

1. The importance of Local Air Quality Management

Health

- 1.1 Poor air quality reduces life expectancy in the UK by an average of seven to eight months, with health costs estimated at £20 billion a year. The UK Air Quality Strategy aims to reduce this to five months by 2020, and Local Authorities are instrumental in delivering this at a local level.
- 1.2 Nitrogen dioxide can irritate the lungs, and lower resistance to respiratory infections and conditions such as asthma. Effects can be more severe on sensitive individuals (the young, elderly and those with pre-existing health conditions).
- 1.3 Air Quality Objectives are based on health evidence covering both short term and long term exposure, however it is important to note that for some pollutants there is currently no known safe levels for exposure (i.e. fine particles and benzene) and therefore further reductions in pollutant concentrations can improve the health of the population.

Climate Change

- 1.4 There is an inextricable link between air quality and climate change, and many of our activities especially transport and energy generation contribute to both local air pollution and global climate change.
- 1.5 There are clear advantages of ensuring a “joined up” approach to ensure that benefits of pursuing a low carbon future are maximised, and reduce the risk of conflicting priorities.

Indirect Effects

- 1.6 There are indirect health benefits of encouraging the use of non-motorised transport modes such as cycling and walking. Such lifestyle changes can improve overall health and wellbeing, and contribute towards other health objectives such as reducing obesity.

What if We Do Nothing?

- 1.7 Emissions from road vehicles are predicted to fall anyway, as a result of advances in cleaner vehicle technology. As the fleet renews these benefits will come to fruition.
- 1.8 However, this is not happening fast enough to produce improvements that are needed now to deal with people already exposed to levels of nitrogen dioxide which exceed the health based objectives.
- 1.9 Further Assessments undertaken as part of the process indicate that, in certain AQMA's, if there was no action undertaken by Local Authorities, the Air Quality Objectives would not be met until 2017.
- 1.10 In addition, recent research indicates that emissions of nitrogen dioxide are not falling as rapidly as expected, primarily due to increased numbers of diesel vehicles within the fleet which have particulate filter technology. This would extend the “do nothing” projection above to years well beyond 2017.
- 1.11 If a Local Authority is seen to be failing in its statutory duty with respect to Local Air Quality Management, the Secretary of State can “direct” the Local Authority as to what action it should take (including designation of AQMA's).

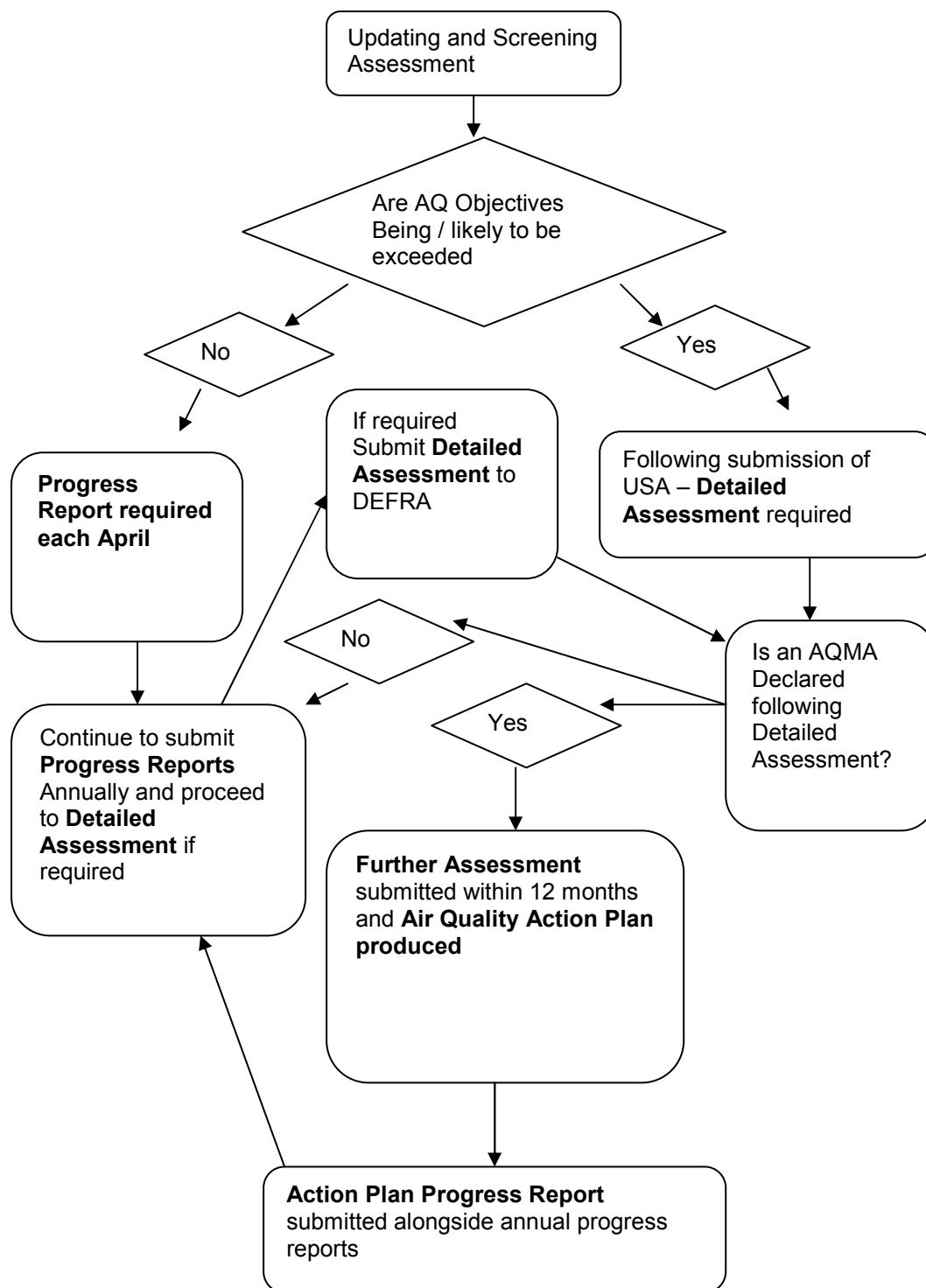
2. Background to Air Quality Work in Cheshire East

- 2.1 Since the publication of the National Air Quality Strategy in 1997, the former district local authorities of Cheshire East (Congleton, Crewe and Nantwich and Macclesfield) have fulfilled their obligations to identify any areas where there is a likelihood of exceeding the objectives.
- 2.2 The Air Quality Team implement the statutory requirement of the Environment Act 1995 for the Local Authority. Section 82 of this act requires Local Authorities to review the air quality within its area areas against a set of health-based objectives for a number of specific air pollutants both at the present time and in the future.
- 2.3 Where exceedences are identified in locations where people are exposed, authorities are then required to declare Air Quality Management Areas (AQMAs) and to prepare Air Quality Action Plans (AQAPs) setting out measures to reduce concentrations of air pollutants in pursuit of the objective levels.
- 2.4 Within Cheshire East this Statutory Function is a Local Choice Function with Cabinet as the decision making body. Cabinet have further delegated this work through the Strategic Director of Places down to the Head of Safer Stronger, the Public Protection and Health Manager and onwards to individual officers within Environmental Protection.

Local Air Quality Management Regime

- 2.5 In statutory guidance issued to Local Authorities, DEFRA prescribe a phased approach to review and assessment, outlined in Figure 1 (below).
- 2.6 The phased approach uses screening tools, monitoring data, detailed dispersion modelling and source apportionment and has a number of key advantages;
- The Local Authority only undertake the level of assessment commensurate with the risk of an air quality objective being exceeded
 - The Local Authority can be confident that decisions it makes regarding air quality are as robust as possible.
- 2.7 To improve air quality in the long term, a different approach is required. The following are seen as the key steps to air quality management;
- 1 Define the problem (Review and Assessment)
 - 2 Identify all possible solutions (Action Planning)
 - 3 Prioritise solutions on feasibility / cost / benefit basis (Action Planning)
 - 4 Identify who is responsible for delivering prioritised solutions (Action Planning)
 - 5 Implement solutions
- 2.8 Stage 1 is ongoing in line with DEFRA guidance, and remains continually under review. The Council is progressing the Action Planning stage (see below) and working with key partners to implement actions.

