



Buckinghamshire Council

Air Quality Action Plan

South Bucks Area

**In fulfilment of Part IV of the
Environment Act 1995
Local Air Quality Management**

July 2021

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1. Executive Summary

This Air Quality Action Plan (AQAP) was written to fulfil part of the Council's statutory duties under the Local Air Quality Management framework. It outlines actions likely to improve air quality in the South Bucks area of Buckinghamshire Council between 2020 and 2030. The plan was originally developed by South Bucks District Council but is now published by Buckinghamshire Council as the planning process was completed after it became a unitary authority on 1st April 2020. The plan is a live document and is available to view on the Council's website. Regular review of the action plan will take place enabling updates to be applied on an on-going basis.

This action plan replaces the previous action plan which ran from 2007 until 2020. Projects delivered through previous action planning included:

- Trialling electric vehicles
- Working with Local Schools
- Leaflets which were produced with the aid of a Defra grant, and sent to local MOT stations and also some filling stations promoting the benefit of regular car maintenance on reducing emissions

Air pollution is associated with a number of adverse health impacts. It is recognised as a contributing factor in the onset of heart disease and cancer. Additionally, air pollution particularly affects the most vulnerable in society, children and older people, and those with heart and lung conditions. There is also often a strong correlation with equalities issues, because areas with poor air quality are also often less affluent areas^{1,2}.

The annual health cost to society of the impacts of particulate matter alone in the UK is estimated to be around £16 billion³. Buckinghamshire Council is committed to playing its part by planning to reduce the exposure of people residing and working within its area to poor air quality in order to improve health.

¹ Environmental equity, air quality, socioeconomic status and respiratory health, 2010

² Air quality and social deprivation in the UK: an environmental inequalities analysis, 2006

³ Defra. Abatement cost guidance for valuing changes in air quality, May 2013

Actions have been developed under ten broad topic areas:

- Alternatives to private vehicle use
- Environmental permits
- Freight and delivery management
- Policy guidance and development control
- Promoting low emission transport
- Promoting travel alternatives
- Public information
- Transport planning and infrastructure
- Traffic management
- Vehicle fleet efficiency

Our priorities are in the short term to reduce emissions from HGVs by enabling free movement of traffic in Iver and encouraging the uptake of cleaner fuels and in the long term to promote a relief road which would dramatically reduce the number of HGVs on the Iver High Street and return the area to its village roots.

This AQAP outlines how we plan to tackle air quality issues. However, it is recognised that there are a large number of air quality policy areas that are outside of our control (such as vehicle emissions standards agreed in Europe), but for which we may have useful evidence. Therefore, we will continue to work with regional and central government on policies and issues outside of the Council's direct influence.

SBDC designated the entire parish of Iver as an AQMA to enable greater flexibility when responding to pollution issues as and when they arise and to protect the area from increasing emissions from development. Although the AQMA covers all of Iver Parish, the action plan is initially targeted on those areas which have the largest exceedances at this time. However, it is important to note that actions to improve air quality in one area must not have a detrimental effect in another.

Responsibilities and Commitment

This AQAP was prepared by the Strategic Environment Team with the support and agreement of the following officers and departments:

- Transport Economy and Environment
- Planning Policy
- Public Health
- Public Transport

Description

This AQAP will be subject to an annual review, progress appraisal and report to the Portfolio Holder and relevant committees. Progress each year will be reported in the Annual Status Reports (ASRs) produced by Buckinghamshire Council, as part of the statutory Local Air Quality Management duties.

If you have any comments on this AQAP please send them to the Strategic Environment Team at:

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1. Introduction

On 1st April 2020 Buckinghamshire Council was created and became the new local authority for the area previously covered by four district councils, namely Aylesbury Vale District Council, Chiltern District Council, South Bucks District Council and Wycombe District Council and also Buckinghamshire County Council.

This report outlines the actions that Buckinghamshire Council will deliver between 2020 and 2030 in order to reduce concentrations of air pollutants and exposure to air pollution in the South Bucks area thereby positively impacting on the health and quality of life of residents and visitors.

It has been developed to fulfil the legal requirement on the local authority to work towards Air Quality Strategy (AQS) objectives under Part IV of the Environment Act 1995 and relevant regulations made under that part and to meet the requirements of the Local Air Quality Management (LAQM) statutory process.

This Plan will be reviewed at least every five years or when new measures come to light. This action plan is a dynamic document and new measures can be added on an ongoing basis enabling the Council to embrace progress in technologies and changing environments.

Progress on measures set out within this Plan will be reported annually within the Buckinghamshire Council Annual Status Report (ASR).

2. Summary of Current Air Quality in the South Bucks Area of Buckinghamshire Council

Please refer to the ASR for the South Bucks District Council and from 2021 onwards - Buckinghamshire Council.

Owing to the largely rural nature of the area, the primary sources of air pollution are transport related including the motorways (M25, M40, and M4) which pass through the area.

There are 2 AQMAs in the South Bucks area. A summary of AQMAs in the South Bucks are Buckinghamshire can be found in **Error! Reference source not found.**. The table presents a description of the 2 AQMAs that are currently designated. Further information related to declared AQMAs, including maps of AQMA boundaries are available on the UK Air website <https://uk-air.defra.gov.uk/aqma/list>.

