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 Croydon

[redacted]

Pollution team

[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).

Aims: The council's Core Strategy will require new developments to have lower emissions of NOx and PM10 than the existing or previous land use on the development site. A tool has been developed to enable developers to assess whether or not their new development meets the target set by the council. This tool is called CDET (Croydon Development Emissions Tool), formerly PERAT. We have carried out a review of Low Emission strategies for non-transport emissions to reduce NOx, PM10 and CO2 emissions, and propose to develop a guidance note to run alongside the tool. In addition we will be carrying out a series of seminars to disseminate the tool to other Councils and government bodies.

Objectives: The project objectives (organised by work package) are to:

1. Update the CDET tool to account for latest emissions factors (WP1);
2. Review the main options for low emissions strategies for non-transport emissions from domestic housing, including the main technologies and standards including BREAMM standards and Zero Carbon Homes. Estimate their air quality impacts using CDET. Review typical processes used by developers to plan a development and how best to integrate knowledge on low emissions approaches (WP2);
3. Perform a Cost Benefit Analysis aimed at both developers and building occupiers of emissions targets using the data from (WP3);
4. Review the main support and constrain mechanisms for low emission buildings and retrofit of current housing, including Eco, Green Deal, RE:NEW, FiTs, RHI, and Community Infrastructure Levy (WP4);
5. Prepare Guidance for developers and planners on non-transport domestic Low Emission Strategies, integrating the products of WP2, WP3 and WP4. Include a worked example of emissions scenarios for Croydon of expected housing renewal over the period to 2020 using the Incremental Cost Analysis (ICA) approach. Estimate likely impacts with and without incentives (WP5);
6. Prepare training materials on the Guidance. Disseminate the results in a series of up to 4 on-site workshops with planners, EHOs, developers and consultants (WP6).

Relevance to Croydon AQAP: The project primarily supports proposal (J) in the Croydon Air Quality Action Plan (AQAP), "Land use planning guidance for air quality."

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					
Emissions Abatement Technology	Y	Domestic and Commercial emissions	Y	PM_{10} NO_2 CO_2	Y
Remote Sensing					
Communication		Domestic and Commercial emissions		PM_{10} NO_2 CO_2	
Monitoring					
Modelling					
Behavioural Change		Domestic and Commercial emissions		PM_{10} NO_2 CO_2	
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.

Although an initial draft of the guidance document has been underway by the Consultant for some time, final drafting was postponed awaiting proposals from the GLA regarding their Air Quality Neutral development policy within the London Plan. These have now been issued. The AQN proposals are based substantially on data used in CDET that represents average building emissions by different use classes in London. But though the underlying data used is from CDET, the "London Average Emissions By Use Class approach" is distinctly different from to the site-by-site management of air pollutant emissions that is the approach encapsulated in CDET. This does not mean that they are incompatible, nor that CDET cannot be used for such application, but it does mean that CDET will not be as simple to use for this application as would be ideal, and some further minor customisation would be required. The Consultant had proposed "open sourcing" the model so that it can continue to be developed by the Air Quality technical community in order to resolve this, but it's unclear how this would work and further discussion is needed

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.

Training workshops were carried out to a number of local authorities, these workshops highlighted some bugs in the tool and also some additions were made to the tool following feedback.

6. Problems faced

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

Some slippage has occurred whilst waiting for additional guidance to include in the tool to ensure the correct data is used.
Some bugs were noted following initial workshops however the project manager has addressed these bugs

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 has been delayed awaiting further guidance and additional workshops

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 above

9. Financial Performance.

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

Project spend £15,000

Signature of Officer at the local authority

[redacted]

Name of local authority

L B Croydon

Date

13 March 2013

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

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

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

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

London Borough of Croydon

[redacted]

Pollution team

[redacted]

[redacted]

airTEXT - marketing and advertising of service
airTEXT administration

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).

airTEXT - marketing and advertising of service

Croydon will continue to expand, advertise and improve the airTEXT service to reach more vulnerable people by way of text messages, voice messaging, and e-mail within the borough.

This will be achieved through a tram advertising campaign and a focused leaflet drop at the start of the summer period.

Croydon will continue to provide administrative support to the project consortium and other boroughs and continue to play an active and leading role attempting to secure long-term sustainable funding. Additionally, the airTEXT website will be revised and an advertising campaign to retain the project profile and ensure that we maintain and exceed current subscriber levels.

We will also review the current literature to emphasise the benefits of airTEXT to participants; review the message content with a view to providing a more relevant contact point for health advice; providing links/advice on the airTEXT website to similar services in other geographical locations

airTEXT administration

Backfilling of post to provide administration for airTEXT including the inputting of data and dissemination within Croydon providing leaflets to doctors surgeries etc.

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

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

Study Area(s)	Y/N?	Emission Source	Y/N?	Pollutant	Y/N?
Low Emission Zones					
Emissions Abatement Technology		Domestic and Commercial emissions		PM_{10} NO_2 CO_2	
Remote Sensing					
Communication		Domestic and Commercial emissions		PM_{10} NO_2 CO_2	
Monitoring					
Modelling					
Behavioural Change	Y	Domestic and Commercial emissions		PM_{10} NO_2 CO_2	
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 results and success of the tram advertising campaign and targeted leaflet drop will be published as part of Croydon's Air Quality Action Plan and Review and Assessment Progress Report.

The results will also be disseminated to the airTEXT steering group (consortium) during the biannual meetings and used to promote positive and targeted advertising of the airTEXT project.

The subscriber take-up results are also provided to CERC (Cambridge Environmental Research Consultants) who provide a monthly summary which includes the number of additional subscribers on an individual borough basis. These CERC results will be included in Croydon's Air Quality Action Plan and Review and Assessment Progress Report.

Results of the success of the advertising campaign will be assessed will also be disseminated to the airTEXT steering group throughout the six monthly meetings and used to promote adequate advertising to the process.

Project was completed successfully

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.

airTEXT publicity - changes in peoples behaviour following alerts provided including changing their medication which in turn reduces the need to visit their GP and/or A&E. This potentially reduces the burden on the Heath Service.

