

ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS

1.	Meeting:	Cabinet Member For Safe & Attractive Neighbourhoods
2.	Date:	6th September 2010
3.	Title:	Air Quality Improvement - Air Quality Management Area Revocation
4.	Directorate:	Neighbourhoods & Adult Services

5. Summary

This report updates members on the Local Air Quality Management work that has been carried out by the Safer Neighbourhoods, Community Protection Unit. A number of reports have been made to Cabinet Member relating to Air Quality issues most recently on 15th February 2010 (132/2009).

The Council has a statutory duty to issue an Air Quality Management Order, where National Air Quality Objectives are not met, designating an Air Quality Management Area. One such area was the A630 Fitzwilliam Road, and consequently in 2004 the Air Quality Management Area for that area was established.

Through a number of improvements to the contributory factors, air quality has improved in this area and the A630 Fitzwilliam Road no longer breaches National Air Quality Objectives, and consequently the Council is in a position to consider revoking this Air Quality Management Area.

6. Recommendations

It is recommended that the Cabinet Member for Safe & Attractive Neighbourhoods;

1. **Recognises the improvement of the air quality in Rotherham and notes the Council's direct action and leadership role with partners to ensure that road-based PM₁₀ emissions continue to be reduced**
2. **Approves revocation of the "Rotherham A630 Fitzwilliam Road Air Quality Management Area (2004) for PM₁₀"**

7. Proposals and Details

7.1 Background

The National Air Quality Strategy (NAQS) sets out the mandatory air quality standards, objectives, reviews and assessments. This framework requires Councils to undertake continuous air quality review and assessment to identify any risks and to establish trends. The results from this work are reported through to the Department for Environment, Food and Rural Affairs (DEFRA) in the form of the annual Air Quality Action Plan progress report. (The full process is laid out in the Council's National Air Quality Strategy Implementation Plan 2009–11 reported to Cabinet Member for Neighbourhoods on 15th February 2010 [132/2009]).

A critical part of the related legal duties is that, in those areas where the air quality is unlikely to meet the National Air Quality Objectives, the local Council has a statutory duty to take action. This requires the Local Authority to declare Air Quality Management Areas (AQMAs) in accordance with section 83 of the Environment Act 1995. In addition the Local Authority must also produce an Air Quality Action Plan in relation to the AQMA, stating the actions the authority proposes that it intends to exercise in pursuit of the objectives.

Rotherham MBC have declared seven Air Quality Management Areas during the past eight years, with the M1 AQMA (132/2009) being subsequently extended. One in Brampton Bierlow (reported to Cabinet Member for Neighbourhoods 3rd September 2007 [60/2007]) has been revoked.

A summary of the health implications relating to air pollution and the trends encountered is provided in Appendix 1.

7.2 Air Quality along Fitzwilliam Road

Rotherham MBC declared an Air Quality Management Area along the A630 Fitzwilliam Road near to St Ann's roundabout (see Appendix 2), due to elevated levels of small particles in the air (PM₁₀) in 2004. PM₁₀ being a descriptor of particles less than 10 micrometers in size (about 1/7 the diameter of a single human hair). Such small particles can make their way to the air sacs deep within the lungs where they may be deposited and result in adverse health effects. PM₁₀ also causes visibility reduction.

The standard for fine particles (PM₁₀) is that the 24 hour average objective of 50ug/m³ should not be exceeded more than 35 times a year (this allows for bonfire night).

A detailed assessment of the air quality in the A630 Fitzwilliam Road AQMA was submitted to Department for Environment, Food and Rural Affairs in April 2010. The conclusions of this detailed assessment are that air quality has improved in the AQMA and the objective is now being met and is predicted to do so during future years.

The improvement in air quality has been observed since First Buses improved the bus fleet which operates through the AQMA to a higher Euro specification (buses of Euro IV standard only are operated on this service which runs about every ten minutes) and the signalisation of St Ann's roundabout.

7.3 Proposals

It is proposed that the Rotherham MBC A630 Fitzwilliam Road Air Quality Management Area (2004) for PM₁₀ be revoked. This is a statutory requirement. The Environment Act 1995 Section 83 (2) states:

An order under this section may, as a result of a subsequent air quality review,—

(a) be varied by a subsequent order; or

(b) be revoked by such an order, if it appears on that subsequent air quality review that the air quality standards and objectives are being achieved, and are likely throughout the relevant period to be achieved, within the designated area."

The Department for Environment, Food and Rural Affairs have advised that in light of the findings from the Detailed Assessment of the Air Quality in the A630 Fitzwilliam Road AQMA that the AQMA should be revoked.

In addition the Health Protection Agency (HPA) support the proposal to revoke the existing AQMA on the understanding that:

- Work continues to be undertaken by RMBC to ensure that road-based PM₁₀ emissions continue to be reduced;
- Monitoring for PM₁₀ continues at the St Ann's site (as is stated within the detailed assessment); and that
- The situation will be kept under constant review, as will the need to declare any future PM₁₀ AQMAs across the area covered by RMBC. Should it be considered likely that National Air Quality Standards will be breached; RMBC should consult again with all relevant stakeholders with a view to declaring PM₁₀ Air Quality Management Areas.

