Public Document Pack

Environment and Regeneration Overview and Scrutiny Committee

Agenda

Date:	**Monday, 19th October, 2020**
Time:	**10.00 am**
Venue:	**Committee Suite 1,2 & 3, Westfields, Middlewich Road, Sandbach CW11 1HZ**

How to Watch the Meeting

For anybody wishing to view the meeting live please click in the link below:

Watch the Meeting here.

or dial in via telephone on 141 020 3321 5200 and enter Conference ID 680 027 047# when prompted.

Please turn off your camera and microphone when entering the meeting and ensure they remain turned off throughout.

The agenda is divided into 2 parts. Part 1 is taken in the presence of the public and press. Part 2 items will be considered in the absence of the public and press for the reasons indicated on the agenda and at the foot of each report.

It should be noted that Part 1 items of Cheshire East Council decision making meetings are audio recorded and the recordings are uploaded to the Council's website

PART 1 – MATTERS TO BE CONSIDERED WITH THE PUBLIC AND PRESS PRESENT

1. **Apologies for Absence**

2. **Minutes of the Previous Meeting** (Pages 5 - 12)

   To give consideration to the minutes of the meeting held on 21 September 2020.

Contact: Helen Davies
Tel: 01270 685705
E-Mail: helen.davies@cheshireeast.gov.uk

3. **Declarations of Interest**

To provide an opportunity for Members and Officers to declare any disclosable pecuniary and non-pecuniary interests in any item on the agenda.

4. **Whipping Declarations**

To provide an opportunity for Members to declare the existence of a party whip in relation to any item on the agenda.

5. **Public Speaking/Open Session**

A total period of 15 minutes is allocated for members of the public to make a statement(s) on any matter that falls within the remit of the Committee.

Individual members of the public may speak for up to 5 minutes, but the Chairman will decide how the period of time allocated for public speaking will be apportioned, where there are a number of speakers.

Note: In order for officers to undertake any background research, it would be helpful if members of the public contacted the Scrutiny officer listed at the foot of the agenda, at least one working day before the meeting to provide brief details of the matter to be covered.

6. **Crewe Centre Regeneration** (Pages 13 - 32)

To receive a report and presentation on the regeneration plans for Crewe including the Crewe Hub Station and Town Centre regeneration.

7. **Town Delivery Plans and Recovery Plan / Car Parking Proposals**

To receive a presentation on the proposed consultation and process for Town Delivery Plans and Recovery Plan and scrutinise the consultation/engagement plan for the proposed changes to car parking.

8. **Air Quality Annual Status Report** (Pages 33 - 202)

To scrutinise the Air Quality Annual Status Report.

9. **United Utilities Update**

To receive a presentation with questions and answers to address issues raised between Cheshire East Council and United Utilities that have previously not been resolved using usual routes.

10. **Forward Plan** (Pages 203 - 218)

To review the Council's Forward Plan.

11. **Work programme** (Pages 219 - 226)

To review the Committee’s Work Programme.

This page is intentionally left blank

CHESHIRE EAST COUNCIL

Minutes of a meeting of the **Environment and Regeneration Overview and Scrutiny Committee**
held on Monday, 21st September, 2020 at Virtual

PRESENT

Councillor JP Findlow (Chairman)
Councillor Q Abel (Vice-Chairman)

Councillors L Braithwaite, S Brookfield, J Buckley, T Dean, A Farrall, P Groves, M Hunter, D Jefferay, C Leach and K Parkinson

Also Present

Councillor Laura Crane- Portfolio Holder for Highways and Waste
Councillor Nick Mannion- Portfolio Holder for Environment and Regeneration
Councillor Mick Warren- Portfolio Holder for Communities
Visiting Member Councillor Nicky Wylie- Member for Poynton and Pott Shrigley
Frank Jordan- Executive Director of Place
Chris Hindle- Head of Strategic Infrastructure
Paul Reeves- Flood Risk Manager
Vicky Venn- Flood Risk Officer
Mark Vyse- Enforcement Officer
Jonathon Cartledge- United Utilities
David Brown- The Environment Agency
Richard Christopherson- Local Area Partnership Manager

13 **APOLOGIES FOR ABSENCE**

No apologies of absence were received from the Committee, however apologies for absence were noted from the Portfolio Holder for Planning, Councillor Toni Fox.

14 **MINUTES OF THE PREVIOUS MEETING**

Consideration was given to the minutes of the meetings 15 June 2020 and 16 March 2020.

RESOLVED-

That both sets of minutes be accepted as a correct and accurate record and be signed by the Chairman.

15 **DECLARATIONS OF INTEREST**

There were no declarations of interest.

16 **WHIPPING DECLARATIONS**

There were no whipping declarations.

17 **PUBLIC SPEAKING/OPEN SESSION**

Local Resident Sue Helliwell attended the meeting and made a statement relating to the consultation of the Active Travel Scheme Lodge Road, Alsager.

Sue advised the Committee that currently there were over 350 negative online comments in respect of the consultation, and with this in mind would this Committee consider calling in any decision to enable an 18-month scheme to be rolled out.

Sue also advised the Committee that following updates to the consultation in August, similar schemes in Crewe and Knutsford had been withdrawn.

RESOLVED-

That Sue be thanked for her attendance and statement at the meeting and that Helen Davies send a response to Sue.

18 **HIGHWAY DRAINAGE AND FLOOD RISK MANAGEMENT (INCLUDING A FLOOD INVESTIGATION- POYNTON 2019)**

Chris Hindle, Head of Strategic Infrastructure attended the meeting and introduced this item.

The Committee heard that the Council has a duty to carry out a Flood Investigation as required by Flood and Water Management Act 2010 (Section 19) legislation and following any significant flooding affecting the borough. The presentation received by the Committee focused on the Section 19, the subsequent actions of the Flood Risk Management Authorities and the mechanisms of flooding to enable recommendations for the instances of future flooding.

Vicky Venn, Flood Risk Officer and Paul Reeves, Flood Risk Manager presented to the Committee.

The Committee heard detail relating specifically to the flooding in Poynton in July 2019 (the second incident of flooding, the first being in 2016) that included:

- The July 2019 Flood Event covered 5 catchments: Poynton Brook, River Dean, River Bollin, Harrop Brook and the tributary of Todd Brook;
- The area experienced 180mm of rainfall which was 2 months rain in 5 days;
- A major incident was declared by the Council, affected 105 residential properties and 12 commercial properties;

In terms of completed Flood Recovery Works these included:

- 14,000 drains were cleared in flood hit areas;
- 290 ironwork repairs were completed;
- 74 drainage repairs were completed; and
- 111 drainage issues were investigated and completed. Structural carriageway repairs are ongoing.

Cheshire East Council have continued a programme of Highway Improvements following the incident in 2019 that have included, road, highway drainage, surface water separation and CCTV improvements. The Council have consulted with residents and worked with external partners as part of extensive Multi Agency partnership approach.

Jonathan Cartledge from United Utilities (UU) and David Brown from the Environment Agency (EA) attended the meeting as external partners and provided a presentation to the Committee. Key points included:

- During flooding UU had been contacted by a number of residents. When rivers broke the banks, this had a dramatic impact on the downstream network;
- CCTV had been installed where inundation of water was known;
- As a Proactive measure UU had undertaken a pilot scheme to monitor the water network and extended it out to Poynton with CCTV at areas of concern; and
- EA had an engagement event with people interested in voluntarily holding water on their land, (there was no mandatory requirement for landholders) and how homeowners manage the banks along their homes. Cheshire Wildlife were working towards developing schemes to promote Natural Flood Management.

Members were invited to question the officers and visiting partners present, and the following points were acknowledged:

- The importance of strong partnership working;

- The importance of sustainable urban drainage system and system expertise;
- The Active Flood Action Group in Poynton and managing the relationships with Poynton residents, particularly those who were advised in 2016 that the flooding would not happen again. The importance of informing debate and not losing the local views;
- Acknowledging history and the resources available to Local Authorities particularly questioning if full water course inspections are in place;
- The need for funding and more emphasis on the skills to deliver resources because of Climate Change;
- Informing residents about repairing water systems in urban areas and futureproofing;
- Communications to home owners on managing expectations of Culvert inspections on their land, responsibilities and the rights of the land owner;
- Encouragement of wider biodiversity; and
- The importance to ensure Local Residents are communicated with appropriately, some residents do not have access to the internet.

Chris Hindle introduced a short update to Members on highway gullies, Simon Davies Operations Manager for Highways presented to the Committee.

Simon advised the Committee that the Council collect asset and condition data to feed into programmes for the future. The frequency did vary, some are emptied annually, some are every 3 years. The more intelligence the better informed the programmes are and resources can be targeted.

There were challenges in urban areas such as parked cars, leaf fall and detritus. Rural areas show different challenges, the highway drain relies on maintenance on associated systems downstream from the gully.

There had been investment in 2 new vehicles and the equipment to collect and manage data and inform future decisions re: emptying gullies- want to refine programme.

Members were given the opportunity to question Officers. The Committee noted that:

- There was the potential for better communications to residents to update on gullies as the perception from residents that nothing has been done if a gully has had no maintenance in some time; and
- There had been improvement in GPS and telematic systems to plot gullies accurately and highway drains associated with them however there were omissions in records.

Following the presentations and debate, suggestion was raised to establish a task and finish group to undertake an in-depth review of flooding and flood risk management in Cheshire East. This would enable a number of meetings to be set up for task and finish members, as well as local ward councillors, to scrutinise the impacts of the 2019 flooding in the various areas of Cheshire East that were affected (e.g. Poynton, Kettleshulme, Adlington, Prestbury, Bollington were named as some of the example areas).

The Committee agreed that the outcome of this would enable more in-depth and detailed scrutiny and challenge to be carried out, which could lead to some specific and effective conclusions and recommendations to bring forward through the Environment and Regeneration OSC.

RESOLVED-

a) That Officers and external partners be thanked for their time, presentations and contributions to the debate today;
b) That Helen Davies contact Members of this Committee to establish appropriate membership for the Task and Finish Group and identify a date for the first meeting.

19 **FORWARD PLAN**

Consideration was given to the Council's Forward Plan.

RESOLVED-

That the Forward Plan be received and noted.

20 **WORK PROGRAMME**

Consideration was given to the Committee's Work Programme.

Councillor Suzanne Brookfield raised a question relating to an item previously raised at the Health, Adult Social Care and Communities Overview and Scrutiny Committee that related to the council's Emerging Futures contract.

Councillor Brookfield also requested an update on the subject of Houses of Multiple Occupation and Article 4 that related to Landlord Compulsory Licensing.

RESOLVED-

That:

a) The Overview and Scrutiny Chairmen's Group be asked to discuss and determine which of the overview and scrutiny committees

would be most suitable to take the lead on reviewing the performance of the council's contract with Emerging Futures; and

b) That Helen Davies provide an update to the Committee on the subject of Houses of Multiple Occupation and Article 4.

21 **ADDITIONAL ITEM OF URGENT BUSINESS- PUBLIC SPACE PROTECTION ORDERS**

The Committee heard a verbal update from Richard Christopherson, Local Area Partnership Manager. He advised the Committee that this report related to Dog Fouling and Dog Control at Carrs Park, Wilmslow and the transfer of the legal status of the previous gating schemes that required a "Gating Order" across the borough to a consolidating PSPO.

There was some discussion that included acknowledgement of:

- The agreed blight of boroughwide Dog Fouling;
- 719 Fixed Penalty Notices (FPNs) being issued in the last 4-years, for the breach of the Order in relation to Dog Fouling;
- The potential for wider education, communication and refreshed messages re: Dog Fouling and the associated costs to residents across the borough;
- The potential to map the FPNs to identify hot-spots;
- The caveats that exist under the legislation not to fine those who with a disability who cannot pick up after their dog; and
- The part of the order relating to Gating did not affect any residential properties.

There were some points that Richard agreed to pick up outside of the meeting as they related to specific issues and included:

- the availability of Dog Fouling bins, or bigger bins;
- the plans for dog control across the borough; and
- how many FPNs were issued by Kingdom, the Councils Enforcement contractor.

To summarise the Committee made enquiries as to how successful the orders had been and were satisfied with the response.

RESOLVED-

That:

a) Richard Christopherson be thanked for his attendance and verbal update and that he follow up with specific Members outside of the meeting; and
b) The recommendations be endorsed by this Committee to Cabinet as outlined on section 2.1 of the report.

The meeting commenced at 10.00 am and concluded at 12.34 pm

Councillor JP Findlow (Chairman)

This page is intentionally left blank

Key Decision: Yes

Date First Published: >

Environment and Regeneration Overview and Scrutiny Committee

Date of Meeting: 19 October 2020 (Cabinet: 10 November 2020)

Report Title: Crewe Regeneration and Investment Programme

Portfolio Holder: Cllr Nick Mannion, Portfolio Holder for Environment & Regeneration

Cllr Craig Browne, Deputy Leader

Senior Officer: Frank Jordan, Executive Director - Place

1. Report Summary

1.1. Cheshire East Council is committed to the regeneration of Crewe to improve its economic performance but more crucially to enable local residents to lead successful, healthy and happy lives.

1.2. The programme of interventions outlined in this report support this aim and will capitalise on key opportunities for the town including HS2, Towns Fund and Future High Streets Fund to support town centre regeneration, new commercial and employment opportunities, new homes helping to tackle housing supply issues and an enhanced a first-class leisure offer for the town.

1.3. This report is seeking approvals enable the delivery of these intervention which includes:

1.3.1. An opportunity to secure up to £25m from the Government's Towns Fund.

1.3.2. Proposed schemes to deliver further town centre regeneration which have been included in a £20.5m bid to the Government's Future High Streets Fund

1.3.3. Delivery of the Crewe HS2 hub station programme in consideration of the impacts of the COVID-19 pandemic. It outlines the additional challenges and risks to the project arising from the pandemic and the revisions to the proposals to minimise these.

1.3.4. The delivery of this programme is being supported through engagement with the Crewe Town Board which was established

earlier this year and includes representation from Cheshire East Council.

1.3.5. It is to be noted that the projects outlined in this report are in addition to other proposed investments in the Crewe including the Royal Arcade, Crewe Market, History Centre and the dualling of the A500.

2. Recommendations

That Cabinet:

2.1. Notes that the Council is the Accountable Body for the Crewe Town Board with the Portfolio Holder for Environment and Regeneration being the Council's representative on it.

2.2. Delegates authority to Portfolio Holder for Environment and Regeneration, in consultation with the Executive Director Place and with the approval of the Crewe Town Board, to

2.2.1. Submit a Town Investment Plan to Government

2.2.2. Submit a bid for the Towns Fund to Government

2.3. Delegates authority to the Executive Director – Place, in consultation with the Director of Governance & Compliance, the Director of Finance & Customer Service, the Portfolio Holder for Environment & Regeneration and the Portfolio Holder for Finance, IT & Communications to:

2.3.1. Accept a government grant (Towns Fund – Accelerated project funding) and the associated conditions, to support the proposed Ly^2 project

2.3.2. Accept a government grant (Future High Streets Fund), and the associated conditions, to support a range of measures to support the regeneration of Crewe town centre

2.3.3. Approve Supplementary Capital Estimates up to the value of the grants accepted under 2.3.1 & 2.3.2 above, to facilitate expenditure within the associated conditions.

2.3.4. Approve capital and revenue budgets associated with co-funding delivery of the measures proposed

2.3.5. Take all necessary actions to implement the proposals.

2.4. Notes the review has been undertaken for the Crewe hub station scheme taking account of the impact of Covid-19;

2.5. Approves the proposed revisions to the Crewe hub station scheme.

2.6. Authorises the Executive Director - Place to:

2.6.1. Commission the detailed design for Crewe Hub Station

2.6.2. Agree terms with Network Rail and Avanti West Coast for the release of land necessary to deliver the scheme;

2.6.3. Negotiate and agree a funding deal with Government and Avanti West Coast to secure the necessary funding to deliver the Revised Initial Scheme;

2.7. Notes that further approvals will be sought from Cabinet to approve a preferred Crewe Hub Station Scheme and seek any powers of compulsory purchase required to deliver the preferred scheme.

3. Reasons for Recommendations

3.1. The recommendations sought in this report are to enable the development and delivery of a coordinated programme of interventions to support the regeneration of Crewe and unlock economic, environmental and social benefits to the town's communities as well elsewhere in the Borough.

3.2. Delivery of this programme is critical in kick starting the local economy following the economic impacts of the Covid-19 pandemic and in addressing the levelling up agenda for Crewe. It is important that this programme is progressed now to ensure that the town can capitalise on key opportunities including HS2, Future High Streets Fund and Towns Fund.

4. Other Options Considered

Crewe Town Board, Towns Fund and Town Investment Plan

4.1. The Council could determine not to support the Crewe Town Board and its role in developing a Town Investment Plan, however, this would be almost certain to result in a failure to receive a grant due to non-compliance with the guidance issued by Government.

4.2. The Council could also consider not 'passporting' authorities through the Portfolio Holder to act on the decisions of the Board. In this case, it would be likely to create a significant delay to decision-making processes which will have a consequential impact on project delivery.

Future High Streets Fund

4.3. The Council could, instead of delegating authority to progress with projects proposed as part of the bid, determine to consider the grant offer and the associated conditions at a future meeting of Cabinet. This would be likely to be February 2021. This would, however, impact on project deliverability, as all grant funding must be defrayed by March 2024.

Crewe HS2 Hub Station

4.4. The Council could choose to continue to progress the original pre-Covid scheme. However, the economic impacts of the Covid-19 pandemic and uncertainties about the future commercial development market mean that this scheme would not be viable as business rate revenues would likely be realised much later. In addition, the original scheme would require significant upfront borrowing by the Council and therefore it would need to service the debt out of existing budgets until the business rate revenues were sufficient to cover it.

4.5. The Council could not progress a scheme at all meaning that Government would revert to a baseline solution which will have minimal investment in the station and environs. The baseline solution would not deliver the same growth and regeneration benefits to Crewe and the surrounding area. As a result, this growth is likely to be accommodated elsewhere and Crewe could easily fall further behind its competitors.

4.6. The Council could choose to pause the work for a period of time however, the HS2 delivery timetable for Crewe remains fixed with much of the infrastructure being delivered in 2025. This provides a small window of opportunity to do much of the work in a cost effective way through aligning with this ‘core’ HS2 programme. A slippage in programme would mean that these programmes would no longer be aligned and the opportunities for costs and programme efficiencies would be lost.

5. Background

Crewe Town Board, Towns Fund and Town Investment Plan

5.1. The Government has selected Crewe as one of 101 towns, each to be awarded around £25m of funding from its Towns Fund to support their long-term aspirations to support economic regeneration.

5.2. Crewe Town Board (CTB) has been established to oversee the development of a town investment plan (TIP) and subsequent submission to the Towns Fund.

5.3. The board is an advisory board with a strategic focus and Government requires Cheshire East Council to act as the Accountable Body for it. This includes ensuring the appropriate processes around procurement, contract management and audit are undertaken.

5.4. The TIP needs to be submitted in January 2021, following which Government will engage with the Town Board and the Council is agreeing a 'deal' which includes the funding. Once agreed, this will then trigger further work in developing detailed business cases for the agreed interventions. Funding is expected to be made available from 2022 up to 2026.

5.5. To facilitate the delivery of the TIP to the Portfolio Holder for Environment and Regeneration are sought to enable the programme to be delivered effectively

5.6. As part of the Towns Fund initiative, earlier this year the Government invited proposals for up to £750k to support projects that could be accelerated for delivery within the 2020/21 financial year. In consultation with Crewe Town Board, the Council submitted the proposal for a project called ***Ly²*** which was developed to create a vibrant community hub at Lyceum Square in Crewe town centre. In September the council and partners received confirmation that it had been successful in being awarded funding for this project. The Council will need to accept any associated grant conditions and approve a supplementary capital estimate.

Future High Streets Fund

5.7. In June this year the Council submitted the 'Revitalising Crewe' business case to Government seeking £20.568m capital funding to support projects which will stimulate the regeneration of Crewe town centre.

5.8. Ten projects are included in the programme as summarised in Table 1 below.

Table1: Revitalising Crewe FHSF proposed workstreams and projects	
Workstream	**Projects**
Accessibility & Permeability	Four new projects to improve accessibility and permeability into and around Crewe town centre: 1) Earle St bridge: a new pedestrian/cycle bridge/link from the Grand Junction Retail Park (east of the town centre) over the railway line. 2) Southern Gateway: A new pedestrian/cycle link from Mill Street (south of the town centre) to the Civic & Cultural Quarter (Lifestyle Centre/Christ Church / Memorial Square). 3) Flag Lane link: A new highway link from Dunwoody Way (west of the town centre) to Flag Lane. 4) Smart parking & movement: New investment in digital infrastructure to support incorporation of adaptive signals and smart parking measures to improve traffic flow.
In-Town Living	The potential future use of existing Council car park sites to deliver new residential developments that meet the needs of local people. N.B. Car park capacity will be replaced with planned new MSCP and interim measures as required to esnure sufficient car parking provision is available
History Centre	Building upon existing proposals for the History Centre by extending its physical footprint to create a more appropriate town centre setting by demolishing the existing Civic Centre (incl. undercroft car park and decking) and providing higher quality public realm and ancillary car parking and improved connectivity to other town centre destinations.
Technology and Digital Innovation Campus	Technology and Digital Innovation Campus. The creation of two new workspaces to help new/early-stage technology businesses to establish and grow, responding to locally evidenced demand for appropriate accommodation and support. This could include the vacant Christ Church in order to bring it back into economic use (currently owned by the Diocese of Chester).
Sustainable Energy Network	The creation of a new energy network, initially linking public buildings to improve energy performance and drive down its cost, to the point that in becomes attractive for commercial operators to join.

5.9. Due to Covid-19 the timescales for the announcement of successful bids has been delayed until late autumn. Given that most of the component projects were scheduled to commence the detailed planning and delivery phase in autumn, any further delay in securing Cabinet approval after Government announcements will impact on project deliverability, as all grant funding must be defrayed by March 2024. Delegated authority is therefore sought to accept this funding so that the projects can be progressed.

5.10. If successful in securing all the £20.568m grant funding sought, £22.599m of co-funding will need to be committed through Council and other external funding sources. Some of these budgetary allocations are already in place (e.g. History Centre, Sustainable Energy Network, Local Transport Plan)

with most others relating to existing Council revenue budgets or external sources (e.g. Heritage Lottery, Homes England). In addition, the Council will be required to dispose or lease some sites and premises in its ownership at less than best consideration. This match funding is already identified within the council's capital budget and revenue budgets.

Crewe HS2 Hub Station

5.11. The arrival of HS2 to Crewe is an important component of delivering our future ambitions for Crewe and the surrounding area. However, the arrival of the trains alone will not unlock the potential for the town or the region. Getting the right station solution for Crewe is critical to unlocking the economic, social and environmental potential of the Town.

5.12. This will require the following:

5.12.1. The right rail infrastructure solution to be delivered at Crewe station to enable up to 7 HS2 trains per hour, in each direction, to call at Crewe;

5.12.2. A new rail junction known as the Crewe North Connection that would link the HS2 Phase 2b line and the existing West Coast Main Line. This would enableHS2 to call at Crewe Station to and from the north;

5.12.3. The delivery of critical enhancements to Crewe railway station to bring it closer in line with the other HS2 stations being delivered elsewhere.. This includes a new centrally located transfer deck to improve the passenger environment and expereince, enhanced car parking facilities, enhancements to nantwich road entrance, and improvedconnectivity by walking, cycling and public transport- particulalry to Crewe Town Centre.;

5.13. In consideration of the impacts of the COVID-19 pandemic the Council has undertaken a comprehensive impact assessment on the proposed Crewe hub station scheme as presented to Cabinet in March 2020.

5.14. It is important that any future Council investment such as that proposed in and around Crewe station reflects the latest risks and challenges that could impact on its affordability, viability and/or deliverability. The revised scheme for the Crewe hub will see the full vision delivered over several phases of development rather than delivered in its entirety upfront ahead of the arrival of HS2. Therefore, the Council will firstly focus on an Initial Scheme to be delivered alongside the construction of Phase 2a.

5.15. This Revised Initial Scheme will focus on the area immediately surrounding the Crewe hub station and include:

5.15.1. Enhancements to Nantwich Road Bridge including the delivery of new pedestrian and cycle bridge decks to improve links between the station and town centre and promotion of active travel;

5.15.2. Delivery of a new interchange on Weston Road to provide enhanced facilities for taxis, pick-up and drop off and with the potential to incorporate buses;

5.15.3. Delivery of a new multi-storey car park on Weston Road to replace the existing surface level car park and cater for HS2 passenger growth at Crewe;

5.15.4. Delivery of highway access improvements comprising of a series of junction improvements around the hub.

5.16. Future phases are to include:

5.16.1. New transfer deck and Weston Road entrance (DfT/NR funded) Crewe Southern Link Road Bridge; and

5.16.2. Potential future multi-storey car park phases.

5.17. Whilst a phased approach is likely to add additional cost to the overall scheme, it enables the Council to limit its maximum financial exposure and prudential borrowing over time. However, in the development of the scheme going forward, opportunities for passive provision of future interventions to minimise further rail possession requirements, will be explored subject to affordability.

5.18. The Revised Initial Scheme seeks to minimise third party land requirements where possible. The Council intends to acquire this through negotiation but a CPO will be progressed as a means of last resort. A report will be presented to Cabinet to seek authority to undertake a CPO is this is required.

5.19. As outlined to Cabinet in March 2020, the Council are seeking a funding and financing agreement with Government to fund the initial phase of the Crewe hub scheme. This will include a combination of local and central government funding including government grants and prudential borrowing.

5.20. The Council alongside Cheshire & Warrington Local Enterprise Partnership (CWLEP) continue to explore with Government the opportunity for a new business rates retention scheme, known as Tax Increment Financing (TIF).

5.21. A TIF model would operate in a similar manner to an Enterprise Zone. Here upfront Council borrowing would be used to directly unlock development sites by funding key enabling infrastructure and funding development viability gaps. In return, 100% of the growth in business rates across the TIF would be retained locally over a 25-year period.

5.22. In the proposed 'Growth Corridor' TIF model, retained business rate revenues would service the upfront debt as well as unlocking further sites. Surplus revenues could also be used to fund any local contribution to the Crewe hub station to bring forward the critical station enhancements.

5.23. A revised outline TIF proposition has been included within the Council's and CWLEP's Comprehensive Spending Review response to seek policy support for the proposition. Cabinet approval will be sought ahead of any full business case submission to Government for a new TIF model.

5.24. In line with the design work, the Crewe Area Action Plan is currently being reviewed in consideration of Covid-19 and the revised phased scheme to ensure that the most appropriate planning policy framework for the initial phase is progressed whilst ensuring that the future phases aren't impeded by alternative development.

6. Implications of the Recommendations

6.1. Legal Implications

Crewe Town Board, Towns Fund and Town Investment Plan

6.1.1. A Town Deal is an agreement in principle between Government, the lead authority and the Town Deal Board, confirmed in a Heads of Terms document. It will set out a vision and strategy for the town and what each party agrees to do to achieve this vision. It will cover a period of up to 5 years

6.1.2. In accordance with the government's Guidance on the Towns Fund there are two phases with a decision gateway at the end of each. Following the development of the Town Investment Plan, the Chair of the Towns Board and either the Council's Chief Executive or Leader will need to sign the Memorandum of Understanding containing the Heads of Terms for the funding deal with Government prior to business cases and fully costed delivery plans being developed. The business cases need to go through an assurance process by the accountable body prior to being submitted to Government before the funding is released. Legal advice will need to be sought on the conditions relating to any funding deal and on the terms of the Memorandum of Understanding with Government.

6.1.3. There is a need for appropriate and robust governance arrangements to be put in place in relation to the Towns Board and in light of the Council's role as accountable body.

6.1.4. The Guidance sets out the following as being the responsibility of the lead authority :-

- Upholding the Seven Principles of Public Life (the Nolan Principles)
- Developing a delivery team, delivery arrangements and agreements
- Ensuring that decisions are made by the board in accordance with good governance principles
- Ensuring transparency requirements are met – through publication of information on their website or a Town Deal specific website
- Developing agreed projects in detail and undertaking any necessary feasibility studies
- Undertaking any required Environmental Impact Assessments or Public Sector Equalities Duties
- Helping develop detailed business cases
- Liaising with potential private investors in identified local projects and schemes
- Signing the Head of Terms Agreement with government
- Monitoring and evaluating the delivery of individual Towns Fund projects
- Submitting regular monitoring reports to Towns Hub
- Receiving and accounting for the Town's funding allocation

6.1.5. The Council will also need to have regard to its duties in relation to consultation and engagement with stakeholders and residents and develop an Engagement and Communications Strategy as interventions supported through the Towns Fund should be devloped with input from the community.

