APPENDIX 8.3
GLOSSARY AND ABBREVIATIONS

8.3 Air Quality - Abbreviations and Glossary

Abbreviations

AADT - Annual Average Daily Traffic

ADM - Atmospheric Dispersion Modelling

AQAP - Air Quality Action Plan

AQLV - Air Quality Limit Value

AQMA - Air Quality Management Area

AQO - Air Quality Objective

AQS - Air Quality Strategy

CERC - Cambridge Environmental Research Consultants

CEMP - Construction Environmental Management Plan

DEFRA - Department for Environment, Food and Rural Affairs

DfT - Department for Transport

DM - Do-Minimum

DMP - Dust Management Plan

DMRB - Design Manual for Roads and Bridges

DS - Do-Something

EB - Eastbound

ES - Environmental Statement

EV - Electric Vehicle

GLA - Greater London Authority

HDV - Heavy Duty Vehicle

IAQM - Institute of Air Quality Management

LA - Local Authority

LAQM - Local Air Quality Management

LBoRuT - London Borough of Richmond upon Thames

NGR - National Grid Reference

NPPF - National Planning Policy Framework

NPPG - National Planning Practice Guidance

NO_2 - Nitrogen Dioxide

NO_x - Oxides of Nitrogen

PM_{10} - Particulate Matter with an aerodynamic diameter of less than 10µm

SP - Slow Phase

TEB - Transport Emission Benchmark

WB - Westbound

z_0 - Roughness Length

Glossary

Air Quality Limit Value - Legally binding parameters defined in European Union air quality legislation that must not be exceeded. Limit values are set for individual pollutants and are a combination of a concentration value, an averaging time over which it is measured, the number of exceedences allowed per year, and a date by which it must be achieved.

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.

Air Quality Objective - The name given to the maximum ambient pollutant concentration that is not to be exceeded either without exception or within a permitted number of exceedences over a specified timescale for a pollutant outlined in the nation Air Quality Strategy.

Air Quality Strategy - A national government document which contains standards, objectives and measures for improving ambient air quality.

Annual Average Daily Traffic - The number of traffic movements on a given road in a 24-hour period as an average across one year.

Background Concentration - The pollutant concentration assumed to represent baseline concentrations in the atmosphere across the modelled area.

Diffusion Tube Monitoring - A passive, periodic monitoring method. The tubes contain a substance which absorb the pollutant of interest at a known rate and from the period exposed and subsequent analysis an ambient pollutant concentration can be calculated.

Do-Minimum - The scenario representing predicted traffic flows in the future year inclusive of committed developments should the proposals not be completed.

Do-Something - The scenario representing predicted traffic flows in the future year inclusive of committed developments should the proposals be completed.

Dust - Dust is a generic term covering particles of different compositions, shapes and sizes. These can have different impacts and effects:

- Those particles up to 10µm (micrometres) in diameter (known as PM10) remain suspended in air for long periods and because they are fine enough to be breathed in and can, potentially, cause health effects.

- The particles that are larger (and maybe visible to the naked eye) are not thought to cause health effects to the same extent, but can cause disamenity through soiling and staining when they deposit onto window ledges, cars, laundry and plants etc.

Dust Management Plan - A document that describes the site specific methods to be used to control dust emissions.

Heavy Duty Vehicle: Vehicles with a gross weight of greater than 3.5 tonnes.

Roughness Length: A measure of the surface roughness of the area.

Trackout: The transport of dust and dirt from the construction/demolition site onto the public road network, where it may be deposited and then re-suspended by vehicles using the network. This arises when HDVs leave the construction/demolition site with dusty materials, which may then spill onto the road, and/or when HDVs transfer dust and dirt onto the road having travelled over muddy ground on site.