Cherwell District Council

Air Quality Action Plan

In fulfilment of Part IV of the Environment Act 1995

Local Air Quality Management

2024

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Report Reference Number	AQAP2024
Date	January 2024

Executive Summary

This Air Quality Action Plan (AQAP) has been produced as part of our statutory duties required by the Local Air Quality Management framework as set out in Part IV of the Environment Act (1995), as amended by the Environment Act (2021), and the relevant Policy and Technical Guidance documents. It outlines the action we will take to improve air quality in Cherwell District between 2024 and 2029.

This action plan replaces the previous action plan approved in 2017. Projects delivered through the past action plan include:

- Air Quality actions are included in the Local Transport Plan.
- Electric vehicle charging infrastructure.
- Taxi licensing incentives.
- Review of council and contractor's fleets.
- Several public awareness campaigns.
- The introduction of a new county-wide air quality website.
- Signposting of walking and cycling routes.
- Improvements in traffic signalling near M40 junction 11.
- Live monitors have been mounted outside of two schools in the district, the data from which has been used to inform communications to the district raising awareness of the effects of car idling and air pollution, and the benefits of active travel.

Air pollution is associated with several adverse health impacts. It is recognised as a contributing factor in the onset of heart disease and cancer. Additionally, air pollution particularly affects the most vulnerable in society: children and older people, and those with heart and lung conditions. There is also often a strong correlation with

equalities issues because areas with poor air quality are also often the less affluent areas[1,2].

The annual health cost to society of the impacts of particulate matter alone in the UK is estimated to be around £16 billion[3]. Cherwell District Council is committed to reducing the exposure of people in Cherwell to poor air quality in order to improve health.

We have developed actions that can be considered under five broad topics:

- Policy guidance and development control
- Promoting low emission transport
- Promoting travel alternatives to private vehicle use
- Transport planning and infrastructure
- Public information

Our priorities are:

- Priority 1 – Strengthening local policy to improve air quality and its role in protecting health.
- Priority 2 – Reducing NO_x emissions from cars in all AQMAs.
- Priority 3 – Ensuring new developments encourage and facilitate low emission and alternative transport.
- Priority 4 – Ensuring transport infrastructure delivery takes account of air quality improvement potential within AQMAs.
- Priority 5 – Raising awareness of poor air quality and encouraging improvement actions by vehicle users and fleet managers.

In this AQAP we outline how we plan to effectively tackle air quality issues within our control. However, we recognise that there are a large number of air quality policy areas that are outside of our influence, but for which we may have useful evidence,

[1] Environmental equity, air quality, socioeconomic status and respiratory health, 2010

[2] Air quality and social deprivation in the UK: an environmental inequalities analysis, 2006

[3] Defra. Abatement cost guidance for valuing changes in air quality, May 2013

and so we will continue to work with regional and central government on policies and issues beyond Cherwell District Council's direct influence.

Responsibilities and Commitment

This AQAP was prepared by the Environmental Protection and Enforcement Team of Cherwell District Council with the support and agreement of the following officers and departments:

Public Health, Oxfordshire County Council • Infrastructure Strategy Team, Oxfordshire County Council • Air Quality Team, National Highways • Communications and Consultation and Engagement Teams, West Oxfordshire, Oxford City, South Oxfordshire and Vale of White Horse District Councils

This AQAP has been approved by: Executive Committee on 4 March 2024 (TBC)

This AQAP will be subject to an annual review, appraisal of progress and progress each year will be reported in the Annual Status Reports (ASRs) produced by Cherwell District Council as part of our statutory Local Air Quality Management duties.

If you have any comments on this AQAP, please send them to Environmental Protection at:

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Introduction

This Air Quality Action Plan (AQAP) outlines the actions that Cherwell District Council will deliver between 2024 and 2029 in order to reduce concentrations of air pollutants and exposure to air pollution; thereby positively impacting on the health and quality of life of residents and visitors to Cherwell.

It fulfils the requirements of Local Air Quality Management (LAQM) as set out in Part IV of the Environment Act (1995), as amended by the Environment Act (2021), and the relevant Policy and Technical Guidance documents, to work towards Air Quality Strategy (AQS) objectives.

This Plan will be reviewed every five years at the latest and progress on measures set out within this Plan will be reported on annually within Cherwell District Council's air quality ASR.

Summary of Current Air Quality in Cherwell

Cherwell District Council has identified two areas where air quality does not meet national air quality objectives for nitrogen dioxide (NO_2). The locations of these two Air Quality Management Areas (AQMAs) can be found on our website at www.cherwell.gov.uk/airqualitymanagement. A full list of AQMAs across the country can be found at http://uk-air.defra.gov.uk/aqma/list. There is one in Banbury and one in Bicester. These concentrations are largely related to road traffic emissions. The AQMAs are shown in Appendix C.

Concentrations have decreased across all AQMAs since 2017. Annual mean NO_2 concentrations were below the 40 µg/m^3 objective in 2020, 2021 and 2022 in one of the AQMAs with the exception of AQMA No.1 at Hennef Way in Banbury. Concentrations in 2020 and to a lesser extent, in 2021, are likely to have been unusually low due to Covid-19 lockdowns leading to restrictions in travel.

