

# 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](mailto: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.

Leicester City Council

Environmental and Enforcement Services

Welford Place  
Leicester LE1 6ZG

Leicester Bus Emissions Study  
Ref. no. 1442011

## 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).

No significant change to the project as previously described: Please refer to Section 2 of the agreed Project Plan (Change Control Note 1).

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		NO <sub>2</sub>	Y
Emissions Abatement Technology	Y	HGVs		PM <sub>10</sub>	Y
Remote Sensing		Buses	Y	Other (CO <sub>2</sub> )	Y
Communication	Y	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.

Please refer to Section 4 of the Project Plan (as amended by Change Control Note 1) previously submitted.

- WP1 - In progress and on schedule:  
Initial consultations with bus companies completed;  
Desk studies in progress.
- WP2 - Substantially completed:  
Brief drafted;  
Consultancy procured and mobilised;  
Input data on bus fleet baseline assembled;  
Real-world bus routes for examination identified and agreed;  
- Real-world ANPR exercise completed on selected corridors;  
- Real-world GPS based drive cycle studies completed on selected corridors.  
- Initial data review completed.
- WP3 - Behind nominal completion date but this will not be critical to timely completion of the project: Data analysis and source apportionment is in progress and the draft final report will be available shortly.
- WP4 onwards - Contingent on completion of WP3

**5. Project Outputs**

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

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

Project deliverables not finalised until modelling using alternative technology emission functions has been completed.

**6. Problems faced**

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

Project delays occasioned by equipment failure during ANPR exercise, coupled with masking of cameras by stationary delivery vehicles etc. impairing data collection: This delayed implementation the next phase (GPS-based real-world drive cycles) due to onset of school summer holidays giving unrepresentative peak traffic conditions. This stage was delayed in order to obtain representative (worst case) real-world data.

Data collection issues now resolved and data collection complete. This will not impact upon completion and payment of the AQGS-funded components (up to and including WP4) by 31-03-13.

**7. Knowledge Transfer**

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

Knowledge transfer activities scheduled to take place in WP4, WP5, not yet commenced. Not critical because not dependent on AQGS funding.

**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)

Final evaluation not appropriate at this stage of the project: Key deliverable (preferred package(s) of identified measures) not completed at this stage.

**9. Financial Performance.**

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

Spend profile of DEFRA/AQGS funded elements: Work approximately 60 - 70% complete and on schedule to be finished, invoiced and paid for by 31-03-13.

**Signature of Officer at the local authority**

[Redacted signature area]

**Name of local authority**

Leicester City Council

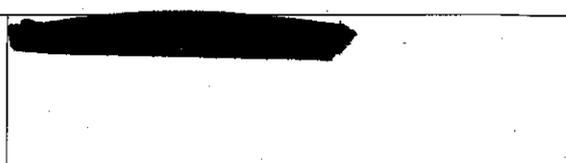
**Date**

15-10-2012.

[REDACTED]

## AIR QUALITY GRANT 2011/12 - FINAL PROGRESS REPORT (AQG/I)

- 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 9 months after the grant has been paid to the authority.
- Please provide details on this form of progress with your project(s) and return it to the address or email address below by **30 March 2012**

	
---	--

### 3. Name of Local authority: Lewes District Council

Category of project	v	Grant awarded (£)	Spend to date	Forecast outturn
Monitoring equipment		£0	£0	£0
Emission inventory		£0	£0	£0
Dispersion modelling		£0	£0	£0
Action plan		<b>£70,857 carried over from previous awards</b>	<b>£28,462</b>	
				<b>Total: 42,395</b>

\* Please provide copies of supporting documentation, eg invoices, summary of contracts, etc

### 4. Brief description of project(s)

#### Lewes Community car club - £20,400 (split over two years)

The provision of two low emission community car club vehicles into Lewes town centre. [www.commonwheels.org.uk](http://www.commonwheels.org.uk).

#### Lewes Cycle Challenge £16,425,

The Lewes Cycle Challenge is a free, fun competition to encourage people to remember the joys and benefits of riding a bike. The aim of the Challenge is to get as many of your colleagues as possible to ride a bike for just 10 minutes over the three week Challenge period, from **4 to 24 July 2011**.

The challenge in 2011 aimed to build on the success of the 2010 challenge.

## **Fume Free Friday**

An engagement and awareness event that began life in 2008. Fume Free Friday returned to Lewes town on 8<sup>th</sup> April 2011 aiming to improve air quality, cut congestion and encourage workers and residents to get active and stay healthy.

## **5. Progress to date**

### **Car Club**

Two vehicles have been provided by Commonwheels and the car club is now in operation. One of the vehicles is available to LDC staff helping to meet the aims of the travel plan. The aim is reduce the journeys to and from the place of work during peak travel by single occupancy car journeys. The scheme has now been running for 18 months and of January 2012 it had attracted 63 members. It is our intention to increase this figure to 80 by September 2012. Recent meetings with the provider Commonwheels have confirmed that at the current usage rates the scheme is now self sustaining 6 months ahead of schedule. In September 2012 the contract between LDC and Commonwheels will end and the market will continue to support the scheme and any profits made will be used to grow the number of vehicles in order to meet increased demand.

The success of the existence of the car club has enabled planners to secure developer contributions towards additional vehicles. It is expected another vehicle will be added to the scheme in May 2012. In addition further monies will be secured from a redundant car club scheme and will be ring fenced for future car club expansion. The transport authority are now also very supportive of the car club model are using the car club to secure developer contributions in order to reduce parking pressures in the town.

LDC planners have also been fully briefed and provided with a costing document that they can discuss with planners when securing section 106 monies and we have recently secured financial contributions to provide an additional vehicle to the scheme in a different area of the town.

### **Lewes cycle challenge**

The Lewes cycle challenge ran from the 4<sup>th</sup> July 2011. The full results can be seen at [www.lewescyclechallenge.org.uk](http://www.lewescyclechallenge.org.uk). Three weeks after the 2011 challenge the following data was collected from participants.

- **76% of non-cyclists** reported intending to cycle more
- **70% of those who had not cycled to work at all at baseline** reported cycling to work in the three week survey

122 participants took part in the 2010 Challenge and registered again for the 2011 Challenge. The data from this group of participants enabled an evaluation of their cycling behaviour 9 months on from the 2010 challenge.

