitrogen dioxide are covered by methods listed in Harwell's UKAS schedule. In the WASP inter comparison scheme for comparing spiked Nitrogen Dioxide diffusion tubes, Harwell Scientifics is currently ranked as

a Category Good laboratory. Further information on diffusion tube bias, including results of collocation studies from across the UK, is available on the Review and Assessment Helpdesk www.uwe.uk/aqm/review

Chart 1. NO₂ at Peterborough's Urban Background Sites

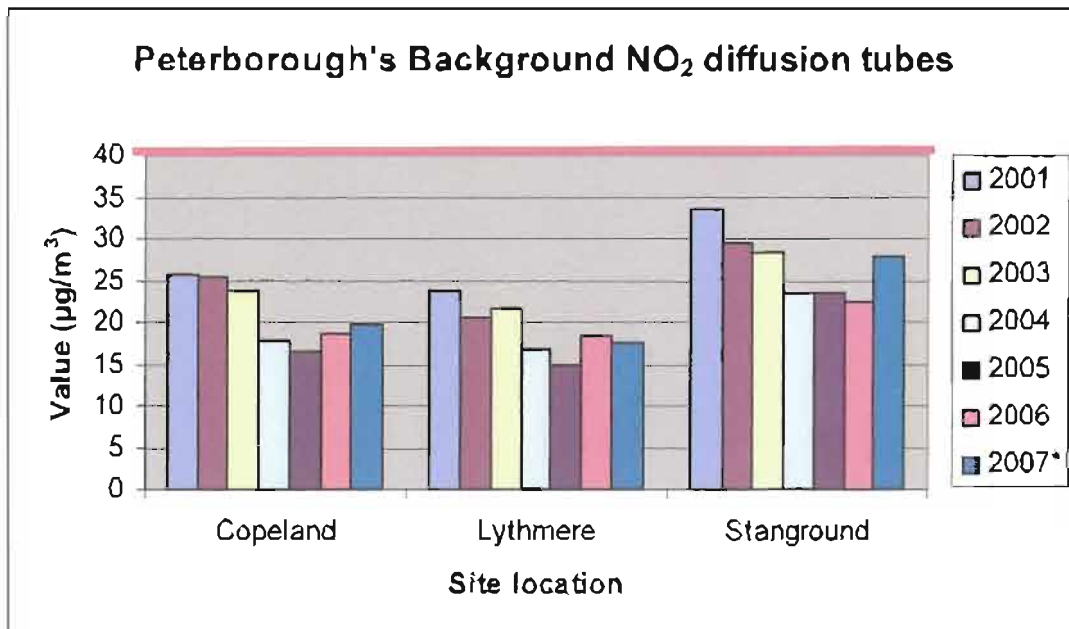


Chart 2. NO₂ at Peterborough's Roadside Background Sites

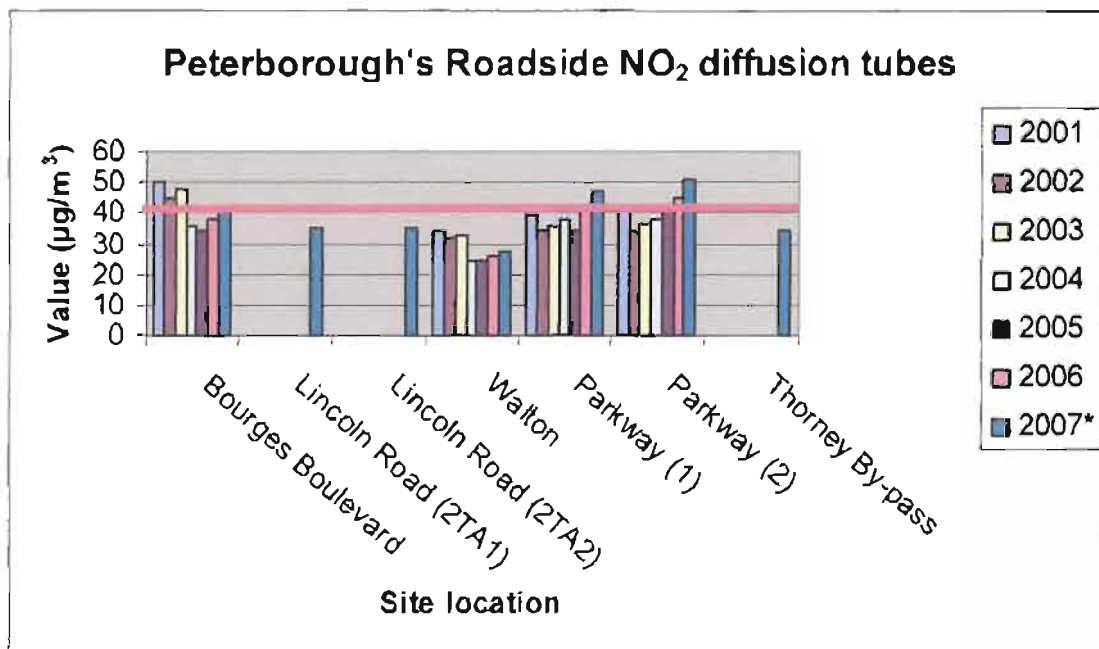


Chart 3. NO₂ at Peterborough's Kerbside Sites

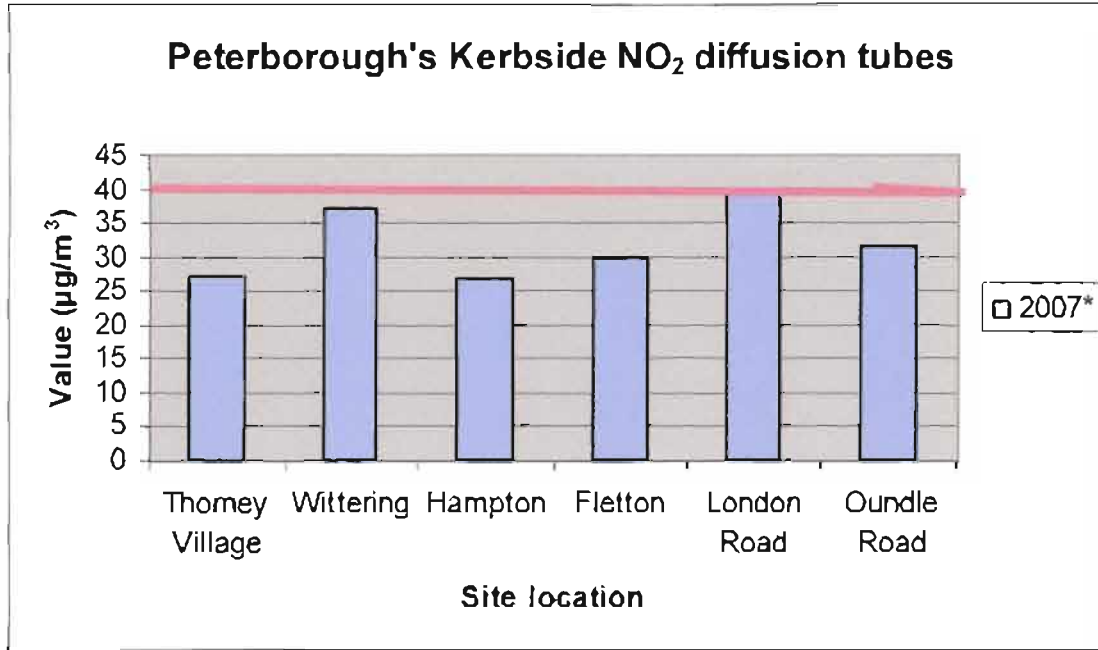
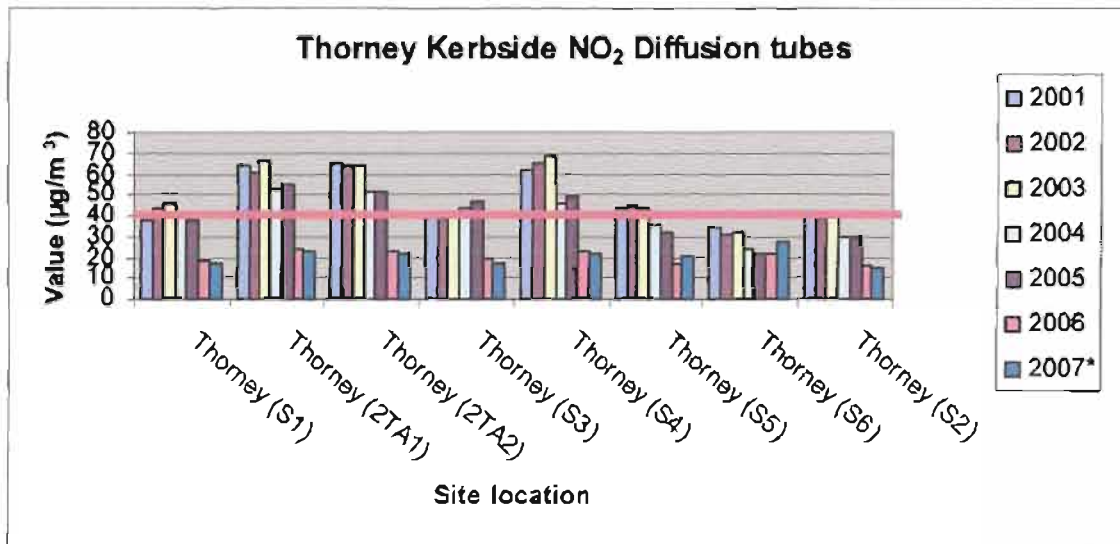


Chart 4. NO₂ at Peterborough's old Thorney Village Sites



At the start of 2007 diffusion tubes were still monitoring nitrogen dioxide levels in the village of Thorney to ensure that the by-pass that had been built had successfully reduced nitrogen dioxide levels to below actionable levels. After six months it was decided that the levels in the village would remain below the actionable levels so new locations for the diffusion tubes were found except for one which would remain in the village (Thorney village). The new locations were determined by their proximity to major roads and receptors (Wittering/A1 and Thorney by-pass/A47). Other sites were determined by their proximity to receptors and the main routes in and out the city centre (Fletton, London Road, Oundle Road and Lincoln Road 2TA1 & 2TA2) to assess the impacts of the redevelopment of the city centre. The final tube was decided to be based in the new township of Peterborough to assess the impact of the growth of the township.

Peterborough City Council received the response from DEFRA on the Progress Report 2006 in January 2007. In this DEFRA had the following comment.