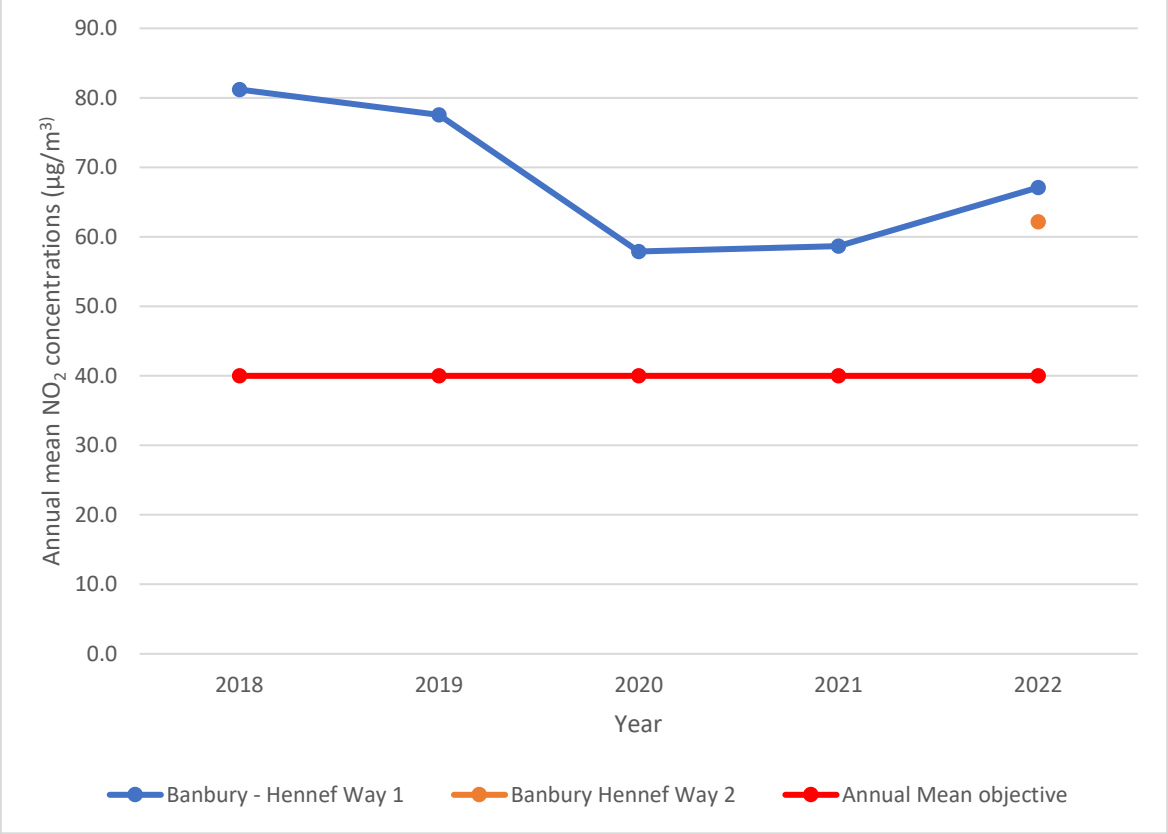
Table 0.1 – Declared Air Quality Management Areas

AQMA Name	Date of Declaration	Pollutants and Air Quality Objectives	One Line Description	Is air quality in the AQMA influenced by roads controlled by Highways England?	Level of Exceedance: Declaration	Level of Exceedance: Current Year	Number of Years Compliant with Air Quality Objective	Name and Date of AQAP Publication	Web Link to AQAP
AQMA No. 1	17th January 2011	NO2 Annual Mean and 1 Hour Mean	Three residential property facades backing onto Hennef Way between roundabouts with Ermont Way and Concorde Avenue.	YES	86.4 µg/m3	55.0 µg/m3	Not compliant	Cherwell District Council Air Quality Action Plan 2017	Cherwell District Council: Air Quality

AQMA No. 2	9th October 2015	NO2 Annual Mean	The North Street / Filed Street mini roundabout, through Queens Avenue to the mini roundabout on Kings End, including St Johns.	YES	46.9 µg/m3	32.6 µg/m3	3 years	Cherwell District Council Air Quality Action Plan 2017	Cherwell District Council: Air Quality

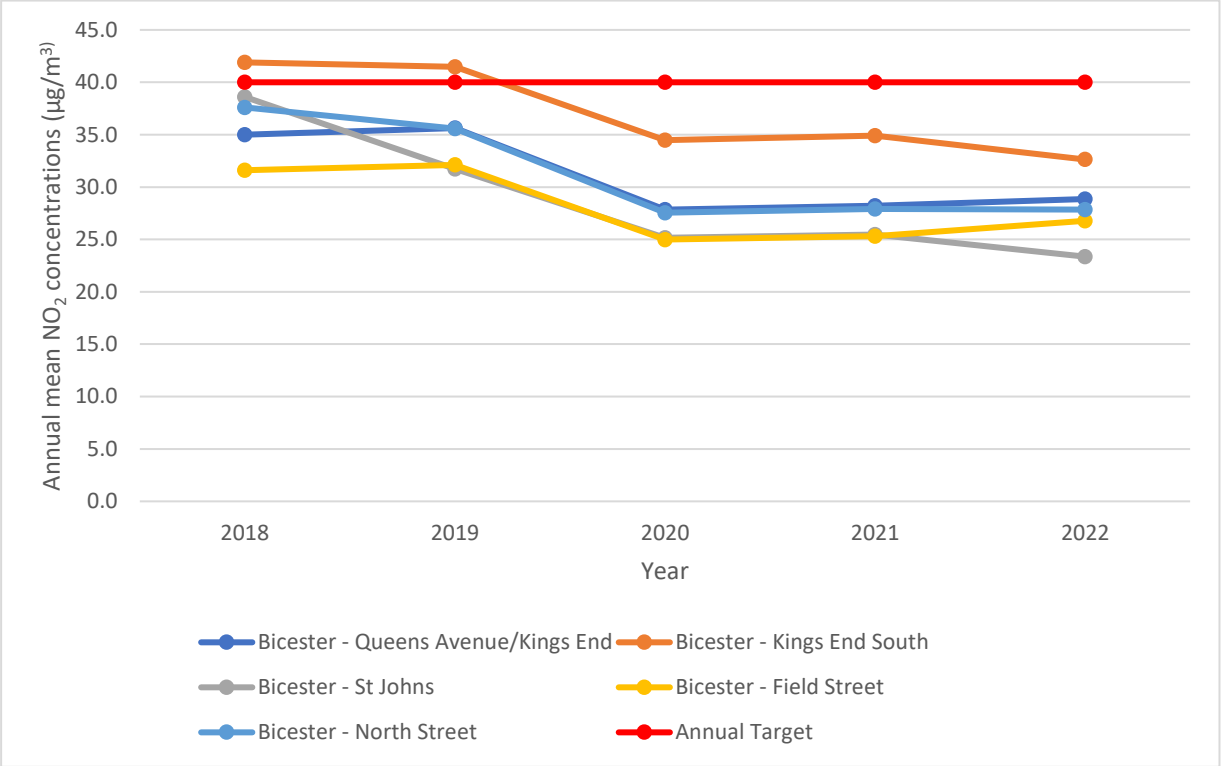
For Hennef Way, trends in annual mean NO2 concentrations are shown in Figure 2.1. The site has shown considerable reductions in concentrations of NO_2 since 2017, however the concentrations are still significantly higher than the annual mean objective. After a significant reduction in concentrations during the years affected by Covid-19, there has been a slight increase in concentrations in 2022. The concentrations are also high enough to indicate that, on occasion, NO2 levels may be above the short-term objective. As such, it is appropriate to consider further measures to reduce concentrations within the Hennef Way AQMA.

