



A fresh approach to our environment

Neath Port Talbot's Local Air Quality Strategy "Air Wise - the Way Forward to Cleaner Air" has been developed by a steering group formed as a result of the Council's successful "Air Wise" workshop day in April 1999.

The main themes of the workshop day have been developed and consultation undertaken with community groups and industry. The document has been approved and adopted by the Economic, Environment and Consumer Services Executive Board as a formal policy document of the Council.

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NEATH PORT TALBOT'S LOCAL AIR QUALITY STRATEGY

“Air Wise - The Way Forward to Cleaner Air”

“AIR WISE - THE WAY FORWARD TO CLEANER AIR”

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FOREWORD:

Air Quality is a local issue that affects us all as we cannot choose the air we breathe. The whole community including the more vulnerable groups of the young, old and infirm are affected as we all involuntarily breathe in air containing varying degrees of pollution.

We believe as a Council that air quality Improvement is an important issue with regard to both sustainability, improving health and quality of life, whilst ensuring Neath Port Talbot is a good place to live and work and attractive to the relocation of companies into the area.

This our local air quality strategy, “Air Wise - The Way Forward to Cleaner Air” sets out our local approach to achieve the air quality objectives set out in the Air Quality Strategy for England, Scotland, Wales and Northern Ireland and also our aim of improving air quality in general.

In order to achieve local improvements it will be necessary to strengthen existing partnerships with business and the community and to forge new ones. We will then be able to achieve through the efforts of ourselves and our partners by means of joint working, the goal of better air quality to which we all strive.

Involving our communities and businesses in the shaping of what needs to be done to improve air quality is also fundamental to the Council’s method of delivering “Best Value”, our method of seeking to continuously improve services provided.

Local air quality depends on how we all run our lives, the choices we make and all sections of the community have a part to play, i.e. public, commerce and industry alike.

If we all play our part, we as a community will lead the way in demonstrating how improvements can be achieved through the joint actions of a progressive Borough and its residents at the start of the new millennium.

I believe that this strategy will form a major contribution to improving the quality of life in the Borough and look forward to your support in achieving its aims.

Councillor T. P. N. Crowley
Leader of Council.

ENDORSEMENT OF 'AIRWISE' BY CORUS PLC

Steel making has been the principal industrial activity within the town of Port Talbot for almost 100 years. The community has long recognised the importance of Corus' Port Talbot Works to local, regional and national economies. It has provided a skilled and committed work-force, which has readily adapted itself to meeting the frequently changing needs of the industry.

Equally, Corus Port Talbot Works has recognised the ever-changing aspirations of the local community on environmental issues and has striven assiduously towards meeting those aspirations. Over the years, Port Talbot Works has invested heavily in high technology plant and equipment and introduced the best available operating practices with the intention of minimising as far as is practically possible the impact of its operations on the local community.

Building on the existing firmly - rooted relationships between the Works and Neath Port Talbot County Borough Council, Corus Port Talbot Works welcomes the opportunity to take the relationships onto a higher plane by means of a partnership arrangement with the Council, which aspires to achieve even further improvements in air quality standards in Port Talbot.

Dr Mark Carr
Manufacturing Director, Corus Strip Products.

ENDORSEMENT OF 'AIRWISE' BY FRIENDS OF THE EARTH

Air pollution is a great blight on the Borough. It deters visitors and economic development, limiting employment opportunities and harming people's health. The regeneration of our communities and the creation of a sustainable future depend on us having a cleaner Borough in the 21st Century. The technology is available, it must be utilised.

It is said that actions speak louder than words. The Council must insist on tackling the industrial pollution in the Eastern part of the borough. Once that lead is given, a concerted effort by many people and organisations could make the impact we need to combat vehicle and industrial air pollution overall.

In this Local Air Quality Strategy are the words that start to define the problem. We applaud this beginning and endorse much of the strategy but see a failure to aim for the best protection for human health and the environment. The strategy must recognise that industrial PM10 must be seriously tackled, whilst ozone needs co-ordinated measures across South Wales.

Mr Robert Jones
Friends of the Earth Port Talbot

EXECUTIVE SUMMARY

Neath Port Talbot's Local Air Quality Strategy, "Air Wise - the Way Forward to Cleaner Air", sets out the Council's strategic policy for achieving cleaner air in partnership with the whole community. It also links in with the Council's aims and values and in particular with those relating to "Regenerating Communities and Sustaining the Environment", which includes improving air quality and regenerating the area's physical and industrial environment.

Key points:

Setting the scene.

- It sets the scene and defines how this local strategy fits in with the UK National Air Quality Strategy (now renamed "The Air Quality Strategy for England, Scotland, Wales and Northern Ireland) and what part local action has to play in air quality improvement. A review of current air quality indicates a problem with particles (PM10) in an area of Port Talbot, however the "tools" for improving air quality may be applied equally to the rest of the County Borough as required.

Objectives of the Strategy.

- To set out the mechanisms by which air pollution levels will be reduced below the 7 National Objective Levels to be met by specified dates (see table 1 page 11), these having been introduced for the purpose of local air quality management. The pollutants concerned are particles (PM10), nitrogen dioxide, sulphur dioxide, carbon monoxide, lead, benzene and 1,3 butadiene.
- To try where possible and desirable to improve on these targets.
- To promote partnership working on this issue.
- To set out how this Council will fully take into account air quality when carrying out its main functions.
- To inform of the contributions that individuals, organisations and the Council can make towards improvements and how these interrelate.
- To inform about the current quality of the air in the County Borough and to promote a constructive dialogue between the various interests having a stake in this issue.
- To set up a method by which the effectiveness of the implementation of this strategy can be monitored by means of auditing by the Local Air Quality Strategy Steering Group.

How these Objectives will be achieved.

- The review and assessment of air quality by this Council to identify areas of poor air quality which require action for improvement.
- Wide consultation and partnership working with all groups with a "stake" in this issue including working with such groups to produce action plans for improvement where action is required in areas of identified poor air quality (e.g. Air Quality Management Areas).

- Implementation of appropriate procedures for the significant functions of this authority highlighted in this document, which have an impact on air quality and the auditing of these.
- Integration of Council policies to take account of air quality issues across departmental boundaries e.g. land use planning, transport , energy use etc.
- Supporting and taking part in local initiatives such as Safe Routes to School, cycling and walking schemes, alternative fuel use initiatives, car free days etc.
- Promotion with industry and business of best practice schemes including the introduction of Environmental Management Systems, an openness with environmental information and a move towards low emission transport fleets.
- The promotion of action individuals and organisations can take to help reduce air pollution.
- The production and sharing of air quality information between partners electronically via the internet, by means of the annual air quality report and the networking of the various partners via an information exchange system (i.e. "Air Wise" newsletter). Also, where appropriate by means of workshop sessions.
- The carrying out of the regulation of industry and commerce in a firm but fair manner following a clearly defined enforcement policy which is both transparent and takes into account the public interest.

To summarise, the Council's role is therefore through partnership to deal with "hot spots" of local air pollution not able to be dealt with by national policies of either Central Government or the devolved National Assembly for Wales and to develop and co-ordinate local action to bring about local improvements.