Figure 1: Air Quality Review and Assessment Process

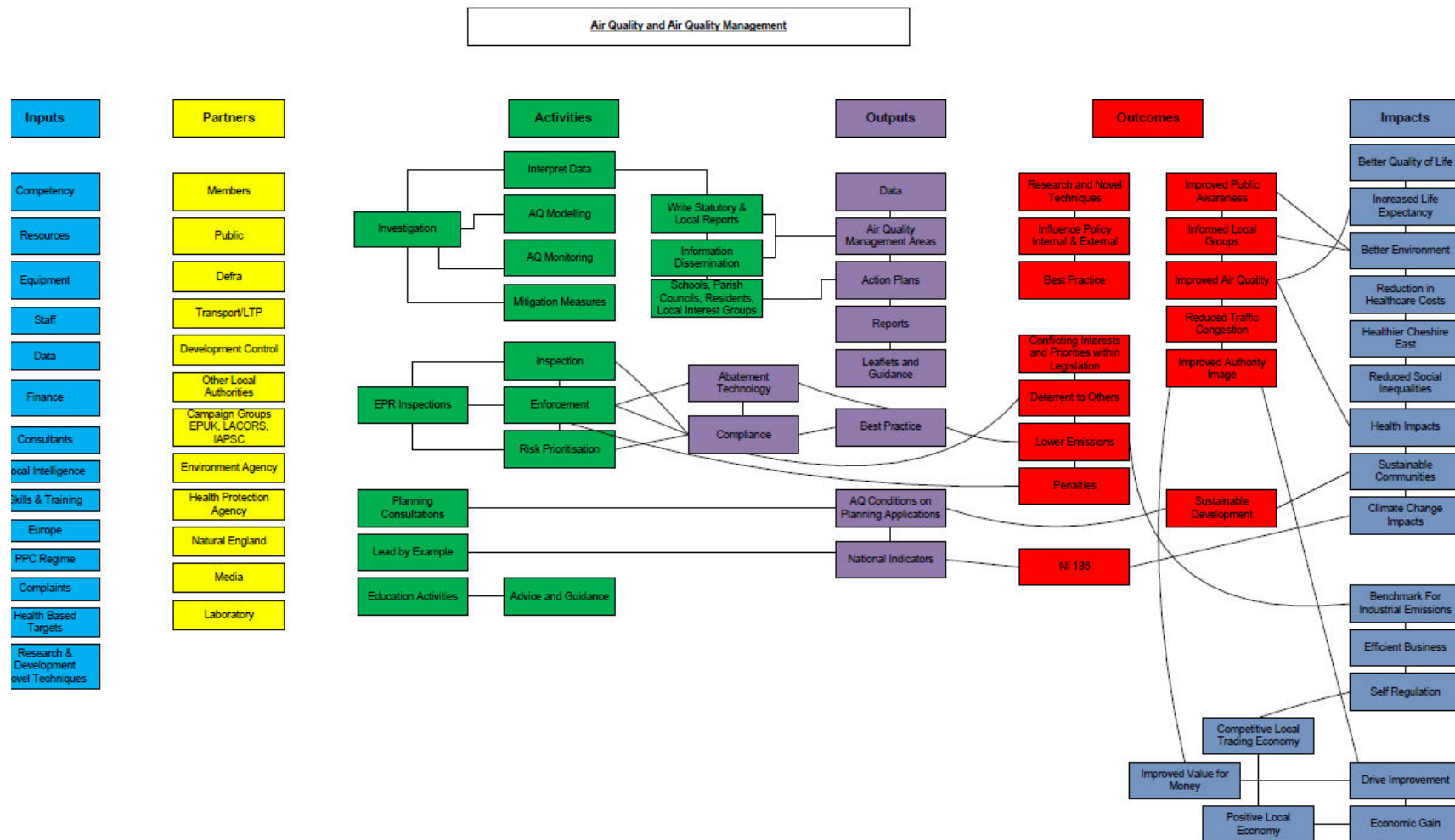


Air Quality Monitoring

- 2.9 The team currently operate and maintain a high quality monitoring network across the Borough, with over 150 diffusion tube sites (Nitrogen dioxide, and benzene) and 6 Automatic Analyser sites.
- 2.10 Diffusion tubes are used as a cost effective and simple indicative method of monitoring air pollution. The tubes can be positioned directly where we need them, and provide a good general indication of average pollution concentrations and trends over many years.
- 2.11 Automatic analysers are much more expensive to purchase and operate, however they provide invaluable data for more detailed examination of pollution levels, including seasonal and daily trends.
- 2.12 6 Automatic Analysers are operated in the following locations;
- Poynton
 - Mere
 - Disley
 - Knutsford
 - Congleton
 - Crewe
- 2.13 Data from the monitoring is used to inform the review and assessment process, and to measure the success of the Action Planning programme.

Air Quality Business Process

- 2.14 Figure 2 shows the business process for Air Quality Management within Cheshire East. The diagram shows inputs, partners and activities, and how they link to various outcomes and the effect of these outcomes on the people and environment of Cheshire East.



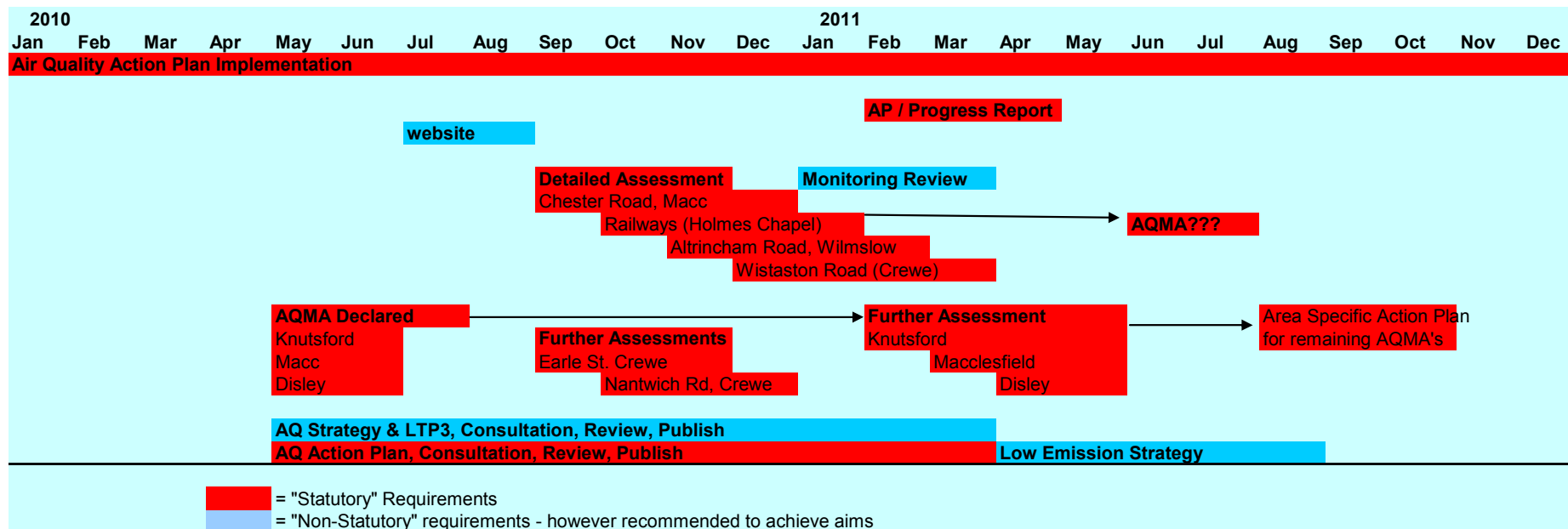
3. The Current Situation and Work Programme

- 3.1 Air quality across Cheshire East is generally very good, although through the Review and Assessment process, 12 locations have been identified that do not currently achieve air quality objectives. These locations, which have been declared as AQMAs in differing timescales within the former district authorities are listed below:
- **M6 Motorway, Cranage** a short stretch of the motorway between junction 18 and 19 at Cranage.
 - **West Road, Congleton** a section of the road between the Wagon and Horses gyratory and the fire station roundabout.
 - **A34/A54 Congleton** a stretch of the A34 through Congleton incorporating Clayton Bypass, Rood Lane and Rood Hill towards the town centre roundabout.
 - **Lower Heath, Congleton** a short stretch of the A34 at Lower Heath.
 - **A5022/A534 Sandbach** a number of properties around the junction of the A534 and the A5022 in Sandbach.
 - **Nantwich Road, Crewe** a stretch of the A534 through Crewe.
 - **Earle Street, Crewe** a section of the street through Crewe.
 - **Hospital Street, Nantwich** a stretch of the A534 through Nantwich.
 - **A556 Chester Road, Mere** an area along the length of the A556 Chester Road between the roundabout with the A56 Lymm Road and Junction 19 of the M6 to the south.
 - **A6 Market Street, Disley** an area along the A6, Disley from the crossroads with Buxton Old Road in the west to the junction with Redhouse Lane in the east.
 - **A523 London Road, Macclesfield** an area from the Mill Lane / Silk Road junction in the north to approximately 65m south of the London Road Terrace junction in the south.
 - **A50 Manchester Road, Knutsford** five properties along the A50 at the Windsor Way junction.
- 3.2 All twelve AQMAs have been declared with regard to predicted breaches of the NO₂ annual mean objective, the AQMA along the A6 Market Street in Disley was also declared with regard to predicted breaches of the NO₂ hourly mean objective.