AQMA Name	Date of Declaration	Pollutants and Air Quality Objectives	One Line Description	Is air quality in the AQMA influenced by roads controlled by Highways England?	Level of Exceedance: Declaration	Web Link to AQAP
South Bucks 1	Declared 2004	NO ₂ Annual Mean	An area surrounding the M25, M40 and M4 motorways	NO	42.8	Buckinghamshire Council – South Bucks Area - Air Quality Review and Assessment
South Bucks 2	Declared August 2018	NO ₂ Annual Mean	Iver Parish	NO	44	Buckinghamshire Council – South Bucks Area - Air Quality Review and Assessment

An AQMA was declared around the motorway corridors in 2004.

Concentrations were modelled close to the objectives at sensitive receptors in 2004 namely:

- Sutton End Cottage to the North of the M4
- Victoria Crescent to the west of the M25
- Wooburn Green Lane to the north of the M40
- Coldharbour Farm cottage to the west of the M25.

Therefore, it was considered that an action plan that focused on reducing the number of HGVs travelling through the area would be a practical means to reduce overall emissions. For example, a 1% reduction in HGV movements on the M25 is likely to bring about a reduction approaching 5% in terms of total NOx road traffic emissions.

In August 2018, due to exceedances of nitrogen dioxide along the High Street and Thorney Lane North and South, Iver was designated an Air Quality Management Area. Surveys of traffic levels and HGV movements identified noise, dust and air quality issues. Local feedback from Councillors suggests that local GPs are seeing an increase in respiratory conditions such as asthma⁴. There is a need to improve walking and cycling infrastructure in the Parish to enable cycling to be a viable option for travelling to work or school. There is very little off street parking in Iver village and as a consequence residents and visitors to the village park on the side of the road. This along with stationary vehicles delivering narrows the High Street and often impedes HGVs resulting in congestion and a reduction in air quality. Cars are also often parked on the footway making some sections completely impassable. Iver Village is currently a poor environment for pedestrians and cyclists. Improving the environmental capacity of the High Street would not only improve air quality but also have a beneficial effect in other respects. An 'enhanced environment' would be more favourable for walking and cycling and encourage active travel. If improved individuals would be more inclined to walk or cycle to work or school. It would also make the village a more attractive place for spending leisure time and retail activities.

In 2016 Buckinghamshire County Council (BCC) commissioned a consultancy to examine existing transport and traffic conditions in and around Iver Parish and the impact of future major infrastructure project developments. These included:

- Crossrail (Elizabeth Line)
- M4 Smart Motorway
- Western Rail Link to Heathrow (WRLtH)
- HS2
- Third Runway at Heathrow

⁴ Strategic Outline Business Case page 2

New local Developments included:

- CEMEX North Park Extraction
- Relocation of Hillingdon Outdoor Activity Centre (HOAC)
- Pinewood Studios Development Framework (PSDF)

3. South Bucks' Air Quality Priorities

3.1 Public Health Context

As detailed in Policy Guidance LAQM.PG16 (Chapter 7), local authorities are expected to work towards reducing emissions and/or concentrations of PM_{2.5} (particulate matter with an aerodynamic diameter of 2.5µm or less). There is clear evidence that presence of PM_{2.5} has a significant impact on human health, including premature mortality, allergic reactions, and cardiovascular diseases.

Buckinghamshire Council is taking measures to address PM_{2.5} by continuing to attend the Health Protection Committee meetings on behalf of BAQMG and using this platform to stress the importance of reducing PM_{2.5} concentrations to protect public health and encouraging the Director of Public Health and other departments in Buckinghamshire Council to work with the team to improve air quality.

An air quality and public health workshop was held in May 2018. The aim of the workshop was to bring together stakeholders from across the county including officers and politicians to discuss the current situation in Buckinghamshire and to identify the best way to work together in the future to reduce concentrations of PM_{2.5} and NO₂. The main outcome of the workshop was the development of a Low Emission Strategy for Buckinghamshire.

Measures outlined in the action planning section above should also reduce the emissions of PM_{2.5} in the area. However, some measures to be included in the new action plan such as ensuring compliance with permitting regulations and promoting the use of cleaner fuels for wood burning stoves may have little impact on NO₂ but would have a greater impact on the reduction of PM_{2.5}. The Council will also seek to ensure that applicants for NSIPs and other local developments follow good construction practice and minimise fugitive dust.

3.2 Planning and Policy Context

National Planning and Policy

National Planning and Policy Framework

National planning policy is now contained within the National Planning Policy Framework (NPPF). The NPPF places a general presumption in favour of sustainable development, stressing the importance of local development plans. One of the three overarching objectives of sustainable development in the NPPF is, “to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.” It also suggests that planning policies and decisions should operate by “preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution or land instability. Development should, wherever possible, help to improve local environmental conditions such as air and water quality, taking into account relevant information such as river basin management plans”

The new NPPF (2018) states in paragraph 181 “Planning policies and decisions should sustain and contribute towards compliance with relevant limit values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas and Clean Air Zones, and the cumulative impacts from individual sites in local areas. Opportunities to improve air quality or mitigate impacts should be identified, such as through traffic and travel management, and green infrastructure provision and enhancement. So far as possible these opportunities should be considered at the plan-making stage, to ensure a strategic approach and limit the need for issues to be reconsidered when determining individual applications. Planning decisions should ensure that any new development in Air Quality Management Areas and Clean Air Zones is consistent with the local air quality action plan.”

UK Government Clean Air Strategy 2019

The Clean Air Strategy 2019 focused on the reduction of National emission of pollutants that will in turn reduce background levels. It outlines the government's ambition, commitments and aims to improve air quality both nationally and locally involving public communications, behaviour change and improving consumer choices. Mentioned in the strategy is for Local Government to shift their focus towards prevention, promoting greater action to avoid exceedances, rather than tackling air pollution only when limits are exceeded.