- **14% of non-cyclists** reported cycling at least once a week
- **24% of occasional cyclists** reported cycling regularly
- **3% of participants who travelled to work by car** had switched to cycling to work as their main mode of transport

### **Fume Free Friday**

Details can be found [www.lewes.gov.uk/fumefreefriday](http://www.lewes.gov.uk/fumefreefriday) Due to severe adverse weather the cliffe precinct event originally planned for October 2010 was postponed until April 2011. The April event was an indoor networking lunch attended by transport providers, LE manufacturers, local politicians including [REDACTED]. All were given the opportunity to take part on an eco driving simulator and to meet the Lewes cycle challenge coordinators and most importantly discuss plans and ideas on how best to take forward Fume Free Friday and in particular make it a regular monthly initiative. \*Details including photos, comment can be forwarded on request.

### **6. Estimated completion date(s) of project(s)**

The Contract with Commonwheels will come to its agreed end in September 2012. The aim of the contract was to establish a community car club in Lewes town for the residents and businesses. It is anticipated the number of vehicles will grow and there is scope to provide different vehicles such a van to be available specifically for local business, though this will need to be assessed by way of a feasibility study. It is intended that Lewes District Council staff will be allowed access to the club in the future which will help ensure its future sustainability. This work could potentially be funded by developer contributions.

It has been decided that Fume Free Friday will not happen this year and also the Cycle challenge will have a fallow year. It is the intention to investigate running the challenge in 2013. With both of these projects it is hoped that a local community group take forward the good work already established and for these events to be community owned and led events.

The remaining funds have been ring fenced for future allocation to a priority change at a crucial junction within the AQMA. Progress on this work will be included in future reports. It is also our intention to investigate priority low emission parking.

**7. Name and contact details of official completing this form**

[REDACTED]  
[REDACTED]

**Date 30<sup>th</sup> March 2012**

[REDACTED]

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

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

Luton Borough Council.

Title: Monitoring and Modelling of Air Quality following the development of the Luton/Dunstable Busway  
Ref: 1502011

### 2. Provide a brief description of the project.

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

**Project Aims:**

To evaluate the impact of the guided busway (that is currently under construction between Luton and Dunstable) on nitrogen dioxide concentrations in Luton.

Luton has an Air Quality Management Area relating to nitrogen dioxide and the study aims to assess the success of modal shift towards more sustainable transport choices such as public transport (as outlined in Luton Borough Council's Local Transport Plan 3).

The Busway and the adjacent pedestrian/cycle route are expected to have a direct impact upon the Air Quality Management Area as it is anticipated that there will be a reduction in road traffic passing through it.

In combination with this, the Council's successful Local Sustainable Transport Fund grant projects will encourage more sustainable workplace and personal travel planning in the employment and residential areas in the wider Luton-Dunstable corridor. This project supports the Local Sustainable Transport Fund objectives and will be used to aid the monitoring of those objectives.

**Project Tasks:**

The aims of the project will be achieved through the following tasks.

Task 1. To strengthen the current nitrogen dioxide diffusion monitoring network in Luton by deploying additional diffusion tubes at locations that cover the guided Busway route, road-side and background locations.

Task 2. To establish baseline nitrogen dioxide concentrations prior to the opening of the Busway using diffusion tube data, so that a comparison can be made with the data obtained from the first year of the Busway operation.

Task 3. To set-up a baseline advanced air dispersion model using the existing road traffic data and background nitrogen dioxide data to characterise baseline nitrogen dioxide concentrations within a modelling domain encompassing the whole busway route in Luton. The traffic data used in the model comprises a mixture of continuous sites, automatic traffic counts, and manual classified counts).

Task 4. To validate the air dispersion model by comparing the predicted and measured nitrogen dioxide concentrations at road-side monitoring locations for the corresponding period.

Task 5. To re-run the validated air dispersion model for different scenarios, including (i) the first year Busway operation scenario; (ii) the Busway operation scenario when the scheme is fully operational (anticipated year of full operation is 2015).

Task 6. To evaluate the potential impact of the Busway Project during the first year of operation and the anticipated year of full operation (2015) using both air quality monitoring and modelling data.

<b>Project Status</b>	<b>Y/N?</b>
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 <sub>2</sub>	Y
Emissions Abatement Technology	N	HGVs	Y	PM <sub>10</sub>	N
Remote Sensing	N	Buses	Y	Other	N
Communication	N	Trains	N		
Monitoring	Y	Biomass	N		
Modelling	Y	Other	N		
Behavioural Change	Y				
Fleet Improvement	N				
Traffic Management	N				
Other	N				

**4. Progress to Date**

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

The following tasks are completed so far:

Task 1: Completed. Following a study of the existing nitrogen dioxide diffusion tube network, additional locations for monitoring have been identified. Such locations covered road-side (traffic hot-spots) and background (quiet areas away from road-traffic) locations.

Task 2: In Progress. Nitrogen dioxide diffusion tube data obtained so far has been compiled. This exercise will be repeated once the Busway becomes operational so that a comparison between pre- and post Busway data can be made.

Task 3: In Progress. An advanced air dispersion model has been developed using the existing road traffic data and current background nitrogen dioxide diffusion tube data. Hourly sequential meteorological data from the Luton Airport weather station has been obtained. The dispersion modelling study will commence once the diurnal road traffic profiles are input to the model. It is anticipated that the baseline dispersion modelling results will be available in the last week of October 2012.

Task 4: Not Commenced.

Task 5: Not Commenced.

Task 6: Not Commenced.

**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.

Currently baseline monitoring data is being gathered and baseline air dispersion model is being set up. Observations on the reduction in nitrogen dioxide concentrations can only be made when post-Busway road traffic data is available.

**6. Problems faced**

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

No specific issues identified so far.

**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 study utilises both air quality monitoring and predictive modelling techniques.

The diffusion tube monitoring currently undertaken by Luton Borough Council identifies ambient concentrations of the key air pollutant, nitrogen dioxide, across the borough and helps in the efforts made by the council to control the levels of this criteria pollutant. As a part of the Busway Project, the current diffusion tube monitoring regime is significantly extended to cover road-side, kerb-side and background locations. Due to this expansion of the monitoring regime, a clearer characterisation of nitrogen dioxide across the borough is possible, in addition to the evaluation of effectiveness of the Busway Project.