7.4 Future Work – 2010-11

Monitoring of air pollutants in all of Rotherham's Air Quality Management Areas will continue as will monitoring along or close to major roads.

A statutory Further Assessment of Air Quality Report is required for the pollutant nitrogen dioxide annual mean and hourly mean in the Blackburn area near to the M1 which was declared as an Air Quality Management Area in 2010. This Further Assessment of Air Quality is due to be submitted to the Department for Environment, Food and Rural Affairs in March 2011. Work continues to be undertaken by RMBC to ensure that road-based PM₁₀ emissions continue to be reduced;

Monitoring for PM₁₀ continues at the St Ann's site (as is stated within the detailed assessment); and that overall the situation will be kept under constant review, as will the need to declare any future PM₁₀ AQMAs. Should it be considered likely that National Air Quality Standards will be breached; RMBC should consult again with all relevant stakeholders with a view to declaring PM₁₀ Air Quality Management Areas. In such circumstances a report to Cabinet Member would be brought.

8. Finance

Monitoring and modelling of air quality is supported through current revenue budgets and by Department for Environment, Food and Rural Affairs direct grants, which are bid for on an annual basis. During the last five years, the Local Transport Plan partners have supported air quality projects.

9. Risks and Uncertainties

The receipt of any monies from Department for Environment, Food and Rural Affairs is not guaranteed.

Budgetary pressures might have a negative impact on the Council's abilities to fulfil its statutory duties. Failure to undertake statutory duties in relation to Air Quality presents the risk of legal challenge to the Council.

Failure to achieve national objectives and targets will have a negative effect on the Council's ability to contribute to success in improving air quality.

The Council does not have sufficient powers to improve air quality alone, but has a key leadership role given in the Local Air Quality Management duties of the Environment Act 1995. A significant element of this is to build partnership collaboration.

10. Policy & Performance Agenda Implications

The Safer Neighborhoods' air quality work discharges the Council's statutory duties in relation to Air Quality and contributes to the Corporate Plan's objectives of;

- Helping to create safe and healthy communities, and
- Improving the environment, especially in achieving lower levels of air pollution

In addition to contributing to the Community Strategy's **Sustainable Development** cross cutting theme by protecting and enhancing the environment, the work also contributes to **Rotherham Alive** by ensuring a place where people feel good, are healthy and active, **Rotherham Achieving** by helping to improve the quality of life in the most deprived communities and **Rotherham Proud** by increasing the satisfaction in the local area as a place to live and putting pride in the hearts of our communities.

In addressing the **Rotherham Alive** priorities air quality contributes to delivering the

following key Public Health strategic actions:

- Tackling Health Inequalities.
- Improving Mental Health and Well-being

The work also contributes to the **Regional Spatial Strategy** that helps inform the Local Transport Plan and Local Development Framework.

Dealing with issues related to air quality has clear linkages to the seven outcomes of the Outcomes Framework for Social Care, and importantly includes:

- Improved Health and Emotional Well-being, by promoting and facilitating the health and emotional well-being of people who use the services.

11. Background Papers and Consultation

- Rotherham MBC Detailed Assessment of Air Quality 2010
- House of Commons Environmental Audit Committee Fifth Report Air Quality <http://www.publications.parliament.uk/pa/cm200910/cmselect/cmenvaud/229/22902.htm>
- The (National) Air Quality Strategy for England, Scotland, Wales and Northern Ireland, 2007
- RMBC's National Air Quality Strategy Implementation Plan 2009 - 11Environment Act 1995
- Air Quality (England) Regulations 2000
- Air Quality Standards Regulations 2007
- Environment Act 1995

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APPENDIX 1 Air Quality and Health

There have been many attempts to quantify the health impacts of air pollution. A recent report (March 2010) produced by the House of Commons Environmental Audit Committee's report on air quality (2010) summarises the evidence:

There has been considerable research to quantify the effect of air pollution on mortality. The Air Quality Strategy for England, Scotland, Wales and Northern Ireland 2007 estimates that man-made particulate air pollution reduces life expectancy by around seven to eight months, averaged over the whole population of the UK. However, air pollution does not affect all individuals equally.

While research published in the American Journal of Epidemiology in 2001 estimated that the life of victims whose death was attributed to air pollution was shortened by an average of 9.8 years, precise calculations of the years of life lost among those susceptible to air pollution cannot be made easily as it is difficult to identify which individuals are susceptible.

More recent research published by the European Commission in 2009 takes account of the effects of long-term exposure. The Committee on the Medical Effects of Air Pollution is currently working to reassess the quantification of the number of UK residents that die prematurely every year as a result of short term exposure air pollution.

The conclusions of the House of Commons Environmental Audit Committee were that:

- Poor air quality probably causes more mortality and morbidity than passive smoking, road traffic accidents or obesity. Yet it receives little or no attention in the media and scant attention in Parliament and within Government.
- The UK should be ashamed of its poor air quality and the harm this causes. It is likely to breach EU air quality directives. The fines for doing this could be significant.
- The costs to the country of air pollution are enormous. More comprehensive cost-benefit analysis should drive both changes in policy and better implementation of existing policy. It could also find the most cost effective way of complying with the existing legal limits.
- Change requires more investment, better co-ordination of policy, increased public awareness and better research to shape policy. The Government needs to achieve these aims quickly.
- Local authorities have a key role in delivering improved air quality. They need better support from across central government to achieve this.
- Poor air quality means poor health and environmental degradation, and it has long-term consequences not just for the UK but for the planet. The Government needs to address this major problem much more urgently.

