



## **AIR QUALITY**

### **Draft Action Plan**

### **Port Street Air Quality Management Area Evesham**

**December 2009**

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## **Introduction**

- 1.1 All Local Authorities have a duty under the Environment Act 1995 to review and assess the air quality in their areas against the national objectives and where exceedances are identified to declare Air Quality Management Areas and produce Action Plans that detail the steps to be taken to reduce the concentration of the pollutant causing the exceedance to below the objective.
- 1.2 The Action Plan options investigated centre on emissions from road vehicles. They have been considered not only for their ability to alleviate air pollution problems, but also their affect on the area's economic stability and the welfare of the local population. The negative and positive effects have been considered, with an attempt made to quantify the costs of each option.

## **2. Executive Summary**

- 2.1 The exceedence was attributed to the traffic levels and congestion in that area as there are no significant contributions from industrial or other sources in the area.
- 2.2 The further assessment and dispersion modelling of the nitrogen dioxide levels in the AQMA, carried out on Wychavon's behalf by Air Quality Consultants Ltd, identified that the highest modelled annual mean value for NO<sub>2</sub> of 41.5µg/m<sup>3</sup> in 2007 was at 38 Port Street Evesham, meaning a reduction of 1.5µg/m<sup>3</sup> is required in order to meet the objective levels.
- 2.3 In terms of describing the reduction in emissions that is required, it is more useful to consider nitrogen oxides (NO<sub>x</sub>) and on that basis a reduction of 5.8% is required at the receptor.
- 2.4 The further assessment also predicted that the nitrogen dioxide level would be 38ug/m<sup>3</sup> at the receptor in 2009 without additional action plan measures.
- 2.5 Wychavon District Council's Environmental Protection Section in conjunction with other stakeholders has produced this Action Plan that proposes various options, the aim of which is to reduce the nitrogen dioxide concentrations to below the annual mean objective of 40ug/m<sup>3</sup> if the natural fall in nitrogen dioxide concentration predicted by 2009 does not occur.

2.6 In preparing the plan wide ranging consideration has been given to both direct options that could be implemented in Port Street and indirect measures could be adopted to promote the improvement of air quality more widely throughout Wychavon.

2.7 The pros, cons, costs and time frame of each option have been considered and those that are considered to be most effective will be adopted.

**2.8** The direct measures to be adopted are:

- Alterations to the phasing of the traffic lights at the Port Street/Waterside junction. Possibly the installation of MOVA at this junction along with an air quality detection system that then extends green time at Port Street if air quality goes above a trigger point. MOVA is a traffic signals control system.
- Upgrading of the two Pelican crossings to Puffin crossings.
- Consideration of restrictions on the loading/unloading of delivery vehicles in Port Street.
- Review of Wychavon car park strategy to encourage people to use the most appropriate car parks and prevent recirculation (reducing traffic flow through the AQMA)
- Improving the direction signage to encourage alternative routes to the Town Centre and encourage through traffic to use the Bypass

2.9 The indirect measures to be adopted are;

- Improving facilities for cycling and walking within Evesham and Wychavon
- Encouraging car-sharing scheme in Evesham and Wychavon
- Encouraging the uptake of Workplace Travel Plans for major employers in Evesham and Wychavon
- Implementing Wychavon District Council's Travel Plan
- Ensuring that air quality is taken into account in the planning process
- Working with developers to improve sustainable transport links serving new developments

- Developing advice to assist with air quality assessments of development proposals
- Commitment to continue Air Quality monitoring
- To make air quality information more accessible
- Increase awareness of transport and air quality issues in Wychavon
- Promote and implement energy efficiency measures in Wychavon.
- Seek improvements to emissions standards for Council Fleet and Public Service Vehicles

2.10 In the production of this Action Plan WDC has attempted to involve all relevant stakeholders and consultation has occurred throughout.

2.11 The public have been kept informed of the process and comments and suggestions sought through the use of the local media and the Wychavon website.

