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

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

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

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

[redacted] Lead Air Quality Officer, T[redacted]
Promoting the uptake of gas vehicles through an interactive database
Project Reference: 336a2011

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 transport emissions by promoting the uptake of natural gas (including biomethane) fuelled vehicles. The objective is to provide up-to-date information on the availability of natural gas production and refuelling facilities in England and Wales, and also to provide up-to-date information on current and future availability of gas-powered vehicles. The project involves the development and maintenance of an interactive database giving information on the availability of biomethane production and gas refuelling facilities and the availability of gas-powered vehicles. This will provide a link between fuel producers and providers, and end users/potential end-users. Information provided will include geographic location of facilities, availability and prices of fuel, contact details, refuelling restrictions/requirements, contractual restrictions, etc. The project and website will be interactive in a way similar to that which Source London operates for the promotion of electric vehicle recharging (https://www.sourcelondon.net/). This project however differs by addressing national refuelling infrastructure and providing greater information on vehicles.

The aims of the project relate to relevant measures embodied in air quality action plans by promoting the uptake of sustainable/cleaner fuel sources and technologies, improving the vehicle fleet, reducing fossil fuel dependency and road transport emissions (especially Particulate Matter, and Nitric Oxides) etc .

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

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

Study Area(s)	Y/N?	Emission Source	Y/N?	Pollutant	Y/N?
Low Emission Zones	N	Cars	Y	NO_2	Y
Emissions Abatement Technology	N	HGVs	Y	PM_{10}	Y
Remote Sensing	N	Buses	Y	Other	
Communication	Y	Trains	N		
Monitoring	N	Biomass	N		
Modelling	N	Other			
Behavioural Change	Y				
Fleet Improvement	Y				
Traffic Management	N				
Other					

4. Progress to Date

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

WP1: Meeting with ADBA TWG - discussions and agreements on project direction - Completed

Summary of WP1:

The ADBA TWG meet on a quarterly basis. This project has already been agreed by members of the TWG as a good measure to help incentivise a regional and national gas refuelling infrastructure and to also promote the uptake of gas vehicle procurement.

WP2 : Data Collection and Management - Completed

Summary of WP2:

Collate and acquire all data using available resources and funding. The TWG has close contact with multiple gas infrastructure providers and gas vehicle companies/industry, and it is anticipated that data will be readily available from a variety of close sources. The awarded consultancy was LES Ltd and they are managed by the lead contact of this project. The lead contact and consultancy will work with key backing partners of the project such as the TWG, the Freight Transport Association, DfT, and the Natural Gas Vehicle.

WP3: Engage and appoint contractors to build a communication tool (website) to host all information gathered within the database - Near Completion

Summary of WP3:

Gain quotes from IT consultants to develop a user-friendly, interactive and successful website to be linked/hosted on the ADBA's website (and possibly other sources such as the Natural Gas Vehicle Association and the Freight Transport Association). Go through a tendering process to gain best value for money for completing and transposing the database. Agree key issues with the IT contractor such as to address on-going database maintenance, keep design and delivery of website within key time frames, discuss how additional information can be fed in to database by other interested parties, how the database will document the progress of initiatives involving infrastructure and vehicles, and how the database can highlight opportunities for other organisations to become involved.

In September 2012 four website development companies were invited to tender for the IT contract. The IT contractor has been appointed and development of the website has commenced www.gasvehiclehub.org subdomains which will be linked to the main domain include: www.gasvehiclehub.com www.biogashub.org www.biogashub.com www.gasvehicles.org this will increase website traffic.

The IT contract includes: 5 years web hosting and half a day officer training to update the website when needed.

The test website will be completed in early March 2013.

WP4: Project Promotion and Dissemination.

Summary of work package WP4:

Promotion of the database by the ADBA TWG through workshops, seminars and/or other mediums. The database will be promoted to relevant organisations through members of the partnership and existing networks. By promoting the database to relevant interested parties it is the aim and objective of WP4 that the project will be further rolled out to those that can benefit from the database such as fleet managers, those who work in vehicle procurement, SME's and any company interested in gas-vehicle technology. Discussions within seminars and workshops of WP4 will address potential barriers to the further promotion of the website and identify areas of potential promotion and success.

Outputs and Key Milestones for WP4:

- Evaluation and feedback of website from those in attendance to the workshops and seminars

Tasks in WP4 and who will carry out each task:

Task 1 - The lead consultancy for gathering the data will be responsible for organising seminars and workshops to help promote the project. A website launch event including seminars will be held in London on 5th June. We have secured speakers from various relevant industry and government departments to speak at the event.

Task 2 - Take informative suggestions and ideas from seminars and workshops to help implement further promotion.

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 test website will be ready in March.
A launch event titled 'Biomethane and Gas Vehicle Conference' will be held on the 5th June at London City Hall. This a free event for delegates to ensure a high turnout from Local Authority AQ Officers, Fleet & Waste Managers. Industry partners and freight companies will also be invited to attend. The website address is www.gasvehiclehub.org

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 web development contractor faced difficulties with the mapping component of the website template. This is currently being worked on so has delayed a test website being available in February 2013.

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 website launch event will assist in raising awareness of the website in government and industry. The Transport KTN (low carbon truck trial) is now a partner to the project and is assisting in providing information and raising awareness. Industry journalists will notified of the 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).

N/A

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 £15,625.00
Anticipated spend £20,000.00
Remainder to be spent £4,375.00

Signature of Officer at the local authority

[redacted]

Name of local authority

Royal Borough of Greenwich

Date

13 February 2013

DEFRA LOCAL AUTHORITY AIR QUALITY GRANT 2013/2014 – 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 for each report 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.

London Borough of Hillingdon
[redacted]
Heathrow Hotspot Project – 342a2011
Hillingdon Hotspot Project – 342b2011

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).

342a2011 – to provide information and an evidence base for the actions and measures needed to ensure compliance of the EU limit values in the Heathrow area. This is a joint project with LB Hounslow, Spelthorne and Slough BC.

342b2011 – to provide information and an evidence base for the actions and measures needed to ensure compliance of the EU limit values in three key areas within LB Hillingdon, namely, the A40 transport corridor and the A312 transport corridor.

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

4. Progress to Date

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

On advice from Procurement, as the projects required similar skills to complete, both projects were combined into one single tender.
The tender process took place in December 2011- January 2012. The evaluation and award of tender was made in February 2012 and the Cabinet Member Decision confirming correct procurement procedure and award of the contract was made in March 2012.