Due to Croydon's previous and continuing promotion of the service within its Borough we maintain one of the highest subscription levels throughout London. Since the introduction of text subscribing it is difficult to provide exact numbers as these subscribers are just recorded as London and are not borough specific..

airTEXT administration – inputting of data

No observed of estimated reductions in emissions will be noted

6. Problems faced

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

None

7. Knowledge Transfer

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

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)

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.

£6,000 for airTEXT advertising
£4,000 for admin support

Signature of Officer at the local authority

[redacted]

Name of local authority

L B Croydon

Date

13 March 2013

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

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

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

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

Applicant:

[redacted]
Claughton House,
Blowers Green Road,
Dudley MBC West Midlands DY2 8UZ

Contact Details:

[redacted]

Project Title:

Development and Execution of An Awareness Raising Campaign to Reduce Idling Vehicle Emissions

Project Reference Number:

0822011

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 Description

The existing Safer Routes to School programme has been in operation for several years and promotes the use of active travel modes and public transport as the preferred travel choice for children. If vehicles are used for school trips, it is important that their environmental impacts are minimised wherever practicable. This project aims to increase awareness of vehicle related pollution issues in schools and the air quality impacts of allowing vehicles to idle unnecessarily.

Aims

This project will deliver anti idling awareness training to all schools in the borough, specifically targeting children, parents, teachers and others involved in the transport of children to and from school. A small number of schools will be nominated for further evaluation which will target a % reduction in typical numbers of idling vehicles in close proximity to the school premises. The results of the project will be disseminated to other Local Authorities and used to inform the scope of future awareness raising activities in Dudley.

Project Partners

- Dudley MBC Environmental Protection Team
- Dudley MBC Traffic and Road Safety Team
- Dudley Environment Zone
- West Way Nissan have also kindly supplied an electric vehicle to demonstrate zero tailpipe emissions in one of the selected school interventions

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

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

Study Area(s)	Y/N?	Emission Source	Y/N?	Pollutant	Y/N?
Low Emission Zones		Cars	Y	NO_2	Y
Emissions Abatement Technology		HGVs		PM_{10}	Y
Remote Sensing		Buses		Other	
Communication	Y	Trains		CO2	Y
Monitoring		Biomass			
Modelling		Other	Y		
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.

Milestones for Project Phase WP1: Identification of Schools With Specific Vehicle Idling Issues

- Compile a final shortlist of 5-10 schools for more detailed intervention- **complete**
- Assign a potential reduction target for idling vehicles in the vicinity of the school- **complete**

Milestones for Project Phase WP2: Publicity/Training Material

- Production of promotional material- leaflets, posters, driver packs including anti-idling messaged ice scrapers, tax disc holders & signs- **leaflets/posters complete, other items on hold (see Section 6, item 3)**
- Press release- **complete**
- Website development- **delayed pending corporate website revisions**

Milestones for Project Phase WP3: School Interventions

- Assess typical numbers of idling vehicles via questionnaires & physical counts (Short listed schools only). Exercise will be completed pre & post intervention at short listed schools- **2/10 schools completed**
- Completion of awareness training- **delivered at 39 schools, 4 special events**
- Collation of general feedback from training programme- **ongoing**

Milestones for Project Phase WP4: Dissemination/Utilisation of Results

- Publication of final report- **not started**
- Completion of website- **delayed pending corporate website revisions**
- Press release- **not started**
- Modification of future training material to reflect project outcomes- **not started**

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.

Initial Observations

•Discussions with Dudley MBC's schools environmental advisor suggested that the school educational campaign should be closely aligned with other curriculum activities, so the 2 detailed school interventions completed so far have involved climate change day activities. We have carried out practical comparisons of emissions from different types of vehicles, including a low emission electric vehicle to demonstrate to children how polluting their parents' vehicles can be. The children have then relayed their messages to parents/carers and assisted in pre and post intervention idling vehicle counts outside the schools.

•Initial observations have indicated that the problem has not been as widespread as initially perceived, possibly due to milder weather and increased petrol prices. Further interventions have been delayed until colder weather; modifications to the evaluation questionnaires will be carried out to ascertain any reasons for low idling vehicle counts.

Project Outputs

•Website development and refinement- conveying awareness raising information and factual evidence for training recipients and the general public

•Project report- containing a full description of the programme, analysis of findings and an appraisal of how future awareness raising programmes can be refined and improved. The target audience will include the training recipients, general public, academia and wider air quality community. The report will be made available via the council website

•A post completion press release will publicise any successful outcomes and provide a link to the completed website and report

•The project will be presented to the West Midlands Air Quality Management group which comprises representation from the seven West Midlands Authorities.

•Subsequent training programmes will be refined to incorporate recommendations arising from the project

All the above activities will be completed at the end of the project, now rescheduled to 31st March 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).

1. Delays to Commencement of Project- The original project plan included an anticipated start date of 3rd October 2011. However, grant funds did not clear until 21st December 2011, effectively delaying the start of the project until 3rd January 2012 (i.e. by 3 months). Further issues identified below have meant that it has not been possible to recover from this initial delay, and it is now proposed that the project completion date is deferred until 31st March 2013.

2. Loss of Staffing Resource- Dudley MBC's air quality technical officer retired prematurely in May 2012, and the post has not been filled since this time due to budgetary considerations. The project has been continued by the remaining full time member of the Air Quality Team assisted by input from the Traffic and Road Safety Team and the Dudley Schools Environment Zone. This issue has meant that it has not been possible to recover the 3 month delay in starting the project identified above.

3. Production of Promotional Materials For Winter Driving Packs, Including Messaged Ice Scrapers, Tax Disc Holders and Signs- This aspect of the campaign is currently under review as there are wider corporate concerns regarding the distribution of 'free' promotional items within the current economic climate. Further discussions will be held with the council's marketing team to investigate other ways of conveying the campaign's messages.

