

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.

A large rectangular area that has been completely redacted with black ink, obscuring any text that might have been present.

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).

Project Overview

The project aims to develop trial operational experience to enable a review of the potential effectiveness of a range of low-cost, light-touch, Low Emission Zone (LEZ) options. The project ultimately aims to discourage the most polluting vehicles (in Reading's case this is currently believed to be heavy goods vehicles (HGVs), defined for this purpose as goods vehicles with an unladen weight greater than 3.5 tonnes) from travelling through parts of Reading and encourage the use of cleaner and more appropriate vehicles or alternative modes where appropriate, thereby reducing the exceedences of NO₂ across Reading's Air Quality Management Area.

The output of the project will be a clear understanding of the likely effectiveness of the implementation of a range of LEZ options, recommendations on the best option for implementation in Reading, and an action/cost plan for the implementation.

Reading's Air Quality Action Plan identified that concentrations of NO₂ have already exceeded objective levels set out in the Air Quality Regulations (England) 2000 in central Reading and main routes into the central area, and that this will still be the case in 2015 if no action is taken. Furthermore, air quality and transport monitoring and modelling have determined that road transport emissions, and particularly HGVs, are the primary source of the exceedence, and that up to 80% of HGVs entering the areas of exceedence have no destination in those areas, but could use the strategic road network away from sensitive receptors. Reading's Local Transport Plan, and related work undertaken as part of the subsequently cancelled DfT Urban Challenge Fund process, set out the potential for the implementation of a LEZ, and establish this as a policy position.

Risks and Mitigation measures

The key risks and measures taken to mitigate or minimise these are summarised below:

Required equipment lead time - Initial discussions have been held with potential suppliers, which have reassured us that the vehicle could be supplied within a 3 month window, which is in keeping with our project programme.

Political change - the LEZ proposals received cross party support as part of the Urban Challenge Fund process, and are adopted in Reading's Local Transport Plan. A cross party group (TMAP) of lead members will be briefed on the work and updated on progress to ensure their continued support.

Camera enforcement operation - a series of trials will be undertaken using our established PCN process for parking infringements and bus lane enforcement to ensure that the equipment and 'back office' functions could operate as planned.

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	
Remote Sensing		Buses		Other	
Communication	Y	Trains			
Monitoring	Y	Biomass			
Modelling	Y	Other			
Behavioural Change	Y				
Fleet Improvement	Y				
Traffic Management					
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.

WP1 Procurement of ANPR vehicle took longer than anticipated which put the whole project back several months. It was scheduled to be completed by February, but was not completed until June. This led to WP2 only being completed in September. WP3 was carried out to schedule as this was not reliant on the ANPR vehicle. WP4 and WP5 are in the process of being carried out. The new estimated project completion date is December.

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.

To date there are no findings as these will only become apparent at the end of the project when the modelling using the ANPR data has been completed.

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 procurement of the ANPR vehicle took longer than anticipated which set back the project by several months.

Other work commitments putting pressure on officer time has meant slower progress with the project than anticipated.

A change in the message received from DFT by Reading's Transport dept during the course of the project has meant there has been less emphasis placed on the desirability of the implementation of the LEZ and therefore less support and progress made with 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)

The project is not yet complete so it is difficult to evaluate it against the plans for knowledge transfer. However, any findings can and will still be made available to interested parties.

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)

As the project has not yet been completed some of the success criteria have not yet been met. To date the ANPR vehicle has been delivered and mobilised and we are in the process of data gathering. The back office testing for the issue of PCN's for LEZ violations will be broadly similar to those for other traffic violations, which have been tested for. No local goods vehicle database has yet been developed. The other outstanding success criteria are dependant on the outcome of the modelling, which is in the process of being completed. Therefore the success criteria are currently considered to be part met.

The overall success of the project will be judged against the measured results and recommendations in the final report, and the endorsement of a policy position/implementation plan by Councillors.

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.

The Air Quality Grant award was towards the procurement of the ANPR vehicle. This was completed as part of WP1. The anticipated project spend was £200,000. The actual project spend to date is £67,000. This covers the cost of the ANPR vehicle and system as well as the costs of the modelling work carried out to date. Differences between the anticipated and actual project spend are due to the equipment being sourced for less than anticipated. It was also anticipated that the project would have been completed by now, it is still in progress, with further costs likely to be incurred.

Signature of Officer at the local authority

[Redacted signature]

Name of local authority

Reading Borough Council

Date

22/10/12

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.

Lead Authority

[REDACTED]

Lead Project Contact

[REDACTED]

Project Title

Optimisation of Traffic signal timings to minimise Pollutant Concentrations.

Project Reference

[REDACTED]

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 aim of the project is to evaluate if traffic signal wait times can be realistically optimised to reduce NO_x / NO₂ concentrations (as opposed to queue times and emissions) at junctions where properties on one junction 'leg' are closer to the road than others.

The project involves the creation of an s paramics model of the Drift Bridge Road junction (Drift Bridge AQMA), where traffic queuing at the lights results in elevated concentrations at properties located on one leg of this simple 4 'leg' (with two filter lanes) cross roads. A suitable emissions database will be modified / produced to include idling emissions in consultation with the appropriate research group, and an emissions profile produced for up to 5 scenarios (including the current situation) on a 5 minute basis for weekdays, Saturday, and Sunday for multiple links on each of the roads that make up the cross roads.

Each of the 5 scenarios will then be modelled (ADMS) to look at the impact on annual mean NO₂ concentrations around the junction.