In order to assist the reader to be able to obtain additional information and support where appropriate, the sections end with a "Help Box" which provide useful contact points both within the Council and other relevant organisations. Should the reader find difficulty in reaching any of the Council contact points listed, please contact our central switchboard 01639-763333 for help and assistance.

1.0 INTRODUCTION

The last century has seen more radical changes to the lives of people living on this planet than any other century. However, whether all these changes have been for the better is open to debate.

What it is not in dispute is that with the exception of the third world, we have enjoyed great improvements to our standards of living, health and well being. People live longer, infant mortality has decreased etc.

This rise in our standards of living has come on the back of industrial development and innovation which has seen a vast increase in variety and complexity of goods and services produced leading to improvements in living conditions.

All these improvements have their down side. The prolific use of fossil fuels to produce heat for homes, businesses and generate electrical power have led to releases of products of combustion to air with in addition process releases from various industries. These emissions although not as severe as those causing the smogs of the 1950's are still on occasions giving levels of pollutants which can be harmful to human health and the environment. In addition the use of the motor vehicle has created its own problems of pollution.

This is not sustainable and through the workings of this local air quality strategy in conjunction with air quality management, it is intended to address local hot spots of air quality which cannot effectively be dealt with through national policies.

Some examples of the effects of air pollution such as acid gases and particles range from effects on sufferers of bronchial diseases and those with cardiovascular problems, to aggravation of the condition of Asthma sufferers to effects on the environment such as acid deposition and damage to vegetation and buildings.

In addition there are the world-wide effects for example global warming due to the emission of greenhouse gases such as carbon dioxide.

1.1 The function of the Local Air Quality Strategy (LAQS) and the wider scene into which it fits.

The Environment Act 1995 required the Government to provide and publish as soon as possible its policies with regard to the assessment and management of air quality in the form of a national strategy. This document published in March 1997 by the previous Conservative Government was known as the UK National Air Quality Strategy. The first review by the current Labour Government is now complete and the revised strategy was published in January 2000, now being known as “The Air Quality Strategy for England, Scotland, Wales and Northern Ireland”.

The national Air Quality Strategy has set the overall framework for the management of air quality and in particular in relation to eight pollutants, seven of which the local authority will work towards through Local Air Quality Management along with its many partners both in the wider community and business etc. It is intended that the Air Quality Objectives will be met by a combination of national measures introduced by the National Assembly for Wales and action at local level by the Authority through partnership working. Details of the Air Quality Objectives and the local air quality management process are detailed in a later section (section 2) of this document. In addition in Wales, the National Assembly is required to prepare a scheme on how it will address sustainable development. This is likely to provide a policy seeking to tie together a range of activities including economic initiatives, transport policy and town and country planning. In the meantime within the Borough, many of the businesses along with this Council are improving their own environmental performance, whilst policies, activities and initiatives are being developed in partnership/consultation with the public. Part of this process is the development of this document.

This our Local Air Quality Strategy sets out Neath Port Talbot’s general approach in partnership with the community to improving air quality. Management of local air quality is a very important element in promoting sustainable development and needs to be one of the prime issues which drive decision making, planning and response to local issues. It sets out how air quality will be properly taken into account in all the spheres of activity of the Council and in its dealings with the community and other bodies and organisations. Particularly important areas of activity will be transport planning, transport management, land use planning, energy and waste management, enforcement and economic development and the response of the Council to local issues.

A major part of the strategy is how we are and will be continuing to work in partnership with industry, the public and other organisations to deliver improved air.

1.2 Objectives of the Local Air Quality Strategy (Air Wise):

The purpose of Air Wise is to set out the general approach of Neath Port Talbot in partnership with others in the wider community to reducing air pollution levels below the national Air Quality Objectives and in minimising air pollution in other cases where practicable and consistent with the Council's other policies.

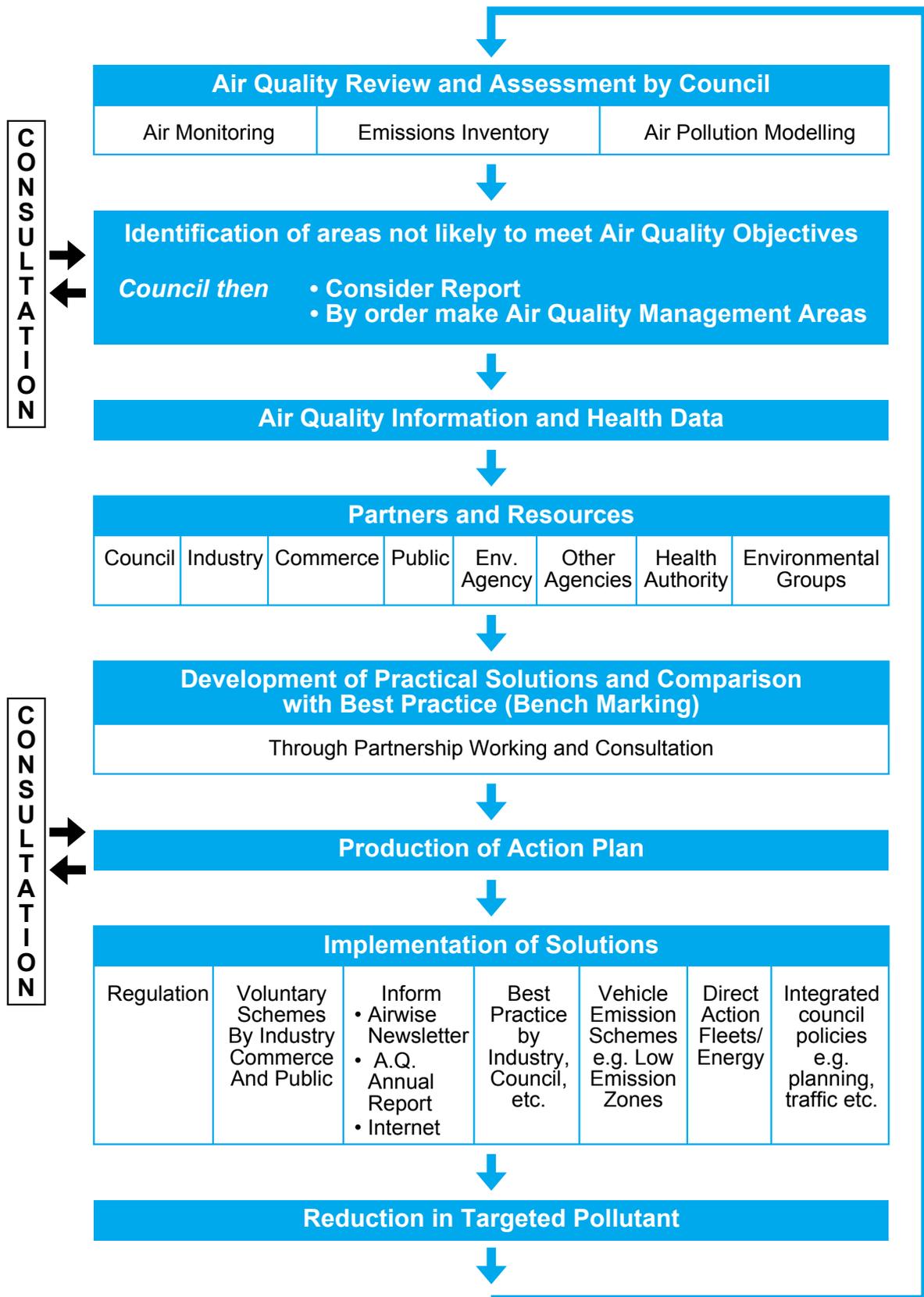
In this case the wider community includes industry, commerce, the public, public bodies and agencies, adjoining authorities, the health authority, community and environmental groups to name but a few. Section 4 deals in more detail with partnership working and how this will work in practice.