6.1.6. It is anticipated that ongoing legal advice will be needed as the programme proceeds to the delivery stage to ensure that projects are properly anchored in planning policy; advice is sought on land assembly and any use of the Council's CPO powers together with considerations relating to procurement and state aid implications of any project.

Future High Streets Fund

6.1.7. Any grant funding agreement that the Council is required to enter into before funding is made available will require review to ensure that the Council acts in compliance with its terms.

Crewe HS2 Hub Station

6.1.8. Implementing a project of the scale and complexity of the Crewe HS2 Hub Station programme will have a number of legal implications for the Council.

6.1.9. It is anticipated that the Council may need to enter into a series of contractual arrangements with key stakeholders including Network Rail and the Avanti West Coast Partnership in line with the Council's Constitution taking into account any financial constraints.

6.1.10. Should the Council proceed to procure a design and build contract for any element of the Revised Initial Scheme this will need to be done in accordance with the Constitution, the Council's Contract Procedure Rules and the Public Contracts Regulations 2015.

6.1.11. It is anticipated that ongoing legal advice will be needed as this scheme is further developed and delivered in relation to project risks since TIF arrangements hinge on anticipated cash flow in the form of business rates that will have been ringfenced for the development project, certainty that the project will be completed and then occupied will be critical. Issues around allocation of risk as between the Council and any developers will need to be considered carefully. Further advice will also be required on the designation of the TIF Zone and governance arrangements with the CWLEP similar to those in place for current Enterprise Zones.

6.2. **Financial Implications**

6.2.1. Many of the schemes that are referred to within the various initiatives are largely contingent on the outcome of multiple funding applications only some of which may be successful. Thus, it has to be accepted that as with any capital programme there is a risk that any spend will be abortive if the scheme does not proceed.

6.2.2. Successful funding bids will require supplementary capital estimates to be approved.

Crewe Town Board, Towns Fund and Town Investment Plan

6.2.3. It should be noted that the recommendations are designed to facilitate prompt decision making and not be a substitute for the necessary decision making and appraisal of each and every

component of any resulting Town Investment Plan should the application be successful.

6.2.4. Any offer of funding will be subject to tight defrayal deadlines otherwise it could be lost. Additionally, any funding agreement will come with conditions which will need to be adhered to.

6.2.5. It is anticipated that ongoing Finance support will be required in order to align a successful Town Investment Plan with the wider Medium-Term Financial Strategy and the mechanisms for doing this are currently being put in place. The broad aspirations for the projects that the Towns Fund bid is seeking to support would appear to align with the aims of the Council's Capital Strategy in seeking to deliver sustainable and inclusive economic growth.

Future High Streets Fund

6.2.6. As with the Towns Fund the main implications of the decisions being taken are to enhance the efficiency and speed with which the Authority can act and respond to any resulting offer of financial support from the Future High Streets Fund. It does not in itself make the financial decision or commit the Council to particular schemes in the absence of further detailed financial due diligence and approvals.

6.2.7. Whilst much of the content of the submitted Future High Streets Fund bid is already in the Council's 2020-2024 Capital Programme or Addendum there will need to be ongoing reviews to ensure that schemes will still deliver value for money as circumstances and assumptions may have altered since inclusion in the Capital Programme.

6.2.8. Finance will be required to provide ongoing support and comfort is provided by the comprehensive Programme Management structure that has been put in place to support each of these workstreams which Finance will feed into.

Crewe HS2 Hub Station

6.2.9. In order to arrive at a fully costed and credible investment decision for the initial phase of the Crewe HS2 Hub Station programme, which will be presented to Full Council at a later date, it is necessary to progress detailed development work to deliver a design solution and an outline finance and funding proposition to form the basis of a Strategic Outline Business Case.

6.2.10. A future Full Council investment decision to approve any local contribution towards the Crewe Hub Station and supporting investment could see the Council commiting to forward fund a

substantial investment as identified in the outline proposition. However, any local contribution would be predicated on securing the necessary commitments from Government, as outlined in the outline proposition, in advance of any investment decision.

6.3. **Policy Implications**

6.3.1. The proposals relating to Future High Streets Fund align with the Council's existing Crewe Town Centre Regeneration Delivery Framework, as well as the Economic Development Strategy, Housing Strategy and Local Transport Plan.

6.3.2. The Local Plan Strategy identifies the need for improvements to Crewe Railway Station to make it a national hub.

6.3.3. The Local Plan Strategy does not include any HS2 related development and therefore does not provide a policy for the full ambitions for the wider station area. The Local Plan does however reference that HS2 will have implications on the Local Plan and that there may be a need for an Area Action Plan for the area around the Crewe HS2 hub station

6.3.4. The planning policy framework, including the draft Area Action Plan, are being reviewed with consideration of the phased scheme and wider impacts of Covid-19 to determine the most appropriate planning policy to bring forward the initial phase.

6.4. **Equality Implications**

6.4.1. An Equality Impact Assessment has not been undertaken at this stage but will form part of the detailed business planning for each of the projects to be taken forward whether relating to the Future High Streets Fund, Towns Fund or Crewe hub station scheme.

6.5. **Human Resources Implications**

6.5.1. None identified at this stage.

6.6. **Risk Management Implications**

6.6.1. Initial risk registers have been produced for each of the projects proposed in the Future High Streets Fund business case. These will be updated and considered as part of the decision-making by those with authority delegated in this report.

Crewe HS2 Hub Station

6.6.2. Government's existing proposals for Crewe remain only for 2 HS2 trains per hour. Whilst the Council has gained significant announcements and decisions from Government that would support an

enhanced HS2 service solution at Crewe over recent years; the key rail infrastructure requirements, including a revised track layout and Crewe North Connection, remain unfunded and uncommitted. Government may still not commit to any further services than the 2 HS2 trains per hour already planned. In this case, there would not be the step-change in connectivity at Crewe to support the level of regeneration and growth within the Council's ambitious plans. Consequently, the future business rate revenues may be lower than forecast. In this scenario the Council would unlikely be able to afford a local contribution towards the station resulting in Government delivering a sub-optimal solution for Crewe. If this is the case, the Council may need to fund a level of abortive costs of project development work to date.

6.6.3. There is a risk that there is no agreed funding and financing package for the station and as a result a sub-optimal station is delivered. This could result in the need for the Council to expense the project development work to date. In this instance, in recognition the government imposed restrictions on Council capital financing and having to balance annual budgets.

6.6.4. The Council would consider a number of options, including any or all of the following strategies, and relative to spending on particular aspects of the scheme to date:

6.6.4.1. Develop a revised and self-funded business case to deliver a reduced regeneration and transport access scheme for the area on which to capitalise the costs and deliver a much smaller proportion of economic benefits;

6.6.4.2. Develop no alternative scheme and write-off costs to date but pursue a special dispensation from Government to enable these to be written off within the capital budget and not transferred to revenue and subsequently re-prioritise the Place Capital Programme; or

6.6.4.3. Develop no alternative scheme and write-off costs directly to the revenue account. These costs to be met by significant reprioritising the Place Budget to identify necessary savings and investment opportunities to minimise exposure of Reserves at a future point in time

6.6.5. The Council, in partnership with C&W LEP, is seeking to develop the case for a Tax Increment Financing mechanism for Crewe, regardless of HS2. If this were successful, it would enable capital investment in and around Crewe Railway Station area and allow the project development costs incurred to date to be supported by new assets.

Equally, some of the schemes identified through the work to date have merit and alternative funding mechanisms would be sought to deliver them as part of an investment programme for Crewe which again would enable project development costs to date to be capitalised against an asset.

6.6.6. There is a risk that the West Coast Partnership do not agree to take the car parking at Crewe station out of the franchise. In this case, the Council would need to forego future car parking revenue streams that could help to support any local contribution. In this scenario, the Council would need to either fund these costs from other Council budgets or reduce the potential contribution which may result in the Council's plans being unaffordable

6.7. **Rural Communities Implications**

6.7.1. There are no direct implications for rural communities.

6.8. **Implications for Children & Young People/Cared for Children**

6.8.1. There are no direct implications for children and young people.

6.9. **Public Health Implications**

6.9.1. There are no direct implications for public health.

6.10. **Climate Change Implications**

6.10.1. The Town Investment Plan is expected to identify how climate considerations are addressed.

6.10.2. The Future High Streets Fund proposals include projects that will address carbon reduction (Sustainable Energy Network) and enhance connectivity for pedestrians and cyclists around the town centre.

6.10.3. The hub station design and masterplan solution includes a series of proposals to encourage more sustainable travel across the area. This includes enhanced cycle and pedestrian links between the station and town centre and a new multimodal interchange alongside the new primary entrance on Weston Road.

7. Ward Members Affected

7.1.1. All Crewe wards, particularly Crewe Central (Cllr Anthony Critchley), Crewe South (Cllrs Steven Hogben and Laura Smith) and Crewe East (Cllrs Joy Bratherton, Suzanne Brookfield and Hazel Faddes).

7.1.2. All Crewe members will receive a separate briefing prior to publication of the Cabinet report.

8. Consultation & Engagement

8.1. The proposals to be submitted for the Towns Fund will form part of a Town Investment Plan which will require extensive engagement with key stakeholders and public. This will be undertaken by consultants working to the Town Board and with Cheshire East officer inputs. Local Members will be engaged regularly as part of this.

8.2. The projects proposed as part of the Future High Streets Fund were developed with the engagement of local members and Crewe stakeholders. As projects move into delivery phase, each project will have its own consultation and engagement programme.

8.3. In relation to the Crewe Hub, engagement with local ward members and communities and key stakeholders will be undertaken as the programme progresses to detailed design and as key projects move forward. A full consultation plan will be presented to Full Council as part of an investment decision.

9. Access to Information

9.1. For access to any further information, contact the report authors as listed below

10. Contact Information

10.1. Any questions relating to this report should be directed to the following officers:

In relation to HS2:

Name: *Hayley Kirkham*

Job Title: *HS2 Programme Director*

Email: *hayley.kirkham@cheshireeast.gov.uk*

In relation to Crewe Town Board and funding proposals

Name: Jez Goodman

Job Title: Development & Regeneration Delivery Manager

Email: jez.goodman@cheshireeast.gov.uk

This page is intentionally left blank

Working for a brighter future together

Version Number: ASR 2.0

Key Decision N

Date First Published:

Environment and Regeneration Overview and Scrutiny

Date of Meeting: 19 October 2020

Report Title: Cheshire East 2020 Air Quality Annual Status Report

Portfolio Holder: Councillor Mick Warren – Portfolio Holder for Communities

Senior Officer: Frank Jordan – Executive Director Place and Deputy Chief Executive

1. Report Summary

1.1. To update the Committee on the review of the Council's 2020 Annual Status Report (ASR). The purpose of the report is to ensure Members are aware of the report and the current status of air quality across the borough.

1.2. The 2020 Annual Status Report has been submitted to and approved by Defra in accordance with requirements of the Local Air Quality Management Regime.

2. Recommendation

2.1. That Members

2.1.1 Review the contents of the report and provide any feedback to the Portfolio Holder for consideration.

3. Reasons for Recommendation

3.1. It is important that Members are kept up to date with the Councils work on air quality and consultation with Defra. The Annual Status Report provides

an overarching view of all of the Council's air quality activities and current position.

4. Other Options Considered

4.1. None.

5. Background

5.1 The 2020 Air Quality Annual Status Report (ASR) (Appendix 1) provides an overview of air quality across Cheshire East for the 2019 calendar year. The Report fulfils the requirements of the Local Air Quality Management Regime as laid out in Part IV of the Environment Act (1995) and relevant supporting Policy and Technical Guidance documents published by Defra.

5.2 The LAQM process places an obligation on all local authorities to regularly review and assess air quality in their areas and to determine whether or not the air quality objectives are likely to be achieved. Where an exceedance is considered likely the local authority must declare an Air Quality Management Area (AQMA) and prepare an Air Quality Action Plan (AQAP) setting out the measures it intends to put in place in pursuit of the objectives.

5.3 The Annual Status Report (ASR) sets out results of monitoring, discusses trends in air quality data and outlines strategies employed by Cheshire East to improve air quality including any progress with regards to actions contained in the Council's AQAP.

5.4 To date the Council has completed all of the previous air quality submissions to Defra which have all been approved.

5.5 As part of the submission and approval process, Defra may make comment and recommendations with respect to future report content and/or structure. Consequently the 2020 ASR also addresses comments provided by Defra as part of 2019 ASR feedback.

5.5 Whilst the 2020 ASR does not recommend any new AQMAs, it does propose the revocation of seven existing AQMAs within the Cheshire East area. The NO2 concentrations measured at these sites over the past three or more years is shown to be less than 40µg/m^3, which is the national Air Quality Objective (AQO) set for NO2. In line with our approved, in-house monitoring procedure this is one reason an AQMA can be revoked. The seven AQMAs the Council is proposing to revoke are:

- A50 Manchester Road, Knutsford
- A556 Chester Road, Mere
- Park Lane, Macclesfield
- Middlewich Road, Sandbach
- Nantwich Road, Crewe
- Wistaston Road, Crewe
- Earle Street, Crewe

5.6 Defra has provided their Annual Status Report Appraisal Report (Appendix 2) and accepted the report, but included some additional comments. These will be addressed in the 2021 ASR as appropriate.

6. Implications of the Recommendations

6.1. Legal Implications

6.1.1. Part IV of the Environment Act 1995 requires a local authority to regularly review and assess whether air quality standards and objectives are being achieved, or are likely to be achieved within the authority's area. The Annual Status Report provides all information to fulfil this statutory requirement.

6.2. Finance Implications

6.2.1. The report was compiled internally and funded from existing Regulatory Services and Health (RS&H) staffing budgets.

6.2.2. In addition, the report provides an update on progress of the Air Quality Action Plan, which sets out proposed measures to improve air quality. Smaller measures will be funded from within existing RS&H budgets, but air quality measures in larger projects are supported by services, such as Highways, as part of their development of the financial plans of relevant projects.

6.3. Policy Implications

6.3.1. There are no direct Policy implications arising from this report.

6.4. Equality Implications

6.4.1. There are no direct equality implications arising from this report.

6.5. Human Resources Implications

6.5.1. There are no direct human resources implications arising from this report.

6.6. **Risk Management Implications**

6.6.1. There are no direct risk management implications arising from this report. The report ensures the Council meets with statutory requirements under the Environment Act 1995.

6.7. **Rural Communities Implications**

6.7.1. There are no direct implications for rural communities.

6.8. **Implications for Children & Young People**

6.8.1. There are no direct implications for children and young people.

6.9. **Public Health Implications**

6.9.1. The implementation of the Air Quality Action Plan aims to improve public health.

6.10. **Climate Change Implications**

6.10.1. The ASR alone will not directly help to reduce the Council's carbon footprint.

7. Ward Members Affected

7.1. Borough wide.

8. Consultation & Engagement

8.1. There is no requirement for formal consultation with members of staff or the Trade Union, however there is a formal requirement to consult with Defra. Feedback from this consultation is included in Appendix 2 of this report.

9. Access to Information

9.1. Background papers relating to this report are contained as Appendices 1 and 2.

10. Contact Information

10.1. Any questions relating to this report should be directed to the following officer:

Name: Nick Kelly

Job Title: Environmental Protection Team Leader

Email: nick.kelly@cheshireeast.gov.uk

11. Version Control

Date	Version	Author	Meeting report presented to	Consultees		Summary of amendments made
				Name of officers consulted	Date consulted	
07/09/20	1.0	Nick Kelly	Place SMT	Wendy Broadhurst Alison Burquest Matt Tyrer	26/08/2020	
23/09/20	2.0	Nick Kelly	CLT	Wendy Broadhurst Alison Burquest Matt Tyrer	23/09/2020	Reworded sections 6.1.1 and 6.2.2
19/10/20	2.1	Nick Kelly	Environment Overview & Scrutiny Committee			

This page is intentionally left blank

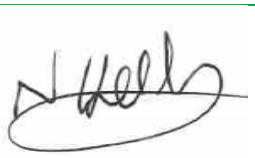
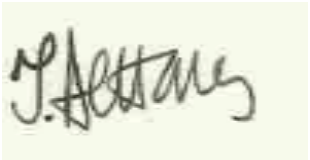
2020 Air Quality Annual Status Report (ASR)

In fulfilment of Part IV of the
Environment Act 1995
Local Air Quality Management

June 2020

Cheshire East Borough Council

Local Authority Officer(s)	Sarah Allwood, Dr. Adobi Okam, Martin Brown and Niall Martin
Department	Regulatory Services and Health
Address	Municipal Buildings Earle Street Crewe Cheshire CW1 2BJ
Telephone	0300 123 5015
E-mail	airquality@cheshireeast.gov.uk
Report Reference number	CEC.ASR.2020.3.2
Date	29th June 2020

VERSION CONTROL		
Draft	**30th June 2020**	CEC.ASR.2020.3.2
Checked	**Nick Kelly** Environmental Protection Team Leader	
FINAL	**30th June 2020**	CEC.ASR.2020.3.2
Checked	**Tracey Bettaney** Head of Regulatory Services	
Authorised for Release	**Paul Bayley** Director of Environment and Neighbourhood Services on behalf of the AQSG	

This report has been approved by the Air Quality Steering Group (AQSG) during their meeting on the 29th June 2020.

Consultation with the Executive Leadership Team will take place as part of internal reporting requirements.

Executive Summary

Air Quality in Cheshire East Council

Air pollution has a significant adverse effect on public health. It affects a large number of the population in different ways. Particularly, it has a significant impact and poses an environmental risk factor for the vulnerable groups. These groups include those with underlying respiratory and cardiovascular diseases, children and the elderly. Recently, research commissioned by Public Health England found that the health and social care costs of air pollution (Partticulate Matter ($PM_{2.5}$) and nitrogen dioxide (NO_2)) in England could reach £5.3 billion by 2035. This is a cumulative cost for diseases which have a strong association with air pollution: coronary heart disease; stroke; lung cancer; and childhood asthma[1]. Therefore Cheshire East Council is committed to tackling air pollution through our Air Quality Action Plan (AQAP) in order to improve air quality across the borough.

Monitoring data in Figure 3.1 Air Quality Management Area (AQMAs) and Appendix B (full dataset) generally indicates that pollution trends across Cheshire East continue to show improvement. However, some monitoring sites continue to measure exceedances of the United Kingdom annual mean Air Quality Objective (AQO) for NO_2 (Figure 3.1).

The NO_2 monitoring data trend for AQMA's shows a steady, and in some cases marginal, reduction for the years 2016 to 2019 (Figure 3.1). Exceptions to this are diffusion tubes CE16 (The Crescent, Disley), CE116 (Rood Hill, Congleton), CE224 (Outside Kings Arms Earle Street/Rainbow Street, Crewe), CE230 (Wistaston Road, Crewe), CE266 (Outside Crown Mews Hibel Road, Macclesfield), (CE86 Hibel Road, Macclesfield) and CE277 (9 Market Street, Disley) which showed increases ranging from 0.64% - 34.15% in NO_2 concentration between 2018 and 2019 (Figure 3.2). However the annual mean reported for each of these sites were all less than 60µg/m^3. Therefore, in accordance with guidance and research[2] it indicates that these areas do not have the potential to exceed the short term hourly objective.

[1] Clean Air Strategy, January 2019 https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/770715/clean-air-strategy-2019.pdf

[2] Laxen D and Marner B (2003). Analysis of the relationship between 1-hour and annual mean nitrogen dioxide at UK roadside and kerbside monitoring sites –

We also undertook NO_2 real-time monitoring. The Real Time Analyser (RTA), conducts automatic monitoring and is located on Market Street at Disley. The 2019 RTA data recorded an annual mean of 35µg/m^3, meaning the AQO annual mean for NO_2, which is 40µg/m^3, was not exceeded. In addition, the maximum hourly mean recorded by the RTA was 166µg/m^3. This indicates compliance with both the individual NO_2 hourly AQO of 200 µg/m^3 and the annual permitted exceedance of 200 µg/m^3 18 times in a year (Appendix A, Table A.4).

Cheshire East has 19 AQMAs, of which 2 were declared in October 2019: A533 Lewin Street, Middlewich and A537 Chelford Road, Knutsford (Table 2.1).

Some AQMA sites have shown NO_2 concentrations consistently below the 40µg/m^3 AQO for three years or more (Figure 3.1). Therefore these sites have been reviewed and the Council is looking to amend where appropriate, or revoke AQMAs where it is likely that an exceedance will not occur.

Our monitoring strategy is periodically reviewed in order to make sure that monitoring is relevant with regards to sensitive receptors, AQMA boundaries and to make sure that the AQO is not exceeded.

Cheshire East Council does not currently undertake any monitoring for particulate matter (PM_{10} or $PM_{2.5}$), but action plan measures and strategies put forward to reduce NO_2 emissions (Table 2.3), will also help to reduce the levels of particulate matter. We also have some Particulate Matter (PM) specific measures (Table 2.4).

Actions to Improve Air Quality

The Council's Air Quality Action Plan (AQAP) (Table 2.3) includes:

(a) specific measures designed to address AQMAs and local traffic pinch points which are mostly within our AQMAs; and

(b) general measures to benefit the entire borough.

In order to implement the AQAP measures and achieve improved air quality, the Council's Air Quality team works in collaboration with internal and external partners. These include Public Health, Planning, Cheshire East Highways, Transport (both strategic and local sustainable transport), and Parking etc.

---

http://uk-air.defra.gov.uk/assets/documents/reports/cat06/1hr_NO2_rpt_Final_b.pdf

Cheshire East Borough Council

The Air Quality Strategy (AQS) is an overarching document that provides an overview of the roles and responsibilities of Council services that can influence air quality. There are clear performance indicators (Table 2.2) within the AQS. These indicators are also linked to the AQAP and the work of the Air Quality team in their work to improve air quality across Cheshire East. This report highlights completed and 'in progress' work against these indicators.

The Council has developed an Air Quality Steering Group (AQSG) which is tasked with the strategic overview of the Council's approach to improving air quality and the direction of services to achieve positive results. The AQSG meet quarterly to discuss progress, bottlenecks, timescales, performance indicators and decisions with regards to the AQAP.

This report highlights the work carried out through the AQAP (Table 2.3) to improve air quality in Cheshire East. Some of the highlights include:

- Various Highway projects aimed at improving traffic flow, and reducing emissions from vehicles queuing:
    - Junction and road markings, modelling works, road remodelling, and weight restriction reviews
        - Yellow box markings on Crewe Arms roundabout, Mill Street Junction and Edleston Road, Crewe
        - Various reviews were completed or are ongoing (Table 2.3)
    - Traffic light repairs, upgrade and reviews
        - Microprocessor Optimised Vehicle Actuation (MOVA) has been validated at the A523/Byrons Lane Junction, Macclesfied
        - Reoccurring fault at Redhouse Lane Junction, Disley has now been repaired
- Through development control processes we require EV infrastructure, Air Quality Assessments, low emission boilers and travel plans all aimed to improve air quality; out of 1677 Planning consultations in 2019, 539 had recommended conditions to mitigate air quality impacts.
- Through the Environmental Permitting regime industrial process are permitted and regulated (2019: CEC has 122 Permitted processes (Part B) and 2 (Part

A2) and during 2019, 70 of the 73 routine inspections scheduled were completed).

- The Air Quality team now offers air quality education awareness workshop to primary schools.
- Congleton Link Road (CLR) construction is ongoing and the completion date is expected to be late 2020/early 2021. The CLR addresses the heavy traffic within Congleton town by providing alternative route for traffic going through the town.
- A review into emission based parking is ongoing.
- Work with the Local Sustainable Transport team to identify how a cycling and walking scheme can be delivered in Congleton and Crewe.

Conclusions and Priorities

This report provides an overview of the air quality across the borough with regards to monitoring, review and assessment of pollution trend. It gives information on the number of AQMAs within Cheshire East and also provides information on the ongoing and completed AQAP measures across the Borough.

This report also details action measures that have not progressed, why they have not progressed and where more focus should be placed as we move forward. We have therefore made some of these areas of work a priority;

- Update the AQAP to include specific measures for the newly declared AQMAs, so that a current and relevant AQAP is in place for each AQMA
- Continued work with Highways to ensure that they consider air quality in all new projects and upgrades
- Continued work with the Public Heath team to progress the planned air quality awareness campaign
- Investigate particulate matter monitoring options
- Continue to deliver the school education awareness package
- Investigate the feasibility of using green infrastructure and its role in air quality management

- Launch an in-house anti-idling campaign, focusing on awareness and education
- Work with Council's transport and fleet team to encourage the provision and accessibility of alternative travel infrastructures. Also ensure low emission vehicles are considered during procurement.

This report has not identified any further areas that need to be considered as potential Air Quality Management Areas. Rather there are seven potential AQMAs that are under consideration for revocation. They are:

1) A50 Knutsford
2) A556 Mere
3) Park Lane, Macclesfield
4) Middlewich Road, Sandbach
5) Nantwich Road, Crewe
6) Wistaston Road, Crewe
7) Earle Street, Crewe

Local Engagement and How to get Involved

Engaging with residents: Cheshire East Air Quality team engaged with Handforth Parish Council to discuss air quality related issues. The team also gave an air quality presentation at Disley Parish Council with regards to the air quality and action plan measures to improve air quality around Disley in relation to the A6 corridor and the South East Manchester Multi Modal Strategy (SEMMMS) project. Air quality presentations have also been delivered to Bollington Town Council and Bollington Civic Society, resulting in informative discussions around air quality within Bollington.

Engaging with Schools: The Air Quality team has so far visited 10 primary schools to deliver Air Quality Education Awareness Workshops. The workshop provides education on general air quality, monitoring techniques, health effects, how to improve air quality, reduce exposure to pollution and hands on activities to visualise how air pollution is generated and dispersed around their schools and the wider environment. Schools can access this resource directly from the AQ team and we have marketed this offer through the Cheshire East schools bulletin. The aim is to

create air quality awareness amongst Years 5 and 6, so that hopefully they can share what they have learnt with their family and wider associations.

Other engagements: We have met with local interest groups such as Active Cheshire with whom we are discussing possible collaboration on some of our action measures such as awareness. We also invited the group to our air quality public awareness planning meeting.

Officers have met with colleagues responsible for the development of the Greater Manchester Clean Air Zone to understand potential impacts of the scheme on individuals and businesses within Cheshire East.

The air quality pages on the Cheshire East Council website are periodically updated to enable the public to obtain relevant information relating to air quality across the borough. In addition, the public are able to send questions, comments or suggestions directly to the Air Quality email (Airquality@cheshireeast.gov.uk).

Table of Contents

List of Tables

List of Figures

1 Local Air Quality Management

This report provides an overview of air quality in the Borough of Cheshire East during the year 2019. It fulfils the requirements of Local Air Quality Management (LAQM) as set out in Part IV of the Environment Act (1995) and the relevant Policy and Technical Guidance documents.

The LAQM process places an obligation on all local authorities to regularly review and assess air quality in their areas, and to determine whether or not the Air Quality Objectives (AQO) are likely to be achieved. Where an exceedance is considered likely the local authority must declare an Air Quality Management Area (AQMA) and prepare an Air Quality Action Plan (AQAP), setting out the measures it intends to put in place to improve the air quality. This report is an annual requirement outlining the various strategies and actions employed by Cheshire East to improve air quality and the opportunity to report on progress that has been made.

The statutory air quality objectives applicable to LAQM in England can be found in Table F.1 in Appendix F.

2 Actions to Improve Air Quality

This chapter describes measures and actions the Council has taken or is undertaking in order to improve air quality across Cheshire East.

2.1 Air Quality Management Areas

AQMAs are declared when there is an exceedance or likely exceedance of an air quality objective. After declaration, the authority must prepare an AQAP within 18 months setting out measures it intends to put in place in pursuit of compliance with the objectives.

Following the submission of the 2019 ASR, the Council declared two new AQMAs in October 2019; A533 Lewin Street Middlewich and A537 Chelford Road, Knutsford.