Two contractors have been appointed to undertake the above work SIA (paramics modelling and emissions) and Air Quality Consultants (emissions and dispersion modelling).

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		Cars	Y	NO ₂	Y
Emissions Abatement Technology		HGVs	Y	PM ₁₀	
Remote Sensing		Buses	Y	Other	NO _x
Communication		Trains			
Monitoring		Biomass			
Modelling	Y	Other			
Behavioural Change					
Fleet Improvement					
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.

Work package 1: Creation of an Idling emissions database suitable for use in S paramics.

Original timescale: Start Jan 2012 - Completion March 2012.

Current status: COMPLETE

Details

The purpose of this piece of work was to produce an emissions database suitable for use in s paramics, which included vehicle emissions at zero speed, as this is a key component of the work given the stationary traffic at traffic signals.

Since the original project was submitted to DEFRA Transport for Scotland produced a similar database, and following discussions with the micro simulation modellers and the dispersion modellers this database has been used with modifications so that it is more site specific to the south east of England.

Work Package 2: S Paramics Modelling.

Start Jan 2012 – Completion August 2012 - although the main phase of this work likely to be between March and July 2012.

Current status: ON GOING – likely completion date end of November 2012.

Details

The purpose of this work package is / was to create a computer model of the Drift bridge junction (AQMA) and certain key junctions in the vicinity of the area in s paramics, validate the model, and then run the model for four additional scenarios (five with the current scenario) that could realistically work at the junction. When used in conjunction with the emissions data from work package 1 this then generates an emissions profile on each link of the road network (2 m intervals) which can then be modelled in ADMS.

Reason for delay:

During the original traffic survey work in April a gas main ruptured within the survey area, with the resultant change in traffic flows affecting the survey data. As a result the traffic survey had to be repeated in September, which was the next 'neutral' month. Work on the base model set up was possible over the summer months but not at the rate originally intended.

The traffic survey work is now complete, the base paramics model is set up and is currently being validated. An approach has also been agreed between all parties with regards to the additional scenarios so that this work can get underway as soon as practicable.

Work Package 3: Dispersion Modelling.

Start Jan 2012 – Initial work to ensure that emission outputs and s paramics outputs are suitable for final modelling work. Main work phase September and October 2012.

Current status:

Initial Phase COMPLETE

Main Stage ON GOING – likely completion December 2012 / January 2013.

Details

The purpose of this work is to take the 24 hour emissions profiles for the road network created in s paramics, and using dispersion modelling create five separate isopleth maps of nitrogen dioxide concentrations at Drift Bridge for a fixed met year, together with calculated concentrations at key residential receptors at the junction.

Reason for delay:

The output from work package two feeds directly into the dispersion modelling work, and therefore the delay caused by the broken gas main caused a consequential delay in the dispersion modelling.

Overall.

Aside from the delay caused by the failure of the gas main during the survey period, the project is otherwise proceeding as expected.

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.

Project Outputs:

Completed:

- i) Modified fleet data set to use in conjunction with the AIRE emissions database to create a south east specific emissions data set for use within s paramics.
(an electronic copy of the SE fleet will be made available on the completion of the project).

In progress:

- ii) Base case micro simulation model of Drift Bridge Junction, plus four additional model scenarios.
- iii) Emissions outputs for the above scenarios (electronic data set of emissions on 2 m link lengths by time and vehicle class).
- iv) Dispersion models of the above 5 scenarios examining the impact of junction changes to minimise pollutant concentrations (rather than emissions) where the air quality standard is not met.

All of the above material will be in an electronic format and submitted to DEFRA, and to the Transport Studies team at SCC.

The outcome of the work will also be fed back to the Surrey air quality group, and also the Sussex air quality group regardless of the outcome as both groups are interested in this approach. If significant improvements are possible a note will be posted on the local communities (AQ) website, and the information disseminated via the IAQM (if appropriate) as the work is primarily aimed at air quality professionals in the first instance.

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).

Aside from the gas main failure which set the 2nd phase of the project back by 4 months (waiting for the next traffic neutral month) the project to date has progressed as expected. Thus while the final completion date may have slipped slightly (by 1 – 2 months) there have been no problems to date (or anticipated) with the project itself.

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 the project is not yet complete there is no knowledge to 'transfer' at this stage.

However one of the consequences of the project, which was not in the original knowledge transfer section, is that it has given the traffic modelling team on the project a very good insight of the needs of the air pollution modelling community as opposed to the transport modelling community.

As the consultants involved in the traffic modelling are also involved in traffic model software development this may have benefits for air quality modellers using transport model outputs in the future.

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 status of the project was / is monitored by the completion dates of the three key milestones plus two substages in the S paramics modelling:

i) Emissions dataset (Work package 1) - complete 31 March 2012.

Work was successfully completed and the data set is now incorporated into the traffic model.

ii) S Paramics model outputs (Work package 2) - complete late August 2012.

The current completion date is now likely to be the end of November 2012 as the gas main failure in April affected the traffic survey work, which had a consequential knock on effect on the building of the base traffic model.

a) Completion of Survey work (30 April 2012)

This work was successfully completed in September 2012 - the next neutral road traffic month after April.

b) Model set up and validation (30 June 2012)

This is now due for completion at the end of November. Given the completion of the survey work in September rather than in April the current model work is on track.

iii) Dispersion modelling outputs (Work package 3) - complete 31 October 2012.

Given the delay caused by the gas main failure the new completion date is now late December / January 2013. Initial checks on the spatial layout and connectivity of the traffic model links are underway to ensure that the traffic model is correctly 'positioned' within the dispersion model. The first dispersion model run will be completed once the base traffic model is validated.