Work Package 1 (estimated – end of January 2012, completed – April 2012) - initial inception meeting has been held with project leads in regard to both projects. The delay to the original project timescale in this regard was due to the time taken to complete the procurement and tender process and the internal borough procedures for funding release.
Work Package 2 (estimated – end of June 2012, currently in progress):

1. Stakeholder meetings have been held with the GLA and TfL and a full Heathrow stakeholder event was held on 6th July 2012. This included presentations regarding source apportionment and potential action measures, and an agreed list of measures to pursue was drawn up
2. Following the meeting, data were requested from the Heathrow Airport surface access team to allow quantification of the measures. The requirements were discussed in detail again via a telecom in December 2012, but information failed to materialise due to pressures related to the Airports Commission.
3. A further meeting was held with the Heathrow Airport surface access team on 7 August 2013 to reconfirm what was needed. Subsequent to this meeting a detailed list of road links from the LAEI was prepared and forwarded to HAL.
4. A meeting was held with GLA/TfL on 1 November 2013 to confirm the status of the project and what measures were being investigated.
5. A decision was made at the end of February 2014 that Heathrow are unlikely to provide any traffic data (after 20 months of chasing). It will therefore not be possible to quantify a number of the identified measures.
6. In addition, investigation into a Delivery Service Plan for LB Hillingdon has been hampered the unavailability of HGV data (movements that start or end in LBH). The data can be provided by TfL, but only at substantial cost.

Progress Completed

7. Completed baseline and source apportionment work for both study areas
8. Completed initial emissions testing for the following scenarios (including sensitivity tests for Euro 6/VI):

Measure 1: Introduction of 10% electric vehicles in the car and van fleet (replacing Euro 6 vehicles) in both 2015 and 2020. In 2015, Euro 6 vehicles do not make up 10% of the fleet and so the 2015 tests assume that all Euro 6 vehicles are electric. Thus, Measure 1 applies to more vehicles in 2020 than it does in 2015.
Measure 2: Introduction of a Euro V standard for NOx and PM for all vehicles currently in the LEZ scheme, in both 2015 and 2020, for both study areas.
Measure 3: Introduction of a Euro VI standard for NOx and PM for all vehicles currently in the LEZ scheme, in both 2015 and 2020, for both study areas. It is currently assumed that there will be no Euro VI petrol LGVs in the 2015 vehicle fleet. It is thus assumed that petrol LGVs would be Euro V under this test.
Measure 4: Introduction of a Euro 6 standard for NOx and PM for all vehicles currently in the LEZ scheme for the Heathrow Perimeter Road, in 2015 and 2020.
Measure 5: Reduction in Heathrow airside vehicle emissions of 50%

9. Investigated feasibility of introducing a "Ecopass scheme" for the wider Heathrow area.

Proposal for Completion

10. Provide a summary of measures investigated together with justification as why they could or could not be taken forwards
11. Provide a quantification of the selected ULEZ measure

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 or publication and location / source from which the outputs can be obtained. Electronic copies of any completed outputs should be submitted alongside this form.

The projects are still in progress in work package 2, details will be forwarded when complete

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).

See above. It has proven extremely difficult to obtain the required traffic data from HAL to progress the required modelling within a reasonable timescale (20 months). The decision to end the attempted data collection process in February 2014 was taken in discussion with HAL and with DEFRA. It is recognised that the HAL surface access resources have been focused on preparing data for the Airports Commission work, a situation that was unforeseen at the start of this 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).

Not at the stage to report on this 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).

Not at the stage to report on this 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 spend to date £23,157

Signature of Officer at the local authority

Name of local authority

Date

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.

Joint progress report submitted by London Borough of Ealing on behalf of **London Borough of Islington** and **London Borough of Ealing.**

Title: **Emissions from trains in London (project reference: 334d2011)**

[redacted]
London Borough of Ealing
Tel: [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).

Please refer to Section 2 of the Project Plan.

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

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

Study Area(s)	Y/N?	Emission Source	Y/N?	Pollutant	Y/N?
Low Emission Zones		Cars		NO_2	Y
Emissions Abatement Technology		HGVs		PM_{10}	Y
Remote Sensing		Buses		Other	Y
Communication		Trains	Y		
Monitoring	Y	Biomass			
Modelling	Y	Other			
Behavioural Change					
Fleet Improvement					
Traffic Management					
Other	Y				

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 proceeding in accordance with the estimated timescales in Section 3 of the Project Plan.

Work Package 1 – Continuous air quality measurements for NO_x and PM_{10}. Continuous air quality measurements are taken at three sites for this project: Ealing Southall Railway, Ealing Southall, and Islington Arsenal with additional measurements being used from North Kensington and Tower Hamlets Victoria Park (background). The monitoring period is due to end at the end of December 2012. Data will be ratified according to QA/QC after the winter audit in early 2013 and a fully ratified data set will be available in the first quarter of 2013. **Work Package 1 status: commenced.**

Work Package 2 – Project specific measurements of CO_2 and PM Composition. The first campaign of project specific measurements has been completed. A partisol (filter samples for metals analysis) and aethalometer (black carbon) were installed at Ealing Southall Railway in the months February to April 2012 to give a total of four weeks (28 days) of overlapping measurements. Furthermore a CO_2 analyser was installed at this site between 07/02/2012 and 07/09/2012. For the second campaign the CO_2 analyser was moved to Islington Arsenal on the 11/09/2012 and will run until the beginning of March. An aethalometer and Partisol were installed on the 12/11/2012 for the four week sampling. **Work Package 2 status: commenced.**

Work Package 3 – Diffusion tube and railway activity measurements. A CCTV camera was installed at Southall Station in December 2011 to provide a recording of train movements (during daylight hours) for the duration of the project. Six new nitrogen dioxide diffusion tube sites were established in January 2012 at locations of relevant exposure along the Paddington to Swansea line at Randolph Road and Southbridge Way in Southall; at Felix Road and Manor Road in West Ealing and at Perry Avenue and Seacole Close in East Acton. These sites will operate throughout 2012. **Work Package 3 status: commenced.**

Work Packages 4-7 will commence according to the timetable in the Project Plan.

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.

There are no formal project outputs available at this stage of the project. Formal project outputs will begin to become available towards the end of Work Package 4 (Data processing and analysis).

Data capture for continuous monitoring in % between 01/01/2012 – 01/10/2012 (Q1-3):

Site Name	NO_2	PM_{10}
Ealing - Southall	84	96
Ealing - Southall Railway	94	92
Islington - Arsenal	95	91

The first short term campaign has run for a total of four weeks in February to April 2012 and the second short term campaign has been set up and started in the week commencing 19/11/2012.

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).

A number of challenges have been encountered during the project to date.

(a). Some of the instrumentation employed for the short term campaign in spring 2012 was not available continuously during the sampling campaign due to changes with the equipment supplier. The sample time was therefore spread over two month of short term sampling instead of four continuous weeks. The total sampling time of four weeks, however, was achieved. Sampling and site operation were risks identified in the project plan.

(b). Due to site space constraints a micro-aethalometer had to be utilised in the short term campaign in spring 2012. These instruments do not have the option of remote communication and automatic filter advance (unlike the rack mount aethalometer utilised in the autumn campaign). Therefore the instrument performance could not be monitored in real-time. Regular site visits were carried out each two to four days, nevertheless some of the sampling periods were noisy and the filter also overloaded. The sample period was therefore increased to achieve a total of four weeks sampling. Sampling and site operation were risks identified in the project plan.