It is intended to build on the considerable success of the "Air Wise" Workshop in April 1999 which attracted a large number of delegates from a wide spectrum of organisations with an interest in air quality. The purpose of the workshop was to start the process of producing a local air quality strategy by delegates addressing specific issues concerning local air quality. The response to this workshop showed that concern about air quality issues is widely shared by the people of Neath Port Talbot and the majority of the output from that workshop has been included in this strategy.

1.3 Neath Port Talbot Air Quality Management System:

The diagram on page 9 shows how the air quality management system works in practice. This involves the initial collection of information on air quality as part of a review and assessment process and comparison with set objectives to see if action is needed for improvement. Then, where poor air quality is identified, the provision of this information to the various partners working together to produce workable solutions, in order to achieve the strategic air quality objectives set out in this document. The whole process then begins again with an assessment if the various objectives are being met.

NEATH PORT TALBOT AIR QUALITY MANAGEMENT SYSTEM



2.0 NATIONAL AIR QUALITY OBJECTIVES AND LOCAL AIR QUALITY MANAGEMENT

2.1 National Air Quality Objectives.

The UK National Air Quality Strategy set out objectives to be achieved for 8 air pollutants by a set date (2005 in the first edition). Seven of these pollutants were made statutory objectives for local authorities by the Air Quality Regulations of 1997, ozone not being included for local action due to it arising from transboundary pollution. The objectives and the National strategy have now been revised and the Air Quality Objectives for the purposes of Local Air Quality Management are shown in table 1, taken from, "The Air Quality Strategy for England, Scotland, Wales and Northern Ireland". In any cases where it is decided to apply a higher standard than the current Government Objective levels, then it is intended that 1997 be used as the base year for purposes of comparisons as contained in the Council's annual air quality report for that year.

2.2 Local Air Quality Management.

The main role given to the Council by the Government, under the Air Quality provisions of the Environment Act 1995, is to identify local air quality "hotspots" where air quality objectives may not be achieved and then in partnership with others, prepare and implement a plan to try and meet these objectives. This authority is currently finalising its review and assessment report on the air quality in the borough, (see section 3 for a summary of current air Quality) which will result in the likely declaration of an Air Quality Management Area for PM10 (fine airborne particles) in an area of Port Talbot. The authority will then work in partnership with various partners including industry, the Environment Agency, commerce and the public to come forward with an Action Plan to move towards achieving the current objective for this pollutant.

**AIR QUALITY OBJECTIVES FOR THE PURPOSE OF
LOCAL AIR QUALITY MANAGEMENT**
(Ref. The Air Quality Strategy for England, Scotland,
Wales and Northern Ireland)

Table 1

POLLUTANT	OBJECTIVE		DATE TO BE ACHIEVED BY
	Concentration*	Measured as	
Benzene	16.25µg/m ³ (5ppb)	running annual mean	31 December 2003
1,3-Butadiene	2.25µg/m ³ (1ppb)	running annual mean	31 December 2003
Carbon monoxide	11.6mg/m ³ (10ppm)	running 8 hour mean	31 December 2003
Lead	0.5µg/m ³ 0.25µg/m ³	annual mean annual mean	31 December 2004 31 December 2008
Nitrogen dioxide**	200µg/m ³ (105ppb) not to be exceeded more than 18 times a year	1 hour mean	31 December 2005
	40µg/m ³ (21ppb)	annual mean	31 December 2005
Particles (PM ₁₀)	50µg/m ³ not to be exceeded more than 35 times a year	24 hour mean	31 December 2004
	40µg/m ³	annual mean	31 December 2004
Sulphur dioxide	350µg/m ³ (132ppb) not to be exceeded more than 24 times a year	1 hour mean	31 December 2004
	125µg/m ³ (47ppb) not to be exceeded more than 3 times a year	24 hour mean	31 December 2004
	266µg/m ³ (100ppb) not to be exceeded more than 35 times a year	15 minute mean	31 December 2005

* Conversions of ppb to and ppm to µg/m³ and mg/m³ at 20°C and 1013mb.

** The objectives for nitrogen dioxide are provisional.

3.0 SUMMARY OF NEATH PORT TALBOT'S AIR QUALITY (1998)

This is a summary of the conclusions for some of the major pollution monitoring in the borough taken from the 1998 Air Quality Report which can be viewed on the Council's internet site (1999 data will be available following ratification, normally 3-6 months). Appendix 4 shows the air pollution monitoring sites.

Pollutant PM10	Monitoring Site Groeswen Hospital
The National Air Quality Objective level was regularly breached at this site, there being 55 days of exceedances in 1998. It is likely that an Air Quality Management Area is likely to be declared for this pollutant on completion of the Review and Assessment process.	
Pollutant Nitrogen Dioxide	Monitoring Site Groeswen Hospital plus various other sites (10)
The levels of nitrogen dioxide measured across the borough were found to be relatively low and not to give rise to an air quality problem or exceed the objective level.	
Pollutant Sulphur Dioxide	Monitoring Site Groeswen Hospital
Although the National Air Quality Objective level was exceeded on 5 occasions during the year, as the air quality objective allows up to approximately 33 exceedances of the standard, a breach of the objective did not occur.	
Pollutant Carbon Monoxide	Monitoring Site Groeswen Hospital
There were no exceedances of the National Air Quality Objective level.	
Pollutant Ozone	Monitoring Site Groeswen Hospital
This is not a pollutant included in the Regulations for local air quality management although the Government are proposing a National Objective (see definitions appendix 1) and is not suitable for local controls.	
During 1998 levels decreased from 1997. Days of exceedance at 11 were in the order of the allowed 10 day exceedance of the proposed National Objective level, these occurring in May, June and August.	
Highest levels nationally occur in rural areas in Summer.	
Pollutant Benzene and 1,3 Butadiene	Monitoring Site Baglan Primary School
There were no breaches of the National Air Quality Objective levels for these pollutants which were approximately a tenth of their respective objective levels and low compared with results from Cardiff.	

4.0 PARTNERSHIP WORKING AND CONSULTATION

This Council recognises the need for air quality management to be an all inclusive process with all relevant interests playing an active part (partners). Neath Port Talbot has actively looked for partners to join with it in the management of air quality and this process is continuing with new partnerships being developed to deal with various problems and also to form the basis for active consultation. An example of this process in action was the “Air Wise” workshop held by the Authority in April 1999 in which would be partners were invited to the workshop and asked to contribute their ideas towards producing this strategy.

