

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.

Wood Burning and the Clean Air Act in Brighton and Hove

Brighton and Hove City 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).

Please see section 2 of the Project Plan (no change). Short description is as follows:

This project aimed to create a measurable increase in public awareness of the environmental impacts of biomass combustion, and the provisions of the Clean Air Act, in Brighton and Hove.

The project implemented an outreach and publicity strategy, and commissioned new publicity materials. It worked with the local media and groups across Brighton and Hove to spread its message. It also worked closely with suppliers of biomass equipment and fuels to ensure that they are aware of the provisions of the Clean Air Act and provided good quality advice to their customers.

Local data was also collected on seasonal benzo[a]pyrene monitoring and reported in the 2012 Updating Screening Assessment delivered to defra.

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

1977/1978

1978/1979

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		NO ₂	Y
Emissions Abatement Technology		HGVs		PM ₁₀	Y
Remote Sensing		Buses		Other	
Communication		Trains			
Monitoring		Biomass	Y		
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.

All work packages have now been completed, with the exception of WP6 (Reporting and Knowledge Exchange) which is currently in progress. The project originally planned to implement its outreach work during the launch of DECC's domestic Renewable Heat Incentive, however the launch was delayed until autumn 2013 making this impossible. We now plan additional outreach work around the launch, which we propose to fund via underspend in the materials budget (see section 8).

WP1 and WP2 established the project foundations, researched the use of solid fuel in Brighton and Hove, and established contacts in the solid fuel installers, fuel supply and chimney sweeping industries. A research report from this work is attached.

WP3 created a new solid fuel information leaflet 'Using Solid Fuels Safely and Legally' and new material for the Council website based on the needs identified in the research stage. 6,000 leaflets were printed, the majority of which have now been distributed to installers, fuel suppliers and sweeps (to give to their customers), and also to Council information centres. Links to the leaflet and text are included later in this report.

WP4 included media activity at the beginning of the heating season, resulting in coverage in local papers and on local radio. We also continued the outreach work with the local solid fuel industry to help them communicate safety, environmental and legal information to their customers.

WP5 centred on internal Council discussions on solid fuel policy, and the preparation of papers for possible committee submission. This area of work is still ongoing, and discussions will continue on the Council's position ahead of the introduction of the domestic Renewable Heat Incentive (RHI) later this year.

We have now written up the project findings along with additional information on the RHI and solid fuel assessment. We are working with Sussex Air and Environmental Protection UK to refine and distribute this note, which in the latter case may be released as an update to the EPUK Biomass and Air Quality Guidance (pending review and approval). This work will lead the knowledge exchange activity (WP6).

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 initial work packages explored how solid fuels are used in Brighton and Hove, the advice residents were receiving on the Clean Air Act and the state of the local solid fuel industry. The findings of this initial research are attached. These findings were used to tune the information and outreach stages of the project. We have found that:

- Contrary to expectations the most popular way of using solid fuels in the city is via open fires. Stoves are also used, but more sophisticated solid fuel boilers are yet to be adopted at any scale in the domestic sector
- The stove installation and fuel supply industries are in their infancies – most are small companies and many have other business interests
- There is a healthy market for DIY installations and installation by general builders. Safety issues are far less well understood in the solid fuel market than they are with gas appliances (HETAS has far less of a profile than CORGI/ Gas Safe)
- Understanding of the conditions of the Clean Air Act is patchy. There is also no central information point that people can go to for information on the CAA and best practice in solid fuel use

In light of these findings, the project adopted a 'use an (approved) stove rather than an open fire' message in its media and outreach work. This reflected the fact that most air quality problems with solid fuels in Brighton and Hove are currently likely to be the results of open fires and/or poor operational practice, rather than the cumulative impacts of more sophisticated appliances.

New information material was a major output from the project. Our assessment concluded that existing information on solid fuel use and air quality was patchy, and that the quality of advice provided by local authority and national level websites was mixed. New web and physical (leaflet) information was produced, and could possibly be used as a template by other local authorities.

Outreach activities involved a 'media push' at the start of the 2012/13 heating season and longer term outreach work with installers, suppliers and chimney sweeps. Coverage was received in local papers, radio and community magazines. For effective outreach work we concluded that it was important to work with the full range of trades to reach all solid fuel users, i.e. people who DIY fit stoves will have no contact with installers, but will deal with fuel suppliers and sweeps.

Work still to be finalised includes a knowledge exchange note based on (but expanding upon) the learning points of the project. We will also undertake further promotional work around the delayed launch of the domestic RHI.

Due to the awareness raising nature of this project it is not possible to quantify reductions in emissions of PM and NOx; we believe it more likely that the project has helped to avoid *increases* in PM emissions (in particular) due to poor solid fuel practices.