(c). The project involved the first CO_2 measurements in suburban London and revealed greater than expected spatial gradients in CO_2 across the capital. The background sites initially chosen for the CO_2 measurements were in inner London and proved unable to provide an appropriate CO_2 background for the Southall sampling. An additional CO_2 analyser was therefore employed first at the Ealing Southall site to provide a better background for the first short term campaign, and subsequently at Tower Hamlets (Victoria Park) to provide an appropriate background for the second short term campaign. Sampling and site operation were risks identified in the project plan.

d) Data capture was low for NO_2 Analyser at Ealing Southall but this did not affect the period of the first sampling campaign. The data capture was calculated up to the end of Q3 of the year and is subject to change when the sample year is completed. Sampling and site operation were risks identified in the project plan.

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).

Successful knowledge transfer is dependent on the completion of Work Packages 4, 5, 6 and 7. These are yet to be completed according to the timetable in the Project Plan.

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).

Evaluation of the project overall is premature because none of the work packages are completed. However, the survey instrumentation has been safely and successfully deployed for the first sampling campaign, the second sampling campaign has started according to the project timetable. The project is currently proceeding according to the project timetable and is also forecast to be completed on budget.

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 cumulative spend to the end of November 2012, is £55,818. The project is proceeding according to the Project Plan timetable. Actual project spend at 56% of the total project budget is only slightly more than the initial forecast and it is anticipated that the project will be delivered on budget.

Signature of Officer at the local authority

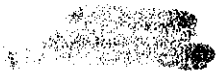
[redacted]

Name of local authority

London Borough of Ealing

Date

5th December 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.

Name: [redacted] Environmental Health Manager
Address: London Borough of Merton, Civic Centre, Morden, SM4 5DX
E-mail address: [redacted]
Tel: [redacted]

Smarter Driving Techniques
349b2011

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 overall aim of the project is to provide education on how to "drive smarter" thus reducing fuel consumption which in turn will reduce NO2 emissions.

Approximately 25% of the Council's staff either use a private car for work based duties or drive Council fleet as part of their job. It is therefore essential that information on the impact of driving techniques is made available to these staff to enable them to make positive choices about the way in which they drive. It is anticipated that this training will result in changes in driving methods and culture which in turn will reduce fuel consumption and subsequently NO2 emissions.

The aim of the project will assist in meeting two objectives within our Air Quality Action Plan. These include raising awareness of the consequences on health and the environment of current transport trends in Merton and through contributing to the Council's Draft Staff Travel Plan. An additional side benefit would be reduced fuel costs to the Council which is paramount at this time where the Council have reduced funding.

The main risk of the project is limited staff uptake. This will be managed through senior management buy in and ensuring that the training is marketed to staff in a positive and encouraging manner. The training will be undertaken during core work hours thus encouraging staff uptake as there will be no need to undertake it during their own time.

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		Buses		Other	
Communication	y	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.

In December 2011, the proposed training was discussed with the training provider the Energy Saving Trust. The training commenced 22nd February 2012 and training was completed 30th March 2012. A questionnaire was disseminated 9th July 2012 in order to evaluate the impact of the training. In addition quantitative data was collected at the time the training was completed. So two data sets were extracted from the completed training. WP4 and WP5 remain to be completed, the project is proceeding in accordance with the estimated timescales.

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 reduction in emissions and / or pollutant concentrations (500 words or less).

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

Please see attached report of questionnaire findings and fuel consumption improvements. The decrease in fuel consumption was reported to be 14.1% with a CO2 reduction of 39219 kg.

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).

Fewer staff members took part than there was available training for. Despite efforts to improve uptake of training by sending the email out from the director and adopting an opt out policy where staff were automatically allocated a training slot rather than signing up for training. Some people wanted to complete the training in their own car rather than the instructor's car, which reduced the data which was collected. Some participants forgot their driving licences and were unable to take the training. However, a substantial number of members of staff who were essential car users or drove council vehicles have received smarter driver training through this initiative.
Despite the fact the training was provided by a company outside the council the project required substantial officer administration 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).

This will be disseminated through the South London Air Quality Cluster Group and difficulties experienced and lessons learnt shared.
Results and questionnaire results from smarter driving training need to be disseminated to staff through intranet and My Merton.

8. Project Evaluation

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

The success was to be determined by the questionnaire responses and data collected at the time of driver training. The feedback on the training was very positive and the decrease in fuel consumption significant.

The questionnaire was conducted several months after training was completed and it showed that there was significant retention of information of smarter driving techniques and the majority of participants (86%) confirmed that they had changed their driving behaviour after completing the training.

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.

It was anticipated that project spend would be £4,000. Current project spend is £4,000. Remaining work packages to be completed require only officer time and council resources such as the intranet and magazine.

Signature of Officer at the local authority

[redacted]