### **3.0 STAGE IV FURTHER REVIEW AND ASSESSMENT**

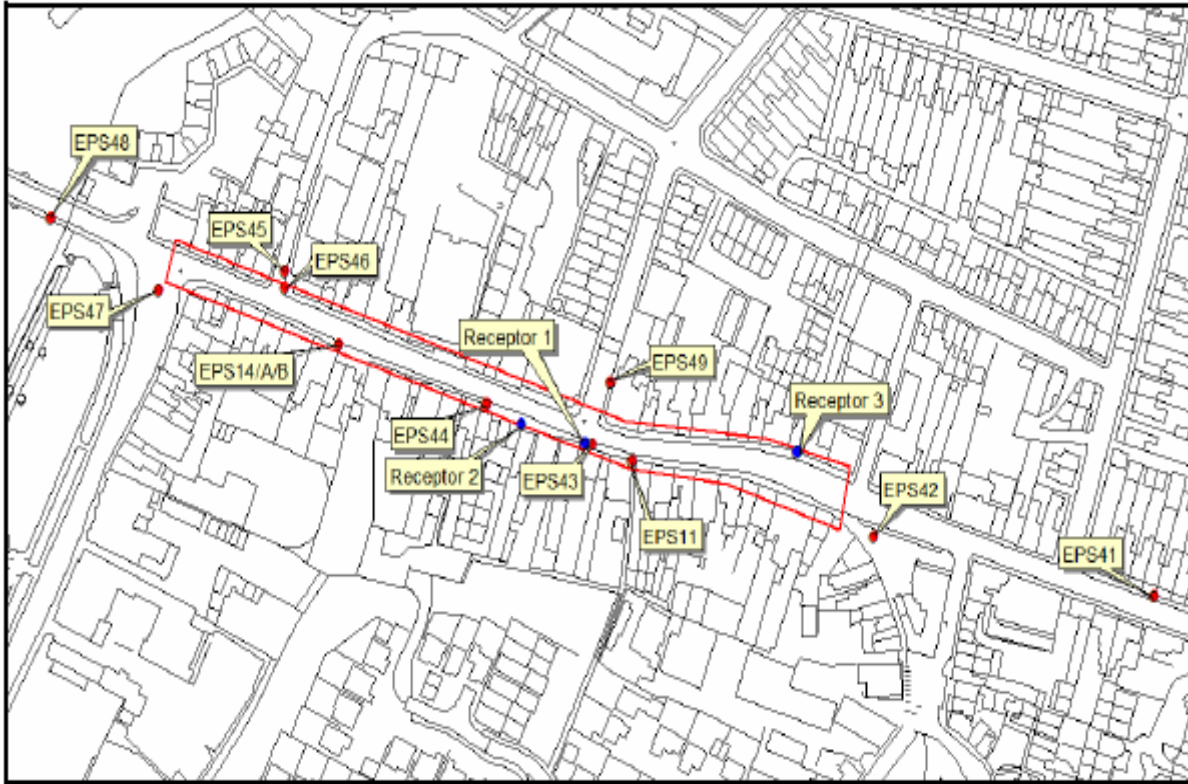
3.1 Air Quality Consultants Ltd were commissioned by Wychavon District Council to carry out modelling to help inform the Action Plan measures they prepared a report "Assessment of Air Quality within the Evesham AQMA", this report has been sent to DEFRA for comment (Appendix 1)

3.2 Port Street, Evesham was identified as potentially having nitrogen dioxide concentrations greater than the air quality objective of an annual mean concentration of  $40 \mu\text{g}/\text{m}^3$  to be achieved by the 31 December 2005.

3.3 During 2006 the number of diffusion tubes in the Port Street area were increased, from the results it was concluded that an Air Quality Management Area needed to be declared in Port Street this was done in September 2007 and the area is shown on Figure 1.

3.4 The monitoring of Nitrogen dioxide levels has continued at the sites shown on figure 1 and the results are shown in Table 1.

**Figure 1 Port Street Evesham Air Quality Management Area**



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3.5 Government and EU policies and legislation to reduce pollutant emissions mean that concentrations are predicted to fall in further years. Box 2.1 in LAQM. TG(09) contains the factors that can be applied to the monitoring results for one year to predict the level in future years. The results for 2007 and 2008 and the result projected forward to 2010 are shown in table 1.