Currently a number of focus groups have formed and along with existing groups have been contacted to provide feedback on proposed air quality initiatives including this strategy. Some of these groups have involved specific industries, the Environment Agency and the Council working on specific problems, whilst others being more general in nature but representing their own specific concerns. A list of currently active groups is given in appendix 3. Persons or organisations wishing to be involved in either a focus group or being added to the current list of consultees should contact the Officer listed in the help box at the end of this section.

The Council when carrying out its Air Quality Management functions of:-
Review and assessment of air quality, declaration of Air Quality Management Areas (AQMAs) where necessary and proposed Action Plans for improvement will carry out “Active Consultation” with various relevant focus groups and continue to develop its list of consultees to ensure these are as comprehensive as possible taking into account all relevant organisations and individuals. It is the Council’s intention at the earliest opportunity to also introduce some form of information exchange forum through which ideas and information can be shared between groups.

It is the intention also to actively involve such groups in the reviewing of this strategy, further details of which are given in section 7.

With regard to the development of Action Plans for the improvement of air quality in a declared Air Quality Management Area, it will be the Council’s intention to hold a series of workshops in any such designated area and to invite all parties with a relevant interest, in order to develop a suitable action plan for consideration and implementation.

The Authority is committed to Local Agenda 21 and a strategy for the Authority will be in place by 2001. Central to Agenda 21 is achieving Economic Development while improving environmental quality (which includes air quality) and standards of living.

The Authority believes that the real strength of Agenda 21 lies in the motivation and commitment of organisations, communities and members of the public. Although the Government and the European Union are introducing environmental controls on a widening range of issues, very much relies upon whether companies, organisations and individuals make their own contributions.

The preparation of the Agenda 21 Strategy for the County Borough area is being led by the County Borough Council in association with the Neath Port Talbot Council for Voluntary Services. It is intended to form a partnership of the Authority with companies, voluntary organisations and communities operating within the County Borough area.

A range of initiatives are being pursued including consultation by means of public meetings. An Agenda 21 Forum is also proposed.

An important part of the process is to publicise and educate in terms of environmental issues. These include air quality and the contribution which can be made by large organisations introducing Environmental Management Systems to individuals making less use of cars and more use of public transport, cycling and walking.

HELP BOX: for further information contact:-

Air Quality Focus Groups and Consultees: Peter Hollingsworth tel. 01639-897548

Local Agenda 21 information or enquiries: Suzanne Waldron tel. 01639-764277

5.0 LOCAL ACTION TOWARDS AIR QUALITY IMPROVEMENT

5.1 Industry's Role.

Industrial installations are a significant source of some of the pollutants that this local strategy seeks to reduce. As a community as we are aware, historically our area has been affected by pollution from the major industrial complexes on the coast in the Port Talbot area, in particular the steel and chemical industries, whilst in the upland areas open cast coal mining has been an issue with local communities. Many improvements have been achieved over the years, but much still needs to be done on a proportionate basis. The Council will work with industries identified as giving rise to a significant impact on air quality and seek to move forward with them to achieve improvement where this has been identified as necessary to meet agreed objectives. Some of this will involve working on a team basis with the industry concerned and the Environment Agency where they are the regulators.

Environmental Management, industrial innovation and other voluntary measures all have a part to play in reducing emissions. Neath Port Talbot will encourage industry to implement Environmental Management Systems such as the “International Environmental Management Standard ISO 14001” or registration under the European Union Eco Management and Audit Scheme. Openness regarding Environmental information will be an item that will be promoted with industry.

HELP BOX: for further information contact:-

Installations currently regulated by Environment Agency are British Steel Ltd, BOC Gases, BP Chemicals, Cambrian Stone, Short Brothers and Quasar Chemicals: Barbara Tate, Team Leader PIR/RSR, Environment Agency tel. 01792-645300.

Installations regulated by Neath Port Talbot include open cast coal sites and washeries, industries using solvents (VOC's) such as Carnaud Metal Box and Envases, iron foundries, non-ferrous metal processes etc: Peter Hollingsworth Environment Section, Neath Port Talbot CBC tel. 01639-897548

Information on Environmental Management Schemes and guidance regarding these: Colin Ede, Economic Development Section, Neath Port Talbot CBC tel. 01639-764337.

5.2 Role of Local Businesses.

Transport is potentially the most important source of air pollution from this sector of the community. Businesses can therefore help towards reducing air pollution by effective transport fleet management such as policies for reducing fuel used, good fleet maintenance, driver training, the use of less polluting fuels

such as low sulphur diesel and the use of particle traps. Neath Port Talbot Council will work with business to promote the use of such measures in particular in areas of poor air quality through initiatives such as Freight Quality Partnerships. Other initiatives could include change in company car policies to promote mileage economies and preparing green commuter plans to reduce car travel to work.

HELP BOX: for further information contact:-

Freight Quality Partnerships: Alex Side, Transportation Policy, tel. 01792-512652.

Green Commuter Plans: Alex Side, Transportation Policy, tel. 01792 - 512652

5.3 The Role of the Individual and Organisations.

We can all play a part in reducing air pollution through small changes in our behaviour for example reducing our dependence on the car by choosing how and where to travel. The Council will support suitable schemes for increasing the use of public transport, walking and cycling including promoting the safe routes to school scheme to reduce the need for car use to take children to school, whilst ensuring there are safe alternatives and will assist where possible in promoting such initiatives. In addition by careful energy management in the home, pollution can be reduced and money saved. Other individual action that can have a positive effect include avoiding having bonfires and choosing to use low solvent or water based paints.

In relation to car use where this is necessary and no other more environmentally friendly methods of transport are possible, a positive impact on car related pollution can be achieved by ensuring that vehicles are regularly maintained, tuned and tested to ensure emissions are minimised.

Much assistance can be given to the various agencies who regulate pollution if immediate reports of significant air pollution incidents from industry and commerce can be made including the reporting of “smoky vehicles”. Information on who to contact in such cases is given in the help box at the end of the enforcement section.

HELP BOX: for further information contact:-

Safe Routes to School: Joy Smith, Road Safety Officer, tel. 01792-512715

Promotion of use of Public Transport: Alex Side, tel. 01792-512652

Healthy Life Styles/ cycling and walking etc : Beth Lewis tel. 01639-764295

**General Information: Port Talbot Friends of the Earth, Robert Jones,
tel. 01639-769297(e-mail: robert.jones6@dtm.ntl.com)**

5.4 Neath Port Talbot's Role.

Your Council has a number of roles to play in the move towards air quality improvement, these can be neatly summed up by the letters making up "Airwise" as:-

Auditing the effectiveness of its policies and procedures to improve air quality.

Integration of its policies to take account of air quality issues, e.g. transport, land use planning etc

Reviewing & assessing Air Quality, making Air Quality Management Areas & co-ordinating action.

Working in partnership with the community & maintaining a dialogue on air quality issues.

Improving Air Quality by both Community and Council initiatives.

Supporting local initiatives (e.g. safe routes to school, cycling and walking schemes etc.)

Educating by way of public information concerning Air Quality and action for its improvement.

The following sections deal in more detail with the mechanisms the Council will adopt to ensure Air Quality is fully taken into account when carrying out its main functions.