Name of local authority

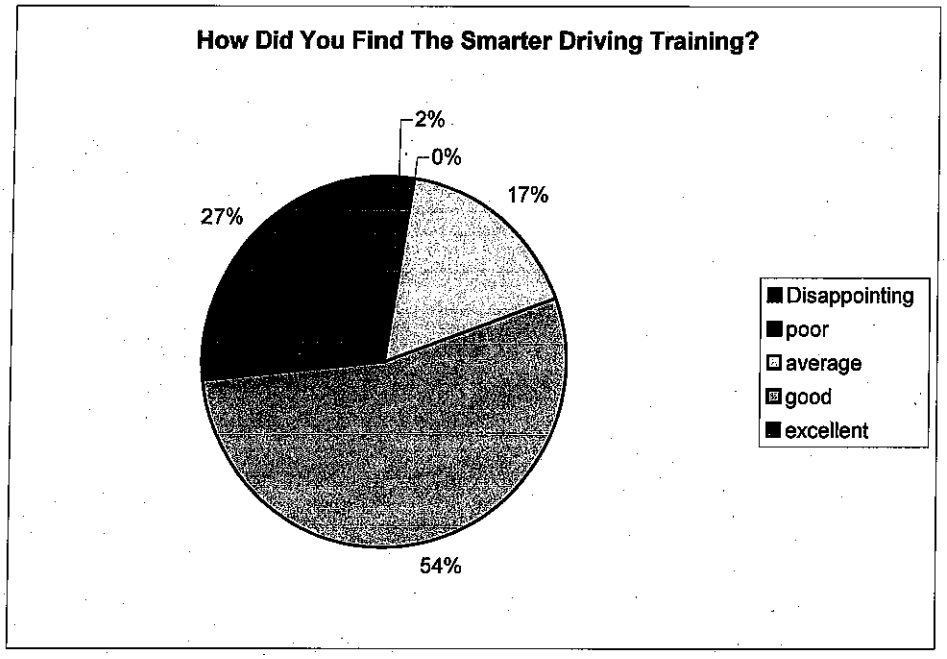
London Borough of Merton

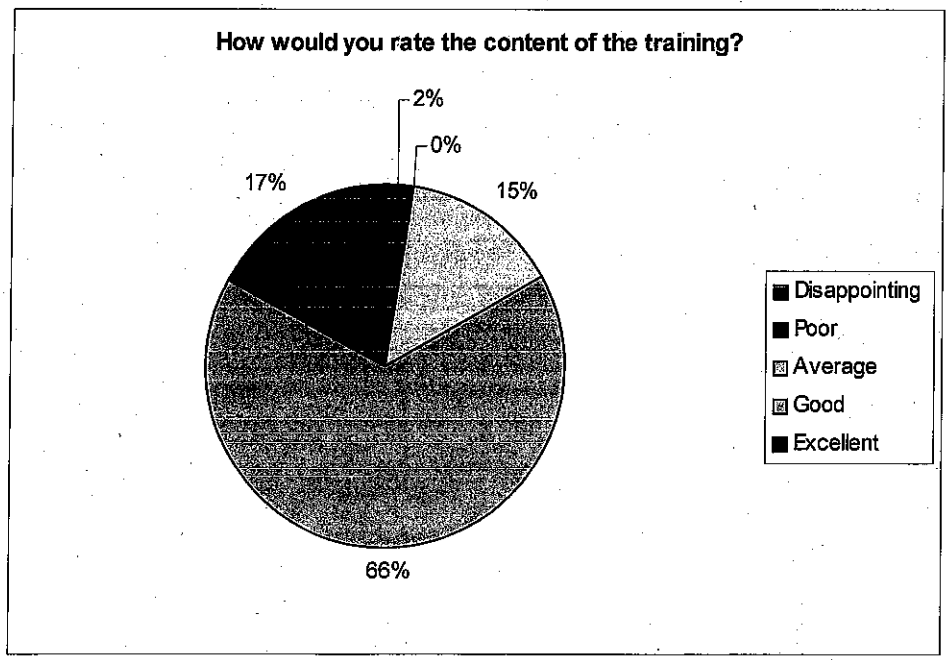
Date

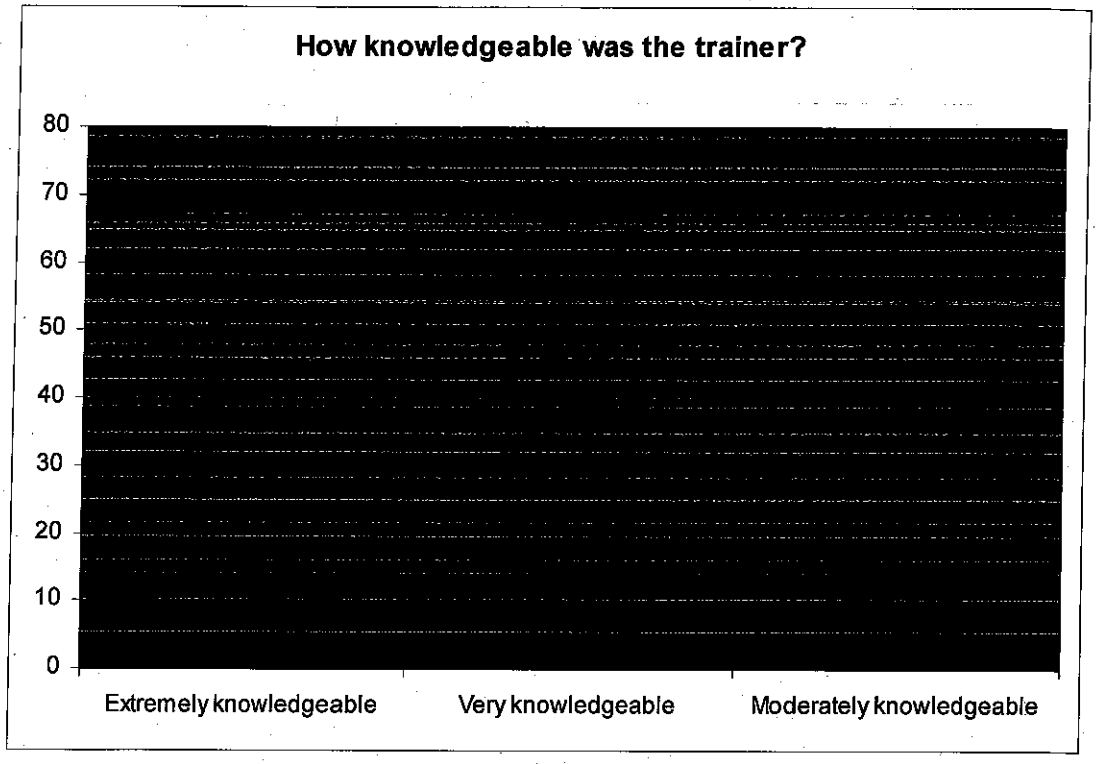
26th October 2012

Results of Questionnaire on Smarter Driving Techniques Training

10 Questions asked through online questionnaire disseminated and collected through use of survey monkey, online questionnaire tool.