Local Planning and Policy

LTP4

[Local Transport Plan 4](#) sets out how transport can play its part in Buckinghamshire Council's vision to make Buckinghamshire a great place to live and work. It was adopted by the Council on 28 April 2016. It covers all types of transport and looks ahead to 2036. It sets out the high-level approach to transport in Buckinghamshire.

Policy 10 - Improving our environment

We will protect Buckinghamshire's unique countryside and other special environments, working with partners to manage air quality, take advantage of opportunities to encourage more sustainable travel choices and reduce noise pollution. We will do this through the transport investments we promote, by managing the impact of new development, by promoting the use of Travel Plans, and by working with business and researchers to develop lower emission technologies.

Policy 12 - Encouraging walking for shorter journeys

Walking should be the best option for more of our short journeys. We will look to develop the walking network and encourage walking, to help ensure it becomes one of the most convenient ways to make short journeys.

Policy 13 - Encouraging cycling

We will look to develop the cycling network through a combination of new infrastructure, maintenance and guidance. This will help cycling to become one of the most convenient and well used forms of transport for short journeys.

Policy 14 - Car clubs, car sharing and taxis

We will work with partners to explore opportunities for car clubs, car sharing and taxi initiatives. This will provide an alternative to car ownership for some: encouraging people to consider other modes of transport; and helping people to access the opportunities Buckinghamshire has to offer.

Policy 16 - Total Transport: the bus network Buckinghamshire needs

We will work with partners to ensure public transport services best meet the county's needs – now and in the future.

Policy 19 – Parking

We will help to ensure that Buckinghamshire has appropriate parking in the right places. The Buckinghamshire Countywide Parking Guidance is Buckinghamshire Council's policy on parking throughout the county in new developments. It sets out how much parking new developments should provide for bicycles, motorcycles, cars and blue badge holders. It also gives guidance on how this parking should be provided and managed. The Council will manage on-street parking, through parking restrictions and the enforcement of those restrictions, to make sure on-street parking works for Buckinghamshire.

Local Plan

The Chiltern and South Bucks Local Plan 2036 was withdrawn on 21 October 2020. Efforts and resources are now refocussed to completing a new Local Plan for the whole of Buckinghamshire. In the meantime, the following policies are in place.

Adopted Local Plan (1999)

Policy TR5 - Accesses, Highway Works and Traffic Generation

In considering proposals involving a new or altered access onto the highway, works on the highway, the creation of a new highway or the generation of additional traffic the Council will have regard to their effect on safety, congestion and the environment. Development will only be permitted where: -

- a) the proposal complies with the standards of the relevant Highway Authority; and
- b) the operational capacity of the highway would not be exceeded, or where the proposal would not exacerbate the situation on a highway where the operational capacity had already been exceeded; and
- c) traffic movements, or the provision of transport infrastructure, would not have an adverse effect on the amenities of nearby properties on the use, quality or character of the locality in general, including rural lanes.

Policy TR10 - Heavy Goods Vehicles

Development which is likely to generate heavy goods vehicle trips will only be permitted where: -

- a) vehicle movements would not adversely affect the character or amenities of nearby properties or the locality in general, for example through noise, vibration, disturbance or visual intrusion, and the proposal would be in accordance with policy EP3 (Use, Design and Layout of Development); and
- b) in the case of a proposal likely to generate a significant number of heavy goods vehicle trips, the access would not be onto a residential road, rural lane or other road which is not suitable in principle for such traffic, and that vehicles would be able to conveniently access the strategic highway network without using such roads; and
- c) the proposal would comply with all other policies in this Plan. Particular attention is drawn to policies TR5 (Accesses, Highway Works and Traffic Generation) and TR6 (Traffic Calming).

TR13 - Freight Facilities

Proposals for freight facilities in the Green Belt will not be permitted. Proposals for rail and water freight facilities should ensure that:

- a) any significant increase in road freight traffic would be confined to the strategic highway network and would not result in additional flows through developed areas; and
- b) the proposal would not require major highway infrastructure development or improvements; and
- c) the proposal would not be visually intrusive and would be satisfactorily integrated into the locality; and
- d) the proposal, including the use and the scale, height, layout, siting, form, design and materials would not adversely affect the character or amenities of nearby properties or the locality in general and would be in accordance with policy EP3 (Use, Design and Layout of Development).

The Adopted Core Strategy (2011)

The Core Strategy is the key document in what was the South Bucks Local Development Framework. It presents the 'big picture', setting a long-term vision, objectives and broad strategy for accommodating future development in the area in the period to 2026.

Core Policy 13: Environmental and Resource Management

The Council will seek to ensure the prudent and sustainable management of the area's environmental resources by:

- Promoting best practice in sustainable design and construction. All new development must be water efficient and incorporate Sustainable Drainage Systems (SuDs) where feasible. All new residential development should achieve a minimum water efficiency target of 105 litres per person per day.

- Protecting and enhancing water quality and encouraging the remediation of land affected by contamination to bring it back to beneficial use. Particular regard should be had to maintaining the integrity of Burnham Beeches SAC.
- Seeking improvements in air quality, especially in the Air Quality Management Area adjacent to the motorways and close to Burnham Beeches SAC. New development will be directed away from existing sources of noise and air pollution to avoid adverse impacts on local communities. The Council will work closely with other local authorities to minimise aircraft noise from Heathrow Airport. Vulnerable development will be steered away from areas at risk of flooding wherever possible, in accordance with PPS25.

