

**Cambridge  
Environmental  
Research  
Consultants**

## Summary Proof of Evidence

Review of air quality evidence and associated documentation  
for Felixstowe Branch Line and Ipswich Yard Improvement Order

*Prepared for*  
Ramsey Park Residents Association

by  
Sarah Wilkinson BSc Msc CPhys MInstP

*16<sup>th</sup> February 2007*

**C E R C**

## SUMMARY PROOF OF EVIDENCE – AIR QUALITY

1. I have carried out a review of the approach, methodology and findings of the air quality assessments undertaken as part of the Environmental Statement for the Felixstowe Branch Line and Ipswich Yard Improvement Order, and considered other relevant documentation.
2. Ramsey Park residents have reported problems with noise and fumes from idling diesel locomotives in Ipswich Yard, day and night, over the past four years. As the proposal for the scheme includes an increase in the use of freight trains, the scheme will almost certainly involve an increase in the frequency of refuelling by the freight operator, as well as the nearby stabling of diesel locomotives, especially as there are no other Fuel Points in the area. Therefore, even in the absence of a “direct connection” between the Fuel Point and the Port of Felixstowe, the scheme will affect emissions from diesel locomotives at the Fuel Point and sidings, and so it is essential that the impact of these emissions be properly dealt with as part of the Environmental Statement.
3. The Air Quality Technical Report concludes that the study *“indicates that the concentrations at the nearest receptor location to each potential source would be well below the respective short-term health-based air quality Objective”*.
4. This has not been adequately shown, for the following reasons:
  - The impact of small particulate matter (PM<sub>10</sub>) is not included in the assessment for standing diesel engines;
  - Insufficient information and justification are provided for the derivation of emission factors for standing diesel engines and the way in which these were used to calculate the emission rates used in the modelling;
  - Emissions from only one standing diesel engine have been modelled, neglecting the additional impact of emissions from engines stabled in adjacent sidings on areas of housing adjacent to Ipswich Yard, particularly during cold weather;
  - Insufficient information is provided concerning the inclusion (or otherwise) and treatment of background concentrations; and
  - Insufficient information is provided concerning the methodology used to derive concentrations of nitrogen dioxide from concentrations of nitrogen oxides.
5. No reference is made to the monitoring of nitrogen oxides and PM<sub>10</sub> currently being carried out in Ancaster Road, or indeed of any monitoring that is being carried out in Ipswich, which would be potentially significant to any air quality assessment carried out in Ipswich Yard.
6. As Ramsey Park residents have reported problems with fumes, the odour impact of emissions from diesel locomotives should be considered in the assessment.

7. It is concluded that the impact of emissions from diesel locomotives at the Fuel Point and sidings has not been properly dealt with as part of the Environmental Statement.

**Sarah Wilkinson**  
**16<sup>th</sup> February 2007**