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)

•Website development and refinement- conveying awareness raising information and factual evidence for training recipients and the general public- **to be completed by 31/12/2012**
•Project report- containing a full description of the programme, analysis of findings and an appraisal of how future awareness raising programmes can be refined and improved. The target audience will include the training recipients, general public, academia and wider air quality community. The report will be made available via the council website- **to be completed by 31/03/2013**
•A post completion press release will publicise any successful outcomes and provide a link to the completed website and report- **to be completed by 31/03/2013**
•The project will be presented to the West Midlands Air Quality Management group which comprises representation from the seven West Midlands Authorities- **Completion date: tba**
•Subsequent training programmes will be refined to incorporate recommendations arising from the project- **to be completed by 31/03/2013**

8. Project Evaluation

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

Overall success of the project will be evaluated against targets identified in WP1 and feedback questionnaires from the target audience as part of task WP4. This will be completed at the end of the project in March 2013.

9. Financial Performance.

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

Total Dudley MBC staff resource as of 26/10/2012: 294 man hours (Dudley MBC contribution in kind)
Total project capital spends as of 26/10/2012: £2929.26
Anticipated project capital spends at this stage of project: £9900.00
Difference between figures: £6970.74
Reasons for difference: Delays to commencement of project and delayed production of promotional materials

Signature of Officer at the local authority

[redacted]

Name of local authority

Dudley Metropolitan Borough Council

Date

26th October 2012

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

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

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

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

Lead authority:
Bath and North East Somerset Council

Lead project contact:
[redacted]
1st Floor Lewis House,
Manvers Street
Bath
BA1 1JG

Title:
Promotional Website
Project reference number:
015b2011

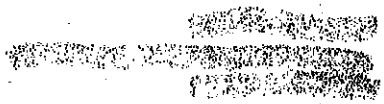
2. Provide a brief description of the project.

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 aims to promote all air quality related measures by enhancing the council's web-site. The stated aims in the project plan are to promote the greater use of more environmentally friendly modes of transport; promote less polluting methods of energy generation; promote low carbon travel to school initiatives; promote 'eco-driving' course; improve the linkage with 'Get Active' and other related initiatives; to promote the existing initiatives in Bath that help reduce air pollution (such as the Urban Freight Transhipment Scheme; improved enforcement of Traffic Regulation Orders; cycle hire scheme; Electric Vehicle Recharging Points; ECOStars Vehicle Recognition Scheme.

The aim of the project has evolved to also include the publishing of as near to live air quality data as possible for a number of locations across the authority area. This has involved the purchasing of software that sends the data to an ftp site that enables the production of graphics to illustrate air pollution levels according to the air quality index.

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	Y	Trains			
Monitoring	Y	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 principles of the design of the website have been agreed with the authority's Communication and Marketing Team. We have purchased and had installed 'Opsis Envischedule' software that connects with our 'Opsis Enviman' software to extract the latest air pollution data from 5 sites in the authority area and sends it to an ftp site that enables the generation of graphics that illustrate the levels of air pollution according to the air quality index.

Meetings were held with a contractor who carried out environmental project work in schools with another department in the council to explore the potential for adapting the project to include air pollution monitoring work carried out by a school in the air quality management area. Hand held nitrogen dioxide pollution monitors were identified that the students would be able to use to report pollution levels near the school and evaluate the effect of initiatives such as a 'cycle to school' week. The results would be published on the authority website, which would drive more website traffic and help to promote the improvement of air quality. However, this variation ceased with the prioritisation of the monitoring data for the website progressing. A website design has been developed and the mechanics of the data display are now underway.

The project was scheduled to be completed by 28/03/12. The revised timescale for completion is now 30/11/12.

5. Project Outputs

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

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

Air quality monitoring data can be displayed almost live, however this has an on-going phone line cost implication, with a more regular dial-up required to connect to the monitoring stations. Caveats must be clearly stated on the webpage relating to the fact that the data is raw and non-calibrated or there may be a fault with the analysers.

Outputs include:

- the improved website;
- more instant availability of air pollution monitoring data;
- greater public awareness of air pollution related issues and what people can do to help improve air quality.

6. Problems faced

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

The authority's entire website was in the middle of an overhaul when work commenced on the project. As a consequence, the co-ordination with relevant teams for improving the website was delayed due to a lack of resources until after the council's website had been re-launched (August 2012). This caused us to investigate a deviation from the original project plan with scoping into the school project.

The policy of the authority is not to allow any free-standing websites, which was a constraint on the design and progress of the web page.

The period between order and arrival of the 'Opsis Envischedule' data-upload software (imported from a US supplier) caused a significant delay.

7. Knowledge Transfer

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

The plans for dissemination via the website itself and at conference will follow the launch 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)

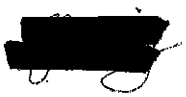
Once the final website has been launched, then the project can be evaluated against the success criteria including: the number of website hits; the take-up of initiatives and promotions detailed on the website; monitoring data of nitrogen dioxide levels in the Air Quality Management Area; and the feedback submitted by users of the website.

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 anticipated project spend for this stage of the project was approximately £6,500. The actual project spend is £3,000. The main reason for this is the timing of the project in the context of the overhaul of the entire Authority website. It is also difficult to compare the scheduled spend with the actual spend as work stages have overlapped and occurred slightly differently to what was scheduled.

Signature of Officer at the local authority



Name of local authority

Bath and North East Somerset Council

Date

23/10/2012

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

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

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

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

Lead authority:
Bath and North East Somerset Council

Lead project contact:
[redacted]
1st Floor Lewis House,
Manvers Street
Bath
BA1 1JG

Title:
Low Emission Zone Feasibility Study
Project reference number:
015a2011

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 consists of a study, culminating in a report that aims to recommend the way forward in relation to a Low Emission Zone in the centre of Bath. The project involves the collection of classified traffic data; the creation of an S-Paramics traffic model and air pollution dispersion modelling using industry recognised software that assesses the impact of a number of options against an existing situation verified with the authority's own nitrogen dioxide monitoring data. The report will provide a detailed breakdown of estimated set-up and running costs of the LEZ (including equipment, maintenance and administration of enforcement). It will also recommend the level of penalty charge and calculate the estimated revenue therefrom. It explores the potential for cross-funding with the existing related CIVITAS measures. It will identify best practice from existing LEZ schemes both in the UK and abroad. It includes a questionnaire survey of fleet operators that will be affected by the restrictions (hauliers and possibly bus and coach operators). The report will set out the specification and location of monitoring and enforcement infrastructure. The report considers an incremental approach to the development of an LEZ with a number of stages. The project takes into consideration the status of Bath as a UNESCO World Heritage City and initiatives of the authority in relation to public realm improvements.