Furthermore, as a part of the Busway Project, an advanced air dispersion model is being developed. Such a model, once validated with the measured data, can be used to evaluate a number of Busway operational scenarios in controlling ambient nitrogen dioxide levels within the borough. The model can also be used to evaluate any future development proposals not covered in the current study.

Once the project has been completed, the outcomes will be shared with other air quality officers as detailed 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)

The project is in its initial stages. Evaluation of the project is possible once the Busway is operational.

**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 estimated costs (as quoted by [REDACTED]) : £13,117 + VAT  
Anticipated budget spend at this stage: £9,000 + VAT (includes setting up air dispersion model)  
Project spend so far (Consultants fee) : £8,376 + VAT (as at 12.10.2012)

**Signature of Officer at the local authority**

[REDACTED]

**Name of local authority**

Luton Borough Council

**Date**

31.10.2012

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

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

Mid Devon District Council

Taxi ECO Stars

### 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 undertake a feasibility study and make recommendations for the operation of an ECO Stars Fleet Recognition Scheme for taxis in Mid Devon.  
As above 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	Y	NO <sub>2</sub>	Y
Emissions Abatement Technology		HGVs	Y	PM <sub>10</sub>	Y
Remote Sensing		Buses	Y	Other	
Communication		Trains			
Monitoring		Biomass			
Modelling		Other (Taxis)	Y		
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.

The Mid Devon ECO Stars Taxi and Private Hire Vehicle scheme, in its inaugural year, has progressed through feasibility to launch on 1<sup>st</sup> October 2012 and subsequent roll-out of the scheme.

The feasibility stage not only assessed current best practice in the taxi and private hire industry but worked with a small group of Mid Devon taxi operators to gauge and test reaction to this new scheme, the first of its kind in the United Kingdom. The Mid Devon DC Licensing Manager was also consulted at regular intervals throughout this process.

Prior to launch, the scheme criteria were developed with the support of an expert car fleet specialist, as part of the process of developing a robust set of scheme materials. The launch event was attended by taxi operators, local Councillors, MDDC officers and Transport & Travel Research Ltd (TTR).

Whilst membership continues to grow from a base of 2 members at present – Parkway Taxis and the Green Taxi Company, there is interest in the scheme from other operators, progressing towards a target of 15 operators.

#### **Progress with key tasks**

- A best practice review was carried out to identify best practice in the UK and Europe.
- The automotive trade was consulted by telephone for input towards the development of the draft scheme criteria.
- Meetings were held with operators to gauge initial support and reaction to the scheme as part of a stakeholder consultation process.
- Meetings have been held with the Mid Devon DC Licensing Manager at key stages in the project to identify suitable operator contacts, support the development of the project and progress to the launch of the scheme.
- Bespoke scheme materials including a logo, leaflet, application form and guidance notes were developed, based on the existing scheme, but with their own unique identity.
- The Draft Scheme Criteria and content for the scheme materials were developed with the support of an expert fleet specialist.
- The scheme was officially launched on 1<sup>st</sup> October 2012 at Tiverton Town Hall. The event was attended by 15 people including representatives from 4 taxi operators, local Councillors, MDDC officers and TTR.
- Publicity included a press release that was issued with quotes from Lord de Mauley, Parliamentary Under-Secretary for Waste Management and Recycling at Defra, Mid Devon DC's Head of Environmental Services, Paul Williams and the scheme's first member Parkway Taxis.
- Recruitment of new members has focused on a mix of cold calling operators in the Mid Devon area and face to face meetings where required.
- Member applications have been assessed; welcome emails and road maps issued and membership packs processed. Mid-Devon DC has arranged for vehicle decal printing as required.
- Progress reporting to the South Yorkshire Steering Group on the development of the scheme has been undertaken monthly at the SY SG meetings.

#### **Next steps – priorities**

- There will be a sustained effort to focus on recruitment building on opportunities to engage with operators such as the Review of Hackney Carriage / Private Hire Policy and Conditions, currently being undertaken by Mid Devon DC.
- To achieve the targets set we believe that consideration should be given to expanding the scheme to cover a wider catchment beyond the Mid Devon area.

A final report will be produced by May 2013

**5. Project Outputs**

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

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

See above -- progress report on Fleet and Taxi Eco Stars Scheme attached.

**6. Problems faced**

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

Additional time resources put into the Taxi ECO stars has meant a delay in fully implementing the local expansion of the fleet ECO stars. Will catch up winter/ spring 12/13. Refer to progress report above. Project budget within tolerance.

**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)

Project still on-going. Refer also to progress report on local knowledge transfer of the Taxi ECO stars scheme. National knowledge transfer of Taxi ECO stars (and ECO stars more widely) via national ECO stars steering group and Low Emission Strategy Partnership.

**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)

WP1 – Progress Meetings and Project Management - Number of study meetings – 3 (estimated - to be confirmed at inception meeting). - DONE

WP2 – Best practice review – summary report – minimum 15 page report. - DONE

WP3 – Scoping for the stakeholder consultation – 1 meeting with Mid Devon District Council, Licensing and Environmental officers. Report – minimum 4 page report. - DONE

WP4 – Stakeholder consultation – development of 1 questionnaire; minimum of 4 face to face interviews local taxi operators and taxi trade associations. Attendance at 1 MDDC taxi forum event. Report on outcomes of interviews – minimum 15 page report. - DONE

WP5 – Draft Scheme Criteria – report – minimum of 30 pages. - DONE

WP6 - Stakeholder review and final report – review by a minimum of 5 key stakeholders (likely to be more) and revision of the report drafted for WP5. – TO BE COMPLETED.

**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 - £35K + vat

Actual spend - £37K + vat

Overall budget profile at project end is to be on target for £90K.

**Signature of Officer at the local authority**

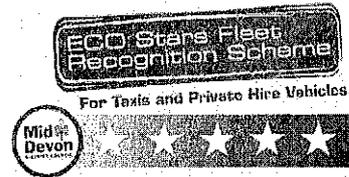
A large black rectangular redaction covers the signature area.

**Name of local authority**

Mid Devon District Council

**Date**

25 January 2013



## Mid Devon ECO Stars Fleet Recognition Scheme

### Progress Report

January 2013

The aim of this summary report is to outline the progress made with the Mid Devon ECO Stars fleet recognition scheme between November 2011 and December 2012. This applies to both the 'Fleet'<sup>1</sup> and Taxi & Private Hire vehicle schemes.