3.6 The 2007 results together with traffic data and meteorology were modelled using Atmospheric Dispersion Modelling System for Roads (ADMS Roads), by Air Quality Consultants Ltd who prepared a report “Assessment of Air Quality within the Evesham AQMA”.

3.7 The 2007 results together with traffic data and meteorology were modelled using Atmospheric Dispersion Modelling System for Roads (ADMS Roads), by Air Quality Consultants Ltd who prepared a report “Assessment of Air Quality within the Evesham AQMA”.

Tube ref	Site	2007 ug/m <sup>3</sup>	2008 ug/m <sup>3</sup>	2010 ug/m <sup>3</sup>
EPS11	Port Street	38.20	37.29	34.2
EPS14/a/b*	Port Street	39.45	40.88	35.3
EPS41	Port Street LP21	34.68	35.27	31.1
EPS42	Port Street LP40	30.68	37.32	27.5
EPS43	Long Stay opp cinema	34.50	35.95	30.9
EPS44	Camera Post opp 33	36.80	35.90	32.9
EPS45	Castle Street LP1	27.74	26.68	24.8
EPS46	Castle Str 20 mph sign	28.48	27.97	25.5
EPS47	Waterside centre RES	31.43	32.60	28.1
EPS48	LP63 on bridge	24.86	23.09	22.3
EPS49	Burford Road LP12	29.88	28.37	26.8

**Table 1 Diffusion Tube measured results with bias correction for 2007 and 2008 and projected result for 2010 (\* average for triple tube site)**

3.8 In addition to the diffusion tube sites, the consultants modelled three worst case receptors as described below and shown on figure 1 to reflect the potential higher Nitrogen dioxide levels at ground level because the diffusion tubes are at higher levels to protect the tubes from damage and vandalism.

Receptor	Description	Nearest Diffusion Tube
Receptor 1	Residential property 38 Port Street ground-floor level	EPS43
Receptor 2	Residential property Shawlands Walk ground-floor level	EPS43 and EPS44
Receptor 3	Residential property 59 Port Street ground-floor level	EPS11 and EPS42

3.8 The results of the modelling are shown in tables 2 and 3. The differences in the monitored and modelled concentrations are due to the uncertainties in the data the model under-predicts at some locations and over-predicts at others.

Tube ref		Measured	Modelled
EPS11	Port Street	38.20	38.8
EPS14/a/b	Port Street	39.45	39.3
EPS41	Port Street LP21	34.68	26.0
EPS42	Port Street LP40	30.68	24.0
EPS43	Long Stay opp cinema	34.50	39.9
EPS44	Camera Post opp 33	36.80	37.8
EPS45	Castle Street LP1	27.74	24.2
EPS46	Castle Str 20 mph sign	28.48	38.8
EPS47	Waterside centre RES	31.43	31.0
EPS48	LP63 on bridge	24.86	25.1
EPS49	Burford Road LP12	29.88	20.5

**Table 2 Comparison of Measured and Modelled Annual Mean Nitrogen Dioxide Concentrations ( $\mu\text{g}/\text{m}^3$ ) for each Monitoring Location in 2007**

<b>Receptor</b>	<b>2007</b>
Receptor 1	41.5
Receptor 2	38.0
Receptor 3	26.0

**Table 3 Modelled Annual Mean Nitrogen Dioxide Concentrations ( $\mu\text{g}/\text{m}^3$ ) for Receptors in 2007**

- 3.9 The outcome of the modelling was that the only exceedence of the annual mean objective was at Receptor 1. Using the projection factors provided by DEFRA (2008b) and assuming no additional action plan measures the level at receptor 1 is estimated to fall to  $38.5\mu\text{g}/\text{m}^3$  in 2009 and therefore no exceedence of the objective.
- 3.10 If this proves to be correct the AQMA can be undeclared, but we propose to adopt a precautionary principle and continue to develop the action plan with a view to implementing it if necessary.
- 3.11 Even if the AQMA is undeclared the adoption of some of the measures will help ensure air quality does not subsequently deteriorate.
- 3.12 The report apportions the contribution from each source type cars, motorcycles, light goods vehicles, heavy goods vehicles, buses, and ambient background. The background concentrations contribute the largest proportion of the overall concentration at all sites except for EPS43 and Receptor 1. Cars are the most significant proportion of the locally generated road component, but buses and HGV's contribute a significant proportion despite being only a relatively small proportion of the local traffic volume.
- 3.13 A reduction of 10% in total vehicle emissions would result in the objective being met at all locations.