The Health Protection Agency makes the point that PM₁₀ thresholds have not been identified, and given that there is substantial inter-individual variability in exposure and in the response to a given exposure, it is unlikely that any standard or guideline value will lead to complete protection for every individual against all possible adverse health effects of particulate matter (WHO 2006). Thus, health benefits can be achieved from reducing concentrations below the current Air Quality Standards.

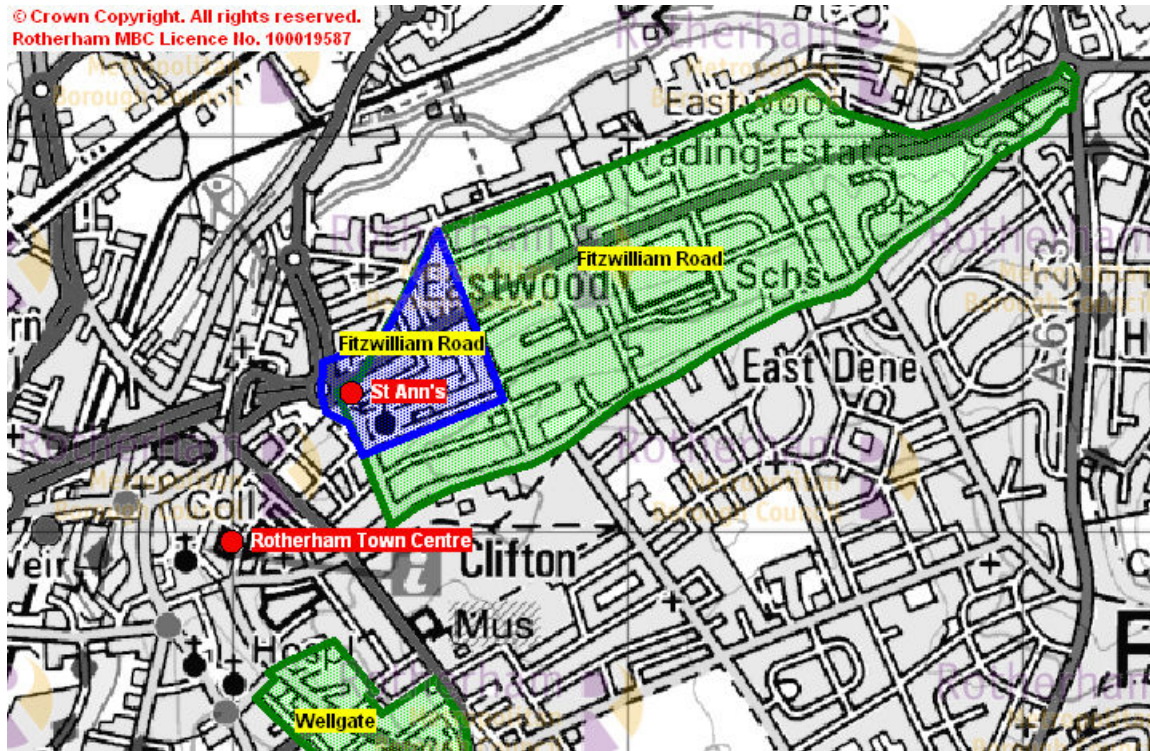
Air Quality Management Areas in Rotherham cover areas of urban population including Fitzwilliam Road/St Ann's, Wellgate, Bradgate, Brinsworth, Catcliffe, Upper Whiston, Meadowbank, Blackburn and Wales. The extent of these areas can be seen on the Council's ROAM web site (<http://roam.rotherham.gov.uk/planaccess2/planaccess.asp>)