Work Programme

- 3.3 The 2010 Progress Report (including the Action Plan Progress Report), was submitted to DEFRA in April 2010, and subsequently DEFRA have accepted the reports findings.
- 5 Detailed Assessments (which may result in further declarations)
 - Chester Road / Oxford Road, Macclesfield
 - Altrincham Road, Wilmslow
 - Holmes Chapel Railway
 - Wistaston Road, Crewe
 - Poultry Farm, Nantwich (*on hold*)
 - 5 Further Assessments (following AQMA declarations)
 - Nantwich Road, Crewe
 - Earle Street, Crewe
 - Manchester Road, Knutsford
 - Market Street, Disley
 - London Road, Macclesfield
- 3.4 The work programme for 2010 / 2011 is shown in figure 3 below, showing planned activities of the department, and appendix 3 shows the first quarter performance monitoring report from the Public Protection and Health Business Plan.

Figure 3: Air Quality Work Programme – 2010/11



4 Air Quality Action Plan (AQAP)

- 4.1 Action planning is viewed as THE most important and significant process of the Local Air Quality Management Regime, playing a key role in helping the UK government achieve the Air Quality Objectives and the EU limit values, and meeting the Council's statutory requirement to "work towards achieving the air quality objectives".
- 4.2 An AQAP is a basket of measures aimed at improving air quality. There is no single "quick fix" option which will resolve the air quality problems within the Borough. It is considered that by applying a combination of mitigations, in a prioritised way, there will be improvements in air quality both within AQMA's and Borough Wide.
- 4.3 The former Congleton Borough declared its first AQMA in 2005, and produced an AQAP in 2007. The Former Crewe and Nantwich Borough declared its first AQMA in 2007, and produced an AQAP which was published in draft form in July 2009. Macclesfield declared its first AQMA in May 2008, and had not published an AQAP.
- 4.4 Following LGR, it was decided that the Congleton AQAP (being the most advanced) would be used as a basis for moving forwards with the action planning process. The generic measures already contained within the AQAP would remain, as would the site specific measures for the former Congleton AQMA's. Additional site specific measures will be introduced with respect to the other AQMA's and new AQMA's not already covered.
- 4.5 This approach has the advantage of securing a seamless transition through the LGR process enabling continuation with the Action Planning work already being undertaken.
- 4.6 The revised action plan will also be integrated as a daughter document of the forthcoming LTP. This will ensure that measures contained within the action plan are adopted at a strategic level throughout the organisation, and air quality is considered as an integral part of transport planning.
- 4.7 The revised action plan is at an advanced stage and we propose to publish this in line with the LTP timetable (consultation draft in November, publish in March 2011). This plan will contain upwards of 90 measures which are aimed at working towards achieving the air quality objectives.
- 4.8 Appendix 2 shows the Action Plan Progress Report (extracted from the full 2010 Progress Report). Examples of "generic" and "site specific" actions can be seen together with an indication of progress made to date, and progress made in the last 12 months. This report has now been accepted by DEFRA.
- 4.9 The nature of the actions aimed at improving Air Quality require, in some cases, significant time to take effect, and need to be undertaken by other departments within the Council (or partner agencies).
- 4.10 This is a key consideration of action planning. It is not about identifying the actions which your department can undertake. It is imperative to the process to identify and highlight actions others can take which would have a positive benefit to air quality.
- 4.11 Figure 4 below highlights how the action plan has progressed in the past, and how it is expected to progress in the future.

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Appendix 1 – A review of Local Air Quality Management within Cheshire East

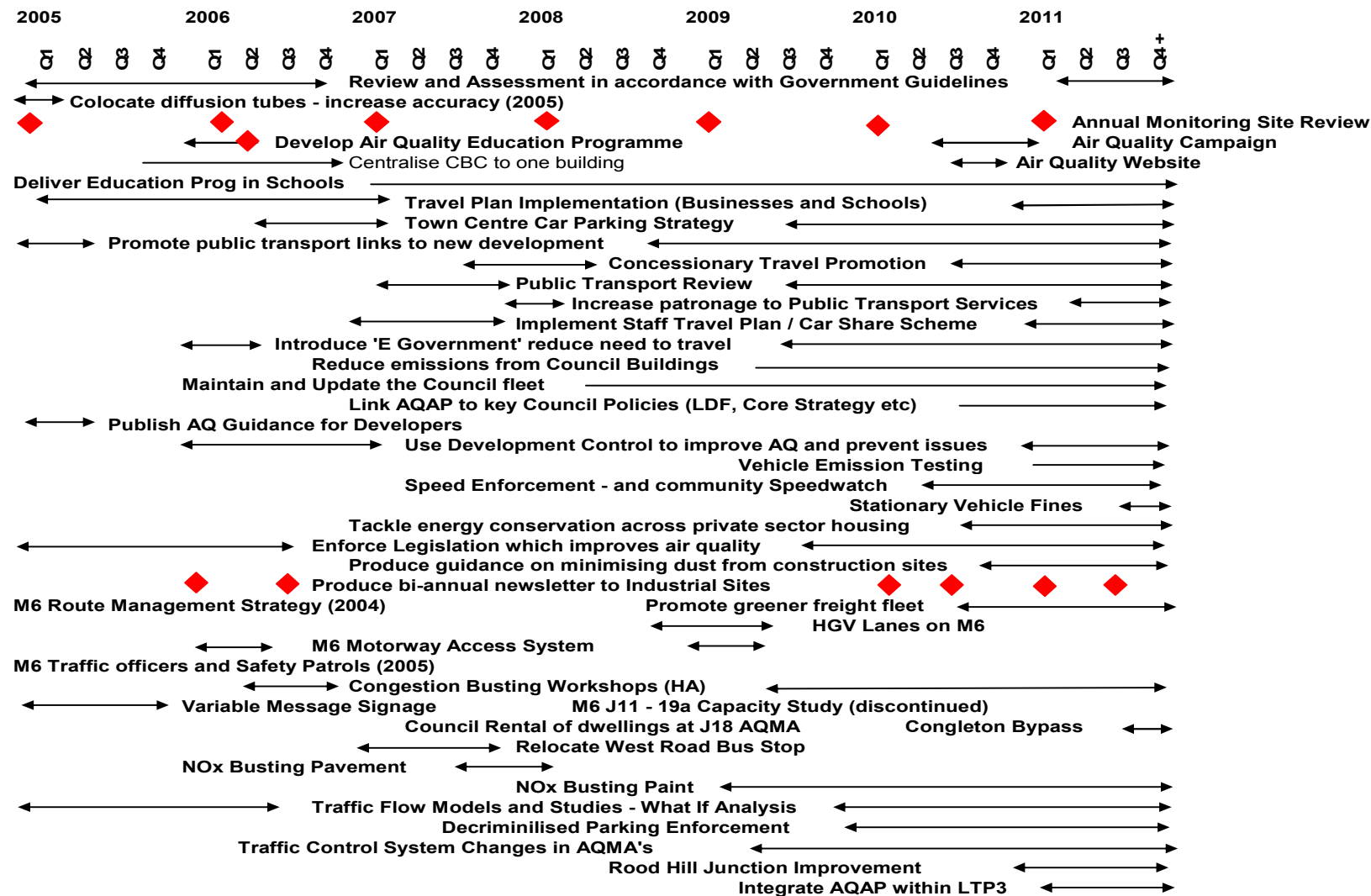


Figure 4 Extract from Air Quality Action Plan - Timeline

Challenges to Action Plan delivery

- 4.12 **Funding.** Many of the actions require significant investment simply to determine their feasibility (traffic modelling studies for example which could cost upwards of £40,000).
- 4.13 **Disjointed Policies.** Many Council activities, policies and functions have the potential to influence (for the better or worse) air quality. For example, the highways department may be producing a road calming policy. Road calming schemes can have a detrimental effect on air quality (including effects remote from the location of the scheme).
- 4.14 **Influencing Behavioural Change:** In order to achieve, in the long term, compliance with the air quality objectives, there is a need to influence transport behaviour and provide realistic alternatives to the private car. For example, improving the integration between public transport hubs, or incentivising electric vehicle technology and low carbon transport options (low carbon = low NO₂)
- 4.15 **Dispersed AQMA's:** The nature of AQMA's within Cheshire East means that we have a number of "hot spots" where air quality is poor, without a "one stop shop" to fix them. Each AQMA is different, and requires a different suite of solutions to improve air quality. This makes managing the impact of air quality through a single action plan very challenging compared to, say, a city AQMA which is contained.
- 4.16 **Development Control:** Currently the department requests an air quality impact assessment for significant applications, showing the likely impact of the development on air quality. The assessment is undertaken by predicting increases in pollutant concentrations. This approach however does not account for increased emissions as a result of the development (for example increased car journeys), and allows no account to be taken of the cumulative impact of development.