#### **4.0 Action Plan Options**

- 4.1 The table 4 and 5 below set out the direct and indirect options that have been considered to improve air quality in the AQMA and more widely in Wychavon.
- 4.2 The Options from Table 4 that are thought most likely to be adopted are 1, 2, 3, 4 and 5
- 4.3 Options that were considered but dismissed at an early stage were

### **Low Emission Zone**

4.4 A Low Emission Zone (LEZ) is a geographic where only vehicles of an acceptable emissions standard, normally Euro III can enter and move around. It would not be applicable in this case as it is seen as a method achieving the air quality objectives within a large urban area where economies of scale can be achieved with respect to set-up and operating costs.

### **Roadside Emission Testing**

4.5 Under the Roadside Vehicle Emissions (Fixed Penalty) Regulations 2002, Local Authorities are able to undertake roadside testing vehicles. The aim is to identify those vehicles that make a disproportionate contribution to emissions though poor maintenance with on the spot fines for those that fail.

4.6 This measure is deemed impracticable as the benefits do not justify the costs. Voluntary roadside testing may be considered as part of Wychavon's promotional and educational activities.

### **Idling engine emissions**

4.7 The Roadside Vehicle Emissions (Fixed Penalty) Regulations 2002 permit Local Authorities to take action against drivers who leave their vehicle engines running unnecessarily when parked.

4.8 This measure is not considered to be valid for this area.

**Table 4 Summary of options considered for improving air quality in the Port Street Evesham AQMA**

Option	Description	Lead Role	Pros	Cons	Cost	Timescale
Option 1	Alteration to the phasing of the traffic lights at the Port Street/ Waterside junction	WCC	Reduced queuing in Port Street Air Quality Health benefits	Longer queues in Waterside and Bridge Street	MEDIUM	MEDIUM
Option 2	Upgrading of the two Pelican crossings to Puffin crossings in Port Street	WCC	Reduced queuing in Port Street due to reduction in abortive sequences. Air Quality Health benefits		MEDIUM	MEDIUM
Option 3	Restrictions on the loading and unloading of delivery vehicles in Port Street	WCC	Reduced queuing in Port Street Air Quality Health benefits	WDC have few powers to require action May inconvenience local residents and businesses Enforce of the restrictions required	LOW	MEDIUM
Option 4	Review of Wychavon car parking policy to encourage the use of most appropriate car park	WDC	Reduction in traffic if drivers use nearest car park. Air Quality Health benefits	Increased costs to drivers if a new charging scheme introduced.	LOW	MEDIUM
Option 5	Review of the signage for traffic coming into Evesham to encourage use of bypass (A44) by through traffic	WCC WDC	Reduced congestion; Less 'circling' of town centre; Easier parking.	Loss of sales to local businesses	HIGH	LONG
Option 6	Town centre traffic re-routing and easing flow through Local Transport Plan	WCC	Less congestion Air Quality Health benefits	Knock-on effects on adjoining roads / traffic displacement (increased traffic / noise);	MEDIUM	MEDIUM
Option 7	Change Port Street to one-way	WCC	Reduced congestion Air Quality Health benefits	No alternative routes Effect on Port Street businesses; Displaced traffic increases in adjoining roads.	HIGH	LONG
Option 8	Pedestrianisation of Port Street	WCC WDC	Increased pedestrian safety; Air Quality Health benefits	No alternative routes Effect on Port Street businesses; Displaced traffic increases in adjoining roads.	HIGH	LONG
Option 9	Traffic calming measures (20 mile / hour zones; speed bumps etc)	WCC	Reduced congestion Discourage traffic from using Port Street Increased pedestrian safety Air Quality Health benefits	Displacement of traffic; Reduction of vehicle speeds Possible increased vehicle emissions due to slower speeds.	HIGH	LONG