5.4.1 Planning.

The Town and Country Planning system is unique amongst the controls applied by Central and Local Government in that it controls not only geographical distribution of development (and separation of uses) but also the detailed design and orientation of schemes. The planning system operates by guiding development to appropriate locations through the Unitary Development Plan and also through the determination of individual planning applications.

5.4.1.1 Unitary Development Plan (UDP).

The UDP is a vision and a long term strategy for the future shape and location of our communities and will be translated into detailed policies and allocations for new development. The identification of areas for new development sensitive to air quality including housing, hospitals and schools will be reflected in this, as will other potentially polluting developments including major industrial development, major leisure uses and other developments with significant

capacity for the generation of traffic pollution. The UDP will therefore be fully integrated with the Local Air Quality Strategy (Air Wise).

As part of the UDP process areas of air quality concern will be identified in terms of areas of the Borough affected and a comparison made initially with air quality objective levels as a guide to critical areas in the Borough which may be approaching or exceeding such objectives, or where specific considerations or criteria may reasonably apply (e.g. sensitive sites such as SSSI's, sites adjoining road corridors, hospitals, already declared Air Quality Management Areas etc.).

In this way the UDP and the Local Air Quality Strategy (Air Wise) will have a cumulative impact on improving air quality. The UDP provides the statutory basis for considering planning applications and may refer to Air Quality Management Areas resulting from the process of air quality management outlined in section 2.

Consideration will be given to including any such AQMAs within the UDP, while in recognition of the differing time scales it may be more appropriate to make reference to the AQMA boundaries as determined by the processes in the strategy.

HELP BOX: for further information contact:-

**Unitary Development Plan: Owain Lewis, Development Policy,
tel. 01639-764287**

5.4.1.2 Development Control.

It is the Council's policy to take air quality fully into account as a material consideration when processing planning applications, both by reference to the appropriate section of the draft UDP etc. and with reference to this strategy.

Procedures have been incorporated into the Development Control process to ensure that:-

- (i) Relevant information to assess the air quality impact of an application is required with specific types of application.
- (ii) Appropriate internal and external consultations are carried out with regard to the above specific categories of applications and in particular with the Environmental Health and Trading Standards Division and where appropriate the Environment Agency.
- (iii) Air Quality is taken into account when determining an application along with other material considerations. Such a decision will be based in part on the defined impact on ambient air quality both singly and cumulative and comparison with defined objectives.
- (iv) The opportunity of promoting and where possible incorporating into planning conditions or agreements schemes for minimising traffic generation e.g. green commuter schemes etc., is taken where appropriate.

At the current time the Authority is incorporating the above provisions into its proposed Eco-Management and Audit Scheme (EMAS) procedures.

Consequently, should local air quality considerations justify, individual proposals which would create local problems may be addressed through amendments to design and layout, assessing whether alternative locations would be more appropriate, or refusing planning permission.

Where development is undertaken without the benefit of the appropriate planning permission, when the Authority considers whether to take enforcement action, the strategies and policies contained in the UDP and this Local Air Quality Strategy (Air Wise) will be important considerations.

Such decisions are open to challenge by applicants appealing to the National Assembly for Wales. The Authority will ensure that a thorough justification is made for any policies included in the UDP and any decisions taken concerning individual proposals. The Authority will also monitor air quality in order that the relevance and appropriateness of the strategies, policies and approaches and their need for change will be reviewed.

HELP BOX: for further information contact:-

Development Control: Cliff Patten, tel. 01639-764285

5.4.2 Traffic

5.4.2.1 Traffic Planning.

It is the Council's policy to take air quality fully into consideration when processing planning applications in its capacity as the Highway Authority.

Procedures have been incorporated in the development control process to ensure that:-

- (i) Sufficient and relevant information is supplied to enable a reasonable assessment of the traffic generation implications.
- (ii) Appropriate internal and external consultations are carried out where necessary.
- (iii) This strategy (Air Wise) is fully taken into consideration.
- (iv) The aims of the Council's Transportation Strategy are adhered to provided they are reasonable and practicable in so far as a particular application is concerned.
- (v) Due regard will be taken in respect of any other Council policies or strategies that may have a bearing on determining the outcome of any decision making.

HELP BOX: for further information contact:-

Traffic Planning-Gary Powell, Development Control Unit (Traffic)

tel. 01792-512656

5.4.2.2 Traffic Management.

It is the Council's policy to take air quality fully into consideration in undertaking its responsibilities as the Highway Authority in respect of traffic management and maintaining and improving the highway infrastructure.

Air Quality is seen to be the key to this Authority progressing towards a more sustainable integrated transport system, promoting other transport options by encouraging less dependency on the car.

Procedures have been incorporated in the forward planning and programming of potential schemes to ensure that:-

- (i) Sufficient and relevant information is available to enable a reasonable assessment of the traffic/transport patterns created.
- (ii) Appropriate internal and external consultations are carried out where necessary.
- (iii) This Strategy (Air Wise) is fully taken into consideration.
- (iv) The aims of the Council's Transportation Strategy are adhered to providing they are reasonable and practicable in so far as a particular scheme is concerned.
- (v) Due regard will be taken in respect of any other Council policies and strategies that may have a bearing on determining the outcome of any decision making.
- (vi) Where practicable, both financially and where schemes have a desirable amenity value, the Council will consider favourably options to encourage green transport such as walking, cycling and using public transport. Targets will need to be put in place that are both measurable and achievable.
- (vii) The Council acknowledges that a low emission motor car is in some cases the most appropriate form of transport e.g. for journeys to and from isolated rural communities and non radial trips in the urban areas.

Other initiatives include entering into Bus Quality Partnerships, which has already been done with First Cymru, to ensure higher emission standards from diesel vehicles by the use for example by the operator of best practice which could include low sulphur diesel fuel and particle traps.

HELP BOX: for further information contact:-

**Traffic Management: Mike Richardson, Traffic and Transportation
Manager, tel. 01792-512711**

5.4.3 Economic Development.

It is the Council's policy to take fully into account air quality in its economic development decision making process.

In relation to identification of land for industrial development the Authority will:-

- (i) Identify land through the UDP process taking into account this strategy (Air Wise) and traffic generation and control.

(ii) Identify process emissions, which are not acceptable in certain locations bearing in mind the UDP process and this Strategy.

With regard to investment and reinvestment within the area the Authority will:-

(i) Develop existing procedures for the early involvement of the Environmental Health and Trading Standards Division, to give an opinion at a preplanning stage of the likely Environmental Impact of potential projects.

(ii) Use existing contacts with the business community and other Economic Development Agencies (e.g. WDA, TEC etc.) to disseminate information and promote the objectives of Air Wise.

HELP BOX: for further information contact:-

Economic Development: Colin Ede tel. 01639-764337

5.4.4 Enforcement Powers.

Although partnership with the community and industry is at the core of successful air quality management and air quality improvements, effective enforcement does have an important role to play as part of the process.

It is the Council's policy to vigorously enforce the legislation for which it is the enforcement authority in relation to air pollution. Prosecutions will be brought forward where these are in the public interest and the whole process will be carried out so as to be readily understandable in terms of decisions made (transparency of process).