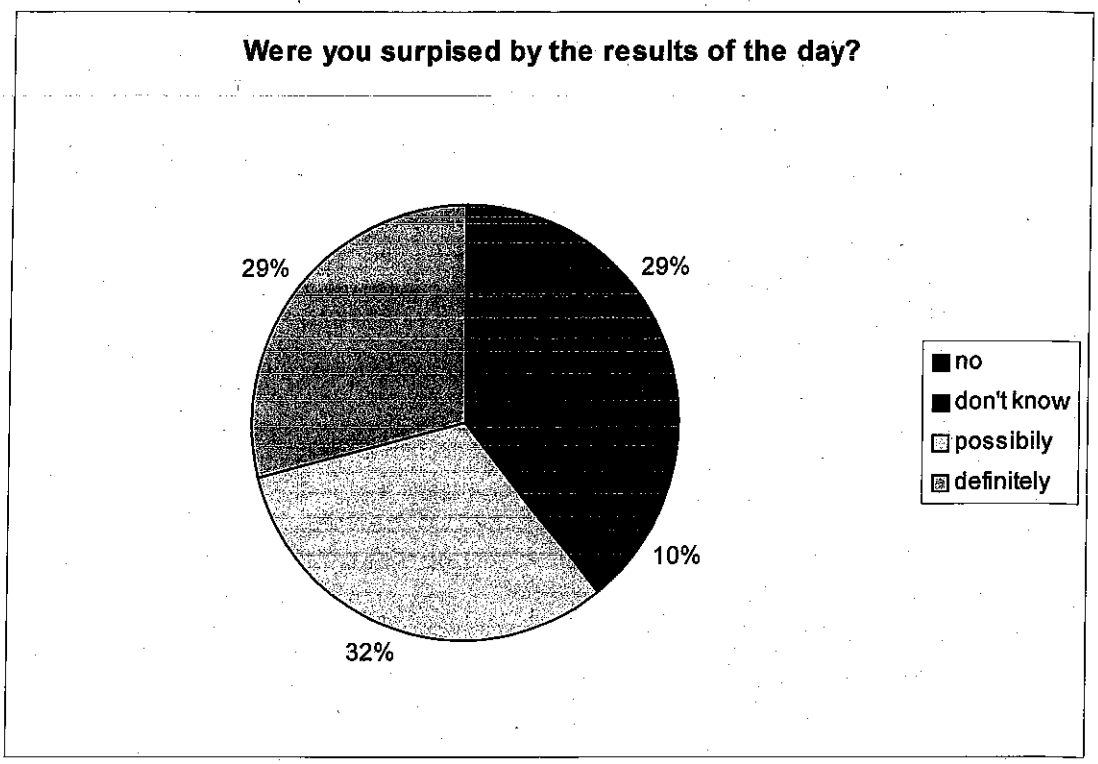


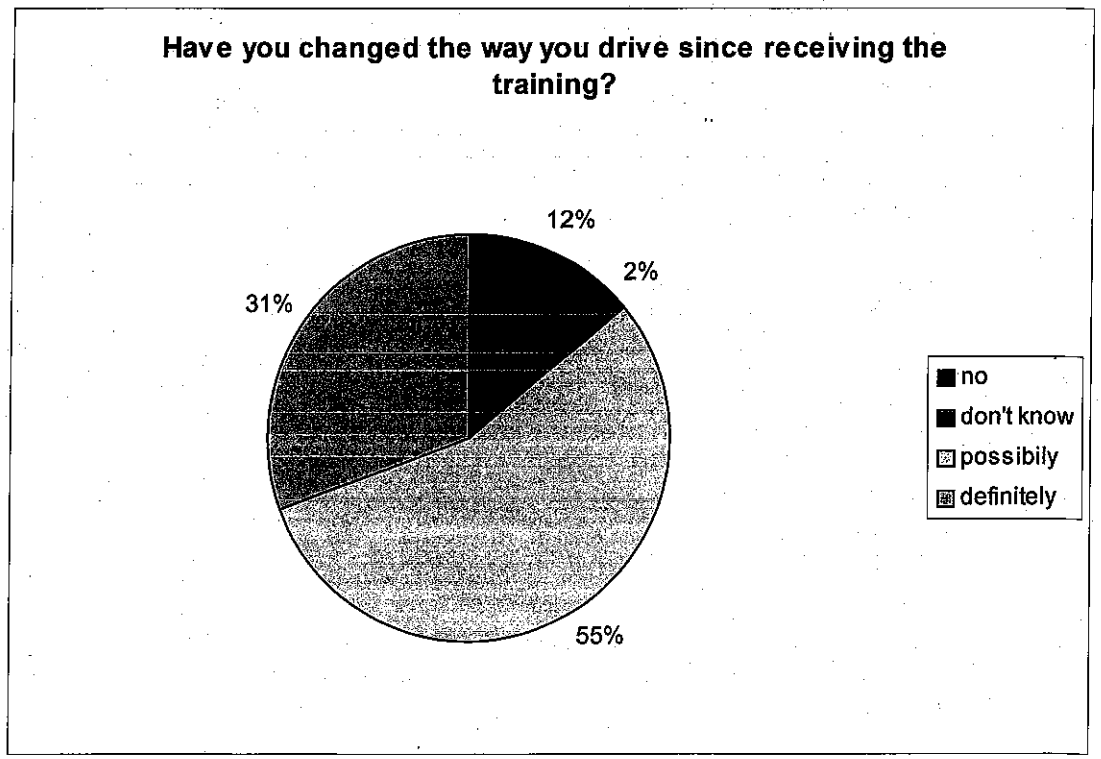


Which part of the course (if any) would you change and why?

Comments were received regarding:

- The car used for training. Some would have preferred to use their own vehicle, this was possible but would have reduced the data which could be collected and not overtly advertised. The route that i did as the 2nd and 3rd lap the traffic was quite bad
- Logistical issues: Some training conducted during traffic which participants found frustrating and was conducted from one council office, so some had to travel to session.
- Request to make more competitive and show results.
- Training on motorways, for automatic vehicles and diesel vehicles requested.
- Longer sessions requested.
- Some of the 'smarter' techniques suggested seem to be at odds with 'safer' driving ones.

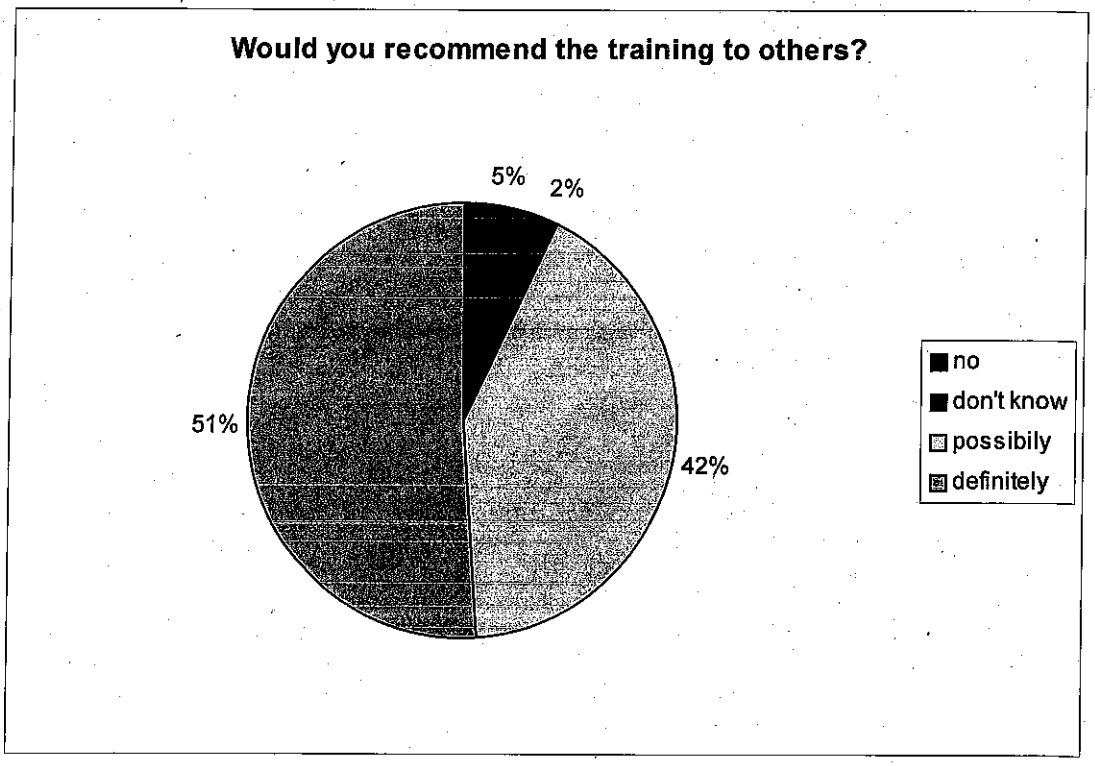

Were you surpised by the results of the day?
29%
29%
10%
32%
no
don't know
possibily
definitely


Have you changed the way you drive since receiving the training?
12%
2%
31%
55%
no
don't know
possibily
definitely

