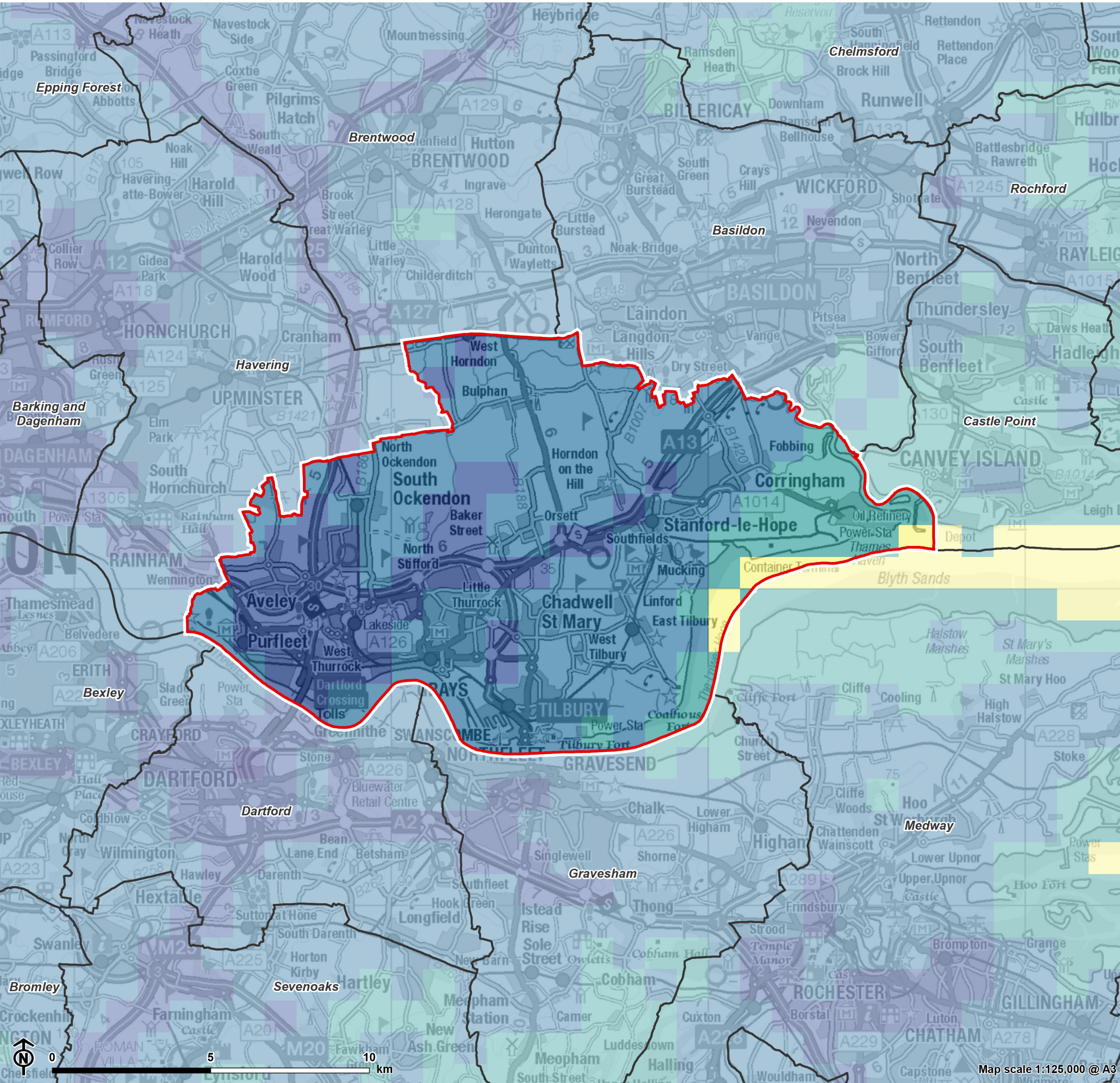





Figure 6.3: Air Quality (Particulate matter 10 concentration - PM 10)



 Thurrock Council boundary
 Neighbouring authority boundary
 AQMA



Key environmental issues and likely evolution of these issues without the Interim Thurrock Transport Strategy

6.29 There are 18 AQMAs in Thurrock which have been designated because these areas exceed safe levels of nitrogen dioxide (NO₂) and particulate matter (PM₁₀) for human health, with these pollutants arising primarily from road traffic emissions. Changes in air quality also present risks to the natural environment, both at protected sites and more widely.

6.30 In the absence of the Interim TTS, the legally binding ceilings for national emissions of air pollutants from the transport sector and the objectives of the Clean Air Strategy [See reference 195], the Road to Zero [See reference 196], and the UK Plan for Tackling Roadside Nitrogen Dioxide Concentrations [See reference 197] would continue to apply. However, without targeted action at the Borough-level, it is anticipated that traffic congestion will continue to increase with the rising population and car dependency may continue to be high. The Interim TTS may have both a positive and negative effect on this SEA topic. On the one hand the Interim TTS provides an opportunity to improve air quality in the Borough through:

- Reducing vehicular traffic and congestion;
- Increasing the use of electric and other low emission vehicles;
- Encouraging and facilitating more active forms of travel (walking and cycling);
- Encouraging and facilitating a shift to public transport; and,
- Shifting passenger and freight traffic from road to rail.

6.31 On the other hand, improvements to air quality could be countered by general increases in road, rail and shipping traffic due to the scale and nature of development proposed in the Interim TTS.