The authority commissioned the traffic survey element of the data collection work stage and is carrying out the air pollution dispersion modelling and investigation of costs of implementation and enforcement. The consultant is carrying out all other work.

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_2	Y
Emissions Abatement Technology	Y	HGVs	Y	PM_{10}	Y
Remote Sensing		Buses	Y	Other	
Communication		Trains			
Monitoring	Y	Biomass			
Modelling	Y	Other			
Behavioural Change					
Fleet Improvement	Y				
Traffic Management	Y				
Other					

4. Progress to Date

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

A consultant was appointed and brief agreed in January 2012 (WP1 12/12/2011 PP anticipated completion and WP2 06/01/2012 PP anticipated completion). The study methodology identifies a number of tasks including: task 1: Background Review; task 2: Data Collection; task 3: Paramics Model development; task 4: Instantaneous Emissions Modelling; task 5: Dispersion Modelling; task 6: Cost Benefit Analysis; task 7: Operator Engagement. A background review has been completed, which is the first of five Technical Notes as part of the study. The note considers various issues which will be important when considering the feasibility of establishing a LEZ in Bath, such as baseline air quality in the city and how LEZs have been established elsewhere in the UK.

Extensive classified traffic data collection (WP3 30/01/12 PP anticipated completion) has been completed for an area larger than originally planned, with extra funding from other departments in order for the traffic model to include greater route choice and thus be of use for other related traffic management planning decisions. This included the temporary installation of automatic number plate recognition cameras at 14 cordons in addition to 27 manual classified link and turning movement counts. The origin and destination matrices have been completed and are ready for input into the S-Paramics traffic model.

The expanded coverage and scope of the modelling area (additional authority funding) is one of the reasons for a delay to the project. Stakeholder consultation (WP3 30/01/12 PP anticipated completion and WP5 02/04/12 PP anticipated completion) has commenced with a letter and a questionnaire issued to approximately 100 hauliers and the RHA and FTA.

Outstanding tasks include the completion of the traffic model, instantaneous emissions model, air pollution dispersion model, cost assessment of implementation and enforcement and presentation of the findings of the report. The traffic modelling is in progress and instantaneous emission modelling and air pollution dispersion modelling (WP4 27/02/12 PP anticipated completion) is scheduled to commence in late October 2012. The completed study report (WP6 11/05/2012 PP anticipated completion) and presentation to stakeholders (WP7 11/05/2012 PP anticipated completion) is scheduled to take place in February 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.

As the study is in the modelling stage, there are currently no significant observations / conclusions that can be drawn.

Completed outputs include Technical Note 1 (Background Review) which can be obtained from the project contact.

Expected project outputs include:

- Instantaneous Emissions Modelling data specific to Bath based on 17 ANPR surveys and at least 27 Manual Classified Counts;
- Detailed technical air quality and traffic assessment model output of the impact of at least 5 different Euro engine standard related scenarios on the London Road / Bathwick Street through route for HGVs and buses and coaches or just HGVs (do nothing 2015; Euro IV HGVs by 2015; Euro IV HGVs + buses and coaches by 2015; Euro V HGVs by 2015; Euro V HGVs + buses and coaches by 2015; Euro VI HGVs by 2015; Euro VI HGVs + buses and coaches by 2015);
- Survey findings including analysis of the impact of different stipulations on haulage operators from a financial and operational perspective;
- Cost benefit analysis of implementation and enforcement including a review of the options from permanent ANPR cameras to random manual checks;
- Identification of how the potential benefits to and from existing related measures such as the Urban Freight Transhipment Scheme;
- A report containing findings and recommendations;
- Powerpoint presentation summarising the report.

6. Problems faced

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

It soon became evident that with the LEZ Feasibility Study S-Paramics model being built from scratch, that an expansion of the model would be an efficient way enabling other traffic transport decision-making, thus the model received funding from other departments in the authority. This expansion of the modelling scope for the consultant meant that timescales were inevitably extended.

As a Framework Consultant, other departments of the authority have prioritised the consultant's workload, namely strategic planning work relating to Keynsham development sites.

Obtaining fleet composition data from the bus operators in particular has proven to be difficult to date.

7. Knowledge Transfer

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

As the project is still at the modelling stage, the knowledge transfer stage has not yet commenced.

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)

One of the success criteria for the study is to know the impact that a number of options for introducing a Low Emission Zone will have. While we are still at the modelling stage for this project, we have ensured that the data collection and model inputs of to the highest possible degree of accuracy to ensure, thus there is confidence of achieving as accurate as possible model outputs.

Regular meetings except for when the contractor was diverted to other work by the authority are ensuring the success criteria are monitored.

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 anticipated project spend for this stage of the project was approximately £16,000. The actual project spend is £25,307.26. The main reason for this is that it was unforeseen how extensive and detailed the data collection and modelling would be. It is also difficult to compare the scheduled spend with the actual spend as work stages have overlapped and occurred slightly differently to what was scheduled.

Signature of Officer at the local authority

Name of local authority

Bath and North East Somerset Council

Date

23/10/2012

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

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

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

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

East Herts Council on behalf of the Herts and Beds Air Quality Network

[redacted]

089a2011 - The affect of school traffic on air pollution

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 description of the project and its aims has not changed and remains the same as outlined in 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_2	Y
Emissions Abatement Technology		HGVs		PM_{10}	
Remote Sensing		Buses	Y	Other	
Communication	Y	Trains			
Monitoring	Y	Biomass			
Modelling	Y	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.

WP1 - Identify Schools – has been completed although a little late. Problems were encountered getting GIS data from the County Councils which delayed matters. Consequently WP2 was late being started, however this part of the project has now been completed despite there being difficulties getting cooperation from schools. The project is now on track and should be completed by 31st 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.