"It is unclear from the large scale map provided in Appendix 1, where exactly the roadside diffusion tubes at Fletton Parkway (which are currently measuring exceedences of the annual mean objective) are located in relation to the closest properties in Hoylake Drive, however they are described as not being representative. It is recommended that the Council give consideration to moving these diffusion tubes to the façade of the closest residential properties in Hoylake Drive to Fletton Parkway as there appear to be a number of properties located around 10 m from the closest carriageway."

In light of the above DEFRA recommendations the 2 diffusion tubes on Fletton Parkway have now been moved (July 2008) into Hoylake Drive. Since the slip road is no longer in use it has been calculated that the nearest properties to the closest carriageway are around 16m away. The new location has been chosen to reflect this.

Other air quality data

Table 5 shows a list of air quality complaints that Peterborough City Council's Environmental Health team investigated in 2007.

Table 5. Breakdown of Peterborough City Council's air quality nuisance investigations in 2007.

Type	No of complaints
General request/advice air pollution	11
Smoke, domestic bonfires complaint	69
Smoke, industrial/commercial bonfires complaint	50
Smoke, domestic chimney complaint	2
Grit/dust complaint	6
Odour/fumes industrial/commercial complaint	14
Odour/fumes domestic complaint	39
Odour/fumes agricultural complaint	36
Odour unknown/other complaint	31
Total	247

3 New Local Developments.

There are certain new developments that may affect the local air quality. Table 6 shows a list of these developments. Some of these new sites are previously operational sites that have either moved into the new PPC permitting regime, are proposed or have been recently identified.

Table 6: New developments and roads with the potential to affect air quality.

New developments	Site Location	Other Information
Part A(1) processes		
Moy Park Ltd	Maxey	Poultry farm
Part A(2) processes		
None		
Part B Process		
The Concrete Company	Thorney	Mobile concrete batching plant
GKL Northern Ltd	Peterborough	Concrete batching plant
Ovada Textile Care	Peterborough	Dry cleaner
Unique Cleaners	Peterborough	Dry cleaner
Gladwins Body Repair Centre	Peterborough	Vehicle refinisher
New retail development		
None		
Very busy Roads		
Single carriageway road with	None	

daily average traffic flows which exceed 80,000 vehicles per day		
Dual carriageway (2 or 3 lane) with daily average traffic flows which exceed 120,000 vehicles a day	None	
Motorways with daily average traffic flows which exceed 140,000	None	
Busy road		
A road with more than 30,000 vehicles per day	Yes	A15 Lincoln Road 44800 A15 Boongate 35900 A47 between Junction 15-20 43000 Town Rail Bridge 34700 A1139 Frank Perkins Parkway 32300 A1139 Fletton Parkway 63000 A1 north of the junction with the A1139 Fletton Parkway. 44200 A1260 44000
Busy junction		
A busy junction can be taken to be one with more than 10,000 vehicles per day	Yes	J18 53300 J36 35800 J40 35900 J41 28600 J42 28200 J18 35200 Two J18's J A15/B1443 23000 J47 17800 J22 14100 J8 32200
Heavy duty vehicles (buses & lorries)		
A proportion of heavy duty vehicles which exceed 25% of the daily vehicles per day	None	
More than 2,500 heavy duty vehicles per day	None	
New roads constructed/ planned since April 04		
Was there an air quality assessment undertaken for the new road	Yes	Changes to the A1073 improvement scheme
Is the traffic flow on the new road over 10,000 vehicles per day?	No new roads opened	
Significant increases		
Identify any roads with more than 10,000 vehicles per day that have had or expected to have an increase in traffic flow of more than 25%	None	
Bus stations		
Collect information on the		Mon-Fri. 1012 (+4.5%)

daily movement of buses at the station.		Sat	967 (+10.6)
		Sun	227 (+6%)
Roads with a significant traffic increase			
Identify any roads with more than 10,000 vehicles per day that have had or expected to have an increase in traffic flow of more than 25%	None		
New mineral developments			
None			
New landfill developments			
None			
New mix use developments			
None			
New industrial/ commercial developments			
None			

4 Air Quality Management Areas

In Fenland District Councils administrative area Hanson Brick Plc has two brick making factories. As part of their PPC permit application the company undertook a study on the affects their releases has on the air quality in the surrounding area. As a result of this study and further emission monitoring information supplied by the company Fenland District Council and Peterborough City Council both wrote a detailed assessment. Both detailed assessments showed that there are small areas where the sulphur dioxide 15 minute mean value objective is currently being exceeded. As a result Peterborough City Council declared an Air Quality Management Area in May 2007. See appendix 3 & 4 for the location plans.

5 Action Plans.

At present there is no action plan written for the Air Quality Management Area. The Environment Agency, who is the regulator of the site, met with Hanson Brick Plc, the operator, in February 2008 to discuss improvements to their site and obtain an update on emissions monitoring and modelling. Once the Environment Agency is in agreement with the operator that the necessary site improvements and emissions monitoring are underway Fenland District Council and Peterborough District Council will meet with the Environment Agency to discuss these improvements and modelling of emissions so they can produce an action plan.

Peterborough City Council meets twice a year with Fenland District Council, the Environment Agency (the regulator) and Hanson Brick Plc (the operator) and any other interested parties to discuss various issues regarding the site and its emissions.

6 Local Air Quality Strategy.

Peterborough's Air Quality Strategy was issued in the summer of 2004 a copy is available on Peterborough City Council's web page. Table 7 shows the summary section.