Core Policy 16: South of Iver (Opportunity Area)

The Council will generally support appropriate employment generating development or redevelopment on Court Lane, Thorney Business Park and the Ridgeway Trading Estate, with particular encouragement to be given to uses that would result in a reduction in HGV movements.

The Court Lane site is identified on the Proposals Map as a Major Developed Site in the Green Belt. Comprehensive redevelopment proposals should result in a significant reduction in HGV movements.

Any scheme should:

- Result in no greater impact on the openness of the Green Belt.
- Provide for habitat improvements and improved access to the open space and water areas in the Colne Valley Park.
- Provide improved pedestrian and cyclist access routes to Iver High Street and Iver Station, to enhance the sustainability of the site.
- Safeguard and improve the setting of the Grade II Listed Iver Court Farmhouse.
- Recognise the context of the site, and address issues including possible land contamination and the odour and air quality issues associated with the nearby water treatment works and M25.

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- Incorporate decentralised and renewable or low carbon technologies (for example, combined heat and power), unless it is clearly demonstrated that this is not viable or feasible. This should ensure that at least 10% of the energy needs for the development are secured from these sources, in accordance with Core Policy 12.

The Court Lane site is wholly inappropriate for residential development.

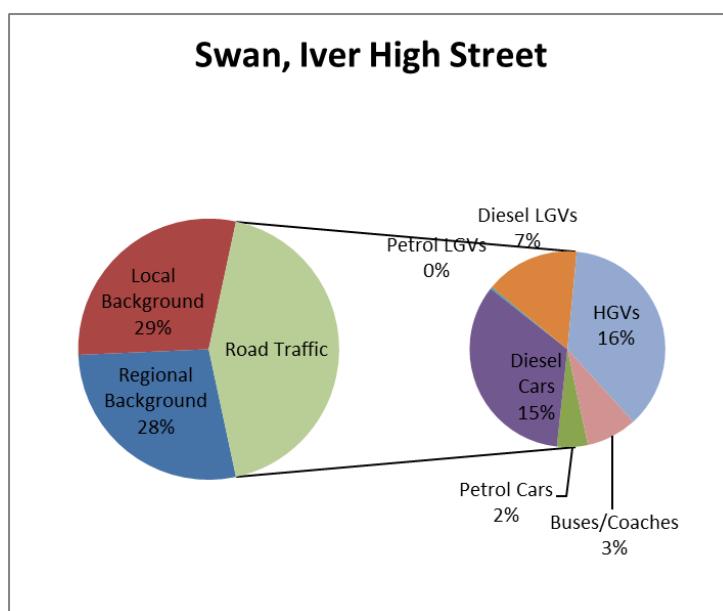
A Development Brief must be produced for the site by the landowners / developers, in conjunction with the Council, prior to a planning application being submitted. The Development Brief will be adopted as a 89 For example, in relation to proposals for significant new transport infrastructure in the area, or in the future, through the preparation of a Community Infrastructure Levy or Development Management.

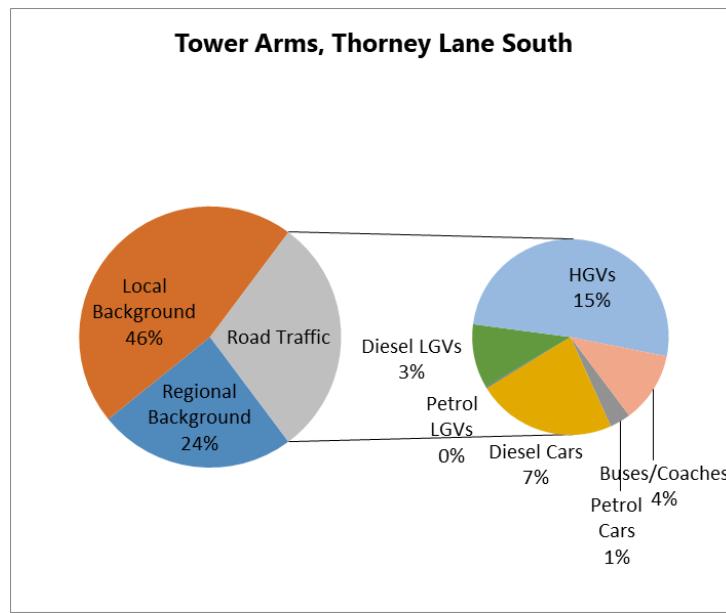
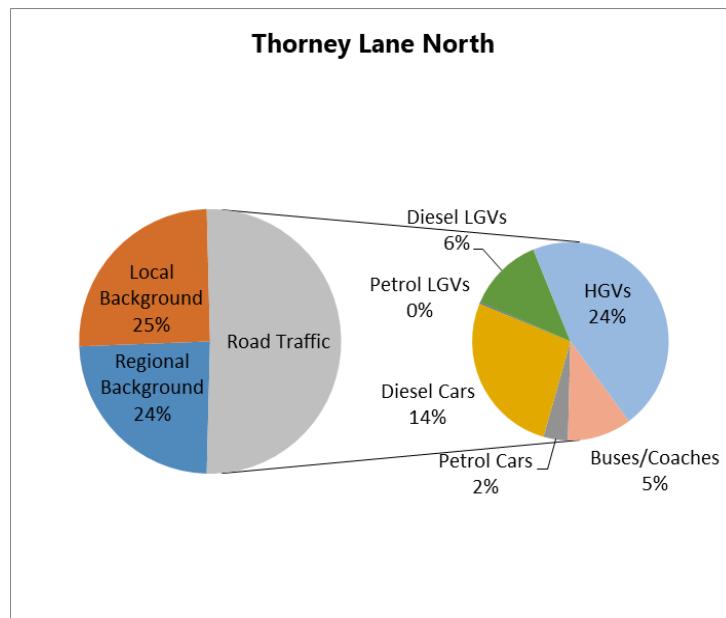
3.3 Source Apportionment

The AQAP measures presented in this report are intended to be targeted towards the predominant sources of emissions within the AQMAs.