Action Plan Port Street Evesham AQMA

Option	Description	Lead Role	Pros	Cons	Cost	Timescale
Option 10	Signage to warn of potential traffic congestion	WCC	Reduced congestion Discourage traffic from using Port Street Air Quality Health benefits	Displacement of traffic; Effect on Port Street businesses; Displaced traffic increases in adjoining roads.	LOW	SHORT
Option 11	Park and Ride Scheme for Evesham	WCC	Reduced use of cars travelling into Town Centre. Reduced congestion in AQMA Air Quality Benefits	No suitable sites Low Usage	HIGH	LONG
Option 12	Loading/unloading restrictions during congested periods	WCC	Reduced congestion in AQMA Air Quality Benefits	Traffic Regulation Order required Effect on Port Street businesses	LOW	MEDIUM
Option 13	Review make-up of WDC transport fleet with a view to improving fleet quality, maintenance and emission levels	WDC	WDC leading by example Fewer polluting vehicles on the road Air Quality Health benefits	Low impact on air quality in AQMA Considered against other WDC competing budgetary priorities Small directly owned fleet	LOW	MEDIUM
Option 14	Increase in WDC fleets use of alternative fuels	WDC	WDC leading by example Fewer polluting vehicles on the road Air Quality Health benefits Possible reduction in fuel costs	Low impact on air quality in AQMA Considered against other WDC competing budgetary priorities Conversion can be costly	LOW	MEDIUM
Option 15	Review WDC employee/contract car user and leasing policy to give incentives for greener vehicle ownership /use	WDC	WDC leading by example Fewer polluting vehicles on the road Air Quality Health benefits Could be used to give incentives for purchase/use of greener vehicles	Low impact on air quality in AQMA Uptake of scheme may be optional Considered against other WDC competing budgetary priorities Penalties for 'dirtier' vehicles may penalise some employees	LOW	MEDIUM

Option	Description	Lead Role	Pros	Cons	Cost	Timescale
Option 16	Workplace charging schemes where employees are charged to use car park provision	WDC	WDC leading by example Disincentive to use vehicle for work Increased uptake of green transport Fewer polluting vehicles on the road Air Quality Health benefits Could be used to give incentives for purchase/use of greener vehicles	Low impact on air quality in AQMA Cost to employee Lower staff morale Compromise service provision and staff retention	LOW	SHORT
Option 17	Promote WDC use of public transport during the working day	WDC	WDC leading by example Fewer polluting vehicles on the road Air Quality Health benefits	Increased journey times leading to reduced service to public Poor coverage of area	LOW	LONG
Option 18	Car sharing and work travel planning for staff to encourage take-up of public transport/reduced car journeys	WDC	WDC leading by example Fewer polluting vehicles on the road Air Quality Health benefits	Low impact on air quality in AQMA Reduced uptake if considered inconvenient for workforce Increased journey times Cost if WDC provide vehicles	LOW	SHORT
Option 19	Alterations to parking provision and pricing throughout district to ease traffic around AQMA and to deter local car use	WDC	Increased charging could reduce car use Air Quality Health benefits Better uptake of green transport Increased revenue to WDC	Increased costs Local Business may suffer lost in trade	MEDIUM	
Option 20	Introduction of bus lane on Port Street/Swan Lane	WCC	Drop in traffic to buses & delivery/ service vehicles only; Increased pedestrian safety;	Effect on town centre businesses; Displaced traffic increases / traffic noise in adjoining roads	LONG	HIGH

