

1. INTRODUCTION AND BACKGROUND

Background

Better air quality, in particular limiting transport emissions of air pollutants, greenhouse gases and noise remains one of the core West Yorkshire Second Local Transport Plan (LTP2) objectives: this is supported by four key strategies as detailed below:

	Strategic Element
AQ1	Traffic demand measures, focusing on commuter journeys
AQ2	Encouraging more sustainable travel
AQ3	Actions to reduce vehicle emissions
AQ4	Measures to adapt to the effects of climate change

At the time of submitting LTP2 9 Air Quality Management Areas (AQMAs) were designated due to high emissions of NO₂ from road transport. Since submission this has increased to 24 traffic related AQMAs across the 5 authorities with a further 2 in preparation.

At the time of submission only the Leeds AQMAs had relevant Air Quality Action Plans (AQAPs). As a consequence the targets on reducing NO₂ levels in these formed the basis of LTP2 mandatory target M12. This target remains on track for delivery. Two further local targets were also proposed. L7 and L8 sought to deliver better NO₂ and CO₂ levels on the PRN across West Yorkshire respectively. These are both on track to be delivered.

Air Quality Management Areas - District Update

LTP2 Submission

Leeds and Wakefield declared AQMAs prior to the introduction of the Second Local Transport Plan (LTP2). The 7 road traffic related AQMAs declared in Leeds are all located near major road junctions around the Inner Ring Road close to the City Centre. The 2 AQMAs declared in Wakefield run along the strategic corridors of the M1 and A1.

The Highways Agency is responsible for the A1, M1 and M62. The traffic on these roads is the main contributor to the poor air quality in the Wakefield AQMAs and in a number of Areas of Concern (AOC) elsewhere in West Yorkshire.

Leeds City Council has agreed targets and currently undertakes regular monitoring to assess progress against these targets. Wakefield City Council is yet to declare targets or set up monitoring regimes.

Post LTP2

Following the introduction of LTP2 **Bradford** has subsequently declared four AQMAs along:

- Shipley Airedale Road,
- Thornton Road,
- Manchester Road and Mayo Avenue, and
- Manningham Lane and Queens Road.

All four areas have been declared due to exceedence of the annual NO₂ average objective concentration of 40µg/m³.

The authority is now in the process of preparing and consulting on an Air Quality Action Plan (AQAP) to cover these areas.

In **Calderdale**, 6 AQMA's have been declared at:

- Salterhebble (A629),

- Sowerby Bridge (A58),
- Hebden Bridge (A646),
- Luddendenfoot (A646),
- Stump Cross (A58) and;
- Brighouse Town Centre (A641/A643/A644).

These have been declared due to the annual average level of NO₂ of 40ug/m³ being exceeded. AQAPs are currently being developed for all six declared AQMA's with consultation completed for Salterhebble, Sowerby Bridge and Hebden Bridge.

In **Kirklees**, an Air Quality Strategy was approved for the district by Cabinet in May 2007. In June 2008 Cabinet approval was granted for the designation of 2 AQMA's at:

- A62 - Leeds Rd / Bradley Rd junction/Rose Cottage/Three Nuns area, and;
- A644 Scout Hill, Dewsbury.

Leeds has not declared further AQMAs since the submission of LTP2.

Wakefield have now declared further AQMA's (a total of 8 now exist) on the basis of exceedence of the annual mean NO₂ annual mean objective from traffic. The boundary extends beyond the area of exceedence to accommodate wider ranging mitigation measures. The AQMAs are located at:

- Wakefield City - an area covering the city centre and some outlying residential areas;
- Castleford - an area covering the centre of the town and outlying roads;
- Pontefract - an area covering a small area at the junction of Mill Hill Lane and A645;

- Knottingley - an area covering the town centre and main A645 route through it;
- Featherstone - a small area covering the junction of Station Lane and A645;
- M1 - an area covering the M1 through the District;
- M62 - an area covering the M62 through the District; and,
- A1 - an area covering the A1 through the District.

Further air quality monitoring data is currently being collected across West Yorkshire as evidence to establish whether any new AQMA's need to be declared.

The above is summarised in Table 1 and the supporting diagram below.

Table 1 - Update of West Yorkshire District's Air Quality Review and Assessment Process

	PRIOR TO LTP2 SUBMISSION			POST LTP2 SUBMISSION		
DISTRICT	AQMAs	AoCs	AQAP	AQMAs	AoCs	AQAP
BRADFORD	0	5 Traffic	N/A	4	3 Traffic, under investigation.	Second draft being developed, proposed consultation in Summer 08.
CALDERDALE	1 Traffic	5 Traffic	Not started	6 Traffic Likely Amendment to reduce size of Salterhebble AQMA	3 Traffic under investigation.	3 separate draft Action Plans being developed, 3 Action Plans in the preliminary stage of development and pending outcome of individual Further Assessment Reports.
KIRKLEES	0	3 Traffic	N/A	Cabinet approval to declare 2 Traffic	6 Traffic. Plus several locations within a larger area under investigation.	Under development. Action Plans for individual AQMAs to be incorporated into AQ Strategy Action Plan.
LEEDS	7 Traffic. 1 Domestic	7 Motorways	Completed and Approved	7Traffic 1 Domestic	7 Motorway AoC 1 Motorway under investigation. 5 Traffic AoC and 11 Traffic under Investigation.	Plan being updated (In house) subject to outcome of Detailed Assessment.
WAKEFIELD	2 Motorway	4 Traffic 1 Motorway	Under Development	5 Traffic 3 Motorway	1	Original Plan completed. New Action Plan currently under development.