The range of legislation enforced by the Authority that has an effect on air quality is wide including activities such as planning, traffic and environmental control. Public bodies other than the Council who enforce legislation which may impact on air quality including the Environment Agency are given in the "HELP BOX" below along with the Authority contact points.

HELP BOX: for further information contact:-

**Local Air Pollution Control including enforcement of Clean Air Act:
Environment Section of the Council
(i.e. industrial and commercial air pollution): tel.01639-888350.**

Planning Enforcement: Dave Watkins, tel. 01639-764225

Road Traffic Orders: Gary Owen, Traffic Engineer tel. 01792-512629

**Integrated Pollution Control: Environment Agency tel. 01792-645300 or
free phone 0800-807060 (for emergency pollution incidents only).**

**Smoky Exhaust reports (i.e for heavy goods vehicles and buses having
an operators licence) Department of Environment Transport and the
Regions Vehicle Inspectors tel. 01443 224771(Marian Wilkins)**

5.4.5. Direct Activities

Energy Conservation (to reduce Carbon Dioxide Emissions)

Climate change due to the earth's increasing surface temperature brought about by the "greenhouse effect", is both a local and global issue. It is brought about by the so-called greenhouse gases absorbing heat, of which the best known is carbon dioxide.

At a local level Council action can be taken to help combat this process, this action ranging from:-

- Reducing emissions through less demand for energy;
- Use of energy efficient appliances and lighting;
- Planting trees to absorb carbon dioxide from the atmosphere;
- Encouraging use of small more efficient cars and reductions in mileage;
- Promoting cycling and use of public transport.

Energy conservation issues are increasingly important and there is an associated increase in awareness for both public and private sectors. The provision and use of buildings along with transport, probably have the greater impact on the global and local environment than other human activities. Pollution to air as a result of buildings, is mainly due to building construction, energy used for heating, cooling and lighting.

To achieve a reduction in energy consumption and thereby obtaining a reduction in carbon dioxide, the Directorate of Property and Procurement are currently implementing programmes such as the Home Energy Conservation Act 1995 (HECA). The Council is also moving as an organisation towards the Local Authority Eco-Management and Audit Scheme (LA EMAS).

The LA EMAS Scheme is a voluntary scheme to help Local Authorities improve their management of environmental issues.

LA EMAS is designed to bring a number of benefits to Neath Port Talbot such as improvements in:-

- Environmental Performance
- Quality of Service
- Financial Savings
- Better management control and;
- A systematic and consistent approach to environmental and energy management across the whole Authority.

With regard to improving air quality, under their Environmental Management System accredited to the International Environmental Management Standard ISO 14001, Transportation, Highways and Engineering Directorate is carrying out the following main activities:-

- Improvements of local air quality by optimisation of highway schemes, promoting public transport and the utilisation of new technology for traffic management and control.
- Enhancement of local air quality as a result of emission control measures during construction of civil engineering projects.

The Property and Procurement Directorate are currently fulfilling this Council's commitment to HECA. The HECA focuses attention on the scope for increasing energy efficiency in housing by making provision for local energy conservation reports to be drawn in relation to residential accommodation. The Act provides for local housing authorities to be Energy Conservation Authorities (ECA) and places a duty on them to prepare, publish and send to the Secretary of State, reports identifying energy conservation measures which they consider practicable, cost-effective and likely to result in significant improvements in the energy efficiency of residential accommodation in their area.

The Act encourages Local Authorities to implement these measures, but it is not a legal requirement of the Act.

A practical example of energy conservation measures carried out by the Property and Procurement Directorate is the maintenance of boiler plant in housing and non-housing stock, adopting good design practices in terms of servicing 11500 domestic household boilers and 500 commercial boilers.

The Home Energy Conservation Act has greatly increased the awareness of local government housing officers to the need to include energy efficiency criteria both in the design and the refurbishment of homes.

The measures that the Act identifies are:-

- Information
- Advice
- Education
- Promotions
- Making Grants and Loans
- Carrying out Works

Neath Port Talbot C.B.C. submitted the HECA report to the Welsh Office in November 1997. In accordance with Section 3(2) of the Act the Secretary of State requires a report on the progress made in implementing the measures set out in the report to be submitted by April 2000 as part of the Authority's Housing Strategy and Operational Plan.

HELP BOX: for further information contact:-

Energy Conservation: Peter Morgan, Energy Officer, tel. 01792-512610

5.4.6 Fleet Transport

Neath Port Talbot County Borough Council has about 360 vehicles in its' fleet. An ageing fleet was inherited at local government reorganisation and one of the priorities within the Transport Section was to reduce the fleet of vehicles to those no older than 7 years. This would mean that vehicles meeting with higher emission standards criteria would be used. During the financial year 1997/98 the Directorate obtained 82 new CE Type vehicles which have been made to the EUROs specification with a corresponding reduction in pollution emitted.

As an Authority we rely heavily on reliable transportation and this means that on average vehicles are maintained every 5000 miles. (Most manufacturers specify that vehicles are maintained every 10,000 miles). By keeping our vehicles in good condition we also reduce fuel consumption and emissions to the atmosphere. Most of the fleet is MOT'd on an annual basis. This means that vehicles comply with Government emission levels.

Virtually 100% of the fleet are direct injection diesel engine vehicles, which burn fuel more cleanly.

A Triscan computerised fuel system monitors the usage of fuel per vehicle. This is in its infancy, but may in time highlight uneconomic vehicles and abuse.

During September and October 1998, 64 drivers received additional training in order to improve their skills. A further 60 drivers are being trained in the financial year 1999 - 2000.

The Transportation, Highways and Engineering Directorate will also monitor the market for more energy efficient fuels that are cost effective. Gas can only be installed alongside a petrol engine at a significant cost as it requires a spark to cause it to combust.

Most Council vehicles however run on low sulphur diesel or unleaded petrol.

In any declared Air Quality Management Area, we will work with the Action Plan team to identify the practicability of introducing the use of certain vehicles with further reduced emission systems, e.g. such as those running on low sulphur diesel with a particle trap fitted, to name but one type of system. We will also investigate the feasibility of partnerships with power companies or others in the use of alternatively powered vehicles e.g. electric powered types.

HELP BOX: for further information contact:-

Enquiries or reports concerning emissions from the Council's fleet of commercial vehicle e.g. lorries, refuse vehicles etc: Eifion Johns, Transport Manager tel. 01639-765071

6.0 EDUCATION AND INFORMATION.

It is the Council's policy as part of the "Air Wise" Strategy, to promote greater public awareness of air quality issues. This will include providing information and education about air pollutants for which objectives have been set by the Government. This will include providing information of the quality of air in accordance with the national public information system for air quality, as well as effects and sensible advice regarding precautionary measures.

Web pages on Air Quality have been developed as part of the Council's web site on the Internet, which can be accessed via the A to Z of services under Air Quality Monitoring. These show the latest seven day pollution data for the Authority's two automatic gauges at Groeswen Hospital (measuring PM₁₀, SO₂, NO₂, CO and Ozone) and Baglan Primary School (measuring hydrocarbons, particularly benzene and 1,3 Butadiene). For details how to access the various sources of information please see the help box below.