The strategy is a working document and is periodically reviewed to ensure that it is consistent with council initiatives.

Table 7. Summary section of Peterborough's Air Quality Strategy 2004.

Peterborough's air quality is currently within its target limits set by central government in the Air Quality Strategy for England, Scotland, Wales and Northern Ireland published in January 2000. Therefore there has been no Air Quality Management Areas designated in Peterborough.

The aim of the Air Quality Strategy is therefore to keep air quality in Peterborough below these levels and to try to reduce the levels even further, whenever this is reasonably practical.

The main aspects of the air quality strategy are

- The industrial processes authorised by either the local authority or the Environment Agency will continue to be inspected regularly and their authorisations/ permits will be reviewed and varied as necessary. These activities will ensure that the operations will continue to operate within the limits set by their authorisation/ permit and that the authorisations/ permits are in line with current Best Available Techniques (BAT).
- The monitoring of nitrogen dioxide by diffusion tubes will continue to be used in Peterborough. The sites that are currently monitored will be reviewed periodically. Should any of the areas currently monitored show that monitoring is no longer required then the diffusion tube will be relocated to an area where further monitoring will be beneficial.
- Traffic and transport planning will continue to consider air quality in its decisions regarding traffic management schemes. The City Council will also continue to develop ways to reduce the amount of traffic borne pollution by encouraging other forms of transport including public transport and walking/ cycling.
- Peterborough City Council's Planning department will continue to consult with other departments and external agencies with regards to planning applications for potentially polluting processes. It is from these consultations that decisions will be made with regards to granting or refusing the application and what conditions will be included.
- Peterborough City Council's Environmental Health Department's Pollution Control Team will continue to investigate complaints of smoke nuisances from both domestic and commercial properties. Should they witness any smoke nuisances they will serve an abatement notice.
- Peterborough City Council will periodically review and update its smoke control zones should this prove necessary.
- Peterborough City Council will continue to promote and encourage people to reduce the amount of waste they burn and increase composting and recycling.
- Peterborough City Council will continue to be involved in partnerships with other local authorities. Should any areas in Peterborough require to be designated an Air Quality Management Area then a partnership shall be set up to include relevant local business, industry and the community.
- A multi-disciplinary forum will be developed for the routine consideration of current and potential air quality issues.
- Peterborough City Council will continue to educate its citizens and businesses about air quality issues and the services the City Council runs which can reduce air pollution. This will be done by different means including campaigns, leaflets and the Internet.

In 2007 Peterborough City Council employed a Climate Change officer whose role it is to support the climate change agenda, the three key issues are: to reduce the CO₂ emissions caused by the council as a key service provider in the city, to reduce the local area carbon footprint as measured per capita and to ensure that as a city we are looking at how we need to adapt to the impacts climate change may cause.

7 Planning and Policies.

Certain planning applications require further information supplied to the City Council in relation to their potential effect on the air quality before a decision is made. Table 6 shows a list of applications which has been received by the City Council in which air quality has been taken into consideration.

The City Council has various policies, which all include ways to help improve air quality. Table 8 shows a list of these policies and a brief description of how they can improve air quality.

Table 8 Policies designed to help improve air quality.

Planning Policy	Description of ideas
Local Transport Plan	To investigate road traffic and ways to reduce traffic congestion and growth.
Local Agenda 21	To promote sustainable development. Currently it may be integrated into the Community Strategy.
Peterborough Local Plan	To minimise adverse impacts of development on the amenity of existing and future neighbours.
Cambridgeshire and Peterborough Structure Plan	New development will be located and designed to minimize and where possible avoid air pollution. Individual and cumulative impacts of development will be taken into account in the consideration of proposals and developers will be expected to take appropriate avoidance and mitigation measures. Local Planning Authorities should resist proposals that will adversely affect air quality
East Of England Regional Spatial Strategy (Secretary of State proposed changes)	Regional Policy on air quality is deleted as it repeats advice in PPS12 (see below)
Planning Policy Statement 12: local Development Frameworks (2004)	B21. The Air Quality Strategy for England, Scotland, Wales and Northern Ireland (January 2000) and first Addendum (February 2003) sets out objectives for reducing the levels of the nine main air pollutants that harm human health and the environment. B22. Local authorities also play a part in delivering cleaner air. They have a duty to review and assess the local air quality against seven of the main air pollutants as prescribed in regulations. Where the objectives are unlikely to be met, local authorities must designate these areas as air quality management areas and draw up action plans setting out measures in pursuit of the objectives. B23. Land use planning is integral to improving air quality. Local authorities should therefore take the national air quality objectives into

	consideration when preparing local development documents. B24. Local authorities may produce their own local air quality strategies. These local air quality strategies are a means of encouraging community involvement in bringing about improvements in local air quality.
Environment Strategy	To reduce to a minimum, emissions to air, water and land and reduce noise within the district.
Air Quality Strategy	See section 5 for the summary.

8 Local Transport Plans and Strategies.

Peterborough City Council's Local Transport Plan has a direct bearing on air quality as it has targets for CO₂ and greenhouse gases as well as the seven UK air quality objectives. The Local Transport Plan aims to reduce traffic congestion and traffic growth by providing a greater travel choice through improvements to public transport and promoting cycling and walking.

The second Local Transport Plan was written in 2005. Table 9 shows the progress of traffic schemes in the second Local Transport Plan which will have or is having an effect on air quality. The City Council's air quality officer is involved in the officers group in formulating the strategies.