Addressing the Challenges

- 4.17 **Air Quality Strategy:** In the process of becoming Cheshire East, the development of an Air Quality Strategy is timely, particularly with respect to the progress of the Sustainable Community Strategy, Local Transport Plan and Local Development Framework processes. An AQS will ensure that that air quality is addressed in a multi-disciplinary manner across Cheshire East Council and other relevant organisations.
- 4.18 **Local Transport Plan:** The AQS and the AQAP will be integrated within the LTP as one of 6 daughter documents, in order to ensure better integration between departments involved in transport planning, and ensure more consideration of air quality requirements across departments.
- 4.19 **Low Emission Strategy:** New development within the Borough has the potential to increase emissions of CO₂ and NO₂ by increasing road traffic, or introducing new emission sources. The primary aim of a LES is to accelerate the uptake of low emission technologies through a package of measures to help mitigate the transport impacts of development, and also influence behaviour through complimentary mitigation schemes.
- 4.20 **DEFRA Grants:** The Council can bid for, and if successful use DEFRA Air Quality Grant funding each year. Grants are allocated on a priority basis and top priority is given to applications for action plan delivery.
- 4.21 **Scheme Prioritisation:** Through monitoring information we can assist other departments with prioritising schemes which would benefit air quality.
- 4.22 **Powers and Legislation:** Local Air Quality Management is not about "enforcement" in the traditional sense, as there is a risk that only short term local improvements would be achieved, however there are some powers available to the Council section which can be used to improve air quality (Table 1)

Legislation / Statutory Guidance	Function	Council Department Responsible
Environment Act 1995	Requires LA's to conduct review and assessment of Air Quality Declare AQMA's Produce action plan Air Quality an Explicit consideration when LA's use traffic regulation powers	Public Protection and Health
Environmental Protection Act 1990	Statutory nuisance prevention (garden bonfires, odour nuisance, smoking chimneys, biomass burners etc)	Public Protection and Health
Clean Air Act 1993	Chimney Height Approvals Dark smoke prohibition from industrial sites Cable Burning Smoke Control Areas	Public Protection and Health
Pollution Prevention and Control Act 1999	Regulation of Industrial Processes emissions to atmosphere	Public Protection and Health
Road Traffic (Vehicle Emissions) (Fixed Penalty) England Regs 2002	Adoptive power to conduct roadside vehicle emission testing Adoptive power – to fine vehicle drivers who idle engines within AQMA's	Highways
Traffic Regulation Act 1984 (and associated regulations)	Traffic Regulation Orders; - <ul style="list-style-type: none"> • Traffic Calming • Low Emission Zones • reallocation of road space • bus lanes / cycle lanes • high occupancy vehicle lanes • vehicle restricted areas • parking controls • urban traffic control systems • speed limits • home zones • park and ride 	Highways
PPS23 Planning and Pollution Control	Provides that Air Quality is a material planning consideration. Proposes a strategic approach to planning and pollution control when preparing development plan documents.	Planning / Public Protection and Health
LAQM TG(09) and PG(09)	Statutory guidance to Local Authorities directing how they will undertake the Local Air Quality Management Process	Public Protection and Health

- 4.23 Whilst the above powers are, and can be used to improve air quality (for example tackling garden bonfires, or smoky chimneys), these actions would only result in a small, localised improvement to short term problems.

Appendix 2

Air Quality Action Plan

Table 9.1 Action Plan Progress- General Measures- Air Quality Monitoring

No.	Measure	Lead authority	Timescale	Implementation phase	Indicator	Progress to date	Progress in last 12 months	Comments
GM1	Co-location of diffusion tubes with real time air quality equipment	EH	31.08.06	2006	Tubes located Data used to inform future air quality assessments and modelling	Complete. Data is being used to inform future air quality assessments and modelling where necessary.	Ongoing monitoring. 100% data capture	Allows diffusion tube network to be bias adjusted.
GM2	Annual review of air quality sites to ensure their suitability	EH	30.09.06	2006+ Annually	Complete an annual review	Complete. Reviewed on an annual basis and in line with emerging situations	Reviewed on an annual basis	
GM3	Review and assess air quality in accordance with Government guidance	EH	In line with defra timescales	Various	Core programme maintained and on time	On track (complete)	Completion and submission of air quality reports to defra by required timescales	

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Table 9.2 General Measures- Awareness Raising

No.	Measure	Lead authority	Timescale	Implementation phase	Indicator	Progress to date	Progress in last 12 months	Comments
GM4	To develop a stand alone air quality campaign	EH Borough wide residents	Ongoing development	2009-2010	The development of a recognisable air quality campaign for the Borough	A campaign logo has been designed. Work is continually ongoing to ensure AQ remains high on the agenda.	Discussions have taken place to the feasibility of a pan Cheshire site.	Work to progress this is planned for 2010/11.
GM5	To develop the air quality website issues	EH	Ongoing development	2006- to date	Up to date information provided on the website to include monitoring results.	Up to date website	Further AQ information has been added to the website to include latest news and current work sections.	There are plans to incorporate the RTA data onto the site through Airviro in 2010/2011 in conjunction with GM4.
GM6	To develop an air quality education programme	EH	Ongoing development	2006- to date	Air quality education pack produced. The number of events where air quality pack has been used.	Complete. Pack given out to over 900+ children between the ages of 9-15.	Resource pack given out 8 times in 2009.	
GM7	To develop an education programme on air quality that is compatible	EH	Ongoing development	2006- to date	Work with schools to promote the issue of air quality and healthy	Education programme in place. We have worked with	Work undertaken with a local high school to enable pupils in	

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No.	Measure	Lead authority	Timescale	Implementation phase	Indicator	Progress to date	Progress in last 12 months	Comments
	with the National Curriculum				lifestyles.	schools on 12 occasions to promote the issue of air quality and healthy lifestyles.	Year 9 to gain a greater awareness of air quality issues.	

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Table 9.3 General Measures- Car Based Journeys

No.	Measure	Lead authority	Timescale	Implementation phase	Indicator	Progress to date	Progress in last 12 months	Comments
GM8 (LTP 3)	Implementation and promotion of travel plans	CCC DC	Ongoing	Throughout the time of the plan	Number of new plans produced	LGR has hindered any progress with this measure. Travel Plans are submitted to the Council. To date however implementation is not monitored.	Due to lack of resources and local government review this action point has not been monitored for 2009	It is proposed for Env Health to survey companies submitting travel plans in 2010 to monitor implementation
GM9	Town centre car parking strategy	CEC	Ongoing	Throughout the time of the plan	Implementation of Town Centre Car Park Charging	Harmonisation of Car Park Charging commenced in 2009 following LGR	On road regulation implemented as a trial within residential areas in Congleton Town as a result of car parking charges	It is proposed to fully integrate the car parking strategy into the LTP framework.
GM10	Promote the use of land well served by public transport	Planning Policy	Ongoing	Ongoing	Planning applications and decisions	There has been a significant move towards residential developments within town centres, which provide good transport links.	93% of developments have been within 30 minutes of a public transport mode with access to either a school, GP, hospital, area of employment or retail centre.	
GM11	Concessionary Travel	CEC	Ongoing	Ongoing	Annual number of bus and train passes issued and in circulation.	In 2008, there were 53,308 total bus passes in circulation,	There were 7,796 new concessionary bus passes issued in 2009	Encouraging the uptake of concessionary travel schemes encourages the

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No.	Measure	Lead authority	Timescale	Implementation phase	Indicator	Progress to date	Progress in last 12 months	Comments
						however the bus pass scheme changed to a national scheme in April 2008. In 2008, there were 1880 concessionary rail passes in circulation in the former Congleton Borough area.	bringing the total number of bus passes in use to 61,104, an increase of 14%. There were 9,300 Concessionary Rail Passes issued in 2009. Previous years data in this category only accounted for the former Congleton area, therefore a % increase cannot be shown.	use of public transport and helps maintain less profitable routes.
GM12	Route and Branch Review of Public Transport	CEC	2007	June/July 2007	Route and branch review.	Review completed 2007.	New routes implemented to and from the train station in Congleton from the outskirts of town at peak commuter times.	
GM13	Improved accessibility and improvement to public transport	CEC	Ongoing until 2011	2006-2011	Number of improvements undertaken to services.	'Beartown Bus' theme developed on the buses in Congleton Town and has consistently achieved a progressive	Patronage increased to over 125% 5 new shelters installed along the 'Beartown Bus' routes	

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No.	Measure	Lead authority	Timescale	Implementation phase	Indicator	Progress to date	Progress in last 12 months	Comments
						increase in the number of passenger trips.	Improvements to 19 stops	

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Table 9.4 General Measures- Council Activities

No.	Measure	Lead authority	Timescale	Implementation phase	Indicator	Progress to date	Progress in last 12 months	Comments
GM14	Centralisation of CBC to one building	CBC	April/May 2007	2007	Centralisation complete	Completed 2007	N/A	Business trips encouraged to be kept to a minimum through forward planning and alternative methods such as teleconferencing.
GM15	Implement a staff travel plan and car share scheme	CEC / ITP HR	April/May 2007	2007	Implementation of a travel plan as part of centralisation	Following LGR, the Council has undergone significant transformation. There are now 7 site specific Staff Travel Plans together with an overall Staff Travel Plan, which will be developed throughout 2010.	Cheshire East has introduced a Car Share Passenger allowance, participates in an interactive "lift share" scheme, provides a cycle to work incentive, and is piloting a priority car share-parking scheme at one office site.	The schemes introduced in the last 12 months are new and no take-up data is available at this time.
GM16	Introduce E government policies which reduce the need for travel	CEC	Ongoing until 2010	2007-2008	One stop shops/customer first programme Ongoing remote working Improvement of services on website		There are currently 47 Registered Home Workers in Cheshire East (staff who work solely from home with 0 commuting mileage) On average 200-250 staff	Quantification data not available at this time.