WP1 – Identify Schools

A scoring approach was designed to enable a basic comparison to be made between schools and its potential to allow a shift to more sustainable travel. Detail on the scoring system and its results are provided in the WP1 Summary report attached. The scoring was then used to identify 5 schools for further assessment. The schools were chosen for the following reasons:

2 schools were chosen as they had scored low for walking and cycling

2 schools were chosen as they has scored high for walking and cycling

1 rural school was chosen with relatively low scores for walking and cycling and little provision for public transport. In WP2 the study should be able to ascertain where there may be potential for

1. increasing the uptake of sustainable modes of travel where high scores exist (where infrastructure is already in place to allow cycling etc).
2. increasing the opportunities for sustainable travel at low scoring schools (where improvements to infrastructure is required to encourage modal shift).

WP2 – Travel and Roadside Surveys

The response from the school's questionnaires was lower than anticipated, which meant that some of the data on pupil's mode of travel to school were either not available (Belswains) or limited (e.g. St Mary's where there was a low response rate to the questionnaires sent). However, the main mode of travel to and from school has been determined for four of the five schools and sufficient traffic data were collected to calculate emissions as part of Work Package 3. There was little evidence from the roadside surveys to suggest the drivers leaving their engines running would have a discernible impact on emissions.

. The findings of the baseline and scenario emissions assessment are presented in the Work Package 3 summary report for all five schools.

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 response from the school's questionnaires was lower than anticipated, which meant that some of the data on pupil's mode of travel to school were either not available (Belswains) or limited (e.g. St Mary's where there was a low response rate to the questionnaires sent). Given the limited amount of data on travel to some of these schools, the methodology for Work Package 3 was refined compared to that in the original brief

WORK PACKAGE 3 - REVISED METHODOLOGY

WP3.1 Scenarios for testing. We might assume those included in WP 3.3 b, c and d and possibly some others.

WP 3.2/3.1a We cannot totally fulfil this task because we do not have sufficient data. I suggest we amend the scope of the project slightly to do the following;

1. Calculate average return journey distance by mode (km).
2. Calculate the number of observation.
3. Calculate the proportion of travel by mode (%).
4. Calculate the weighted NOX/PM and CO2 emissions (g/child/per journey). The weighting assumes the passenger loading and the proportion of journeys made by this mode.
5. Updated emissions factors to be considered (rough estimates provided in spread sheet). We will provide fleet weighted values for cars, buses and trains.
6. The idea is that a single indicator (g/ ave. journey) can then be estimated for each school. The lower the value the better score.
7. Show the percentage change in average journey emissions.
8. Produce a stacked bar chart to show average journey emissions by mode.

Scenario tests (test viable options for each school)
WP3.3 (a)
Idling vehicles are not a specific issue for AQ at any of the schools. However, I think we should provide some supporting evidence. I think the following approach would be suffice;

1. Select links within 200m of the school. In some cases we may need to estimate flows and speeds. This threshold is based on the DMRB but equally it may coincide with a practical distance associated with school drop offs/pick up locations. For Haberdashers we will apply the main road adjacent to the school.
2. Estimate emissions using the Emission Factor Toolkit (version 5.1.3) for year 2012 (assume average daily traffic), using traffic count data.
3. Multiply emissions by the link length in kilometres (g/day)
4. We then assume a number of vehicles with idling engines per day (AM and PM periods combined) – based on the findings from the roadside surveys.
5. We estimate emissions from these vehicles using our factors derived from the current emission factor (ef) dataset. We will derive a weighted ef based on a standard vehicle split (Number of vehicles * ef)*time (h).
6. Produce a stacked bar chart of emissions per day showing the contribution from general traffic and idling vehicles for each school (compare (1) to (5).
7. Idling emissions are likely to be low but this approach will allow its contribution to be quantified to determine whether introducing measures to reduce these emissions would be a suitable option.

WP3.3(b)
Present indicator values (as above) for a; 50% reduction in car travel (assuming a proportionate increase in non-motorised travel) and 50% increase in bus travel (assuming a proportionate reduction in car travel) These scenarios take into account an increase in the number of pupils travelling to school by walking and cycling.

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)

There are no currently amendments to be made to the methods of dissemination outlined in section 5 of the project plan. Knowledge transfer will take place at the end of the project.

8. Project Evaluation

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

It isn't possible to evaluate the project against the success criteria until it has been 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.

Work Packages 1 and 2 have been competed and paid - £17, 585.
Each work package is paid upon completion.

Signature of Officer at the local authority

[redacted]

Name of local authority

East Herts Council

Date

12th February 2013

[redacted]

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

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

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

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

Lead Authority	East Herts. Council
[redacted]	
Project Title	The possible affect of Park and Ride Scheme on Air Quality
Project Reference	089b2011

2. Provide a brief description of the project.

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

Please see section 2 of the project plan

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

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

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

4. Progress to Date

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

This project has not yet started. The process to employ a consultant to carry out the process is underway and should be completed before the end of the month.

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.

This is not currently possible as the project work hasn't started.

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)

Due to an increase in workload, I have found it difficult to get this project underway. I don't believe this would affect the project outcomes; it has just delayed the timeline outlined in the project plan significantly. When a consultant will be employed a revised timeline will be sent to defra for approval.

7. Knowledge Transfer

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

This is not yet possible

8. Project Evaluation

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

This would be done at the end 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.

No money has been spent so far.

Signature of Officer at the local authority

[redacted]

Name of local authority

East Herts. Council

Date

13th February 2013

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

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

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

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

Lead Authority	East Herts. Council
[redacted]	
Project Title	Air Quality and Car Park Tariffs
Project Reference	089c2011

2. Provide a brief description of the project.

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

Please see section 2 of the project plan

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

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

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

4. Progress to Date

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

This project has not yet started. The process to employ a consultant to carry out the process is underway and should be completed before the end of the month.

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.

This is not currently possible as the project work hasn't started.