Overall success criteria of the project will be the production of five isopleth maps of nitrogen dioxide concentrations representing the five modelled scenarios around the Drift Bridge junction, for the different signal timings.

As stated earlier despite the delay the project remains on course to produce the air quality outputs by January 2013.

9. Financial Performance.

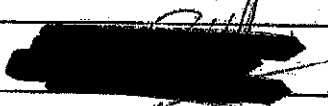
Please provide details of the anticipated project spend at this stage of the project, the actual project spend, and the reasons for any difference between these figures.

Spend Profile:

	Forecast Spend in period	Forecast Spend to date	Actual (period)	Actual to date
31/12/11	£0.00	£0.00	£0.00	£0.00
31/03/12	£4,800.00	£4,800.00	£0.00	£0.00
31/6/12	£0.00	£4,800.00	£0.00	£0.00
31/9/12	£44,536.00	£49,336.00	£20,600.00	£20,600.00
31/12/12	£3,900.00	£53,236.00	£28,236.00	£48,836.00
31/3/13	-	-	£4400	£53,236.00

Figures in *italics* represent the revised forecast spend profile due to the 4 month delay.
Copies of the invoices to date are attached (4 in total).

Signature of Officer at the local authority



Name of local authority

Reigate and Banstead Borough Council

Date

11th October 2012.

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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]
[REDACTED]
[REDACTED]ham
[REDACTED]
[REDACTED]

Project Title Modelling of Action Plan Measures for updated Action Plan and LEZ Scenarios.

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).

Rotherham Metropolitan Borough Council has declared several Air Quality Management Areas between 2001 and 2010. Despite emission reduction efforts, NO2 concentrations remain above the EU Limit Value in many parts of the Borough. To address this, an updated Air Quality Action Plan is being prepared and an additional range of measures will be investigated, including the establishment of a Low Emission Zone.

This project will build on previous work and focus more specifically on the potential of Low Emission schemes and low emission zones in the most polluted hotspots in Rotherham. It will assist in the definition of potential schemes that could be implemented (there are many types of low emission zones and low emission schemes) and would provide an evidence base to assist policy makers and decision makers. It will contribute to the developing the updated AQAP for Rotherham.

The aim of this project is to provide an evidence base for informing the development of the new Rotherham AQAP. Current emissions baselines have been developed for the year 2012. Projections for 2015 will be developed as part of this project, which includes analysis of the predicted impacts of the measures. The measures include those from the following programmes that are being proposed and implemented by the Council and the Council's partners in South Yorkshire: LTP3 Air Quality and Climate Change Working Group Programme:

Plugged in South Yorkshire

Low Emission Vehicles Refuelling Infrastructure

Eco Stars Fleet Recognition Scheme

Smarter Choices Programme

Social marketing through Care4air

In addition, the following measures will be considered:

Feasibility of LEZ

Waverley Link Road (which will take traffic away from an AQMA and busy M1 junction) linked to a large development site

Highways Agency measures (managed motorway scheme J35A – J33)

Public Health Measures

LSTF measures

Freight Action Plan

RMBC Climate Change Strategy

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	
Remote Sensing		Buses	Y	Other	
Communication		Trains			
Monitoring		Biomass			
Modelling	Y	Other			
Behavioural Change	Y				
Fleet Improvement	Y				
Traffic Management					
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

Work Package 1: Definition of the measures

Outputs and Key Milestones of WP1

- 1) Inception Meeting
- 2) Minutes of Inception meeting
- 3) Identification of schemes to be taken through to WP2

Work package 1 is complete

Outputs and Key Milestones of WP2

Work Package 2

- 1) Agreed list of potential schemes and measures to be included in the model run to enable individual measure impact assessment and multiple measure impact assessment
- 2) Report detailing the traffic modelling of measures identified at inception phase.
- 3) Traffic data outputs in agreed format.

Work package 2 is complete

Work Package 3

Emission database development/Scenario testing

Summary of Work Package

The outputs from WP2 will be used to construct emissions databases for 2015 for different scenarios which will aid policy decisions on measures to implement to achieve compliance with limit values at the earliest opportunity. Fleet composition is an important consideration as regional and local variations can impact on the emissions calculated. The most appropriate up to date emissions factors will be used and the latest thinking on the uptake and impact of future Euro standards will also be fully considered.

The emissions databases will be used in the Council's Airviro dispersion model which will be used to model air quality impacts for the agreed measures and test scenarios for future years. The updated Rotherham AQAP will then be drafted.

Outputs and Key Milestones of WP3

- 1) Final Report detailing the project work which provides the evidence base for local decision makers.
- 2) The emission databases and model outputs - consultant
- 3) The updated Rotherham AQAP

Work package 3 is not complete, consultants commenced work in July 2012

Revised Progress Timescales

Project start was March 2012.

- 1) Initial meeting will take place within 1 month- complete April 2012
- 2) Stakeholder meetings for the scoping phase (WP1) will take place within 2 months – complete June 2012.
- 3) Outputs of WP1 completed by 3 months complete June 2012
- 4) Output of WP2 completed by 5 months complete September 2012
- 5) Output from WP3 completed by 8 months revised timescale – due February 2013
- 6) A draft report, setting out the evidence base, to be complete within 10 months – revised timescale due March 2013

Project Completion _ end revised March 2013

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.

Expected Outputs

Emissions databases for the year 2015 for different scenarios which will aid policy decisions on the development of measures to implement to achieve compliance with limit values at the earliest opportunity.