Figure 1 - Trends in Annual Mean NO_2 Concentrations at AQMA No.1 Hennef Way



For Kings End/Queens Avenue, trends in annual mean NO_2 concentrations are shown in Figure 2.2. All sites within the AQMA have been below the annual mean objective of 40 µg/m^3 from 2020 onwards. The measured figures since 2020 have shown a consistent reduction in NO_2 concentrations. As such, monitoring data from future years (unaffected by covid-19) may enable Cherwell to consider revoking the AQMA. However, at this stage, it is appropriate to consider further measures to reduce concentrations within the Kings End/Queens Avenue AQMA.

Figure 2 – Trends in Annual Mean NO_2 Concentrations at AQMA No.4 Bicester



Cherwell District Council's Air Quality Priorities

1.1 Public Health Context

Two AQMAs have been identified with people exposed to sufficiently poor air quality to require legal intervention under Environment Act 1995, which this action plan contributes to. Table 3.1.1 shows the number of residential properties within the AQMAs.

Table 3.1.1 – Residential properties within AQMAs

AQMA	Description	Nitrogen Dioxide Concentration ($\mu g/m^3$)[a]	Approximate No. residential properties within AQMA
AQMA No.1	Hennef Way, Banbury	55.0	3
AQMA No.2	Bicester	32.6	111

These AQMAs are localised areas representing the worst affected places. The main source of pollutants in these AQMAs is traffic emissions. Traffic emissions are not localised i.e., journeys originating and terminating within the AQMA so measures to address emissions district-wide are collated as general measures.

It is anticipated that most general measures to reduce emissions will also contribute to reducing $PM_{2.5}$ emissions from vehicles.

Where local measures to reduce pollutant concentrations are identified, these measures have been related to that specific AQMA.

Oxfordshire County Councils Joint Strategic Needs Assessment (JSNA) provides information about Oxfordshire's population and the factors affecting health, wellbeing, and social care needs and can be found at http://insight.oxfordshire.gov.uk/cms/joint-strategic-needs-assessment

- Air quality is included in “Building Blocks of Health” section of the 2023 JSNA and recognises:
- Oxfordshire has 11 designated Air Quality Management Areas where air quality objectives are not being met.
- The latest (2020) modelled air pollution data from DEFRA highlights urban centres and roads in Oxfordshire with the highest annual average levels of nitrogen oxides.
- The sites with the highest readings for Nitrogen Dioxide (NO_2) in Oxford and West Oxfordshire have each seen a slight increase since 2020. The sites with the highest readings of NO_2 in Cherwell and South Oxfordshire and Vale of White Horse have seen a decrease in readings.

World Health Organisations (WHO) guidelines state that $PM_{2.5}$, fine particulate matter of 2.5 micrometres or less in diameter, is the most dangerous pollutant because it can penetrate the lung barrier and enter the blood system, causing cardiovascular and respiratory disease and cancers. It affects more people than other pollutants and has health impacts even at very low concentrations. The updated WHO target is for annual average concentrations of PM2.5 not exceeding 5 $\mu g/m^3$. The current UK target is to achieve annual average concentrations of PM2.5 of 10 $\mu g/m^3$ by 2040. Around half of UK concentrations of PM comes from anthropogenic sources in the UK such as domestic wood burning and tyre and brake wear from vehicles.

- As of 2021, the fraction of mortality attributable to particulate air pollution value for Oxfordshire was 5.5%, slightly above the South East average (5.4%) and similar to the England average (5.5%).

Public Health England reports air quality and active travel indicators by district (Office for Health Improvement & Disparities, 2023). Table 3.1.2 provides the most recently published data for air quality and travel indicators for the two local authority areas, compared with the regional and national averages.

Table 3.2.2 – PHE air quality and active travel indicators

Indicator	Cherwell	South East	England
Air pollution: fine particulate matter (concentrations of total PM2.5, µg/m3) (2020)	8.74	8.1	7.5
Mortality of adults over 30 years, attributable to particulate air pollution (%) (2021)	5.5	5.4	5.5
Adults cycling for travel at least three days per week (%) (2019-20)	3.8	2.4	2.3
Adults walking for travel at least three days per week (%) (2019-20)	8.7	14.9	15.1

Concentrations of $PM_{2.5}$ in Cherwell are higher than the average for the region, which itself is higher than the average for England, however the mortality rates for the district are in line with the regional and national average, indicating that the high levels of PM are not necessarily in areas with an increased risk of exposure.