Attached/ linked documents

- Brighton and Hove Solid Fuel research report (attached)
- New 'Using Solid Fuels Safely and Legally' leaflet
- New solid fuel online information
- Press release
- Local paper article (attached)
- Solid fuel update note for local authorities (to come)

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 largest problem faced by the project was the 'cottage scale' of the local solid fuel industry. Most installers and fuel suppliers are small businesses and many have other business interests. The industry is also highly seasonal. These factors made it more difficult to engage effectively with the industry.

The relatively low level of current solid fuel use in Brighton and Hove also made it difficult to get a good level of survey completions, which is reflected in the relatively small sample size achieved for the initial survey of solid fuel users. After this experience we decided to abandon plans for a second survey to take place after the project was completed, as it was unlikely to provide robust information about the success of the project's information and outreach activities.

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)

We believe the project outputs provide useful guidance for local authorities on encouraging CAA compliance and solid fuel best practice.

We are working with Sussex Air and EPUK to publish a learning report. This will incorporate findings from the project, but also go beyond this to provide a general update on solid fuel including (for example) the likely impact of the RHI. We hope that EPUK's Air Quality Committee will be able to provide quality control for this report and release it as an update to their Biomass and Air Quality Guidance.

Following publication of this report we will alert specialist publications such as Air Quality Bulletin and ENDS, and also offer presentations to conference events such as IAPSC and the local Sussex Air conference.

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)

Quantified outputs of the project were as follows:

From original project plan

- *Numbers of meetings with installers and fuel suppliers* – Discussions were held with 6 installers, 5 fuel suppliers and 8 chimney sweeps. Detailed discussions were also held with Forestry Commission staff, East and West Sussex Councils and local environmental groups
- *Leaflets distributed* – 6000 ordered, 4000 distributed to date mainly via the local solid fuel industry
- *Website hits* – we were not able to source this information
- *Social media followers* – social media not used
- *Presentations delivered* – we did not take forward presentations to community groups, as it was felt CAA information would be better incorporated into presentations on energy efficiency/ renewable energy rather than as a standalone offering. Knowledge exchange presentations will take place later in 2013.

Other metrics

- *Media articles* – At least 3 paper/ radio articles as a result of the project. Brighton and Hove Council does not carry out media monitoring, so this is likely a significant underestimate

Qualitative outputs of the project include:

- A much better understanding of solid fuel use in Brighton and Hove and developing trends
- Improved understanding of the issues around modern solid fuel use. In particular the lack of public understanding of solid fuel safety were unexpected, and this is likely to provide as large (or larger) driver for future work in this area than the environmental aspects of solid fuel use
- Much improved contacts within the local solid fuel industry – they have a better understanding of Council policy whilst we have listened to their views and concerns
- Advice and guidance material to build upon in future work in this area

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 project has completed with an under spend as a significant portion of the work was carried out in house by the air quality specialist. Council's in-house design and print services produced the project pamphlets significantly reduced the planned spend in this area. Remaining funds (>20%) have supported the council's small air quality monitoring budget.

The launch of the domestic Renewable Heat Incentive has been delayed since the project started, and is now expected to occur in autumn 2013. Pending Defra approval we would like to utilise part of the under spend as outreach activity to co-inside with the launch of the domestic RHI, specifically to promote the use of non-combustion renewable in the city centre AQMA and biomass systems in the city fringe. The exact form of the activities will be decided following meetings with the Council's sustainability and climate change staff, to ensure Council work in this area is aligned and consolidated. Further funding is required in order to take these initiatives and the broader action plan forward.

Signature of Officer at the local authority

[Redacted Signature]

Name of local authority

Brighton and Hove City Council

Date

22nd January 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.

Local Authority Name: Bristol City Council

Project Title: Bus Nox Emissions Reduction

Project reference: 18082011

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 reduce emissions of NOx \ NO2 and PM10 from the bus fleet operating in Bristol. Tackling bus emissions is very cost effective due to the high mileage and relatively high emissions of buses within the AQMA. This project is both cost effective and deliverable within a reasonable timescale as the political and economic risks to the council are minimal.

The funding is being used to pay for reconfiguring the engine management software on Euro IV buses to bring them up to Euro V standard. This process is referred to throughout the project as "retrofitting" even though no physical changes are made to the vehicles. The major partner in the project would be First Group Bristol, Bath and the South West.

The project will enable the retrofitting of 15 Euro IV buses, as part of the First Group fleet. These vehicles travel throughout the greater Bristol area, but as the bus network is focussed on the central area of Bristol, a large part of their vehicle mileage will be within the AQMA

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

As set out in Section 3 of the Project Plan:-

WP1 – Scoping meetings with Bus Operator

This has been completed. Discussions have taken place with First Bristol Limited. The scope and detailed proposals for the project have been agreed.