A summary of AQMAs declared by Cheshire East Borough Council can be found in Table 2.1. Further information on AQMAs in Cheshire East , is available online at https://www.cheshireeast.gov.uk/environment/environmental_health/local_air_quality/aqma_area_maps.aspx

In addition Appendix D: Maps of Monitoring Locations and AQMAs, includes a map of the air quality monitoring locations in relation to the AQMAs.

This report has not identified the need to declare any new AQMAs. However, the Council does intend to revoke seven existing AQMAs because the NO_2 concentrations measured at these sites over the past three or more years, is shown to be less than 40µg/m^3 (Figure 3.1 and Appendix A), which is the national Air Quality Objective (AQO) set for NO_2. The seven AQMAs the Council is proposing to revoke are:

- A50 Manchester Road, Knutsford
- A556 Chester Road, Mere
- Park Lane, Macclesfield
- Middlewich Road, Sandbach
- Nantwich Road, Crewe
- Wistaston Road, Crewe
- Earle Street, Crewe

Table 2.1 – Declared Air Quality Management Areas

AQMA Name	Date of Declaration	Pollutants and Air Quality Objectives	City / Town	One Line Description	Is air quality in the AQMA influenced by roads controlled by Highways England?	Level of Exceedance (maximum monitored/modelled concentration at a location of relevant exposure)				Action Plan		
						At Declaration		Now		Name	Date of Publication	Link
AQMA West Road	Declared 01/05/2005	NO_2 Annual Mean	Congleton	Between the Wagon and Horses gyratory and the fire station roundabout	NO	61	µg/m^3	44	µg/m^3	Local Air Quality Management Final Action Plan	Jan-19	Table 2.3 and Table2.4
AQMA A34/A54 Rood Hill	Declared 01/05/2005	NO_2 Annual Mean	Congleton	A short stretch at the Rood Hill A34/A54 traffic lights.	NO	60	µg/m^3	36	µg/m^3	Local Air Quality Management Final Action Plan	Jan-19	Table 2.3 and Table2.4

AQMA Name	Date of Declaration	Pollutants and Air Quality Objectives	City / Town	One Line Description	Is air quality in the AQMA influenced by roads controlled by Highways England?	Level of Exceedance (maximum monitored/modelled concentration at a location of relevant exposure)				Action Plan		
						At Declaration		Now		Name	Date of Publication	Link
AQMA Lower Heath	Declared 01/04/2008	NO_2 Annual Mean	Congleton	A short stretch of the A34 at Lower Heath	NO	47	µg/m^3	47	µg/m^3	Local Air Quality Management Final Action Plan	Jan-19	Table 2.3 and Table2.4
AQMA A5022/A534	Declared 01/04/2008	NO_2 Annual Mean	Sandbach	A number of properties around the junction of A534 and A5022.	YES	47	µg/m^3	32	µg/m^3	Local Air Quality Management Final Action Plan	Jan-19	Table 2.3 and Table2.4

AQMA Name	Date of Declaration	Pollutants and Air Quality Objectives	City / Town	One Line Description	Is air quality in the AQMA influenced by roads controlled by Highways England?	Level of Exceedance (maximum monitored/modelled concentration at a location of relevant exposure)				Action Plan		
						At Declaration		Now		Name	Date of Publication	Link
AQMA Nantwich Road	Declared 14/11/2008 Amended 01/05/2012	NO_2 Annual Mean	Crewe	A stretch of the A534 through Crewe	NO	44	$\mu g/m^3$	33	$\mu g/m^3$	Local Air Quality Management Final Action Plan	Jan-19	Table 2.3 and Table2.4
AQMA Earle Street	Declared 31/01/2010 Amended 01/04/2012	NO_2 Annual Mean	Crewe	A length of Earle Street through Crewe	NO	42	$\mu g/m^3$	35	$\mu g/m^3$	Local Air Quality Management Final Action Plan	Jan-19	Table 2.3 and Table2.4

AQMA Name	Date of Declaration	Pollutants and Air Quality Objectives	City / Town	One Line Description	Is air quality in the AQMA influenced by roads controlled by Highways England?	Level of Exceedance (maximum monitored/modelled concentration at a location of relevant exposure)				Action Plan		
						At Declaration		Now		Name	Date of Publication	Link
AQMA Hospital Street	Declared 16/12/2006	NO_2 Annual Mean	Nantwich	A short stretch of the A534 through Nantwich	NO	59	µg/m^3	39	µg/m^3	Local Air Quality Management Final Action Plan	Jan-19	Table 2.3 and Table 2.4
AQMA A556 Chester Road	Declared 24/04/2008	NO_2 Annual Mean	Mere	An area along the length of the former A556 Chester Road, Mere (now referred to as the B5569) between the roundabout with the A56 Lymm Road to the north and junction 19 of the M6 to the south.	NO	59	µg/m^3	32	µg/m^3	Local Air Quality Management Final Action Plan	Jan-19	Table 2.3 and Table 2.4

AQMA Name	Date of Declaration	Pollutants and Air Quality Objectives	City / Town	One Line Description	Is air quality in the AQMA influenced by roads controlled by Highways England?	Level of Exceedance (maximum monitored/modelled concentration at a location of relevant exposure)				Action Plan		
						At Declaration		Now		Name	Date of Publication	Link
AQMA A6 Market Street	Declared 01/04/2010	NO_2 Annual Mean	Disley	A stretch of the A6 running from Market Street/Buxton Old Road crossroads in the west, to the junction with Redhouse Lane in the east.	NO	62	$\mu g/m^3$	47	$\mu g/m^3$	Local Air Quality Management Final Action Plan	Jan-19	Table 2.3 and Table 2.4
AQMA A523 London Road	Declared 01/04/2010	NO_2 Annual Mean	Macclesfield	An area from the Mill Lane/Silk Road junction in the north, to a point 65m south of the London Road Terrace junction in the south.	NO	43	$\mu g/m^3$	37	$\mu g/m^3$	Local Air Quality Management Final Action Plan	Jan-19	Table 2.3 and Table 2.4

AQMA Name	Date of Declaration	Pollutants and Air Quality Objectives	City / Town	One Line Description	Is air quality in the AQMA influenced by roads controlled by Highways England?	Level of Exceedance (maximum monitored/modelled concentration at a location of relevant exposure)				Action Plan		
						At Declaration		Now		Name	Date of Publication	Link
AQMA A50 Manchester Road	Declared 01/04/2010	NO_2 Annual Mean	Knutsford	A small number of properties along the A50 at the Windsor Way junction	NO	43	µg/m^3	30	µg/m^3	Local Air Quality Management Final Action Plan	Jan-19	Table 2.3 and Table 2.4
AQMA Wistaston Road	Declared 01/11/2011	NO_2 Annual Mean	Crewe	A stretch of Wistaston Road through Crewe	NO	44	µg/m^3	31	µg/m^3	Local Air Quality Management Final Action Plan	Jan-19	Table 2.3 and Table 2.4

AQMA Name	Date of Declaration	Pollutants and Air Quality Objectives	City / Town	One Line Description	Is air quality in the AQMA influenced by roads controlled by Highways England?	Level of Exceedance (maximum monitored/modelled concentration at a location of relevant exposure)				Action Plan		
						At Declaration		Now		Name	Date of Publication	Link
AQMA Chester Road, Middlewich	Declared 01.10.2017	NO_2 Annual Mean	Middlewich	A stretch of Chester Road in Middlewich	NO	42	µg/m^3	41	µg/m^3	Local Air Quality Management Final Action Plan	Jan-19	Table 2.3 and Table 2.4
AQMA Middlewich Road, Sandbach	Declared 01.10.2017	NO_2 Annual Mean	Sandbach	A short length of Middlewich Road, Sandbach	NO	49	µg/m^3	35	µg/m^3	Local Air Quality Management Final Action Plan	Jan-19	Table 2.3 and Table 2.4

AQMA Name	Date of Declaration	Pollutants and Air Quality Objectives	City / Town	One Line Description	Is air quality in the AQMA influenced by roads controlled by Highways England?	Level of Exceedance (maximum monitored/modelled concentration at a location of relevant exposure)				Action Plan		
						At Declaration		Now		Name	Date of Publication	Link
AQMA Hibel Road, Macclesfield	Declared 01.10.2017	NO_2 Annual Mean	Macclesfield	A short length of Hibel Road, Macclesfield	NO	44	µg/m^3	39	µg/m^3	Local Air Quality Management Final Action Plan	Jan-19	Table 2.3 and Table 2.4
AQMA Broken Cross, Macclesfield	Declared 01.10.2017	NO_2 Annual Mean	Macclesfield	An area around Broken Cross Roundabout, Macclesfield	NO	44	µg/m^3	32	µg/m^3	Local Air Quality Management Final Action Plan	Jan-19	Table 2.3 and Table 2.4

AQMA Name	Date of Declaration	Pollutants and Air Quality Objectives	City / Town	One Line Description	Is air quality in the AQMA influenced by roads controlled by Highways England?	Level of Exceedance (maximum monitored/modelled concentration at a location of relevant exposure)				Action Plan		
						At Declaration		Now		Name	Date of Publication	Link
AQMA Park Lane, Macclesfield	Declared 01.10.2017	NO_2 Annual Mean	Macclesfield	A short stretch of Park Lane, Macclesfield	NO	44	µg/m^3	34	µg/m^3	Local Air Quality Management Final Action Plan	Jan-19	Table 2.3 and Table 2.4
AQMA A533 Lewin Street, Middlewich	Declared 10.10.2019	NO_2 Annual Mean	Middlewich	A section of the A533 Lewin Street, Middlewich	NO	41	µg/m^3	38	µg/m^3	Local Air Quality Management Final Action Plan	TBC	

AQMA Name	Date of Declaration	Pollutants and Air Quality Objectives	City / Town	One Line Description	Is air quality in the AQMA influenced by roads controlled by Highways England?	Level of Exceedance (maximum monitored/modelled concentration at a location of relevant exposure)				Action Plan		
						At Declaration		Now		Name	Date of Publication	Link
AQMA A537 Chelford Road, Knutsford	Declared 10.10.2019	NO_2 Annual Mean	Knutsford	A section of the A537 Chelford Road, Knutsford	NO	40	µg/m^3	36	µg/m^3	Local Air Quality Management Final Action Plan	TBC	

☒ **Cheshire East Borough Council confirm the information on UK-Air regarding their AQMA(s) is up to date**

2.2 Progress and Impact of Measures to address Air Quality in Cheshire East Borough Council

Cheshire East Borough Council received positive feedback from Defra for the appraisal of the 2019 ASR. However, there were a few specific comments that needed to be addressed and they are:

1. The declaration of 2 new AQMAs in 2018 is agreed particularly as monitoring results within these proposed AQMAs (CE94 for Chelford Road and CE282 for Lewin Street) have seen exceedances.

    - **Response** – In October 2019, A533 Lewin Street, Middlewich and A537 Chelford Road, Knutsford were declared AQMAs.

2. Due to the construction of a bypass for Mere, traffic within the AQMA has decreased. This is reflected in the monitoring results. The Council proposed to amend the existing AQMA within Mere (AQMA A556 Chester Road) as an exceedance within the AQMA has not been seen since 2016. It has been proposed in this ASR that the site should be amended to exclude the monitoring locations south of the AQMA. However, if monitoring results in the next reporting year show that concentrations remain below the AQOs, there is potential for the entire AQMA to be revoked. The amendment of this AQMA is supported but the Council way wish to consider revoking the AQMA in the future.

    - **Response** – In the 2019 ASR, the Council was looking to amend the A556 Chester Road, Mere AQMA. However our monitoring protocol states that we should look to revoke an AQMA, if monitoring data for three or more consecutive yeasrs is less than the AQOs and does not show the potential to increase. Also in the 2019 ASR defra appraisal, it was suggested that if the monitoring results in the next reporting year show that concentrations remain below the AQOs, there is potential for the entire AQMA to be revoked. The 2019 annual mean NO_2 concentrations measured at the A556 Chester Road, Mere AQMA monitoring sites were below the AQO. (CE64 - 23.21µg/m^3, CE54 – 32.25µg/m^3, CE298 – 26.52µg/m^3, CE300 – 32.17µg/m^3).

Therefore the Council will revoke the A556 Chester Road, Mere AQMA within the next 12 months.

3. The AQMA and diffusion tube mapping is comprehensive and clearly demonstrates the monitoring network.

    - **Response** - Cheshire East Council will continue to maintain a comprehensive monitoring network to ensure that monitoring is robust and relevant to sensitive receptors.

4. Monitoring QA/QC is considered robust. The local bias factor was used as there was no triplicate diffusion tube monitoring locations. The national factor used instead.

    - **Response**: As noted, no triplicate diffusion tubes were collocated with the real-time analyser at Disley. Therefore, a local bias factor was not calculated. The Council used the relevant national bias adjustment factor for the diffusion tube validation.

5. Monitoring sites were annualised where appropriate and working provided.

    - No comment required

6. Links to public health outcomes framework should be included in future ASRs. It would be useful for the Council to compare the PM indicator value for Cheshire East to nearby LAs and National indicator values. See link:

    https://fingertips.phe.org.uk/profile/public-health-outcomes-framework/data#page/0/gid/1000043/pat/6/par/E12000005/ati/101/are/E07000194

    - **Response**: Links to Public Health Outcomes Framework (PHOF) with respect to air quality have been addressed in the 2019 ASR, section 2.4. The updated 2019 ASR can be found online. See link: https://www.cheshireeast.gov.uk/pdf/environment/air-quality/2019-air-quality-annual-status-report-asr.pdf This report includes the PHOF with comparison to the neighbouring areas and the UK as a whole.

7. It is made clear that the monitoring strategy and latest AQMAs are on continual review, and is based on latest requirements, which is encouraged. As mentioned previously, further revocations could be considered of AQMA

A556 Chester Road, Mere if monitored compliance continues for two more years, given low reported concentrations in 2017 and 2018.

- **Response**: In addition to AQMA A556 Chester Road-Mere, we are also in the process of revoking 6 more AQMAs that have demonstrated compliant concentrations for three or more consecutive years. These include: A50 Manchester Road, Knutsford; Park Lane, Macclesfield; Middlewich Road, Sandbach; Nantwich Road, Crewe; Wistaston Road, Crewe and Earle Street, Crewe (see monitoring data in the Appendix A and Figure 3.1).

Cheshire East has taken forward a number of AQAP measures to improve local air quality. Details of all measures, completed, in progress or planned are set out in Table 2.3.

Key completed measures are:

- The AQS is aimed at informing policy and direction across a wide range of council services, ensuring that air quality is considered in all relevant decisions to ensure that air quality is improved where possible. Clear performance indicators (Table 2.2) have been set to monitor the effectiveness of the AQS. These indicators are linked to the AQAP. Across this report (notably Table 2.3 and section 2) we have demonstrated that we have met or are in the process of meeting these performance indicators.

Table 2.2 – Performance indicator compliance with the Air Quality Strategy

	Description	Monitoring Frequency	Target
1	Monitoring air quality	Annually within R&A process	Achievement of the UK air quality objectives
2	Number of AQMAs	Annually	Reduction of AQMAs
3	Assessment of Road Schemes	Annually	Undertake air quality assessments for 100% of relevant road schemes
4	Assessment of planning applications	Annually	100% of relevant planning applications accompanied by Environmental Impact Assessments covering air quality

5	Assessment of industrial processes	Annually	100% of Applications for Permits in accordance with the Pollution Prevention & Control Act 1999 and Environmental Permitting (England and Wales) Regulations 2010 are assessed for Air Quality implications
6	Promotion of Air Quality Issues to schools and other relevant groups	Annually	Attend five school education / residents group/ Town or Parish Council meetings

- The Low Emission Strategy (LES) has been approved and it is now live on the Council's website. The LES is a policy document involving a plan of actions that is designed to lower the emissions from transport and encourage developers to implement sustainable planning systems/developments to improve air quality. It will encourage developers to understand the importance of protecting local air quality and their role in mitigating any impact from development.
- The Environment Strategy and Carbon Action Plan have both been completed and are both live on the Cheshire East Borough Council website. The Environment Strategy sets out the Council's priority actions to reduce Cheshire East emissions and become a carbon neutral council by 2025. The Carbon Action Plan focuses on actions that we should consider taking in support of the carbon neutral 2025 target.
- The 2019 Air Quality Annual Status Report was completed and submitted to Defra. We have received Defra's comments and our response to the comments can be found in this 2020 ASR. The 2019 ASR is published on the Cheshire East Borough Council website.
- Continued monitoring, review and assessment of NO_2 concentration across the borough to make sure monitoring is relevant and to check compliance with the AQO.
- The Air Quality team has engaged with Handforth Parish Council to discuss air quality related issues. The team also gave an air quality presentation at Disley Parish Council with regards to the air quality and action measures to improve air quality around Disley in relation to the A6 corridor and SEMMMS project.

Air quality presentations have also been delivered to Bollington Town Council and Bollington Civic Society, resulting in informative discussions around air quality within Bollington. We have also met with Active Cheshire to discuss possible ways we can work together to promote awareness of air quality. Active Cheshire were also invited to attend one of our public awareness planning meetings.

- The Air Quality team has to date visited 10 primary schools to deliver our Air Quality Education Awareness Workshop. The workshop provides education on general air quality, monitoring techniques, health effects, how to reduce air pollution, reduce exposure to air pollution and hands on activities to help visualise how air pollution is generated and dispersed around their school and wider environment. The aim is to create air quality awareness amongst this age group and hopefully they can share the information to family members. We have made sure that the workshop is fun and links in with the Key Stage 2 (Years 5 & 6) curriculums - our target age group. We have also included resources for parents and the school itself, i.e. where they can access further information. The information includes the following: Bikeability, Modeshift-STAR, Cheshire East Council's Sustainable Modes of Travel to Schools (SMOTS) and cycling in Cheshire East. For the schools, some of the information could possibly lead to implementation of engineering measures on the highway network that will encourage more sustainable journeys to their school. The education programme is ongoing and we continue to encourage schools to sign up.
- Various Highway projects were completed. This will help ease traffic flow and therefore reduce the emissions arising from waiting vehicles in traffic:
    - Relevant markings on roads were repainted, for example the yellow markings at Crewe Arms roundabout, Mill Street Junction and Edleston Road, Crewe.
    - Traffic signaling improvements; The traffic lights at the Redhouse Lane junction in Disley had a reoccurring fault but this has now been rectified. Also there has been a review and/or upgrade of MOVA

systems at various locations across the borough e.g. at A523/Byrons Lane Junction, Macclesfield and see Table 2.3.

Cheshire East Council expects the following measures to be completed over the course of the next reporting year:

- The Environmental Protection Supplementary Policy Document (SPD) is now in the final draft stage awaiting approval and then adoption. The target for adoption is 2021. The air quality section of the SPD provides additional guidance on planning issues concerning air quality in Cheshire East.
- The development of the Electric Vehicle Strategy remains ongoing. Once this document is adopted, it will lay down the Council's commitment to creating the necessary infrastructure to support EV take up. This work is being done in collaboration with Strategic Transport.
- Work remains ongoing in relation to the set up and launch of an anti-idling campaign. Various options have been identified and the AQSG has decided to run an in-house education campaign first, before rolling this out across the borough. The purpose of this campaign will be to reduce vehicle idling across the borough and with that reduce associated emissions. In the first instance a number of diffusion tubes have been located on taxi ranks in Macclesfield and Crewe, where local knowledge has shown that vehicle idling occurs, allowing us to measure the impact of anti-idling in the area.

Our priorities for the coming year are:

- Update the AQAP to include measures for the newly declared AQMAs: A537 Chelford Road, Knutsford and A533 Lewin Street, Middlewich. This will help address emission and exposure in order to improve the air quality in those areas.
- Encourage and promote EV technology and infrastructure through the planning application process and the Local Transport Plan.
- To help promote air quality awareness, the Air Quality and Public Health teams, alongside other stakeholders, are in the process of launching an air quality public awareness campaign. The launch is intended to coincide with Clean Air Day in October 2020.

- The Air Quality team has researched and reviewed different indicative PM monitors. We are now in the process of making a final decision as to whether there is a suitable PM monitor for use within the borough.
- To continue to work with Cheshire East Highways to implement and upgrade various traffic management projects, that will help to improve air quality across the Borough by targeting pinch point areas found predominantly within AQMAs.
- Continued monitoring, review and assessment of relevant pollutants.

The principal challenges and barriers to implementation that Cheshire East Council has to acknowledge include:

- Green infrastructure (GI) – GI is the use of a network of plants or vegetation to reduce public exposure to air pollurion. A GI review as to which type of greenery will be suitable for our AQMAs has been completed. However, the challenge is lack of space for planting or screen installation given the locations of our AQMA's. We are currently working with consultants and Cheshire East Highways to find the best way to deliver this project.
- Working with the Local Sustainable Transport team to promote alternative means of transport which has inherent challenges .
    - Instilling behavioural change in people so that their first thought will be to choose alternative or a more sustainable means of travel, for example cycling. We hope that through the planned awareness campaign we can achieve an improved behavioural change.
    - Securing funds to provide infrastructure to promote and encourage alternative travel. We would look to pursue appropriate funds or grants to further this measure.
- The challenge to encourage drivers to switch to Ultra Low Emission Vehicles is beset by high purchase costs, availability of vehicles, range and charging points. There are continued calls for the government to provide additional support to these schemes. Once the Council's EV strategy is completed it will also help to address some of these issues.

- The Air Quality team will continue to promote and encourage greener fleet across Council owned or service providers' fleet.
    - The Council has twelve Euro 6 specially adapted wheelchair accessible minibuses. These are obtained via an open tender five year contract hire arrangement that specifies they must be Euro 5 or Euro 6.
    - ANSA Environmental Services refuse fleet includes twenty-eight Euro 5 and thirty-two Euro 6 HGVs.

  However the challenge we face is mostly with the local transportation buses as they are not Euro 6 compliant. Also some of the taxis are not Euro 5 or 6 compliant but the Licensing Team is waiting for the outcome of national Guidance before implementing any new licence conditions. The Air Quality team in collaboration with Strategic Transport is looking into this area in order to identify ways of improvement.

- More complex projects aimed at tackling air quality e.g. changes to infrastructure will potentially be constrained by the availability of financial support and a reliance on external and specialist agencies.

Progress on the following measures has been slower than expected:

- Use of Congleton cycling fund: Air Quality Grant funding was supplied to the Council in 2014 and unfortunately at that time it was not possible to deliver the project described. Therefore, the Council has contacted Defra to request approval to spend the grant funding on a different cycling project within Congleton and is awaiting feedback on these proposals.
- The lockdown and social distancing measures implemented because of the COVID-19 pandemic has impacted on the progress of a number of measures including further delivery of the schools education programme and the completion of traffic surveys that will ultimately feed into planned scoping exercises.

Table 2.3 – Progress on Measures to Improve Air Quality

Measure No.	Measure	EU Category	EU Classification	Date Measure Introduced	Organisations involved	Funding Source	Key Performance Indicator	Reduction in Pollutant / Emission from Measure	Progress to Date	Estimated / Actual Completion Date	Comments / Barriers to implementation
GN1	Review the Air Quality Strategy	Policy Guidance and Development Control	Other policy	2010	CE Environmental Health	None	Published AQS	LOW	Completed AQS published	Completed Dec-19	
GN1	Implement Low Emission Strategy	Policy Guidance and Development Control	Low Emissions Strategy	2011	CE Environmental Health	None	Published LES	MEDIUM	LES published Feb-20 Implementation ongoing	Completed Feb-20	
GN1	Integration of air quality into all relevant council policies and documents	Policy Guidance and Development Control	Air Quality Planning and Policy Guidance	2010	CE Environmental Health, CE Development Control	None	Published Supplementary Planning Document (SPD)	LOW	Draft SPD produced and awaiting comments from Strategic Planning. Internal planning consultation response system reviewed and tweaked. Implemented low NOx boiler condition	A published draft SPD for consultation by March 2021	This will be progressed in 2020-2021
GN1	Use the existing development control processes to improve air quality	Policy Guidance and Development Control	Air Quality Planning and Policy Guidance	2010	CE Environmental Health, CE Development Control	None	Assess all air quality impact assessments in accordance with EPUK Guidance.	MEDIUM	100% applications screened for AQ impact. Mitigation required as necessary.	Ongoing	
GN2	Continue to enforce environmental permits	Environmental Permits	Other measure through permit systems and economic instruments	2010	CE Environmental Health	None	Inspection programme developed each year in accordance with risk assessments	MEDIUM	2019: CEC has 122 Permitted processes (Part B) and 2 (Part A2). During 2019 70/73 routine inspections scheduled were completed	Ongoing	
GN3	Regularly review the website to raise awareness and provide information	Public Information	Via the Internet	2010	CE Environmental Health, CE Public Health, CE Communications	None	Functional website with up to date information	It is difficult to quantify reduction as a result of this measure. MEDIUM	LES, AQS and ASR uploaded. 2 new AQMAs uploaded. In conjunction with Public Health, new group formed to launch AQ awareness campaign	Ongoing review of website. Awareness campaign launched late 2020	Covid-19 has stalled work on awareness campaign - Clean Air Day postponed until later in 2020
GN3	Produce resources on air quality for school children to provide better awareness	Public Information	Via other mechanisms	2018	CE Environmental Health	None	Air quality education campaign	It is difficult to quantify reduction as a result of this measure. MEDIUM	Interactive lesson plan for Years 5 & 6 developed and then delivered to 10 primary schools.	Ongoing	Covid-19 has stalled this work as it has not been possible to attend schools to deliver

Measure No.	Measure	EU Category	EU Classification	Date Measure Introduced	Organisations involved	Funding Source	Key Performance Indicator	Reduction in Pollutant / Emission from Measure	Progress to Date	Estimated / Actual Completion Date	Comments / Barriers to implementation
GN4	Working with schools to produce and implement their travel plan	Promoting Travel Alternatives	School Travel Plans	2010	CE Environmental Health, CE Strategic Transport	CE Strategic Transport	Schools producing travel plans	It is difficult to quantify reduction as a result of this measure. MEDIUM	New web page for schools. Liaising with Sustainable Modes of Transport team to promote travel plans	Ongoing 126 schools have so far signed up to Modeshift STARS to begin producing travel plans	
GN4	Support and encourage establishments and individuals to produce, implement and make available travel plans	Promoting Travel Alternatives	Workplace Travel Planning	2010	CE Environmental Health	None	Travel planning conditions on planning applications	It is difficult to quantify reduction as a result of this measure. MEDIUM	Of 1677 Planning consultation, 539 were recommended for conditions to mitigate air quality impacts.	Ongoing	
GN4	Support a staff travel plan, car share scheme and lift share	Promoting Travel Alternatives	Workplace Travel Planning	2010	CE Environmental Health, CE Strategic Transport	CE Strategic Highways	Staff travel plan	It is difficult to quantify reduction as a result of this measure. MEDIUM	A business case has been put forward to employ an officer to oversee this area	Ongoing	This will be progressed in 2020-2021
GN4, GN7 & CONG5	Active transport	Promoting Travel Alternatives	Promotion of cycling	2010	CE Environmental Health, CE Strategic Transport, CE Public Health	Defra grant, Sustrans, CE Strategic Transport	Additional cycling schemes	It is difficult to quantify reduction as a result of this measure. LOW	Looking to spend grant money on two cycling schemes in Congleton. Crewe cycle and walking route extension on the A530 has been consulted on	Ongoing	This will be progressed in 2020-2021
GN5 & NANT3	Educate and where possible enforce requirement to switch off idling engines	Traffic Management	Anti-idling enforcement	2010	CE Environmental Health, CE Parking Services	None	Anti-idling campaign launched	MEDIUM	Initial research undertaken and review of options produced. Begin with an in-house education campaign, then progress to a borough wide campaign. Diffusion tubes have been put out at 2 taxi ranks to obtain a baseline before any action	March 2021 for in-house campaign	This will be progressed in 2021-2022
GN5	Incentivise parking for low emission vehicles	Traffic Management	Emission based parking or permit charges	2010	CE Environmental Health, CE Parking Services, CE Strategic Transport	None	Incentivised parking scheme implemented	MEDIUM	Parking review being undertaken for the borough.	Ongoing	This will be progressed and completed in 2020-2021
GN5	Manage the highway network	Traffic Management	Strategic highway improvements, Re-prioritising	2015			SMART Motorway completed. Highway improvement	HIGH	SMART Motorway completed and in use	SMART Motorway opened April 2019. Other	