The district has a higher-than-average proportion of adults who travel by bicycle, although this is not the case for travel on foot, which is lower than the regional and national averages.

All the AQMAs in Cherwell were declared for exceedances in NO_2, and the measures in this AQAP focus on reducing nitrogen dioxide, however these measures should also lead to a reduction in particulate matter.

1.2 Planning and Policy Context

Cherwell District Council declared a climate change emergency in 2019 and committed to ensure our operations are net zero by 2030 and to do our part to achieve a net zero carbon district and lead through example.

Cherwell has developed a new Climate change action plan for 2023-24 which outlines how we intend to achieve this.

Moving forwards, air quality is to be considered and included in the Council's local plan.

The Oxfordshire Local Transport and Connectivity Plan (LTCP) 2022-2050 (OCC, 2022e) makes provision for Area Travel Plans, focussed on specific geographic areas in Oxfordshire, including the centre of Banbury. The Local Cycling and Walking Infrastructure Plan (LCWIP) for Banbury was adopted in 2023 (OCC, 2022a), which includes measures to improve walking and cycling connectivity across the town, thus reducing the need to use private cars. This has included the recent resurfacing of every pavement in Banbury and will also involve adding additional benches and dropped kerbs.

Oxfordshire-wide actions include the following:

- An updated website providing information on air quality in Oxfordshire (Oxfordshire District Councils, 2023).
- Installation of EV charging points through Oxfordshire Park and Charge (Office for Zero Emission Vehicles, 2021).
- Oxfordshire's Bus Service Improvement Plan (OCC, 2022b) includes targets to improve journey times, reliability, passenger numbers and passenger satisfaction. It also aims to provide more frequent services, as well as integration with other modes, improvements in fares and ticketing (targeting fare reductions for 16 and 17 year olds and low paid NHS employees), investments in bus priority measures.
- Oxfordshire LTCP includes:
    - Headline targets to:
        - reduce car journeys (by 2030 replace / remove 1 out of every 4 current car trips, and by 2040 replace / remove an additional 1 out of 3 car trips in Oxfordshire)
        - increase active travel (by 2030 increase cycle trips in Oxfordshire from 600,000 to 1 million trips per week)
        - deliver a net zero transport network by 2040, and a transport network contributing to a climate positive future by 2050
    - Promotion of Healthy (Policy 9) and Safe (Policy 10) Streets
    - Working with schools, employers and businesses to promote travel choices (Policy 11)

- Developing the 20-minute neighbourhoods (Policy 13) and on integrated transport and land use planning (Policy 14)
- Improving public transport, including acceleration of zero emission buses across the region (Policy 18), and supporting multimodal travel (Policy 22), mobility hubs (Policy 23), micro mobility (e-scooters) (Policy 38), car clubs (Policy 39);
- (a) continued implementation of the Zero Emission Zone (ZEZ) in Oxford and (b) investigation of Clean Air Zones and ZEZ schemes for other parts of Oxfordshire where traffic emissions are contributing significantly to air pollution problems (Policy 28)
- Delivering infrastructure requirements for zero emission vehicles (Policy 29)
- Parking management, including reference to workplace parking levy (Policy 33)
- Promotion of rail freight for the long distance movement of goods (Policy 48), appropriate routes for HGVs (Policy 49); promotion of freight consolidation and last mile goods movement (Policy 50); and
- Collaborative regional working (Policy 51), transport corridor strategies, including for M40/A34 (Policy 53); tailored solutions for smaller market towns (Policy 54).
- Oxfordshire County Council adopted has adopted new requirements for Transport Assessments, based on ‘Decide and Provide’ (OCC, 2022d). This moves away from the traditional approach of ‘Predict and Provide’, which uses current or historical traffic patterns to determine the future need for infrastructure, but which tends to simply maintain the status quo and focus on provision of capacity for private car journeys. The ‘decide and provide’ approach enables Oxfordshire County Council to prioritise active travel and public transport and reduce reliance on private cars.
- Oxfordshire County Council’s updated Parking Standards for New Developments (OCC, 2022f) significantly reduce residential and

commercial parking provision, and set maximum, rather than minimum standards.

- Oxfordshire Freight and Logistics Strategy 2022-2050 includes 47 separate actions to reduce the impacts of freight (OCC, 2022c).
- Oxfordshire Rail Corridor Study and strategy to identify potential requirements for Oxfordshire's future trains services in the medium (2028) and long-term (2033), (Network Rail, 2021).
- Oxfordshire LiftShare provides alternatives to single occupancy driving (Mobilityways Limited, 2023).
- Oxfordshire's Cycling & Walking Activation Programme seeks to support behaviour change and encourage active travel, particularly for those residents who experience the greatest barriers to walking and cycling.