The findings of the project will be used to draft the air quality action plan, which will be a measurable way of judging success, and assist in directing LTP3 and other integrated transport strategy projects and to provide an evidence base for Low Emission Scheme proposals in Rotherham. This project will contribute to the longer term aim of setting up practical measures to reduce emissions and improve air quality.

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 development of the emissions databases has taken longer than anticipated.

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)

A summary of report will be available on the Rotherham MBC and Care4Air web pages along with a full report – the Care4air web site is currently subject to a major revision and update and will include the summary of the report once the project is completed.

It is envisaged that the work will be reported at events such as Airviro User Group meetings, (there is one during October 2012 at which the interim progress on the project will be discussed briefly), a future Clearer Future Care4air conference, Yorkshire and Humberside Air Quality Monitoring Group (next meeting scheduled for April 2013) and ECO Stars events.

The work is being undertaken in collaboration with Leicester City Council.

Most of the above knowledge transfer activities will take place once the project is completed, although discussion and dissemination of findings of the project is on-going as it develops.

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 project status has been monitored through a minimum of monthly formal communication between the project lead/team and appointed consultants. The project team steering group have met on the following occasions: 13/03/12 (Inception meeting of Steering Group), 29/05/12, 04/07/12 (Inception meeting with consultants), 05/09/12, 03/10/12. There has been weekly communication between the project team and the appointed consultants.

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.

Actual Spend to date:

31/12/2011 £0

31/03/2012 £0

30/06/2012 committed £13,175.00

31/10/2012 £0

Revised Spend Profiles

30/06/2012 committed £13,175.00

31/10/2012 £0

31/01/2013 £20,000

31/03/2013 £30,000

Reason: WP3 included the development of new emissions databases. It was essential that these included the new emission factors which Defra and the Devolved Administrations provided in an updated Emission Factors Toolkit (Version 5.1) which incorporated updated NOx emissions factors and vehicle fleet information. Therefore, work on this part of the project did not start until these were available.




Signature of Officer at the local authority

Name of local authority

Rotherham Metropolitan Borough Council

Date

15th October 2012

Project Highlight Report (01)		
July 2012 OEO 22221.8440		
Project Title Low Emission Zone (LEZ) Feasibility Study – Phase 1	Project Sponsor 	
Programme Board Protecting and Enhancing the Environment	Project Manager 	
Directorate responsible for delivery: PLACE		
Current Status: Green	Trend Project 30% complete overall	
Date of this Report: 20 th July 2012		
1. Objective(s) of this Project: <ul style="list-style-type: none"> • A feasibility study into a Low Emission Zone (LEZ) is a key action within the recently approved Air Quality Action Plan (AQAP) for Sheffield 2015. • The AQAP aims to reduce pollution in Sheffield in order to achieve health-based national air quality targets and EU limit values by 2015. • The Phase 1 LEZ Study will clearly quantify the potential costs, benefits, air quality impacts, targeted emissions reductions and timescales associated with the implementation of an LEZ in Sheffield (and once complete the AQAP 2015 will be further reviewed and updated). 		
2. Headlines since last Highlight Report: <ul style="list-style-type: none"> • This is the first Highlight Report for this Project. 		
3. Achievements since last Highlight Report: <ul style="list-style-type: none"> • This is the first Highlight Report for this Project. 		
4. Slippage against Plan and remedial action: <ul style="list-style-type: none"> • The original Project Plan (as submitted to DEFRA / the LEZ Steering Group) indicated completion by 31st August 2012. • The Project has slipped 2 weeks due to a delay in obtaining fleet composition data from the Bus Operators and the Freight Trade Association (FTA). • No further slippage is anticipated and the Project is expected to report no later than 30th September 2012. 		

5. Changes to Budget Profile:

- The Council has been awarded £40,000 from the DEFRA (Department for the Environment, Food and Rural Affairs) Air Quality Grant in 2011 / 2012 to undertake the LEZ Feasibility Study – Phase 1.
- The Council have committed a further £20,000 from SYLTP in 2012 / 2013 in order to support the project where required (e.g. additional ANPR data collection and processing / AIRVIRO modelling).
- There have been no changes to the above Budget Profiles.

6. Actions and Outputs for the next period:

- The Council has bid for further DEFRA Air Quality Grant in 2012 / 2013 to support further work on the LEZ Study. A funding decision is expected on 31st July 2012.
- The next key task for this Phase 1 Project will be collating further detailed information on the general fleet composition (age / engine size / fuel type) in Sheffield, utilising (where possible) existing in-house ANPR data. This information will enable more robust estimates of current and future (2015) emission levels to be determined
- The second Steering Group Meeting (15th August 2012) will consider these updated findings and input to Strategy Development.

7. Changes to the Business Case

- There have been no changes to the original Project Plan (as submitted to DEFRA / the LEZ Steering Group) except a 2 week slippage in expected completion date.

8. Risks:

- A key input to the Project is suitable processed ANPR data. This is required no later than 27th July 2012 and is currently awaited from the Council's Highway Network Management Team. If the information is not made available to the Project Team, then an external contractor will be appointed to collect / process the data as appropriate.

9. Issues:

- There is the potential for the UK government to be fined if EU Air Quality limits continue to be breached beyond 2015. The fines imposed could be significant and consequently, this is a recognised risk for the Council.
- The UK government's application to delay compliance with EU objectives has recently been turned down, further compounding the risk to the Council:
(<http://www.guardian.co.uk/environment/2012/jun/28/uk-cities-ban-polluting-traffic?newsfeed=true>)

10. Decisions required from this Board:

- Currently no decisions are required from this Board.