In addition through the Internet it is the intention that this information will be available for use in schools throughout the County Borough.

The Council will continue to inform the community by the publication of its air quality annual report (available on the internet site) and by moving toward the publishing of a quarterly "Air Wise" newsletter identifying local air quality initiatives, whilst providing a medium for the exchange of ideas from our various partners.

HELP BOX: for further information:

**Council Web Site: www.neath-porttalbot.gov.uk
via A to Z of services "Air Quality Monitoring."**

**Groeswen Hospital site data: Ceefax pages 410 to 417;
teletext page 106**

Council Annual Air Quality Report : Council's Web site.

Enquiries: Martin Hooper, Environment Section, Tel 01639-888350

7.0 REVIEW OF “AIR WISE” STRATEGY.

The contents of this strategy will be reviewed every 5 years or more frequently as circumstances require, however the Local Air Quality Strategy Steering Group will carry out a yearly audit to see how the provisions are being implemented and their effect. For this purpose the statistics from the Annual Air Quality Report will be used along with the data from the monitoring of committee reports as part of the EMAS initiative. In addition certain procedures will be reviewed as part of the audit.

On an annual basis the Local Air Quality Strategy Steering Group will report to the appropriate Executive Board of the Council on the review process.

APPENDIX 1 - DEFINITIONS

Acid Gases: Gases such as sulphur dioxide and nitrogen dioxide which are oxidised in the atmosphere to form sulphuric and nitric acid and therefore play a part in the production of acid rain.

Air Quality: State of the air in relation to the concentrations of pollutants.

Air Quality Management: Procedure required by part IV Environment Act 1995 in which a local authority (in this case Neath Port Talbot) has to carry out a review and assessment of air quality against set objectives for certain air pollutants. Where the objectives are not likely to be achieved by the prescribed date, plans known as **action plans** have to be drawn up to achieve the relevant objective.

Air Quality Management Area: Area declared by a local authority by a formal Order of the Council to be an area in which specified air pollutants will not meet the objective levels set by the Government by the relevant date. Areas such as these are shown by maps which form part of any order.

Air Wise: Neath Port Talbot's Local Air Quality Strategy, "Air Wise - The Way Forward to Cleaner Air" (this document). Also the Council's logo for its air quality initiatives.

Ambient: Surrounding - in this context used to describe pollution concentrations in the open air.

Asthma: A disease of the airways of the lungs in which the airways become inflamed and narrowed in response to provoking stimuli including allergens and irritating chemicals.

Benchmarking: Comparison of an activity or a solution against known best practice.

Benzene: A volatile organic compound, the largest contribution of which at ground level comes from the benzene content and partial combustion of petrol in cars and to a lesser extent the storage and distribution of petrol. Cigarette smoking is also a significant source of benzene for smokers. Benzene is accepted as a known carcinogen in humans.

Best Value: Has been defined as the service local people want at a price they are willing to pay. It is a key concept in the Labour Government's plans for the future of Local Government and is seen as a means of regenerating local democracy by involving communities in shaping the way that services are provided to them.

1,3 Butadiene: A volatile organic compound, the largest source in the UK being vehicle exhausts. Other sources include the combustion of fossil fuels and the

manufacture of synthetic rubber tyres where it is used as an intermediate chemical. 1,3 Butadiene is accepted as a known carcinogen in humans.

Bronchial Diseases: Diseases of the lung, particularly inflammatory disease of the lung such as bronchitis.

Cardiovascular: The heart and circulatory systems.

Carbon Monoxide: A colourless odourless and tasteless gas, once emitted into the atmosphere slowly oxidising to carbon dioxide. In ambient air approximately 90% of carbon monoxide is due to road traffic emissions. At elevated levels in the open air the oxygen carrying capacity of the blood may be reduced, however in the indoor environment levels associated with badly flued heating or cooking appliances can prove lethal with over 60 deaths per year nationally.

Exceedances: The number of times an air quality objective level was broken, normally stated in terms of the number of days on which this occurred.

Focus Groups: In terms of air quality, existing groups with an interest in air quality or new groups formed for the purpose, working with the Council to develop ideas to improve air quality and actively assisting the Council to develop and refine policy documents such as "Air Wise".

Forum: Mechanism for the exchange of information between groups and individuals, either by meeting together or by other means.

Greenhouse Gases: Gases which contribute to the "Greenhouse Effect", i.e. the process by which some of the heat energy from the sun after re-radiation from the earth is absorbed by the green house gases in the atmosphere, thereby warming it up. Increasing amounts of greenhouse gases in the atmosphere such as carbon dioxide lead to global warming i.e. a gradual rise in the average temperature at the earth's surface.

Lead: A very soft, silver grey metal which as the compound tetraethyl lead was historically added to petrol to enhance the octane rating (anti knocking agent). The lead content of petrol has been progressively reduced, the sale of leaded petrol being banned from the beginning of 2000 which should result in the annual contribution from transport dropping to almost zero. Lead has been implicated as a neurotoxin, particularly in children where shifts in IQ levels at high blood lead levels have been shown. As the largest contribution to airborne lead was petrol engined motor vehicles, this problem has now been significantly reduced.

Local Air Quality Strategy: This document, which has been named "Air Wise - The Way Forward towards Cleaner Air" by the Council. In it is set out the Council's strategic policies for achieving cleaner air in partnership with the community plus the roles industry, business, the individual and other organisations need to play in order for this goal to be achieved.

Low Emission Zones: Areas of towns or cities in which a restriction has been placed on traffic in an area by the local authority in order to exclude the most polluting types of vehicles. This is normally done by means of Road Traffic Orders (RTO's).

National Air Quality Strategy (now "The Air Quality Strategy for England, Scotland, Wales and Northern Ireland"): Document required to be produced by the Government and reviewed as required by part IV of the Environment Act 1995 is the second strategy document resulting from the first review. It describes the Government's and also in our case The National Assembly for Wales' plans to improve and protect ambient air quality in the United Kingdom in the medium term.

Neurotoxin: Any poison that acts on the nervous system.

Nitrogen Dioxide: One of a number of nitrogen oxides that are formed during high temperature combustion processes from the oxidation of nitrogen from the air or fuel. It is also produced as a secondary pollutant from the oxidation of nitric oxide. In the United Kingdom, 50% of nitrogen dioxide results from the use of motor vehicles. Nitrogen dioxide is a respiratory irritant and also plays a part in the production of another atmospheric pollutant, ozone. Nitrogen oxides persist in the atmosphere for about a day before they are oxidised to nitric acid. Nitrogen oxides therefore play a part in the production of acid rain.

Ozone: A highly reactive chemical which, when present in the lower atmosphere at high concentrations, can irritate the eyes and air passages, causing breathing difficulties. Ozone is a so called secondary pollutant since it is produced indirectly by the reaction between hydrocarbons, nitrogen dioxide and sunlight. Ozone tends to be lower in urban areas because high levels of nitric oxide are produced by vehicles and this helps breakdown the ozone to oxygen and nitrogen dioxide. The highest levels are therefore found in rural areas in summer.