Trends in Air Quality

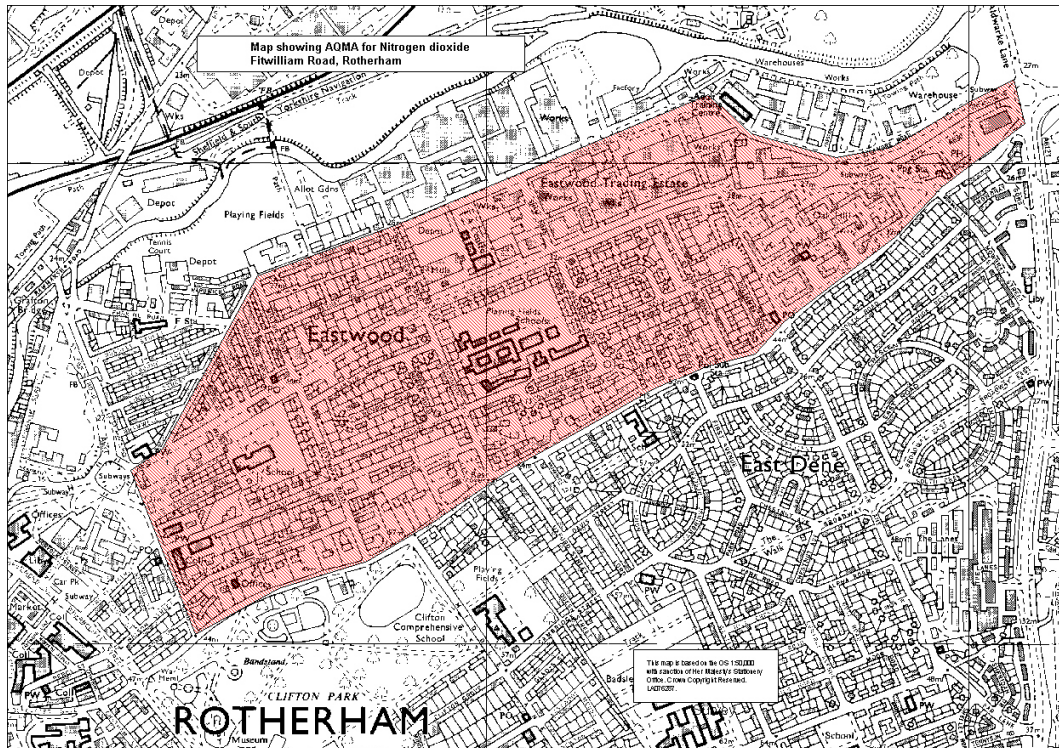
Although the air we breathe is becoming cleaner in general, levels of some air pollutants are not declining as quickly as previously expected. Some targets for nitrogen dioxide, ozone and particles will be missed in many places throughout England. In Rotherham, it is predicted that air quality in the areas described above will not meet the target for nitrogen dioxide by the end of 2010. It appears that new vehicles are not as clean as was originally predicted in terms of emissions of oxides of nitrogen.

The UK Government will be applying to the EU for derogation to allow the UK more time to meet the Air Quality Objectives.

Appendix 2: A630 Fitzwilliam Road AQMA



Key:
Blue Area – PM₁₀ AQMA
Green Area – NO_x AQMA



Appendix 3:



Detailed Assessment of the Air Quality of Rotherham PM₁₀



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

**Rotherham MBC
Community Protection**

April 2010

Community Protection
Housing & Neighbourhood Services
April 2010

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Consultation

The Local Authority is seeking comments about this Detailed Assessment (PM₁₀) report.

Comments should be forwarded to the contacts detailed below before 30th June 2010.

Please do contact us if you wish to raise any concerns or contribute further to the review and assessment processes.

You can contact us

on **(01709) 823172** or Email **aqm@rotherham.gov.uk**

Or, if you prefer, complete the form below and post it to the address shown.

**ROTHERHAM MBC
AIR QUALITY REVIEW AND ASSESSMENT**

Rotherham MBC,
Community Protection
Reresby House
Bow Bridge Close
Rotherham,
S60 1BY.

Name _____
Address _____

I would like to make the following comments on the Detailed Assessment for PM₁₀.

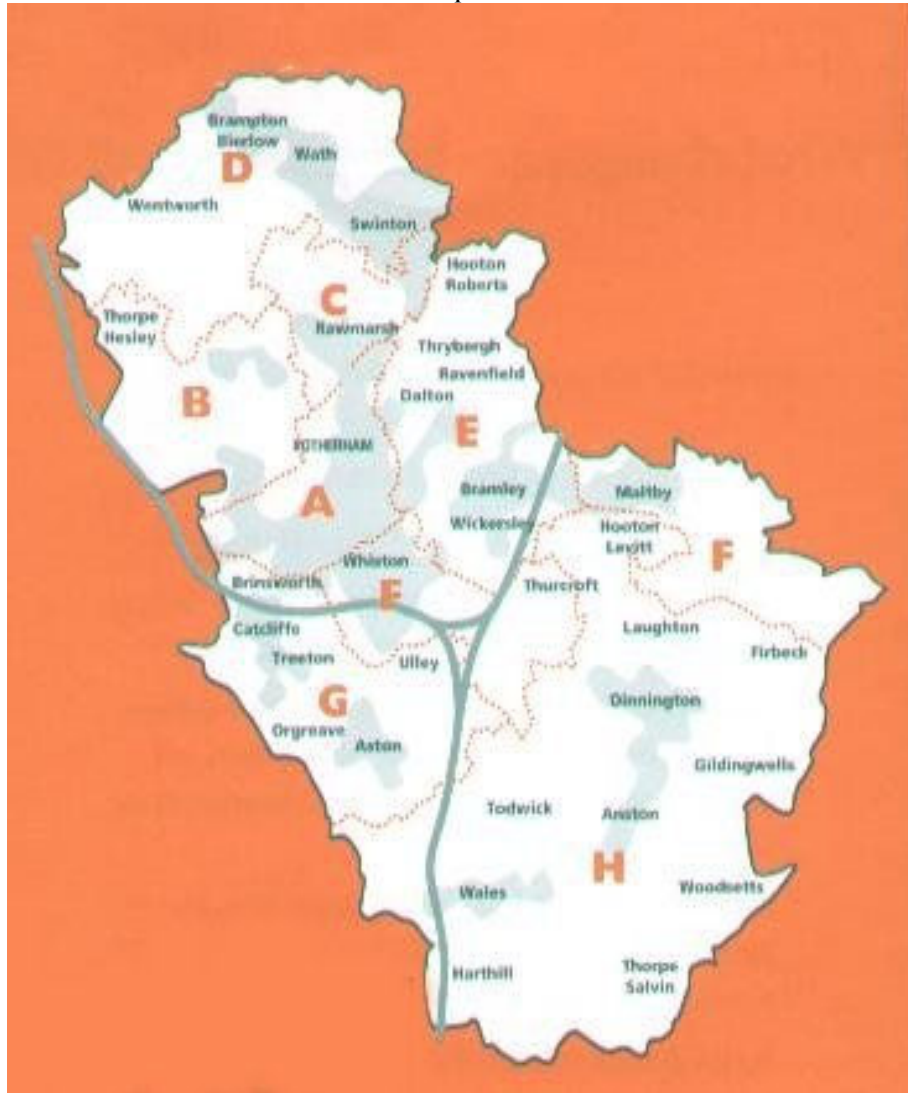
Rotherham MBC Detailed Assessment of PM₁₀ (2010)