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.

South Kesteven District Council

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).

To continue continuous monitoring of NOx along Wharf Road, Grantham

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		Cars	y	NO ₂	y
Emissions Abatement Technology		HGVs	y	PM ₁₀	
Remote Sensing		Buses	y	Other	
Communication		Trains			
Monitoring	y	Biomass			
Modelling		Other			
Behavioural Change					
Fleet Improvement					
Traffic Management					
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 project is a continuation of monitoring NO_x along Wharf Road, Grantham. As reported in our Updating & Screening Assessment, the continuous monitoring project achieved 98.4% data capture and assisted in the Local Bias Adjustment factor for our diffusion tubes of 0.84.

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 monitoring project is an on going project, which we have decided to continue until September 2013. South Kesteven is currently working with Bureau Veritas on joining our current air quality management areas to create one new area. We see the continuous data as relevant for Bias Adjustments for diffusion tubes and for establishing baseline data to compare improvements that we hope will be achieved.

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).

None

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 continuous data was published in our latest Updating & Screening Assessment, and was published on our website.

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 project was successful, with 98.4% data collection

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 costs were fully spent, no under or over spend.

Signature of Officer at the local authority

Pete Rogers

Name of local authority

South Kesteven District Council

Date

22/10/2012


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.

South Lakeland District Council


Environmental Protection
South Lakeland House
Lowther Street
Kendal
Cumbria
LA9 4UD

Kendal Behavioural Change Project
Ref: 2432011

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).

See section 2 of original project plan – project overview

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		Cars	Y	NO ₂	Y
Emissions Abatement Technology		HGVs		PM ₁₀	
Remote Sensing		Buses		Other	
Communication		Trains			
Monitoring		Biomass			
Modelling		Other			
Behavioural Change	Y				
Fleet Improvement					
Traffic Management					
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 attached interim report gives an overview of work carried out to date.

The dates for milestones have slipped by 5 months, meaning the final evaluation report is now due in December 2012. However, this will not be the end of the project – the Go Easy campaign has been designed to be on going, to keep up the momentum already gained and continue to gather support and increase effectiveness.

WP1 Radio: Would not be aimed directly at target audience and cost prohibitive. Not carried out;

WP2 Personal travel plans: offered through the website from July launch & on-going;

WP3 Website: Went live July 2012 and will be maintained until Christmas 2012. Additional funding currently being sought to keep this running and maintained. Social media runs alongside this (Facebook and Twitter accounts);

WP4 Road shows: removed from campaign, although Go Easy had a presence at the Mintfest festival in Kendal and a display / banner is being used at various locations / events;

WP5 Newspaper articles: on-going articles through press releases and advertising, using local media and Council publications;

WP6 Primary schools: initial interest / brand recognition work though competition in June 2012.

Information package now available to take into schools.

Additional work packages not in original plan:-

Car sharing website for clubs, work places & schools currently under development;

Competitions – 'photo post' & for primary schools ran summer 2012;

Street banner across Kendal's main street mid-July coinciding with Go Easy launch;

Social media (Facebook and Twitter).

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 attached interim report details the project outputs to date. The Go Easy website and associated Facebook & Twitter pages can also be viewed. Full evaluation of the campaign will be in the final report.

Observations: Initial subjective observations are that there has been little change in traffic levels through Kendal town centre. However, the on-going road works (below) do not allow an easy before and after comparison at this time.

Emission reductions: will be assessed when 12 months of data is available (spring 2012). Traffic numbers are surveyed in March annually. Figures from March 2012 will be assessed against March 2013 when available.

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).

Outcomes: As outlined in the project plan, the project was designed to be fluid and the successful contractor was given leeway to build a package of cost-effective measures based on the project work packages.

The options for a road show & radio advertising were dropped on advice from the consultant as not reaching the target audience and not being cost effective;

Paper-based personalised travel plans were not offered as originally intended as the consultant provided evidence that they were not cost efficient. Instead residents are encouraged to visit the Go Easy website and compile their own travel plan using the Kendal-specific bus, walking, car sharing and cycling information compiled there.

Works to upgrade paving and signage on Highgate in Kendal commenced in September 2012, closing one lane of the 2-lane road. This is likely to have an effect on NO₂ levels and traffic numbers, not related to the campaign, which must be taken into account.

Timescale: Delays occurred in the tendering process when further funding was released by Defra. Deadlines were then changed due to them coinciding with Christmas and new year breaks. The successful contractor took longer than expected to complete the background work for the campaign, particularly the website, and so the campaign launch was delayed until July 2012, with knock on effects for the rest of the program.

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 the project has not yet been completed a final report and evaluation have not been received. These will be publicised as in section 5 of the project plan once available (after December 2012). Knowledge transfer which has taken place to date includes updates in local media and Council newsletter, alongside updating the Go Easy website.

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)

To follow on submission of final evaluation report by contractor.

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.

Anticipated spend to date = £34,195

Actual spend to date = £33,169.15

10% of final payment retained pending submission and agreement of final evaluation report.

Project delayed as described in 6. above.

Signature of Officer at the local authority

[Redacted Signature]

Name of local authority

South Lakeland District Council

Date

23 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.

South Northamptonshire Council
Council Offices
Springfields, Towcester, Northants NN12 6AE

[REDACTED]
[REDACTED]

Towcester Parking Arrangements
Project Application Reference 2452011

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).