1.3 Source Apportionment

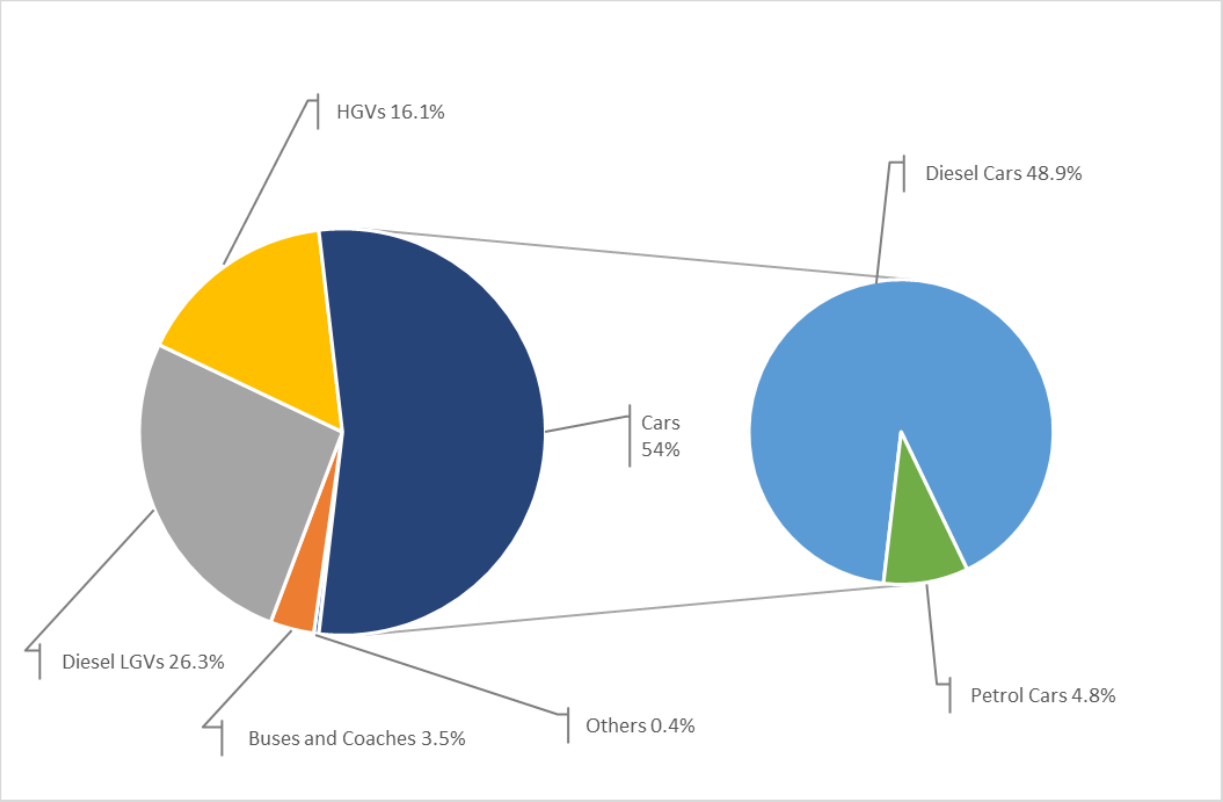
The AQAP measures presented in this report are intended to be targeted towards the predominant sources of emissions within Cherwell District Council's area.

A source apportionment exercise was carried out by Cherwell District Council in 2024 using traffic data taken from Department for Transport traffic counts, and the default breakdown for vehicle categories and engine types was used.

The source apportionment identified that within the AQMAs, the largest contribution to vehicle emissions of NOx was from diesel cars and diesel vans. The breakdown is described below.

1.3.1 AQMA No.1 Hennef Way, Banbury - Source Apportionment

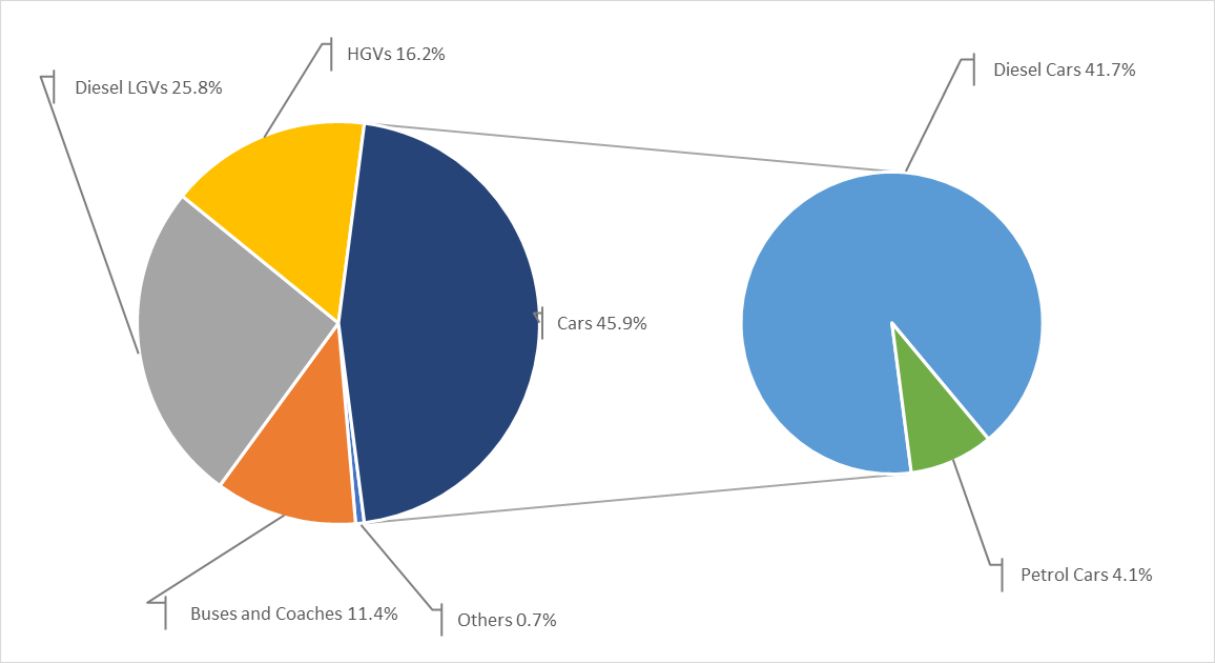
Figure 3 - Source apportionment of vehicle emissions, Hennef Way



Cars are the main contributor (54%) to road traffic pollution within the AQMA. Diesel car emissions are attributed to most of these car-related emissions with 48.9% of the total. Diesel light goods vehicles make up the next highest proportion (26.3%) of emissions, with HGVs accounting for 16.1% and buses a smaller fraction (3.5%).