Measure No.	Measure	EU Category	EU Classification	Date Measure Introduced	Organisations involved	Funding Source	Key Performance Indicator	Reduction in Pollutant / Emission from Measure	Progress to Date	Estimated / Actual Completion Date	Comments / Barriers to implementation
			road space away from cars, including Access management, Selective vehicle priority, bus priority, high vehicle occupancy lane		DfT, CE Highways	DfT	schemes implemented			highway improvements are ongoing	
GN5&CONG1	Provide a Congleton Link Road	Traffic Management	Strategic highway improvements, Re-prioritising road space away from cars, including Access management, Selective vehicle priority, bus priority, high vehicle occupancy lane	2012	DfT, CE Highways	DfT	Link Road completed and opened	*Approximately 5.6 µg/m^3 across Congleton Town using selected receptor area within Congleton town HIGH	Construction work commenced on Congleton Link Road in March 2019	Expected to complete late 2020	Covid-19 may delay the completion
GN5&MIDD2	Provide a Middlewich Bypass	Traffic Management	Strategic highway improvements, Re-prioritising road space away from cars, including Access management, Selective vehicle priority, bus priority, high vehicle occupancy lane	2018	DfT, CE Highways	DfT	Bypass to be completed and opened	** Approximately 2.34 µg/m^3 across the selected receptor area in Middlewich Town HIGH	Planning permission obtained in 2019. Work to start in 2021 with a 30 month construction phase	Expected to complete 2023/24	
GN5&NANT1	Weight restrictions in AQMAs	Traffic Management	UTC, Congestion management, traffic reduction	2011	CE Highways	LTP	Weight restrictions reviewed and implemented if applicable	HIGH	A scoping exercise has been commissioned to ascertain the feasibility of a weight restriction in Nantwich	Ongoing	This will be progressed in 2020-2021
GN5	Road markings are maintained	Traffic Management	Other	2011	CE Highways	LTP	Relevant road markings are maintained	LOW	Crewe Arms Roundabout, Edleston Road and Mill Street junctions in Crewe have been completed. A review of the other AQMAs will take place this year	Nantwich Road AQMA completed. Ongoing for other AQMAs	

Measure No.	Measure	EU Category	EU Classification	Date Measure Introduced	Organisations involved	Funding Source	Key Performance Indicator	Reduction in Pollutant / Emission from Measure	Progress to Date	Estimated / Actual Completion Date	Comments / Barriers to implementation
GN6	Encourage taxis licensed by the Council to comply with vehicle emission limits	Promoting Low Emission Transport	Taxi Licensing conditions	2010	CE Licensing	None	Number of taxi's licensed. Number of LEV Taxis in the fleet. All licensed taxis should meet minimum emission standard	It is difficult to quantify reduction as a result of this measure. MEDIUM	Awaiting outcome of national Guidance before implementing new licence conditions. Design survey for taxi drivers to obtain no. of miles, area of work, vehicle details, thoughts on EV, etc.	Ongoing	This will be progressed in 2020-2021
GN6	Continue to promote and increase the installation of EV charging points	Promoting Low Emission Transport	Procuring alternative Refuelling infrastructure to promote Low Emission Vehicles, EV recharging, Gas fuel recharging	2014	CE Environmental Health, CE Parking Services, CE Facilities Management	None	Increased installation of EV charging points	It is difficult to quantify reduction as a result of this measure. MEDIUM	EV charging points are conditioned through the planning process. Work has started on a CE EV Strategy	EV Strategy to be completed by 2021. Other work ongoing	This will be progressed in 2020-2021
GN7	Support improvement of public transport facilities	Transport Planning and Infrastructure	Other	2010	CE Strategic Transport	LTP	Public transport improved	It is difficult to quantify reduction as a result of this measure. MEDIUM	Continue to work with partners to support infrastructure across the borough. Review of bus emission standards to take place during 2020	Ongoing	This will be progressed in 2020-2021
GN8	Provide driver training to operators to reduce emissions	Vehicle Fleet Efficiency	Driver training and ECO driving aids	2010	CE Environmental Health, CE Carbon Neutral Team	None	Driver training completed	It is difficult to quantify reduction as a result of this measure. MEDIUM	This is an area that the Carbon Neutral Team are keen to look at and we are looking to create a bespoke online training course for drivers	Ongoing	This will be progressed in 2020-2021
GN8	Support the procurement of greener fleet	Vehicle Fleet Efficiency	Fleet efficiency and recognition schemes	2010	CE Environmental Health, CE Strategic Transport	LTP	Greener fleet	It is difficult to quantify reduction as a result of this measure. MEDIUM	Work has begun with Highways looking at greener fleet and efficiency ideas. Hydrogen refuelling plant to be installed at the Environmental Hub. Review of corporate fleets to identify efficiency savings reduction	Ongoing	This will be progressed in 2020-2021

Measure No.	Measure	EU Category	EU Classification	Date Measure Introduced	Organisations involved	Funding Source	Key Performance Indicator	Reduction in Pollutant / Emission from Measure	Progress to Date	Estimated / Actual Completion Date	Comments / Barriers to implementation
GN8	To work with partners to undertake vehicle testing schemes	Vehicle Fleet Efficiency	Testing Vehicle Emissions	2011	CE Environmental Health, Police, DVSA	None	Vehicle emission testing completed	N/A as this measure will not be pursued at this time	Not feasible to pursue currently due to cost levied by the company who undertake the testing	Consider at a future date	
GN9	NOx-busting paint	Other		2016	CE Environmental Health	None	Reduction in NO2	N/A as this measure will not be pursued at this time	This has been put on hold whilst awaiting the outcome of further research	On hold until outcome of research	
GN9	Support and promote green planting	Other		2014	CE Environmental Health	LTP	More green infrastructure across the borough	LOW	Currently reviewing options with Consultants and Highways for any suitable locations. Will start to review new technologies with Highways in the coming year	Ongoing	This will be progressed in 2020-2021
CONG2	Review the need for traffic signalling and giving more priority to Rood Hill, Congleton	Traffic Management	Strategic highway improvements, Re-prioritising road space away from cars, including Access management, Selective vehicle priority, bus priority, high vehicle occupancy lane	2011	CE Highways	LTP	Traffic signals reviewed	It is difficult to quantify reduction as a result of this measure but implementing this measure will result in reducing traffic queues and as such reduce emissions LOW	This is on hold pending completion of the Congleton Link Road. System already uses MOVA	On hold	
CONG3	Review the need for the pedestrian crossing and the puffin traffic light within close proximity in Lower Heath	Traffic Management	Other	2011	CE Highways	LTP	Crossings reviewed in Lower Heath area	It is difficult to quantify reduction as a result of this measure but implementing this measure will result in reducing traffic queues and as such reduce emissions due to build up. LOW	Highways have said it is very difficult to remove a pelican crossing. May need to look at a temporary deactivation of the pedestrian crossing. Links to Congleton Link Road opening	On hold	
CONG4	Review west bound bus stop by Tesco Express (West Road, Congleton)	Traffic Management	Other	2018	CE Strategic Transport	Possible LTP	Bus stop reviewed	It is difficult to quantify reduction as a result of this measure but implementing this measure will result in reducing traffic queues and as such reduce emissions	Discussions have taken place and location is being reviewed	Dec-20	This will be progressed in 2020-2021

Measure No.	Measure	EU Category	EU Classification	Date Measure Introduced	Organisations involved	Funding Source	Key Performance Indicator	Reduction in Pollutant / Emission from Measure	Progress to Date	Estimated / Actual Completion Date	Comments / Barriers to implementation
								MEDIUM			
NANT2	Ensure Peter Destapleigh Way, Nantwich is made more attractive to through traffic	Traffic Management	Other	2018	CE Highways	LTP, Section 106 money	Increased use by through traffic	MEDIUM	Junctions are awaiting Section 278 works which involve the provision of MOVA. London Road approach is to have some slight lining amendments and the LH lane from Newcastle Road is to be extended	Dec-20	This will be progressed in 2020-2021
NANT4	Review the 'keep clear' signage on Hospital Street, Nantwich	Traffic Management	Other	2018	CE Highways	LTP	Signage review completed and repainted as necessary	It is difficult to quantify reduction as a result of this measure but implementing this measure will result in reducing traffic queues and as such reduce emissions due to build up. LOW	Completed Road has been repainted with Keep Clear	May-19	
NANT5	Review the railway crossing timings on Wellington Road, Nantwich	Traffic Management	Other	2011	CE Environmental Health	None	Crossing timings reviewed	N/A as this measure will not be pursued at this time	Network Rail has stated that due to H&S reasons, the timings cannot be changed although there is a review process	No further action possible at this time, will keep under review	
SAND1	Review flows and priorities at Ashfield Way, Sandbach	Traffic Management	Strategic highway improvements, Re-prioritising road space away from cars, including access management, Selective vehicle priority, bus priority, high vehicle occupancy lane	2018	CE Highways	LTP	Priorities reviewed	MEDIUM	Modelling work of the various options is being undertaken by Highways before a decision can be made	Dec-20	This will be progressed in 2020-2021
SAND2 & MIDD1	Vehicle weight restriction	Freight and Delivery Management	Route Management Plans/ Strategic routing strategy for HGV's	2018	CE Highways	LTP	Weight restriction reviewed	N/A as this measure will not be pursued at this time	No alternative routes currently available	Not currently achievable	

Measure No.	Measure	EU Category	EU Classification	Date Measure Introduced	Organisations involved	Funding Source	Key Performance Indicator	Reduction in Pollutant / Emission from Measure	Progress to Date	Estimated / Actual Completion Date	Comments / Barriers to implementation
DIS1	Ensure the A6 Corridor is managed as part of the SEMMMS scheme	Traffic Management	Other	2011	CE Environmental Health	SEMMMS	Mitigation implemented as part of the schemes	LOW	Completed Planning conditions to require enhanced mitigation	May-19	
DIS2	Support the improvement of rail facilities in Disley	Transport Planning and Infrastructure	Public transport improvements-interchanges stations and services	2011	CE Environmental Health	None	Rail facilities improved	LOW	No progress made	No progress made	
DIS3	Speed limit reduction on A6, Disley	Traffic Management	Reduction of speed limits, 20mph zones	2014	CE Highways	None	Reducing the speed limit to 30mph	N/A as this measure will not be pursued at this time	30 mph limit not supported by the Police - did not meet the requirements of the Council's Speed Limit Policy. The mitigation measures installed as part of SEMMMS were designed to try and achieve better compliance with the existing speed limits.	No further action possible at this time, will keep under review	
DIS4	Investigate the feasibility of implementing a CAZ in Disley	Traffic Management	Other	2015	CE Environmental Health, CE Highways	None	Feasibility of CAZ/LES investigated and implemented if possible	N/A as this measure will not be pursued at this time	No current suitable route however working with Greater Manchester with their proposed CAZ and as such this may be looked at further	Consider at a future date	
DIS5	Investigate the feasibility of implementing RUC and/or weight restriction in Disley	Traffic Management	Road User Charging (RUC)/ Congestion charging	2011	CE Environmental Health, CE Highways	None	Feasibility of RUC investigated and implemented if possible	N/A as this measure will not be pursued at this time	No current suitable route but will review in 2022 if the opportunity arises	No progress made	
DIS6	Review the possibility of a Bypass round Disley	Traffic Management	Strategic highway improvements, Re-prioritising road space away from cars, including Access management, Selective vehicle priority, bus priority, high vehicle occupancy lane	2011	CE Highways	DfT	Review completed and Bypass implemented if possible	HIGH	Bypass was initial recommendation of SEMMMS refresh. Finalisation of the study delayed but due to publish the SEMMMS refresh in spring 2020. If the bypass remains a priority for SEMMMS it will then be necessary to seek funds to begin design and	On hold until outcome of SEMMMS refresh study	

Measure No.	Measure	EU Category	EU Classification	Date Measure Introduced	Organisations involved	Funding Source	Key Performance Indicator	Reduction in Pollutant / Emission from Measure	Progress to Date	Estimated / Actual Completion Date	Comments / Barriers to implementation
									development stage.		
DIS7	Review lights at Redhouse Lane junction in Disley	Traffic Management	Other	2018	CE Highways	LTP	Review completed and changed implemented	It is difficult to quantify reduction as a result of this measure but implementing this measure will result in reducing traffic queues and as such reduce emissions due to build up. LOW	Completed Lights now turn red when no car is waiting to exit	Completed Dec-19	
CRE1	Review the requirement of the pelican crossings along Nantwich Road, Crewe	Transport Planning and Infrastructure	Other	2018	CE Highways	LTP	Crossing reviewed	LOW	There is ongoing use of smart or zebra crossings but a review of Nantwich Road has yet to be done	No progress made, awaiting Highways to programme works	
CRE2	Traffic flow review study from Manchester Bridge to Vernon Way, Crewe	Traffic Management	Other	2011	CE Highways	LTP	Traffic flow study completed	LOW	This will be reviewed in 2020-2021	No progress made due to working on other highway projects	
CRE3	Review traffic light signalling along Nantwich Road, Crewe	Traffic Management	Other	2011	CE Highways	LTP	Signalling review completed	LOW	Wireless Mesh communications system installed. Review of the linking between the signal junctions to be undertaken this year	Mar-21	This will be progressed in 2020-2021
KNU1	Review the A50 roundabout in Knutsford	Traffic Management	Strategic highway improvements, Re-prioritising road space away from cars, including Access management, Selective vehicle priority, bus priority, high vehicle occupancy lane	2014	CE Highways	Section 278 money	Junction reviewed	LOW	Highways advised Section 278 works for this junction with the trigger being 100 houses. Nothing started yet but work proposes closing one gantry, moving crossings back, making the island bigger and introducing pedestrian guard rails	2021-22	
KNU2	Review pedestrian crossings on the A50	Other		2014			Crossings reviewed	LOW	Highways advised Section 278 works for this junction with the trigger being	2021-22	

Measure No.	Measure	EU Category	EU Classification	Date Measure Introduced	Organisations involved	Funding Source	Key Performance Indicator	Reduction in Pollutant / Emission from Measure	Progress to Date	Estimated / Actual Completion Date	Comments / Barriers to implementation
	roundabout in Knutsford				CE Highways	Section 278 money			100 houses. Nothing started yet but work proposes moving crossings further down the road		
KNU3	Review the A556 Bypass impact	Other		2017	CE Environmental Health, CE Highways	None	Impact of NO_2 reviewed	HIGH	NO_2 levels significantly reduced and AQMA to be revoked	Dec-20	
MACC1	Explore the potential of redesigning the A523/Byrons Lane junction in Macclesfield	Traffic Management	Other	2018	CE Highways	LTP	Junctions reviewed and any improvements implemented	MEDIUM	MOVA has been validated at this junction and a report produced recommending that the detector on one of the approaches be configured as a queue loop to reduce queuing in the AQMA	Mar-21	This will be progressed in 2020-2021
MACC2	Parking restrictions on Broken Cross, Macclesfield at peak periods	Traffic Management	Other	2018	CE Environmental Health, CE Parking Services	None	Parking restrictions considered and implemented if possible	LOW	Restricting parking would have little impact on emissions as it is the roundabout causing the issue. Roundabout is being reviewed as part of a planning application	On hold awaiting outcome of planning application	
MACC3	Review road parking and parking time on Park Lane, Macclesfield	Traffic Management	Other	2018	CE Environmental Health, CE Parking Services	None	Review completed and any actions implemented	LOW	Completed. Parking is not a problem in the area, pedestrian crossing also reviewed	Completed Dec-19	
MACC4	Review the A523/A527 Roundabout on Hibel Road, Macclesfield	Traffic Management	Strategic highway improvements, Re-prioritising road space away from cars, including Access management, Selective vehicle priority, bus priority, high vehicle occupancy lane	2018	CE Highways	LTP	Review completed and any actions implemented	MEDIUM	Highways are looking to install MOVA at this junction	2020-2021	This will be progressed in 2020-2021

* Was calculated based on Highways modelling for CLR i.e. the average concentration of annual NO2 mean change DS (Do Something) –DM (Do Minimum) for selected receptors in West Road, Rood Hill and Woodlands using 2017 as baseline (Model Reference: CLR Environmental Statement Vol. 2 - 25/09/2015 (pg. 293 – 294) – planning APP 15/4480C

** Was calculated based on Highways modelling for Middlewich Bypass i.e. the average concentration of annual NO2 mean change DS (Do Something) –DM (Do Minimum) 2020 scenario for selected receptors using 2015 as baseline (Model Reference: Middlewich Eastern Bypass Environmental Statement Vol. 2 – Nov. 2018 (pg. 236 – 237) – planning APP 11/0899C. For Target Pollution Reduction, LOW ≤ 0.2 µg/m3, MEDIUM 0.2 – 1 µg/m3 and HIGH ≥ 1µg/m^3

2.3 $PM_{2.5}$ – Local Authority Approach to Reducing Emissions and/or Concentrations

As detailed in Policy Guidance LAQM.PG16 (Chapter 7), local authorities are expected to work towards reducing emissions and/or concentrations of $PM_{2.5}$ (particulate matter with an aerodynamic diameter of 2.5µm or less). There is clear evidence that $PM_{2.5}$ has a significant impact on human health, including premature mortality, allergic reactions and cardiovascular diseases.

Air pollution is one of the Public Health Indicators. Poor air quality is a significant public health issue because it can impact health negatively and affects overall life expectancy. The $PM_{2.5}$ indicator for the Public Health Outcomes Framework (PHOF) *fraction of mortality attributable to particulate air pollution* was calculated using manmade emissions/sources only. The PHOF value for the period of 2018 shows that the result for Cheshire East is 3.9%, the North West Region is 4.3% and England is 5.2%. The measures in Table 2.3 and 2.4 target emissions generated from manmade sources, in order to improve air quality and consequently protect health and life expectancy. More information can be found at https://fingertips.phe.org.uk/profile/public-health-outcomes-framework/data#page/3/gid/1000043/pat/6/par/E12000005/ati/101/are/E07000194/iid/30101/age/230/sex/4/cid/4/page-options/car-do-0_ovw-do-0

Cheshire East Borough Council does not currently monitor $PM_{2.5}$ concentration but instead use Defra's $PM_{2.5}$ modelled background levels to identify $PM_{2.5}$ concentrations across the borough. The estimated concentrations range from 5.58 – 9.46 µg/m^3 https://uk-air.defra.gov.uk/data/laqm-background-maps?year=2017.

These estimated concentrations are significantly below the annual mean Air Quality Strategy objective for $PM_{2.5}$.

It is important to note that the measures listed in the AQAP (Table 2.3) for reduction of NO_2 emission will also help to reduce the levels of $PM_{2.5}$.

Along with the measures listed in Table 2.4, the Council is undertaking the following work to address $PM_{2.5}$ emissions:

- The Air Quality and Public Health teams, alongside other stakeholders are working together to launch a public awareness campaign around air quality issues. The Air Quality team has also launched the Air Quality Education

Awareness Package campaign for children in Year 5 and Year 6 in primary schools across Cheshire East. The aim of this work is to help educate the public and promote behavioural changes that can lead to better practices, which in turn can improve air quality and lead to improved life expectancy.

- During the planning application stage, dust management plans are requested where necessary for certain building developments where demolition, construction and excavation will take place. This is to help reduce emissions of dust during these processes.
- Through planning, low emission boilers are requested and for biomass and combined heat and power (CHP) boilers and plant, there is a requirement to provide an air quality assessment. .
- EV infrastructure is also requested through the planning process where applicable. This is to encourange and support the use of electric vehicles which are low emission vehicles.
- Providing advice on the use of appropriate fuel for wood burning stoves and management of the Smoke Control Areas (SCAs).
- Investigating statutory nuisance complaints associated with bonfires and other burning events.

Table 2.4 - Measures to improve $PM_{2.5}$

Measures Category	Measure Classification	Measures being undertaken	Implementation Date
Traffic Management	Urban Traffic Control systems, Congestion Management, Traffic Reduction	The Council continues to address pick up and drop off parking around schools, and has launched a borough wide initiative to reinvigorate school travel plans and encourage active travel modes to schools.	Ongoing
	Anti-Idling Enforcement	The Air Quality team has produced an anti-idling report and is working towards launching an in-house anti-idling campaign.	2020//21
Promoting Travel Alternatives	Promotion of Walking	Cheshire East Council has joined Mode shift (STARS) Sustainable Modes to encourage schools to increase the levels of sustainable and active travel. https://moderngov.cheshireeast.gov.uk/ecminutes/documents/s61720/SMOTS%20-%20app%201.pdf	Ongoing
	Encourage / Facilitate home working	Home working is encouraged to reduce the need for travel which ultimately leads to a reduction in traffic especially at peak times.	Ongoing
		The Council requires Travel Information Packs to be provided on new development in the borough by means of planning conditions.	Ongoing

Measures Category	Measure Classification	Measures being undertaken	Implementation Date
	Workplace Travel Planning & Personal Travel Planning	Cheshire East has published a business guide to travel planning which is a useful starting point for organisations and businesses looking to produce a travel plan http://www.travelcheshire.co.uk/ and http://www.cheshireeast.gov.uk/public_transport/travel_plans/business_travel_planning/business_travel_planning.aspx	Implemented 2016 and Ongoing
		MyPTP (Personal Travel Plan) is a travel planning tool for all modes of transport (walking, cycling, carshare, bus, train) from Liftshare to help produce bespoke travel plans for individuals. https://business.liftshare.com/products/workplace-travel-planning/	
		New businesses are required to have a travel plan through planning conditions where appropriate.	
	Promotion of cycling and Walking	Learn to Bike and Bikeability courses can be accessed via Cheshire East in collaboration with Everybody Sport and Recreation in Schools.	Ongoing
		Some completed cycle and walking network projects and some proposed and ongoing projects https://www.cheshireeast.gov.uk/highways_and_roads/cycling_in_cheshire_east/cycling_in_cheshire_east.aspx	Started 2016 and ongoing
Policy Guidance and Development Control	Low Emissions Strategy	A Low Emission Strategy has now been adopted by Cheshire East Council	2019

Measures Category	Measure Classification	Measures being undertaken	Implementation Date
Promoting Low Emission Transport	Taxi Licensing conditions	A review of taxi licensing conditions will include requirements around Euro Standards for the licensed fleet.	2020/21
		Provision (via planning condition) of Electric Vehicle Charging Points on all new residential and commercial properties together with travel information packs.	Ongoing
		Supporting the operation of Electric Vehicle Charging Points for public use.	Ongoing
		Consideration of introducing Emission Based Parking Charges in the borough.	2020/21

3 Air Quality Monitoring Data and Comparison with Air Quality Objectives and National Compliance

This chapter describes the monitoring carried out and the data trends for the pollutant NO_2.

3.1 Summary of Monitoring Undertaken

This section sets out what monitoring has taken place and how it compares with the AQO.

3.1.1 Automatic Monitoring Sites

Cheshire East Council undertook automatic (continuous) monitoring at Disley (site RTA3) during the year 2019 for the pollutant NO_2. The RTA3 annual data capture was 99.7%.

An annual mean of 35 µg/m^3 was recorded (Appendix A, Table A.3) demonstrating compliance with the 40 µg/m^3 Air Quality Objective. In addition, the maximum hourly mean of 166 µg/m^3 was recorded during the year. This indicates compliance with both the individual NO_2 hourly Air Quality Objective of 200 µg/m^3 and the annual permitted exceedance of (Appendix A, Table A.4) 200 µg/m^3 18 times in a year. Further information on the RTA site at Disley is contained within table A.1 and A.4 of Appendix A.

Maps showing the location of the automatic monitoring sites are provided in Appendix D.

Further details on how the monitors are calibrated and how the data has been ratified are included in Appendix C.

3.1.2 Non-Automatic Monitoring Sites

Cheshire East Council undertook non- automatic (passive diffusion tube) monitoring of NO_2 at 133 sites during 2019. The diffusion tubes were analysed by Gradko International Limited, which is a UKAS accredited laboratory, and the data from these tubes was compared against the annual average objective for NO_2.

Table A.2 in Appendix A shows the details of the non automatic monitoring sites.

Maps showing the location of the non-automatic monitoring sites are provided in Appendix D.

Further details on Quality Assurance/Quality Control (QA/QC) for the diffusion tubes, including bias adjustment and any other adjustments applied (e.g. “annualisation” and/or distance correction), are included in Appendix C.

3.2 Individual Pollutants

The air quality monitoring results presented in this section are adjusted for bias[3], and where appropriate “annualisation” (where the data capture falls below 75%), and distance correction[4].

Further details on adjustments are provided in Appendix C.

3.2.1 Nitrogen Dioxide (NO_2)

Table A.3 in Appendix A details the ratified and adjusted monitored NO_2 annual mean concentrations for the past 5 years for each site. Note that the data presented in Table A.3 represents the concentration at the location of the monitoring site, following the application of bias adjustment and annualisation, as required.

For diffusion tubes, the full 2019 dataset of monthly values is provided in Appendix B. Note that the concentration data presented in Table B.1 includes distance corrected values, only where relevant.

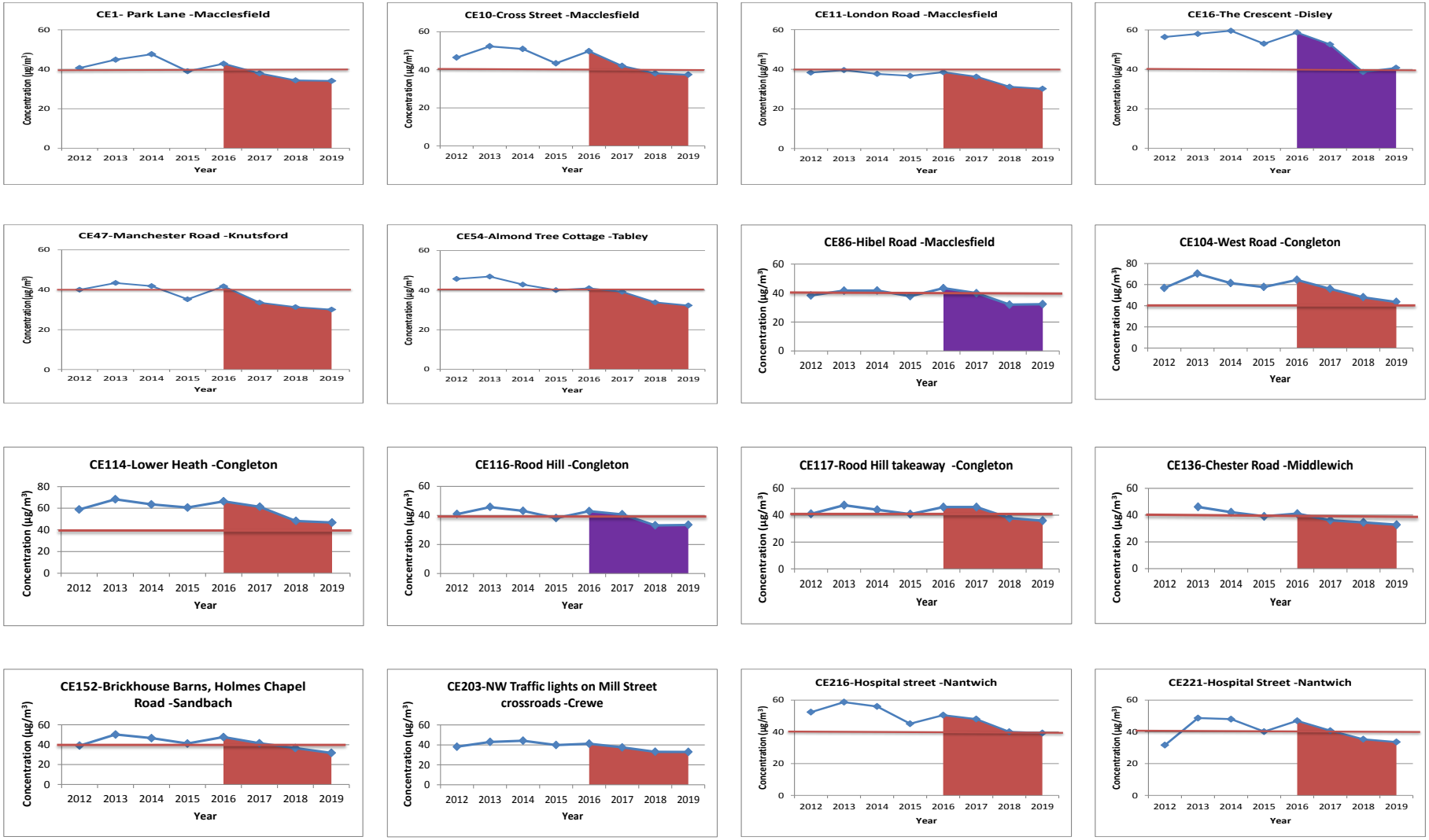
Table A.4 in Appendix A compares the ratified continuous monitored NO_2 hourly mean concentrations for the past 5 years with the air quality objective of 200µg/m^3, not to be exceeded more than 18 times per year.