Table 9 Progress with traffic schemes beneficial to air quality identified in the second Local Transport Plan.

Measure in LTP2	Scheme progress 2006/07	Impact on Air Quality
Travel Choice		
Walking	Implementation of pedestrian crossings, dropped kerbs and route branding	More people walking and not driving will reduce the pollutants being released by vehicles.
Cycling	Primary Cycle Network route enhanced including improved signage. Cycle parking installed at 5 sites	More people cycling and not driving will reduce the pollutants being released by vehicles
Buses	Primary Public Transport Corridor enhancements such as real time passenger information. Improved bus shelters and travel information across the city	More people using public transport and not driving will reduce the pollutants being released by cars
Individualised Travel Marketing	Stage 1 of the project completed and evaluated. Significant changes were recorded in the target group with a reduction of 5% choosing to drive.	More people using sustainable transport modes and not driving will reduce the pollutants being released by vehicles
Traffic Management		
ITS	ITS strategy for Peterborough developed. Implementation planned for 2007/08 onwards	Vehicles release more pollutants when in stop start so free flowing vehicles will reduce air pollution.
Traffic Management	Congestion relief schemes identified at junctions across	Vehicles release more pollutants when they are in stop/ start motion so ensuring

	the city including J5 and J8 on Frank Perkins Parkway	free flowing traffic will improve air quality.
Speed Management	Reduced speed limit introduced at Deeping Gate, and traffic calming measures implemented at Newborough	Lowering speeds may reduce air pollution and noise pollution.
Parking	Parking Improvement Project reviewed parking at sites across the city, including a verge and footway parking ban in Old Dogsthorpe	Vehicles release more pollutants when in stop start so free flowing vehicles will reduce air pollution.
Other		
Safer Journeys to School	Improvements including shelters for parents and cycle parking installed to encourage sustainable travel	More families using alternative travel modes to access education should reduce the pollutants released by vehicles on the school run
Major Highways Schemes	Provide reduced journey times and improved traffic flows.	Reducing journey times and improving traffic flows will reduce congestion and improve air quality

9 Summary.

The monitoring of nitrogen dioxide (NO₂) in Peterborough shows that the levels of NO₂ are below the limits set by Government for 2005 for all diffusion tubes with no relevant receptors. The by-pass built around the village of Thorney has reduced the levels of NO₂ to below the objective levels so the diffusion tubes in this area have been moved to new locations throughout the city. Currently there has not been sufficient data to obtain any trends or assess if there will be any exceedences. Following DEFRA's comments on the previous progress report two of the diffusion tubes will be moved to a new location.

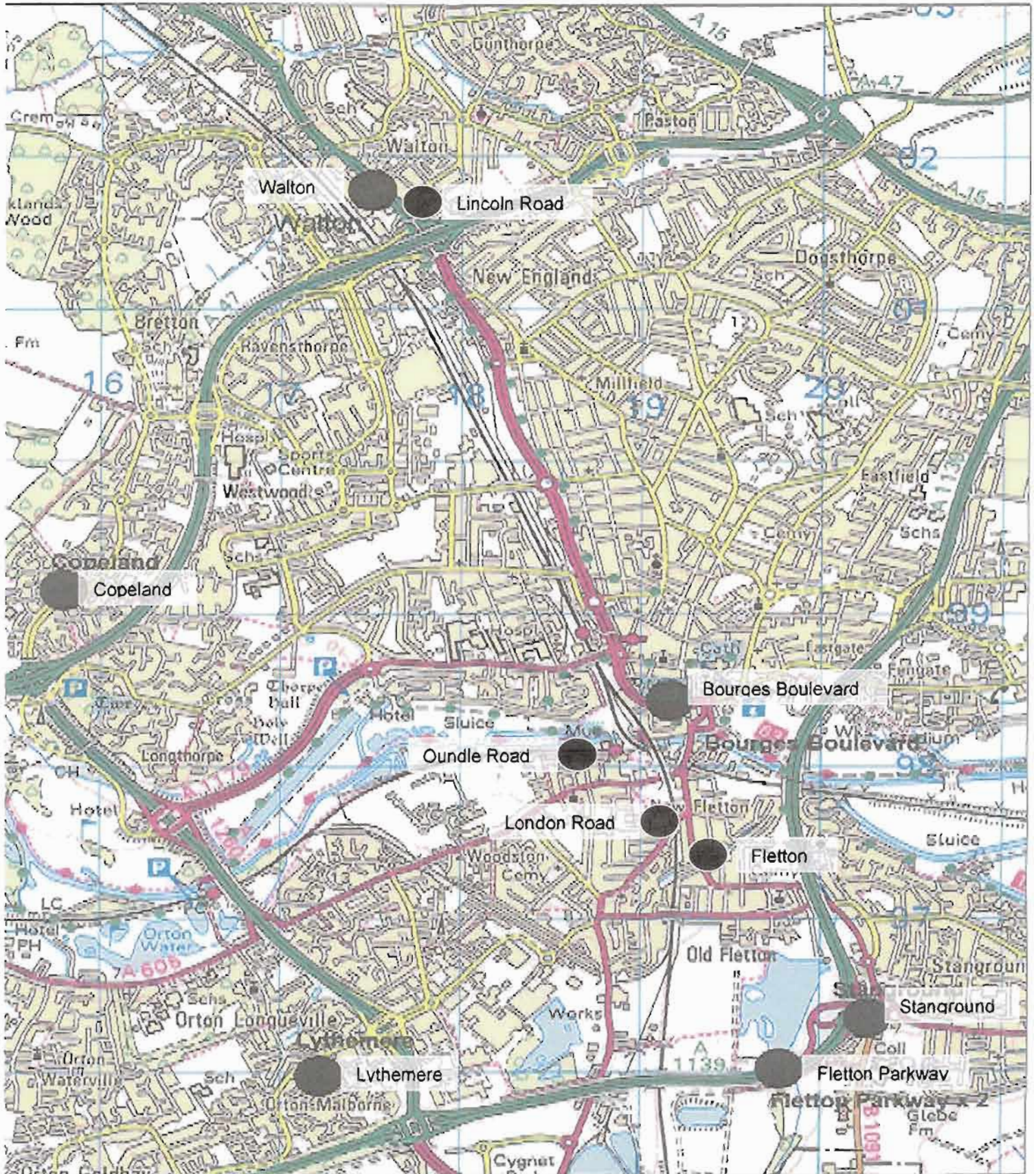
An Air Quality Management Area has been declared as a result of emissions from a brick manufacture is exceeding the sulphur dioxide 15 minute mean value objective in a small area in Peterborough. Discussions with the company, the regulator (the Environment Agency) and other interested parties have already begun to look at ways of containing and reducing the emissions. These discussions should produce an action plan later in 2008.