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

Air Quality Management

Lead Contact

Environmental Health Officer - Environmental Protection
 - Team Leader - Environmental Protection

Works and Alterations on A5

Highways Agency (Will be undertaking the main project management of the works including amending Traffic Regulation Orders)

Parking enforcement

Northamptonshire County Council (Highways)

The aims and objectives of the project;

Nitrogen dioxide in Towcester town centre is currently above the annual objective. The high levels of Nitrogen dioxide are caused by traffic congestion through the town centre. The free flow of traffic is hindered by parking on the A5 and the free for all parking in the town centre.

The A5 is presently the M1 relief road and as such restrictions to prevent HGV's are not appropriate; although this would provide immediate relief to the town centre. Local traffic attempting to park in the Market Square is preventing the free flow of traffic throughout the day increasing emissions from vehicles especially from diesel lorries. It is considered preventing and enforcing parking on the A5 including in bus stops and loading bays, and changing the priorities to access/exit the car parking area in the Market Square will improve traffic flow and improve pollution levels in the town centre.

The aim of the project is to improve Nitrogen dioxide levels in Towcester town centre. To enable this, the parking arrangements and enforcement in the Towcester town centre AQMA must be amended. This was the main action identified in the AQAP to reduce congestion and improve air quality (<http://www.southnorthants.gov.uk/2365.htm>).

Meetings have been held with all partners and from a range of options a preferred scheme has been agreed.

The Highways Agency has advised that the projected costs will now be in the region of £100-150k. The grant funding is therefore required to help meet the cost.

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	Y	Trains	N		
Monitoring	Y	Blomass	N		
Modelling	Y	Other	N		
Behavioural Change	Y				
Fleet Improvement	N				
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.

Much of the work to date has involved discussions with the partner agencies, particularly the Highways Agency, to confirm costs and funding. To date the plans for the design of the scheme have been agreed. The Highways Agency has also agreed in principle to provide the additional funding for the works. The next meeting with the Highway Agency and Northants County Council is on 12th November 2012, when it is hoped costs, funding, and a timetable for completion of the scheme will be agreed and confirmed.

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.

Air quality monitoring for Nitrogen dioxide in the town centre through the use of diffusion tubes and a chemiluminescent real time analyser is ongoing and will continue on completion of the project, so any improvements in air quality can be assessed.

From the 2008 modelling and source apportionment work undertaken (http://www.southnorthants.gov.uk/Air_Quality_Action_Plan_Appendix_1.pdf) it was concluded that a reduction in the spaces and change of layout to prevent a continuing disruption to the traffic flow showed the greatest impact at the monitoring location opposite the car park. It is expected that the works at this location will reduce Nitrogen dioxide concentrations from 30.7 to 23.0 giving a reduction of 45% to emissions from traffic. It must be noted however that this figure is only related to traffic emissions and does not include background or nitrogen dioxide from other sources such as heating appliances.

Once the works have been completed and the appropriate traffic regulation orders and signage installed, the enforcement of illegal parking will be reported on by Northamptonshire County Council.

It is considered monitoring of both illegal parking and Nitrogen dioxide will be reviewed 3 months following the completion of the project, although a years worth of data will be required to assess the Nitrogen dioxide levels more appropriately and compare these figures with the traffic data using the A5 before and after the project.

Success criteria will be a reduction in nitrogen dioxide and disruption of traffic flow along the A5 through Towcester.

Initially an increase in enforcement action is likely for unauthorised parking.

Measuring the volume of traffic through Towcester both before and after the works, will enable any improvements or otherwise to Nitrogen dioxide levels to be accounted for.

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 problem has been agreeing funding with partner agencies for delivering the scheme.

Due to other developments taking place in the town centre the loss of some parking spaces in the Market Square is seen as politically sensitive at this time.

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 project has been approved by Members of the Council and once the funding has been agreed by all parties, details will be put on the Council's Air Quality web pages.

Discussions will also be held with the Town Council and representatives from the Towcester Business Club.

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 project status will be monitored by South Northamptonshire Council. Work and discussions relation to the project are already underway. The annual reporting for Air Quality monitoring results ensures Air Quality in Towcester town centre remains a priority.

It is considered Nitrogen dioxide will continue to be monitored as part of the Air Quality ongoing monitoring project in Towcester town centre. There are currently 15 tubes and a chemiluminescent real time analyser measuring nitrogen dioxide in Towcester and this is not subject to change.

Once the works have been completed and the appropriate Traffic Regulation Orders and signage installed, the enforcement of illegal parking will be reported on.

It is considered monitoring of both illegal parking and Nitrogen dioxide will be reviewed 3 months following the completion of the project, although a years worth of data will be required to assess the Nitrogen dioxide levels more appropriately and compare these figures with the traffic data for the A5 before and after the project.

Success criteria will be a reduction in nitrogen dioxide levels in the town centre.

Initially an increase in enforcement action is likely for unauthorised parking.

Measuring the volume of traffic through Towcester both before and after the works, any improvements or otherwise to Nitrogen dioxide levels will be able to be accounted for.

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.

Presently no funds have been spent.

Once the total funding has been confirmed and the necessary amendments made to the Traffic Regulation Orders the work will commence and be completed within a period of 8 weeks.

Signature of Officer at the local authority

Name of local authority

South Northamptonshire Council

Date

26th 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.

Southampton City Council 1 Guildhall Square, SO14 7FP

AIR QUALITY GRANT 2011/12

Application Ref Number: 2522011

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).