**Table 5 Summary of indirect options considered for improving air quality in AQMA and surrounding area**

Option	Description	Lead Role	Pros	Cons	Cost	Timescale
Option 1	Lobby and support Government to adopt policies to ensure the manufacture and use of cleaner vehicles and fuels	WDC WCC	Lower emissions Air Quality Health benefits Increase profile of green vehicles and fuels	No WDC powers to require action  Cost to consumer	LOW	LONG
Option 2	Lobby and support Government to adopt national policies to encourage and facilitate the use of greener forms of public transport	WDC WCC	Fewer or cleaner vehicles on road Air Quality Health benefits Increase profile of alternative transport	No WDC powers to require action  Cost to consumer	LOW	LONG
Option 3	Lobby and support Government to carry out nationally targeted green transport initiatives (leave your car at home day, green transport week)	WDC WCC	Lower emission vehicles on road Air Quality Health benefits Increase profile of alternative transport and fuel	No WDC powers to require action	LOW	LONG
Option 4	Encourage the uptake of low emission public transport	WCC WDC	Fewer or cleaner vehicles on road Air Quality Health benefits Increase profile of alternative transport	No WDC powers to require action	LOW	LONG
Option 5	Lobby and support Government to carry out national promotional campaigns to encourage use of public transport	WDC	Fewer or cleaner vehicles on road Air Quality Health benefits Increase profile of alternative transport	No WDC powers to require action	LOW	SHORT
Option 6	Lobby and support Government to carry out national promotional campaigns to increase take-up of car sharing and work travel plans	WDC WCC	Increased profile and use of bicycles Fewer polluting vehicles on the road Reduced congestion	No WDC powers to require action Concerns about safety of cyclists	LOW	LONG

<b>Option</b>	<b>Description</b>	<b>Lead Role</b>	<b>Pros</b>	<b>Cons</b>	<b>Cost</b>	<b>Timescale</b>
Option 7	Lobby and support Government to adopt national promotional campaigns to increase cycling.	WDC WCC	Increased profile and use of bicycles Fewer polluting vehicles on the road Reduced congestion Cost saving for participants	No WDC powers to require action	LOW	LONG
Option 8	Lobby and support WCC to improve public transport provision throughout the district	WDC	Increased long term take up of public transport Fewer polluting vehicles on the road Reduce congestion Air Quality Health benefits	No WDC powers to require action	MED	SHORT
Option 9	Lobby and support WCC to improve cycle network provision throughout district	WDC	Improve profile, safe use and take-up of cycle use Fewer polluting vehicles on the road Reduce congestion Air Quality Health benefits Other health benefits from increased cycling	No WDC powers to require action Concerns about safety of cyclists	MED	MEDIUM
Option 10	Lobby and support WCC for footway and footpath improvements	WDC	Improved safety and take up of pedestrian travel Fewer polluting vehicles on the road Reduce congestion Air Quality Health benefits Other health benefits from increased walking	No WDC powers to require action Concerns about safety of pedestrians particularly children	MED	MEDIUM
Option 11	Encourage the take up of commercial workplace charging schemes where employees are charged to use car park provision	WDC	Disincentive to use vehicle for work and increase chance of take-up or exposure to green Transport Fewer polluting vehicles on the road Reduce congestion Air Quality Health benefits May produce revenues stream for employees	No WDC powers to require action Cost to employee May lower morale in work place	LOW	LONG

Option	Description	Lead Role	Pros	Cons	Cost	Timescale
Option 12	Lobby WCC to improve public transport provision throughout the district	WDC	Increased long term take up of public transport Fewer polluting vehicles on the road Reduce congestion Air Quality Health benefits	No WDC powers to require action	MED	SHORT
Option 13	Lobby WCC to improve cycle network provision throughout district	WDC	Improve profile, safe use and take-up of cycle use Fewer polluting vehicles on the road Reduce congestion Air Quality Health benefits Other health benefits from increased cycling	No WDC powers to require action Concerns about safety of cyclists	MED	MEDIUM
Option 14	Lobby WCC for footway and footpath improvements	WDC	Improved safety and take up of pedestrian travel Fewer polluting vehicles on the road Reduce congestion Air Quality Health benefits Other health benefits from increased walking	No WDC powers to require action Concerns about safety of pedestrians particularly children	MED	MEDIUM
Option 15	Encourage the take up of commercial workplace charging schemes where employees are charged to use car park provision	WDC	Disincentive to use vehicle for work and increase chance of take-up or exposure to green Transport Fewer polluting vehicles on the road Reduce congestion Air Quality Health benefits May produce revenues stream for employees	No WDC powers to require action Cost to employee May lower morale in work place	LOW	LONG
Option 16	Lobby WCC to ensure implementation of Local Transport Plan 2	WDC	Reduced congestion and emissions Air Quality Health Benefits	Knock on effects on adjoining roads; Effect on town centre businesses;	LOW	LOW