1 Introduction

Rotherham Metropolitan Borough has a population of around 250,000 people. Contained within the Borough's boundary are large areas of countryside and small rural villages together with densely urbanised communities. The town of Rotherham has excellent transport links to the rest of the country, served by 2 motorways (M1 and M18) and an extensive network of rail and bus services.

Map of the Borough of Rotherham, showing the route of the M1 and M18 Motorways

Map 1.1



This report fulfils the requirements of the Local Air Quality Management process as set out in Part IV of the Environment Act (1995), the Air Quality Strategy for England, Scotland, Wales and Northern Ireland 2007 and the relevant Policy and Technical Guidance documents. The LAQM 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 exceedences 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.

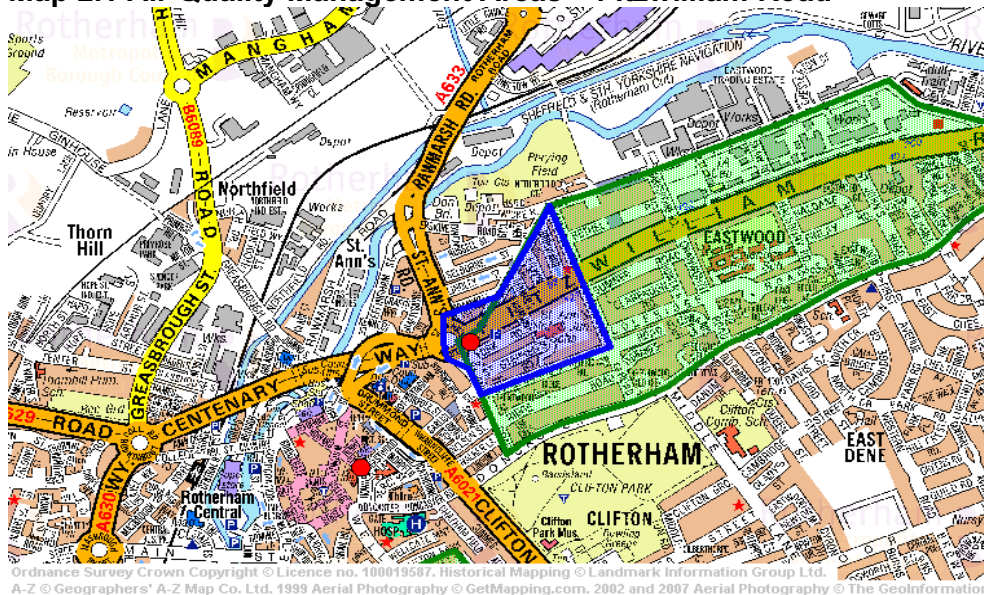
In 2004, an Air Quality Management Area (AQMA) for the pollutant 24 hour PM_{10} was designated for an area of Rotherham adjacent to the A630 at St Ann's, close to Rotherham town centre. Since then, various measures have been implemented and changes in the levels of air quality pollutants have been observed in the AQMA. An improvement in levels of PM_{10} has been observed and this is described in this detailed assessment report. If air quality within an AQMA has improved sufficiently to meet the National Air Quality objective for which it was declared, the Local Authority is obliged to carry out a detailed assessment with a view to revocation of the Air Quality Management Area.

The objectives for PM_{10} are a maximum of $50\mu g/m^3$ as a 24 hour mean to be exceeded on no more than 35 times a year and $40\mu g/m^3$ as the annual mean, both to be achieved by 31st December 2004.

2. The Air Quality Management Area

The Air Quality Management Area is shown in Map 2.1, which shows the A630 from St Ann's roundabout through Eastwood. The Rotherham Borough Council (Air Quality Management Area) Order (4) PM_{10} 2004 came into operation on 30th September 2004. The area shown shaded in blue on the map indicates the Air Quality Management Area – PM_{10} Fitzwilliam Road. The National Air Quality Standard is 24 hour PM_{10} .

Map 2.1 Air Quality Management Areas – Fitzwilliam Road



Key – blue shaded area is the 24 hour mean PM_{10} AQMA;

3. Measures

Rotherham MBC's Air Quality Action Plan contains both measures specific to local hot spots such as this AQMA and also measures which cover a much wider area.