Low Emission Zone Feasibility Study, Procurement of Electric car and continued operation of Redbridge monitoring station within the potential LEZ

Aims and Objective of Project

Aim: To identify an LEZ Model that would be acceptable to the City in terms of reducing NO₂ on the western approach, whilst maintaining economic development and minimising negative socio economic impacts.

Objective

To reduce nitrogen dioxide annual mean levels along Redbridge/Millbrook Road to below the EU Limit Value of 40 ug/m³ without compromising the competitiveness of the City's economy.

Establish a Client Steering Group and separate stakeholder group to identify options, including Transport Planners, Environmental Health Professionals.

To decide on which options to progress to detailed phase.

To procure an electric vehicle using DEFRA Air Quality grant funding. This would help to reduce emissions from City Council employee business trips within the city.

Southampton City Council (SCC) is currently a member of the City Car Club (CCC). CCC is interested in joint procurement of an electric vehicle to add to their Southampton fleet. It is proposed that SCC provide CCC with the DEFRA grant funding to lease the electric vehicle and then manage its use as part of the established car club booking and maintenance system. The arrangement would not enable CCC to profit from the car and the likely recommendation would be for the car to be for sole use of SCC employees during agreed office hours and bookable by other (external) CCC members outside of these hours. Income from car hire should only cover management costs.

The Council budget for air quality monitoring has been reduced and we no longer have sufficient funds to keep the Redbridge Monitoring station running. The station is within the AQMA for nitrogen dioxide. Above the annual mean standard, DEFRA are considering an LEZ on this road to meet the limit value in 2015. The monitoring station's data is used as part of the air alert service to warn respiratory patients of predicted poor air quality, part of our AQAP.

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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		Buses	y	Other	
Communication	y	Trains	y		
Monitoring	y	Blomass			
Modelling	y	Other			
Behavioural Change	y	ships	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.

The start of the LEZ Study was delayed due to a longer timescale than anticipated for the procurement of an appropriate consultant to lead the study and a change in the political administration of the Authority at the May local elections. However, it is now underway, AEA were appointed as the lead consultant in August, the first meetings have taken place and a bus/HGV stakeholder group meeting took place in November and another one in December. Completion within 4-6 months, June 2013. There was a further delay when AEA went into administration and was eventually taken over by Ricardo. Southampton City Council procurement advised us to set up a new contract with the new company which all took time. I understand DEFRA had similar problems with your contracts with AEA.

Procurement of an electric vehicle is well underway, City Car Club have agreed to manage the booking system on behalf of SCC. It is anticipated that the vehicle will be available for use within 3 months.

The Redbridge Monitoring Station continues to operate, monitoring NO₂ and PM₁₀ as it has done since 1999. The grant has enabled the service and maintenance costs to be paid to SupportingU. The additional monies have also financed an IZS overnight calibration upgrade. The lack of overnight IZS cals was having a detrimental effect on data capture as analyser problems were identified late. This issue has been resolved now with the upgrade by SupportingU.

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.

Estimated emission reduction figures will not be available until the LEZ project is completed. The electric car will reduce emissions marginally. One electric car in a council fleet of 400 vehicles will have little impact overall. However it will raise the profile of electric vehicles and hopefully encourage the fleet manager to lease more electric cars in the future.

The Redbridge Monitoring Station continues to operate, monitoring NO2 and PM10 as it has done since 1999. The grant has enabled the service and maintenance costs to be paid to SupportingU. The additional monies have also financed an IZS overnight calibration upgrade. The lack of overnight IZS cals was having a detrimental effect on data capture as analyser problems were identified late. This issue has been resolved now with the upgrade by SupportingU.

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).

Significant delays in procurement, change in the political administration of the Authority at the May local elections. Lack of resource for air quality within the Authority and increased pressures on other areas of Environmental Health workload. 270 redundancies in the Authority has put pressure on the Environmental Health Dept to cut costs and reduce the amount of work we do. Concentrating on statutory requirements.

There was a further delay when AEA went into administration and was eventually taken over by Ricardo. Southampton City Council procurement advised us to set up a new contract with the new company which all took time. I understand DEFRA had similar problems with your contracts with AEA. These reasons have caused a delay of about 10 months to the anticipated timescale in the project plan.

The continuation of the Redbridge monitoring station was unaffected, and has proceeded to the timescale in the project plan.

The electric vehicle has been delayed due to the complexities of procuring a leased electric vehicle through a private company, city car club. Leasing an electric vehicle is not as straightforward as originally envisaged. The original intention was for Southampton City Council fleet management to procure the electric vehicle and manage the booking system for staff to use it. This project has been managed by Southampton City Council's sustainability team, a separate dept. to Envrn. Health. This team has in the last 12 months had significant budget cuts and job losses affecting their ability to project manage. As some of their staff are facing redundancy in 2013, their focus on this project has not been as good as anticipated, understandably.

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)

Redbridge Monitoring Station data is available online at hantsair.org

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 not complete yet

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.

Total Grant given £81,300.

Already Spent £9000 on continued operation of Redbridge Monitoring Station for servicing, maintenance and data management. The invoices attached are for the whole of Southampton City Council's monitoring network, so this cost is roughly pro rata.

Will spend an additional c£4000 in June 2013 for the continuation of this station's maintenance and data management.

Will spend £45,460 on LEZ Feasibility Study for [REDACTED] £5000 more than anticipated. See attached purchase order for AEA. Invoicing by AEA has been delayed due to the change of ownership and brief period of administration.

Will spend approx £26,000 on the provision of the electric vehicle with the City Car Club. Costs are still being negotiated with the car club and length of the lease, by the Council's sustainability dept. who are project managing it.