1.3.2 AQMA No.2 Bicester - Source Apportionment

Figure 4 - Source apportionment of vehicle emissions, Bicester



Cars are the main contributor (45.9%) to this NO_2 concentration. Diesel car emissions are attributed to most of these car-related emissions with 41.7% of the total. HGVs make up the next highest proportion (16.2%) of this concentration with light goods vehicles accounting for 25.8 % and buses a much smaller fraction (11.4%).

1.4 Required Reduction in Emissions

Except for Hennef Way, concentrations at AQMAs within Cherwell District have not exceeded 40 µg/m^3 since 2020. For Hennef Way, the required reduction in emissions has been calculated for the site using the distance corrected figure, in accordance with Defra Technical Guidance (LAQM.TG22), as shown in the table below. However, it should be noted that this is likely to be an overestimate, as concentrations measured at the façade of the nearest property to the AQMA were below 40 µg/m^3.

Total oxides of nitrogen (NO_x) are used for the required reduction in vehicle emissions. This is routinely used for vehicle emissions standards instead of NO_2. Vehicles emit nitrogen dioxide (NO_2) and nitrogen oxide (NO) which make up the

total NOx. The NO reacts with ozone in sunlight to create NO_2. The relationship between NOx emitted and ambient NO_2 is not linear so emission reductions are presented in NO_x.

1.4.1 AQMA No.1 Hennef Way, Banbury – Required Reduction

The NO_2 concentrations at worst-case relevant exposure location were 55.0 µg/m^3. The required reduction was then calculated in accordance with Defra Technical Guidance (LAQM.TG22), calculating NO_x values using the DEFRA NO_2/NO_x Calculator version 8.1.

- Step one: Local background concentrations of NO_2 for 2022 were 10.7 µg/m^3.
- Step Two: Road NO_x concentrations equating to 55 µg/m^3 of NO2 were calculated as 97.94 µg/m^3.
- Step Three: Road NO_x concentration required to give total NO_2 concentration of 40 µg/m^3 is 60.5 µg/m^3.
- Step Four: Road NO_x reduction required = 37.44 µg/m^3, which equates to 38.2 %.

1.5 Key Priorities

The key priorities for action are:

- Priority 1 – Strengthening local policy to improve air quality and its role in protecting health;
- Priority 2 – Reducing NO_x emissions from cars in all AQMAs;
- Priority 3 – Ensuring new developments encourage and facilitate low emission and alternative transport;
- Priority 4 – Ensuring transport infrastructure delivery takes account of air quality improvement potential within AQMAs;
- Priority 5 – Raising awareness of poor air quality and encouraging improvement actions by vehicle users and fleet managers.

AQAP Measures

Table 0.1 shows the Cherwell District Council AQAP measures. It contains:

- a list of the actions that form part of the plan
- the responsible individual and departments/organisations who will deliver this action
- estimated cost of implementing each action (overall cost and cost to the local authority)
- expected benefit in terms of pollutant emission and/or concentration reduction
- the timescale for implementation
- how progress will be monitored

NB: Please see future ASRs for regular annual updates on implementation of these measures

Table 0.1 – Air Quality Action Plan Measures

Measure No.	Measure	Category	Classification	Estimated Year Measure to be Introduced	Estimated / Actual Completion Year	Organisations Involved	Funding Source	Defra AQ Grant Funding	Funding Status	Estimated Cost of Measure	Measure Status	Target Reduction in Pollutant / Emission from Measure	Key Performance Indicator	Progress to Date	Comments / Potential Barriers to Implementation
G.1	Explore the Local Plan including Low Emission Vehicle uptake measures being incorporated into new developments	Policy Guidance and Development Control	Air Quality Planning and Policy Guidance	2022	2023/24	CDC	Met within existing budgets	No	N/A	Met within staffing resource	Planning	NO_2	Annual average concentration of NO_2	Local Plan Part 2, which was being developed in line with the OCC local plan 2050 is now defunct. A new plan will consider measures to encourage low emission vehicle take-up through development management policy.	
G.2	All major developments to include Emission statements and mitigation strategies within an appropriate air quality assessment submitted at the application stage.	Policy Guidance and Development Control	Air Quality Planning and Policy Guidance	2023	2024	2023/24	Met within existing budgets	No	N/A	Met within staffing resource	Planning	NO_2	Annual average concentration of NO_2	Emission statements and mitigation strategies will be required in air quality assessments. To be included in development management policies as part of development of a new local planning policy.	
G.3	Damage cost calculations to be included in air quality assessments to show the financial impact of developments.	Policy Guidance and Development Control	Air Quality Planning and Policy Guidance	2022	2023/24	CDC	Met within existing budgets	No	N/A	Met within staffing resource	Planning	NO_2	Annual average concentration of NO_2	Damage Cost calculations will be required in air quality assessments. To be included in development management policies as part of planning policy	

Measure No.	Measure	Category	Classification	Estimated Year Measure to be Introduced	Estimated / Actual Completion Year	Organisations Involved	Funding Source	Defra AQ Grant Funding	Funding Status	Estimated Cost of Measure	Measure Status	Target Reduction in Pollutant / Emission from Measure	Key Performance Indicator	Progress to Date	Comments / Potential Barriers to Implementation
G.4	Air Quality actions to be included in the Local Transport Plan	Policy Guidance and Development Control	Air Quality Planning and Policy Guidance	2019	2024	OCC	Met within existing budgets	No	Funded		Planning	NO_2	Annual average concentration of NO_2	Transport measures to reduce air quality issues will be a key part of area transport strategies within LTCP.	
G.5	Low emission plant, vehicle, delivery and fleet requirements to be included in sustainable procurement section of CDC procurement policy.	Policy Guidance and Development Control	Sustainable procurement guidance	2017	Ongoing	OCC	Met within existing budgets	No	Funded	£100k-500k	Implementation	NO_2	Annual average concentration of NO_2	10% of the Council's fleet is now electric and this will increase during 2023/24 to more than 15%, possibly even higher. Work will also take place in late 2023/24 to improve the electrical infrastructure at Thorpe Lane depot so that the relevant charging infrastructure is in place for increased numbers of electric vehicles and larger vehicles with large batteries. A new depot in Bicester is being acquired which will have a good vehicle charging infrastructure to cope with the electrification of the fleet in Bicester into the future	
G.7	Low emission plant, vehicle, delivery and fleet requirements to be included in procurement policy.	Policy Guidance and Development Control	Sustainable procurement guidance	2019	Ongoing	CDC/OCC	Met within existing budgets	No	Funded	£100k-500k	Implementation	NO_2	Annual average concentration of NO_2	A programme 'One Fleet' has been agreed to bring all fleet into one centralised management function within the County Council. This will be a key supporting element in delivering County Council's ambition towards low emission fleet. OCC & CDC Business Travel / Grey fleet programme – as above 10% of the CDC fleet are electric. One more vehicle is on order. This is due to supply chain issues in the vehicle industry where a year lead time of a year is becoming common. The depot at Banbury needs a bigger incoming electricity supply to deal with more & bigger electric vehicles. The	

