
Local Authority:	Waverley Borough Council
Reference:	ASR16-237
Date of issue	March 2017

Annual Status Report

The appraisal of the Annual Status Report forms part of the Review & Assessment process required under the Environment Act 1995 and subsequent Regulations.

Waverley Borough Council currently has two AQMAs at Farnham and Godalming. Both AQMAs were declared in 2004. The Farnham AQMA was declared for exceedance of the annual mean NO₂ objective and the 24-hour mean objective for PM₁₀. The Godalming AQMA is declared for exceedance of the NO₂ annual mean objective. A third AQMA at Hindhead was also declared in 2004 but was revoked in 2015 following completion of the Hindhead Tunnel project in 2011.

Both current AQMAs are on primary routes which experience regular traffic congestion. The Farnham AQMA encompasses the central town centre, whilst the Godalming AQMA is characterised by narrow roads and tall buildings which limit pollutant dispersion. The borough includes two main trunk roads the A31 London the Winchester and the A3 London to Portsmouth. It is a predominantly rural district with limited public transport and high car use.

Waverley council adopted its first borough-wide Air Quality Action Plan (AQAP) in 2008 and has subsequently updated it to incorporate the outcomes of a traffic management feasibility study conducted in cooperation with the Highway Authority, Surrey County Council (SCC).

The Authority operates two automatic monitoring stations, one in each AQMA. The Farnham site measures both NO₂ and PM₁₀. The Godalming monitoring station measures NO₂. The council also manages 52 non automatic diffusion tube monitoring sites across the borough.

In 2015 the annual mean NO₂ objective was exceeded at three of the diffusion tube sites. Two of the measured exceedances were within the Farnham AQMA. There were no measured exceedances within the Godalming AQMA. A third diffusion tube site outside the existing AQMAs measured slightly in excess the annual mean objective for NO₂ but, when this was corrected for distance to the nearest residential receptor, the concentration fell below the objective. The council has indicated that it will continue to monitor in this location to assess future concentrations.

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There were no measured exceedances of the short term NO₂ objective or the annual mean or 24-hour PM₁₀ objective at the automatic monitoring sites. The Annual Status Report indicates that there was an overall improvement in the measured NO₂ concentrations across the borough, including within the two AQMAs.

The current draft Air Quality Action Plan has been effective since 2008 with many of the measures having been implemented. The authority highlights completion of the traffic management feasibility study by SCC; the increase in the use of staff pool cars through the WBC Corporate Travel Plan; the integration of the AQAP into the Local Plan and Infrastructure Delivery Plan and the introduction through planning for electric vehicle charging infrastructure to be incorporated into new developments.

The council have also identified a number of priorities for the coming year including the implementation of a number of traffic management and infrastructure projects designed to reduce/restrict vehicles within the AQMAs and to improve infrastructure for walking and cycling across a number of locations within the borough. The estimated completion date for the majority of these projects is identified as 2020 and the report indicates that funding has been secured for implementation via S106 contributions.

Waverley has indicated that they will reviewing all available measures within the AQAP to establish the potential impact of PM_{2.5} concentrations across the borough and have indicated that they are working with the Surrey Authorities Working Group, Highways Authority and Public Health to undertake PM_{2.5} modelling during 2017 to measure the effectiveness of actions to reduce PM_{2.5} emissions.

There is strong evidence within the ASR that Waverley Borough Council are working collaboratively and effectively with the Highways Authority, Public Health, development planning and neighbouring authorities.

On the basis of the evidence provided by the local authority the conclusions reached are acceptable for all sources and pollutants. The following commentary is provided to help inform future reports.

The next Annual Status Report is required in June 2017.

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Commentary

1. The report is well structured and provides most of the information specified in the Guidance.
2. Data from the monitoring sites has been presented for 2015 but the report does not include trend data for the past five years as recommended in the Technical Guidance LAQM.TG(16). This would be particularly useful in evaluating the impact of measures implemented over that period. It is recommended that trend data is incorporated into future reports and presented graphically to give a visual impression of changes in measured concentrations.
3. The monitoring data for 2015 indicates that the annual mean NO₂ objective continued to be exceeded at two monitoring sites within the Farnham AQMA and at one additional site outside of the AQMA boundaries. The latter site, once corrected for distance to nearest residential receptor, no longer showed an exceedance of the objectives. There were no measured exceedances within the Godalming AQMA. This suggests that the authority is moving towards compliance with the annual mean objective for NO₂ at that location. It is recommended that the authority review the trend data for this site in future years to establish whether it might be appropriate to undertake a Detailed Assessment and move towards revocation.
4. The updates to the AQAP incorporating the planned traffic management and infrastructure projects identified by the SCC feasibility study are welcomed as it appears to represent a careful analysis of targeted measures to address identified AQ 'hotspots'. It is also noted from the ASR that the funds to implement to the projects have been secured and that many are identified for completion by 2020. This action is welcomed as it demonstrates effective partnership working.
5. The planned county-wide modelling of PM_{2.5} in conjunction with neighbouring authorities the Highways Authority and Public Health is also supported as a means of evaluating the impact of planned measures on emissions of PM_{2.5}.
6. Whilst the monitoring locations are described in the report, it is recommended that future reports include maps showing the location of monitoring sites relative to the AQMA boundaries.

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This commentary is not designed to deal with every aspect of the report. It highlights a number of issues that should help the local authority either in completing the Updating and Screening Assessment adequately (if required) or in carrying out future Review & Assessment work.

Issues specifically related to this appraisal can be followed up by returning the attached comment form to Defra, Welsh Assembly Government, Scottish Government or DOE, as appropriate – or by emailing the form to reportappraisal@ttr-ltd.com.

For any other queries please contact the Local Air Quality Management Helpdesk:

Telephone: 0800 0327 953

Email: LAQMHelpdesk@uk.bureauveritas.com

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Appraisal Response Comment Form

Contact Name:	
Contact Telephone number:	
Contact email address:	

Comments on appraisal/Further information: