

DEFRA LOCAL AUTHORITY AIR QUALITY GRANT 2011/2012 – PROGRESS REPORTING

Under the air quality grant terms and conditions, local authorities awarded grant are required to provide a progress report on the supported project(s) around October the year after the grant has been paid to the authority. Reports should be provided on an annual basis for the duration of the project, including a report produced upon completion of the project. The form set out below should be used to report progress in all cases. Please return completed form/s to the email address; air.quality@defra.gsi.gov.uk.

1. Local authority name, key contact details and project title/code.

Please provide the lead local authority name, contact details for the lead project contact and the title and reference number of the project.

Stoke-on-Trent City Council

City of Stoke-on-Trent, Civic Centre, Glebe Street, Stoke-on-Trent, ST4 1HH

Project Title: Victoria Road Corridor

Project Reference: 2622011

2. Provide a brief description of the project.

Please provide a brief description of the project and its aims. Please include details of project partners and division of work. Refer to Section 2 of the Project Plan if no changes to initial plans have occurred (300 words or less).

There have been no changes to initial plans as set out in Section 2 of the Project Plan.

Victoria Road is a single carriageway link into the urban core and City Centre of Stoke-on-Trent from areas to the south of Stoke-on-Trent including the towns of Fenton and Longton and the A50 trunk road. Victoria Road forms part of the North Staffordshire Core Bus Network identified with local bus operators - multiple bus services use this route. It is lined by a mix of commercial and residential properties, many of which are located immediately to the rear of the pavement. The Victoria Road corridor has monitored NO₂ concentrations above the objective. The air quality problems are caused by a combination of emissions from stop start traffic conditions (congestion caused by high traffic volumes, conflicting traffic movements and aggravated by on street parking) and buildings close to the carriageway which prevent the dispersion of emissions.

In accord with our AQAP and Local Transport Plan this project delivered by Technical Services aims to improve the flow of traffic on the route through improved traffic management to reduce vehicular emissions. The project also aims to reduce accidents and incidents that disrupt operation of the corridor and improve bus journey times, which will help to support wider actions in the AQAP and Local Transport Plan to reduce the volume of car traffic along the corridor.

Project Status	Y/N?
Is the project complete?	No

Please indicate which study area(s) / emissions source(s) are relevant to this project.

Study Area(s)	Y/N?	Emission Source	Y/N?	Pollutant	Y/N?
Low Emission Zones		Cars	Y	NO ₂	Y
Emissions Abatement Technology		HGVs	Y	PM ₁₀	
Remote Sensing		Buses	Y	Other	
Communication		Trains			
Monitoring		Biomass			
Modelling		Other			
Behavioural Change	Y				
Fleet Improvement					
Traffic Management	Y				
Other					

3. Progress to Date

Please provide a brief description of the work carried out to date (500 words or less), with reference to key milestones. This should include whether or not the project is proceeding in accordance with the estimated timescales in Section 3 of the Project Plan. Where delays have occurred, an indication of revised project timescales should be provided.

The Project Plan had the following anticipated dates for completion of Key Milestones:

Preliminary Design: April 2012
 Consultation: June 2012
 Detailed Design: August 2012
 Construction/Handover: December 2012
 Post scheme monitoring and evaluation: 2013 and continuing
 Dissemination of findings: 2013 and beyond

The preliminary design stage was completed on schedule. This involved scoping the project and studying the issues causing congestion in detail to identify possible traffic management solutions, targeting the variety of problems on the route that interact to impede a smooth flow. These included rationalising loading and parking arrangements, balanced with improved signage to existing parking facilities, reviewing bus stop locations and design to ensure they are optimised for bus operation and use by passengers, reviewing traffic movements and seeking to accommodate turning movements that restrict flow, and improving the design and operation of pedestrian crossings.

Unfortunately due to the need for staff resources to be allocated on urgent engineering projects the program has been slightly delayed. Consultation on these proposed solutions was delayed and occurred later than anticipated, the consultation also needed to avoid the summer when school holidays and the Olympics could have caused a low response. The deadline for consultation responses on the preliminary design proposals was 20th October 2012. Responses are now being used to inform the detailed design process.

The revised estimated program is now as follows:

Consultation on Preliminary Design: Completed by 20th October 2012
 Detailed Design: Completed by end of November 2012
 Construction/Handover: January to March 2013
 Post scheme monitoring and evaluation: 2013 and continuing
 Dissemination of findings: 2013 and beyond

4. Project Outputs

Please provide a summary of any initial or final observations / conclusions that can be drawn from the project, and in particular, details of any observed or estimated reductions in emissions and / or pollutant concentrations (500 words or less).

A complete list of project outputs (both completed and expected) should also be provided including the date of publication and location / source from which the outputs can be obtained. Electronic copies of any completed outputs should be submitted alongside this form.

The expected outputs are as set out in the project plan. The work package has reviewed loading/unloading, bus stop design, traffic movements, pedestrian crossings and the natural environment. Following the preliminary design stage small scale solutions have been designed for consultation, in line with the available funding and these are:

Bus stop improvements along the corridor to improve both the waiting environment and operation
Creation of a restricted loading / unloading zone
Improved signing, lining and traffic regulation orders along the route to better facilitate enforcement with the aim of preventing obstacles to traffic flow
Ensuring through the use of appropriate signage that vehicles park in designated areas and not on Victoria Road in locations that cause obstructions and interrupt smooth traffic flow

Each of these proposed changes is small in nature but it is hoped that cumulatively they will result in an improvement to traffic flow and therefore air quality levels on the Victoria Road corridor. The project also aims to reduce accidents and incidents that disrupt operation of the corridor and improve bus journey times, which will help to support wider actions in the AQAP and Local Transport Plan to reduce the volume of car traffic along the corridor.

5. Problems faced

Please provide a brief description of any problems faced or anticipated that may or have affected project outcomes or the timescales for delivery (500 words or less).

As with many other similar single carriageway roads lined by property the main issue with implementing traffic management solutions on the Victoria Road corridor is the available road width. This limits what physical improvements can be made along the corridor within limited budgets. Due to this it was identified early on in the design process that a series of small scale targeted improvements would be required with the aim of creating a cumulative effect in terms of improving the flow of traffic and improving conditions for sustainable transport and thereby improving air quality. There are a number of local businesses along the route also that mean proposed improvements; particularly the proposed loading/unloading restrictions, have to be carefully designed to ensure businesses are not adversely affected. This in particular is one of the key issues that the consultation process needs to resolve through discussion with local business owners to reach a solution. This meant staff resources needed to be available for this consultation process, and due to other urgent engineering projects the timescales were slightly delayed as set out in 3 above. The on-going consultation process will influence the final design of the unloading/loading arrangements implemented along Victoria Road.

6. Knowledge Transfer

Where possible, please provide an evaluation of the project against the plans for knowledge transfer detailed in Section 5 of the Project Plan (500 words or less).

The monitoring and evaluation of the project will firstly be aimed at providing further evidence to assist and inform the Stoke-on-Trent Local Transport Plan delivery and AQAP to be effective in tackling air quality in Stoke-on-Trent. The dissemination of the findings also aims to knowledge transfer the findings of the project to other local authorities that need to tackle air quality problems to assist their design of similar projects.

The lessons learnt from implementation of the project outputs and evaluation of the outcomes will be relevant to many other locations across the country. The characteristics of Victoria Road, a single carriageway 'A' road through an urban area with a complex set of demands placed upon it, are reproduced throughout the country in urban areas of all sizes. It is considered that the low cost, high value for money outputs from the project would be widely applicable and could be repeated at other locations within Stoke-on-Trent and by other highway authorities.

The findings will be reported via relevant officer task groups of the Midlands Service Improvement Group and at County Level through the Staffordshire Environmental Health Pollution Groups.

Findings from the project will be reported through Local Transport Plan and AQAP progress reports published on the City Council's website. We will work with the Department for Transport and DEFRA to incorporate findings from analysis of the project into relevant national reports and guidance notes. We will also have consideration for the work done by the Low Emission Strategies Partnership to disseminate the details of the project, the results, and share key learning points via the Environmental Protection Community of Practice.

The dissemination of the findings will occur after completion of the project when post scheme monitoring and evaluation has been completed.

7. Project Evaluation

Where possible, please provide an evaluation of the project against the success criteria detailed in Section 7 of the Project Plan (500 words or less)

Extensive baseline data is available for air quality along Victoria Road which will continue to allow improvements to be measured and reported. Improvement in air quality shown by this data will be the main success criteria. Also monitoring data of traffic speeds and flows, accident data, journey time reliability, congestion, bus passenger satisfaction, and bus punctuality continue to be collected and will be used to evaluate the project. These data sets are collected on an annual monitoring programme by Public Protection Officers and the Transport Policy Team to monitor and performance manage the Stoke-on-Trent AQAP and Local Transport Plan. Success will be judged when a complete year of data is available following completion of the scheme. These data sets will continue to be collected to monitor and performance manage the Stoke-on-Trent AQAP and Local Transport Plan which will enable monitoring the success of the project in future years.

8. Financial Performance.

Please provide details of the anticipated project spend at this stage of the project, the actual project spend, and the reasons for any difference between these figures.

The anticipated spend profile set out in the project plan was as follows:

31/03/2012: 5k
30/06/2012: 10k
30/09/2012: 20k
31/12/2012: 25k

Based on the revised program as outlined above in Section 4 it is anticipated that the majority of spend will take place during the construction phase between January and March 2013. Based on this the following is the current and predicted spend profile for the project:

Current spend: 5k
31/12/2012: 5k
31/03/2012: 50k

It is anticipated the full 60k grant will be spent delivering the project by the end of the current financial year.

Signature of Officer at the local authority



Name of local authority

Stoke-on-Trent City Council

Date

26/10/2012



DEFRA LOCAL AUTHORITY AIR QUALITY GRANT 2011/2012 – PROGRESS REPORTING

Under the air quality grant terms and conditions, local authorities awarded grant are required to provide a progress report on the supported project(s) around October the year after the grant has been paid to the authority. Reports should be provided on an annual basis for the duration of the project, including a report produced upon completion of the project. The form set out below should be used to report progress in all cases. Please return completed form/s to the email address; air.quality@defra.gsi.gov.uk.

1. Local authority name, key contact details and project title/code.

Please provide the lead local authority name, contact details for the lead project contact and the title and reference number of the project.

Suffolk County Council, Endeavour House, 8 Russell Road, Ipswich IP1 2BX = 90% of this part of the project as highway authority

Suffolk Coastal District Council, Council Offices, Melton Hill, Woodbridge = 10% of this part of the project as air quality authority

Title of Project: Woodbridge Traffic and Air Quality Modelling Project
Reference Number: 2652011

2. Provide a brief description of the project.

Please provide a brief description of the project and its aims. Please include details of project partners and division of work. Refer to Section 2 of the Project Plan if no changes to initial plans have occurred (300 words or less).

The original Project Plan taken from Section 2 is as follows, but please see Section 4 for additional information:

The Air Quality Action Plan for the Woodbridge junction includes a number of traffic management measures to improve air quality. The first measure has been implemented. The second measure on the list is to consider alterations to the junction to provide a right hand turning lane on the Melton Hill arm and the fifth and sixth relate to parking provision and its possible removal.

The following has now been taken out of the study:

A preliminary design has been prepared for feasibility study purposes, which moves the carriageway significantly closer to Suffolk Place (sheltered accommodation for the elderly) on the opposite side of the road from the AQMA. See Appendix 1 for details. Air quality impacts of this proposal will need to be quantified to ensure that any potential deterioration in air quality at Suffolk Place does not lead to a further exceedance of Objective levels and also that improvements would be achieved for those properties within the AQMA.

This section is still relevant, together with the Potential Risks:

Also, Measures 5 and 6 in the AQAP relate to moving or complete removal of parking as shown in Appendix 1. It is important to establish whether moving parking from one side of the road to the other or removing it entirely would result in an improvement in air quality. There is a considerable difference in implementation costs between the carriageway alteration and the two parking options and a cost benefit analysis needs to be carried out before a final decision can be taken on which option to proceed with. Neither is expected to be fully supported by local residents.

The outcome of the exercise should allow a final decision on which measures to implement and which to give priority to.

Potential Risks:

i) Difficulty in collection of sufficiently detailed traffic flow data to allow accurate air quality modelling.

Mitigated by: Advice will be taken from the air quality modeller and where appropriate queue length and detailed traffic information will be collected.

ii) Air quality model not sufficiently accurate to provide a positive conclusion.

Mitigated by: Close working with the selected air quality modeller to ensure that the model is fit for purpose and that all requested traffic input data is supplied.

Project Partners will be AECOM's Air Quality and Traffic & Transport Teams. AECOM will carry out all modelling work and identify traffic count requirements. Suffolk County Council's Transport Team will arrange for traffic counting to be carried out. Suffolk Coastal District Council with Suffolk County Council will decide on the best option(s) to carry forward to implementation.

Project Status	Y/N?
Is the project complete?	N

3. Please indicate which study area(s) / emissions source(s) are relevant to this project.

Study Area(s)	Y/N?	Emission Source	Y/N?	Pollutant	Y/N?
Low Emission Zones	N	Cars	Y	NO ₂	Y
Emissions Abatement Technology	N	HGVs	Y	PM ₁₀	N
Remote Sensing	N	Buses	Y	Other	N
Communication	N	Trains	N		
Monitoring	N	Blomass	N		
Modelling	Y	Other	N		
Behavioural Change	N				
Fleet Improvement	N				
Traffic Management	Y				
Other					

4. Progress to Date

Please provide a brief description of the work carried out to date (500 words or less), with reference to key milestones. This should include whether or not the project is proceeding in accordance with the estimated timescales in Section 3 of the Project Plan. Where delays have occurred, an indication of revised project timescales should be provided.

No grant money has been spent this year. Suffolk County Council's Transport Services has undergone a comprehensive service review which has resulted in a new team of traffic and transport engineers being formed to look after Woodbridge and the surrounding area. They have taken a fresh look at the Air Quality Action Plan and do not think that the proposal for altering the junction to provide an additional turning lane, thus bringing the carriageway much closer to Suffolk Place, is a practicable option to pursue on technical grounds. In addition, this proposal does not have the support of Woodbridge Town Council. It is therefore proposed that the Air Quality Project Plan is changed. The new Plan would include investigation of the original proposals relating to the air quality effects of changing parking arrangements on Melton Hill, but also include investigation of the following:

- a) Removal of the option for traffic to turn right from Melton Hill into St John's Street.
- b) Removal of the option for traffic to go straight on from Melton Hill into The Thoroughfare.

Section 3 of the original Plan is still relevant and discussions have started with AECOM's air quality team (Gareth Collins) for the preparation of briefs for both air quality and traffic modelling requirements. AECOM's traffic and Transport Team would carry out the required traffic modelling work.

Timescales for delivery have slipped and no traffic counts have been carried out to date. Requirements are to be reviewed. Consequently a project completion date of March 2013 is not now achievable. It is anticipated that the final Project report would be completed at the earliest by December 2013, and at the latest by March 2014 if difficulties are encountered with traffic data collection.

5. Project Outputs

Please provide a summary of any initial or final observations / conclusions that can be drawn from the project, and in particular, details of any observed or estimated reductions in emissions and / or pollutant concentrations (500 words or less).

A complete list of project outputs (both completed and expected) should also be provided including the date of publication and location / source from which the outputs can be obtained. Electronic copies of any completed outputs should be submitted alongside this form.

Results from the MOVA system look encouraging and it is hoped that further measures to achieve air quality improvements, but commensurate with the level of improvement required to achieve the national objective levels, can be identified with a good degree of confidence. It is important to have local support for any measures proposed and the demonstration of expected air quality improvements should help to make sure that all interested parties are fully informed.

The Project outputs are as previously identified. The results of the modelling exercise will allow a cost benefit analysis to be carried out and the selection of the most appropriate measure or combination of measures for implementation.

6. Problems faced

Please provide a brief description of any problems faced or anticipated that may or have affected project outcomes or the timescales for delivery (500 words or less).

The highway authority Transport Services Review has led to significant delays. However a fresh look at the problems has identified further options for investigation which are likely to be more locally acceptable. Consequently, the project has not progressed within the original timescale, although the desired outcomes remain the same.

7. Knowledge Transfer

Where possible, please provide an evaluation of the project against the plans for knowledge transfer detailed in Section 5 of the Project Plan (500 words or less)

Section 5 is reproduced below and is still relevant:

The intended dissemination activity will be by formal written report. This could also be made available on Suffolk Coastal District Council's website where details of the AQAP are published and will also be included with its formal progress report.

The intended audience would be Environmental professionals, defra and members of the public. It will be a technical report, but the outcomes should be understandable to anyone with an interest in local air quality.

The purpose of the activity is to identify what impact on air quality within the AQMA the proposed traffic and transport measures will have. This should allow the most cost effective measure to be implemented first and help to prioritise and additionally identify whether there are any other possible options.

The Report will be prepared on completion of the traffic and air quality modelling and post cost benefit analysis.

8. Project Evaluation

Where possible, please provide an evaluation of the project against the success criteria detailed in Section 7 of the Project Plan (500 words or less)

The success criteria are still relevant as below (taken from Section 7):

+ The project status will be monitored by regular communication with the appropriate consultant.

+ Progress on traffic data collection and also progress on air quality model development will be monitored on a monthly basis.

+ Selected success criteria will be:

- i) The collection of a comprehensive set of traffic data.
- ii) Development of a detailed air quality model
- iii) Sufficient information to allow a cost-benefit analysis to be carried out.
- iv) Selection of the most appropriate measure for implementation.
- v) Formal written Report on the findings.

+ i) above will be measured at completion of traffic data collection, success will be judged by adequacy of input into the air quality model

ii) above will be measured by outcomes from the air quality model.

iii) above will be measured by availability of air quality information sufficient to allow a cost benefit analysis to be carried out.

iv) by identification of the next measure to be implemented.

v) Provision of the final report

+ Overall success will be judged by the identification of the level of improvement in air quality expected and by implementation of the best measure to contribute towards revocation of the AQMA.

We believe that the delay and review has allowed identification of better options for testing and has also allowed the effects of MOVA implementation to be better quantified so that the appropriate level of reduction can be achieved by further measures.

9. Financial Performance.

Please provide details of the anticipated project spend at this stage of the project, the actual project spend, and the reasons for any difference between these figures.

Project spend to date = £Nil

Anticipated project spend £10,000

Reasons as explained previously. We ask that you will allow the grant sum to be carried over. The Project is an important part of the Action Plan development and we are now making progress after the delays.

Signature of Officer at the local authority

[Redacted Signature]

Name of local authority

Suffolk County Council and Suffolk Coastal District Council

Date

25th October 2012

DEFRA LOCAL AUTHORITY AIR QUALITY GRANT 2011/2012 – PROGRESS REPORTING

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1. Local authority name, key contact details and project title/code.

Please provide the lead local authority name, contact details for the lead project contact and the title and reference number of the project.

[REDACTED]
Swale Borough Council, Swale House, East Street Sittingbourne Kent ME103HT

2. Provide a brief description of the project.

Please provide a brief description of the project and its aims. Please include details of project partners and division of work. Refer to Section 2 of the Project Plan if no changes to initial plans have occurred (300 words or less).

Equipment: £2324
 Labour: £2500
 Consumables £1000
 Other £ 20,000

Breakdown of costs for grant bid 2011

Equipment and extra Diffusion tubes	£ 2,324.00
Reports for Newington - Update of AQAP	£ 3,500.00
Quantitative appraisal	£ 7,000.00
AQAP for Ospringe -	£ 4,500.00
Contractors, labour and engineers costs and traffic counts	£ 2,500.00
Consumables for monitoring -	£ 1,000.00
Hall hire, refreshments for meetings -	£ 100.00
Information & publicity, marketing -	£ 200.00
Vandal deterrents for equipment -	£ 100.00
Commencement of Air alert for Newington -	£ 4,500.00
School projects	£ 100.00
Total	£25,824.00

As the grant award was roughly 60% of the requested amount other funding will be needed to complete all the work. The delay in obtaining the grant will also mean that the start and completion of some of the work will be delayed until the other 40% funding can be found. It is hoped that the same of the NOx tubes will be used to save money in 2012 and possibly time and manpower permitting some work could be done in house rather than using contractors to save money

- Anticipated project start date – If the grant funds are in the account in December then the work can be ordered to start in January 2012. If it is received later then this will be dependant on the date the grant is received
- Anticipated project completion date- April 2012 as above
- Duration (and start and end dates) of each work package. NB work packages may overlap.
 - Monitoring – ongoing and continuing within the existing AQMAs during 2012- 2013
 - Modelling – contractor appointed hopes to start in January 2012 and complete within 3 months
 - Air alert – Discussions ongoing with the Kent partnership AQ and Health Subgroup, Sussex-air and Kings University for a feasibility study to be completed within 3-4 months
- Anticipated dates for Key Milestones to be passed within the work packages
- Milestones
 - 31/1/12 – Order submitted for Reports needed
 - 31/2/12 Appraisal of monitoring data for USA
 - 1/03/2012- end of quantitative appraisal by Bureau Veritas.
 - By 31/3/12 Further Steering group meetings held in Newington and Ospringe to debate and agree action planning work
 - 15/4/12 Meetings held to discuss application of air alert in the AQMA linked with our monitoring programme and comparison with London
 - 31/4/11 Progress report for Newington AQMA submitted

30/06/2012- appraisal of first half year of monitoring data at Newington and Ospringe

Knowledge Transfer

Findings on the quantitative appraisal of AQAP measures, monitoring and evaluation of AQAP progress and issues related to its implementation and achieving compliance will be widely disseminated through Council's website and through other relevant meetings organised within Kent CIEH and local and national forums.

Project Status	Y/N?
Is the project complete?	y

3. Please indicate which study area(s) / emissions source(s) are relevant to this project.

Study Area(s)	Y/N?	Emission Source	Y/N?	Pollutant	Y/N?
Low Emission Zones	N	Cars	y	NO ₂	y
Emissions Abatement Technology	y	HGVs	y	PM ₁₀	y
Remote Sensing	N	Buses	y	Other	
Communication	y	Trains	y		
Monitoring	y	Biomass	N		
Modelling	y	Other			
Behavioural Change	y				
Fleet Improvement	y				
Traffic Management	y				
Other					

4. Progress to Date

Please provide a brief description of the work carried out to date (500 words or less), with reference to key milestones. This should include whether or not the project is proceeding in accordance with the estimated timescales in Section 3 of the Project Plan. Where delays have occurred, an indication of revised project timescales should be provided.

5. Project Outputs

Some work started in 2011 and 2012 and is continuing through 2013. There has been continuous and diffusion tube monitoring. An Action plan was submitted for Newington based on community agreement.

We have worked with both the Newington and Ospringe Community Steering groups and the school and other authorities such as the Health Sector and the KCC as well as local businesses and residents on some actions within the Newington action plan already and there has been some measured reduction in NOx. (See Annual progress reports to Defra). A green planting project took place with the community. A new Co-op car park was created. This was a community suggestion to reduce pollution from deliveries to the High street Co-op and also improve residents parking for shoppers. Continuous Monitoring equipment was installed permanently adjacent to the Co-op using the grant money and the Co-op also paid for the electricity for this.

A quantitative assessment for Newington was submitted to Defra. Amendments have been made to the Newington Action Plan to take account for the feedback received from Defra and the findings from the quantitative assessment.

The USA for the whole of Swale was produced in June 2012.

The Quantitative appraisal for Newington was submitted in January 2013 which will lead to further changes to the plan in the light of prioritisation and scenario testing.

A Further Assessment for Ospringe Street was contracted out and worked on in 2012 and submitted in January 2013.

The draft Action Plan for Ospringe has been produced and several steering group meetings held in the community and the plan has been revised accordingly ready for wider public consultation before submission to Defra.

Continuous monitoring has expanded as well as diffusion tube monitoring and Continuous Monitoring is now carried out in all known 4 hotspots in Swale Borough. This has resulted in two further AQMAs being declared in Sittingbourne in January 2013. (There has been considerable regeneration works going on in Sittingbourne and hence more traffic has been generated creating pollutants since until there was a measurable problem there was no control over development).

The school projects and the air alert project has still to be done – further discussions continuing but will be subject to resources being found since the grant has been spent.

Please provide a summary of any initial or final observations / conclusions that can be drawn from the project, and in particular, details of any observed or estimated reductions in emissions and / or pollutant concentrations (500 words or less).

A complete list of project outputs (both completed and expected) should also be provided including the date of publication and location / source from which the outputs can be obtained. Electronic copies of any completed outputs should be submitted alongside this form.

The findings of the quantitative appraisal conducted by consultants on our behalf were as summarised below:

_ The baseline results for 2011 show exceedence of the annual mean NO₂ objective at 24 receptors suggesting the necessity for the continuation of AQMA and action for compliance.

_ All of the modelled measures show that if implemented, the annual mean NO₂ concentrations would decrease at all the modelled receptors but to varying degrees as discussed below:

o Reducing HGV traffic by 20% on the A2 due to diversion at Key Street would result in an average decrease of 0.6mg/m³ annual mean NO₂ concentration. The overall impact of this measure would be slight beneficial.

o Reducing HGV traffic by 40% on the A2 due to diversion at Key Street would result in an average decrease of 1.2mg/m³ annual mean NO₂ concentration. The overall impact of this measure would be slight to moderate beneficial.

o Reducing traffic by 10% on the A2 due to a bypass would result in an average decrease of 0.9mg/m³ annual mean NO₂ concentration. The overall impact of this measure would be slight beneficial.

o Reducing traffic by 20% on the A2 due to a bypass would result in an average decrease of 1.9mg/m³ annual mean NO₂ concentration. The overall impact of this measure would be slight to moderate beneficial.

o Reducing traffic by 30% on the A2 due to a bypass would result in an average decrease of 2.9mg/m³ annual mean NO₂ concentration. The overall impact of this measure would be moderate to substantial beneficial. This measures shows the largest beneficial impacts among the modelled scenarios.

o Removing the pedestrian crossing from congested part of the High Street near Playstool Road would result in an average decrease of 0.4mg/m³ annual mean NO₂ concentration. The overall impact of this measure would be slight beneficial.

_ Any of the modelled measures on its own would not be sufficient to achieve compliance with the AQS objective. However, implementation of a suite of measures would result in compliance at most of the locations that are currently showing modelled or monitored exceedences.

Swale Borough Council

Quantitative Appraisal of Newington AQAP Measures

AGGX5583362 24

4.2 Recommendations

1. The Council should proceed with implementation of several of the measures detailed here in order to achieve compliance with the annual mean NO₂ objective at many of the modelled receptors.
2. The Council may consider updating the AQAP based on the findings of this assessment.

6. Problems faced

Please provide a brief description of any problems faced or anticipated that may or have affected project outcomes or the timescales for delivery (500 words or less).

Engaging the community at Ospringe proved more difficult than at Newington. Engaging the community can be very time consuming. (Newington Community came on board and started working well very quickly).

Insufficient grant money was given to cover the costs of air alert since the cost had risen with inflation from the initial quotes. The contract for air alert also depended on who was awarded the Kent partnership contract for data management and as this was not the contractor on the air alert quote. There was no opportunity to influence the choice of contractor since the contract group tendered privately. This caused a delay that was insurmountable at the time although it is understood that the chosen contractor will be providing a similar alert that can be

I hurt my back last March and was off work for a few months and then on phased return.

Although some of the work continued there was about 6 months delay in other parts. Some of the work is continuing however the grant has been spent and reorganisation is proposed at the Local authority in June

7. Knowledge Transfer

Where possible, please provide an evaluation of the project against the plans for knowledge transfer detailed in Section 5 of the Project Plan (500 words or less)

The Air quality and health subgroup was set up to raise awareness in Kent of the health impact of air pollution work. This group is continuing albeit that it is now chaired by other officers and we are hoping to progress air alert in some form to be adopted on a Kent wide basis with the Public health partners at the KCC.

8. Project Evaluation

Where possible, please provide an evaluation of the project against the success criteria detailed in Section 7 of the Project Plan (500 words or less)

The 2011-2012 grant has now been fully allocated and spent but our project work with the communities is not finished yet. All the milestones set have been achieved however air alert has been delayed and other work done instead that it was possible to do. Letters are going out this month to all the schools in Swale to make them aware of a new project called BUG to encourage alternatives to driving to school. Evaluations can be provided based on the feedback regarding the school journey. Work has started on the freight transport plan for Swale. The implementation of the action plan will continue based on the findings of the quantitative assessment.

9. Financial Performance.

Please provide details of the anticipated project spend at this stage of the project, the actual project spend, and the reasons for any difference between these figures.

	Account	Account (T)	Actuals £	Orders £	Non PO Unauthorised £
1	45001	Fees And Services	11,463.43	4,495.00	0.00
2	45004	Consultancy/Specialist Advice	4,495.00	0.00	0.00
3	91023	Air Quality Grant	42,824.00	0.00	0.00
Σ	4215	Air Quality Scheme	26,865.57	4,495.00	0.00
Σ			26,865.57	4,495.00	0.00

Signature of Officer at the local authority

Name of local authority

Swale Borough Council

Date

22/5.13

DEFRA LOCAL AUTHORITY AIR QUALITY GRANT 2011/2012 – PROGRESS REPORTING

Under the air quality grant terms and conditions, local authorities awarded grant are required to provide a progress report on the supported project(s) around October the year after the grant has been paid to the authority. Reports should be provided on an annual basis for the duration of the project, including a report produced upon completion of the project. The form set out below should be used to report progress in all cases. Please return completed form/s to the email address; air.quality@defra.gsi.gov.uk.

1. Local authority name, key contact details and project title/code.

Please provide the lead local authority name, contact details for the lead project contact and the title and reference number of the project.

Warrington Borough Council

Title: Low Emissions Strategy Feasibility Study

2. Provide a brief description of the project.

Please provide a brief description of the project and its aims. Please include details of project partners and division of work. Refer to Section 2 of the Project Plan if no changes to initial plans have occurred (300 words or less).

The proposed project is to carry out a full Low Emission Zone and Strategy feasibility Study for Warrington to provide the evidence for the Council in action planning decisions. This will quantify NO₂ reductions from a number of options. The focus will be on transport related options to reduce NO₂ exceedances to below the limit values but have additional benefits in reductions in PM and carbon.

Warrington currently has breaches in the NO₂ annual objectives within the town centre. The current town centre AQMA is under consideration to be expanded to cover the whole town centre area and include link roads. Expected reductions in NO₂ as previously modelled have not been observed. Exceedances have been linked to transport emissions and air quality action plans have been formally included within the latest Local Transport Plan (LTP). The study will assist the LTP implementation and prioritise and review the action plans.

Defra have predicted that Warrington will exceed the EU limit value in 2015 but the borough has the potential to benefit from an LEZ both for NO₂ and PM. This proposed study will use local data to investigate in more detail the best implementation options for either an LEZ and/or strategy to be able to improve local air quality. This will provide the evidence to influence Council decision makers on the most cost-effective and realistic measures to deliver improvements in air quality and health.

Project Status	Y/N?
Is the project complete?	N



3. Please indicate which study area(s) / emissions source(s) are relevant to this project.

Study Area(s)	Y/N?	Emission Source	Y/N?	Pollutant	Y/N?
Low Emission Zones	Y	Cars	Y	NO ₂	Y
Emissions Abatement Technology		HGVs	Y	PM ₁₀	Y
Remote Sensing		Buses	Y	Other	Y
Communication		Trains			
Monitoring		Biomass			
Modelling	Y	Other			
Behavioural Change					
Fleet Improvement	Y				
Traffic Management	Y				
Other					

4. Progress to Date

Please provide a brief description of the work carried out to date (500 words or less), with reference to key milestones. This should include whether or not the project is proceeding in accordance with the estimated timescales in Section 3 of the Project Plan. Where delays have occurred, an indication of revised project timescales should be provided.

The grant award was received a month and a half after originally envisaged therefore the project plan had to be altered to allow for this. Also a major project to collect traffic data has been found to be required to support the study. This will delay the final outcome and completion of the study by 3 months.

Work completed to date:

Grant received: 16/11/11 (originally expected September 2011)

Tender process begun 23/11/11 (original proposed date: 1st October 2011)

Contract awarded to consultants TRL/TTR: 19/01/12 (original proposed date 31st December 2011)

Steering group initial meeting: 10/02/12 (original proposed date 1st January 2011)

Inception phase report provided on 22 options: 05/03/12

Stakeholder event to present inception findings: 09/03/12

Scoping report provided on 10 options: 12/07/12 (originally proposed to within 4 months of contract award. Slight delay due to decision for these to be assessed in greater detail than originally proposed to gain improved evidence for decision making for detailed stage.)

Stakeholder event to present scoped options: 19/07/12

Steering Group meeting to decide measures for detailed assessment: 11/09/12 (delayed due to summer period and ensuring all of group required can attend)

Revised 'to be completed' project timescales:

Collection of traffic data to be by the end of February 2013. (for the options chosen to be taken to detailed assessment. The traffic data the Council held was found not to be detailed or robust enough to enable a quality detailed assessment for the study options. Due to the complexity of the road layout and routes taken around the town centre a major traffic survey involving approximately 30 traffic cameras will need to be carried out. This increases the project cost by approximately £30,000. This is to be funded by the Council, but to justify this major additional spend the data collected must be detailed enough to use for other transport project assessments. Initially data collection was planned to be carried out before end of November 2012, but has been delayed due to seeking budget agreement and camera location and data collection brief, and seeking procurement agreement. This cannot be carried out until end of February due to traffic levels and guidance on collection of traffic data, so that a representative day of traffic can be collected.

Detailed assessment phase to be completed and findings presented by end April 2013.

Final Stakeholder event by end April 2013

Final study report to be produced by 30th May 2013

5. Project Outputs

Please provide a summary of any initial or final observations / conclusions that can be drawn from the project, and in particular, details of any observed or estimated reductions in emissions and / or pollutant concentrations (500 words or less).

A complete list of project outputs (both completed and expected) should also be provided including the date of publication and location / source from which the outputs can be obtained. Electronic copies of any completed outputs should be submitted alongside this form.

The study began by assessing a wide range of 22 potential options with screening with an assessment of potential air quality improvement, implementation timescale, and costs to implement. This was rapidly narrowed down by the Steering and Stakeholder Groups to 10 preferred most realistic options to take forward for scoping assessment.

These 10 options were modelled at a scoping level for $\mu\text{g}/\text{m}^3$ improvements in NO_2 using traffic data available. It came very clear that all options would see a very limited improvement in air quality, but that level of population exposure was important. None of the actions assessed would have the benefit of improving the air quality to such an extent that would remove current AQMA designations. It also became clear that whilst options in isolation had limited effect, there were complimentary options that would have a greater combined effect on improving air quality. The other issue was displacement of impacts. Certain options, for example an HGV rerouting strategy, would improve air quality in one area but have adverse effects in others. It was decided this level of impact needed to be assessed over a wider area than the town centre and the scoping assessment needed to be widened.

From the scoping assessment, 3 measures have been decided to be taken forward based on their air quality impact and practicality of introduction in Warrington. Also due to the increased quality of the scoping assessment there were a number of options decided that would not benefit from further detailed assessment.

The 3 measures to be taken forward to detailed assessment are: HGV rerouting; Freight Consolidation centre; and combination of these 2. Due to the location and layout of Warrington, HGVs were considered to be a major issue for proportion of emissions and congestion.

From review of the available traffic data, there were major gaps in the data with regard to modal split and destination that would mean that a robust detailed assessment would not be able to be carried out. Therefore a major exercise, the largest ever carried out in Warrington, is planned to locate ANPR cameras around the town centre to assess modal split and destination of vehicles.

The inception phase and scoping phase assessment reports are attached with the return of this progress report.

6. Problems faced

Please provide a brief description of any problems faced or anticipated that may or have affected project outcomes or the timescales for delivery (500 words or less).

Originally the study was expected to be reasonably straightforward, but at an early stage the complexity and detail of options has meant that the study has had to be flexible in the approach and be able to adjust to accommodate this. It became clear that there was no simple isolated option that could be implemented to significantly improve air quality. All options would see a very limited improvement in air quality, but that the level of population exposure was important. Whilst options in isolation had limited effect, there were complimentary options that would have a greater combined affect on improving air quality. The other issue was displacement of impacts. Certain options, for example an HGV rerouting strategy, would improve air quality in one area but have adverse effects in others. It was decided this level of impact needed to be assessed over a wider area than the town centre and the scoping assessment needed to be widened.

The level of traffic data was also found not to be robust enough to enable quality assessment and major additional data collection is needed.

These issues have not only prolonged the study but dramatically increased the financial cost which is being covered by the Council. The additional value that would be gained to the study, and other Council work, justifies this approach for the conclusions to be robust.

Once the traffic data has been collected, it is not envisaged there will be any further major issues that would affect the outcome or timescale of the project.

7. Knowledge Transfer

Where possible, please provide an evaluation of the project against the plans for knowledge transfer detailed in Section 5 of the Project Plan (500 words or less)

As planned within the study, a steering group has been set up to oversee the project and a stakeholders group where findings are presented has met as planned.

When the final report has been produced the study will be made available for dissemination as per the original plan.

The timescale delays in the project will not affect knowledge transfer.

8. Project Evaluation

Where possible, please provide an evaluation of the project against the success criteria detailed in Section 7 of the Project Plan (500 words or less)

Each stage has provided valuable information to aid council policies for planning and transport and our knowledge of impacts on air quality.

Options being assessed have always been considered alongside council strategies to ensure practical solutions are considered. The study has met the goals set out for assessment work, and whilst timescales have slipped these are justified to ensure that conclusions are the most robust.

Full, formal evaluation of the project is not to be carried out until the end of the study

9. Financial Performance.

Please provide details of the anticipated project spend at this stage of the project, the actual project spend, and the reasons for any difference between these figures.

Spend profile to date:

Inception phase: £5467

Scoping phase: £5680

Additional modelling and emissions inventory work: £1373

Venue hire stakeholder events: £330

The basic study is on budget. The inception and scoping phase costs are slightly higher than within the original plan due to increased level of assessment but this has been budgeted against reduced detailed assessment costs. Additional traffic collection of approx £30000 to be covered by the Council.

Spend due:

30/04/13 £13000 Detailed Assessment including environmental impact assessment

£10000 additional emission inventory and traffic data assessment

£5000 Cost benefit analysis

31/05/13 £5000 Final report and presentation

Signature of Officer at the local authority



Name of local authority

Warrington Borough Council

Date

14/01/13

[REDACTED]

DEFRA LOCAL AUTHORITY AIR QUALITY GRANT 2011/2012 – PROGRESS REPORTING

Under the air quality grant terms and conditions, local authorities awarded grant are required to provide a progress report on the supported project(s) around October the year after the grant has been paid to the authority. Reports should be provided on an annual basis for the duration of the project, including a report produced upon completion of the project. The form set out below should be used to report progress in all cases. Please return completed form/s to the email address; air.quality@defra.gsi.gov.uk.

1. Local authority name, key contact details and project title/code.

Please provide the lead local authority name, contact details for the lead project contact and the title and reference number of the project.

Lead local authority: Warwick District Council

Project title: Feasibility of Introducing LEZ's within Warwick District
Reference number: 2962011

2. Provide a brief description of the project.

Please provide a brief description of the project and its aims. Please include details of project partners and division of work. Refer to Section 2 of the Project Plan if no changes to initial plans have occurred (300 words or less).

Please refer to Section 2 of the Project Plan.

Project Status	Y/N?
Is the project complete?	N

3. Please indicate which study area(s) / emissions source(s) are relevant to this project.

Study Area(s)	Y/N?	Emission Source	Y/N?	Pollutant	Y/N?
Low Emission Zones	Y	Cars	N	NO ₂	Y
Emissions Abatement Technology	N	HGVs	Y	PM ₁₀	Y
Remote Sensing	N	Buses	Y	Other	N
Communication	Y	Trains	N		
Monitoring	N	Biomass	N		
Modelling	Y	Other	N		
Behavioural Change	Y				
Fleet Improvement	Y				
Traffic Management	Y				
Other	N				

4. Progress to Date

Please provide a brief description of the work carried out to date (500 words or less), with reference to key milestones. This should include whether or not the project is proceeding in accordance with the estimated timescales in Section 3 of the Project Plan. Where delays have occurred, an indication of revised project timescales should be provided.

Following our attendance at the DEFRA workshop in Leicester on 9 December 2011, we invited seven consultants to tender for undertaking the feasibility study. Four submitted tenders by the closing date of 7 February 2012 and the contract was awarded to AEA Technology.

Contract start date was delayed at the advice of DEFRA as it was important to await the release of the new emissions toolkit prior to any assessment. A launch event with stakeholders was held on 9 May 2012 and the first phase of the contract (inception and screening) has been completed by our consultants and delivered at a further stakeholder event on 7 November 2012. A copy of their report is enclosed. Further delays were experienced during this period in seeking traffic data. The stakeholder event allowed us to identify areas and sources to focus on for the lowering of emissions.

Our consultants are currently undertaking detailed modelling of the buses and traffic management changes as a result of highway junction changes. Following this, further stakeholder engagement will take place and an economic assessment will be completed. We expect to complete this within 3 months.

5. Project Outputs

Please provide a summary of any initial or final observations / conclusions that can be drawn from the project, and in particular, details of any observed or estimated reductions in emissions and / or pollutant concentrations (500 words or less).

A complete list of project outputs (both completed and expected) should also be provided including the date of publication and location / source from which the outputs can be obtained. Electronic copies of any completed outputs should be submitted alongside this form.

Please refer to Inception and Scoping Analysis Report attached.

6. Problems faced

Please provide a brief description of any problems faced or anticipated that may or have affected project outcomes or the timescales for delivery (500 words or less).

Contract start date was delayed at the advice of DEFRA as it was important to await the release of the new emissions toolkit prior to any assessment.
Further delays were experienced in seeking traffic data.

7. Knowledge Transfer

Where possible, please provide an evaluation of the project against the plans for knowledge transfer detailed in Section 5 of the Project Plan (500 words or less)

This is yet to be delivered

8. Project Evaluation

Where possible, please provide an evaluation of the project against the success criteria detailed in Section 7 of the Project Plan (500 words or less)

This is yet to be delivered.

9. Financial Performance.

Please provide details of the anticipated project spend at this stage of the project, the actual project spend, and the reasons for any difference between these figures.

Our grant was £20,000 and the value of the contract was £19,500 with 50% being paid at inception and 50% upon completion.

Signature of Officer at the local authority

[Redacted Signature]

Name of local authority

Warwick District Council

Date

17 January 2013

[REDACTED]

DEFRA LOCAL AUTHORITY AIR QUALITY GRANT 2011/2012 – PROGRESS REPORTING

Under the air quality grant terms and conditions, local authorities awarded grant are required to provide a progress report on the supported project(s) around October the year after the grant has been paid to the authority. Reports should be provided on an annual basis for the duration of the project, including a report produced upon completion of the project. The form set out below should be used to report progress in all cases. Please return completed form/s to the email address; air.quality@defra.gsi.gov.uk.

1. Local authority name, key contact details and project title/code.

Please provide the lead local authority name, contact details for the lead project contact and the title and reference number of the project.

Local Authority: Wigan Council
Project Title: National Case Project Extension
Reference Number: 313b2011

Project Contacts

[Redacted contact information]

2. Provide a brief description of the project.

Please provide a brief description of the project and its aims. Please include details of project partners and division of work. Refer to Section 2 of the Project Plan if no changes to initial plans have occurred (300 words or less).

Overview

The project aims to explore and demonstrate the opportunities and benefits for applying LES Partnership methods and approach to traditional action planning. In doing, so it aims to support the Greater Manchester Authorities in the identification and scoping of potential new measures for incorporation into local or city wide action plans, and to assess the scale of benefits these measures could provide. The study builds on previous work by the partnership and is intended to refine and further develop its methods and approach. In doing so it is intended to provide a model for future replication by other authorities, groups of authorities and regions. The aims and deliverables laid out in section 2 of the original project plan are listed below:

Aims

- (1) Strengthen evidence for the potential of local action on transport to reduce national emissions and assess the associated air quality and health benefits
- (2) Test and demonstrate the local usefulness and practicability of the LES approach, and also how it can be integrated with wider action planning processes
- (3) Assess potential for using the LES approach to reduce monitoring and modelling burdens for LAQM and AQAP implementation
- (4) Raise awareness of the potential benefits to be gained from concerted local action to reduce transport emissions, with aims of strengthening (i) local support for local action, and (ii) recognition of the importance of collective local action to meet regional and national targets.

Deliverables

- A. **Technical Report:** Assess the impact of widespread uptake of low emission strategies, on key air quality and health indicators and outcomes (primarily NOX and PM). To include: (i) peer review of LESP/LGR report and update projected emission reductions; (ii) translation of projected emission reductions into air quality concentrations and health outcomes. This will provide a reference point for local authorities/regions to translate LES emission reductions into concentrations / health outcomes.
- B. **Case Study:** Work with a LESP local authority/regional group to: (i) demonstrate how strategic air quality assessment can be integrated with practical action planning driven and monitored primarily by mass emission reduction; and (ii) explore/document the strengths/weaknesses, opportunities/threats associated with this approach, when compared to a 'traditional' (i.e. concentration led) LAQM action plan.
- C. **Guidance Note - LES in Air Quality Action Plans:** Summarise the Technical Report, Case Study and provide links to other existing LESP resources to produce a concise guidance note for local authorities to include low emission strategies within their AQAPs and associated LAQM activities.

Project Status	Y/N?
Is the project complete?	N

3. Please indicate which study area(s) / emissions source(s) are relevant to this project.

Study Area(s)	Y/N?	Emission Source	Y/N?	Pollutant	Y/N?
Low Emission Zones	Y	Cars	Y	NO ₂	Y
Emissions Abatement Technology	Y	HGVs	Y	PM ₁₀	Y
Remote Sensing	N	Buses	Y	Other	
Communication	Y	Trains	N	CO ₂	Y
Monitoring	N	Biomass	N		
Modelling	N	Other			
Behavioural Change	N				
Fleet Improvement	Y				
Traffic Management	N				
Other					

4. Progress to Date

Please provide a brief description of the work carried out to date (500 words or less), with reference to key milestones. This should include whether or not the project is proceeding in accordance with the estimated timescales in Section 3 of the Project Plan. Where delays have occurred, an indication of revised project timescales should be provided.

Work Package A (Technical Report)*

Tasks: Assess the impact of widespread uptake of low emission strategies, on key air quality and health indicators and outcomes (primarily NOX and PM), through: (i) peer review of LESP/LGR report and update projected emission reductions; and (ii) translation of projected emission reductions into air quality concentrations and health outcomes.

Progress

- Peer review	Mar 2012	completed Sep 12 (ref 1)
- Update scenario calculations	Mar 2012	completed Sep 12 (ref 1)
- Health outcomes benefits case	Jul 2012	on-going (completion mid-2013)**
- Revised national report	Nov 2012	pending (completion end-2013)**

Work Package B (Case study)*

Tasks: Work with an LESP local authority/regional group to: (i) demonstrate how strategic air quality assessment can be integrated with practical action planning driven and monitored primarily by mass emission reduction; and (ii) explore/document the strengths/weaknesses, opportunities/threats associated with this approach, when compared to a 'traditional' (i.e. concentration led) LAQM action plan.

Progress

- Benchmarking	Mar 2012	completed Jun 12 (ref 2)
- Emissions Assessment	Jul 2012	draft report Dec 12 (ref 3, final mid 2013)**
- Health Outcomes	Jul 2012	work on-going (completion mid-2013)**
- Consultation	Nov 2012	work on-going (ref 4, completion mid 2013)**
- Method Evaluation	Nov 2012	work pending (completion mid 2013)**

Work Package C (Guidance Note)*

Tasks: Summarise the Technical Report, Case Study and provide links to other existing LESP resources to produce a concise guidance note for local authorities to include low emission strategies within their AQAPs and associated LAQM activities.

Progress

- Guidance note	Nov 2012	work pending (completion mid 2013)**
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Policy and Coordination*

Tasks: Budget was also allocated for policy and coordination work, both with Defra and other AQ Grant Funded authorities who are undertaking related projects:

Progress

- Defra Workshop	Nov 2011	complete Nov 11 (ref 5)
- Engagement	Jul 2012	report pending (completion mid 2013)**

Notes

*further details on work packages and tasks are provided in section 3 of the original project plan

**delayed outputs are now integrated with delivery of the Partnerships new programme of work for 2013/14 - 'AQAP-13' (Ref 6)

References

- [1] A Review of the Low Emission Toolkit (Aether/AQC, Sept 2012)
- [2] Greater Manchester Low Emission Strategies Pilot Project Update (June 2012)
- [3] Low Emission Action Planning for Greater Manchester:- Harm, Response and Benefits (Dec 2012)
- [4] Greater Manchester Low Emission Action Planning Study - Project update (Feb 2013)
- [5] Defra workshop output guidance on tools (Defra, Dec 2011)
- [6] AQAP-13 Programme Summary (Feb 2013)

5. Project Outputs

Please provide a summary of any initial or final observations / conclusions that can be drawn from the project, and in particular, details of any observed or estimated reductions in emissions and / or pollutant concentrations (500 words or less).

A complete list of project outputs (both completed and expected) should also be provided including the date of publication and location / source from which the outputs can be obtained. Electronic copies of any completed outputs should be submitted alongside this form.

Emission Reduction Benefits

National Assessment

The LES Partnership jointly published 'Building The Case For Action' with The Local Government Group in 2011. The report has now been reviewed by a joint team from Aether and AQC, who concluded that the study provides 'a clear and concise case for the implementation of low emission strategies aimed at the transport sector'. They made a number of recommendations for improving the assessment, though these do not affect the overall findings. The working headline conclusion therefore remains as: *'Impact analysis suggests that area wide local action has potential to significantly reduce transport emissions of CO₂, NO_x and PM in England and Wales. Associated health and environmental benefits are valued at approximately £1 Billion per year by 2017. Benefits of this scale would require concerted action by many councils across the country, leading to a reduction of up to 20% of total national transport emissions'* (more detailed findings are presented in the original 2011 report and the Review team's detailed comments are presented in ref 1, below).

Greater Manchester Study

The local case study translates the national assessment methodology to city region level. The draft findings (which are provisional and potentially subject to significant change) suggest that that *'area wide local action has potential to significantly reduce transport emissions of CO₂, NO_x and PM in Greater Manchester with associated health and environmental benefits estimated at approximately £12 million per year by 2017'* (more detailed preliminary findings are presented in ref 3, below).

Technical Note

It should be emphasised that the figures presented above derive from a simple scenario method, which includes a number of crude approximations. The reported figures should therefore be treated as illustrative rather than definitive.

Project Outputs

Technical Report

[1] A Review of the Low Emission Toolkit (Aether/AQC, Sept 2012)

[2] Updated National Assessment Report (due end 2013)

Case Study

[3] Low Emission Action Planning for Greater Manchester:- Harm, Response and Benefits (Draft, Dec 2012; Final report, due mid 2013)

Guidance Note

[4] LES Scenario Assessment: Method Evaluation (due mid 2013)

[5] LES/AQAP Guidance Note (due mid 2013)

All completed reports are available on request from the LES Partnership ([REDACTED])

They will also be published to the LES Partnership website in early 2013.

6. Problems faced

Please provide a brief description of any problems faced or anticipated that may or have affected project outcomes or the timescales for delivery (500 words or less).

Project

Progress, timescales and budget

Overall, good progress and useful outputs have been achieved. However, it has proven challenging to deliver the planned work to the original timescale and budgets. Section 4 of this note lays out where delays have been encountered and indicates revised project deadlines. At the same time, additional funding secured through 2012 will help to supplement delivery of all intended (or closely equivalent) outcomes.

National Assessment

Health Outcomes

Technical review work proved complex and time consuming both for the review team and for the LESP Management team. Therefore it was not realistic to extend the commission to address the health outcomes work package as had originally been anticipated, especially since the latter now appears challenging to complete within the original allocated budget. The work has therefore been delayed and now forms a core element of the AQAP-13 work programme, with the budget supplemented by new grant funding.

Updated National Report

The technical review team successfully updated the national emission scenarios; however it has not yet been possible to present these calculations in an updated national assessment report. Again this task has been rolled into the AQAP-13 work programme. The revised calculations will be published on their own early in 2013, with the report itself to be reviewed and updated later in the programme, so that it can incorporate and reflect LES progress and developments from the first half of 2013.

Local Case Study

Employment Change

[REDACTED] (project Lead for Wigan) moved to work for Lancaster City Council in mid-2012. Paul has continued, as far as possible, to support the project work in his new role and additional engagement from Greater Manchester Authorities has been gained, with air quality officers [REDACTED] (Oldham Council) and [REDACTED] (Salford City Council) supporting production of final report.

Wigan Transport Strategy

The original intention was for the local case study to support, inform and build on the Wigan Transport Strategy, which was planned to be delivered in 2012, however this has been delayed and its development continues into 2013.

Data Availability

Data required to estimate the emission baselines for the project scenarios was limited or of poor quality in some areas. Practical estimates and assumptions were used to fill gaps. Areas for further work to enhance the assessments have been identified.

7. Knowledge Transfer

Where possible, please provide an evaluation of the project against the plans for knowledge transfer detailed in Section 5 of the Project Plan (500 words or less)

Knowledge Transfer

Knowledge transfer is proceeding according to the approach outlined in section 5 of the original project plan. An update is provided below:

Project Communications

Project reports (Ref 1,2 & 7) have been circulated to stakeholders and/or made available via the LESP Website (www.lowemissionstrategies.org). Final reports will be added as they become available.

Progress has also been advertised via LESP networks and on-going communications, including newsletters and presentation at the Low Emission Partnership's Programme Review (Oct 12, Ref 4).

Consultation

An engagement meeting with local GM stake holders was held in October 2012 (Ref 3 & 6)

A follow up consultation has been completed on the draft case study report. This included LESP members and local stakeholders from Greater Manchester. Feedback has been collated and next steps are under review (Ref 8).

Further consultation will be conducted on completion of final project reports.

Policy & Coordination

Significant engagement work was undertaken through 2012, both at national level (e.g. via the Defra Workshop in Nov 2011 – Ref 9) and at local level with groups and individual authorities working on related projects. Results of these activities will be summarised as part of the engagement report which is due for completion in early 2013.

References

- [1] A Review of the Low Emission Toolkit (Aether/AQC, Sept 2012)
- [2] Stage 1 report – review of the current situation (24 Jul 2012)
- [3] Project Meeting – Stakeholder Briefing Note (26 Sep 2012)
- [4] Presentation – Greater Manchester LES Study (Workshop presentation on 16 October 2012)*
- [5] Project Summary & Progress Note (20 Nov 2012)
- [6] Local Stakeholders Meeting Note (20 Nov 2012)
- [7] Low Emission Action Planning for Greater Manchester: - Harm, Response and Benefits (Project Report - Draft, Dec 2012)
- [8] Project Update - including consultation feedback (Feb 2013)
- [9] Defra workshop output guidance on tools (Defra, Dec 2011)

All reports are available on request, those indicated with * are available via the LES Partnership website (www.lowemissionstrategies.org/). Further reports will be published to the website in early 2013.

8. Project Evaluation

Where possible, please provide an evaluation of the project against the success criteria detailed in Section 7 of the Project Plan (500 words or less)

Project Evaluation

Approach

The project is overseen by the LESP National Projects Board, with Green Sphere appointed as project manager. Project status has been monitored via quarterly highlight reports and periodic review meetings. Notes below provide an interim assessment of progress. A full assessment will be completed, against criteria laid out in section 7 of the original project plan, once the project has been completed.

Progress

- Good progress has been made with the technical review; local benchmarking and emissions assessment; and engagement with national policy and local projects.
- Progress has been delayed on health outcomes/benefits; revised national assessment report; method evaluation and LES/AQAP guidance.
- Remaining budgets have been carried over and integrated with the Partnership's new programme of work (AQAP-13), which will complete the outstanding (or closely equivalent) deliverables.

Initial Reception

- Feedback from both the LESP Programme Review meeting (Oct 12) and the consultation on the draft case study report indicate continued support for and buy-in to the project aims, outputs and progress to date by Partnership Authorities and other stakeholders (Ref: Project Update - including consultation feedback, Feb 2013)

Overall

- Overall evaluation of project progress and benefits will not be possible until the remaining work activities are completed. This will be undertaken as part of the overarching progress and performance monitoring process for AQAP-13.
- In the interim, it is noteworthy that the expert review of the national assessment report has strengthened the overall methodology and headline conclusions, thereby establishing the national assessment as an important reference point for emission based action planning and target setting at local and regional level.
- It is also noteworthy that project progress and outputs to date provided the foundation for the successful bid to Defra's air quality grant fund 2012/13, to undertake three further local/regional scenario assessments. As such the project has already contributed significantly to strengthening and extending the Partnerships work activities, capacity and overall impact.

9. Financial Performance.

Please provide details of the anticipated project spend at this stage of the project, the actual project spend, and the reasons for any difference between these figures.

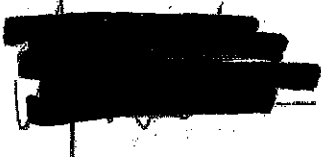
Financial Position (as of 31 Dec 2012)

	Plan	Spent	Rem	Remaining Work
Technical Report	£15,000	£9,000	£5,000	- health outcomes & nat. report
Case Study	£12,500	£9,000	£3,500	- finalise local study report
Guidance	£2,000	£0	£2,000	- guidance note
Policy & Coordination	£6,950	£6,950	£0	
Management	£9,500	£9,500	£0	
Contingency	£5,000	£5,000	£0	
Total	£50,950	£39,450	£11,500	

Notes

- Project funding was pooled as part of overall LES Partnership work programme funds, which are administered by Greenwich Council on behalf of the LES Partnership. The 'remaining funds and work' indicated in the table above have been carried forward into and will be managed as part of the Partnership's new work programme 'AQAP-13'.

Signature of Officer at the local authority



Name of local authority

Wigan Council

Date

25th February 2013

██████████
██████████
██████████

DEFRA LOCAL AUTHORITY AIR QUALITY GRANT 2011/2012 – PROGRESS REPORTING

Under the air quality grant terms and conditions, local authorities awarded grant are required to provide a progress report on the supported project(s) around October the year after the grant has been paid to the authority. Reports should be provided on an annual basis for the duration of the project, including a report produced upon completion of the project. The form set out below should be used to report progress in all cases. Please return completed form/s to the email address: air.quality@defra.gsi.gov.uk.

1. Local authority name, key contact details and project title/code.

Please provide the lead local authority name, contact details for the lead project contact and the title and reference number of the project.

[REDACTED]
[REDACTED] (Air Quality)
City of York Council
Environmental Protection Unit
9 St Leonard's Place
York
YO1 7ET

[REDACTED]
[REDACTED]
Project Title: LEZ Feasibility Study

Project Reference: 063a2011

2. Provide a brief description of the project.

Please provide a brief description of the project and its aims. Please include details of project partners and division of work. Refer to Section 2 of the Project Plan if no changes to initial plans have occurred (300 words or less).

This aim of this project is to investigate the potential emission reduction and air quality improvement in York's AQMAs achievable through the creation of a city centre low emission bus corridor. This project will investigate the ability to reduce bus based emissions of oxides of nitrogen (NO_x) in York's AQMAs for the purpose of achieving a reduction in ambient concentrations of nitrogen dioxide (NO_2). Whilst the emphasis will be on achievable reductions in NO_x emissions, the study will also investigate the likely impact on particulate emissions/concentrations (both particle mass and particle number) and quantify likely carbon dioxide (CO_2) savings.

A number of different bus and coach LEZ entry criteria will be explored and the project will make recommendations as to the most suitable timescales for implementing these criteria. Consideration will be given to the composition of the current bus fleet and upgrading costs. It is currently anticipated that a minimum of Euro III may be a suitable starting point with a move towards Euro V and hybrid buses in the longer term.

The project team consists of City of York Council (Environmental Protection Unit and Transport Planning teams), the Institute of Transport Studies (Leeds University) and Halcrow (an external consultancy). Halcrow have had day to day project management responsibility for the project but have been reporting regularly to City of York Council on progress and achievement of key milestones.

Project Status	Y/N?
Is the project complete?	N

3. Please indicate which study area(s) / emissions source(s) are relevant to this project.

Study Area(s)	Y/N?	Emission Source	Y/N?	Pollutant	Y/N?
Low Emission Zones	Y	Cars	N	NO ₂	Y
Emissions Abatement Technology	Y	HGVs	Y	PM ₁₀	Y
Remote Sensing	Y	Buses	Y	Other	
Communication	Y	Trains	N		
Monitoring	Y	Biomass	N		
Modelling	Y	Other			
Behavioural Change	N				
Fleet Improvement	Y				
Traffic Management	Y				
Other					

4. Progress to Date

Please provide a brief description of the work carried out to date (500 words or less), with reference to key milestones. This should include whether or not the project is proceeding in accordance with the estimated timescales in Section 3 of the Project Plan. Where delays have occurred, an indication of revised project timescales should be provided.

The Low Emission Zone Feasibility Study is still in progress although is nearing completion. A description of progress made with all work streams is provided below:

Task 1: Background Review

- **Objective:** to provide a summary of work streams likely to impact upon the development of an LEZ and to inform the scope and likely operation of the proposed LEZ, through a case study review.
- **Task complete.** A review of work streams which might impact upon the development of the proposed LEZ has been undertaken, in addition to a best practice review of approaches adopted by other local authorities in establishing LEZs. This review covered Norwich and Oxford and included collation of information on background, opportunities and constraints both of the LEZs have addressed.

Task 2: Paramics Modelling

- **Objective:** to develop validated AM, IP and PM peak Paramics models of the study area to be used as basis for emissions modelling and provide an estimate of traffic conditions at other times of day.
- **Task complete.** A fully validated (validated to journey time, count and vehicle mix data) AM, IP & PM peak model produced and Technical Note completed.

Task 3: Instantaneous Emissions Modelling

- **Objective:** to undertake instantaneous emissions modelling using outputs from the Paramics model in order to produce suitable input to the dispersion model.
- **Task partially completed.** Emission modelling has been completed for all the basic scenarios (BASE; Bus LEZ 3, 4, 5; and HD 3, 4, 5). The remaining results required are from the two hybrid bus scenarios. It is anticipated that this will be completed in October 2012.

Task 4: Dispersion Modelling

- **Objective:** to develop a dispersion model for the study area and use this model to assess the impact on air quality of the LEZ options.
- **Task partially completed.** The dispersion models have been run for the base year and Euro III, IV and V Scenarios. Modelling of the hybrid bus scenarios is ongoing.

Task 5: Cost-benefit analysis

- **Objective:** to understand the enforcement and associated costs of implementing the LEZ and estimate the benefits of the scheme.
- **Task partially completed.** The air quality damage costs assessment is currently being undertaken.

Task 6: Operator Engagement

- **Objective:** to enter into discussion with local bus and freight operators to understand the likely impact of the LEZ upon their operations in the context of current vehicle fleets.
- **Task complete.** Presentation given to operators via Quality Bus Partnership, explaining the rationale for the Low Emission Zone feasibility study. Follow-up letters, information sheets and questionnaires sent to all bus and coach operators in the city. Responses collated and technical notes produced. This information is being used to inform the cost-benefit analysis (see Task 5).

5. Project Outputs

Please provide a summary of any initial or final observations / conclusions that can be drawn from the project, and in particular, details of any observed or estimated reductions in emissions and / or pollutant concentrations (500 words or less).

A complete list of project outputs (both completed and expected) should also be provided including the date of publication and location / source from which the outputs can be obtained. Electronic copies of any completed outputs should be submitted alongside this form.

- CYC is not in a position to quantify the change in air quality at present. This will be summarised as part of an air quality technical note which can be forwarded to DEFRA on request. Both changes in emissions and in on street air quality concentrations will be presented as part of this work.
- It is anticipated that the air quality work in relation to the LEZ study will be completed by the end of 2012
- Information from the Low Emission Zone Study will be of interest to other local authorities once the project is complete. A case study will be produced and made available via the Council's air quality website and shared via AQ forum.

6. Problems faced

Please provide a brief description of any problems faced or anticipated that may or have affected project outcomes or the timescales for delivery (500 words or less).

- Whilst the scope of the project has not significantly deviated from the original project plan, the timescale for the project has slipped.

7. Knowledge Transfer

Where possible, please provide an evaluation of the project against the plans for knowledge transfer detailed in Section 5 of the Project Plan (500 words or less)

- Information from the Low Emission Zone Study will be of interest to other local authorities once the project is complete. A case study will be produced and made available via the Council's air quality website and shared via AQ working groups.

8. Project Evaluation

Where possible, please provide an evaluation of the project against the success criteria detailed in Section 7 of the Project Plan (500 words or less)

- The anticipated completion date for completion of the Low Emission Zone study is the end of 2012. A review of the project in the context of the success criteria laid out under section 7 of the project cannot be undertaken until the project is complete.

9. Financial Performance.

Please provide details of the anticipated project spend at this stage of the project, the actual project spend, and the reasons for any difference between these figures.

Funding awarded for project - £40,000

Funding spend on project - £40,000

Low Emission Zone Feasibility Study – information about funding

- Order to Halcrow £43,450 (see attached)
- Order to ITS, Leeds University £18,840 (see attached)

Total Study Cost = £62,290

This has been funded as follows:

- Air Quality Grant from 11/12 - £40,000 (as per 11/12 grant allocation)
- CYC's grant holding from previous year (10/11) - £10,577
- Contribution from City of York Council (not AQ Grant related) - £11,713

Total = £62,290

- See attached invoice for £300 (contribution to traffic model licence used in LEZ study)
- All additional, remaining funding from previous years grant bid will be used to make up some of the shortfall in funding for City of York Council 2012/13 bid (relating to delivery of the Low Emission Strategy).

Signature of Officer at the local authority

Mike Southcombe (Environmental Protection Manager)

Name of local authority

City of York Council

Date

8th October 2012

[REDACTED]

DEFRA LOCAL AUTHORITY AIR QUALITY GRANT 2011/2012 – PROGRESS REPORTING

Under the air quality grant terms and conditions, local authorities awarded grant are required to provide a progress report on the supported project(s) around October the year after the grant has been paid to the authority. Reports should be provided on an annual basis for the duration of the project, including a report produced upon completion of the project. The form set out below should be used to report progress in all cases. Please return completed form/s to the email address; air.quality@defra.gsi.gov.uk

1. Local authority name, key contact details and project title/code.

Please provide the lead local authority name, contact details for the lead project contact and the title and reference number of the project.

[REDACTED]
[REDACTED]
City of York Council
Environmental Protection Unit
9 St Leonard's Place
York
YO1 7ET

[REDACTED]
[REDACTED]
Project Title: Eco-Stars Fleet Recognition Scheme Project Reference: 063b2011

2. Provide a brief description of the project.

Please provide a brief description of the project and its aims. Please include details of project partners and division of work. Refer to Section 2 of the Project Plan if no changes to initial plans have occurred (300 words or less).

The project will introduce a fleet recognition scheme into York to help reduce vehicle emissions and encourage the wider uptake of alternatively fuelled vehicles. It will be targeted initially at buses, coaches, HGVs and CYC fleet and potentially expanded later to include taxis and other large fleets. The proposed project goes beyond just adopting an existing vehicle recognition scheme, in that it would introduce an 'advanced' rating for alternatively fuelled vehicles.

Project Status	Y/N?
Is the project complete?	N

Please indicate which study area(s) / emissions source(s) are relevant to this project.

Study Area(s)	Y/N?	Emission Source	Y/N?	Pollutant	Y/N?
Low Emission Zones	Y (potentially)	Cars	Y (potentially)	NO ₂	Y
Emissions Abatement Technology	Y	HGVs	Y	PM ₁₀	Y
Remote Sensing	N	Buses	Y	Other	CO ₂
Communication	Y	Trains	N		
Monitoring	Y	Biomass	N		
Modelling	N	Other			
Behavioural Change	Y				
Fleet Improvement	Y				
Traffic Management	Y				
Other					

3. Progress to Date

Please provide a brief description of the work carried out to date (500 words or less), with reference to key milestones. This should include whether or not the project is proceeding in accordance with the estimated timescales in Section 3 of the Project Plan. Where delays have occurred, an indication of revised project timescales should be provided.

- There has been considerable delay with this project but it is currently now progressing. The reasons for this delay are explained below. A future update can be provided to DEFRA on request (if required before the next AQ grant progress report in Sept/Oct 2013).
- Positive initial discussions took place in 2011 with the existing provider of Eco-Stars and with the local authorities that currently hold the intellectual rights to the scheme (South Yorkshire authorities). Based on these discussions, it was anticipated that CYC would be in a position to launch an Eco-Stars scheme in York during early 2012.
- As explained in the grant bid, the York scheme will operate similarly to those already in existence, but it will aim to specifically encourage the uptake of alternative vehicles such as electric, bio-methane and hybrids by creating an 'advanced' rating for such vehicles. Under the current scheme in South Yorkshire, these vehicles were not offered significant recognition over and above modern vehicles using 'traditional' fuels (e.g. petrol or diesel). It was hoped that an advanced rating would encourage a greater uptake of alternative fuels and hybrid vehicles in the city. Such vehicles are known to be less polluting when operated in congested urban environments.
- The vehicle and fleet assessment criteria that lead to the ECO-Stars rating are an important part of the way the scheme operates. A workshop to progress a review of the ECO-Stars criteria was unfortunately not held until 18 May 2012 (coordinated by Barnsley MBC) and CYC were not in a position to sign up to the scheme until the issues with the criteria had been resolved. CYC felt that it was important that the scheme criteria were evolved to ensure the scheme remained credible and relevant to the objectives of the York Low Emission Strategy. This considerably delayed the process.
- Once CYC were satisfied with the criteria proposed, extensive discussion took place with CYC Procurement as it was considered that there was a restricted marketplace in terms of the companies able to manage a local Eco-Stars scheme for York. EPU were required to submit a waiver request to the Procurement team to gain permission to award the Eco-Stars contract to TTR Ltd. This process involved gathering considerable evidence to demonstrate to Procurement that awarding the contract to TTR would offer value for money.
- A financial waiver has now been agreed (agreed on 26th September 2012) allowing CYC to progress this project and a meeting with TTR has now taken place to scope the study and arrange the scheme launch.

4. Project Outputs

Please provide a summary of any initial or final observations / conclusions that can be drawn from the project, and in particular, details of any observed or estimated reductions in emissions and / or pollutant concentrations (500 words or less).

A complete list of project outputs (both completed and expected) should also be provided including the date of publication and location / source from which the outputs can be obtained. Electronic copies of any completed outputs should be submitted alongside this form.

- For the reasons outlined above, CYC is not in a position to quantify the change in air quality at present.
- In general terms, adoption of fleet recognition schemes can result in considerable emission savings, particularly in relation to NO_x, PM₁₀ and CO₂. The scheme proposed for York provides an opportunity to go beyond these documented emission savings both by offering more encouragement for the uptake of alternatively fuelled vehicles.
- In addition to the emission savings, measures to encourage the wider uptake of alternative technologies such as hybrids, bio-methane and electric, and improved levels of driver training also have the potential to help reduce traffic noise. Hybrid vehicles and gas operated vehicles produce considerably less noise than a conventional diesel engine. In the case of electric vehicles there is virtually no noise at the point of use. Incidents of noise from engine revving and idling will be considerably less within a well trained and emission aware driver workforce. This project therefore has the potential to considerably benefit efforts to tackle air quality, greenhouse gas and noise emissions across the country.

5. Problems faced

Please provide a brief description of any problems faced or anticipated that may or have affected project outcomes or the timescales for delivery (500 words or less).

- Whilst the scope of the project has not significantly deviated from the original project plan, the timescale for the project has slipped for the reasons outlined in section 3.
- The issues with the criteria review have now been resolved but have delayed the project considerably. The process for future criteria reviews (unlikely to be required for a number of years) will be discussed with TTR at the project outset.

6. Knowledge Transfer

Where possible, please provide an evaluation of the project against the plans for knowledge transfer detailed in Section 5 of the Project Plan (500 words or less)

- Due to the delays outlined in section 3, project evaluation and sharing of knowledge has not yet progressed as planned. Once the project has reached an appropriate point, a case study, detailing the uptake and success of the scheme, will be produced and made available to interested parties via a number of different websites, including: www.york.gov.uk, www.jorair.co.uk and www.lcrrgi.org.uk. The aim will be to publish a case study within 3 months of completion of the project and advertise its availability through regional and national working groups.

7. Project Evaluation

Where possible, please provide an evaluation of the project against the success criteria detailed in Section 7 of the Project Plan (500 words or less)

- Due to the delays outlined in section 3, a project evaluation report is not yet available.

8. Financial Performance.

Please provide details of the anticipated project spend at this stage of the project, the actual project spend, and the reasons for any difference between these figures.

Funding awarded for project - £48,000 (£28,500 initial award + £19,500 additional award)
Funding spend on project - £0

- It is anticipated that a purchase order to [REDACTED] will be completed within the next 2-weeks. This will be copied to DEFRA when available. It is anticipated that the funding will allow the scheme to run for an 18 month period, with reporting and evaluation to be complete with a 24 month period.
- Remaining funds will be used to fund the Eco-Stars launch event. A one-off payment of £1000 to the South Yorkshire authorities may also be required, but this is currently under negotiation.

Signature of Officer at the local authority

[REDACTED] (Environmental Protection Manager)

Name of local authority

City of York Council

Date

8th October 2012