#### Fleet vehicles

Mid Devon fleet scheme membership has continued to grow this year. There are currently 19 operators:

1. Gregory Distribution – 5 Star rating
2. Clipper Logistics - 5 Star
3. Sainsbury's – 5 Star
4. NEXT – 5 Star
5. Mid-Devon DC Refuse Fleet – 4 Star
6. Dairy Crest – 5 Star
7. Stagecoach – 3 Star
8. Morrisons – 5 Star
9. Façade Hoists – 4 Star
10. Wincanton (Wavin contract) – 5 Star
11. Wincanton (Chevron contract) – 5 Star
12. C&D South West – 4 Star
13. Boots – 5 Star
14. Roger McDowell – 5 Star
15. Canute – 4 Star

<sup>1</sup> The 'fleet' scheme covers HGV, LGV, Van, Bus and Coaches

16. Martin Brower – 5 Star
17. Carntyne – 4 Star
18. Circle Express – Star rating pending
19. React Transport – Star rating pending

Circle Express and React Transport have both joined the scheme recently and their fleet assessment and star rating is imminent.

The target for member recruitment in 2012 was 25. Progress continues to be made towards meeting this target including making direct contact with operators using various methods including contact by telephone, individual face to face meetings, site visits and making presentations at Freight Transport Association and Road Haulage Association local meetings.

Whilst interest has been shown in the scheme, recruitment of local operators, in particular, has continued to be very challenging. It is clear that in some cases there is a prolonged period between interest shown in the scheme by an applicant and progressing to membership.

Stagecoach submitted an updated fleet profile during the year but this did not have a significant impact and so their star rating remains unchanged. Two other operators – Sainsburys and Gregory Distribution, both 5 Star operators, are both in the process of updating their fleets but the introduction of new vehicles will not affect their current star rating.

#### **Progress with key tasks**

- Updating and ongoing management of the Mid-Devon Scheme membership database continues, including all contact, fleet and operational details for each member.
- Member applications (including site visits to support completion) have been assessed, welcome emails issued and membership packs processed. Mid-Devon DC has arranged for vehicle decal printing when required.
- Promotional support has been offered to each member.
- A large proportion of [REDACTED] resource has been on targeted recruitment by phone and email, supported by a defined contact list that has been produced and regularly reviewed during the year.
- Recruitment site visits have been undertaken to provide support to prospective members, including assistance with completion of applications and supporting evidence of fleet profiles and best practice operational measures.
- Road map development for members has been undertaken.
- Liaison meetings with both the [REDACTED] have been held.
- Presentations have been made at [REDACTED] meetings

○ [REDACTED]

○ [REDACTED]

- RHA Plymouth Sub Region meeting
- RHA Cornwall Sub Region meeting
- Members were consulted and responded to a review of the revised ECO Stars fleet programme assessment criteria.
- Progress reporting to the South Yorkshire Steering Group on the roll-out of the scheme has been undertaken monthly at the SY SG meetings.

#### **Next steps – priorities**

- To continue to grow membership, focusing initially on strong established leads in the short term.
- Continue awareness raising activity as part of ongoing recruitment activities.
- Update content on the website and work with MDDC to achieve this aim.

## **Taxi and Private Hire Vehicles**

The Mid Devon ECO Stars Taxi and Private Hire Vehicle scheme, in its inaugural year, has progressed through feasibility to launch on 1<sup>st</sup> October 2012 and subsequent roll-out of the scheme.

The feasibility stage not only assessed current best practice in the taxi and private hire industry but worked with a small group of Mid Devon taxi operators to gauge and test reaction to this new scheme, the first of its kind in the United Kingdom. The Mid Devon DC Licensing Manager was also consulted at regular intervals throughout this process.

Prior to launch, the scheme criteria were developed with the support of an expert car fleet specialist, as part of the process of developing a robust set of scheme materials. The launch event was attended by taxi operators, local Councillors, MDDC officers and TTR.

Whilst membership continues to grow from a base of 2 members at present – Parkway Taxis and the Green Taxi Company, there is interest in the scheme from other operators, progressing towards a target of 15 operators.