Particles (PM₁₀): Particulate matter 10 microns (10 millionths of a metre) or less in diameter. These fine particles are of the greatest concern since they are capable of being drawn into the respiratory airways where they may adversely affect health. Recent research has indicated that the finer fraction of this material gives rise to the greatest health concern as these can penetrate to the deepest parts of the lung.

Sulphur Dioxide: A corrosive acid gas that combines with water vapour in the atmosphere to form an acid solution which is readily oxidised to sulphuric acid associated with acid rain. It also can react with other chemicals in the air to form sulphates in the form of particles. Persons with asthma and bronchitis can be adversely affected by exposure to high concentrations of the gas and it has effects on vegetation, soils, watercourses and building materials. Sulphur dioxide is mainly formed as a result of the combustion of fossil fuels in power stations. Some area which rely heavily on coal for domestic heating may also be affected.

Transboundary Pollution: Pollution not originating in the area it is affecting and coming in from either an adjoining area or a more distant region.

VOC's (Volatile Organic Compounds): A class of organic compounds which evaporate easily and contribute to air pollution mainly through the production of the secondary pollutant ozone.

APPENDIX 2 - USEFUL SOURCES OF INFORMATION

Neath Port Talbot CBC: Environment Section tel. 01639 - 897548,
e-mail p.hollingsworth@neath-porttalbot.gov.uk

Environment Agency Wales: Rivers House, St. Mellons Business Park,
St. Mellons, Cardiff CF3 OLT. Tel: 029 2077 0088. Customer contact for South
West Wales. Tel 01437 760081.

Iechyd Morgannwg Health: 36, Orchard Street, Swansea Tel: 01792 - 458066

Power Shift Programme (alternative fuels for commercial vehicles):
Tel: 0345 -277200.

**Environmental Technology Best Practice Programme (advice for
companies):** Tel: 0800 - 585794.

Freight Transport Association: Tel: 0117/973/1187 Fax: 0117/923/8269

National Assembly for Wales:

Air Quality Branch

Environment Division, National Assembly for Wales: Cathays Park, Cardiff
CF10 3NQ Tel: 01222/823452 (for various leaflets on air pollution.)

Public Health 1Division, National Assembly for Wales: Cathays Park,
Cardiff CF10 3NQ Tel: 01222/825596 (for information pack on air pollution
and health.)

National Society for Clean Air and Environmental Protection: 136 North
Street, Brighton BN1 1RG Tel: 01273/326313 Fax 01273/735802,
e-mail: info@nsca.org.uk website <http://www3.mistral.co.uk/cleanair>

Society of Motor Manufacturers and Traders Ltd (The Greener Motoring
Guide) Tel 0171/2357000

Transport 2000 - Free Briefing about Green Transport Plans (Send stamped
addressed envelope marked 'GTP' to Transport 2000, Walkden House,
10 Melton Street, London. NW1 2EJ).

Wales Environment Centre (Arena Network)

The QED Centre, Treforest Estate, Treforest, Pontypridd. CF37 5YR
Tel: 01443/844001, Fax 01443 844002 website <http://www.arenanetwork.org>

APPENDIX 3 - FOCUS GROUPS AND CONSULTEES

FOCUS GROUPS

- British Steel/Environment Agency/Neath Port Talbot C.B.C. Air Quality Management Working Group.
- Freight Transport Association.
- Community Group (Includes Community Councils, Environmental and Community Groups).
- Taibach Residents Group
- General Industrial Group (CMB, Celtic Energy, Fords, Envases and TRW).
- BP/Environment Agency/Neath Port Talbot C.B.C.
- Health Alliance

CONSULTEES

- The National Assembly for Wales
- Iechyd Morgannwg Health
- Highways Directorate (National Assembly for Wales)
- All Internal Departments
- Farmers Union of Wales
- Neath Port Talbot Countryside Action Group
- Neath Town Council
- Pontardawe Town Council
- Welsh School of Architecture
- Brynhenllys Opencast Liaison Committee
- Briton Ferry Town Council
- Onllwyn Community Council
- Blaengwrach Community Council
- Blaenhonddan Community Council
- Clyne & Melincourt Community Council
- Dyffryn Clydach Community Council
- Nant Helen Opencast Site Liaison Committee
- Neath Walking Club
- Onllwyn Liaison Group
- Resolven Community Council
- Tonna Community Council
- Dyffryn Clydach Volunteers
- Cilybebyll Community Council
- Greenpeace
- Baglan Bay Anti-Pollution Group
- Baglan Bay Pressure Group

- C.P.R.W.
- Neath Port Talbot Library & Information Service
- New Sandfields Sustainable Regeneration Ltd
- Brynteg Opencast Site Liaison Committee
- Coedffranc Community Council
- Gwauncaegurwen Community Council
- Pelenna Community Council
- Cwmllynfell Community Council
- Countryside Council for Wales
- Ystalyfera Community Council
- Upper Tawe Valley Protection & Pressure Group
- Autobar Polyfilm Ltd.
- BOC Gases
- BP Chemicals
- British Steel Ltd.
- Cambrian Stone Ltd
- Carnaud Metal Box Ltd
- Celtic Energy Ltd
- David S. Smith Ltd
- Envases UK Ltd
- Ford Motor Co. Ltd
- RMC (Aggregates) Ltd
- TRW Steering
- AA
- First Cymru
- Freight Transport Association
- Great Western Trains
- Neath Taxi Association
- Port Talbot Taxi Association
- Virgin Trains
- Wales & West Railway
- Wheel Rights 2000
- B & Q
- Boots the Chemist
- Glynneath Chamber of Trade
- Lynx Express Delivery Network
- Marks & Spencer
- Neath Chamber of Trade
- Neath Multiple Traders
- Port Talbot Business Club
- Port Talbot Chamber of Trade
- Safeway Stores Ltd
- Skewen Chamber of Trade
- Tesco Stores Ltd
- West Wales Chamber of Commerce
- Bridgend CBC
- Carmarthenshire County Council
- City & County of Swansea
- Swansea Bay Port Health Authority

- Powys County Council
- Rhondda Cynon Taff CBC
- Age Concern Carer's Service
- Airport (Support group)
- Brecon Beacons National Park
- British Trust for Conservation
- Civic Trust for Wales
- Coed Cymru
- Country Landowners Association
- Crymlyn Burrows Residents
- Crynant Community Council
- Environment Centre (Swansea)
- Forest Enterprise
- Forestry Commission
- Friends of the Earth Cymru
- Glamorgan Wildlife Trust
- Glynneath Town Council
- Graig Fawr Woodland Group
- National Asthma Campaign
- National Farmers Union
- National Trust
- Neath Port Talbot Access Group
- Neath Port Talbot Age Concern
- Neath Port Talbot CVS
- Pontardawe Civic Society
- Seven Sisters Community Council
- Vale of Neath Action Group
- West Glamorgan Commoners Association
- Woodland Trust
- Ystalyfera Environment Group
- Dr Mark Temple
- Environment Agency Wales
- Local Health Group
- Neath Port Talbot Community Health Council
- Welsh Air Quality Forum
- WHO Collaborating Centre
- Wales Environment Centre (Arena Network)

APPENDIX 4 - LOCATION OF POLLUTION MONITORS