WP2 – Draw up contract with Operator

Following agreement with First, contract of agreement has been drawn up, setting out exact nature of works, timescales and monitoring/reporting of impacts.

WP3 -Implementation – conduct retrofit.

This is due to commence in March 2013, covering the 15 vehicles identified through WP1.

WP4 – Review and summary report of impacts

This will be carried out following implementation, with information provided by the operator during Spring 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 project outputs are related to the reduction in Nox emissions from the Bus Fleet in Bristol, particularly in the AQMA. The reconfiguring of the engine management software on Euro IV buses to bring them up to Euro V standard reduces average Nox emissions per km by some 43%.

Based on annual vehicle mileage, the retrofitting of 15 buses will reduce total Nox emissions by 1.8 tonnes per annum.

The operator will provide mileage data of the retrofitted buses, and this will enable estimates to be made of pollutant emissions saved by the project.

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).

As noted in section 4 above the project has been delayed in its commencement.

Restructuring and changes within Bristol City Council and its partners has led to a delay in progressing the project forward with the Operator. The completion of other key major bus infrastructure projects during 2012/13 also involving the Bus Operator has led to some resource difficulties in progressing as rapidly as planned.

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 evaluation of the Project will follow implementation using information on vehicle mileage and emissions from the Operator.

As set out in the Project Plan, reports on the project will be written for statutory air quality reporting. We will include a report on the work within the JLTP3 progress report. The audiences for these reports are primarily government departments, although they are public documents and so will be available to citizens and local elected representatives on request and through the council's website.

The work may also be presented in air quality forums such as IAPSC and EPUK conferences. We will submit papers to these organisations on successful completion of the project.

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 set out above, the evaluation of the Project will follow implementation using information on vehicle mileage and emissions from the Operator.

The project monitoring will be through the numbers of buses that are retrofitted. We will seek to ensure that the 15 buses retrofitted are operated mainly within the AQMA in Bristol

This will maximise the direct benefits to air quality within the AQMA. The operator is required to provide mileage data of the retrofitted buses so that an estimate can be made of pollutant emissions saved by the project. This will be reported on an annual basis and through the reporting regimes detailed above.

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.

As set out on Project Plan, the spend was profiled at the end of the implementation phase WP3

This was anticipated as spend of £45,000 (as of 30/09/12)

Set out Section 4 above, delays to the commencement of the implementation phase, mean that anticipated spend is now profiled for March 2013

Signature of Officer at the local authority

[Redacted Signature]

Name of local authority

Bristol City Council

Date

21/02/13

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.

CANTERBURY CITY COUNCIL

CANTERBURY CITY COUNCIL VEHICLE EMISSIONS MONITORING STUDY
Project reference 0462011

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 see Section 2 of the submitted project plan, which aims to:

- 1) Characterise/specify the on-road vehicle fleet proportions and compare these with those recommended by www.naei.org.uk
- 2) Characterise the distribution of on-road vehicle fleet emissions, including estimates of primary NO₂ emissions, classified by vehicle type (Car, Van, Light and Heavy Commercial Vehicle, Bus), age, fuel type, and emission standard (e.g. Euro 0-5)
- 3) Identify the abundance and significance of high emitting vehicles

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	Y
Remote Sensing	Y	Buses	Y	Other	Y
Communication		Trains			
Monitoring		Blomass			
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.

WP1**Title: Vehicle Emissions Monitoring Survey**

Summary of work package WP1: Vehicle Emissions Monitoring using a roadside remote sensing device to provide emissions data at strategic locations including the current Broad Street/Military Road AQMA, over a two week period.

Outputs and Key Milestones for work package WP1:

Vehicle Emissions Data:

- CO%/CO2%
- HCppm/CO2%
- NOppm/CO2
- CO%
- HCppm
- NOppm
- smoke factor
- vehicle registrations

WP1 was carried out between 30/04/12 and 11/05/12 at locations in Military Road, Kingsmead Road, Thanington Road, Sturry Road and New Dover Road. Data from the survey has been QA/QC checked, and sent to a third party who is in the process of analysing the results and producing an interpretive report.

WP2**Title: Interpretive report**

Summary of work package WP2: Produce an interpretive report based upon the data obtained in WP1.

Outputs and Key Milestones:

- Interpretive report received

Task 1- Quality check of remote sensing measurements, to be carried out by third party contractor.

Task 2- Source ANPR information from a supplier of the DVLA vehicle registration database, to be carried out by third party contractor.

Task 3- Characterise/specify the on-road vehicle fleet proportions and compare these with those recommended by www.naei.org.uk, to be carried out by third party contractor.

Task 4- Characterise the distribution of on-road vehicle fleet emissions, including estimates of primary NO2 emissions, classified by vehicle type (Car, Van, Light and Heavy Commercial Vehicle, Bus), age, fuel type, and emission standard (e.g. Euro 0-5), to be carried out by third party contractor.