The further assessment carried out for the motorway AQMA revealed that on the M40 approximately 61-64% of the total emissions are related to the HGVs. On the M25 these figures rise to 74-76%, while on the M4 the figures are 65-70%. The remaining emissions are attributable to the LGVs, which although contribute larger numbers in terms of vehicle numbers, contribute less in terms of overall emissions.

A source apportionment exercise was carried out by South Bucks District Council in 2018. The calculation was carried out using 2017 monitoring data and 2016 traffic data. This is because the monitoring data was insufficient for 2016 and traffic data was not adequately classified in 2017. This identified that within the AQMA, the main source contributor were HGVs especially in Thorney Lane North and South. The results are summarised in the following charts





3.4 Required Reduction in Emissions

The required reduction in Emissions has been calculated as NO_x according to LAQM TG16 Box 7.6. The reduction in NO_x was then converted back to NO₂ using the NO_x to NO₂ calculator available on the Defra website.

Site	Reduction in NO_x required in µgm⁻³	Reduction in NO₂ required in µgm⁻³ to achieve annual mean objective of 40µgm⁻³
6 Thorney Lane North	12.47	6.38
Tower Arms	5.46	2.74

3.5 Key Priorities

In Summary based on the conclusions of the above an Action Plan that focuses on reducing emissions from HGVs should reduce concentrations of NO₂ as quickly as possible. Whilst Buckinghamshire Council has very little control on the traffic travelling through their area on the motorway it can influence the fleet of HGVs which originate within its area, travel on local roads and ultimately move on to the motorway. The action plan will outline a short to long term vision for the Ivers.

- Priority 1 – To improve the environmental capacity – place and movement along the B470 Iver High Street and the northern end of Thorney Lane North and to carry out public realm improvements, enhancing the urban environment and creating a much more pleasant place. Car Park provision should remove parked cars from the side of the road and allow traffic to move freely through the village as well as allowing Pedestrians and possibly cyclists to travel around the village. Improvement to the footpaths/cycle paths on Thorney Lane North and South would facilitate this.

- Priority 2 - Minimise impacts from Nationally Significant Infrastructure Projects (NSIP) and Local Developments such as Heathrow third runway, Western Rail Link to Heathrow and Pinewood Studios Development Framework.
- Priority 3 - The Traffic and Transport study also identified that a significant number of the HGVs travelling on Iver High Street and Thorney Lane North and South originate from the 3 industrial estates located within Iver Parish. An improvement in emissions from HGVs can be fulfilled by both encouraging uptake of cleaner vehicles and reducing the number of vehicles where possible.
- Priority 4 – Undertake a feasibility study to ascertain whether a charging or non-charging Clean Air Zone (CAZ) will reduce concentrations of Nitrogen Dioxide in the Air Quality Management Area as quickly as possible. Simultaneously develop a business case to obtain funding to potentially deliver a relief road that will take HGVs away from Iver High Street and Thorney Lane North.

The measures outlined above should not only reduce air pollution in Iver but will allow the development of further measures such as improving infrastructure to allow greater uptake of cycling and walking in the area.

4. Development and Implementation of the South Bucks Area Air Quality Action Plan

4.1 Consultation and Stakeholder Engagement

In developing/updating this AQAP, we have worked with other local authorities, agencies, businesses and the local community to improve local air quality. Schedule 11 of the Environment Act 1995 requires local authorities to consult the bodies listed in Table 4.1. In addition, we have undertaken the following stakeholder engagement:

- A questionnaire was posted on the Council's website once the Action Plan had been approved by the Healthy Communities Policy Advisory Group. Invitations for comment will be sent to key stakeholders mentioned below.

The response to our consultation stakeholder engagement can be seen in Appendix A.

Table 4.1 – Consultation to be undertaken

Yes/No	Consultee
Yes	the Secretary of State
Yes	the Environment Agency
Yes	the highways authority
Yes	all neighbouring local authorities
Yes	other public authorities as appropriate, such as Public Health officials
Yes	bodies representing local business interests and other organisations such as Bucks Business First

4.2 Steering Group

Two steering groups were set up for the development of the Air Quality Action Plan.

Meetings were set up for both groups as well as consulting officers individually.

Officers Steering Group

Various representatives from Transport Economy and Environment

Planning Policy

Strategic Environment Team

Members Steering Group

Members who in 2018/19 represented the Ivers at the following Councils

- Iver Parish Council
- South Bucks District Council
- Buckinghamshire County Council

5.AQAP Measures

Table 5.1 shows the AQAP measures for the South Bucks area. It contains:

- a list of the actions that form part of the plan
- the responsible individual and departments/organisations who will deliver this action
- estimated cost of implementing each action (overall cost and cost to the local authority)
- expected benefit in terms of pollutant emission and/or concentration reduction
- the timescale for implementation
- how progress will be monitored

The measures are not listed in an order of priority.