Two specific measures have been implemented in the A630 Fitzwilliam Road AQMA. One of which is the replacement of the old (mainly Euro II) A630 bus fleet (the X78 service which runs every 10 minutes through the AQMA) with Euro IV buses. The Euro IV buses began operating in 2006.

Another measure was carried out as part of the South Yorkshire Local Transport Plan Congestion Delivery Plan. The roundabout at St Ann's was signalised to improve traffic flow and reduce the queuing traffic in the vicinity of the roundabout and in the AQMA. This was completed in 2008-09.

The two measures in combination appear to have contributed to an improvement in air quality on the A630 corridor.

Other measures which are part of Rotherham MBC's Air Quality Action Plan are the adoption of workplace and school travel plans, the adoption of Planning and Air Quality Guidance, assessment of proposed major schemes for air quality impact, the South Yorkshire Care4air Campaign, which encourages residents to adopt more sustainable travel choices, Quality Bus Corridors and Partnerships across South Yorkshire implemented as part of the Local Transport Plan, a programme of Vehicle Emission Testing for vehicles in South Yorkshire's AQMAs and the Eco Stars Fleet Accreditation Scheme, which now includes over 3500 vehicles.

4. Monitoring

Monitoring for PM₁₀ with TEOM analysers currently takes place at 5 locations in Rotherham. Results for the years 2007-2009 are shown in Table 4.1.

Table 4.1 PM₁₀ (TEOM) Monitoring Locations

Station	Grid Ref	Site Information	Operational dates
Treeton	443021 387682	Village location 400m from major re-development site (Waverley)	1994- present
Howarth	442993 389129	Brinsworth Howarth J&I School, 73m from M1 hard shoulder	1999- present
St Ann's	443349 393397	1.5m from kerb, 100m from roundabout	February 2004 – present
Bradgate	440992 393322	2m from kerb	2004 - present
Wales	447368 382900	Located on B6059 20m from where it crosses the M1. NO ₂ AQMA	October 2003-present

The monitoring location within the Fitzwilliam Road AQMA is St Ann's. Bradgate is another roadside site and Howarth and Wales are both influenced by the emissions from the M1.

The following map shows the location of the St Ann's monitoring station which is situated in the AQMA.