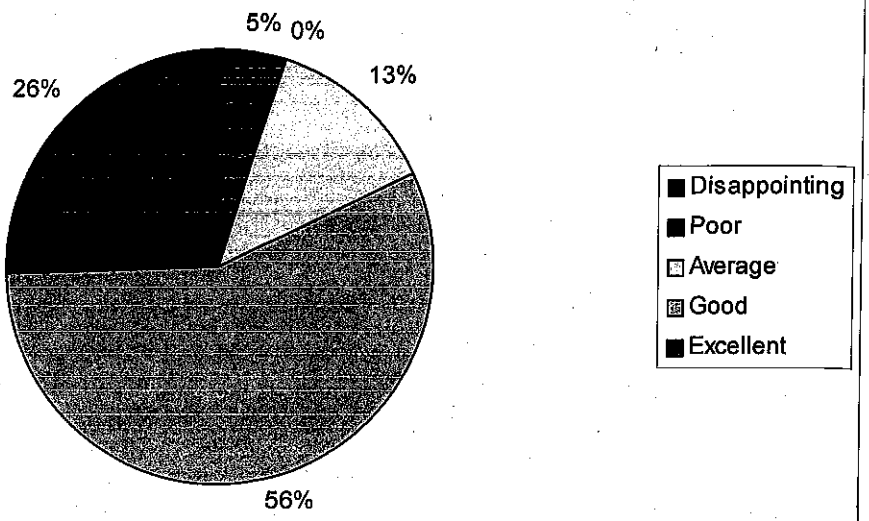
What points did you take from the training?

Comments referred to:

- Aniticipation/ smooth driving
- Changing gear much quicker.
- Some participants did not feel they learnt new material.
- Reverse parking whilst the engine is still warm is better than parking forwards then reversing on a cold engine.
- Use of the accelerator, "ease and squeeze"
- Not to brake as approaching speed bumps



How would you rate the smarter driving training overall?



Do you have any further comments on the training?

Comments referred to:

- Noticed decrease in fuel consumption
- Driving method less stressful
- Not appropriate method of driving for London, would annoy other drivers.
- Less focused on data, just teaching of method.
- Rolling out to other employees.
- Positive for environment.
- Leaflet should be handed out to participants to reiterate technique.

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.

London Borough of Lewisham
[redacted]
Wearside Service Centre
Wearside Road
Lewisham SE13 7EZ
[redacted]

Project Ref No: 348b2011

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 is to organise an event that focuses on vehicle emissions and sustainable transport modes. The main activity at the event will be the free and voluntary testing of emissions from motor vehicles, but this will be complemented by providing information and advice on reducing emissions while driving, cleaner technology and sustainable modes of transport.
Other partners: Road Safety Manager, London Borough of Lewisham
Vehicle Emissions Testers - private consultant
Bicycle Maintenance Provider - private company

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	Y	HGVs		PM_{10}	Y
Remote Sensing		Buses		Hydrocarbons	Y
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 project bid was to fund an event that including voluntary vehicle emissions testing and promoted sustainable transport. However, owing to weather conditions, the event needed to take place prior to the approval of the project plan. Therefore, on approval, it was decided to host another event building on the lessons learned from the previous one. Owing to conflicts with other events, a suitable date in the summer of 2012 could not be found and the next event is now scheduled to take place in March 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.

A report on the vehicles tested and their emissions will be produced by the contractor and issued to London Borough of Lewisham for internal viewing only.
The outcomes from the event will be reported in the subsequent Air Quality Action Plan Progress Report.
Air quality monitoring data is available on the Lewisham Council website.

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 was to hold an event on the theme of clean and sustainable transport. In order to take advantage of weather, the event was held in September 2011 after the offer of the award but prior to the Project Plan being approved. Consequently, DEFRA advised that the receipts would not be accepted and another event would need to be arranged. There were difficulties trying to organise an event in the summer of 2012 owing to conflicts with other events associated with the Olympic Games. Therefore, it was decided to postpone the event until March 2013.

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)

Not applicable at this time.

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)

Not applicable at this time.

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 money has yet been spent on the project owing to the change in timescales described above.

Signature of Officer at the local authority

[redacted]

Name of local authority

London Borough of Lewisham

Date

4th October 2012

DEFRA LOCAL AUTHORITY AIR QUALITY GRANT 2012/13 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 November 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 e-mail 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.

London Borough of Hillingdon
[redacted]

Transport scheme toolkit project
Application Ref: 342a2012

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 is 50:50 split between LB Hillingdon, as the lead authority, and Leicester City Council.

This tool is being developed to allow transport engineers and planners to assess traffic management schemes in regards to their emissions impacts prior to implementation. Phase 1 development of the tool methodology included a test scenario i.e. the emission impact of proposed road humps around a school in Hillingdon. The methodology included a pre and post assessment using an instrumented vehicle allowing driving profiles to be recorded to better understand the operational effects of the scheme. Instantaneous emissions were derived to investigate specific driving styles. Post evaluation effects were simulated using TRL test facilities. In addition, the scenario included the use of traffic counters to assess any potential wider impacts such as diversion of traffic to other roads post-implementation.

The aim of the tool is the identification of potential detrimental impacts on air quality of a range of proposed low speed traffic management options. This then allows a wider low emission approach to be adopted to ensure complementary emission reduction measures are included with the final scheme implementation.

This project will critically review the Phase 1 methodology especially the functionality of the tool (ready reckoner) with a view of extending the use of the methodology to other traffic management measures e.g. different spaced/height road hump schemes, different speeds, alternative use of traffic calming measures such as use of horizontal deflections, use of traffic light phasing, use of pedestrian crossings etc. This will allow the impact of schemes to be assessed prior to design and implementation and ensure a best practice approach in regards to emission reductions is adopted.

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

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

Study Area(s)	Y/N?	Emission Source	Y/N?	Pollutant	Y/N?
Low Emission Zones	N		N		N
Emissions Abatement Technology	N		N		N
Remote Sensing	N				
Communication	N				
Monitoring	N				
Modelling	Y	LDVs/HDVs		NOX, PM, CO2	Y
Behavioural Change	Y	LDVs/HDVs		NOX, PM, CO2	Y
Fleet Improvement	N				
Traffic Management	Y	LDVs/HDVs		NOX, PM, CO2	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 Sections 3 & 4 of the Project Plan. Where delays have occurred, an indication of revised project timescales should be provided.