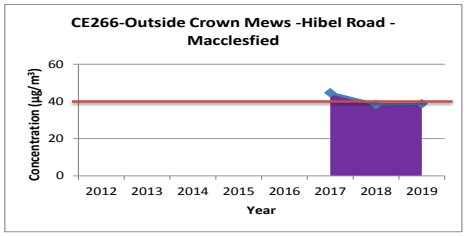
Trends in Air Quality Monitoring Sites

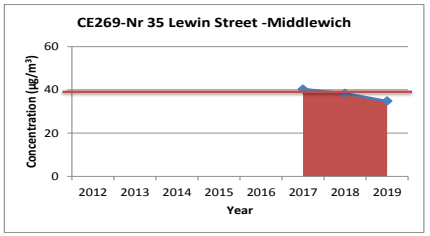
Figure 3.1 shows some randomly selected monitoring points within our AQMAs. Including all the AQMAs or full diffusion monitoring points would not only clutter the chart, but also take up a lot of space that should be used for reporting and updating purposes. Full datasets for all the monitoring sites can be found in Appendix A.

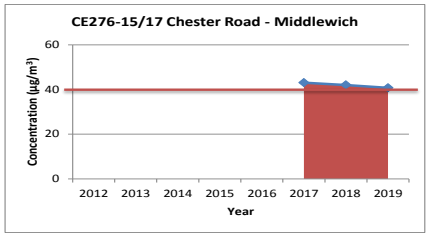
[3] https://laqm.defra.gov.uk/bias-adjustment-factors/bias-adjustment.html
[4] Fall-off with distance correction criteria is provided in paragraph 7.77, LAQM.TG(16)

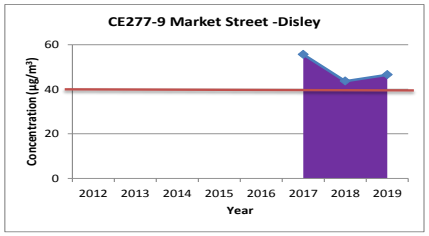
Figure 3.1 - Nitrogen dioxide trend in AQMAs

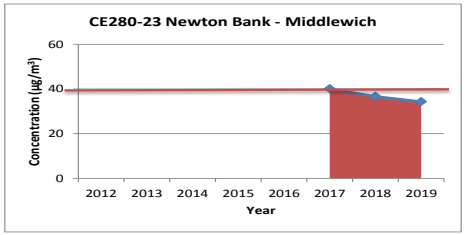


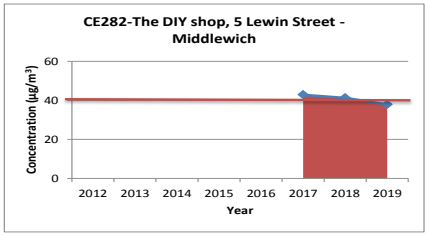


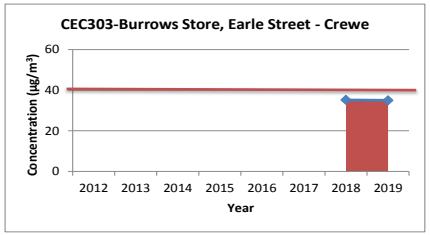


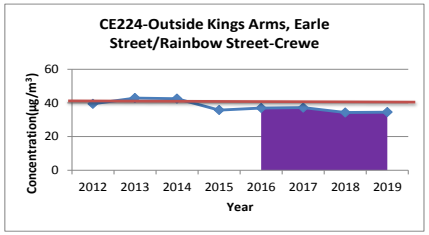


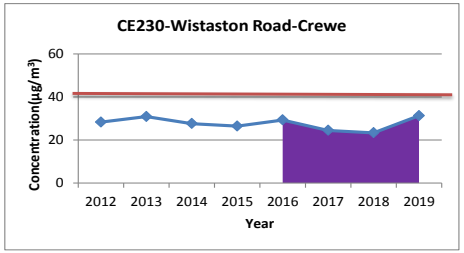


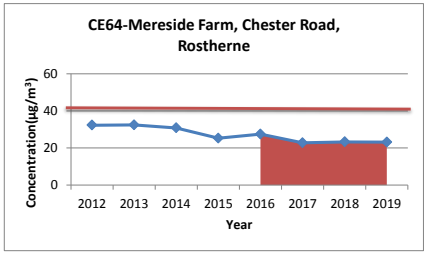


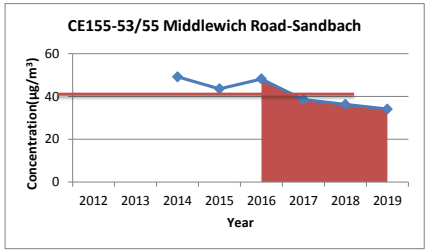


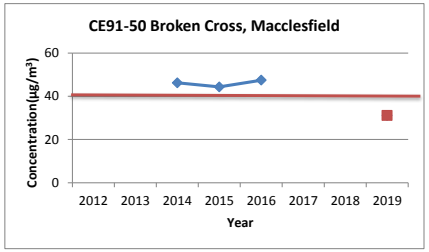












- **Burgundy line at 40µg/m^3 for each of the sites show the AQO for NO_2**
- **Purple highlight within charts shows where there is an increase in NO_2 concentration between 2018 and 2019**
- **Red highlight within charts shows continous downward trend from at least 2016 to 2019**
- **Graphs with less than 5 monitoring points are included to show emerging trends**

Figure 3.1 demonstrates the following;

- There is a general improvement in the concentration of NO_2 across all the monitoring sites and concentration of NO_2 measured across the AQMAs and air quality in the borough as a whole has improved over time (Figure 3.1 and Appendix B).
- Several factors could be responsible for the NO_2 improvement, including improved vehicular technology (reduction of diesel vehicles, EV vehicles and hybrids on the increase), implementation of AQAP measures, behavioural changes gaining pace (increase of alternative travel e.g cycling) and meteorology etc.
- Similarly across the UK, the annual mean data trend between 2007 to 2019 also demonstrates that the NO_2 concentration both in urban and rural monitoring sites has improved:

  https://www.gov.uk/government/publications/air-quality-statistics/ntrogen-dioxide
- From 2016, all charts highlighted burgundy show a downward trend in the NO_2 concentration. The charts highlighted purple CE16, CE116, CE86, CE266, CE224, CE230 and CE277, show increased NO_2 concentrations in the range of 0.64% - 34.15% between 2018 and 2019. This is demonstrated in Figure 3.2 below.

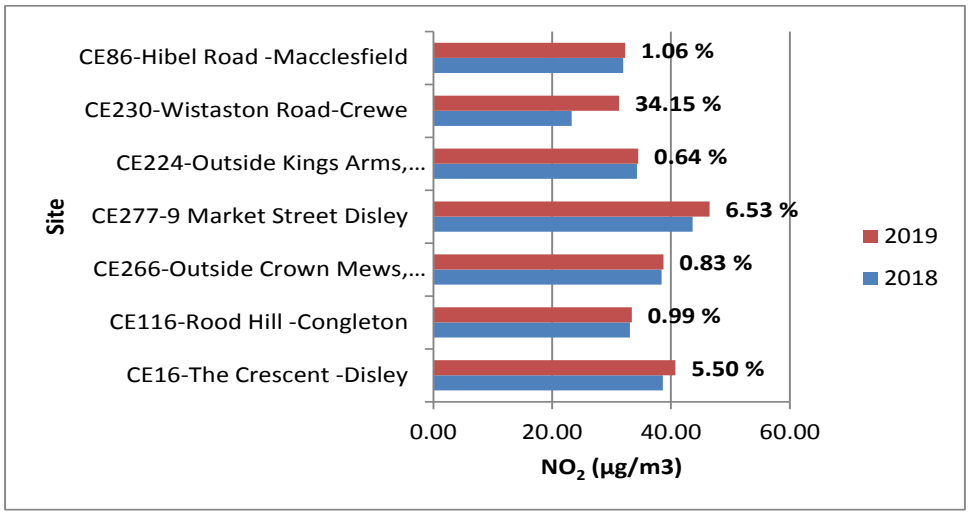


Figure 3.2 - Percentage increase for sites where NO_2 concentration increase was observed between 2018 and 2019

- CE86 shows a huge increase in percentage (34.15%) between the 2018 and the 2019 concentration, purely because the measurement was distance corrected in 2018 and in 2019 no distance correction was applied.
- According to the LAQM Technical Guidance (TG16), distance correction is only required where concentrations are greater than 36 µg/m^3 and not at a location of relevant exposure. In 2018 data was distance corrected at relevant exposure sites. However from 2019 and onwards, we will only apply distance corrections in accordance with TG16.
- 2019 results show that NO_2 concentrations measured across most of the sites were below 40 µg/m^3 with the exception of CE16, CE104, CE114, CE276 and CE277 (Figure 3.1).
- No diffusion tube monitoring data has returned NO_2 concentrations in excess of 60µg/m^3 for the years 2018 and 2019. TG16 states that exceedances of the NO_2 hourly mean are unlikely to occur where the annual mean is below 60µg/m^3. As such, the diffusion tube annual mean measurements at all the monitoring sites for 2018 and 2019 indicate that it is unlikely that any of these diffusion tube sites have exceeded the hourly mean NO_2 AQO. Note that this relationship is based upon observations made mainly at roadside and kerbside monitoring sites where road traffic is the primary source of emissions, as in the case of these sites.
- NO_2 concentrations measured at some sites over the past three or more consecutive years is shown to be less than the AQO which is 40µg/m^3 (Figure 3.1 and Appendix A). These sites have been reviewed and we are looking to revoke AQMAs where we are sure that there will be no reoccurance.
- Monitoring at site CE91 commenced in 2014 and ceased in 2016 (Figure 3.1). Given this gap in data and our policy to work with data from consecutive years data, we currently have insufficient information to revoke site CE91. In line with our procedures, monitoring will therefore continue at CE91 until we have sufficient data to establish a trend and a sustained picture of the air quality at this site.

Appendix A: Monitoring Results

Table A.1 - Details of Automatic Monitoring Sites

Site ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	In AQMA?	Monitoring Technique	Distance to Relevant Exposure (m) (1)	Distance to kerb of nearest road (m) (2)	Inlet Height (m)
RTA3	Market Street, Disley	Kerbside	397538	384710	NO_2	YES	Chemiluminescent	1	1	1.5

Table A.2 – Details of Non-Automatic Monitoring Sites

Site ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	In AQMA?	Distance to Relevant Exposure (m) [1]	Distance to kerb of nearest road (m) [2]	Tube collocated with a Continuous Analyser?	Height (m)
CE1	Marios, 144 Park Lane	Roadside	391553	372999	NO_2	Y	0.5	1.3	NO	2.8
CE2	129 Park Lane, Macclesfield	Roadside	391583	373025	NO_2	Y	0.4	1.5	NO	2.7
CE4	65 Mill Lane	Roadside	391965	372951	NO_2	Y	0	10	NO	1.95
CE5	80/82 Mill Lane	Roadside	391996	372904	NO_2	Y	0	3	NO	2.2
CE10	78/80 Cross Street	Roadside	392024	372594	NO_2	Y	0	3	NO	2.8
CE11	125 London Road	Roadside	391868	372208	NO_2	Y	0.6	1.4	NO	2.8
CE12	1 Field View Drive	Urban background	392109	372219	NO_2	N	0	10	NO	2
CE16	31 The Crescent	Roadside	397697	384826	NO_2	Y	0.5	3.5	NO	2.65
CE19	58 Buxton Road	Roadside	398014	384705	NO_2	Y	2.3	3.2	NO	2.8
CE23	25 London Road South	Roadside	391921	383440	NO_2	N	3.95	1.9	NO	2.25
CE28	183 London Road South	Roadside	391613	382775	NO_2	N	6.3	2.15	NO	2.6
CE29	34 Altrincham Road	Roadside	384097	381137	NO_2	N	0	4.08	NO	2.3
CE30	7 Altrincham Road	Roadside	384047	381129	NO_2	N	3.3	1.4	NO	2.7

Site ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	In AQMA?	Distance to Relevant Exposure	Distance to kerb of nearest road (m) [2]	Tube collocated with a Continuous	Height (m)
CE39	Old Post Office/Iron Gates Farm, Monks Heath	Roadside	384446	374144	NO_2	N	0	4.6	NO	1.95
CE40	Knutsford Day Nursery	Roadside	375457	378412	NO_2	N	0.2	6.2	NO	2.75
CE42	RTA Manchester Road	Roadside	374973	378784	NO_2	N	6.8	2.55	NO	2.45
CE47	17 Manchester Road	Roadside	374940	378825	NO_2	Y	0.65	2.2	NO	2.2
CE54	Almond Tree Cottage	Roadside	372260	379249	NO_2	Y	10.7	3.5	NO	1.83
CE64	Mereside farm, Chester Road, Rostherne	Roadside	373766	384824	NO_2	Y	0.18	8.8	NO	1.95
CE65	Intack Farm, Intack Lane, High Legh	Other	367000	383414	NO_2	N	0.05	6.9	NO	1.52
CE68	Newlyn, West Lane, High Legh	Other	370333	385246	NO_2	N	4.3	40.3	NO	2.55
CE71	3 Oxford Road	Roadside	390941	373645	NO_2	N	0.15	1.4	NO	2.05
CE73	124 Chester Road	Roadside	390876	373661	NO_2	N	0.65	1.4	NO	2.4
CE74	116 Cumberland Street	Roadside	391332	373920	NO_2	N	0	7.2	NO	1.5
CE76	2 Denfield Cottages	Roadside	372938	383846	NO_2	N	0	56	NO	1.7
CE77	Kenilworth Cottage	Rural Background	372106	381399	NO_2	N	N/A	N/A	NO	1.8
CE82	78 Buxton Road	Roadside	398140	384676	NO_2	Y	0.17	8.15	NO	2.05

Site ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	In AQMA?	Distance to Relevant Exposure	Distance to kerb of nearest road (m) [2]	Tube collocated with a Continuous	Height (m)
CE86	12 - 14 Hibel Road	Roadside	391763	374057	NO_2	Y	0.3	1.9	NO	2.4
CE87	186 Park Lane	Roadside	391455	372957	NO_2	Y	1.5	1.5	NO	2.2
CE91	50 Broken Cross	Roadside	389619	373659	NO_2	Y	0.15	1.85	NO	2.4
CE92	A555 Roundabout, Clay Lane	Roadside	385574	384390	NO_2	N	40	1.65	NO	2.15
CE93	16 Henshall Road	Kerbside	392729	377350	NO_2	N	0.42	0.75	NO	2.1
CE94	15 Chelford Road	Roadside	375858	378106	NO_2	N	0	1.35	NO	1.8
CE104	13 West Road	Roadside	384866	363089	NO_2	Y	0	2.5	NO	2.55
CE105	35 West Road	Roadside	384804	363081	NO_2	Y	0	5.65	NO	1.7
CE110	Lights outside 99 Lower Heath	Kerbside	386195	363959	NO_2	N	5	1.1	NO	2.7
CE114	28 Lower Heath	Roadside	386186	363933	NO_2	Y	0.15	1.75	NO	2.75
CE115	1 Lower Heath	Roadside	386173	363943	NO_2	N	0	13.6	NO	1.65
CE116	68 Rood Hill	Roadside	385713	363484	NO_2	Y	0.1	2.5	NO	2.25
CE117	Rood Hill takeaway 62/64	Roadside	385725	363469	NO_2	Y	0.15	1.9	NO	2.3
CE120	8 Littondale Close	Urban background	387007	364383	NO_2	N	0	9.2	NO	1.6
CE122	108 West Road	Roadside	384935	363075	NO_2	N	0	9.8	NO	1.45
CE125	7 Sandbach Road	Roadside	384593	363026	NO_2	N	0.1	11.55	NO	1.75
CE127	Rose Cottage, Peel Lane	Roadside	384583	361575	NO_2	N	0.18	1.26	NO	1.78
CE128	Brereton Heath	Rural	379521	365453	NO_2	N	0	5	NO	0.7

Site ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	In AQMA?	Distance to Relevant Exposure	Distance to kerb of nearest road (m) [2]	Tube collocated with a Continuous	Height (m)
	Park/Nature Reserve									
CE131	25 Fairacre Drive	Urban background	371011	364574	NO_2	N	0	11.5	NO	1.88
CE134	White Horse, Lewin Street	Roadside	370468	366037	NO_2	N	0	1.2	NO	2.45
CE136	51 Chester Road	Roadside	369855	366422	NO_2	Y	0	2.3	NO	1.75
CE139	Allotment View, Oak Tree Lane	Roadside	374250	369134	NO_2	N	0	99.2	NO	1.8
CE146	221 Heath Road	Roadside	377367	360934	NO_2	N	0	32.5	NO	2.12
CE149	Saxon Cross, Holmes Chapel Road	Roadside	377018	362124	NO_2	Y	16.3	1.75	NO	1.75
CE150	The Spinney	Roadside	376188	360660	NO_2	N	0	16.5	NO	2.05
CE152	Brickhouse Barns, Holmes Chapel Road	Roadside	377045	361989	NO_2	Y	0.15	2.62	NO	1.92
CE154	4/6 London Road	Roadside	373949	361475	NO_2	N	2.85	1.75	NO	2.35
CE155	53/55 Middlewich Road	Roadside	375447	360941	NO_2	Y	0.45	2.78	NO	2.43
CE157	2 Birch Gardens	Roadside	376083	360555	NO_2	N	0	18.5	NO	2.25
CE203	NW Traffic lights on Mill Street crossroads	Kerbside	370731	354731	NO_2	Y	1.25	0.55	NO	2.75
CE204	7 South Street	Roadside	370763	354696	NO_2	Y	0.44	1.6	NO	2.75
CE206	108 Nantwich Road/Edward Street	Roadside	370568	354649	NO_2	Y	0	5.6	NO	2.15

Site ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	In AQMA?	Distance to Relevant Exposure	Distance to kerb of nearest road (m) [2]	Tube collocated with a Continuous	Height (m)
CE212	9 Edleston Road	Roadside	370556	354717	NO_2	N	1.9	1.75	NO	2.64
CE216	146 Hospital street	Roadside	365596	352167	NO_2	Y	0.3	1.33	NO	2.77
CE217	Hospital street side of 6 Rookery Court	Roadside	365569	352182	NO_2	Y	2.1	1.75	NO	2.7
CE221	103/105 Hospital Street	Roadside	365500	352196	NO_2	Y	0.22	1.45	NO	2.5
CE222	7 Pratchetts Row	Roadside	365436	352198	NO_2	N	5.3	3.3	NO	2.68
CE224	Outside Kings Arms, Earle Street/Rainbow Street	Roadside	370845	355745	NO_2	Y	0	1.87	NO	2.72
CE225	53/55 Earle Street	Roadside	370879	355746	NO_2	Y	4	2	NO	2.65
CE230	95/97 Wistaston Road	Kerbside	370118	355432	NO_2	Y	1.62	0.25	NO	2.47
CE232	83 Flag Lane	Roadside	370041	355480	NO_2	N	2	1.75	NO	2.52
CE234	Whitemoss Farm, Nursery Road	Other	377071	354979	NO_2	N	0	10.75	NO	1.85
CE235	Go Green/32 Nantwich Road	Roadside	370803	354728	NO_2	Y	0	9.5	NO	1.97
CE236	5/7 Wellington Road, Nantwich	Roadside	365247	351846	NO_2	N	5.45	1.4	NO	2.7
CE237	53/55 Millstone Lane	Roadside	365692	352421	NO_2	N	6.15	1.55	NO	2.62
CE239	128/130 Wistaston Road	Roadside	369986	355432	NO_2	Y	1.7	1.4	NO	2.6

Site ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	In AQMA?	Distance to Relevant Exposure	Distance to kerb of nearest road (m) [2]	Tube collocated with a Continuous	Height (m)
CE245	105 Crewe Road	Roadside	379054	355400	NO_2	N	5.5	1.75	NO	2.6
CE246	148/150 Gresty Road	Roadside	370871	354315	NO_2	N	4.5	1.5	NO	2.55
CE248	Woodlands Farm, 62 Northwich Road	Roadside	373591	370681	NO_2	N	0	40.5	NO	1.8
CE250	Street sign outside 33a Mill Lane	Roadside	391969	373042	NO_2	Y	6	1.8	NO	2.1
CE251	192 Park Lane	Roadside	391438	372945	NO_2	N	0	6.2	NO	1.5
CE252	Near 17 Fallibroome Road	Roadside	389355	373657	NO_2	Y	0.3	1.7	NO	2.3
CE253	Near 63 Brock Street	Roadside	391634	374021	NO_2	Y	3	8	NO	2.1
CE254	175 Broken Cross	Roadside	389317	373577	NO_2	Y	0	2.4	NO	2
CE255	31 Broken Cross	Roadside	389640	373681	NO_2	Y	0.1	3.9	NO	2.3
CE256	15 Chelford Road	Roadside	389262	373624	NO_2	Y	8.3	1.5	NO	2
CE257	64 Broken Cross	Roadside	389577	373643	NO_2	Y	6.5	1.4	NO	2.17
CE258	92 Chester Road	Roadside	390978	373675	NO_2	N	0.24	3.4	NO	2.3
CE259	103 Chester Road	Roadside	390968	373660	NO_2	N	0.35	1.25	NO	2.3
CE260	199 Park Lane	Roadside	391416	372957	NO_2	Y	0	4.4	NO	2.4
CE261	79 Park lane	Roadside	391709	373070	NO_2	N	3.15	2.6	NO	2.3
CE262	11 Beech Lane	Roadside	391683	374087	NO_2	Y	0.53	2.01	NO	1.73

Site ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	In AQMA?	Distance to Relevant Exposure	Distance to kerb of nearest road (m) [2]	Tube collocated with a Continuous	Height (m)
CE263	37 Beech Lane	Roadside	391646	374163	NO_2	N	0.15	4.1	NO	1.97
CE264	43 Oxford Road	Roadside	390929	373512	NO_2	N	0.51	1.93	NO	2.25
CE265	108 Wilmslow Road	Roadside	385789	383616	NO_2	N	2.57	10.67	NO	1.75
CE266	Outside Crown Mews, Hibel Road	Roadside	391757	374031	NO_2	Y	1.73	1.47	NO	1.8
CE267	238 Booth Lane	Roadside	371176	364733	NO_2	N	2.67	2.39	NO	1.78
CE268	216 Booth Lane	Roadside	371606	364859	NO_2	N	2.79	1.97	NO	2.15
CE269	Nr 35 Lewin Street	Roadside	370496	366010	NO_2	N	0.3	1.4	NO	2.44
CE270	Outside Longcross Court	Roadside	370433	366136	NO_2	Y	1.24	1.85	NO	2.2
CE271	1 Cledford Lane	Roadside	371104	364886	NO_2	N	5.84	1.07	NO	2.34
CE272	Outside Simcox Printers (46), Middlewich Road	Roadside	375449	360449	NO_2	N	2.67	1.68	NO	2.2
CE273	The Ox-Fford Pub, Oxford Road	Roadside	390885	373455	NO_2	N	0.4	1.47	NO	2.2
CE275	10 Nantwich Road	Roadside	369941	366342	NO_2	N	0.25	1.98	NO	2.5
CE276	15/17 Chester Road	Roadside	369936	366394	NO_2	Y	0.41	1.32	NO	2.2
CE277	9 Market Street	Roadside	397531	384704	NO_2	Y	0.59	1.25	NO	2.15
CE278	Smithy House, 108 Adlington Road	Roadside	387367	381532	NO_2	N	4.1	1.45	NO	2.2

Site ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	In AQMA?	Distance to Relevant Exposure	Distance to kerb of nearest road (m) [2]	Tube collocated with a Continuous	Height (m)
CE279	183 Wilmslow Road	Roadside	385671	384137	NO_2	N	0	2.6	NO	2.15
CE280	23 Newton Bank	Roadside	369855	366368	NO_2	N	0.1	2.6	NO	2.05
CE281	The Lindens, 12 - 14 Chester Road	Roadside	369783	366466	NO_2	Y	11.3	2.05	NO	2.1
CE282	The DIY shop, 5 Lewin Street	Roadside	370449	366119	NO_2	Y	0.2	2.02	NO	2.1
CE283	29 Middlewich Road	Roadside	375544	360921	NO_2	Y	0.15	5.45	NO	2.17
CE284	127 Buxton Road	Roadside	398023	384717	NO_2	Y	1.45	2.1	NO	2.25
CE285	63/65 Lawton Street	Roadside	386278	362850	NO_2	N	0.4	1.65	NO	2.2
CE286	The Willows, Chelford Road	Roadside	375934	378010	NO_2	N	0	1.3	NO	1.8
CE288	19/21 Henshall Road	Roadside	392670	377331	NO_2	N	2.2	1.85	NO	2.15
CE289	3/the butchers, Henshall Road	Roadside	392739	377385	NO_2	N	0.15	3.1	NO	2.15
CE290	6/8 Henshall Road	Kerbside	392747	377378	NO_2	N	0.5	0.95	NO	2.12
CE291	Park Cottage, 19 Chelford Road	Roadside	375945	378019	NO_2	N	0.18	4	NO	2.25
CE292	Dairy Farm Cottage, Chester Road	Roadside	372264	379723	NO_2	N	0.15	40	NO	2.04
CE293	1 Mistletoe Cottage	Roadside	377640	358290	NO_2	N	0.2	9.2	NO	2.2
CE294	Egerton Arms, Peel Lane	Roadside	384599	361581	NO_2	N	0	2.7	NO	2.3

Site ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	In AQMA?	Distance to Relevant Exposure	Distance to kerb of nearest road (m) [2]	Tube collocated with a Continuous	Height (m)
CE295	South View Cottage, Peel Lane	Roadside	384562	361576	NO_2	N	0.15	3.3	NO	2.25
CE296	91 London Road	Roadside	376342	366925	NO_2	N	8.8	2.7	NO	2.05
CE297	Bella Casa/1 Williams Row, Middlewich Road	Roadside	376182	367343	NO_2	N	0.5	2.25	NO	2.17
CE298	Mere Corner Cottage	Roadside	372778	381560	NO_2	Y	10	2.55	NO	2.1
CE299	7 & 9 Stanneylands Road	Kerbside	385247	382496	NO_2	N	1.85	0.95	NO	2.15
CE300	The Grove Cottage	Roadside	372237	379257	NO_2	Y	7	5	NO	2.05
CE301	The Windmill pub	Roadside	372255	379334	NO_2	Y	9.5	1.8	NO	2.2
CE302	84 & 86 Lewin Street	Roadside	370535	365910	NO_2	N	3.3	1.15	NO	2.4
CE303	Burrows Store, Earle Street	Roadside	370959	355717	NO_2	Y	0	3.85	NO	2.55
CE304	Rising Sun Vaults, Earle Street	Roadside	371054	355721	NO_2	Y	0	1.85	NO	2.6
CE305	1 London Road	Roadside	365645	352182	NO_2	N	0.35	2.1	NO	2.25
CE306	5 South Crofts	Urban background	365405	352322	NO_2	N	2.9	1.4	NO	2.3
CE307	8 North Street	Roadside	370568	357254	NO_2	N	9.8	2.1	NO	2.35
CE308	8 Holmes	Roadside	384546	363136	NO_2	N	2	1.8	NO	2.5

Site ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	In AQMA?	Distance to Relevant Exposure	Distance to kerb of nearest road (m) (2)	Tube collocated with a Continuous	Height (m)
	Chapel Road									

Notes:

(1) 0m if the monitoring site is at a location of exposure (e.g. installed on the façade of a residential property).

(2) N/A if not applicable.