Option	Description	Lead Role	Pros	Cons	Cost	Timescale
Option 17	Lobby WCC in their preparation of Local Transport Plan 3	WDC	Building on measures in LTP2	Knock on effects on adjoining roads; Effect on town centre businesses;	MEDIUM	MEDIUM
Option 18	Review WDC employee/contract car user and leasing policy to give incentives for greener vehicle ownership /use	WDC	WDC leading by example Fewer polluting vehicles on the road Air Quality Health benefits Could be used to give incentives for purchase/use of greener vehicles	Low impact on air quality in AQMA Uptake of scheme may be optional Considered against other WDC competing budgetary priorities Penalties for 'dirtier' vehicles may penalise some employees	LOW	MEDIUM
Option 19	Workplace charging schemes where employees are charged to use car park provision	WDC	WDC leading by example Disincentive to use vehicle for work Increased uptake of green transport Fewer polluting vehicles on the road Air Quality Health benefits Could be used to give incentives for purchase/use of greener vehicles	Low impact on air quality in AQMA Cost to employee Lower staff morale Compromise service provision and staff retention	LOW	SHORT
Option 20	Promote WDC use of public transport during the working day	WDC	WDC leading by example Fewer polluting vehicles on the road Air Quality Health benefits	Increased journey times leading to reduced service to public Poor coverage of area	LOW	LONG
Option 21	Car sharing and work travel planning for staff to encourage take-up of public transport/reduced car journeys	WDC	WDC leading by example Fewer polluting vehicles on the road Air Quality Health benefits	Low impact on air quality in AQMA Reduced uptake if considered inconvenient for workforce Increased journey times Cost if WDC provide vehicles	LOW	SHORT

**KEY:**

WDC Wychavon District Council Environmental Protection Section

WCC Worcestershire County Council

Short Term Commencing within this 2010 (or already underway)

Medium Term Commencing before the end of 2011

Long Term By the end of 2015

Low cost No cost – low £ hundreds

Medium Cost £ hundreds – low £ thousands

High cost £ thousands upwards

## Section 5 Conclusions

5.1 Following discussions with interested stakeholders it is proposed that the measures described below should be implemented if exceedance of the annual mean objective for nitrogen dioxide continues to be a probability.

5.2 The direct measures to be:

- Alterations to the phasing of the traffic lights at the Port Street/Waterside junction. Possibly the installation of MOVA at this junction along with an air quality detection system that then extends green time at Port Street if air quality goes above a trigger point. MOVA is a traffic signals control system.
- Upgrading of the two Pelican crossings to Puffin crossings.
- Consideration of restrictions on the loading/unloading of delivery vehicles in Port Street.
- Review of Wychavon car park strategy to encourage people to use the most appropriate car parks and prevent recirculation (reducing traffic flow through the AQMA)
- Improving the direction signage to encourage alternative routes to the Town Centre and encourage through traffic to use the Bypass

5.3 The indirect measures to be;

- Improving facilities for cycling and walking within Evesham and Wychavon
- Encouraging car-sharing scheme in Evesham and Wychavon
- Encouraging the uptake of Workplace Travel Plans for major employers in Evesham and Wychavon
- Implementing Wychavon District Council's Travel Plan
- Ensuring that air quality is taken into account in the planning process
- Working with developers to improve sustainable transport links serving new developments
- Developing advice to assist with air quality assessments of development proposals

- Commitment to continue Air Quality monitoring
- To make air quality information more accessible
- Increase awareness of transport and air quality issues in Wychavon
- Promote and implement energy efficiency measures in Wychavon.
- Seek improvements to emissions standards for Council Fleet and Public Service Vehicles

## Section 6 Bibliography

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  - [Air Quality Progress Report April 2004](#)
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  - [Air Quality Review 2000](#)
  - [Detailed Assessment](#)

## **7.0 Appendices**

### **Appendix I**

Assessment of Air Quality within Evesham AQMA Air Quality Consultants Ltd