Signature of Officer at the local authority

[REDACTED]

Name of local authority

Southampton City Council

Date

11/01/2013

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.

Stockport Council

Project number **2602011**

The impacts of traffic control and low emission vehicles on NO₂ concentrations

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 objectives are:

- To fill a critical gap in our knowledge of the potential localised air quality impacts of GM transport strategy measures
- To assess the potential for localised or area wide measures to achieve EU objectives for annual mean Nitrogen Dioxide concentrations
- To disseminate findings that are of importance for the national/EU knowledge base

The project is focused on a study site along 3.6km of the A6 corridor from the SE of Stockport centre to Hazel Grove along which 30 remote NO₂/NO monitors (Zigbee nodes) have been installed with collocated traffic detection devices to enable synchronised analysis of air quality and traffic conditions and at certain sites, individual vehicles. A number of measures are planned along the corridor including, significantly, targets for bus engine standards as part of the A6 corridor QBC, or under consideration as part of a wider A6 route strategy. The latter may include a full review of SCOOT operation along the route and possible bus priority signalling which would require very careful assessment of pollution benefits or disbenefits.

Stockport Council is providing a strategic lead for the project although the work is focused towards GM strategy and therefore Transport for Greater Manchester (TfGM) and the other 9 GM authorities are key stakeholders. In particular, GMUTC (within TfGM) are delivery partners and have developed the system architecture for the project. Stockport Council has appointed research partners AEAT and University of Newcastle to undertake analysis in support of specified research questions (as in the original 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		Cars	x	NO ₂	x
Emissions Abatement Technology	x	HGVs	x	PM ₁₀	
Remote Sensing	x	Buses	x	Other	
Communication		Trains			
Monitoring	x	Biomass			
Modelling	x	Other			
Behavioural Change					
Fleet Improvement	x				
Traffic Management	x				
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.

Actions in WP1 have been completed with the appointment of AEAT and University of Newcastle as research partners and the installation of equipment in June (4 months behind schedule due to minor faults with gateway devices). This is with the exception of ANPR cameras, which were delayed until October due to their inclusion within the wider A6 Route Strategy approval process.

Subsequently, issues have emerged with validation against the chemiluminescent NO₂ monitor and some motes sending clearly faulty data. TDC and Envirowatch are currently undertaking tests of the equipment and this has delayed the completion of WP2. It is unlikely that pilot data analysis can be completed until mid-December. Overall therefore the project is 8 months behind programme.

Once these issues have been resolved we will investigate whether or not data received since June 2012 can be retrospectively adjusted and validated.

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.

In spite of the validation issues initial analysis of data and plotting of pollution roses has highlighted considerable variation in concentrations over very small distances (from one side of a junction to another) which could be considered as consistent with local traffic conditions and environmental factors (including layout of the surrounding buildings). This serves to demonstrate the importance of the use of high resolution monitoring for identifying outcomes of changes in localised traffic and vehicle variables. At this stage this offers some encouraging indications for potential outputs from the project.

A key intervention that we are wishing to assess is the implementation of QBC targets for the introduction of low emission buses on the A6 (which were formalised in April 2012), and in particular the requirement for 100% of the high frequency service fleet on the A6 (192) to Euro 5 or better by 1st January 2014. It is estimated (on the basis of current emissions inventory) that this alone could lead to a reduction in total traffic emissions on the A6 corridor by 6%. It is anticipated that the new hybrids will be brought into service on the A6 early in 2013. These are therefore crucial dates for the project and indeed an additional 8 months of monitoring and analysis post January 2014 would greatly improve the outputs of the project.

Implementation of physical and UTC measures on the A6 is dependent on the outcomes of on-going analysis of data both within this project and concurrently through the Route Strategy. In particular data from Bluetooth detectors and ANPR will provide vital journey time information and corridor origin/destination (entry/exit flows) to support development of more robust UTC measures.

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 project is implementing a newly emergent technology and bespoke system architecture that has intrinsic risks associated with it. These risks currently relate to time rather than cost for the project. As yet no critical timescales, for before and after comparison have been missed and thus at this stage there is no indication that overall quality of output should be unaffected.

Another specific risk recognised at the outset but that has become more apparent with the initial data analysis is the likely cross-sensitivity of the electrochemical NO₂ sensors with O₃. We are currently looking at options for correcting for background O₃ using the nearest existing automatic O₃ monitor.

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 there are on-going, validation issues it is not yet appropriate to disseminate early outputs from the project. However it has been agreed, that all pollution and traffic monitoring from the project will be made available through the GM Open Data website (particularly with a view to supporting additional analysis through MSc dissertations etc).

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)

As mentioned above the problems experienced in the project are currently affecting timescales rather than cost or, importantly, quality of project outcomes. The project success criteria and contingencies allow for important outputs to arise from either cross-sectional analyses of data or of before and after analyses or both. We therefore are confident that as yet the success criteria have not been compromised by any of the validation issues, assuming that any specific problems with the supplied technology can be overcome. This will be subject to the review and refinement of research questions as part of WP2 once we have started to receive sound and validated data.

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.

Projected spend by 30/09/2012 - £188,681

Actual (accrual) spend by 30/09/2012 - £160,106

All equipment orders have been made (and within projected cost). The difference between projected and actual is due to the delay in progressing the detailed baseline analysis (ie research partner costs).

Signature of Officer at the local authority

[Redacted Signature]

Name of local authority

Stockport MBC

Date

25 October 2012