### **Progress with key tasks**

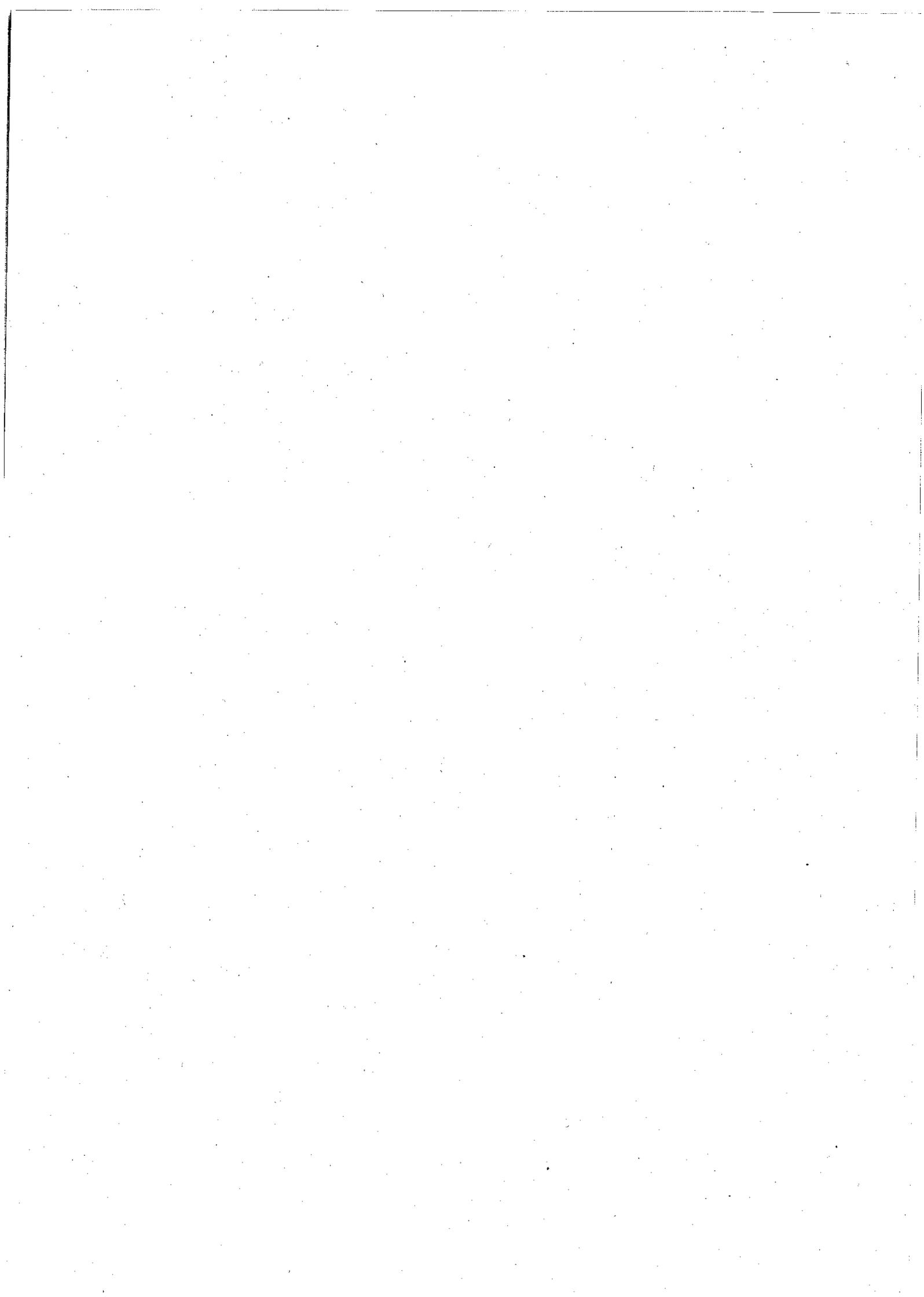
- A best practice review was carried out to identify best practice in the UK and Europe.
- The automotive trade was consulted by telephone for input towards the development of the draft scheme criteria.
- Meetings were held with operators to gauge initial support and reaction to the scheme as part of a stakeholder consultation process.
- Meetings have been held with the Mid Devon DC Licensing Manager at key stages in the project to identify suitable operator contacts, support the development of the project and progress to the launch of the scheme.
- Bespoke scheme materials including a logo, leaflet, application form and guidance notes were developed, based on the existing scheme, but with their own unique identity.
- The Draft Scheme Criteria and content for the scheme materials were developed with the support of an expert fleet specialist.
- The scheme was officially launched on 1<sup>st</sup> October 2012 at Tiverton Town Hall. The event was attended by 15 people including representatives from 4 taxi operators, local Councillors, MDDC officers and TTR.
- Publicity included a press release that was issued with quotes from Lord de Mauley, Parliamentary Under-Secretary for Waste Management and Recycling at Defra, Mid Devon DC's Head of Environmental Services, Paul Williams and the scheme's first member Parkway Taxis.
- Recruitment of new members has focused on a mix of cold calling operators in the Mid Devon area and face to face meetings where required.

- Member applications have been assessed; welcome emails and road maps issued and membership packs processed. Mid-Devon DC has arranged for vehicle decal printing as required.
- Progress reporting to the South Yorkshire Steering Group on the development of the scheme has been undertaken monthly at the SY SG meetings.

**Next steps – priorities**

- There will be a sustained effort to focus on recruitment building on opportunities to engage with operators such as the Review of Hackney Carriage / Private Hire Policy and Conditions, currently being undertaken by Mid Devon DC.
- To achieve the targets set we believe that consideration should be given to expanding the scheme to cover a wider catchment beyond the Mid Devon area.
- A final report will be produced by May 2013.

*TTR 22-01-13.*

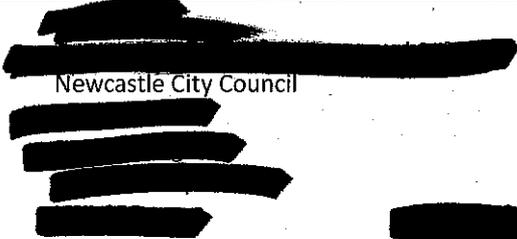


## DEFRA LOCAL AUTHORITY AIR QUALITY GRANT 2011/2012 – PROGRESS REPORTING

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

  
Newcastle 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).

The main sources of air pollution in Newcastle and Gateshead are attributable to road traffic emissions due to traffic flows and congestion on key areas within the local road network throughout the city. Hotspot areas have been identified as exceeding the NO2 annual mean objective for NO2 and city centre AQMAs have been declared. Bus and HGV emissions contribute a substantial majority of the emissions within the AQMAs. Although 80% of the bus fleet in Newcastle and Gateshead is Euro IV compliant this has not resulted in lower concentrations of NO2. Gateshead town centre has also been declared as an AQMA due to road traffic emissions so the proposal is to investigate LEZ for both districts.

Within a low emission strategy, that seeks to accelerate the uptake of low emission vehicles, two themes can be defined:

- ② Firstly, a low emission zone or zones: these are areas that suffer acute air quality problems for which the primary need is to achieve the air quality standards as soon as possible via the regulation of the emissions standards of certain classes of vehicle.
- ② Secondly, a low emission scheme or schemes: these are complementary measures implemented more widely (for example via the planning framework) that seek to avoid the need to declare AQMAs in future and that contribute to the objectives of any low emission zone.

Other measures that contribute to better air quality such as demand management achieve other objectives too and so we class them differently. For example, in the Newcastle air quality action plan the following measures are potentially in the scope of a low emission strategy context:

- ② Demand management actions
- ② Bus priority lanes
- ② Bus quality partnership
- ② Freight quality partnership
- ② Electric Vehicle charging points

The proposed project includes:

1. An inception phase: A short consultation period with the client steering group to a) understand the overall emphasis or preference for either low emission zones or schemes and b) to share experience and knowledge of the consultants to help steer later phases of work. Stakeholder consultation should begin and continue throughout. As the bus fleet in Newcastle / Gateshead is relatively modern this phase will include consultation with engine manufacturers on certification and optimisation of engines abatement for urban driving. It will take account of current defra research on a national framework for LEZs.
2. A scoping phase: Work to assess the potential benefits of several options and to prioritise them with the steering group. At this stage screening tools are appropriate and the priority is to quantify the potential emissions reductions and air quality benefits of the options. Approximate health benefits, implementation and enforcement feasibility issues could also be stated.
3. A detailed assessment phase: A small number of preferred options are taken forward from the scoping phase and a full analysis of each is done to answer questions of geographical extent of the LEZ, legal and regulatory options for set up and enforcement, set up and operational costs, social and economic implications to those people affected and the likely real world effects (levels of compliance, impacts on traffic). A high level of quantitative detail is possible depending on the traffic and stakeholder data available.