NB: Please see future ASRs for regular annual updates on implementation of these measures

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Table 5.1 – Air Quality Action Plan Measures

Measure No.	Measure	Category	Classification	Lead Authority	Planning Phase	Implementation Phase	Key Performance Indicator	Target Pollution Reduction in the AQMA	Progress to Date	Estimated Completion Date	Comments
1	Develop a business case to obtain funding to deliver a Relief Road for Iver Village	Traffic Management	Other	Buckinghamshire Council	Currently underway	Summer 2022	Funding Obtained	N/A	Draft Business Case	Summer 2022	Once the business case will be accepted and adequate funding received the Iver Relief Road can be considered for development.
2	Implement Freight Strategy	Freight and Delivery Management	Other	Buckinghamshire Council	Active	Freight Strategy Action Plan has now been completed. A pilot study is currently underway in the Ivinghoe area	See points 6, 7 and 8	See Note 1	Freight Strategy completed		
		Promoting Low Emission Transport	Company Vehicle Procurement – prioritising uptake of low emission vehicles								

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Measure No.	Measure	Category	Classification	Lead Authority	Planning Phase	Implementation Phase	Key Performance Indicator	Target Pollution Reduction in the AQMA	Progress to Date	Estimated Completion Date	Comments
3	Carry out a feasibility study to ascertain whether a Clean Air Zone is the best method for reducing NO _x in Iver	Promoting Low Emission Transport	Low Emission Zone or Clean Air Zone	Buckinghamshire Council	December 2019	Dependant on the conclusion of the feasibility study	Feasibility Study Completed	See Note 1	Air Quality Grant Funding applied for		Defra Air Quality Funding applied for. Rejected as cannot demonstrate reduction in emissions within the next 2 years. Other funding options will need to be explored.
4	Set up a working group to explore options to provide off road parking on Iver High Street to enable parking restrictions to be placed on Iver High Street.	Traffic Management	Workplace Parking Levy, Parking Enforcement on highway	Buckinghamshire Council	Autumn 2019	Summer 2023	Reduction in On Street parking	See Note 1	Initiation Stage		Funding is required. It is considered prudent to carry out a car parking survey for the village as there may be a danger that there won't be sufficient parking for people who work in Iver.

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Measure No.	Measure	Category	Classification	Lead Authority	Planning Phase	Implementation Phase	Key Performance Indicator	Target Pollution Reduction in the AQMA	Progress to Date	Estimated Completion Date	Comments
5	The same working group in point 4 to identify locations to Install EV Charging points in on road car parking bays	Promoting Low Emission Transport	Priority Parking for LEVs	Buckinghamshire Council	Autumn 2019	Autumn 2022	EV chargers in place	See Note 1	Initiation Stage		Public consultation in 2021 Q4, with adoption in 2022 Q1.
6	Work with local schools and business to develop Green Travel Plans. Identify good examples and use as champions	Promoting Travel Alternatives	School Travel Plans Workplace Travel Planning	Buckinghamshire Council	Autumn 2021	Summer 2022	Increase in number of workplace and school travel plans	See Note 1			

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Measure No.	Measure	Category	Classification	Lead Authority	Planning Phase	Implementation Phase	Key Performance Indicator	Target Pollution Reduction in the AQMA	Progress to Date	Estimated Completion Date	Comments
7	Promote Vehicle retrofitting programmes, and where possible explore financial incentives to encourage uptake.	Vehicle Fleet Efficiency	Vehicle Retrofitting programmes	Buckinghamshire Council	Development of promotional material Winter 2021	Spring 2022	Number of vehicles retrofitted to Euro VI standard	See Note 1	Initiation Stage		
8	Promote driver training and ECO aids	Vehicle Fleet Efficiency	Driver training and ECO driving aids	Buckinghamshire Council	Development of promotional material Winter 2021	Spring 2022	Number of Drivers undertaken Eco Driver training	See Note 1	Initiation Stage		

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Measure No.	Measure	Category	Classification	Lead Authority	Planning Phase	Implementation Phase	Key Performance Indicator	Target Pollution Reduction in the AQMA	Progress to Date	Estimated Completion Date	Comments
9	Work with Local Industrial Estates and explore funding for the provision of alternative Fuel Infrastructure to promote Low Emission HGVs	Promoting Low Emission Transport	Procuring alternative Refuelling infrastructure to promote Low Emission Vehicles, EV recharging, Gas fuel recharging	Buckinghamshire Council	Autumn/Winter 2022	Dependant on receipt of Defra Grant and cooperation from Industrial Estates	Refuelling infrastructure installed in 1 industrial estate	See Note 1	Initiation Stage		
10	Develop and Implement Bucks Wide Low Emission Strategy	Policy Guidance and Development Control	Low Emissions Strategy	BAQMG	Active	The Low Emission strategy has been consolidated into the Climate Change and Air Quality Strategy	LES published	See Note 1	A draft Climate Change & Air Quality Strategy has been developed	February 2021	The draft strategy can be found on the council's website. Climate change Buckinghamshire Council (buckscc.gov.uk)

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Measure No.	Measure	Category	Classification	Lead Authority	Planning Phase	Implementation Phase	Key Performance Indicator	Target Pollution Reduction in the AQMA	Progress to Date	Estimated Completion Date	Comments
11	Improve cycling infrastructure	Transport Planning and Infrastructure	Cycle network	Buckinghamshire	Active	Difficult to implement safely with High percentage of HGVs and car parking on the High Street	Cycle Route developed	See Note 1	BC has identified a possible Cycle/foot way Iver Village to Iver Station (see appendix T Iver Traffic and Transport Study)		
12	Investigate various cycle hire schemes available and identify a scheme that may be suitable	Alternatives to private vehicle use	other	Buckinghamshire		There is a need to improve cycling infrastructure before this can be considered.	Suitable scheme identified	See Note 1			