Peterborough City Councils Air Quality Strategy has been issued. Peterborough City Council has employed a Climate Change Officer whose role is to support the climate change agenda, the three key issues are: to reduce the CO₂ emissions caused by the council as a key service provider in the city, to reduce the local area carbon footprint as measured per capita and to ensure that as a city we are looking at how we need to adapt to the impacts climate change may cause.

There has not been any significant increase in road traffic or any major new roads proposed. The second Local Transport Plan has been produced which is looking at reducing the impact of traffic even further.

Environmental Health is still consulted with respect to planning applications and air quality considerations. If deemed necessary an air quality assessment is undertaken for the proposal. Applications where air quality has been considered have all shown that air quality standards would not be exceeded.

Appendix 1 - 1
NO₂ Diffusion Tube Locations
(Peterborough)



File: NO2 Diffusion Tube Locations (Peterborough)

Department	Environmental Health	Drg. No.	PCC GIS
Scale	1:30000	Date	10th May 2004
			Name DB

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PETERBOROUGH
 CITY COUNCIL

Appendix 1 - 2
NO₂ Diffusion Tube Locations
(Peterborough)



Title NO₂ Diffusion Tube Locations (Peterborough)

Department Environmental Health

Drg. No.

PCC GIS

Scale 1:10,000

Date 12th August 2008

Name AO



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Appendix 1-3 NO2 Diffusion Tube Locations (Peterborough)



Title NO2 Diffusion Tube Locations (Peterborough)

Department Environmental Health

Org. No.

PCC GIS

Scale 1:10,000

Date 12th August 2008

Name AO

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Appendix 1-4
NO2 Diffusion Tube Locations
(Peterborough)



Title NO2 Diffusion Tube Locations (Peterborough)

Department Environmental Health

Drg. No.