<b>Project Status</b>	<b>Y/N?</b>
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 <sub>2</sub>	Y
Emissions Abatement Technology		HGVs	Y	PM <sub>10</sub>	Y
Remote Sensing		Buses	Y	Other	
Communication		Trains			
Monitoring		Biomass			
Modelling	Y	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.

The project has been a collaboration of work between Professor Bell's team (Civil Engineering and Geosciences) at Newcastle University), Capita Symonds, Gateshead MDC and Newcastle City Council. The first part of the project looked at to understanding the overall emphasis or preferences for a low emission zone schemes and this information was shared with the consultants to help steer later phases of work.

One of the major issues has been the update of emission factors by DEFRA and the publication of the revised COPEART factors this has caused project delays.

2. During the scoping phase the steering group agreed that a strategic transport map would be needed to be develop to look at the potential benefits of an LEZ. Several options needed to be considered to prioritise which vehicles the LEZ would apply to.

The steering group agreed to use 2010 as a base case and 2021 as the future case. Source apportionment was used as a screening tool to quantify the potential emissions reductions and air quality benefits of the options.

The final phase of the project will look at the approximate health benefits, implementation and enforcement feasibility issues. This area of work is underway but has not been completed.

A small number of the preferred options have been analysed in detail to see what reduction could be achieved.

3.

To take the baseline study forward it was then necessary to agree the future scenario modelling for 2021. A decision was made to run the 2010 scenario for concentrations for the following case scenarios

- A) LDV's and HGV's
- B) Buses
- C) Cars

As predicted the  $PM_{10}$  and  $PM_{2.5}$  concentration were well within the National Air quality limit values. However, the nitrogen dioxide levels were above the limit values in numerous locations within the designated AQMAs.

The modelling picked up exceedances on the A1 around the Metro Centre and Denton Burn area. The Newcastle exceedance was confirmed by monitoring data which had over the last two years shown an exceedance. The steering group were very cautious about the model outputs but after discussion it was agreed that the results gave very good correlation with long term monitoring and other previous modelling work.

With the future scenarios for 2021

2021

- A) Do nothing just rely on normal fleet replacement
- B) LDV's and HGV's with an LEZ requirement based TRL
- C) Buses with an LEZ requirement based TRL
- D) Cars with an LEZ requirement based TRL
- E) Car emissions without LEZ

Results complete. Awaiting final report

## 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 now in the final phase of write up. The project results show that using national fleet replacement profiles that most of the nitrogen dioxide excursions above the national air quality objective will be resolved in the AQMAs by natural fleet replacement in 2021 and no other action is necessary

Whilst the steering group have some doubt as to conformance of the local fleet profile with national fleet profiles it is felt the existing programme of demand management actions will continue to deliver improvements in air quality

- Bus priority lanes
- Bus quality partnership
- Freight quality partnership
- Electric Vehicle charging points

The source apportionment has identified that bus emissions are significant cause of the nitrogen dioxide exceedances there maybe merit in pursuing a low emission zone that is based on a quality contract to make sure that only clean emission buses are used within the study area.

Whilst the project has been underway there has been opportunity to influence the Local Development Framework and included in the LDF is an aspiration for an Low Emission Zone. It is hoped this can be used to implement an emission standard for vehicles entering the City Centre zone in Newcastle.

These outcomes will be discussed in the final report which should be finished by the 30 April 2013

**6. Problems faced**

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

There have been two main problems facing the project. The first has been developing an accurate traffic model on which to base emissions. A lot of additional work had had to go into developing the regional transport model and the model has been refined so that individual bus corridors are indentified. The Traffic model has been refined with Pithem model to ensure the model accuracy.

One of the main problems has been the release of the up to date emission COPEART emission factors. There has been a reluctance b [REDACTED] or other projects to use th [REDACTED] ures for vehicles which have retrofitted diesel catalystr.

**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)

We plan to make the final report available on both Councils website and will be forward a copy to Defra for inclusion on the LAQM action planning website as a case study. We will present our findings to the regional LTP group and bus and HGV partnerships at a final dissemination event

We would be happy to present our findings of this project at EPUK, IAPSC, LES meetings and others where we are invited. In particular, we would seek to present our work at (need some health/transport/ planning/climate changes events in here – any local/national ones)

**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)

It is not possible to judge the success of the project at this point in time. However, the project will deliver most of the intended outputs

**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.

Modelling	£27,000
Investigation Work	£24849
Project dissemination event	£ 2000
Review	£ 2000
Project Management Cost	£ 4151
Total	£60,000