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No.	Measure	Lead authority	Timescale	Implementation phase	Indicator	Progress to date	Progress in last 12 months	Comments
							<p>work remotely each day (website access statistics) reducing the need to travel.</p> <p>The number of people who visited a Council building to get access to their services reduced by 2.1% in 2009 in comparison to 2008.</p>	
GM17	Reduce emissions from council buildings	<p>Centralisation team</p> <p>Corporate Property Services</p>	April 2007 in line with building completion	2007 to date	Implementation of energy efficient systems within the new building having regard to cost effectiveness and pay back times	<p>An estimated saving of 750Kg per annum of CO₂ as a result of energy saving measures implemented.</p> <p>Solar panels and rainwater harvesters installed at one council building.</p>	<p>Draft Carbon Management Plan issued December 2009 for CE.</p> <p>Carbon Trust engaged to work in partnership with the Council to focus on internal CO₂ generation.</p> <p>Automatic lighting controls fitted into a</p>	Review of emission reduction completed as part of work within all Council buildings post LGR.

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No.	Measure	Lead authority	Timescale	Implementation phase	Indicator	Progress to date	Progress in last 12 months	Comments
							number of leisure centres Signed up to 10:10 Climate campaign	
GM18	Maintain and update the councils vehicle fleet	CEC	Ongoing	Ongoing development	% Composition of fleet	Euro V procurement policy. All vehicles <3.5T restricted to 50MPH	Not as much progress as would like due to Local Government Review – harmonisation of four fleet policies.	This action to be reviewed in light of Local Government Review to maximise opportunities. Green Fleet Review to be undertake by Energy Saving Trust (ESTAC) to help identify a range of actions designated to improve environmental performance during 2010/2011.

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Table 9.5 General Measures- Development and Regeneration

No.	Measure	Lead authority	Timescale	Implementation phase	Indicator	Progress to date	Progress in last 12 months	Comments
GM19	Ensure that the economic development strategy has strong links to LDF, LTP and AQAP	Economic development	Ongoing development	Throughout the life of the plan	Sustainability and air quality are considered as part of the ongoing review of the strategy.	Sustainability and air quality are considered as part of all development plan documents.	Air Quality has been included in the Council's updated Core Strategy Sustainability Appraisal.	
GM20	The integration of air quality issues within the LDF and regeneration strategy	Local Planning	Ongoing site specific allocation comments submitted October 2006	Ongoing as and when required	AQ is included in the LDF and Regeneration Strategy	Air quality is considered as part of all development plan documents within the LDF.	Site-specific allocation comments submitted Summer 2009 to incorporate all of CEC.	It is intended to build on this area through development of a Low Emission Strategy for Cheshire East
GM21	The publication of guidance on air quality control (internal)	EH DC	Document produced with ongoing updates May 2005	Throughout time of plan	Production of Guidance	Complete Former authorities making up CEC provided individual guidance to DC	Guides used for the assessment of various planning applications in the Borough.	To be updated in 2010 in line with emerging situations.
GM22	Use of planning obligations where appropriate	EH DC	Ongoing	Throughout the time of the plan	Number of applications determined	100% of applications screened for possible air quality impact. Mitigation required as necessary.	Updated Local Supplementary Planning Guidance has been produced and it is proposed to go to Public Consultation on this in 2010. Updated Validation	Proposed development of a Low Emission Strategy by 2012.

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No.	Measure	Lead authority	Timescale	Implementation phase	Indicator	Progress to date	Progress in last 12 months	Comments
							Checklists to guide developers with AQ requirements at the pre-application stage.	

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Table 9.6 General Measures- Regulating Emission Sources

No.	Measure	Lead authority	Timescale	Implementation phase	Indicator	Progress to date	Progress in last 12 months	Comments
GM23	To review the local authority experiences with vehicle emission testing schemes and decide if appropriate for CEBC	EH VOSA Police	Ongoing	Throughout the life of the action plan	A review of local authority experiences is completed and a report on the applicability of such as scheme is produced A decision made as to whether such a scheme is appropriate to CEBC	Contact made with VOSA to develop emission-testing scheme. To be incorporated into Vehicle Stop Day.	It was proposed for AQ officers to attend a “Multi Agency Vehicle Stop Day” however these events were postponed due to LGR.	It is proposed to join in the Vehicle Stop Day when they are re-launched sometime in 2010/11
GM24	To work with the police regarding traffic speed enforcement	EH Climate Change CEC Community Safety Partnership Police	Ongoing development	Throughout the life of the plan	Implementation of a speed awareness campaign	Community speed watch initiatives implemented during the life of the action plan.	Community Speed watch initiatives running within each main town. Traffic Management Co-ordinator for community speed watch in post October 2009. A number of smarter driving demonstrations have been undertaken across Council workplace buildings with a view to	Project to develop schemes across Congleton town during 2010. Further smarter driving initiatives planned for 2010.

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No.	Measure	Lead authority	Timescale	Implementation phase	Indicator	Progress to date	Progress in last 12 months	Comments
							educating staff to achieve economy and reduce emissions through considerable driving.	
GM25	To explore the feasibility of enforcing stationary vehicles to switch off their engines	EH Legal Services	Ongoing	Throughout the time of the plan	Decision to adopt legislation or otherwise following feasibility study.	Continue to analyse complaints to identify problem sites.	No complaints received regarding stationary idling vehicles in 2009.	Work to be undertaken to determine if stationary vehicles are a significant contributor to air quality issues.

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Table 9.7 General Measures- General Enforcement Action

No.	Measure	Lead authority	Timescale	Implementation phase	Indicator	Progress to date	Progress in last 12 months	Comments
GM26	Ensure that Taxis licensed by the Council comply with vehicle emission checks	Licensing	Ongoing Annual	2006 – to date	Emissions testing as part of taxi licensing process Number of taxis running on alternate low carbon fuels	Additional emission test required as part of taxi licence process.	100% taxis tested year on year 9 Taxis licensed by former CBC run on LPG.	
GM27	Tackle energy conservation in the housing stock through implementation of the energy conservation act	Housing Social Landlords	Ongoing Development	Up to 2010	Number of events held.	A number of promotional events undertaken to ascertain energy efficiency of properties in 2009. Council offers £100 cash back on new boiler installations and funding towards home insulation projects. Council also gives money towards installation of micro-generation equipment.	Continuing work towards HECA to reduce CO ₂ by 2010 and beyond. 2133 grants given in 2008/09 including 2 for renewable energy measures.	£100,000 available from 1.4.10 to grants in 2010/11
GM28	Continue to	EH	Ongoing	Throughout the	Number of	Localised	Ongoing in	

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No.	Measure	Lead authority	Timescale	Implementation phase	Indicator	Progress to date	Progress in last 12 months	Comments
	enforce legislative requirements that deal with improving air quality			life of the Action Plan	complaints actioned and formal action taken	emission sources are being dealt with accordingly.	relation to service requests. A more proactive approach has been implemented to advise residents of air quality issues.	
GM29	To produce guidance on minimising dust from construction sites	EH	Ongoing	2003	Guidance complete	Distributed to developers with planning permission.	Number of dust complaints continued to decrease in 2009.	

Table 9.8 General Measures- Industrial Emissions

No.	Measure	Lead authority	Timescale	Implementation phase	Indicator	Progress to date	Progress in last 12 months	Comments
GM30	To regulate industrial processes and in conjunction with the Environment Agency	EH	April each year Ongoing	Throughout the life of the Action Plan	Inspection programme developed each year in accordance with risk assessments	On schedule	4 inspections outstanding but plans are in hand to catch up.	
GM31	Production of biannual newsletter for process operators	EH	April and November each year		Production and dissemination of newsletter monitored by internal performance system	Two newsletters produced each year in accordance with internal performance system	Two produced during 2009. This has now been extended out to all CE permitted processes post LGR.	