Measure No.	Measure	Category	Classification	Estimated Year Measure to be Introduced	Estimated / Actual Completion Year	Organisations Involved	Funding Source	Defra AQ Grant Funding	Funding Status	Estimated Cost of Measure	Measure Status	Target Reduction in Pollutant / Emission from Measure	Key Performance Indicator	Progress to Date	Comments / Potential Barriers to Implementation
														new incoming supply was be installed in autumn 2022. During 2023 increased improved charging facilities will be in place which will allow more electric vehicles to be acquired in 2023 & 2024.	
1.1	Banbury Park and Ride Bus service around M40 junction	Alternatives to private vehicle use	Bus based Park & Ride	2025-26	TBC	OCC	Met within existing budgets	No	Partially funded	£1 million - £10 million			Annual average concentration of NO2 in Hennef Way AQMA	The feasibility of a Park and Ride needs to be part of a project to tackle the severe air quality issues on Hennef Way. This needs to consider sites to both the north and the south of the town. This development will require road improvements and traffics schemes to be considered through the area travel plan including north-facing slips on the M40. This may take some time to agree and implement.	BSIP Measures include bus priority infrastructure, real time information, support for youth fares, ticketing reform, support for bus services, marketing/journey planning
1.2	Lift share scheme	Alternatives to private vehicle use	Car & lift sharing schemes	2024	2026	OCC	Met within existing budgets	No	Funded				Annual average concentration of NO_2 in Hennef Way AQMA	OCC to update as developments occur. Lift share schemes are currently being reviewed due to the widespread switch to agile working.	
1.3	North facing slips on M40	Promoting Travel Alternatives	UTC, congestion management, traffic reduction	2026	2030	OCC	Met within existing budgets	No	Funded				Annual average concentration of NO_2 in Hennef Way AQMA	Optioneering work was completed, and this is to be considered as part of the local travel plan.	
1.4	Improved public transport and active travel links to reduce north-south traffic using Hennef Way	Promoting Travel Alternatives	UTC, congestion management, traffic reduction	2024	2025	OCC	To be confirmed by OCC	No	Not yet funded				Annual average concentration of NO2 in Hennef Way AQMA		

Measure No.	Measure	Category	Classification	Estimated Year Measure to be Introduced	Estimated / Actual Completion Year	Organisations Involved	Funding Source	Defra AQ Grant Funding	Funding Status	Estimated Cost of Measure	Measure Status	Target Reduction in Pollutant / Emission from Measure	Key Performance Indicator	Progress to Date	Comments / Potential Barriers to Implementation
1.5	Improved cycle routes on Overthorpe Way	Promoting Travel Alternatives	UTC, congestion management, traffic reduction	2024	2024	OCC	Met within existing budgets	No	Funded				Annual average concentration of NO2 in Hennef Way AQMA	OCC are working in conjunction with Northamptonshire/Middleton Cheney to improve cycle routes on Overthorpe Way into Banbury	
2.1	Bicester Park and Ride Bus service	Alternatives to private vehicle use	Bus based Park & Ride	2024	2026	OCC	Met within existing budgets		Funded		Planning	Medium	Annual average concentration of NO2 in Bicester		Annual survey shows that bus passenger numbers continue to increase. OCC is also considering an alternative fuel station when the park & ride expands. Expansion of the park and ride to include making it a mobility hub is in the planning stage.
2.2	Central corridor works in LTP	Traffic Management	Strategic highway improvements, re-prioritising road space away from cars, inc. access management, selective vehicle priority, bus priority, high vehicle occupancy lane	2024	2026	OCC	Met within existing budgets		Not yet funded		Planning	Medium	Annual average concentration of NO2 in Bicester		Cycle route improved Middleton Stoney Road to centre. To be extended. Landscape improvements completed. A41 bus lane improvements proposed as part of local plan. Bicester South east link road.

Appendix A: Response to Consultation

Table A.1 – Summary of Responses to Consultation and Stakeholder Engagement on the AQAP

Consultee	Category	Response
Oxfordshire County Council Highways	Local Authority	Relevant measures agreed
CDC Planning Policy	Local Authority	Relevant measures agreed
CDC Environmental Services	Local Authority	Relevant measures agreed

