

## **Appendix 1**

Further details of the conclusions of the strategic review of air quality procedures within West Suffolk

- i. *Streamlining of reporting to Defra following a new template report published alongside their revised statutory guidance* - The completed Annual Status Report covering the calendar year 2015 is attached at Appendix 1 for information. By its nature, this is a technical report. Your officers endeavour to provide non-technical information to assist as wide an audience as possible to appreciate the work that is undertaken and be able to make informed choices, particularly where development may be proposed in areas with elevated NO<sub>2</sub> levels.
- ii. *Proposal to amend the area of the Air Quality Management Area in Newmarket* - A Detailed Assessment is presented within the Annual Status Report that demonstrates the hourly objective for NO<sub>2</sub>, which would apply along the High Street shopping area, is not at risk of being breached. The Detailed Assessment also demonstrates that the threshold for the annual mean objective has been consistently met at the ten monitoring points along the High Street since 2011 with levels showing a continued downward trend. The High Street has therefore complied with the air quality objectives for several years and it is recommended the Air Quality Management Area along the High Street be removed, subject to technical approval from Defra and external consultation.

Modelling undertaken on behalf of FHDC by consultants TRL Ltd in 2011 indicated the section of the Air Quality Management Area along Old Station Road had some of the highest levels of pollution. Old Station Road is also considered more sensitive in terms of the annual mean objective due to there being ground floor residential accommodation. Although the single monitoring point along Old Station Road has shown compliance with the Annual Mean Objective, the monitoring point has had poor recovery resulting in less confidence in these results. It is also at the outermost extent of the AQMA and therefore may not represent worst case scenario. This single monitoring point cannot therefore provide the robust evidence required by Defra to recommend revocation. Greater monitoring will occur along Old Station Road to ensure robust evidence is gathered. The detailed explanation and justification is set out in Appendix 1.

- iii. *Proposal that a replacement Air Quality Strategy is not necessary after the current version lapses in 2017* - changes to the statutory guidance in terms of report-style now addresses much of the ground covered by the current strategy. The Council were already committed to adopting its current strategy at the time that the shared service was being formed. The service has operated as a fully integrated across West Suffolk for over three years without an equivalent strategy being necessary in St Edmundsbury.
- iv. *Districts and Boroughs throughout Suffolk to look to work together to ensure better communication with County Highways* - the majority of local air quality improvement is dependent on actions that could be taken by Suffolk County Highways but for various reasons are not. Effective engagement has been challenging despite the Borough and District councils efforts over the last four years. This reflects a national pattern. Following consultation, Defra revised

the statutory guidance in order to reinforce the role of highways authorities in Local Air Quality Management. Following its publication, the Councils in West Suffolk are now in discussion with other partners with the purpose of securing better participation of Highways in Local Air Quality management.