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 [redacted]

Due to an increase in workload, I have found it difficult to get this project underway. I don't believe this would affect the project outcomes; it has just delayed the timeline outlined in the project plan significantly. When a consultant will be employed a revised timeline will be sent to defra for approval.

7. Knowledge Transfer

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

This is not yet possible

8. Project Evaluation

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

This would be done at the end 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.

No money has been spent so far.

Signature of Officer at the local authority

Name of local authority

East Herts Council

Date

13th February 2013

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

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

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

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

[redacted]
Epsom & Ewell Borough Council
Town Hall
The Parade
Epsom
Surrey, KT18 5BY
[redacted]
[redacted]uk

Title of project- Ewell High Street AQMA continual monitoring (Action plan monitoring)
Reference- 1002011

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 was to continue NO2 continual monitoring data and diffusion tube monitoring in Ewell High Street which is a designated AQMA.
This monitoring would be linked into monitoring progress with action plan measures identified in Epsom & Ewell Borough Council's (EEBC's) Action Plan for Ewell High Street, published in 2010. Continual monitoring was also a recommendation of the Action Plan and would allow for EEBC to observe accurately any possible changes in air quality in Ewell High Street.

The aims of the project were to;
- Continue to monitor for NOx/NO2 in Ewell High Street (as recommended in the Action Plan)
- To continue to derive bias adjustment factors to improve diffusion tube accuracy
- To continue to form trend data to assist future plans

All of the work for this project was undertaken by Epsom & Ewell Borough Council (EEBC)

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

[redacted]

[redacted]

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	N	PM_{10}	N
Remote Sensing	N	Buses	N	Other	N
Communication	N	Trains	N		
Monitoring	Y	Biomass	N		
Modelling	N	Other	N		
Behavioural Change	N				
Fleet Improvement	N				
Traffic Management	Y				
Other	Y	Action Planning			

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.

This project has taken place in accordance with the three work packages (WPs) identified in the initial application; Data Acquisition, Calculation of bias adjustment factor and Analysis of trend data. The key milestones for each of these work packages are detailed below.

Data acquisition- The key milestones of this WP were the production of time averaged, calibrated data through calibration checks and scaling of data.

Data has and is being gathered in Ewell High Street through the use of a chemiluminescent continual NOx analyser and through NO2 diffusion tubes. Epsom & Ewell Borough Council is continuing with this monitoring despite being unsuccessful in the 2012/2013 DEFRA grant process, it is hoped that we will be able to continue to acquire detailed data to assess how levels of air quality change in the Council area and in particular in the Ewell High Street AQMA. Council officers calibrate the continual analyser every fortnight and scale the data using this information. All of the data for 2011 has been scaled.

It is considered that the predicted outputs have been achieved throughout this project.

Calculation of bias adjustment factor- The key milestones of this WP were to calculate a locally derived bias adjustment factor which could be applied to diffusion tube data to improve accuracy. All of the continual analyser and tube data for 2011 has been used to calculate a locally derived bias adjustment factor (in line with LAQM.TG 09). Data acquired in 2012 will be used in the same way at the beginning of the 2013 calendar year to produce bias adjustment factor for 2012 data.

It is considered that the predicted outputs have been achieved throughout this project.

Analysis of trend data- The key milestones of this WP were to plot data so that it could be compared to previous years of findings and where possible to use this information to influence policies.

Trend data has been used in both a draft Detailed Assessment and a completed Updating and Screening Assessment carried out by an external contractor. Analysis of the data has also been carried out during the process of compiling this information for these reports and as part of the funded project. Data acquired in the first nine months of 2012 will be analysed as part of the 12 month data at the end of 2012 when all of this data has been gathered and scaled.

EEBC will be using this information to help improve air quality in the area and across Surrey; this will also be used to help further implement action plan measure and where possible to influence Council policies on air quality.

It is considered that the predicted outputs have been achieved throughout this project.

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.

This project has provided Epsom & Ewell Borough Council with all of the outputs originally anticipated.
This includes;
-Time averaged calibrated data being produced for all of 2011. 2012 data will be produced at the end of the 2012 calendar year.
-Fortnightly calibration checks have been conducted by members of the Environmental Health department throughout the project, this allows for faults with the analyser to be identified and rectified quickly.
-All data from 2011 has been scaled, 2012 data will all be scaled at the end of the calendar year.
-A locally derived bias adjustment factor has been applied to all of the diffusion tubes across the Borough by comparing the data from the continual analyser to three diffusion tubes located in the same area. It is hoped that this bias adjustment factor will make the results from the tubes across the borough more accurate. A bias adjustment factor was calculated for 2011 data and the same will be done for 2012 data when all of the analyser and tube data is received (likely to be within the first quarter of 2013).
Data collected in 2011 showed that there has been a slight decrease in the levels of NO2 in the area of Ewell High Street. This has been shown on both continual analyser data and diffusion tubes data. This is shown in the table below which shows data for 2009-2011 for both the continual analyser and an average of three diffusion tubes located on the analyser (co-location study).

	2009	2010	2011
Tubes (um/g3)	**48.73**	**44.82**	**44.71**
Analyser (um/g3)	**43.75**	**45.03**	**40.00**

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).

Due to time restraints of Council officers it is not always possible to scale data in a timely fashion, however all data from 2011 has been scaled as has data from the first three months of 2012. All data for 2012 will be scaled by the end of the year in order to provide a bias adjustment factor for the diffusion tube data.

The bias adjustment factor for 2012 data should be calculated and completed by the end of the first quarter of 2013 as there is sometimes a delay in receiving tube results from the lab that conducts the analysis.

Some inaccuracy in data has also been suffered due to technical faults with the continual analyser, however whenever these have occurred the problems have been rectified by the Council's contractors in a timely manner and this is hoped to have reduced the amount of error that may occur in the data.

As the main measures identified in Epsom & Ewell Borough Council's action plan for Ewell High Street require the involvement of the County Council Highways department it has been difficult to get many actions in place (as identified in the Action Plan). The main aim of this project was to identify where changes are occurring in Air Quality when action plan measures were put in place. To date the County Council have not put in place any highways measures identified in the AQ Action Plan for Ewell High Street, as such it is not possible for comparison of data prior to and after measures are implemented. However the County Council are anticipating that work towards some action plans measures will take place over the next 6-12 months. As such the data acquired over the course of the project will help to compare air quality levels in future.