Map 4.1 St Ann's roundabout / Fitzwilliam Road monitoring site

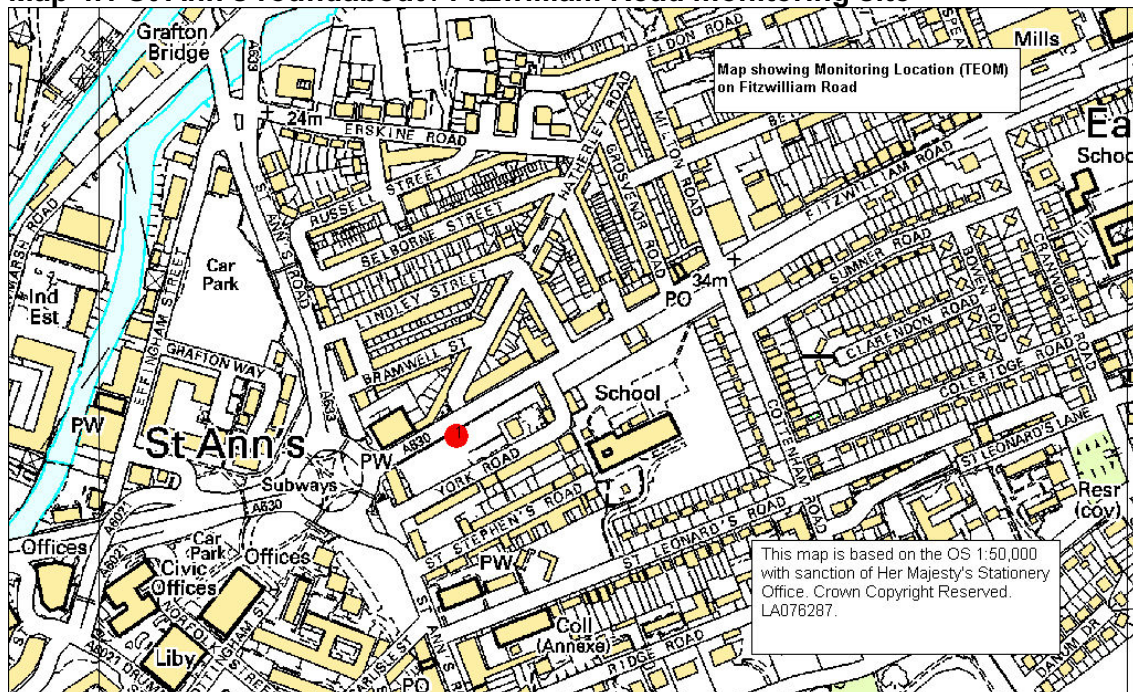


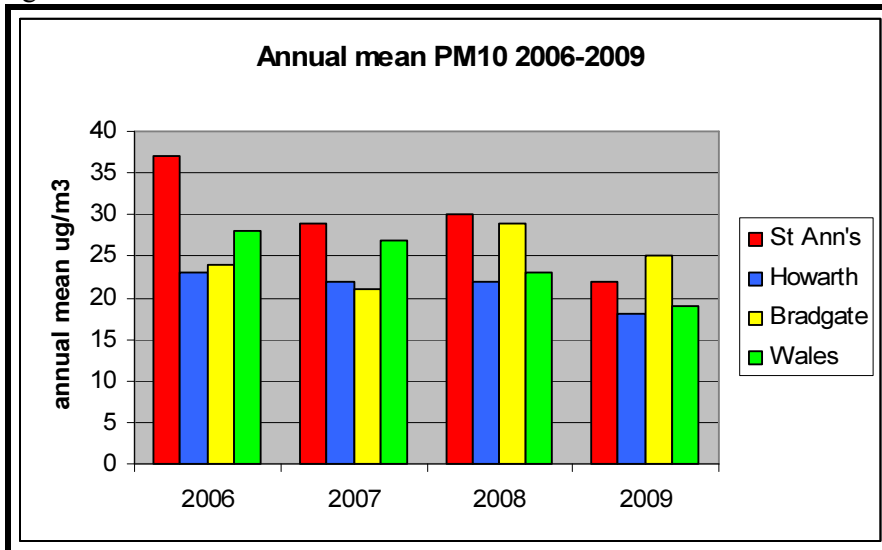
Table 4.2 shows the automatic annual mean PM_{10} results for five monitoring sites in Rotherham.

Table 4.2 Results of PM_{10} Automatic Monitoring: Comparison with Annual Mean Objective 2007-2009

Site ID	Location	Within AQMA (for PM_{10})?	Annual mean concentration (VCM) ($\mu\text{g}/\text{m}^3$)		
			2007	2008	2009
R1	Treeton	N	16	16	16
R2	St Ann's	Y	29	30	22
R3	Howarth	N		18	
R4	Bradgate	N	31	24	25
R5	Wales	N	27	19	22

The following figure 4.1 shows the trend in annual mean PM_{10} at four of Rotherham's monitoring sites.

Figure 4.1



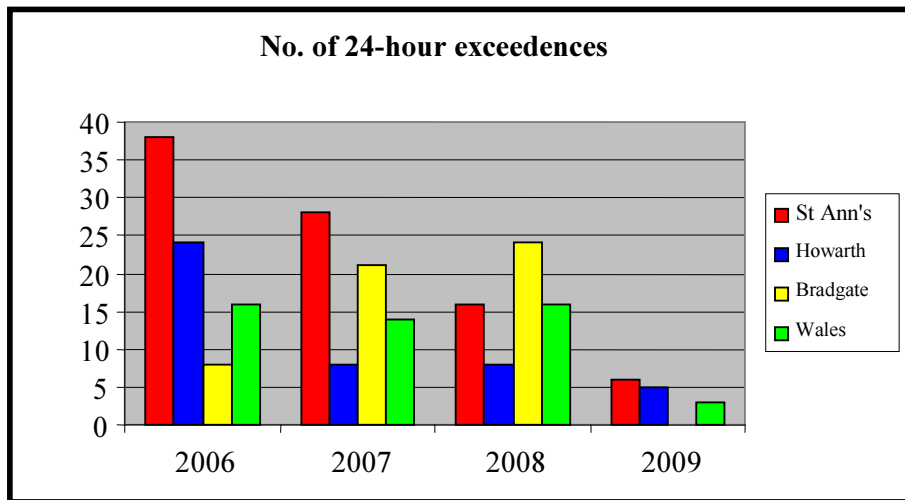
The number of exceedences of the 24-hour mean PM_{10} objective for 2009 are shown in Table 4.3.

Table 4.3 Results of PM_{10} Automatic Monitoring: Comparison with 24-hour Mean Objective -2009

Site ID	Location	Within AQMA (for PM ₁₀)?	Data Capture 2009 %	Number of Exceedences of 24 hourly mean (50 µg/m ³)
				<i>If data capture < 90%, the 90th %ile of 24 hourly means is in brackets.</i>
				2009
R1	Treeton	N	95	4
R2	St Ann's	Y	98	6
R3	Howarth	N	87	5 (24.5 µg/m ³)
R4	Bradgate	N	68	0 (34.9 µg/m ³)
R5	Wales	N	98	3

The number of 24 hour exceedences for PM₁₀ has decreased at the St Ann's monitoring site since 2005. The trend in exceedences of the 24-hour PM₁₀ mean standard is shown in figure 4.2 for the years 2006-2009.

Figure 4.2 Trends in 24 hour mean PM₁₀ for the period between 2006-2009



This illustrates the recent trends in 24 hour mean PM₁₀ exceedences in Rotherham. The number of exceedences has reduced during the last 4 years, with the largest reduction being observed at the St Ann's monitoring site within the AQMA.

5 Modelling

The use of dispersion modelling for PM₁₀ on a local scale is limited in accuracy. This is because of the variability of the background component on a day to day basis and the ability of the model to be able to replicate this. The conclusions of this assessment have been arrived at by assessing the results of monitoring over several years.

6 Conclusions and Recommendations

Air quality, in particular levels of annual mean and 24-hour mean PM₁₀, has improved in the A630 Air Quality Management Area.

It is now predicted that the 24-hour mean PM₁₀ objective along this route will be met in future years. An AQMA for nitrogen dioxide annual mean will still be in place.

This is an area which has many properties located immediately next to the road. Improvements in the levels of PM₁₀ have proven health impacts.