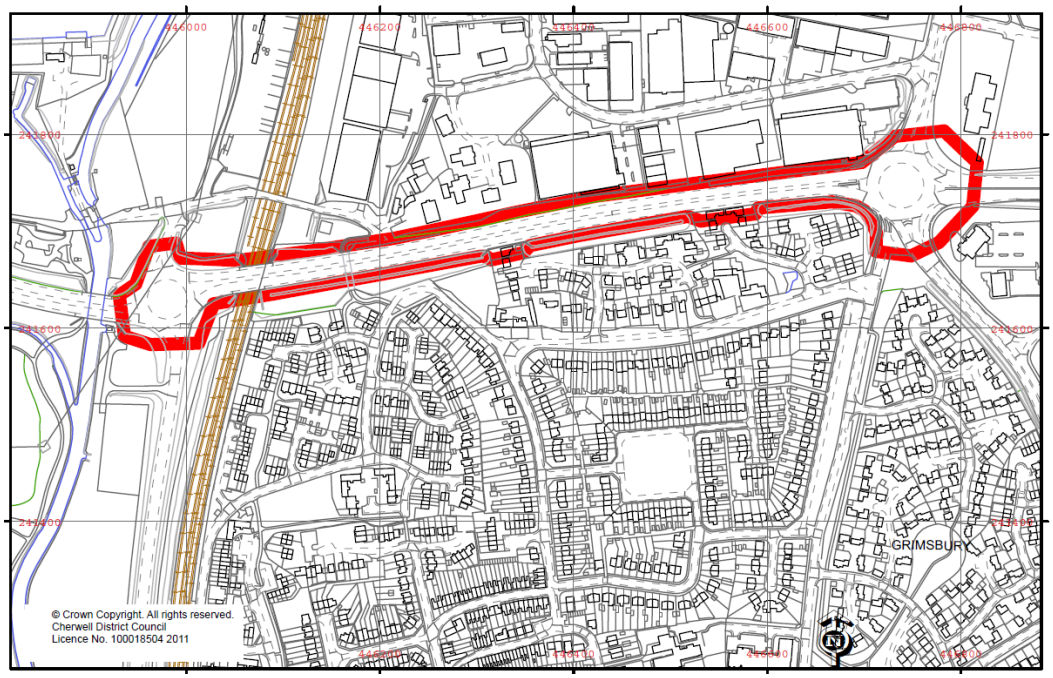
Appendix B: Reasons for Not Pursuing Action Plan Measures

Table B.1 – Action Plan Measures Not Pursued and the Reasons for that Decision

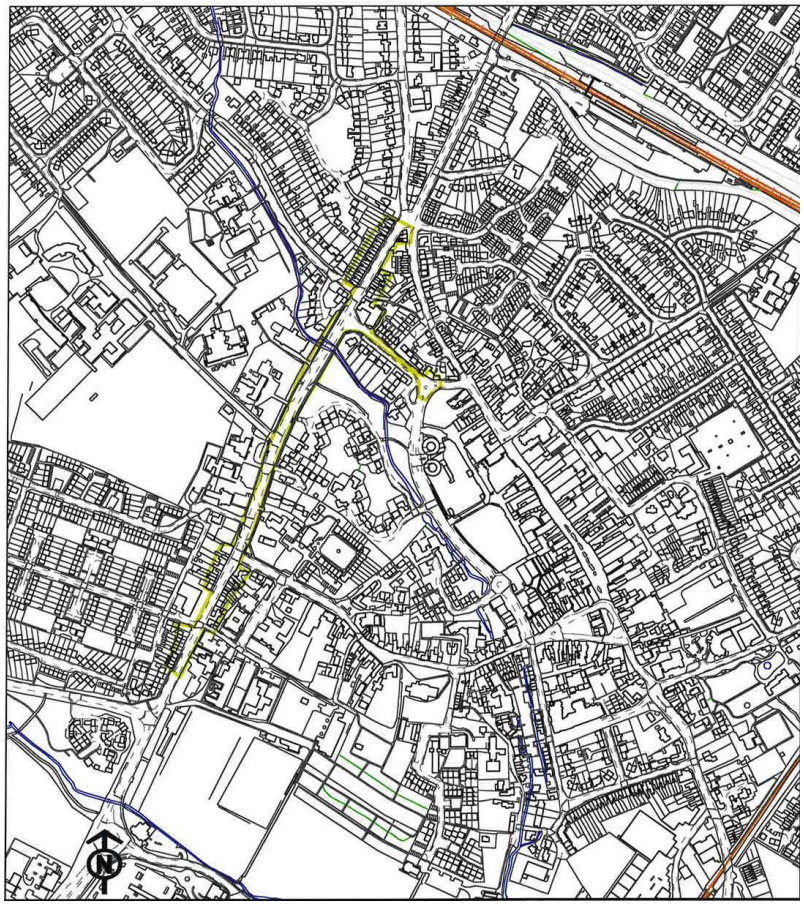
Action category	Action description	Reason action is not being pursued (including Stakeholder views)
Not Applicable	Not Applicable	Not Applicable

Appendix C: Air Quality Management Areas

AQMA No.1 (Hennef Way, Banbury)



AQMA No.2 (Bicester)



Glossary of Terms

Abbreviation	Description
AQAP	Air Quality Action Plan - A detailed description of measures, outcomes, achievement dates and implementation methods, showing how the local authority intends to achieve air quality limit values'
AQMA	Air Quality Management Area – An area where air pollutant concentrations exceed / are likely to exceed the relevant air quality objectives. AQMAs are declared for specific pollutants and objectives
AQS	Air Quality Strategy
ASR	Air quality Annual Status Report
CDC	Cherwell District Council
Defra	Department for Environment, Food and Rural Affairs
EV	Electric Vehicle
JSNA	Joint Strategic Needs Assessment
LAQM	Local Air Quality Management
LAQM TG22	Local Air Quality Management Technical Guidance 22
NO_2	Nitrogen Dioxide
NO_x	Nitrogen Oxides
OCC	Oxfordshire County Council
PM_{10}	Airborne particulate matter with an aerodynamic diameter of 10µm (micrometres or microns) or less

$PM_{2.5}$	Airborne particulate matter with an aerodynamic diameter of 2.5µm or less
$\mu g/m^3$.	Micrograms per metre cubed
WHO	World Health Organisation

References

To be added.