PCC GIS

Scale 1:10,000

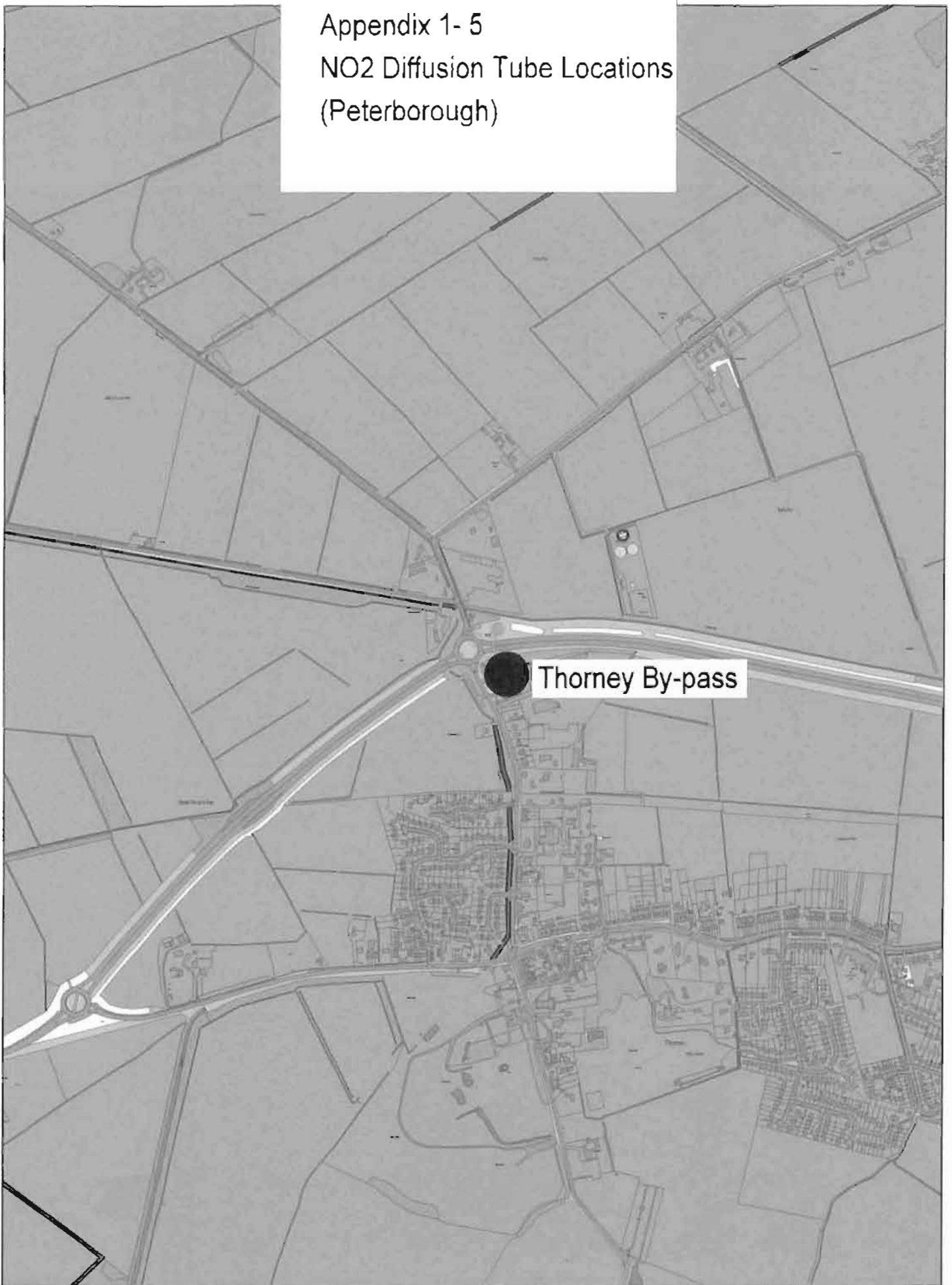
Date 13th August 2008

Name AO

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Appendix 1- 5
NO2 Diffusion Tube Locations
(Peterborough)



Title NO2 Diffusion Tube Locations (Peterborough)

Department Environmental Health

Drg. No.