**Signature of Officer at the local authority**

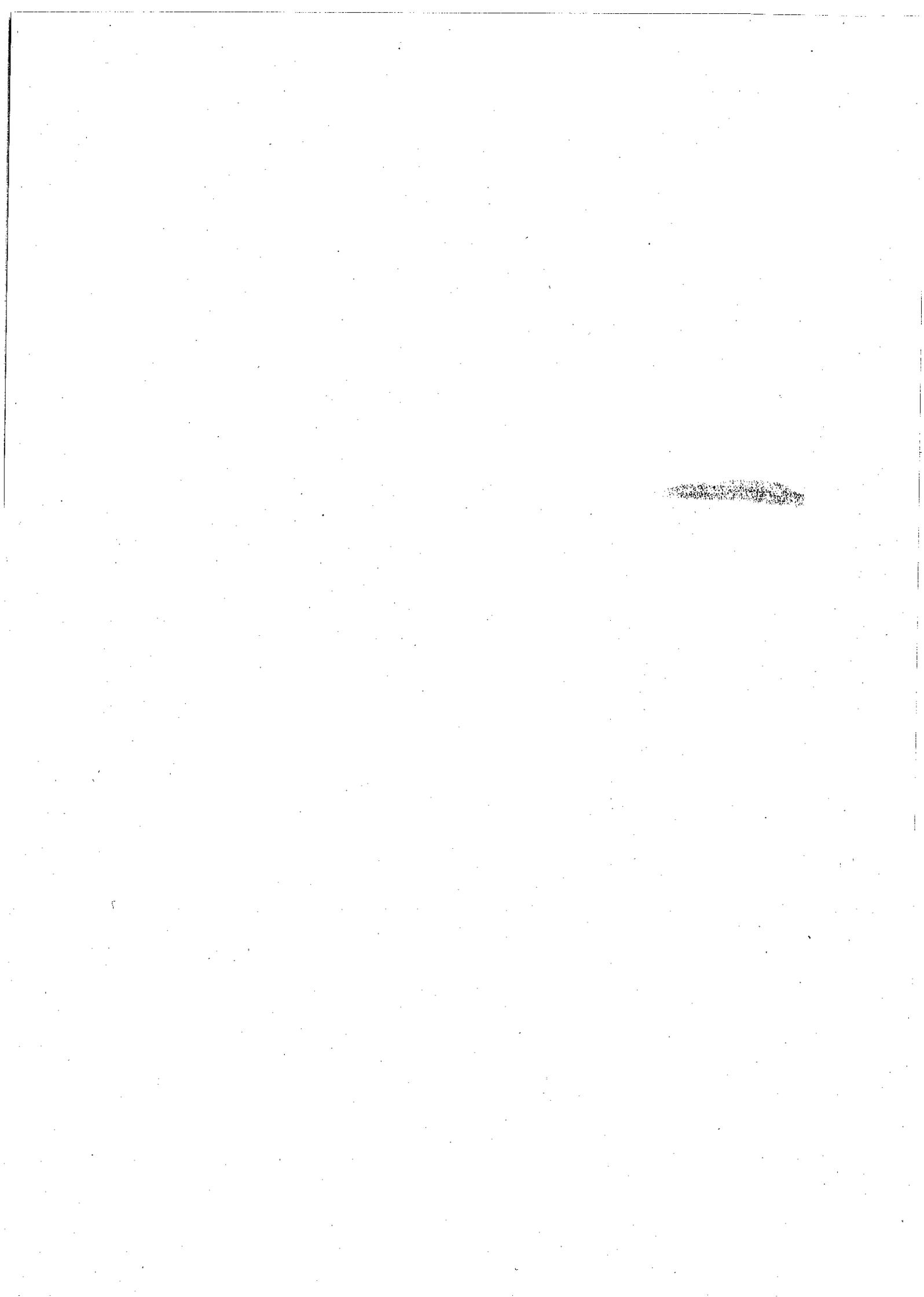


**Name of local authority**

Newcastle City Council

**Date**

18<sup>th</sup> February 2012



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

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

- **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 (or other): Oxford City Council

Project Title

Oxford Integrated emissions assessment framework

- **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).

**Aims and objectives (As specified in Section 2 of the Project Plan)**

The aim of the project was to provide an integrated framework for the monitoring and assessment of emissions in Oxford. The project builds on previous work in transport emissions modelling and links to the Low Carbon Oxford Programme (LCO).

The project was put out to tender on the basis of the Project Plan as submitted to DEFRA, using the specified Workpackages (1-6).

Work package 1 Air Quality Traffic Emissions update

Work package 2 Scoping phase for Baseline data and monitoring needs (Non-Transport)

Work package 3: Integrated Evaluation

Work package 4: Review and Update of the draft LES Action Plan

Work Package 5: Project Summary and Knowledge Transfer

Work Package 6: Review and update of the LES

After the tender stage there were some modifications as follows:-

Work Package 1: Air Quality Traffic Emissions Update

Work Package 2: Tools summary and monitoring gap analysis

Work Package 3: Oxford Integrated Emissions Database

Work Package 4: Low Carbon Oxford Report

Work Package 5: Overall Project Summary and Knowledge Transfer

Work Package 6: Review and update of the LES

The project was awarded to a consortium led by AEA Technology, Aether, and STS Travel Solutions

<b>Project Status</b>	<b>Y/N?</b>
Is the project complete?	Y

- 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 <sub>2</sub>	Y
Emissions Abatement Technology		HGVs	Y	PM <sub>10</sub>	Y
Remote Sensing		Buses	Y	Other	Y
Communication	Y	Trains	Y		
Monitoring		Biomass			
Modelling	Y	Other	Y		
Behavioural Change	Y				
Fleet Improvement	Y				
Traffic Management	Y				
Other	Y				

- Progress to Date

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

The Project Plan defined the Outline timescales as follows:-

Work package Tender submission mid January 2012 - Completion end March 2012

The Project started at the beginning of March 2012, with completion dates of the workpackages as detailed below.

**Outline timescales: Workpackages 1-6 Expected completion end July 2012**

Work package 1: AQ Review report\*. Completed - mid August 2012

Work package 2: Tools summary and monitoring gap analysis\*. Completed - mid August 2012

Work package 3: Oxford Integrated Emissions Database - User Guide\* - Completed mid August 2012  
Database completed September 2012

Work package 4: LCO Report \* - Completed July 2012

Work package 5: Overall Project Summary\* and Knowledge Transfer

Work package 6: Review and update of the LES\* - Completed September 2012

\*All reports will be submitted alongside this Progress Report

• **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 overall aim of the project was to provide a framework for an integrated approach to emissions assessment, across sectors ranging from transport, to domestic and commercial and industrial. These sectors range from areas where the Local Authority has direct control, to some influence to no direct influence. The approach being developed is consistent with the City Council's Sustainability Strategy, and Draft Low Emission Strategy, providing the basis for development of the final Low Emission Strategy and Action Plans.

The project outputs are as listed in section 4 above.