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Table 9.9 General Measures- Road Freight Movement

No.	Measure	Lead authority	Timescale	Implementation phase	Indicator	Progress to date	Progress in last 12 months	Comments
GM32	Promote the power shift scheme and alternative fuel usage	CEC (Transportation)	April 2007	2009/2010	Implementation of campaign to target freight operators	Freight Strategy Formulated for Cheshire East.	Continue to explore potential for shifting freight from road to rail, water and pipeline in discussion with industry.	Freight study to be undertaken to include examination of the measures required to achieve an increase by 2011 of 50% in freight tonne KM carried by rail, water and pipeline in order to decide if such a target is achievable.
GM33	Locate generators of high volumes of freight traffic at sites with good access to the strategic road network and away from residential properties.	Planning Policy	Ongoing	Throughout the time of the plan	Consideration during planning application	Local Plan in place and considered during planning applications	Progress made to locate key strategic sites near to motorway junctions to reduce local road movements.	Develop within Low Emission Strategy

Table 9.10 Specific Actions – Air Quality Management Area 1; M6 Motorway

Ref	Action Plan Measure	Lead Authority	Timescale	Implementation phase	Indicator	Progress with Measure	Progress in last 12 months	Comments	Cost V Benefit	Rank
ASA1	Additional Air Quality Monitoring	EH HA	Ongoing	2006 to date	Provide a network of diffusion tubes to assess the air quality having regard to relevant location	Joint working underway with the Highways Agency on a diffusion tube survey Additional monitoring implemented having regard to relevant location to adequately assess the air quality in the area 2009 results indicate additional monitoring locations are within the air quality standard for nitrogen dioxide	Programme maintained	Monitoring continues and will aid the interpretation of longer-term concentrations of NO ₂ within and around the AQMA. Monitoring data will continue to be reported in future review and assessment reports.	LOW V LOW	1
ASA2	Air Quality Modelling	HA	Various	As and when it is necessary	Modelling exercise complete	No outcome	Not applicable at the time.		LOW V LOW	2
ASA3	Route Management Strategy M6	HA	Completed 2004	2004	Production of a strategy	Completed 2004	Actions being developed that will achieve the route outcomes set out in the strategy.	Complete	MED V LOW	N/A
ASA4	HGV Lanes	HA	Ongoing development Feasibility	Throughout life of plan	Decision to adopt lanes or otherwise following feasibility study	Complete	Decision to not adopt.	Managed motorways to be adopted	MED V LOW	7
ASA5	Installation of Motorway Access	HA CCC	One system completed 2006	2006-	Number of sites implemented	Ramp Management Systems now in place on the local	Intelligent traffic lights set up for use at Junctions	Complete	MED V LOW	5

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Ref	Action Plan Measure	Lead Authority	Timescale	Implementation phase	Indicator	Progress with Measure	Progress in last 12 months	Comments	Cost V Benefit	Rank
	Management Systems		Ongoing development of alternative			motorway network	17 & 18.			
ASA6	Traffic Officers and Safety Patrols	HA Police	Completed 2005	2005	Implementation of traffic officers	Officers ensure lanes get opened as quickly as possible after an incident to avoid further congestion/deterioration of air quality	Programme Maintained		MED V LOW	N/A
ASA7	Congestion Busting Workshops	HA	2006 onwards	Throughout life of PSA target to reduce congestion on network	Continuation of workshops Develop individual action plans to alleviate congestion	On track. Workshops continue to identify measures to reduce congestion on the network	Progressing		MED V Variable	4
ASA8	Use of Variable Message Signage	HA DFT	Ongoing development		Preparation and completion of paper on signing strategy Implementation and designed road sign to be used within AQMA's Identification of appropriate messages	Journey and delay times on variable message signage rolled across the motorway network.	Progressing		LOW V LOW	6
ASA9	M6 Jct 11A – 19 Increasing Capacity Study	HA DFT	Up to 2017	Up to 2017	Completion of proposal. Entry into TPI programme	Proposal has now been discounted.	Managed Motorways to be implemented.		HIGH V UNKNOWN at this stage	8
ASA10	Council rental of dwelling	CEC	End of 2007		A decision as to whether a suitable option	N/A	No further forward due to continued occupancy of		MED V LOW	3

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Ref	Action Plan Measure	Lead Authority	Timescale	Implementation phase	Indicator	Progress with Measure	Progress in last 12 months	Comments	Cost V Benefit	Rank
	within AQMA						dwelling.			

Table 9.11 Specific Actions – Air Quality Management Area 2; West Road, Congleton

Ref	Action	Lead Authority	Timescale	Implementation phase	Indicator	Progress in the last 12 months	Outcome to date	Comments	Cost V Benefit	Rank	Emission reduction in AQMA
AS A11	Congleton Bypass	CEC	Post 2006-2011 LTP2 Programme	Post 2011	Completion of further feasibility studies and the decision or otherwise to proceed with development	Scheme not presently being progressed	No outcome	To be reviewed post LTP2	HIGH V Unknown at this stage	8	
AS A12	Relocation of Bus Stop	CEC	Ongoing development	2007-2008	Decision to move bus stop	Complete	Decision made to discount this option in 2009 due to a lack of suitable space within the location to relocate		LOW V LOW	4	
AS A13	Nox busting pavement	EH	Ongoing development		A review of local authority experiences A decision whether such a scheme is appropriate for the authority	On hold due to cost implications	Review of local authority experiences undertaken	This action is to be reviewed as part of an update to the Action Plan.	MED V HIGH	2	
AS A14	Nox busting paint	EH	Ongoing development		A review of local authority experiences A decision whether such a scheme is appropriate for the authority	Photocatalytic solution applied to a number of facades continued to demonstrate a reduction in NO ₂ over 12 months of monitoring.	Decision made to progress with scheme.	34% reduction monitored post intervention. Further solution to be applied during 2010.	MED V HIGH	3	
AS A15	Additional Modelling of	CEC	Various		Completion of modelled traffic	N/A	No further forward at this	To be completed	LOW V LOW	1 linked	

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Ref	Action	Lead Authority	Timescale	Implementation phase	Indicator	Progress in the last 12 months	Outcome to date	Comments	Cost V Benefit	Rank	Emission reduction in AQMA
	traffic flows				flows		stage	when necessary			
AS A16	Parking enforcement	Police CEC	Ongoing development		Number of prosecutions Implementation of decriminalised parking enforcement	Decriminalised parking enforcement within Congleton came into force April 2010.	Double yellow lines laid within AQMA	No data is available at this time on FPN's issued.	LOW V LOW	7	
AS A17	Investigate buffer effect of small gardens	EH	End of 2008	2007-2008	9-12 months of monitoring data to enable study to be completed	Additional monitoring undertaken and data reviewed- levels being monitored are around or below the standard. Await further data prior to making any decisions as to amend the AQMA or otherwise.	Houses set back from the road are to be at this stage kept within the AQMA. Await a further year's data.	Complete Monitoring set to continue	LOW V LOW	1 linked	16.8% reduction post intervention of ASA14
AS A18	AQMA message signs	CEC	Ongoing development		Identification of appropriate messages	Appropriate message identified. LGR has hindered further progress with this measure	Identification of an appropriate site location has been identified		LOW V LOW	6	
AS A19	Timing changes to pedestrian crossing	CEC	2008		Feasibility study complete	Discussions taken place with Highways. Pedestrian crossing lights would need to	Liaison with Highways undertaken.	Funding to be sourced to enable lights to be replaced.	LOW V LOW	5	

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Ref	Action	Lead Authority	Timescale	Implementation phase	Indicator	Progress in the last 12 months	Outcome to date	Comments	Cost V Benefit	Rank	Emission reduction in AQMA
						be replaced to allow timings to be changed.					

