

Appendix 3

Briefing Note-Air Quality Management Areas Action Plans

The Local Air Quality Management process places an obligation on all local authorities to regularly review and assess air quality in their areas, and to determine whether or not the air quality objectives are likely to be achieved. Where exceedances are considered likely, the local authority must then declare an Air Quality Management Area (AQMA) and prepare an Air Quality Action Plan (AQAP) setting out the measures it intends to put in place in pursuit of the objectives.

The Council declared an Air Quality Management Area (AQMA) for annual average nitrogen dioxide (NO₂) objective along the A4 London Road in Bath in February 2002. The AQMA was widened in August 2005 from 7 m to 70 m from the centre of the road along the London Road from London Street to Hanover Place and 20 m from the centre of the road from Hanover Place to the Batheaston Roundabout. The area was also extended to include Bathwick Street. The area was widened to include the major road network in July 2008. A further minor extension to the boundary of the AQMA was made in July 2013, and at this time the 1 hour objective was also included.

The Air Quality Action Plan for Bath was adopted by the Council in April 2011. A number of the measures identified in the plan have now been completed or are in development including the installation of electric vehicle charging infrastructure (www.sourcewest.info) and the completion of a Low Emission Zone Feasibility Study (see Appendix 1).

B&NES Council has declared additional AQMA's in Keynsham (declared in July 2010) and Saltford (declared in July 2013).

The Air Quality Action Plans for Keynsham and Saltford remain outstanding. The plans will be developed using a number of formal guidance documents released by DEFRA, Environmental Protection UK and other informal guidance notes.

The general process for getting these plans adopted will be:

1. Draft Action Plan
This includes reviewing practical measures for the area concerned and giving reasons why other options are not being considered. The cost benefit of the options needs to be considered in the development of the Action Plan.
2. Internal Consultation with relevant Council departments
3. Senior Management approval of Draft prior to public consultation
4. Informal Cabinet approval of Draft prior to public consultation
5. Full consultation with Statutory consultees, members of the public and relevant interested parties (minimum 8 weeks), including a workshop and online consultation
6. Redraft Action Plans to take account of consultation
7. Report to Cabinet/Full Council for adoption of the Action Plan (this is likely to be post elections due to time restraints on the process)

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It is anticipated that adoption of these outstanding plans is likely to be in mid-2015 due to the time needed for approval, consultation and the democratic reporting process. The final times will also be constrained by the local elections.

The Environmental Monitoring team is currently working with the Transportation team on developing draft Action Plans prior to public consultation.