Table A.3 – Annual Mean NO_2 Monitoring Results

Site ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Monitoring Type	Valid Data Capture for Monitoring Period (%) (1)	Valid Data Capture 2019 (%) (2)	NO_2 Annual Mean Concentration ($\mu g/m^3$) (3) (4)				
							2015	2016	2017	2018	2019
RTA1	373004	382626	Roadside	Automatic			34	38	25		
RTA3	397538	384710	Kerbside	Automatic		99.7	39	**49**	**46**	36	35
RTA6	374973	378784	Roadside	Automatic			39				
CE1	391553	372999	Roadside	Diffusion Tube		100	**40.70**	**44.88**	39.00	36.08	34.11
CE2	391583	373025	Roadside	Diffusion Tube		100	29.78	32.97	30.59	27.90	25.71
CE3	391962	373047	Roadside	Diffusion Tube			31.74	32.73			
CE4	391965	372951	Roadside	Diffusion Tube		100	32.91	33.23	31.44	29.58	25.88
CE5	391996	372904	Roadside	Diffusion Tube		100	35.01	39.24	33.43	32.11	29.04
CE10	392024	372594	Roadside	Diffusion Tube		83	**43.36**	**49.74**	**41.06**	38.10	37.38
CE11	391868	372208	Roadside	Diffusion Tube		100	38.42	**40.48**	37.43	32.82	30.15
CE12	392109	372219	Urban background	Diffusion Tube		100	13.93	14.56	12.96	12.33	11.66
CE16	397697	384826	Urban background	Diffusion Tube		100	**55.26**	**61.33**	**53.93**	**40.34**	**41.87**
CE19	398014	384705	Roadside	Diffusion Tube		100	**40.59**	**43.47**	**42.29**	38.80	38.07
CE23	391921	383440	Roadside	Diffusion Tube		100	28.17	30.20	26.19	24.38	23.77
CE28	391613	382775	Roadside	Diffusion Tube		100	25.00	25.53	22.99	21.02	21.57
CE29	384097	381137	Roadside	Diffusion Tube		100	24.51	28.62	24.15	22.99	21.77
CE30	384047	381129	Roadside	Diffusion Tube		100	38.86	**40.99**	36.25	31.30	29.29
CE31	383939	381161	Roadside	Diffusion Tube			26.19	28.99			
CE39	384446	374144	Roadside	Diffusion Tube		100	34.59	39.18	32.42	30.83	28.61

Site ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Monitoring Type	Valid Data Capture for Monitoring Period (%) (1)	Valid Data Capture 2019 (%) (2)	NO_2 Annual Mean Concentration ($\mu g/m^3$) (3) (4)				
							2015	2016	2017	2018	2019
CE40	375457	378412	Roadside	Diffusion Tube		100	28.79	30.92	27.58	24.87	25.28
CE42	374973	378784	Roadside	Diffusion Tube		100	35.53	**40.85**	32.84	30.55	28.03
CE47	374940	378825	Roadside	Diffusion Tube		92	36.42	**43.39**	34.03	32.49	30.08
CE48	373152	383345	Roadside	Diffusion Tube			36.80	**50.20**			
CE50	373081	382842	Roadside	Diffusion Tube			23.88	23.81	17.46		
CE51	373002	382631	Roadside	Diffusion Tube			**44.45**	**48.72**			
CE54	372260	379249	Roadside	Diffusion Tube		100	**51.17**	**53.39**	**49.47**	**42.70**	**40.47**
CE55	372269	379717	Roadside	Diffusion Tube			**50.76**	**52.98**	35.37		
CE57	372357	380062	Roadside	Diffusion Tube			39.06	**45.09**	24.06		
CE61	372765	381544	Roadside	Diffusion Tube			**42.52**	**41.84**	21.37		
CE62	372668	381542	Roadside	Diffusion Tube			18.51	20.59	13.54		
CE63	373205	383713	Roadside	Diffusion Tube			29.77	32.92	21.55		
CE64	373766	384824	Roadside	Diffusion Tube		100	25.30	27.52	22.85	23.33	23.21
CE65	367000	383414	Roadside	Diffusion Tube		100	30.87	34.54	32.39	35.65	27.76
CE68	370333	385246	Other	Diffusion Tube		100	29.44	30.76	28.77	25.36	24.76
CE71	390941	373645	Other	Diffusion Tube		100	32.91	37.26	30.54	29.26	26.87
CE73	390876	373661	Roadside	Diffusion Tube		100	36.73	38.17	36.37	28.54	26.40
CE74	391332	373920	Roadside	Diffusion Tube		100	21.23	24.39	21.58	20.25	17.60
CE76	372938	383846	Roadside	Diffusion Tube		100	16.03	17.72	16.68	17.26	16.97
CE77	372106	381399	Roadside	Diffusion Tube		100	13.30	15.46	15.54	14.91	14.22
CE78	374626	385487	Roadside	Diffusion Tube			20.33	22.20	19.91		

Site ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Monitoring Type	Valid Data Capture for Monitoring Period (%) (1)	Valid Data Capture 2019 (%) (2)	NO_2 Annual Mean Concentration ($\mu g/m^3$) (3) (4)				
							2015	2016	2017	2018	2019
CE82	398140	384676	Roadside	Diffusion Tube		100	22.73	23.38	22.46	20.17	19.84
CE84	372545	380724	Roadside	Diffusion Tube			**45.79**	**45.81**	24.84		
CE86	391763	374057	Roadside	Diffusion Tube		100	38.54	**44.29**	39.91	32.64	32.30
CE87	391455	372957	Roadside	Diffusion Tube		100	37.43	**40.10**	36.87	33.92	30.66
CE88	397545	384718	Kerbside	Diffusion Tube			**41.38**	**44.49**			
CE91	389619	373659	Roadside	Diffusion Tube		100	**44.85**	**48.04**			31.49
CE92	385574	384390	Roadside	Diffusion Tube		100	26.76	34.73	29.46	25.83	27.98
CE93	392729	377350	Roadside	Diffusion Tube		92		**43.36**	39.23	36.26	33.57
CE94	375858	378106	Roadside	Diffusion Tube		83		**52.66**	**45.06**	39.65	35.88
CE95	383948	381159	Roadside	Diffusion Tube				32.11			
CE104	384866	363089	Roadside	Diffusion Tube		100	**57.66**	**64.50**	**54.72**	**47.99**	**43.59**
CE105	384804	363081	Roadside	Diffusion Tube		100	29.00	34.12	29.93	28.52	25.31
CE110	386195	363959	Roadside	Diffusion Tube		92	32.86	35.53	33.54	29.03	28.05
CE114	386186	363933	Roadside	Diffusion Tube		100	**61.46**	**67.34**	**60.82**	**48.87**	**47.44**
CE115	386173	363943	Roadside	Diffusion Tube		100	22.85	25.84	23.46	23.28	22.33
CE116	385713	363484	Roadside	Diffusion Tube		100	38.12	**42.89**	39.79	33.09	33.42
CE117	385725	363469	Roadside	Diffusion Tube		100	**41.24**	**46.57**	**45.59**	38.28	35.92
CE120	387007	364383	Urban background	Diffusion Tube		100	10.54	11.08	11.10	11.10	10.40
CE122	384935	363075	Urban background	Diffusion Tube		100	22.42	24.77	22.94	22.68	20.39
CE125	384593	363026	Roadside	Diffusion Tube		100	24.21	28.01	25.38	23.63	22.48
CE127	384583	361575	Roadside	Diffusion Tube		92	35.24	**41.20**	36.15	32.54	31.79

Site ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Monitoring Type	Valid Data Capture for Monitoring Period (%) (1)	Valid Data Capture 2019 (%) (2)	NO_2 Annual Mean Concentration ($\mu g/m^3$) (3) (4)				
							2015	2016	2017	2018	2019
CE128	379521	365453	Roadside	Diffusion Tube		100	10.23	11.62	9.75	10.59	9.26
CE130	379720	355508	Roadside	Diffusion Tube			16.96	20.88			
CE131	371011	364574	Roadside	Diffusion Tube		100	12.87	14.54	12.06	13.01	11.73
CE133	370524	366000	Roadside	Diffusion Tube			20.99	22.01			
CE134	370468	366037	Roadside	Diffusion Tube		100	35.91	38.94	36.02	34.35	29.85
CE136	369855	366422	Roadside	Diffusion Tube		92	39.04	**41.05**	35.28	34.50	32.79
CE139	374250	369134	Other	Diffusion Tube		100		23.17	23.36	21.33	20.72
CE141	376334	366963	Roadside	Diffusion Tube			37.06	**40.60**	37.64		
CE146	377367	360934	Roadside	Diffusion Tube		100	25.03	31.69	23.12	23.03	24.14
CE149	377018	362124	Roadside	Diffusion Tube		100	32.73	36.75	32.49	29.22	26.53
CE150	376188	360660	Roadside	Diffusion Tube		83	27.00	28.26	26.85	24.06	23.95
CE152	377045	361989	Roadside	Diffusion Tube		92	**41.44**	**48.03**	**40.81**	36.91	31.93
CE154	373949	361475	Roadside	Diffusion Tube		100	33.14	34.07	29.92	26.89	26.49
CE155	375447	360941	Roadside	Diffusion Tube		100	**44.62**	**49.42**	39.52	37.19	34.95
CE156	373831	369016	Other	Diffusion Tube			17.86	19.99			
CE157	376083	360555	Other	Diffusion Tube		100		26.59	23.68	23.82	23.51
CE203	370731	354731	Other	Diffusion Tube		92	**46.19**	**48.11**	**43.03**	38.61	38.63
CE204	370763	354696	Roadside	Diffusion Tube		100	31.99	36.51	31.82	31.46	29.55
CE206	370568	354649	Roadside	Diffusion Tube		100	25.71	30.65	24.52	25.56	23.74
CE212	370556	354717	Roadside	Diffusion Tube		100	32.52	38.59	30.00	32.27	30.16
CE215	365644	352207	Roadside	Diffusion Tube			25.27	29.24	24.02		

Site ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Monitoring Type	Valid Data Capture for Monitoring Period (%) (1)	Valid Data Capture 2019 (%) (2)	NO_2 Annual Mean Concentration ($\mu g/m^3$) (3) (4)				
							2015	2016	2017	2018	2019
CE216	365596	352167	Roadside	Diffusion Tube		100	**46.51**	**52.18**	**48.59**	**41.37**	**40.56**
CE217	365569	352182	Roadside	Diffusion Tube		100	30.56	35.68	32.37	30.60	29.02
CE221	365500	352196	Roadside	Diffusion Tube		100	**40.97**	**48.01**	**40.73**	36.12	34.32
CE222	365436	352198	Roadside	Diffusion Tube		100	28.08	30.48	27.73	26.62	25.27
CE224	370845	355745	Roadside	Diffusion Tube		100	35.75	36.97	37.19	34.29	34.51
CE225	370879	355746	Roadside	Diffusion Tube		100	39.56	**41.34**	34.21	32.68	33.46
CE226	371111	355740	Roadside	Diffusion Tube			26.32	31.46			
CE230	370118	355432	Kerbside	Diffusion Tube		92	30.45	34.99	29.17	27.78	31.27
CE232	370041	355480	Kerbside	Diffusion Tube		100	38.23	**40.22**	35.50	33.49	33.41
CE234	377071	354979	Other	Diffusion Tube		100	26.67	31.35	21.71	22.29	20.84
CE235	370803	354728	Other	Diffusion Tube		100	28.04	31.52	27.51	26.67	28.17
CE236	365247	351846	Other	Diffusion Tube		100	28.22	30.84	26.79	27.37	25.00
CE237	365692	352421	Roadside	Diffusion Tube		100	31.64	36.10	31.16	28.83	27.62
CE238	370485	357285	Roadside	Diffusion Tube			29.91	34.34	28.84		
CE239	369986	355432	Roadside	Diffusion Tube		100	35.82	**40.86**	32.86	31.22	31.38
CE245	379054	355400	Roadside	Diffusion Tube		100	27.23	30.25	26.60	24.80	24.65
CE246	370871	354315	Roadside	Diffusion Tube		100	35.99	**41.95**	37.26	34.91	34.71
CE247	367739	352878	Roadside	Diffusion Tube			23.87	23.43	19.44		
CE248	373591	370681	Roadside	Diffusion Tube		100		36.69	31.64	27.42	29.15
CE249	377646	358276	Roadside	Diffusion Tube				21.59	18.53		
CE250	391969	373042	Roadside	Diffusion Tube		100			37.26	33.07	30.68

Site ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Monitoring Type	Valid Data Capture for Monitoring Period (%) (1)	Valid Data Capture 2019 (%) (2)	NO_2 Annual Mean Concentration ($\mu g/m^3$) (3) (4)				
							2015	2016	2017	2018	2019
CE251	391438	372945	Roadside	Diffusion Tube		100			28.28	26.58	24.96
CE252	389355	373657	Roadside	Diffusion Tube		92			26.19	23.43	22.56
CE253	391634	374021	Roadside	Diffusion Tube		100			25.83	23.41	23.39
CE254	389317	373577	Roadside	Diffusion Tube		100			32.46	28.95	27.11
CE255	389640	373681	Roadside	Diffusion Tube		100			26.87	23.33	23.30
CE256	389262	373624	Roadside	Diffusion Tube		100			36.32	33.61	30.62
CE257	389577	373643	Roadside	Diffusion Tube		92			39.37	33.40	28.19
CE258	390978	373675	Roadside	Diffusion Tube		100			24.68	23.81	21.30
CE259	390968	373660	Roadside	Diffusion Tube		92			33.63	29.18	25.46
CE260	391416	372957	Roadside	Diffusion Tube		100			22.73	21.60	19.65
CE261	391709	373070	Roadside	Diffusion Tube		83			28.79	27.25	24.70
CE262	391683	374087	Roadside	Diffusion Tube		75			29.69	26.11	25.27
CE263	391646	374163	Roadside	Diffusion Tube		100			25.96	23.52	22.37
CE264	390929	373512	Roadside	Diffusion Tube		100			28.86	26.88	25.67
CE265	385789	383616	Roadside	Diffusion Tube		100			24.90	26.65	25.01
CE266	391757	374031	Roadside	Diffusion Tube		100			**51.00**	**43.66**	**44.22**
CE267	371176	364733	Roadside	Diffusion Tube		100			24.54	23.47	22.62
CE268	371606	364859	Roadside	Diffusion Tube		100			31.95	32.58	30.36
CE269	370496	366010	Roadside	Diffusion Tube		92			**41.50**	39.46	35.80
CE270	370433	366136	Roadside	Diffusion Tube		100			33.76	34.04	31.73
CE271	371104	364886	Roadside	Diffusion Tube		100			24.54	26.55	25.29

Site ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Monitoring Type	Valid Data Capture for Monitoring Period (%) (1)	Valid Data Capture 2019 (%) (2)	NO_2 Annual Mean Concentration ($\mu g/m^3$) (3) (4)				
							2015	2016	2017	2018	2019
CE272	375449	360449	Roadside	Diffusion Tube		100			31.29	29.32	26.11
CE273	390885	373455	Roadside	Diffusion Tube		92			33.26	29.44	26.55
CE274	365988	343612	Roadside	Diffusion Tube					19.44		
CE275	369941	366342	Roadside	Diffusion Tube		100			34.05	31.19	29.04
CE276	369936	366394	Roadside	Diffusion Tube		100			**44.99**	**43.92**	**42.57**
CE277	397531	384704	Roadside	Diffusion Tube		100			**59.55**	**46.57**	**49.63**
CE278	387367	381532	Roadside	Diffusion Tube		100			**45.07**	39.59	34.47
CE279	385671	384137	Roadside	Diffusion Tube		100			27.76	27.74	29.02
CE280	369855	366368	Roadside	Diffusion Tube		100			**40.13**	36.71	34.34
CE281	369783	366466	Roadside	Diffusion Tube		92			38.86	36.15	31.91
CE282	370449	366119	Roadside	Diffusion Tube		100			**43.49**	**41.87**	38.42
CE283	375544	360921	Roadside	Diffusion Tube		100			35.35	32.64	31.28
CE284	398023	384717	Roadside	Diffusion Tube		92			35.77	30.98	29.82
CE285	386278	362850	Roadside	Diffusion Tube		100			31.14	25.99	24.90
CE286	375934	378010	Roadside	Diffusion Tube		100			36.47	30.28	29.03
CE287	373212	383727	Roadside	Diffusion Tube					19.97		
CE288	392670	377331	Roadside	Diffusion Tube		92			33.90	27.44	26.23
CE289	392739	377385	Roadside	Diffusion Tube		100			26.93	22.28	20.02
CE290	392747	377378	Kerbside	Diffusion Tube		100			**41.08**	34.86	34.24
CE291	375945	378019	Roadside	Diffusion Tube		100			29.22	22.98	22.34
CE292	372264	379723	Roadside	Diffusion Tube		100			35.17	26.12	26.03

Site ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Monitoring Type	Valid Data Capture for Monitoring Period (%) (1)	Valid Data Capture 2019 (%) (2)	NO_2 Annual Mean Concentration ($\mu g/m^3$) (3) (4)				
							2015	2016	2017	2018	2019
CE293	377640	358290	Roadside	Diffusion Tube		100			16.67	15.58	15.40
CE294	384599	361581	Roadside	Diffusion Tube		100			36.88	31.43	30.52
CE295	384562	361576	Roadside	Diffusion Tube		100			22.05	21.80	20.37
CE296	376342	366925	Roadside	Diffusion Tube		100				35.69	32.71
CE297	376182	367343	Roadside	Diffusion Tube		100				34.17	30.70
CE298	372778	381560	Roadside	Diffusion Tube		100				26.38	26.52
CE299	385247	382496	Kerbside	Diffusion Tube		100				38.85	34.98
CE300	372237	379257	Roadside	Diffusion Tube		100				39.65	36.93
CE301	372255	379334	Roadside	Diffusion Tube		100				**42.80**	**40.61**
CE302	370535	365910	Roadside	Diffusion Tube		100				29.88	28.87
CE303	370959	355717	Roadside	Diffusion Tube		100				35.19	35.00
CE304	371054	355721	Roadside	Diffusion Tube		100				35.86	34.30
CE305	365645	352182	Roadside	Diffusion Tube		100				23.93	23.53
CE306	365405	352322	Urban Background	Diffusion Tube		100				14.12	13.10
CE307	370568	357254	Roadside	Diffusion Tube		100				30.50	31.14
CE308	384546	363136	Roadside	Diffusion Tube		100				22.77	24.42
CEC WAG			Roadside	Diffusion Tube			15.60				

☒ **Diffusion tube data has been bias corrected**

☐ **Annualisation has been conducted where data capture is <75%**

☒ **Reported concentrations are those at the location of the monitoring site (bias adjusted and annualised, as required), i.e. prior to any fall-off with distance adjustment**

Notes:

Exceedances of the NO_2 annual mean objective of 40µg/m^3 are shown in **bold**.

NO_2 annual means exceeding 60µg/m^3, indicating a potential exceedance of the NO_2 1-hour mean objective are shown in **bold and underlined.**

(1) Data capture for the monitoring period, in cases where monitoring was only carried out for part of the year.

(2) Data capture for the full calendar year (e.g. if monitoring was carried out for 6 months, the maximum data capture for the full calendar year is 50%).

(3) Means for diffusion tubes have been corrected for bias. All means have been "annualised" as per Boxes 7.9 and 7.10 in LAQM.TG16 if valid data capture for the full calendar year is less than 75%. See Appendix C for details.

(4) Concentrations are those at the location of monitoring and not those following any fall-off with distance adjustment.

Table A.4 – 1-Hour Mean NO_2 Monitoring Results

Site ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Monitoring Type	Valid Data Capture for Monitoring Period (%) (1)	Valid Data Capture 2019 (%) (2)	NO_2 1-Hour Means > 200µg/m^3 (3)				
							2015	2016	2017	2018	2019
RTA1 Mere	373004	382626	Roadside	Automatic			**-**	- (117)	- (107)		
RTA3 Disley	397538	384710	Kerbside	Automatic		99.7	- (139)	**9 (193)**	**5 (184)**	**1 (222)**	- (166)

Notes:

Exceedances of the NO_2 1-hour mean objective (200µg/m^3 not to be exceeded more than 18 times/year) are shown in **bold.**

(1) Data capture for the monitoring period, in cases where monitoring was only carried out for part of the year.

(2) Data capture for the full calendar year (e.g. if monitoring was carried out for 6 months, the maximum data capture for the full calendar year is 50%).

(3) If the period of valid data is less than 85%, the 99.8th percentile of 1-hour means is provided in brackets.

Appendix B: Full Monthly Diffusion Tube Results for 2019

Table B.1 - NO_2 Monthly Diffusion Tube Results - 2019

Site ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	NO_2 Mean Concentrations ($\mu g/m^3$)														
			Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Mean		
															Raw Data	Bias Adjusted (0.93) and Annualised (1)	Distance Corrected to Nearest Exposure (2)
CE1	391553	372999	43.9	38.7	37.7	36.4	32.8	30.1	31.8	31.7	35.0	38.5	49.0	34.5	36.7	34.1	
CE2	391583	373025	39.6	26.4	32.5	22.9	26.2	25.8	24.0	21.8	28.3	25.1	33.9	25.3	27.6	25.7	
CE4	391965	372951	42.0	28.1	32.0	22.2	24.6	23.6	24.3	20.5	28.2	27.1	36.2	25.1	27.8	25.9	
CE5	391996	372904	42.7	33.1	30.8	32.4	23.9	31.0	27.2	21.5	30.4	34.4	42.1	25.1	31.2	29.0	
CE10	392024	372594	51.9	40.2	36.3	39.1	35.4	41.4	30.1	-	-	46.4	49.3	31.8	40.2	37.4	
CE11	391868	372208	47.2	32.4	42.5	24.2	26.4	30.9	29.0	26.6	32.9	30.2	40.0	26.6	32.4	30.2	
CE12	392109	372219	21.5	14.8	11.4	10.2	9.0	10.8	8.2	7.3	9.9	13.6	21.3	12.4	12.5	11.7	
CE16	397697	384826	58.5	37.6	50.8	46.3	44.4	45.0	40.7	40.4	47.9	45.2	48.0	35.6	45.0	**41.9**	40.8
CE19	398014	384705	52.4	41.1	44.8	41.2	39.2	38.5	35.9	38.1	37.7	42.5	48.6	31.3	40.9	38.1	34.1
CE23	391921	383440	36.4	22.3	27.9	25.9	20.3	22.4	21.7	20.4	23.8	28.1	35.6	21.9	25.6	23.8	
CE28	391613	382775	35.9	21.4	23.8	21.4	17.4	17.0	18.0	17.7	21.2	25.6	35.8	23.1	23.2	21.6	
CE29	384097	381137	35.8	27.6	22.0	23.8	18.2	19.1	19.5	15.4	18.8	24.6	36.7	19.3	23.4	21.8	
CE30	384047	381129	45.9	35.5	36.3	29.4	21.8	23.4	24.7	22.2	29.2	32.6	46.1	30.7	31.5	29.3	
CE39	384446	374144	41.0	28.8	25.2	36.1	32.2	29.3	26.8	22.7	28.8	31.4	44.7	22.0	30.8	28.6	
CE40	375457	378412	39.6	29.6	26.5	23.4	24.1	23.5	22.9	20.7	25.2	30.2	35.1	25.4	27.2	25.3	

Site ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	NO_2 Mean Concentrations (µg/m^3)														
			Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Mean		
															Raw Data	Bias Adjusted (0.93) and Annualised (1)	Distance Corrected to Nearest Exposure (2)
CE42	374973	378784	38.6	28.8	24.6	34.9	31.5	29.8	24.4	20.4	29.5	31.8	41.2	26.3	30.1	28.0	
CE47	374940	378825	42.5	35.4	32.5	-	31.2	26.0	27.3	24.4	28.5	35.7	42.4	30.0	32.3	30.1	
CE54	372260	379249	57.3	41.3	44.4	37.2	41.5	46.6	37.4	38.1	42.0	44.9	61.0	30.6	43.5	**40.5**	32.3
CE64	373766	384824	34.0	31.9	20.2	23.8	22.1	22.5	19.6	21.5	21.7	26.8	29.6	25.6	25.0	23.2	
CE65	367000	383414	41.6	25.5	29.4	43.0	28.0	25.6	20.5	14.2	22.0	30.2	52.2	26.1	29.8	27.8	
CE68	370333	385246	33.9	31.7	25.3	25.3	19.4	22.1	22.6	23.7	25.5	28.3	33.6	28.3	26.6	24.8	
CE71	390941	373645	38.5	30.2	28.6	31.1	24.0	27.6	22.2	19.4	27.7	32.7	41.1	23.7	28.9	26.9	
CE73	390876	373661	37.9	28.7	31.7	23.7	23.4	28.8	25.9	23.1	23.2	30.4	38.4	25.3	28.4	26.4	
CE74	391332	373920	30.1	14.9	20.2	21.5	17.2	18.0	13.9	10.0	16.5	19.3	28.6	16.8	18.9	17.6	
CE76	372938	383846	25.5	22.9	17.0	21.0	14.7	13.6	13.1	12.8	14.6	18.4	25.7	19.5	18.2	17.0	
CE77	372106	381399	23.8	19.4	15.2	12.2	11.4	11.8	11.5	11.2	12.5	16.2	21.7	16.7	15.3	14.2	
CE82	398140	384676	30.9	18.4	24.8	20.0	20.7	20.9	18.6	15.5	20.3	21.5	29.0	15.5	21.3	19.8	
CE86	391763	374057	46.9	32.7	36.3	30.0	29.6	31.2	29.1	30.5	35.9	34.8	43.7	36.2	34.7	32.3	
CE87	391455	372957	47.8	38.4	30.7	35.0	26.5	30.7	27.9	29.4	33.9	36.0	44.2	15.0	33.0	30.7	
CE91	389619	373659	39.7	40.3	39.2	33.1	26.9	30.0	30.8	29.3	33.4	39.2	40.4	24.0	33.9	31.5	
CE92	385574	384390	45.5	34.4	34.9	25.4	27.1	20.0	24.8	24.2	27.9	27.3	44.1	25.4	30.1	28.0	
CE93	392729	377350	49.8	-	37.9	33.4	33.5	34.8	34.7	29.7	33.3	40.0	39.7	30.2	36.1	33.6	
CE94	375858	378106	56.2	42.6	40.4	35.1	-	34.5	30.6	-	35.4	41.1	47.7	22.1	38.6	35.9	
CE104	384866	363089	56.9	47.6	54.7	39.9	49.2	45.4	45.3	38.9	43.2	46.9	57.3	37.2	46.9	**43.6**	

Site ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	NO_2 Mean Concentrations ($\mu g/m^3$)														
			Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Mean		
															Raw Data	Bias Adjusted (0.93) and Annualised (1)	Distance Corrected to Nearest Exposure (2)
CE105	384804	363081	35.6	27.5	28.1	28.2	20.7	26.0	25.4	21.3	26.7	27.0	37.7	22.4	27.2	25.3	
CE110	386195	363959	44.8	39.1	32.5	-	22.6	24.6	26.4	23.0	26.8	28.1	36.7	27.2	30.2	28.1	
CE114	386186	363933	74.3	53.1	61.7	30.1	48.1	45.1	48.8	46.7	51.1	42.7	58.3	52.1	51.0	**47.4**	46.8
CE115	386173	363943	35.3	30.9	25.5	24.9	19.9	19.1	16.5	16.8	19.6	25.6	29.6	24.4	24.0	22.3	
CE116	385713	363484	44.9	40.3	40.7	31.8	32.3	32.6	35.2	32.0	35.2	32.0	43.1	31.1	35.9	33.4	
CE117	385725	363469	50.5	40.9	44.9	32.1	38.9	36.5	39.1	30.4	37.7	34.1	45.5	32.8	38.6	35.9	
CE120	387007	364383	18.9	16.6	10.5	8.2	7.5	7.3	7.0	6.6	7.7	12.6	18.5	13.0	11.2	10.4	
CE122	384935	363075	34.9	25.3	22.0	22.3	20.0	18.0	16.0	13.9	19.4	23.7	28.6	18.9	21.9	20.4	
CE125	384593	363026	32.7	31.2	25.6	23.7	20.3	18.3	18.1	19.1	21.8	26.1	31.7	21.3	24.2	22.5	
CE127	384583	361575	46.0	-	39.0	37.0	35.1	32.7	28.6	26.8	34.3	31.0	40.9	24.6	34.2	31.8	
CE128	379521	365453	15.6	14.5	9.7	7.2	7.5	6.5	7.6	6.9	6.8	10.5	17.1	9.6	10.0	9.3	
CE131	371011	364574	21.8	14.3	10.6	13.9	10.2	10.0	8.9	5.9	8.2	13.9	23.0	10.8	12.6	11.7	
CE134	370468	366037	42.5	37.4	27.0	34.4	26.2	30.2	29.1	27.3	32.6	33.6	39.3	25.7	32.1	29.8	
CE136	369855	366422	39.7	39.9	-	37.9	31.5	33.2	31.2	30.8	32.3	33.5	43.6	34.4	35.3	32.8	
CE139	374250	369134	32.9	27.4	25.4	12.5	20.5	19.2	21.6	22.8	20.1	21.6	26.0	17.4	22.3	20.7	
CE146	377367	360934	32.6	27.4	18.1	38.6	22.5	21.0	19.6	15.8	21.3	29.7	40.7	24.0	26.0	24.1	
CE149	377018	362124	43.1	39.5	31.1	23.5	24.6	23.1	22.2	21.2	24.7	27.5	39.4	22.6	28.5	26.5	
CE150	376188	360660	37.8	33.9	30.2	-	20.7	17.5	-	18.5	20.2	22.2	31.4	25.3	25.8	24.0	
CE152	377045	361989	49.4	42.7	33.7	30.8	27.2	30.1	28.4	-	32.3	31.9	38.1	33.2	34.3	31.9	