PCC GIS

Scale 1:10000

Date 13th August 2008

Name AO

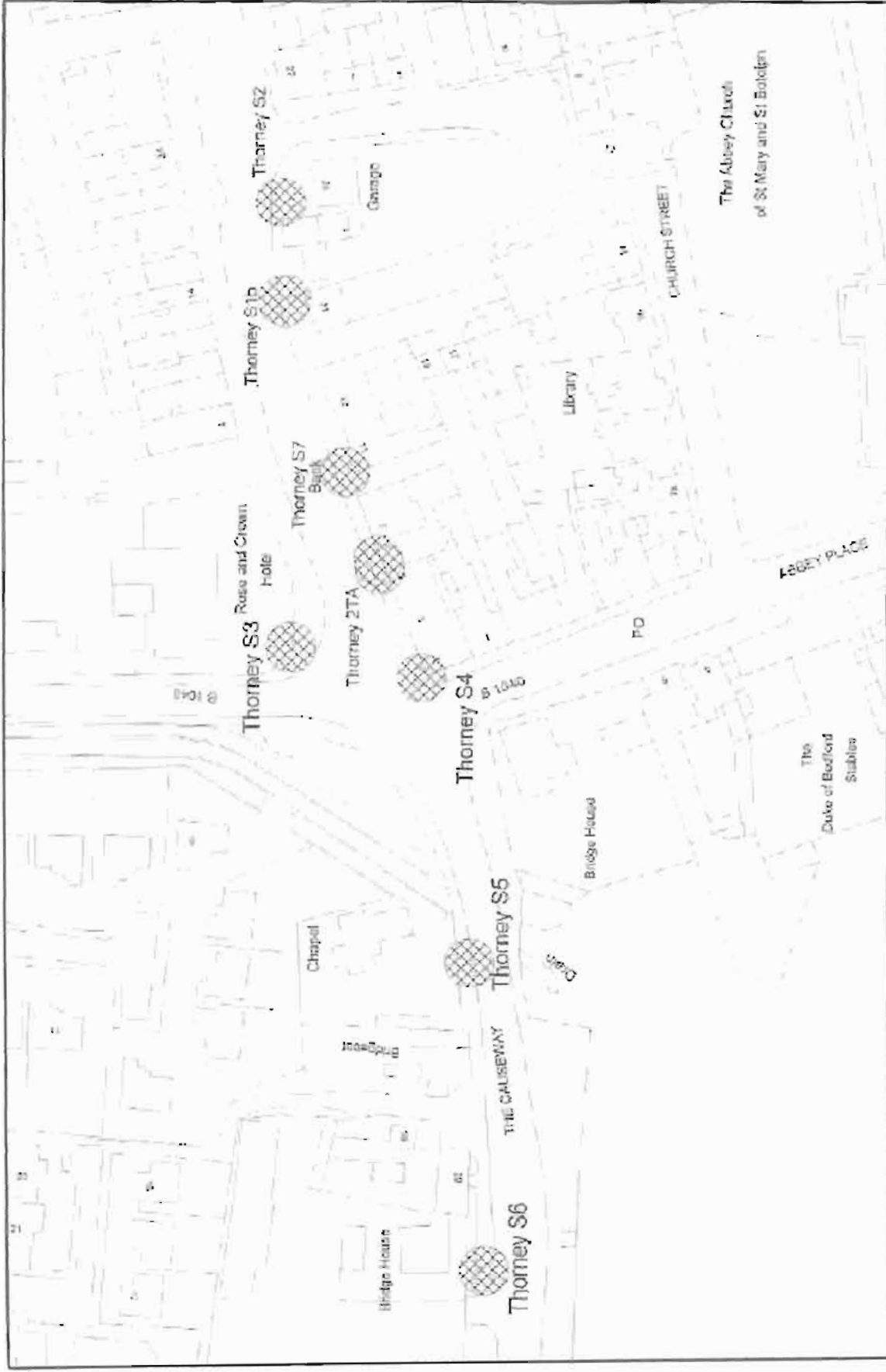


PETERBOROUGH

CITY COUNCIL

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Appendix 2
NO₂ Diffusion Tube Locations (Thorney)



Title NO₂ Diffusion Tube Locations (Thorney) **DRG. No.**

Department Environmental Health **Date** 10th May 2004

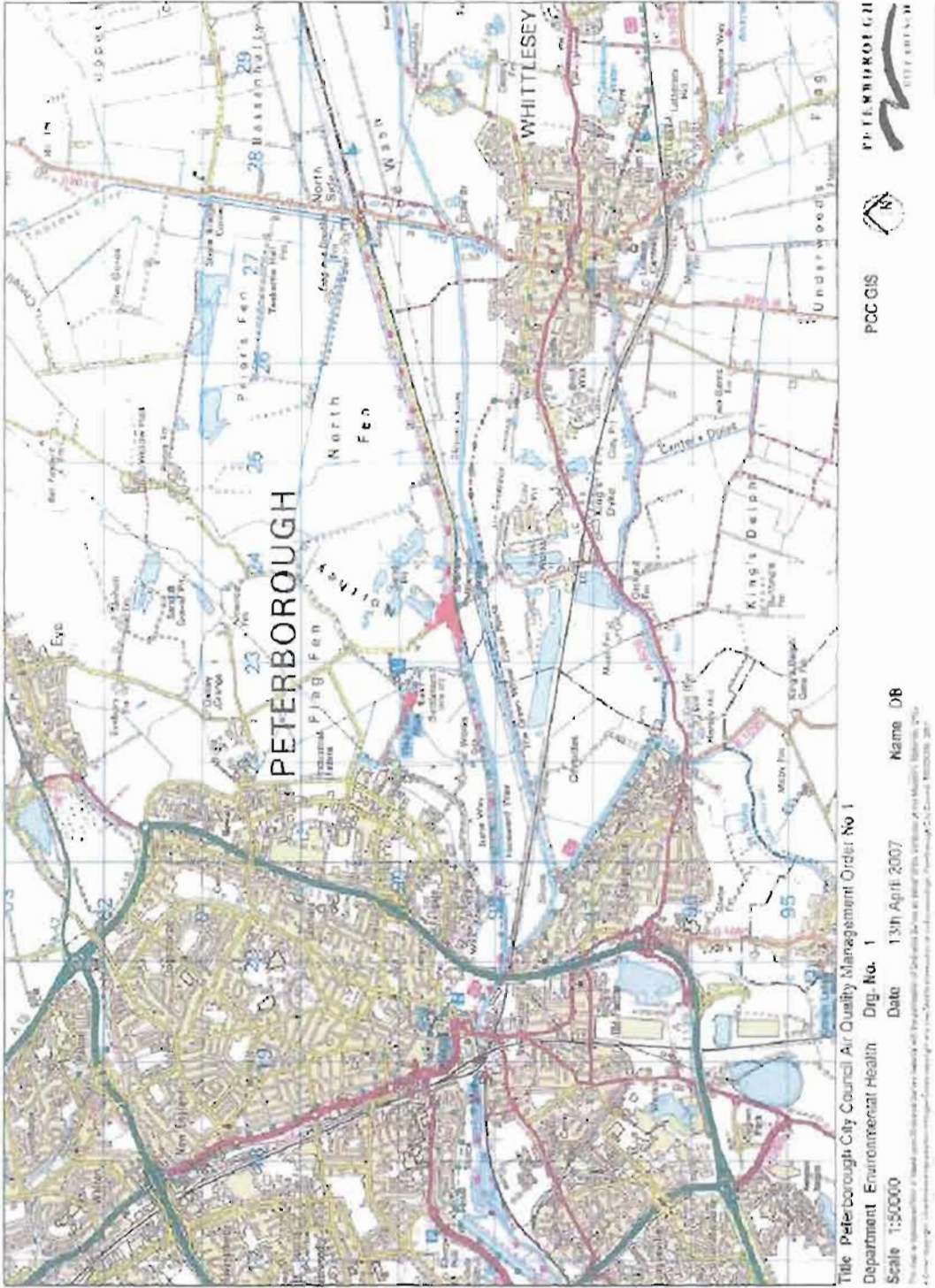
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Author P. G. G. **Checked** P. G. G. **Drawn** P. G. G. **Approved** P. G. G.

PCG GIS **Name** UB




Appendix 3: Location plan of Peterborough's Air Quality Management Area



Appendix 4: Location plan of Peterborough's Air Quality Management Area



Title Peterborough City Council Air Quality Management Order No 1
 Department Environmental Health Drg. No. 2
 Scale 1:6500 Date 13th April 2007 Name DB

PCC GIS