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)

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

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

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

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

Lead local authority: Horsham District Council

[redacted]

Project title: Air quality assessment of Storrington low emission zone and traffic [redacted]nt options.

Project ref. number: 1302011

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 ensure that proposed action plan measures for Storrington are selected and implemented in such a way as to ensure that the most beneficial and cost effective means are employed to achieve compliance with the UK air quality objectives.

The project utilises data from a detailed origin-destination traffic survey undertaken by the local highways authority (project partner) to assess the full air quality impacts of a number of traffic management options including introduction of a low emission zone. The air quality assessment and cost/benefit analysis of the options is being undertaken by an air quality consultant (project partner).

All data and analysis will be subject to public consultation and scrutiny by the Storrington air quality action plan steering group prior to incorporation into air quality action plan.

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

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

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

4. Progress to Date

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

The original project plan included commissioning of a full traffic survey (WP1). However the project plan was subsequently amended (26 March 2012), and the changes agreed by Defra, to allow traffic survey data from project partner County Highways Authority to be utilised rather than duplicating the traffic survey. In addition WP2 of the project plan was to be assessment of low emission zone options for Storrington as part of the wider joint bid with Sussex Air partnership. However the timetable of the Sussex Air project was out of step with the timetable for development of the Storrington Action Plan and there were a number of traffic management measures identified as possible actions requiring additional modelling. For this reason we requested that Defra permit Horsham District Council (HDC) to re-direct the grant monies allocated for WP1 towards the commissioning of a consultant to undertake an air quality assessment of low emission zone options for Storrington together with the assessment of a number of specific traffic management options. In addition we requested taht the consultant undertake a full cost/benefit analysis and cost effectiveness assessment of the LEZ and traffic management options.

The timescales for the project has had to be revised in order to accomodate inclusion of the County Highways traffic survey data. The traffic survey was undertaken in July 2012 and the data finally made available to our consultants in December 2012. The first stage of the project the "Storrington Traffic Management Options Appraisal" has been recived by HDC in draft format, with the final report due w/c 14th January 2013. The findings of the report are to be presented to the Storrington AQAP Steering Group on the 24th January 2013. The appraisal report will form part of the public consultation and will be presented in the form of a public exhibition in Storrington in February 2013. The steering group will decide which options are appropriate for further assessment and these measures will be subject to additional cost/benefit analysis by the consultant. The traffic management options will require further assessment by County Highways including possible traffic micro-simulation modelling and assessment of impacts on the wider highway network. The outcome of the further cost/benefit and engineering assessments of the options will determine which measures will be implemented as part of the AQAP. It is our intention that the additional assessment of the LEZ and traffic management options will be completed by the end of March 2013 in order that the current draft Storrington action plan can be updated as part of the April 2013 progress 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.

We have yet to receive the project appraisal report from the consultants (due w/c 14 January 2013) and as this includes analysis of the traffic survey data we are not able to make any initial observations or draw any final conclusions at this point in time. The appraisal report will be presented to the Storrington AQAP steering group on 24 January 2013 and will subsequently be published on the Council's website for public consultation. The project appraisal report will also be presented in the form of a public exhibition within Storrington village in February 2013 and the public, local businesses other interested parties will be invited to comment on the proposals.

The project outcomes will also be incorporated into the Sussex Air LEZ project for dissemination across Sussex and surrounding authorities via Sussex Air seminar and training events. Sussex Air will also inform on project findings via:
-National Epuk, IAPSC and Low Emission Strategy Partnership events;
-Defra regional co-ordinator events and meetings.

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 delivery timescale has been significantly delayed by a number of factors relating to the traffic survey which was commissioned by the County Highways Authority. An initial survey was faulty due to failure of the ANPR cameras and the survey had to be repeated. Analysis of the traffic survey data by the traffic consultants took much longer than had been promised and there were additional delays due to problems with the format in which the data was presented. The required traffic data, in a suitable format, was finally made available to HDC's air quality consultant in December 2012.

As the timetable for the LEZ / traffic management appraisal project was so delayed the decision was taken to produce a draft action plan for Storrington (submitted to Defra November 2012). The draft report incorporated the objectives of the project but not the outcomes, with a commitment to updating the action plan with the outcomes of the project in April 2013 as part of the LAQM progress report. Currently we remain on schedule to meet this timescale.

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 outcomes will be disseminated via Sussex Air Partnership members and wider audience through regular Sussex Air meetings,via the Horsham DC and Sussex Air Websites and to the local community through AP consultation process.

The purpose of the activity is to evaluate LEZ options for Storrington and to develop initiatives as part of the Storrington Action Plan. This will require close liaison with the WSCC Highways Authority, Sussex Police and the local community via the Storrington Action Plan Steering Group.

The HDC LEZ/traffic management options appraisal report for Storrington will be submitted to Sussex Air as part of the wider Sussex low emission zone feasibility assessment project. The Storrington traffic survey may also provide additional benefits to the Sussex Air project in further refining the fleet profile data for the other Sussex authorities.

As part of the Sussex Air project the findings will be disseminated across Sussex and surrounding authorities by:
- a Sussex Air seminar event
- Sussex Air training events

Sussex Air will also inform on project findings via:
- National EPuk, IAPSC and low emission strategy partnership events,
- Defra regional co-ordinator events and meetings.

The LEZ /traffic management options appraisal report will be submitted to Storrington AP Steering Group in January 2013,
Consultation with local community and statutory consultees will be undertaken in February 2013 as part of the AP process.
The current draft Storrington AQAP will be updated with the appraisal report conclusions in April 2013. With implementation of any identified measures as soon as feasible.

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 has encountered delays in obtaining necessary traffic data, as described in section 6. The project will continue to be monitored at each key milestone to ensure that the revised timetable is being maintained. This will include the progress of the Sussex Air project which is an integral part of the Horsham DC project.