The significance of the contribution of the project is as follows:-

Workpackage 1: Has provided a summary of progress in central Oxford to reduce the impact of traffic emissions from Transform Oxford (introduction of cross-operator ticketing, re-location of bus stops), introduction of Hybrid Buses and shared services on key routes into Oxford, and lowering of city centre speed limits. The report provides an updated source apportionment of traffic emission sources in central Oxford, with pointers to options that may be considered for future reductions in vehicle emissions. The report acknowledges the significant contribution from slow moving and congested traffic to total emissions and the impact on local air quality. The report lists in detail estimates of the impacts of traffic emissions reduction measures, based upon an assessment process involving models developed from a Saturn traffic model that has been succeeded by a fluid dynamic Vissim model. The report acknowledges the disparities between emissions and measured air quality data, highlighting the weakness of current models to replicate real-life emissions patterns within busy urban centres such as Oxford. The report provides suggestions for updating the traffic emissions inventory, based upon the further development of a traffic emissions model using the C-JAMS national database.

The report concludes that the emissions models developed using Saturn for the LEZ feasibility study are no longer valid, and new more precise models that enable the assessment of vehicle emissions in slow moving, congested traffic are required. Without further developments in emissions assessment future traffic emissions reduction programmes are compromised.

Workpackage 2: Provides a Summary of Measures in the Low Emission Strategy with comments on monitoring data gaps. One of the keys to a fully developed integrated emissions inventory, is the ability to identify strategies for capturing the contribution of a range of emission reduction measures. The identification of monitoring data gaps within the central measures comprising the Low Emission Strategy is very valuable, alongside a consideration of which tools may be useful for future assessments.

Workpackage 3: Oxford Integrated Emissions Database & User Guide. We now have a database which can be subsequently populated with measures following the adoption of the Low Emission Strategy. This should enable us to maintain a central record in relation to policies, plans and programmes for delivery of emissions reductions in Oxford.

Workpackage 4: LCO Report. This report has already been circulated to LCO members and has been well received, marking a step forward in the development of the Low Carbon Oxford Programme, by capturing the contribution of LCO Pathfinders to emissions reductions in a transparent format.

Workpackage 6: Review and update of the LES, is a key component of the integrated emissions strategy. This workpackage now provides the basis of a recommendation to the Council to formally adopt a Low Emission Strategy, with an associated LES Action Plan, and Air Quality Action Plan providing the basis of measures to take forward for future emissions reduction programmes in Oxford, across a wide range of contributing sectors.

- **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).

Some of the aims identified at the outset could not be funded within the budgetary constraints. This became clear during the tender process and final project specification. The process of developing the interlinked projects within the integrated framework concurrently means that it is not feasible to provide a fully operational inventory database with associated assessment tools on completion of the project.

The Low Emission Strategy (LES) and associated Action Plans are now in the process of being finalised for adoption. Once this has taken place, it then becomes possible to begin to populate the emissions inventory database with measures that are within the LES and currently adopted programmes.

One area that we were not able to cover within budget was the evaluation of tools for assessment of current emissions reduction programmes. We had hoped to include more work around customising tools and strategies for future assessment options than was possible within the project. This is an area that requires further consideration.

Generally speaking all programmes were completed within two weeks of agreed timescales, with overruns corresponding to modifications to final reports and some minor issues surrounding the compatibility of the database between different versions of software.

- **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 first three areas of knowledge transfer related to the use and development of tools. For the reasons stated in the previous section, the use of tools was not developed within the project, and remains an outstanding ambition within the final stages of the integrated emissions framework.

What the project has achieved is:-

1) A framework comprising outline Low Emission Strategy and recommendations for LES and Air Quality Action Plans, as part of an integrated strategy, linked to an overarching Sustainability Strategy. The framework includes an emissions database and focuses on gaps in data that may need to be addressed in order to fully populate the database.

In principle the working components of the integrated framework are now in place and the next steps involve adoption of final LES and Action Plans as a pre-cursor to populating the emissions framework.

2) An assessment of the relative contributions to vehicle emissions reductions in central Oxford from recent programmes, using models developed for the LEZ assessment.

3) The project has highlighted one or two key areas where further developments will need to take place in order to provide a fully functional emissions framework, including:

- An updated traffic emissions inventory, with an ability to assess emissions from slow moving, and congested traffic
- The identification of tools for use within the assessment of local emission reduction programmes

• **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 Council employed a strict process of project management, involving procedures derived from Prince 2, a structured project management method. This was used effectively to ensure that there was transparency in the adherence of the project to agreed goals and timelines. A constant reporting dialogue was maintained with all parties involved in contributing to the project goals. These were largely met, apart from one or two minor issues that could not have been foreseen at the outset. Timescales were met apart from a small leeway to account for agreement on the details of final project reports.

As highlighted above, the only significant omissions related to the development of tools within the localised monitoring and assessment process. It was agreed before the project commenced that this area could not be covered within budget.

All workpackages resulted in a delivered output, as a series of reports reflecting the outcomes of each package. These reports are available and should be considered alongside this project report.

What is important to stress at the completion of this project is the value of the project for Oxford City Council. From the outset, we have maintained a high level of ambition for the scope of the project, and, as discussed above it became clear through the tender process that we would not be able to achieve the full extent of our ambitions, with regard to development, and testing of local tools.

What the project has given us is significant, in that we now have the building blocks in place for the completion of an integrated emissions assessment framework, comprising:-

A Low Emission Strategy and Low Emission Strategy Action Plan

An Integrated emissions database

Low Carbon Oxford Pathfinder emissions report

The review of Air Quality Traffic Emissions and Assessment has highlighted the benefit of the work that has been carried out to date, largely under programmes linked to the development of the Central Oxford Low Emission Zone. This review also acknowledges the shortfalls in the current methods for assessment of traffic emissions in a central urban location, and makes some suggestions for developing appropriate methods.

Thus we would like to acknowledge the benefit of this project to Oxford City Council, which now provides a strong foundation to develop a process of integrated emissions assessment.

Further work identified through the process of the project, includes:-

- 1) The development of local tools for the assessment of emissions reductions from local programmes
- 2) The development of new approaches for the assessment of central urban traffic emissions

• **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 ran to budget as agreed at the outset of the contract		
Task	Task Description	Price
1	Review of Air Quality Traffic Emissions	14,050
2	Development of a Robust Framework	7,275
3	Integrated Emissions Framework	11,400
4	Low Carbon Oxford Reporting	10,375
5	Report Writing*	0
6	LES Action Plan	4,800

\*included in other tasks

Overall Total Price	£47,900 (exc VAT)
---------------------	-------------------

Signature of Officer at the local authority

[Redacted Signature]

Name of local authority

Oxford City Council

Date

12<sup>th</sup> February, 2013