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Measure No.	Measure	Category	Classification	Lead Authority	Planning Phase	Implementation Phase	Key Performance Indicator	Target Pollution Reduction in the AQMA	Progress to Date	Estimated Completion Date	Comments
13	Work with Heathrow airport to set up a bus service for employees	Transport Planning and Infrastructure	Public transport improvements- interchanges stations and services	Buckinghamshire Council	Approach Heathrow Airport Ltd	Dependant on bus service being a viable option	Bus Route established	See Note 1	Initiation Phase		Covid-19 pandemic has reduced the availability of funding from Heathrow Airport. There is a possibility this will have to be revisited.
14	Promote Healthy Travel on Social Media platforms including twitter and Facebook	Public Information	Other	Buckinghamshire Council	active	ongoing	Number of impressions on Twitter. Number of people reached on Facebook and LinkedIn	See Note 1	ongoing		The Council promotes Clean Air Day and other campaigns on Social Media

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Measure No.	Measure	Category	Classification	Lead Authority	Planning Phase	Implementation Phase	Key Performance Indicator	Target Pollution Reduction in the AQMA	Progress to Date	Estimated Completion Date	Comments
15	Work with Schools in the AQMA to increase awareness and encourage Healthy Travel to School	Promoting Travel Alternatives	School Travel Plans	Iver Schools/Buckinghamshire Council	Active	ongoing	Mode shift Stars Category	See Note 1	IVJS Travel Plan Published	Ongoing project	Explore funding to provide schemes to incentivise uptake of Healthy Travel
16	Work with residents associations and other local groups to promote awareness in the Iver Villages	Promoting Travel Alternatives	Intensive active travel campaign & infrastructure	Buckinghamshire Council/IHRA/IVRA	Active	Ongoing		See note 1		Ongoing	Explore funding to assist with promotional material.
17	Investigate cycle hire schemes and identify a suitable one for the Ivers.	Promoting Travel Alternatives	Promotion of cycling	Buckinghamshire Council			Suitable cycle scheme identified	See Note 1			This can only be considered once suitable cycling infrastructure is in place.

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Measure No.	Measure	Category	Classification	Lead Authority	Planning Phase	Implementation Phase	Key Performance Indicator	Target Pollution Reduction in the AQMA	Progress to Date	Estimated Completion Date	Comments
18	Support the ambition of the Climate Change and Air Quality Strategy to implement a large scale tree planting programme across the estate	Policy Guidance and Development Control	Regional Groups Co-ordinating programmes to develop Area wide Strategies to reduce emissions and improve air quality	Buckinghamshire Council Highways and Technical Services Team			Suitable tree planting	See Note 1			To review tree planting schemes to ensure that they only have a beneficial impact on pollutant concentrations in the AQMA.
19	Help communities identify, develop, and secure funding for projects addressing climate change and/or air quality	Policy Guidance and Development Control	Regional Groups Co-ordinating programmes to develop Area wide Strategies to reduce emissions and improve air quality	Buckinghamshire Council			Funding received	See Note 1			

Buckinghamshire Council

Measure No.	Measure	Category	Classification	Lead Authority	Planning Phase	Implementation Phase	Key Performance Indicator	Target Pollution Reduction in the AQMA	Progress to Date	Estimated Completion Date	Comments
NOTE 1 - It is not possible to specifically quantify the impact of these projects that the Council are working on with partners without the use of detailed modelling. However individual & cumulative AQ measures which reduce emissions are beneficial to improving pollutant levels both with the AQMAs and the area generally											

Appendix A: Response to Consultation

Table A. 1– Summary of Responses to Consultation and Stakeholder Engagement on the AQAP

Consultee	Category	Response
Policy Advisory Group 30 th September 2019		Following a request made at the Policy Advisory Group meeting Improvement to Environment Capacity including the provision of off street parking has been escalated from Priority 3 to Priority 1.
IHRA, Residents	Concern that Iver Heath especially Church Road was not mentioned.	Clarification has been added to the action plan to explain why the focus is initially on Iver Village.
Residents	Consideration should be given to emissions from Aircraft.	The review and assessment process dictates that only airports where there is relevant exposure within 1000 m of the airport boundary should be considered. Concentrations of NO ₂ and Particulates fall-off rapidly on moving away from the source, and are unlikely to make a significant contribution beyond this distance.
Residents	Divert all HGVs via Richings Way/North Park	This has been added to the list of measures. However, modelling may indicate that a consequence would be a significant increase in pollution in Richings Park, Iver Heath and parts of Slough. This scenario would not be acceptable and the measure would not be implemented.
Residents	Reducing Traffic Near Schools	Included in School Travel Planning.
Residents	Anti-Idling	Will be considered when working with schools and local groups.
IHRA	Bike Hire Scheme	A “Boris Bike” scheme is unlikely to work in an area like Iver. However other schemes are available and will be considered once cycling infrastructure in the area has been improved.
IHRA	Workplace travel planning	School travel planning amended to include Workplace travel planning.