Site ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	NO_2 Mean Concentrations (µg/m^3)														
			Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Mean		
															Raw Data	Bias Adjusted (0.93) and Annualised (1)	Distance Corrected to Nearest Exposure (2)
CE154	373949	361475	41.2	34.5	30.6	25.8	23.0	23.4	23.4	20.1	26.7	26.6	39.4	27.2	28.5	26.5	
CE155	375447	360941	52.4	38.3	40.0	42.5	31.9	35.1	30.6	26.2	37.6	36.3	55.5	24.6	37.6	35.0	
CE157	376083	360555	35.0	25.6	28.5	22.0	22.2	23.5	22.4	20.4	24.0	27.1	32.7	20.1	25.3	23.5	
CE203	370731	354731	54.3	54.1	46.8	32.9	28.9	35.0	-	33.9	36.1	46.5	53.2	35.2	41.5	38.6	33.0
CE204	370763	354696	34.6	40.2	28.7	38.8	24.6	28.6	26.1	20.4	30.9	35.2	48.5	24.7	31.8	29.5	
CE206	370568	354649	35.2	20.0	26.1	27.1	24.1	23.1	21.2	16.9	24.6	28.2	40.9	18.8	25.5	23.7	
CE212	370556	354717	41.6	34.2	25.1	45.0	26.6	28.5	25.5	22.0	30.6	34.4	45.5	30.0	32.4	30.2	
CE216	365596	352167	53.9	41.0	43.1	46.0	37.7	32.5	39.3	40.6	43.3	50.6	57.1	38.4	43.6	**40.6**	39.3
CE217	365569	352182	43.7	27.0	32.8	33.7	30.9	27.5	25.0	20.8	30.6	31.2	45.5	25.9	31.2	29.0	
CE221	365500	352196	41.7	26.6	39.6	44.9	36.1	29.7	33.0	25.9	40.9	41.8	52.5	30.0	36.9	34.3	
CE222	365436	352198	35.8	26.9	23.9	32.1	22.6	23.2	22.5	19.3	24.4	31.4	39.5	24.3	27.2	25.3	
CE224	370845	355745	54.1	56.2	38.9	31.8	27.5	29.8	29.8	28.1	30.0	39.2	47.5	32.3	37.1	34.5	
CE225	370879	355746	49.6	48.9	36.6	35.6	25.7	31.2	29.1	25.0	31.1	39.1	46.9	33.0	36.0	33.5	
CE230	370118	355432	40.2	47.2	30.6	30.8	32.5	-	25.2	19.5	31.6	36.7	48.3	27.2	33.6	31.3	
CE232	370041	355480	42.6	35.5	41.0	36.4	32.3	28.2	33.2	32.6	35.6	36.5	47.8	29.4	35.9	33.4	
CE234	377071	354979	25.6	25.3	13.2	35.8	17.7	19.4	16.3	12.1	18.9	26.1	37.0	21.7	22.4	20.8	
CE235	370803	354728	43.9	32.3	29.9	28.4	24.9	27.8	25.4	23.0	26.5	32.3	42.0	27.1	30.3	28.2	
CE236	365247	351846	35.9	28.7	23.6	29.3	27.9	23.3	21.9	17.4	20.5	29.6	37.6	26.7	26.9	25.0	
CE237	365692	352421	41.1	35.7	30.3	24.6	23.9	21.8	22.7	23.8	27.5	35.5	39.9	29.5	29.7	27.6	

Site ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	NO_2 Mean Concentrations ($\mu g/m^3$)														
			Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Mean		
															Raw Data	Bias Adjusted (0.93) and Annualised (1)	Distance Corrected to Nearest Exposure (2)
CE239	369986	355432	44.9	28.5	29.0	43.4	30.5	29.1	26.4	22.5	31.7	39.4	48.6	30.9	33.7	31.4	
CE245	379054	355400	41.3	32.9	27.2	27.3	17.5	21.6	19.3	18.3	23.0	27.3	38.0	24.5	26.5	24.6	
CE246	370871	354315	54.7	41.4	39.9	39.8	27.4	30.3	29.5	26.4	31.2	41.6	53.7	31.9	37.3	34.7	
CE248	373591	370681	41.9	37.6	37.2	18.1	28.0	27.3	31.1	32.0	29.5	31.5	32.2	29.8	31.3	29.2	
CE250	391969	373042	46.8	35.3	36.5	28.1	21.7	30.3	30.3	28.2	33.0	30.5	42.6	32.6	33.0	30.7	
CE251	391438	372945	38.1	31.7	27.1	29.2	22.2	22.3	21.3	21.4	23.9	25.1	34.8	24.8	26.8	25.0	
CE252	389355	373657	32.2	27.3	23.9	23.2	17.7	-	19.2	20.0	23.6	26.7	35.1	18.1	24.3	22.6	
CE253	391634	374021	38.1	27.9	26.4	24.5	17.7	18.7	19.4	20.2	23.5	24.7	35.0	25.7	25.1	23.4	
CE254	389317	373577	42.4	24.3	33.7	24.1	25.7	28.4	25.5	23.6	29.3	31.8	39.2	21.7	29.2	27.1	
CE255	389640	373681	34.6	24.9	26.6	32.1	24.9	27.5	17.9	16.6	21.4	23.9	29.8	20.5	25.1	23.3	
CE256	389262	373624	44.3	31.7	36.9	35.3	25.4	28.6	26.7	26.2	29.5	36.9	43.9	29.7	32.9	30.6	
CE257	389577	373643	43.3	38.9	-	19.5	18.2	18.0	28.4	28.0	30.4	36.9	44.6	27.2	30.3	28.2	
CE258	390978	373675	33.2	22.6	24.5	22.9	19.5	22.5	18.4	15.5	20.9	24.0	32.6	18.3	22.9	21.3	
CE259	390968	373660	-	30.2	35.0	23.8	23.8	25.4	25.8	23.6	26.5	27.8	35.9	23.2	27.4	25.5	
CE260	391416	372957	31.0	18.6	24.4	17.9	20.0	20.5	17.8	15.0	19.4	21.3	30.9	16.9	21.1	19.7	
CE261	391709	373070	39.9	23.9	29.9	22.2	22.7	21.8	21.4	20.0	-	29.3	34.6	-	26.6	24.7	
CE262	391683	374087	-	27.7	29.7	24.5	22.0	23.6	-	20.7	28.2	-	38.0	30.1	27.2	25.3	
CE263	391646	374163	33.6	25.7	19.7	22.1	19.7	21.0	20.1	17.3	20.6	30.0	33.5	25.3	24.1	22.4	
CE264	390929	373512	41.2	29.4	27.3	28.6	22.1	21.7	21.3	19.1	25.8	30.4	40.5	23.9	27.6	25.7	

Site ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	NO_2 Mean Concentrations ($\mu g/m^3$)														
			Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Mean		
															Raw Data	Bias Adjusted (0.93) and Annualised (1)	Distance Corrected to Nearest Exposure (2)
CE265	385789	383616	40.1	29.0	24.8	29.3	21.7	21.5	21.4	17.4	24.3	28.5	42.4	22.2	26.9	25.0	
CE266	391757	374031	58.6	50.2	46.5	41.4	37.1	41.9	38.8	46.7	44.4	45.9	61.8	57.4	47.5	**44.2**	38.7
CE267	371176	364733	36.4	27.0	23.4	24.9	22.6	19.6	17.8	13.8	21.3	23.8	38.8	22.5	24.3	22.6	
CE268	371606	364859	43.3	37.6	31.5	34.0	32.1	26.1	27.9	25.5	27.9	34.0	43.6	28.1	32.6	30.4	
CE269	370496	366010	50.5	44.1	-	37.6	38.3	33.8	31.5	29.6	32.0	42.3	57.2	26.5	38.5	35.8	
CE270	370433	366136	46.3	40.3	32.4	32.9	27.2	28.3	28.8	27.7	30.7	37.9	44.3	32.5	34.1	31.7	
CE271	371104	364886	34.6	33.1	27.6	24.1	25.2	22.8	24.2	21.9	25.4	30.5	37.1	19.7	27.2	25.3	
CE272	375449	360449	41.4	36.2	28.2	25.4	22.7	21.8	22.0	22.5	25.3	29.3	39.7	22.4	28.1	26.1	
CE273	390885	373455	-	32.3	36.1	24.5	24.6	27.0	22.6	23.5	29.3	29.1	40.6	24.5	28.5	26.5	
CE275	369941	366342	41.7	33.3	29.8	32.1	28.4	28.2	25.8	25.0	28.9	30.8	41.4	29.1	31.2	29.0	
CE276	369936	366394	62.1	55.6	49.2	37.4	35.2	37.6	40.7	41.6	45.5	49.2	54.2	40.9	45.8	**42.6**	40.7
CE277	397531	384704	72.6	54.8	65.1	35.9	52.1	55.7	47.8	53.9	49.7	55.0	55.9	41.8	53.4	**49.6**	46.5
CE278	387367	381532	51.7	36.1	29.1	46.1	33.6	32.3	35.0	27.0	33.6	36.8	54.2	29.2	37.1	34.5	
CE279	385671	384137	46.2	39.3	33.9	26.8	24.9	24.1	22.5	21.0	26.5	33.7	46.5	29.2	31.2	29.0	
CE280	369855	366368	49.7	38.2	37.4	33.2	35.4	32.6	35.9	36.8	33.9	36.0	42.6	31.4	36.9	34.3	
CE281	369783	366466	-	34.0	38.9	39.8	37.7	31.1	28.8	27.4	35.2	33.4	43.9	27.1	34.3	31.9	
CE282	370449	366119	52.0	48.9	39.6	45.4	35.3	37.0	35.4	32.3	36.9	43.1	56.2	33.8	41.3	38.4	37.9
CE283	375544	360921	48.7	38.2	36.1	32.5	32.1	29.6	28.9	23.0	31.2	35.5	42.4	25.3	33.6	31.3	
CE284	398023	384717	46.1	31.5	-	37.3	31.4	33.5	25.3	20.6	29.7	33.6	39.9	23.9	32.1	29.8	

Site ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	NO_2 Mean Concentrations ($\mu g/m^3$)														
			Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Mean		
															Raw Data	Bias Adjusted (0.93) and Annualised (1)	Distance Corrected to Nearest Exposure (2)
CE285	386278	362850	36.8	34.9	26.7	29.1	23.0	21.7	22.0	14.4	20.6	27.5	36.4	28.2	26.8	24.9	
CE286	375934	378010	44.5	39.0	29.7	29.5	26.1	28.0	23.6	22.2	28.2	36.6	41.9	25.2	31.2	29.0	
CE288	392670	377331	-	28.7	32.1	21.9	28.0	24.8	25.3	22.8	27.5	30.0	39.5	29.8	28.2	26.2	
CE289	392739	377385	31.9	10.2	26.2	20.6	19.1	21.4	20.7	17.7	20.9	24.1	32.6	12.8	21.5	20.0	
CE290	392747	377378	48.8	30.1	35.3	40.2	33.4	34.4	31.8	31.1	36.2	43.4	44.6	32.6	36.8	34.2	
CE291	375945	378019	37.2	28.3	21.1	20.1	20.5	20.6	20.0	19.3	19.9	25.6	35.0	20.7	24.0	22.3	
CE292	372264	379723	35.0	35.6	30.7	20.5	26.9	22.1	23.5	27.5	25.7	29.3	33.5	25.4	28.0	26.0	
CE293	377640	358290	21.4	24.1	11.9	14.6	13.8	14.5	12.2	11.9	12.3	19.6	27.0	15.4	16.6	15.4	
CE294	384599	361581	41.4	32.5	37.5	27.3	34.6	30.3	30.8	24.3	32.2	31.9	44.7	26.3	32.8	30.5	
CE295	384562	361576	29.7	21.2	19.9	27.1	23.4	19.8	17.6	12.9	20.9	23.0	31.1	16.2	21.9	20.4	
CE296	376342	366925	45.4	42.1	38.2	27.5	32.2	31.1	33.5	29.9	35.0	33.1	42.2	31.9	35.2	32.7	
CE297	376182	367343	40.4	37.7	34.6	28.7	29.0	29.5	32.1	29.7	30.7	31.1	38.3	34.4	33.0	30.7	
CE298	372778	381560	36.7	32.0	24.1	27.3	22.4	25.9	23.5	23.5	22.1	35.3	43.6	25.9	28.5	26.5	
CE299	385247	382496	52.1	49.5	38.3	36.4	32.8	28.2	35.3	34.6	34.4	38.2	39.2	32.4	37.6	35.0	
CE300	372237	379257	49.8	45.2	32.6	44.8	39.4	33.6	34.3	34.5	36.6	38.8	56.0	31.0	39.7	36.9	32.2
CE301	372255	379334	55.8	54.2	31.8	54.3	44.0	40.5	31.6	32.1	39.6	42.4	62.3	35.4	43.7	**40.6**	31.4
CE302	370535	365910	42.8	38.7	30.7	29.6	28.5	25.1	26.4	20.4	28.0	28.5	47.1	26.7	31.0	28.9	
CE303	370959	355717	52.5	56.4	38.6	37.5	24.7	27.7	26.2	25.9	31.3	39.5	49.0	42.4	37.6	35.0	
CE304	371054	355721	54.0	44.3	38.3	32.8	25.2	30.7	27.4	28.4	30.6	40.9	47.6	42.2	36.9	34.3	

Site ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	NO_2 Mean Concentrations ($\mu g/m^3$)														
			Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Mean		
															Raw Data	Bias Adjusted (0.93) and Annualised (1)	Distance Corrected to Nearest Exposure (2)
CE305	365645	352182	34.3	23.8	22.3	31.4	22.5	22.4	19.8	15.3	21.8	27.1	42.1	20.8	25.3	23.5	
CE306	365405	352322	22.8	16.3	11.9	13.8	10.5	10.2	8.3	8.3	11.7	18.3	25.5	11.4	14.1	13.1	
CE307	370568	357254	48.5	39.1	31.6	32.7	26.7	23.2	24.9	24.1	29.6	37.3	51.3	32.8	33.5	31.1	
CE308	384546	363136	36.0	29.5	25.3	27.5	21.7	21.9	21.1	18.5	23.9	28.0	40.8	20.9	26.3	24.4	

☐ **Local bias adjustment factor used**

☒ **National bias adjustment factor used**

☐ **Annualisation has been conducted where data capture is <75%**

☒ **Where applicable, data has been distance corrected for relevant exposure in the final column**

Notes:

Exceedances of the NO_2 annual mean objective of 40µg/m^3 are shown in **bold**.

NO_2 annual means exceeding 60µg/m^3, indicating a potential exceedance of the NO_2 1-hour mean objective are shown in **bold and underlined.**

(1) See Appendix C for details on bias adjustment and annualisation.

(2) Distance corrected to nearest relevant public exposure.

Appendix C: Supporting Technical Information / Air Quality Monitoring Data QA/QC

Factor from Local Co-location Studies

A local diffusion tube bias adjustment factor has not been calculated for the real time site as there are no triplicate diffusion tubes monitoring sites located with the analyser in Disley. Therefore the Council has opted to use the relevant national bias adjustment factor.

Diffusion Tube Bias Correction Factors

Co-location studies undertaken at various locations across the country are available at http://laqm.defra.gov.uk/bias-adjustment-factors/national-bias.html. The national bias adjustment factors are calculated by the National Physics Laboratory (NPL) and are updated three times during a calendar year. Table C.1 below gives an example of the bias correction factors produced by Gradko International for diffusion tubes based upon the 20% TEA in water methodology.

Table C.1 – Previous Gradko International Bias Adjustment Factors

Year	Month	Bias Correction Factor
2017	March	0.97
2017	March	0.94
2017	June	0.92
2017	September	0.92
2018	March	0.89
2018	July	0.87
2018	September	0.87
2019	March	0.93
2019	June	0.92
2019	September	0.92
2020	April	0.93

Discussion of which factor to use

In considering which bias adjustment factor is the most representative of exposure in the area, the LAQM.TG(16) guidance suggests that where data capture from the co-located automatic analyser is less than 90%, or there have been problems with the data quality, the local factor may be more representative.

For the purposes of review and assessment it is prudent to adopt the precautionary approach and use the worst case result to determine whether there is a need to

proceed to a more detailed assessment in any area. In all instances, the national factors (conservative values) have been deemed worst case and as such have been used for adjusting the 2019 data.

Distance Corrections

Nitrogen dioxide concentrations decrease as the receptor moves away from the source, i.e. away from the kerbside. To take this into account Defra have provided a calculation which accounts for this decrease and can be applied to diffusion tube results at the kerb/road side where the relevant receptor is some distance set back. A worked example of this calculation can be seen below for tube CE16:

Table C.2 – Example Distance Correction Calculation

Tube: CE16	
Concentration at the tube location (ug/m^3)	41.87
Tube location distance from kerb (m)	3.5
Receptor's distance from kerb (m)	4
Local annual mean background concentration (ug/m^3)	11.02
Predicted concentration at the receptor (ug/m^3)	40.76

This calculation is based on the following provided by Air Quality Consultants[1]:

$$Cz = ((Cy-Cb) / (-0.5476 \times Ln(Dy) + 2.7171)) \times (-0.5476*Ln(Dz)+2.7171) + Cb$$

Where:

Cy is the concentration (µg/m^3) at the tube location at distance Dy;

Dy is the tube location distance from the kerb (m);

Cz is the predicted concentration at the receptor (µg/m^3) at distance Dz

Dz is the receptor's distance from the kerb (m) at which concentrations are to be predicted;

Cb is the local annual mean background concentration (µg/m^3); and

Ln(D) is the natural log of the number D

1 https://laqm.defra.gov.uk/documents/FallOffWithDistanceReptJuly08.pdf

QA/QC of Automatic Monitoring

The chemiluminescent analyser undergoes span and zero calibrations on a regular basis using BOC certified gas. The resultant span and offset (zero) values are used by Air Quality Data Management (AQDM) for the ratification of data. The analyser is fitted with internal permeation tubes to enable daily internal span and zero checks. A maintenance and support contract is held by ESU1 and the units are serviced every 6 months in line with AURN requirements.

QA/QC of Diffusion Tube Monitoring

Diffusion tubes are prepared and analysed by Gradko International Ltd. using the 20% TEA in water method. The laboratory's internal analysis procedures are assessed by UKAS on an annual basis for compliance to ISO 17025:2005. They also follow the guidelines of the Defra Harmonisation document related to the preparation, extraction, analysis and calculation procedures for NO_2 passive diffusion tubes.

Gradko participates in the Air-PT scheme for NO_x tubes, which is operated by LGC Standards and supported by the Health and Safety laboratory, and a field inter comparison. In the AIR-PT results for 2019, (AIR-PT 30, 31, 33 and 34), Gradko scored a satisfactory result on all samples with the exception of one where a questionable result was obtained. The z-score reflects the results deemed to be satisfactory based upon the score of $< \pm 2$. Twenty five out of the twenty seven local Authority co-location studies in 2019 were rated as 'good' (tubes are considered to have "good" precision where the coefficient of variation of duplicate or triplicate diffusion tubes for eight or more periods during the year is less than 20%), with the remaining two tubes being rated as poor.

The Council also implements its own QA/QC procedures to ensure that all final monitoring results are as accurate as possible. This includes the use of two written procedures, one covering the storage, use and monitoring of the diffusion tubes, and the other covering data management of the results. As part of the data management data is kept on a secure, password protected spreadsheet and only limited officers can acces the data.

Appendix D: Maps of Monitoring Locations and AQMAs

The AQMA maps for Cheshire East are detailed at

https://www.cheshireeast.gov.uk/environment/environmental_health/local_air_quality/aqma_area_maps.aspx

The map of all the air quality monitoring locations in Cheshire East can be found at

https://opendata-cheshireeast.opendata.arcgis.com/datasets/9551009f998845218e8a304717ae57c7_0/data?selectedAttribute=F2020RawAnnualRunningMeanData