The key milestones to be monitored will be:
- Finalising the traffic survey method – *completed June 2012*
- Implementation of the traffic survey – *completed July 2012*
- Completion of traffic survey report for submission to air quality consultant – *completed December 2012*
- Completion of Storrington Traffic Management Options Appraisal Report – *due w/c 14 January 2013*
- Liaison and consultation with relevant agencies via Storrington AP Steering Group and local community – *January/February 2013*
- Decision on inclusion of LEZ/Traffic management options within Storrington AP – *March 2013*
- Submission of updated Storrington Action Plan – *April 2013*

Success criteria for Horsham DC project:
- Maintaining project timetable to ensure full assessment of LEZ options prior to completion of Storrington AP –*Delayed, draft Storrington Action Plan submitted November 2012*
- Cost effectiveness of survey method – *Costs met by County Highways Authority*
- Accuracy of traffic survey data – *Considerable delay in delivery but data believe to be accurate.*
- Effective engagement with Highways Authority and local community – *achieved at this stage of the process*
- Obtaining definitive project outcomes to allow clear decision on status of LEZ options for Storrington AP – *to be determined once Appraisal report assessed by Storrington AQAP steering group.*
- Completion of Storrington Action Plan – *to be submitted April 2013.*

The success criteria will be measured at key milestones in respect of the anticipated timetable. Traffic data from the project survey will be cross referenced against WSCC Highways traffic count data. Cost of project will be controlled to within grant budget, which is likely to determine survey method chosen. Project reports will incorporate all relevant data and feasibility outcomes to allow accurate assessment of LEZ/traffic management options.

Overall success of project will be assessed in terms of:
- Maintaining anticipated timetable – *not achieved timetable revised*
- Project completed within grant budget – *on target*
- Confidence in decision on which, if any, LEZ/traffic management options are incorporated into Storrington Action Plan – *yet to be assessed*
- Effectiveness of AP measures in achieving compliance with UK Air Quality Objectives within Storrington AQMA – *yet to be assessed*

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 anticipated project spend for air quality consultant to undertake modelling of Storrington LEZ/traffic management options and subsequent cost / benefit analyses was £16,700. The actual project spend to date is £3350 which represents 50% of the cost of the Initial modelling of options. The balance of £3350 for the modelling report will be paid on receipt of the final options appraisal report, with the balance of the total anticipated spend paid to the air quality consultant on completion of the cost/benefit analysis report in March 2013.

Signature of Officer at the local authority

Name of local authority

Horsham District Council

Date

9 January 2013

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

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

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

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

[redacted]

Defra Project Ref No1332011

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 following includes extracts from Section 2, there are no changes to the original plans. The real-time analysers continue to collect data:

Three real-time monitors are currently collecting data to support the Local Air Quality Management process and will also be used to provide data to assist in the design of a proposed UTMC system for Ipswich, which will form part of the larger transport scheme. It is anticipated that these monitors would be fully integrated into the UTMC system and running costs would be funded by the scheme once it is operational. One of the monitors is currently owned and run by Suffolk County Council, paid for by previous Defra Grant awards. The other two monitors are owned and run by Ipswich Borough Council for LAQM purposes. This application for Grant is for servicing, maintenance and data collection and ratification of the three monitors.

The Air Quality Action Plan identifies the Scheme and its components as likely to have the highest impact of all identified measures on improving air quality. The UTMC system would be expected to deliver the single largest improvements to air quality of all of the measures within the Package. Detailed design work of traffic and transport measures has been carried out since the Air Quality Action Plan was developed.....

A sum of money (£5,000) has previously been awarded by Defra for dispersion modelling within the AQMAs. This will be used to model the impacts of the UTMC set-up options that could be implemented when a trigger air quality threshold is exceeded. This money has been held over and will be spent over the next two years to support this exercise. It is expected that the area included within the AQMAs would be modelled, together with additional key junctions.

Partners in the Project are Suffolk County Council, Ipswich Borough Council and AECOM. AECOM are carrying out all of the design work for the project and are formally Partnered with Suffolk County Council.

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

The funding allocation has been spent, but the real-time analysers are still to be incorporated into the UTMC system, so strictly, the Project is not complete.

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

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

4. Progress to Date

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

The three real-time analysers for which grant money has been provided have been operational throughout the year and the grant money has accordingly been fully spent. The design of the UTMC system has been delayed, although construction works for some elements of the Ipswich 21st Century scheme have started and funding for the whole project is available. Operation of the UTMC system is not now expected until the middle of 2013 and design of the system will commence early in 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.

At present, the information collected from the real-time analysers is contributing towards the LAQM process. Air quality in Ipswich continues to deteriorate and it is important that optimisation of traffic flows takes place and that queuing is minimised. The overall project is a long term one and it is still anticipated that there will be sufficient information available to provide a report on the air quality impacts of the proposals by December 2016.

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).

Delays in project design have resulted in an overall delay. However, we remain optimistic that the main overall targets for air quality can be met and continue to work with the Project Team.

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)

It is still too early in the process to be able to provide this information.

8. Project Evaluation

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

This is a longer term project and it is not possible to quantify successes or failures 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.

Anticipated project spend = £12640
Actual project spend =£12,640
The following shows an extract from Suffolk County Council's financial system showing that the sum has been invoiced [redacted]
Details of the Ipswich Borough Council spend are available on request but have not been included in this submission.

Requisition 501959 Line 1: Details

Requisition

Description Ipswich Air Quality Monitor - Annual maintenance, calibration, data collec

Order

Order	320859	Status	Approved
Buyer	Autocreate Buyer,	Buyer Phone	
Supplier	[redacted]	Supplier Site	6

Receipt

Line	Description	Ordered	Invoiced	Received	Requires Receipt	Unit	Price (GBP)	Requisition
1	Ipswich Air Quality Monitor - Annual maintenance, calibration, data collection and ratification etc.	4750	4750	0	4750	GBP	1.00	501959

Signature of Officer at the local authority

[redacted]

Name of local authority

Suffolk County Council and Ipswich Borough Council

Date

25th October 2012