By the July it became apparent that insufficient low speed measures were going to be made available, to the study team, to test and then further develop the ready reckoner tool. This would have significant implications to the critical pathway for delivery. On the 2nd August the project team considered the benefits of transferring from average speed to instantaneous emission function for the tool development. Hence, mining into existing datasets to derive situation based emission rates associated with low speed measures. In this respect, associating the vehicle operation to a given traffic activity in order to calculate emission rates (g/km). Making assumptions about driving cycles in urban environments would allow the tool to be more consistent across different road types. The study team already had a large database of instantaneous drive cycle profiles for Leicester and in other towns and cities. The study would then complement these with additional driving cycles recorded at various low speed locations other than in Hillingdon or Leicester. The methodology of the ready reckoner could be improved upon because of the increased granularity of the emissions database. The project client group agreed that this would indeed be a suitable re-scope to reach the desired aims the project. The work packages were as follows;
Work Package 1: Inception and objective setting (Completed in accordance with the original proposal). In addition, the study team produced a Software Requirements Specification which was agreed by the client group. This mapped out the complete operational and functional details of the ready reckoner tool.
Work Package 2: Data collection phase (completed)
Work Package 3: Update Ready Reckoner
-Analyse the current Ready Reckoner methodology (completed)
-Consider protocols to be applied to the tool (completed)
-Integrate additional schemes into the current Ready Reckoner (completed)
-Consultation on tool refinement (on going)
-Tool refinement (on-going)
Work Package 4: Reporting phase (to be completed)

All phases of the work programme are on schedule and all issues up to today have been addressed.

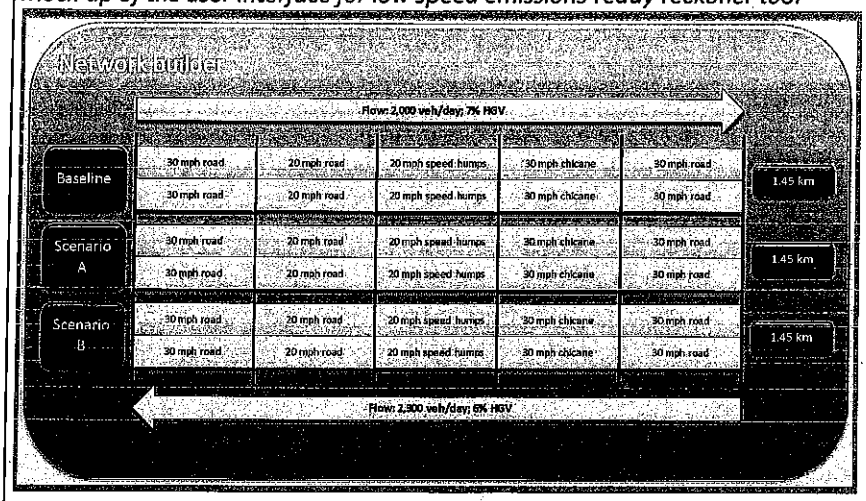
5. Project Outputs

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 is on-going and hence results are yet to be realised in terms of emissions etc.
The project will provide the following.
- A workshop event in Hillingdon
-Final adjustment and delivery of the Ready Reckoner tool (see image below)
-Final report (Task 1.4, Task2.11)

Mock-up of the user interface for low speed emissions ready reckoner tool



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).

Identification of relevant schemes within the timescale of the project within the two authorities has proved more difficult than anticipated. There has been a change in methodology to account for this.

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 on-going but every effort will be made to evaluate the application of the tool during the final phase of the work and in particular the workshop event in Hillingdon.

It is envisaged that the tool will be made available to other local authorities and other transport organisations.

Hillingdon will use the established cluster group structure to disseminate to the GLA and other London boroughs, Leicester City Council will disseminate the findings via a regional workshop to other local authorities.

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)

Delivery of the projects key milestones are being monitored in accordance with the re-scoped proposal. The lead authority, LB Hillingdon, will be responsible for project monitoring in close collaboration with lead contact at Leicester City Council.

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 spend of £30,000 will be completed on delivery of the final report. This will be by the end of the financial year 2013/2014.

Signature of Officer at the local authority

[redacted]

Name of local authority

London Borough of Hillingdon

Date

14th November 2013

DEFRA LOCAL AUTHORITY AIR QUALITY GRANT
2012/13
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 November 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: aqinquality@defragsi.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.

London Borough of Hounslow
Project Lead: [redacted]
Title: Project for Improvement in Air Quality at the Chiswick High Road junctions with Acton Lane and Heathfield Terrace
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).

(a) Reduce concentration level of nitrogen dioxide (NO_2) to within acceptable limits i.e. to less than 40µg/m³.
(b) To test new and cost effective Split Cycle Offset Optimisation (SCOOT) UTC system that is aimed at smoothing traffic and easing congestion, prior to its use elsewhere.

(a) Reduce concentration level of nitrogen dioxide (NO_2) to within acceptable limits i.e. to less than 40µg/m³.
(b) To test new and cost effective Split Cycle Offset Optimisation (SCOOT) UTC system that is aimed at smoothing traffic and easing congestion, prior to its use elsewhere.

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

4. Progress to Date

Please provide a brief description of the work carried out to date (500 words or less), with reference to key milestones. This should include whether or not the project is proceeding in accordance with the estimated timescales in Sections 3 & 4 of the Project Plan. Where delays have occurred, an indication of revised project timescales should be provided.

In April 2013, Hounslow commissioned services of Transport for London to install SCOOT at Turnham Green Terrace junction with Chiswick High Road. TfL also confirmed their plans to fund and install another SCOOT system at Chiswick Lane junction with Chiswick High Road. According to update from TfL, SCOOT systems will be installed by end of November 2013 and validation will be undertaken over a 3-month period, once installation has been completed.
We have also identified an independent service provider (see attached e-mail) who can provide us traffic queue length data but we are yet to determine if that data (see sample attached), or video footage is likely to be sufficient for modelling purposes, in order to determine traffic queue lengths in pre and post implementation phases of SCOOTs.

5. Project Outputs

Please provide a summary of any initial or final observations / conclusion, 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.

Initial traffic data from the Department for Transport has been assessed and it has been found to show wide variations year-on-year between total vehicles, as well as sub categories (LGVs, HGVs etc.), on certain road segments of interest. We carried out DMRB screening assessment , using NO2 background concentration given on Defra maps, and found that NO2 concentration at the nearby monitor were rather understated. Therefore, we concluded this might not be sensitive enough a test for monitoring change in NO2 concentration values. Whilst there is adequate existing monitoring network, both continuous monitors and diffusion tubes, we didn't believe that short-term analysis of diffusion tube monitoring would add significant value to capturing reliable data. Therefore, we feel it would be more accurate to measure traffic queue lengths, before and after implementation, and develop a correlation between this and NO2 concentration values obtained from existing continuous/diffusion tube monitoring network. Though phase 1 (WP1) work is behind schedule, but we hope to complete this work by end of January 2014.

6. Problems faced

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

Whilst there have been delays in installing SCOOT systems as we're at the mercy of scheduled activities of external organisations however, benefits by virtue of the fact that SCOOT systems will now be installed at remaining major junctions at Chiswick High Road, by TfL, and thereby providing greater continuity in smoothing traffic flow. Therefore, the scope of the project has widened and this will undoubtedly have wider implications in achieving better air quality, albeit at the expense of unforeseen project delay. Two of the three main objectives of the project have been met and we foresaw no benefit from installing additional diffusion tubes.

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)

At this stage of the project, it's not possible to evaluate findings for the purposes of knowledge transfer.