Table 9.12 Specific Actions – Air Quality Management Area 4; A34/A54, Congleton

Ref	Action	Lead Authority	Timescale	Implementation phase	Indicator	Progress in the last 12 months	Outcome to date	Comment	Cost V Benefit	Rank
ASA11	Congleton Bypass	CEC	Post 2006-2011 LTP Programme	Post 2011	Completion of further feasibility studies and a decision to adopt or otherwise to proceed with development	Scheme not presently being progressed	No outcome	To be reviewed post LTP2	HIGH V Unknown at this stage	7
ASA20	Additional modelling of traffic flows/queuing data linked to traffic signal timings	CEC	Various	Throughout the life of the Action Plan when required	Modelling complete	Completed 2008. Linked to ASA21	Queue data and traffic signal timings study undertaken		LOW V LOW	3 linked
ASA21	Signal Changes to Traffic Lights	CEC	April 2007	2008	Feasibility study completed	Complete	Traffic signal timings have been revised to enable small improvements of flow on the network.		LOW V LOW	3 linked
ASA22	Junction Improvements	CEC	Ongoing Development	Towards the end of LTP2 (2010/2011)	A decision as to whether such a scheme is appropriate	Discussions in progress with a developer regarding undertaking this work as part of a large planning application within the vicinity of the AQMA.			HIGH V LOW	5
ASA23	N0x busting pavement	EH	Ongoing development	Ongoing throughout life of plan	A review of local authority experiences	On hold due to cost implications	A review of local authority experiences	Complete. Funding to be	MED V HIGH	1

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Ref	Action	Lead Authority	Timescale	Implementation phase	Indicator	Progress in the last 12 months	Outcome to date	Comment	Cost V Benefit	Rank
					A decision whether such a scheme is appropriate for CEC		undertaken.	sort for programme. This action is to be reviewed as part of an update to the Action Plan.		
ASA24	N0x busting paint	EH	Ongoing development	Ongoing throughout the life of plan	A review of local authority experiences A decision whether such a scheme is appropriate for CEC	Photocatalytic solution applied to a number of facades. NO ₂ continued to be below the standard as a result of the application.	Complete	10% reduction seen. Further solution to be applied during 2010.	MED V HIGH	2
ASA25	Parking enforcement	Police CEC	Ongoing development		Number of prosecutions Implementation of decriminalised parking enforcement	Decriminalised parking enforcement within Congleton came into force April 2010.	Double yellow lines laid within AQMA	No data is available at this time on FPN's issued.	LOW V LOW	4

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Table 9.13 LTP Actions

Ref	Actions	Lead Authority	Timescale	Implementation phase	Indicator	Progress in the last 12 months	Outcome to Date	Comments	Cost V Benefit
LTP1	Cycling Strategy and Routes	CEC Strategic Transport Planning	Ongoing	2006-2011 (LTP2 life)	Number of routes implemented or improved	Cycling Strategy implemented for Cheshire East. Target set for 10% journeys to work to be made by bike by 2011. Pedestrian networks improved and 'Walks for All' campaign launched.	On track. Developed high quality cycle networks. Continue to promote cycling through transport awareness and publicity campaigns such as Safer Routes to Schools.	May be taken out of LTP and incorporated in LAA.	MED V LOW
LTP2	Walking Strategy	CEC Strategic Transport Planning	Ongoing	2006-2011	To reverse the decline in walking and return to 2001/02 figures by 2010/11		Progressing		MED V LOW
LTP3	Implementation and promotion of travel plans	CEC Travel Plan Team	Ongoing	2006-2011	Annual monitoring reports- Cheshire wide	See GM8	Travel Plans submitted to the Council. To date however, implementation is not monitored.	Proposed that Env Health to survey companies submitting Travel Plans in 2010 to monitor implementation.	MED V LOW
LTP4	Implementation of School Travel Plans	CEC Travel Plan Team	Ongoing	2006-2011	Number of schools with an implemented travel plan	17 plans implemented during 2009.	100% of state schools now have a travel plan	32% of children got to schools within the borough by car whereas 43% walked during 2009.	MED V LOW
LTP5	Ensure that housing is accessible to facilities and areas of	CEC DC	Ongoing	2006-2011	Planning applications and decisions	See GM10	Progressing		LOW V LOW

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Ref	Actions	Lead Authority	Timescale	Implementation phase	Indicator	Progress in the last 12 months	Outcome to Date	Comments	Cost V Benefit
	employment								
LTP6	Introduction of Smart Cards	CEC Passenger Transportation Unit	Ongoing	2006-2011	The introduction of the cards	Scheme withdrawn as a result of LGR	Complete	Plans to review as part of LTP3	LOW V LOW
LTP7	Review of Direction Signage	CEC	Up to 2011	2006-2011	Review complete	N/A	Completed 2007/08	3000 signs removed	LOW V LOW
LTP8	Decriminalised Parking Enforcement	CEC LTP	To be determined	Post LGR in 2009	Decriminalised parking implemented	Decriminalised parking enforcement within Congleton came into force April 2010.	Decriminalised parking in force	Data unavailable at this time.	MED V LOW
LTP9	Improved rail facilities	CEC Passenger Transportation Unit	Up to 2011	2006-2011	Improved facilities	Additional bus services to and from the station at Congleton during peak commuter hours.	Facilities continually being improved at Congleton station.		MED V LOW
LTP10	Increase total bus patronage	CEC Passenger Transportation Unit	Annually up to 2011	2006-2011	Annual reviews complete Improved bus patronage	Bus patronage within Congleton Town increased to 125% as a result of additional routes and services.	Completed 2008/09. See information within GM12 & GM13.	Free concessionary fares scheme for pensioners has helped to achieve this increase.	LOW V LOW
LTP11	To be actively engaged with the Highways Agency M6 corridor proposals	CEC Transportation Unit HA	Up to 2017	Throughout LTP 2 and thereafter	Publication of proposals	Liaison with HA an ongoing process on proposed measures	Progressing		LOW V LOW
LTP12	To continue to work closely with the	HA CEC	Ongoing	Ongoing	Identification of measures	Measures are being identified and discussed	Progressing		LOW V LOW

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Ref	Actions	Lead Authority	Timescale	Implementation phase	Indicator	Progress in the last 12 months	Outcome to Date	Comments	Cost V Benefit
	Highways Agency and reduce congestion and diversions off the motorway within the district	Transportation Unit			Completion of MidMan Multi Modal Study	in conjunction with the SEMMS study.			
LTP13	To actively work with the Borough Council to identify and develop solutions to address air quality problems.	CEC Transportation Unit	Ongoing	Throughout the life of action plan	Identification of measures Development of the Action Plan and its implementation	£7.5k of funding given to EH to help address air quality issues in 2009. The money has been spent on a further order of Nox reducing paint.	Working in partnership with EH to address air quality issues.		Unknown at this stage

Table 9.14 Specific Actions – Air Quality Management Area – Hospital Street, Nantwich

Ref	Action	Lead Authority	Timescale	Implementation phase	Indicator	Progress in the last 12 months	Outcome to date	Comment	Cost V Benefit
S1	Comprehensive traffic, tourist re-signing, and reclassification of roads in and around Nantwich.	CEC	April 2010	2009 - 2010	<ul style="list-style-type: none"> Re-route through traffic away from the AQMA Reduce congestion Reduce vehicles including HGV's Prevent SatNav systems guiding vehicles through the AQMA	<p>Comprehensive traffic resigning undertaken during 2009 with the aim of re-routing traffic away from the AQMA.</p> <p>Traffic figures have shown no significant improvement in overall levels or congestion patterns.</p>	This action is not improving air quality and is to be reviewed in light of the outcome to date.	This action plan is being reviewed in light of changes following Local Government Review	MED V HIGH
S2	Improve access by train	Nantwich Transport Group	April 2010	2009 - 2010	This is currently being considered by the Nantwich Transport Group and this will be supported by the Steering Group	Land identified as a car park for commuters. In progression with Network Rail.	<p>Feasibility Study establishing a car park near the station undertaken.</p> <p>Refurbishment of platform areas to include cycle provisions and flowerbeds.</p>	This action plan is being reviewed in light of changes following Local Government Review	LOW V LOW
S3	Ensure parking restrictions are enforced in and around the area	CEC	April 2010	2009 - 2010	Stopping cars parking illegally in the area will help to prevent congestion, as the road is relatively	268 PNCs issued 2008. 261 issued in 2009.	Ongoing enforcement	This action plan is being reviewed in light of changes following Local Government	LOW V LOW

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					narrow.			Review	
S4	Contact Morrison's, Aldi, Laura Ashley and other stores to request they route delivery vehicle away from the AQMA	CEC	April 2010	2009 -2010	This will help to reduce the amount of HGV's and other delivery vehicles using the AQMA for access	Review of number of vehicles making deliveries in the area was undertaken.	Further action unjustified.	This action plan is being reviewed in light of changes following Local Government Review	LOW V LOW
S5	Work with schools 1.School Travel Plans 2.Promote walking and cycling 3.Educate pupils on air quality issues	CEC	April 2010	2009 -2010	Cheshire County Council is currently working with schools in the county to develop travel plans and CNBC will visit local secondary schools to give talks to pupils on air quality etc.	See Actions LTP1, 2,4 GM7	100% of state schools now have a travel plan	This action plan is being reviewed in light of changes following Local Government Review	LOW V LOW
S6	Review existing literature to raise the profile of air quality, walking, cycling, public transport etc.	CEC	April 2010	2009 -2010	Where possible all literature etc will be reviewed to check that the appropriate air quality information is being passed on to the public etc.	Up to date literature has been made available to the public through as many outlets as possible. Public Transport information easily accessible to the public.	Progressing	This action plan is being reviewed in light of changes following Local Government Review	LOW V LOW
S7	Encourage local businesses to develop travel plans, promote car	CEC	April 2010	2009 - 2010	Where possible and as part of planning applications we	See action within GM8	Progressing	This action plan is being reviewed in light of	LOW V LOW