As the Committee on the Medical Effects of Air Pollutants (2009) states:

“We are left with little doubt that long-term exposure to air pollutants has an effect on mortality and thus decreases life expectancy... It is our view that the associations reported in the literature linking long-term exposure to particulate air pollution, represented by PM_{2.5}, and effects on mortality almost certainly represent causal relationships in respect of the air pollution mixture of which PM_{2.5} forms part, and are highly likely to be causal in terms of particulate air pollution specifically.”

PM₁₀ includes the PM_{2.5} fraction. The impact on health in the UK of PM_{2.5} has recently been quantified and reported the recent House of Commons Environmental Audit Committee report on Air Quality (2010) at between £8-20 billion for the whole of the UK.

The reduction in levels of PM₁₀ and PM_{2.5} in this AQMA will be expected contribute to improved health for residents.

Recommendations

1. A consultation process should commence on the revocation of the Rotherham Borough Council (Air Quality Management Area) Order (4) PM₁₀ 2004 Quality Management Area for PM₁₀.
2. If considered appropriate after the consultation process, the Rotherham Borough Council (Air Quality Management Area) Order (4) PM₁₀ 2004 should be revoked by the Council.
3. Monitoring for PM₁₀ should continue at the St Ann's site.

Appendix 1- QA/QC of Monitoring for PM₁₀

1.1 Fine Particles (PM₁₀)

Fine Particles (PM ₁₀)	Automatic Tapered Element Oscillating Microbalance (TEOM).
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PM₁₀ particles have been monitored for the purposes of the detailed assessment by using automatic techniques.

Real Time Monitoring of PM₁₀

The main report details the results of real time monitoring undertaken using automatic Tapered Element Oscillating Microbalances (TEOM). This section details the QA/QC requirements. The location and equipment details of the monitors are given below:

Table A.1

Station	Analyser Model	Logging System	Air Conditioning	Service contract	Third party Audit
Brinsworth Howarth (73 m from M1)	Rupprecht and Patashnick TEOM	Odessa DSM3260 (+ telemetry)	Yes	2 x 6 monthly service,	NPL audits
Brampton Bierlow (suburban)	Rupprecht and Patashnick TEOM	Odessa DSM3260 (+ telemetry)	No	2 x 6 monthly service,	NPL audits
Wales	Rupprecht and Patashnick TEOM	Odessa DSM3260 (+ telemetry)	Yes	2 x 6 monthly service	NPL audits
Treeton Miners Welfare	Rupprecht and Patashnick TEOM	Own internal logging system (+telemetry)	Not necessary as it is within a large building	2 x 6 monthly service	NPL audits
St Ann's	Rupprecht and Patashnick TEOM	Envidas logging system (+telemetry)	Yes	2 x 6 monthly service	NPL audits Audited on 8/4/04

The TEOM is AURN type approved, and basic details of the generic calibration procedures used by Environmental Health in Rotherham for all analysers and external auditing given in the table below:

Table A3.12

<p>Daily downloading and scrutiny of the data is undertaken, in order to ensure that faults are quickly identified, and action taken to rectify the problem, therefore ensuring the minimum of downtime.</p>
<p>The TEOM filter is changed in accordance with manufacturer's specification and AURN procedure.</p>
<p>The TEOM is serviced at six monthly intervals by either the equipment suppliers or Air Monitors Ltd. At service a calibration of the TEOM is performed using filters of known weight. The deviation is then compared against the DETR AURN specification of +/-2.5%. Results have consistently been found to comply with this value. All service sheets are kept.</p>
<p>Audits of the TEOM and system set up have been undertaken on a six monthly basis by NPL. The audits include an independent verification of the calibration constant. Generally, performance of the TEOMs have been satisfactory, and verification of the calibration constant was satisfactory.</p>
<p>Prior to publication of the data, a data ratification process is undertaken in order to ensure that the final data set is free of erroneous data, has been correctly scaled, and log term drift has been accounted for. In undertaking this procedure, Rotherham MBC has taken the advice contained within the Air Quality Monitoring Handbook: A Guide for Local Authorities.</p>

Appendix 3: DEFRA Response to the Detailed Assessment



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London SW1P 2AL

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Julie Kent
Scientific Officer
Environmental Services
Rotherham MBC
Housing & Environmental Services
Howard Building
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27 August 2010

Dear Ms Kent

LOCAL AIR QUALITY MANAGEMENT: DETAILED ASSESSMENT OF AIR QUALITY

Thank you for consulting the Secretary of State for Environment, Food and Rural Affairs on Rotherham MBC's report on the Detailed Assessment of air quality to establish whether the council's AQMA for the PM10 objective should be revoked. Please find comments on the report attached.

The report has concluded that the A630 AQMA for the PM₁₀ objective should be revoked. On the basis of the evidence provided the conclusions of the report are accepted. We look forward to receiving a copy of the AQMA revocation order when it is available. We also look forward to the council's 2010 Progress Report in June.

If you have any specific queries about the comments contained in the appraisal report, we would advise that you initially contact the help desk. Details on how to contact the help desk can be found in the appraisal report.

Yours sincerely

Tutu Aluko
ATMOSPHERE AND LOCAL ENVIRONMENT PROGRAMME