8. Project Evaluation

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

As the project is naturally delayed by about 3 months, success may seem to suffer but we feel benefits as a result of widening scope of the project are likely to outweigh limitation on success. Although not possible to measure success on basis of NO_2 concentration reductions, but reductions are likely to greater along this entire arterial route, again owing to expanded scope of the project.

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 (SCOOT, Diff Tubes, Traffic Queue Length data) = £22,651;
Actual spend (SCOOT) = £17,651;
Difference between the anticipated spend and the actual spend is due to change to our original plan to install additional diffusion tubes that are no longer seen to add value to existing data or project outcomes, and traffic queue length data has not been yet procured (pending clarity on data requirements).

Signature of Officer at the local authority

[redacted]

Name of local authority

London Borough of Hounslow

Date

22nd November 2013

DEFRA LOCAL AUTHORITY AIR QUALITY GRANT
2012/13
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 November 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: aqgrant@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.

357c2012 (monitoring)

Lead Authority: Wandsworth Council
Project Manger: [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).

NO2 concentrations on Putney High Street, Wandsworth significantly exceed the hourly mean EU limit Value for NO_2. A project to quantify the contribution of each vehicle class to concentrations which exceed the hourly EU Limit Value for NO2, allowing subsequent targeted action towards compliance, was funded through the 2011/2012 air quality grant process (357a2011). However, during the project it became necessary to extend the air quality monitoring period.

Aim: The aim of the this project is to continue the operation of a temporary air quality monitoring station at the kerbside (monitoring NOx and PM10) and a NOx analyser at the road side in Putney High Street for a further year from 1 January 2013 - 31 December 2013.

During early 2012 agreement was secured between Wandsworth Council and Transport for London that the introduction of ultra low emission buses would be prioritised on routes passing along Putney High Street. However, this intervention opportunity was not identified in the initial project plan for the 357a2011 project and the timescale had to shift to fit in with TfL's technology roll out commencing in January 2013. Therefore further monitoring was essential to be able to assess expected reductions in measured ambient concentrations that will result from the TfL bus improvement programme.

In addition, ANPR cameras, used as part of the assessment of the improvements resulting from the cleaner buses, were not installed until June 2012. Consequently, the air quality monitoring needed to continue for a further year so that the results can be correlated with the ANPR data.

This project supports the following action in the Wandsworth Air Quality Action Plan Action 6.1: Continue to monitor air quality and maintain air quality monitoring sites in association with the Environmental Research Group, Kings College London.

The project will enable the impact on ambient NO2 concentrations from reductions in NOx emissions, through improvements to a bus fleet and other measures, to be assessed so that similar techniques can be applied elsewhere with known outcomes to reduce ambient concentrations.

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

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

Study Area(s)	Y/N?	Emission Source	Y/N?	Pollutant	Y/N?
Low Emission Zones	N	Cars	Y	NO_2	Y
Emissions Abatement Technology	Y	HGVs	Y	PM_{10}	Y
Remote Sensing	N	Buses	Y	Other	
Communication	Y	Trains			
Monitoring	Y	Biomass			
Modelling	N	Other			
Behavioural Change	N				
Fleet Improvement	Y				
Traffic Management	Y				
Other					

4. Progress to Date

Please provide a brief description of the work carried out to date (500 words or less) with reference to key milestones. This should include whether or not the project is proceeding in accordance with the estimated timescales in Sections 3 & 4 of the Project Plan. Where delays have occurred, an indication of revised project timescales should be provided.

The monitoring stations funded by this project (roadside and kerbside) are continuing to operate until the end of the calendar year 2013 as specified in the project plan. The monitoring will be used with ANPR data to assess the improvements being made to the buses which travel along Putney High Street, both in terms of replacement of buses with new ones and the retrofit of the existing buses with selective catalytic reduction (SCR). A final report will be provided for the project as a whole in early 2014.

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 strongly linked to the project funded in the previous year (357a2011) as it provides the funding to continue with the automatic air pollution monitoring in order to be able to evaluate improvements to the bus fleet operating along Putney High Street on ambient concentrations.

In the autumn of 2011 a study was undertaken to determine the vehicle emission sources in Putney High Street. The report is available on the Council website at the following location: http://www.wandsworth.gov.uk/info/200075/pollution/110/air_quality/4 , and showed that buses are responsible for 68% of NOx emissions in the high street whilst only accounting for 10% of the vehicle fleet. Consequently, during early 2012 agreement was secured between Wandsworth Council and Transport for London that the introduction of low emission buses would be prioritised on routes passing along Putney High Street. As a result 46 new buses have been provided, including 10 hybrids, and a further 95 buses have been retrofitted with selective catalytic reduction (SCR) to reduce NOx emissions. The combined improvement from the new buses and the refrofitted ones is that around 80% of buses on Putney High Street now meet a minimum Euro IV standard for both PM and NOx. This is up from 20% 18 months ago.

A further in-depth study of traffic flow and air quality (funded via Defra Air Quality Grants in 2011/12 and 2012/13) is being carried out and will assess the impact of the changes to the bus fleet and other measures being undertaken to improve local air quality in Putney High Street on ambient concentrations. A report on this work is due to be completed by the end of 2013. However, the initial, unratified, provisional data comparing the first 8 months of 2013 with the same periods of the previous 3 years does indicate a reduction in NO_2 concentrations at both the kerbside (WA7) and roadside (WA8) air quality monitoring stations. The results have to be carefully considered in the context of weather conditions and when TfL's ultra low emission buses were introduced, in order to establish the main cause of this improvement, but these initial results are encouraging.

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).

There were no problems faced with this project which involved the extension to automatic monitoring being undertaken to facilitate the successful completion of the project with reference number 357a2011.

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 knowledge transfer will be detailed in the final project report with reference number 357a2011.

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 outcomes of this monitoring will be evaluated as part of the 357a2011 project.

A final report for the 357a2011project will be produced for public dissemination.

This project (to extend the automatic monitoring period) also has the following specific success criteria: Data capture from monitoring stations being > 90 % and being of use for project 357a2011. The data capture for NO2 up to 31 October 2013 was 99% for the kerbside monitoring site and 98% for the roadside monitoring site and therefore the data capture is on schedule to meet this success criteria. In addition for the same period the data capture for PM10 was 95% for the kerbside monitoring site.

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.

All spend for this project has now been incurred, totalling: £25,976.63.
The project was funded via the Air Quality Grant and LIP (Local Implementation Plan) funding from TfL.

Cost Breakdown

(1) The supply of the air quality monitoring package including equipment, servicing and maintenance, LSO duties and project management amounted to £17,240.63

(2) LAQN membership and air quality monitoring support amounted to £8,736.00

£14,359 was provided by this air quality grant and 14,358.32 was spent against this (a proportion of (1) above). Therefore there was a difference of £0.68

Signature of Officer at the local authority

[redacted] Team Leader (Environmental Initiatives)

Name of local authority

Wandsworth Council

Date

22nd November 2013