Task 5- Identify the abundance and significance of high emitting vehicles, to be carried out by third party contractor.

WP2 is still in progress. Some delays were experienced by the third party producing the report in obtaining the specific vehicle information needed to interpret the emissions data. The draft interpretive report is expected by the end of October 2012.

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.

It is too early to be able to report any observations/conclusions, because of the nature of the project. Further emissions reduction work is expected to be carried out on the back the project.

Such work can be reported during future review and assessment reporting.

The interpretive report will be made available when it has been completed. For example on websites of:

- Canterbury City Council
- Knowledge Hub: Improving Air Quality
- Kent and Medway Air Quality Monitoring Network

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).

No problems have been experienced.

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 plans for knowledge transfer have so far not been possible. However once the final report has been received this can be progressed.

However, during WP1, officers from other kent districts were invited to come along and see the equipment in action, and ask any questions. Some officers did attend from Dover District Council, Ashford Borough Council, Tonbridge and Malling Borough Council.

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)

Because of the nature of the project, success criteria have been difficult to suggest, because we do not yet know the nature of the work which will be carried out to bring down emissions. However updates can be made during future review and assessment reporting, when emissions reduction work has taken place.

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 total budget for the project is £22800. The projected total spend is expected to be £22500, due to a small discount being obtained for WP1

To date, spend has been £16700, which has covered the work in WP1.

The balance of £5800 will become payable upon approval of the final interpretive report. A draft report is expected at the end of October 2012.

Signature of Officer at the local authority

[Redacted signature]

Name of local authority

Canterbury City Council

Date

29 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.

Project Authority:

Cheshire East Council
Town Hall
Macclesfield
Cheshire

son

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 a Low Emission Strategy is to improve air quality through incentivising and adoption of low emission technologies, via a package of measures designed to mitigate the effects of transport emissions because of new development.

The project is underpinned by commitments identified in the Cheshire East Air Quality Action Plan (AQMA, DC4), the Local Air Quality Strategy (Indicator 4) and the Local Transport Plan (Policy H4 and B2) and meets objectives 1, 2 and 4 of the DEFRA Air Quality Grant Programme 2011/12 Annex A. There will be three key stages and two key milestones, and distinct outputs to the project:

1- Inception Phase

2- Case Study Phase (Milestone 1)

3- Development of overarching LES Phase (Milestone 2)

1- Inception Phase:

Consultation period involving CEBC project delivery team aimed at understanding the overall emphasis or preference for either Low Emission Schemes and share experience and knowledge to help steer later stages of work. The inception phase will:

A – Assess the extent of reductions required within CEBC to meet the Air Quality Objectives in existing AQMA's

B – Assess baseline emissions data to safeguard future Air Quality in other areas of the Borough

C – Gather relevant data for the Case Study phase

D – Meet with key stakeholders to define and scope the LES, governance and policy areas to target

2- Case Study Phase

Define a suitable case study based on present CEBC Low Emission Strategy proposals to demonstrate the potential benefits of adopting various Low Emission Strategy Options:

A – Quantify potential benefits using air quality modelling techniques

B – Extrapolate potential benefits to other areas of the Borough based on knowledge from the Case Study

C – Prioritise measures to take forward to LES Development

D – Assess the economic impact and health impact of LES adoption to provide a quantitative and qualitative business case for LES Adoption

E – Report / presentation to Air Quality Steering Group of findings with recommendations

Milestone 1 – The outcome will determine whether a LES is developed and subsequently adopted for CEBC – If decision / outcome is NO, then no further work will be progressed

3- Development of Low Emission Strategy

Once approval from Milestone 1 is granted, proceed to the development of an overarching Low Emission Strategy for Cheshire East, based

A – Define the improvements to Air Quality to be obtained from the LES

B – Include an agreed, robust methodology by which LES measures can be quantified and assessed – incorporating best practice emission control policies and measures

C – Provide an adoption / implementation framework

Milestone 2 – Presentation of project and LES to project group

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	Y
Communication	Y	Trains	Y		
Monitoring	Y	Biomass			
Modelling	Y	Other	Y		
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.

In brief, the Air Quality Steering Group has met where the project plan was agreed and approval granted to proceed forward with the project.

The project plan has suffered significant delay due to following of in-house tendering procedures in order to comply with procurement rules. We will be tendering for the consultants in the next month.

Revised timescales and detailed progress can be found in Appendix 1

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.

None yet

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).

Overcoming internal procurement rules to enable tendering of the project to suitably qualified consultancies.

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)

None yet

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)

None 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.

No spend to date – funding internally ringfenced.

Signature of Officer at the local authority

[Redacted Signature]

Name of local authority

Cheshire East Borough Council

Date

15.1.13