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Table A. 2 - Summary of Responses to Consultation and Stakeholder Engagement with the Wexham and Iver Community Board

Consultee	Category	Response
Wexham and Iver Community Board	Tree Planting	<p>The Strategic Environmental Protection Team support Buckinghamshire Council's ambition to plant large number of trees.</p> <p>It has been requested that tree planting be included in the AQAP as there is a perception that planting trees act as a barrier to reduce the effects of pollutant emissions on the local area. A report written by the Air Quality Expert Group confirms that there is a reduction in concentration immediately behind a barrier of densely planted trees but its effectiveness is significantly reduced within a short distance. There is also evidence that on the source side of the barrier there is an increase in concentrations as dispersal is prevented. Tree planting will be considered as a mechanism to reduce exposure to pollutants. However, care will have to be taken to ensure that planting schemes will not result in an increase in concentrations at the roadside.</p>
Wexham and Iver	Install filtration units at Local Schools	<p>Wexham and Iver community board requested that the instillation of filtration units at local schools is included in the AQAP. However, currently there isn't the evidence to support the introduction of filtration units.</p> <p>The Community Board raised concerns over a high asthma rate in the Ivers. Data from NHS Buckinghamshire CCG does not confirm this. However, it is a prospect that Buckinghamshire Council would want to avoid. As part of the Air Quality Sensor Trial a number of sensors have been located on the outside wall of school buildings. Should concentrations at these locations demonstrate a requirement for the instillation of filtration units then the inclusion of this measure will be considered.</p>

Appendix B: Reasons for Not Pursuing Action Plan Measures

Table B. 1– Action Plan Measures Not Pursued and the Reasons for that Decision

Action category	Action description	Reason action is not being pursued (including Stakeholder views)
Emissions from Aircraft.	Measures to reduce emissions from aircraft at Heathrow Airport	The review and assessment process dictates that only airports where there is relevant exposure within 1000 m of the airport boundary should be considered. Concentrations of NO ₂ and Particulates fall-off rapidly on moving away from the source, and are unlikely to make a significant contribution beyond this distance.
Install filtration units at Local Schools	Wexham and Iver community board requested that the instillation of filtration units at local schools is included in the AQAP.	Currently there isn't the evidence to support the introduction of filtration units. The Community Board raised concerns over a high asthma rate in the Ivers. Data from NHS Buckinghamshire CCG does not confirm this. However, it is a prospect that Buckinghamshire Council would want to avoid. As part of the Air Quality Sensor Trial a number of sensors have been located on the outside wall of school buildings. Should concentrations at these locations demonstrate a requirement for the instillation of filtration units then the inclusion of this measure will be considered again.

Appendix C: Funding Opportunities

Table C. 1 – Funding Opportunities and possible sources

Source	Who is it for?	Availability
Community Infrastructure Levy (CIL)		
S106 (including from infrastructure projects)		
Heathrow Community Fund https://www.heathrowcommunityfund.com/need-funding .	Environment and Sustainability Grants: for projects focused on the environment and sustainability	
Heathrow Sustainable Travel Fund (HSTF)		
Air Quality Grant	Local Authorities with AQMAs	Autumn/Winter annually
OLEV grants https://www.gov.uk/government/organisations/office-for-low-emission-vehicles	Homeowners Businesses Local Authorities	Ongoing

6. Glossary of Terms

Abbreviation	Description
AQAP	Air Quality Action Plan - A detailed description of measures, outcomes, achievement dates and implementation methods, showing how the local authority intends to achieve air quality limit values'
AQMA	Air Quality Management Area – An area where air pollutant concentrations exceed / are likely to exceed the relevant air quality objectives. AQMAs are declared for specific pollutants and objectives
AQS	Air Quality Strategy
ASR	Air quality Annual Status Report
Defra	Department for Environment, Food and Rural Affairs
EU	European Union
LAQM	Local Air Quality Management
NO ₂	Nitrogen Dioxide
NO _x	Nitrogen Oxides
PM ₁₀	Airborne particulate matter with an aerodynamic diameter of 10µm (micrometres or microns) or less
PM _{2.5}	Airborne particulate matter with an aerodynamic diameter of 2.5µm or less

7. References

- South Bucks 2018 Air Quality Annual Status Report www.southbucks.gov.uk/review-and-assessment
- Relevant Policy and Technical Guidance documents:
 - Technical Guidance LAQM.TG (16)
<https://laqm.defra.gov.uk/documents/LAQM-TG16-February-18-v1.pdf>
 - Policy Guidance LAQM.PG (16) <https://laqm.defra.gov.uk/documents/LAQM-PG16-April-16-v1.pdf>
- South Buckinghamshire District Council Local Air Quality Management Review & assessment – Detailed Assessment April 2004 www.southbucks.gov.uk/review-and-assessment
- Detailed Assessment of Air Quality in Iver for South Bucks District Council December 2016 www.southbucks.gov.uk/review-and-assessment
- National Planning and Policy Framework
<https://www.gov.uk/government/publications/national-planning-policy-framework--2>
- Clean Air Strategy 2019 <https://www.gov.uk/government/publications/clean-air-strategy-2019>
- Buckinghamshire District Council Local Transport Plan 4
<https://www.buckscc.gov.uk/services/council-and-democracy/our-plans/local-transport-plan-4/>
- Adopted Local Plan 1999 <https://www.southbucks.gov.uk/planning/localplan1999>
- The Adopted Core Strategy 2011
<https://www.southbucks.gov.uk/planning/corestrategy>
- Iver Traffic and Transport Study <https://www.buckscc.gov.uk/services/transport-and-roads/improvement-schemes-and-projects/iver-traffic-and-transport-study/>