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	sharing, home working etc				will work with local businesses to assist in developing travel plans for both their staff and customers			changes following Local Government Review	
S8	Support national/regional campaigns aimed at reducing emissions from all vehicles	CEC	April 2010	2009 - 2010	The Borough Council will support all appropriate national campaigns targeted at reducing vehicle emissions	See action within GM23	On going	This action plan is being reviewed in light of changes following Local Government Review	LOW V LOW
S9	Produce a leaflet about the AQMA to accompany all application forms for planning permission in Nantwich	CEC	April 2010	2009 - 2010	This has been produced and will be issued with all planning applications from April 2008	Sent out with planning applications in and around the AQMA	Completed	This action plan is being reviewed in light of changes following Local Government Review	LOW V LOW
S10	Ensure all applications for planning permission and infrastructure work in Nantwich receive consideration with regard to the AQMA- <ul style="list-style-type: none"> • Additional vehicles • Traffic routes • Type of vehicles • Encourage developers to 	CEC	April 2010	2009 - 2010	The Borough Council is already examining all planning applications as part of its statutory function in and around the area to ensure that Air Quality is taken into account and that all reasonable	See action within GM21 + 22	Progressing	This action plan is being reviewed in light of changes following Local Government Review	LOW V LOW

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	provide suitable access for walking and cycling to the town				measures are included.				
S11	Improve access by bus – route and branch review	CEC	April 2010	2009 - 2010	Review of all routes and fares etc being undertaken by CEC Transport & Regeneration	Increased frequency of services Additional route implemented Brand new fully accessible buses on routes	Complete	This action plan is being reviewed in light of changes following Local Government Review	LOW V MED

Appendix 3 – Air quality Business Plan (From Quarter 1 Performance Report – Public Protection and Health Business Plan)

Performance Indicator	Section Objective	Key Task(s)	Lead Officer and Target Completion Date	Performance Quarterly Targets				
				1 st	2 nd	3 rd	4 th	
				A-J	J-S	O-D	J-M	
LAQM 1	Does Cheshire East have an Air Quality Action Plan, which covers all Air Quality Management Areas?	<ul style="list-style-type: none">- Incorporate individual areas into area specific sections of the AQAP and identify appropriate mitigation measures- Development of budget support- Implementation of schemes and monitoring of outcomes	30.06.10 Rebecca Pointon Phil Mason Nick Kelly	No target for 1 st Qtr	Currently working on plan in line with LTP timescales. The finished plan will form part of the LTP as a daughter document but will also have stand alone status. Ongoing work and meetings with LTP although aware that national budget cuts will have direct impact upon the LTP and is ability to deliver. At present existing legacy district Action Plans continue to drive forward air quality improvements.			
LAQM 2	Are actions within the Cheshire East Action Plan being implemented in line with recommended timescales	<ul style="list-style-type: none">- Ongoing review of Action Plan and requirements- Identification of partner organisations- Development of budget support- Implementation of schemes and monitoring of outcomes	Ongoing Throughout year Rebecca Pointon Phil Mason Nick Kelly	YES	Implementation of legacy district Action Plans remains ongoing. As part of LTP work existing actions will be reviewed and amended as appropriate with the deletion of completed actions. The Lower Heath AQMA will be included as an Area Specific Action section and other areas will be added as appropriate in the final LTP based plan. In relation to practical actions the nitrogen dioxide busting paint has been recently applied in an area of Mere to include properties and street furniture.			
LAQM 3	Has Progress Report including the Action Plan progress report been completed and submitted to Defra?	<ul style="list-style-type: none">- Review AQAP and progress against targets- Produce and submit report to defra	30 April 2011 Rebecca Pointon Phil Mason Nick Kelly	YES	The 2009-2010 progress report has been submitted within timescales and will form the basis of a Scrutiny Committee on 15 July. The next formal update to defra is due 30 April 2011.			

LAQM 4	Has Cheshire East developed an Air Quality Strategy in conjunction with the LTP3?	- Bid for Defra funding - Development of budget support - Identification of key partners - Produce framework/outline strategy	31.07.10 (for outline strategy) Rebecca Pointon Phil Mason Nick Kelly	No Target for 1 st Qtr	Have appointed AQC as contractors for this work. Cost in the region of £5.5K which will be taken from current defra grant monies held by service. Meeting in July to discuss finer detail and a draft planned for consultation in September.
LAQM 5	Has the Further Assessment for Mere A556 been completed and agreed with defra?	- Ongoing discussions with defra following initial consultation feedback	30.06.10 Rebecca Pointon Nick Kelly Phil Mason	YES	Completed, Submitted and Approved by defra.
LAQM 6	Has the Further Assessment for Lower Health Congleton been completed and agreed with defra?	- Ongoing discussions with defra following initial consultation feedback	30.06.10 Rebecca Pointon Nick Kelly Phil Mason	NO (Target YES)	This work has been delayed due to the change in emission factors issued by defra in February this year. Expected that modelling will be undertaken shortly and completed by the beginning of August 2010.
LAQM 7	Has a Detailed Assessment been completed for Wilmslow as a result of USA 2009 findings?	- In house modelling - Provision of Data - Receipt and Review of Monitoring report - Submission to defra	30.09.10 Rebecca Pointon Phil Mason Conal Kearney Nick Kelly	No Target for 1 st Qtr	Ongoing work to support future modelling required. Additional monitoring organised and results being collated.
LAQM 8	Has a Detailed Assessment been completed for Holmes Chapel as a result of USA 2009 findings?	- ID of modelling consultants - Provision of Data - Receipt and Review of Monitoring report - Submission to defra	30.09.10 Rebecca Pointon Phil Mason Conal Kearney Nick Kelly	No Target for 1 st Qtr	Ongoing work to support modelling. Due September 2010.

LAQM 9	Has a Detailed Assessment been completed for Macclesfield as a result of USA 2009 findings?	<ul style="list-style-type: none"> - ID of modelling consultants - Provision of Data - Receipt and Review of Monitoring report - Submission to defra 	30.09.10 Rebecca Pointon Phil Mason Conal Kearney Nick Kelly	No Target for 1 st Qtr	Ongoing work to support modelling. Due September 2010.
LAQM 10	Has a Detailed Assessment been completed for PM10 as a result of USA 2009 findings?	<ul style="list-style-type: none"> - Await outcomes of UWE work due in Sept 2010 - If DA required complete in accordance with DA work above 	Rebecca Pointon Nick Kelly Phil Mason	No Target for 1 st or 2 nd Qtr	This indicator relates to particulate emissions from a poultry plant. This is a new area of work picked up by national air quality guidance which is yet untested. As a result there are a number of studies being undertaken nationally to identify the need for sites of this nature to be subject to air quality assessment work. The results of these studies will inform necessary action.
LAQM 11	Has a review of all air quality monitoring sites been undertaken and any recommendations implemented?	<ul style="list-style-type: none"> - Ongoing monitoring - Review of sites in line with AQ knowledge for the Borough as a whole - Site amendments as appropriate - Review of supplier arrangements as appropriate 	31.12.10 Rebecca Pointon Nick Kelly Phil Mason	No target for 1 st or 2 nd Qtr	There is an annual review of air quality sites that takes place between October and December each year to inform procurement requirements. Also ongoing reviews of individual sites is undertaken in response to emerging problems or proven low concentrations.
LAQM 12	Has a review of air quality data publication taken place?	<ul style="list-style-type: none"> - Consider defra funding grant for shared database and publishing - ICT involvement - Continue localised data collection - Use internet as primary means of sharing data 	31.03.2011 Rebecca Pointon Nick Kelly Phil Mason	YES	CE is working with CWAC to create a fully functional air quality website with links to real time air quality data and up to date general air quality information. Progress on this indicator has been swift and it is anticipated that following some testing the site could be live by August 2010 when a media launch will be organised. CE has entered in to a financial agreement with CWAC for this work which will cost in the region of XXXX which will be taken out of service revenue budgets.

LAQM 13	Is Cheshire East involved in the regional LES work?	<ul style="list-style-type: none"> - Raise awareness of proposed LES work within CE - Participate in regional work - Share outcomes with CE across relevant service sectors 	31.03.2011 Rebecca Pointon Phil Mason	Update	<p>Low Emission Strategies will be part of our Air Quality Strategy (SEE LAQM 4). Work at the moment revolves around getting the necessary partners on board to help drive this issue forward. At present the focus is on development control but will move to procurement (including fleet) in the coming months. We are also trying to work with our climate change partners as we believe this gives a bigger impact to our work but also to theirs.</p> <p>Looking at possible grant applications from LES to support awareness raising.</p>
NI 194	% Reduction in NOx and primary PM10 emissions through local authority's estate and operations	- Data collation	31.03.2011 Conal Kearney Awaiting Baseline	No Target for 1 st Qtr	<p>To date this indicator has no submission date to the NI Indicator Hub. At present there is a need to sort through the large wealth of data required for this indicator and this work is ongoing.</p> <p>Ultimatatly this NI will form part of the AQ Strategy (See LAQM 4)</p>