Automatic Monitoring Sites

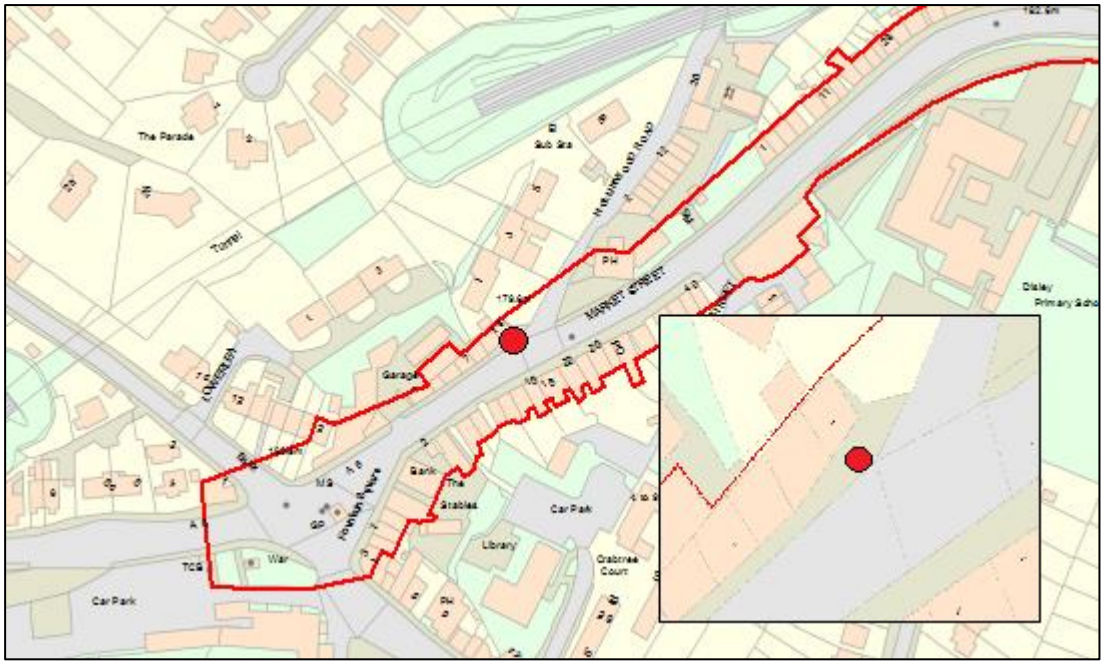


Figure D.1 - Location of RTA3, A6 Market Street, Disley

Passive Monitoring NO_2 Diffusion Tubes Locations

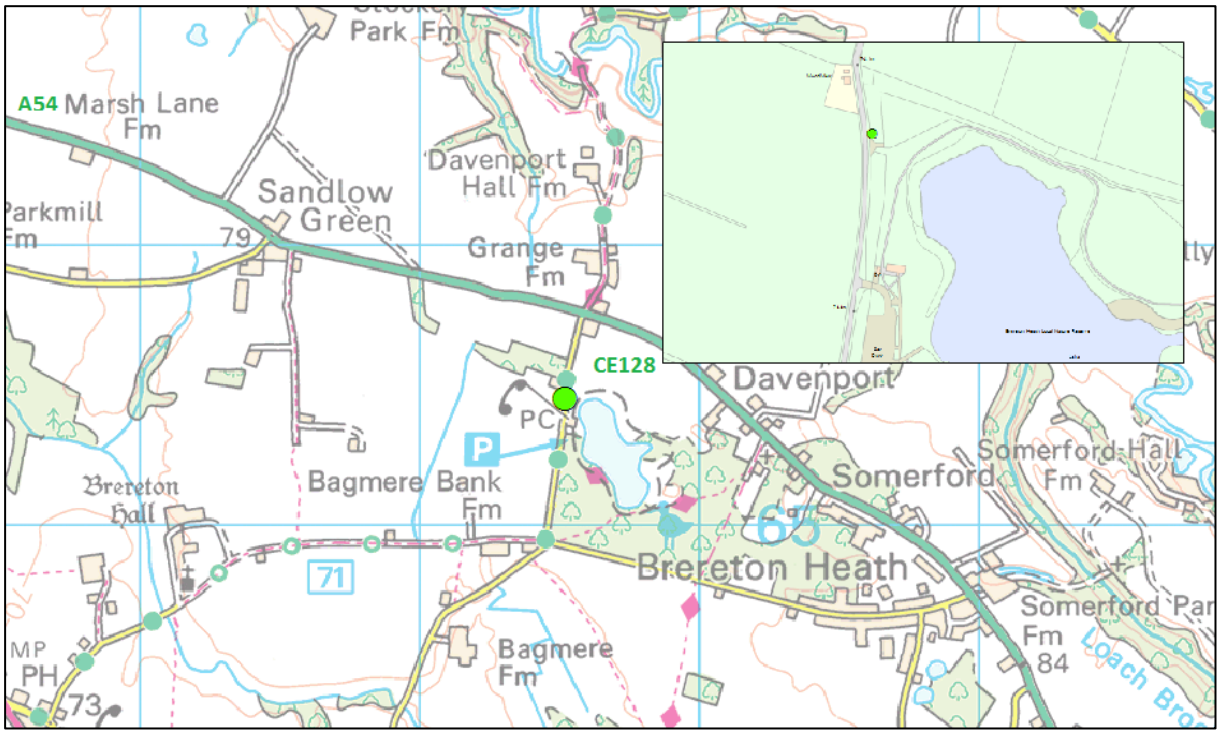


Figure D.2 - Rural Background Site - Brereton Heath Park/Nature Reserve

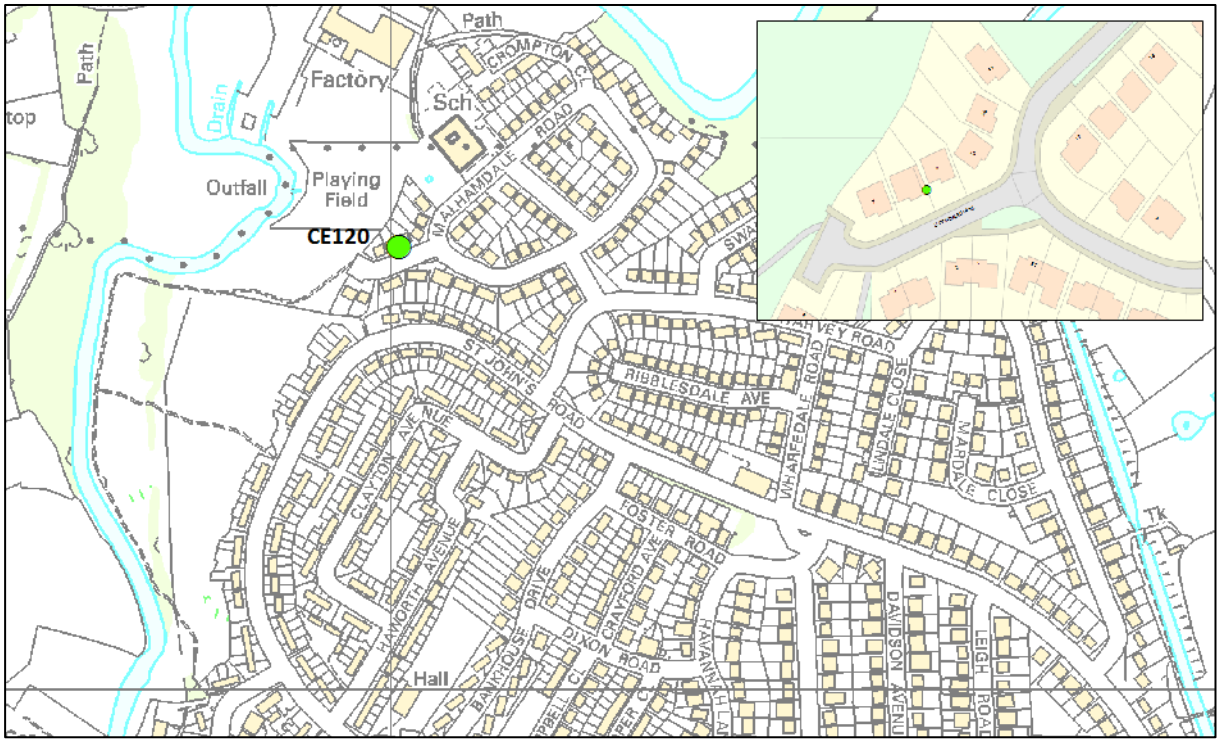


Figure D.3 - Urban Background Site – 8 Littondale Close, Congleton

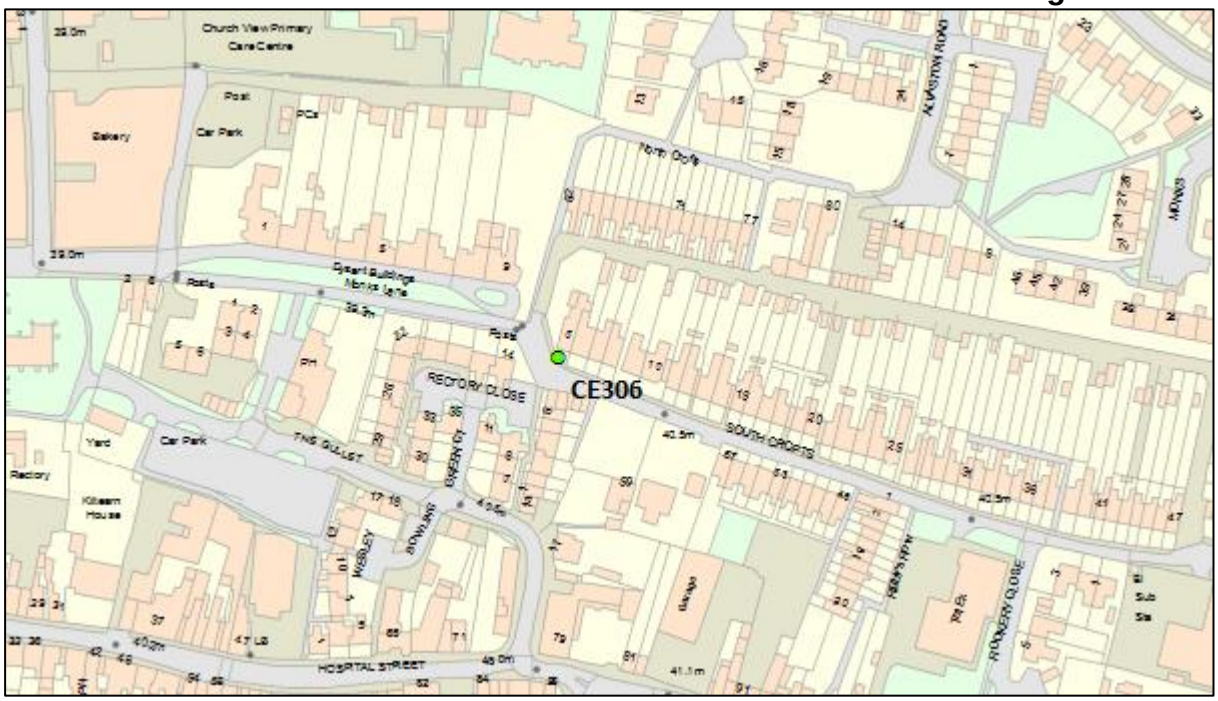


Figure D.4 - Urban Background Site – 5 South Crofts, Nantwich

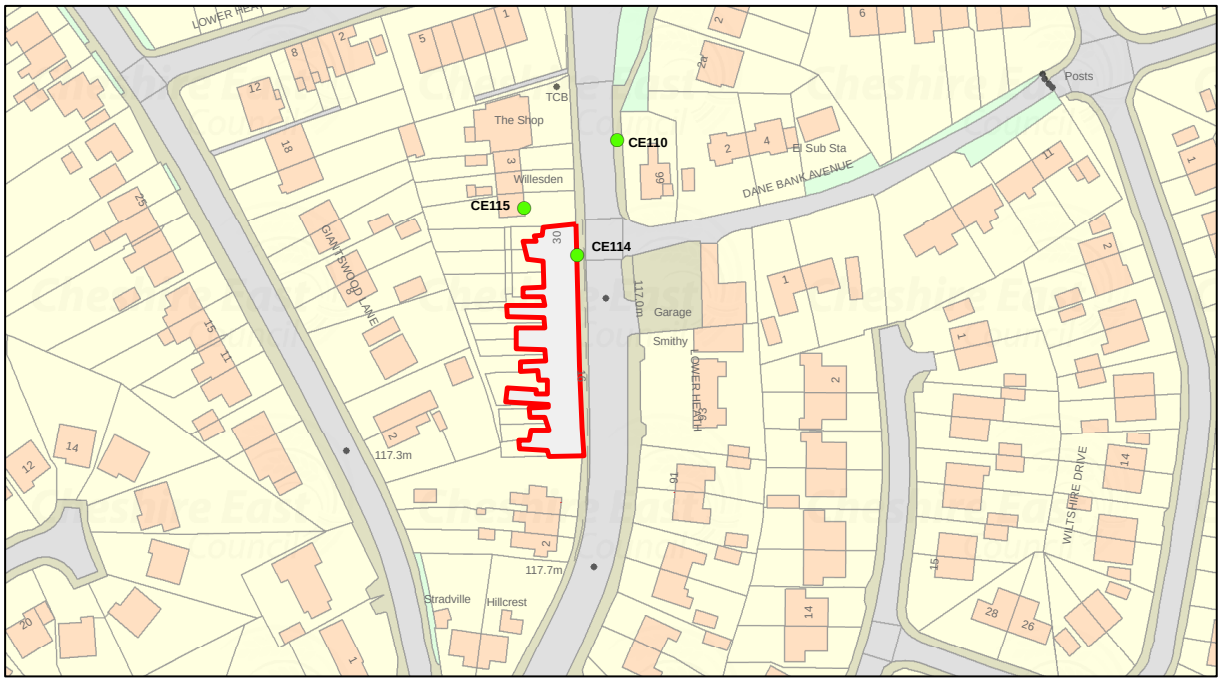


Figure D.5 – Lower Heath AQMA, Congleton

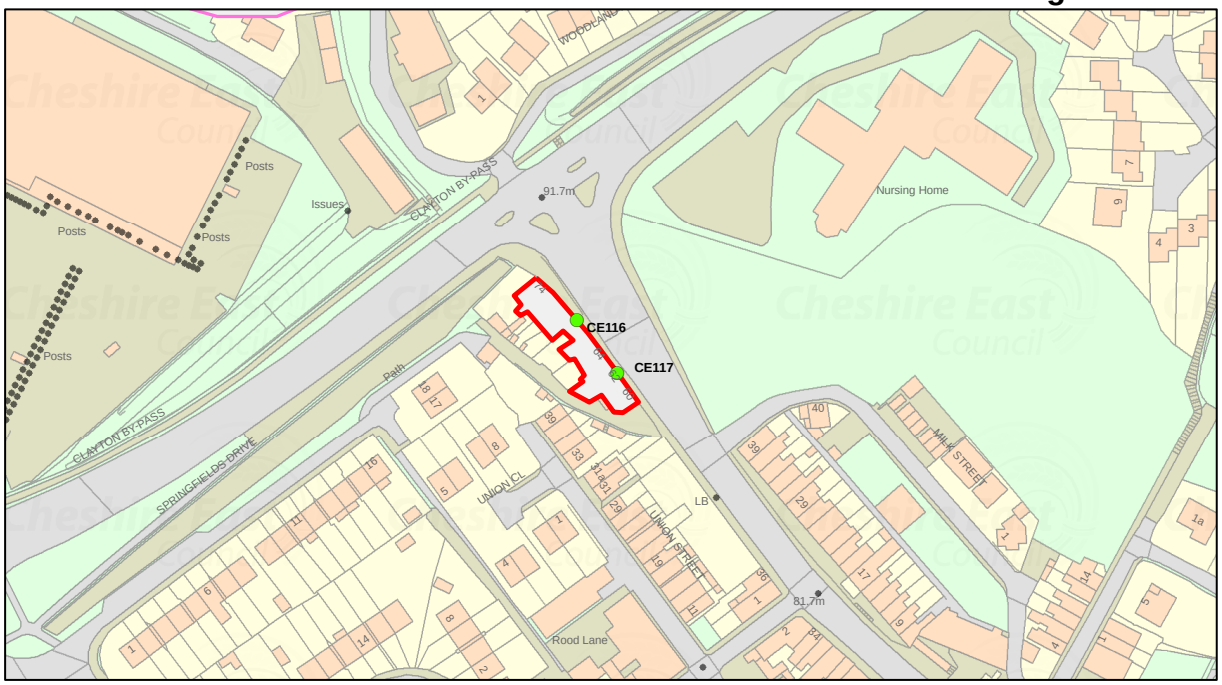


Figure D.6 – Rood Hill AQMA, Congleton

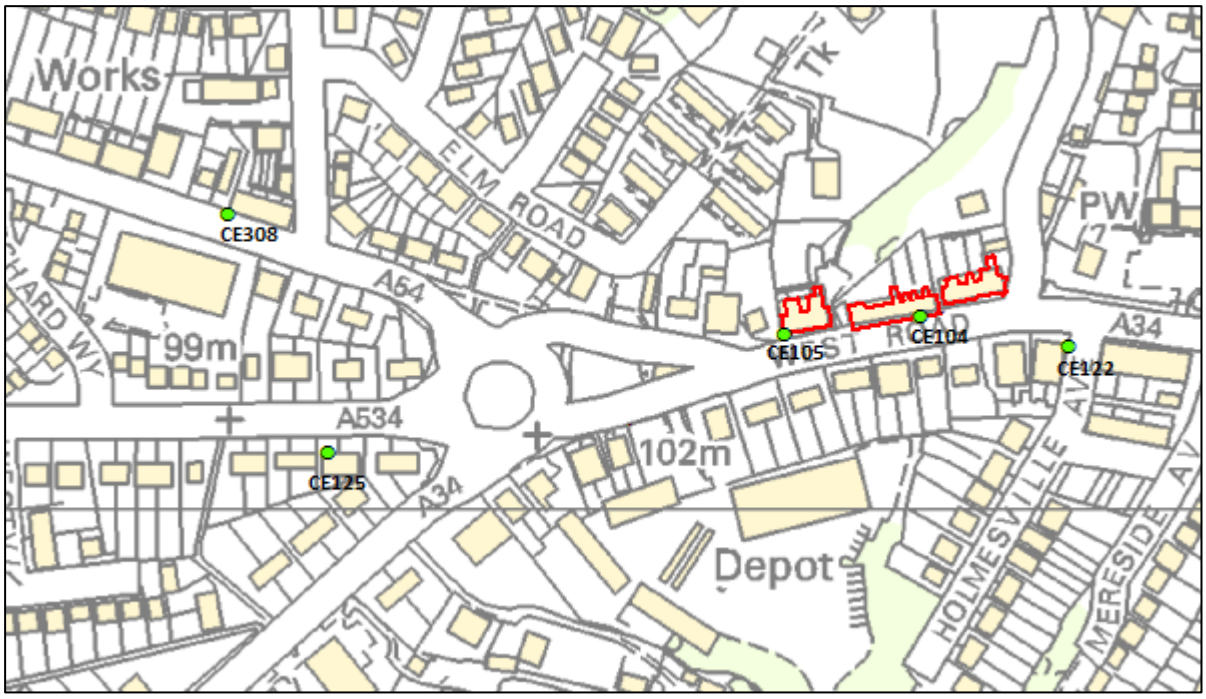


Figure D.7 – West Road AQMA, Congleton

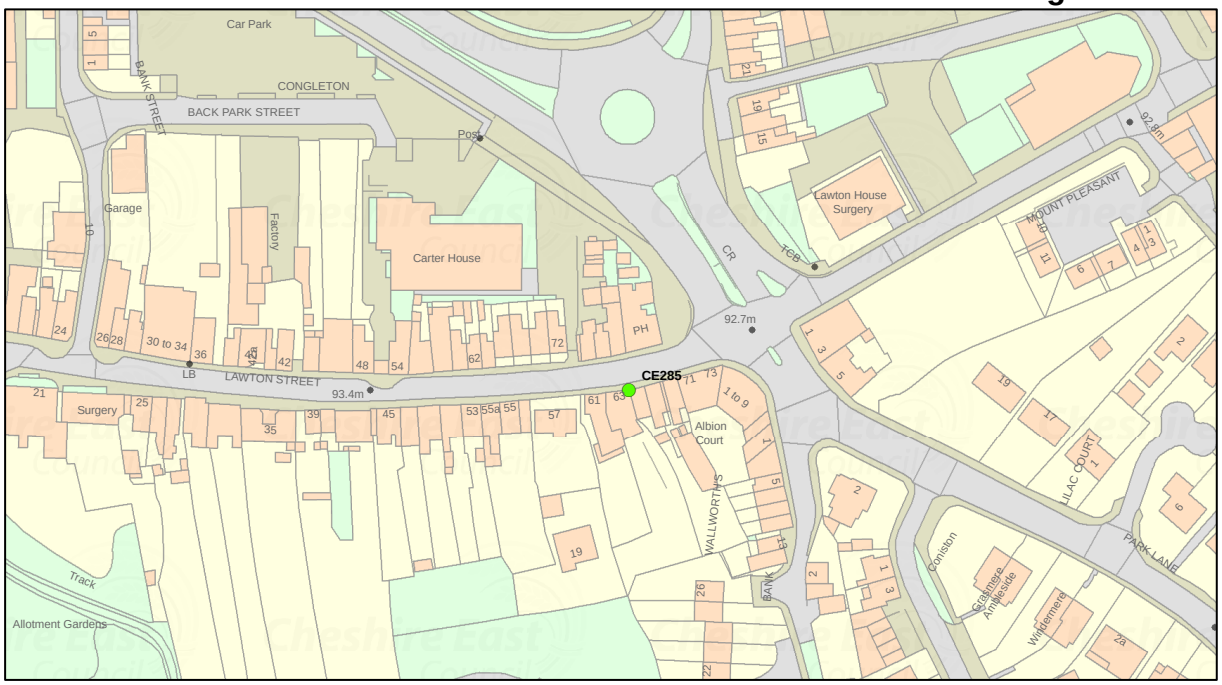


Figure D.8 – Lawton Street, Congleton

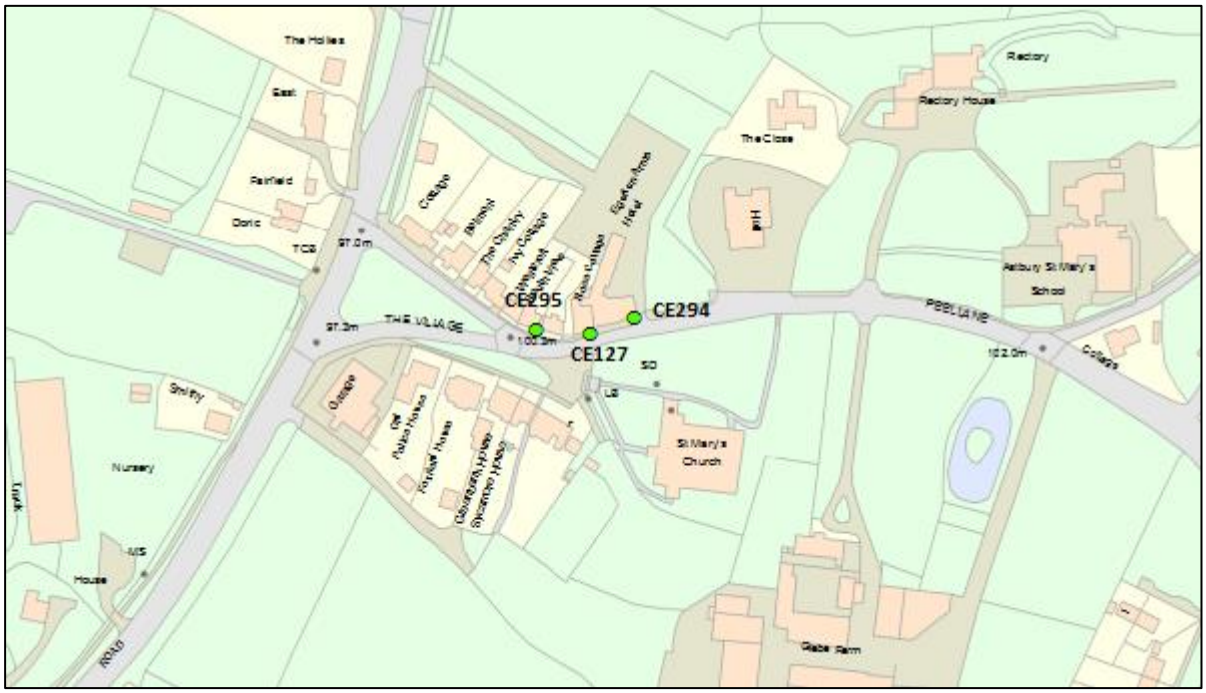


Figure D.9 – Astbury, Nr Congleton

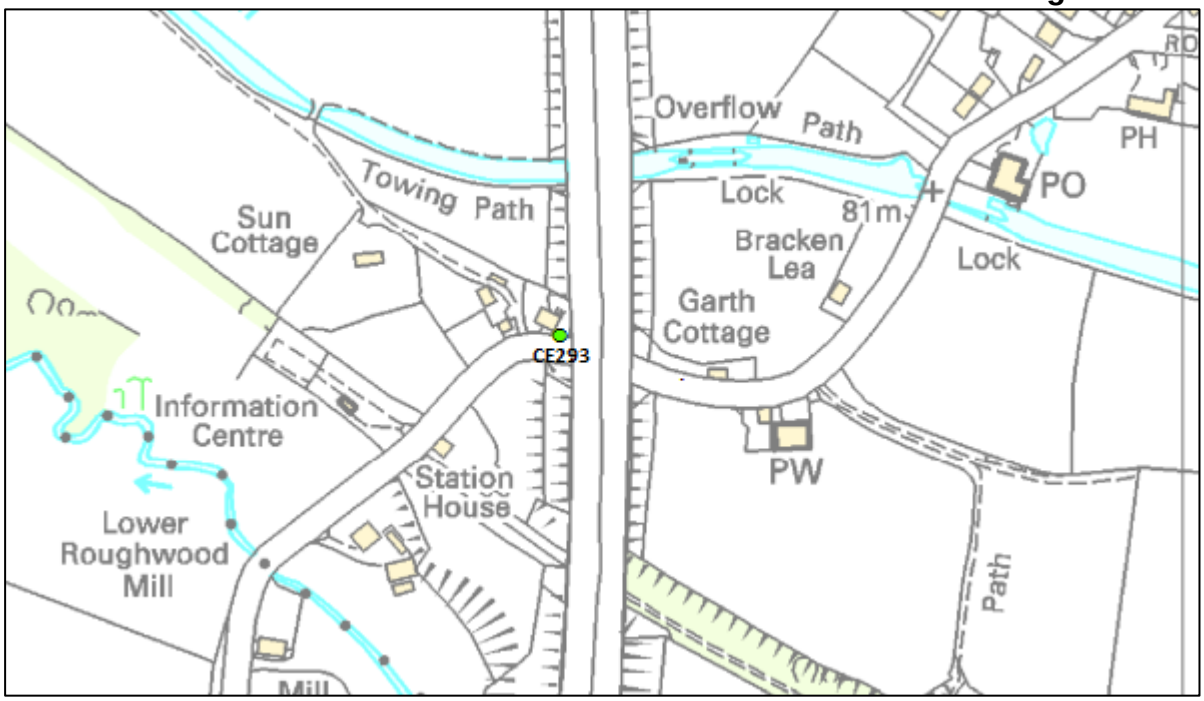


Figure D.10 – Hassall Green

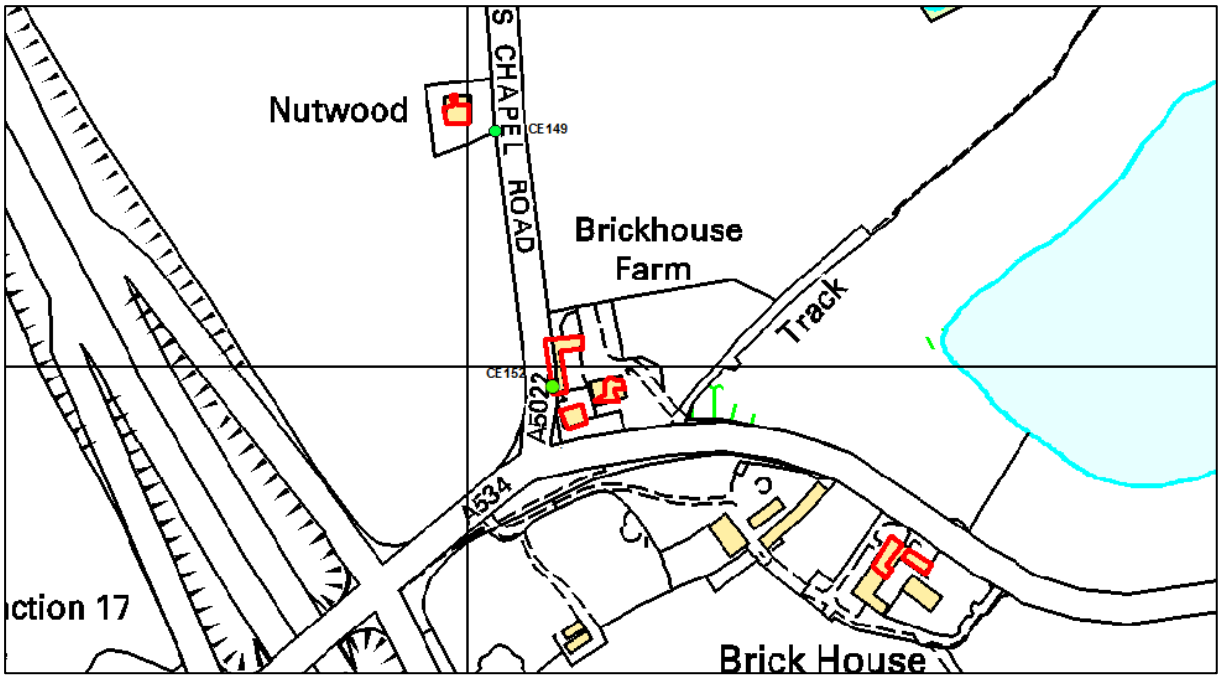


Figure D.11 – Junction 17 Sandbach AQMA

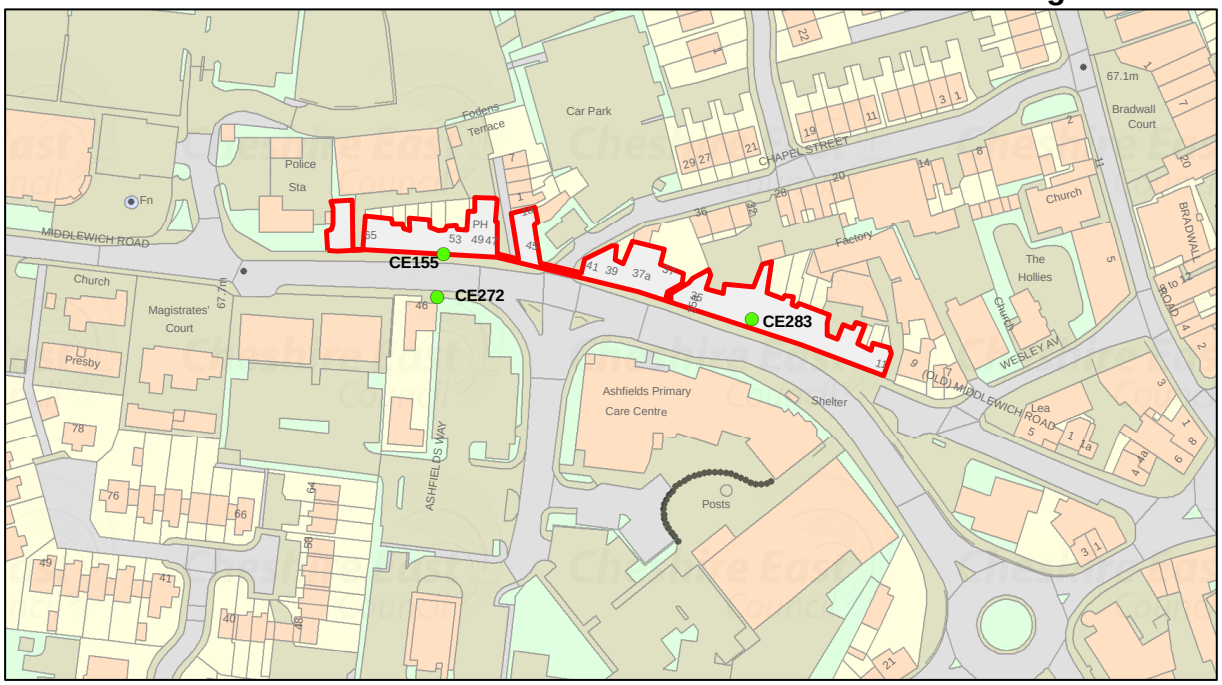


Figure D.12 – Middlewich Road, Sandbach AQMA

Figure D.13 – Sandbach

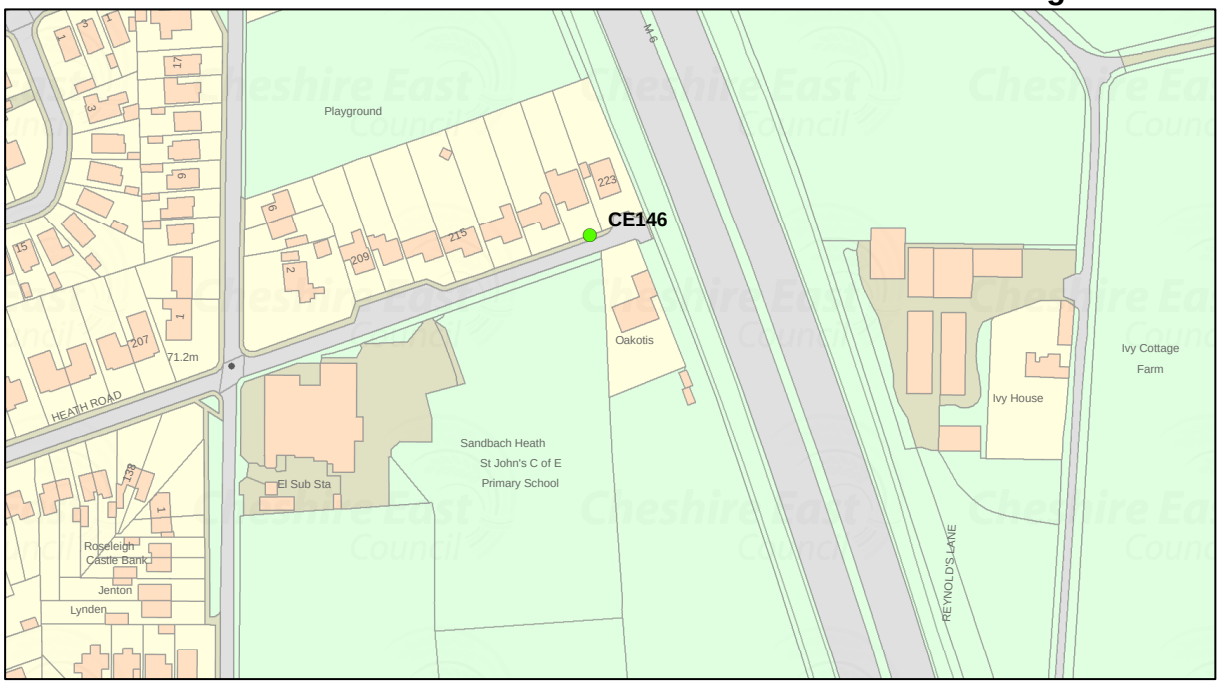


Figure D.14 – Sandbach M6

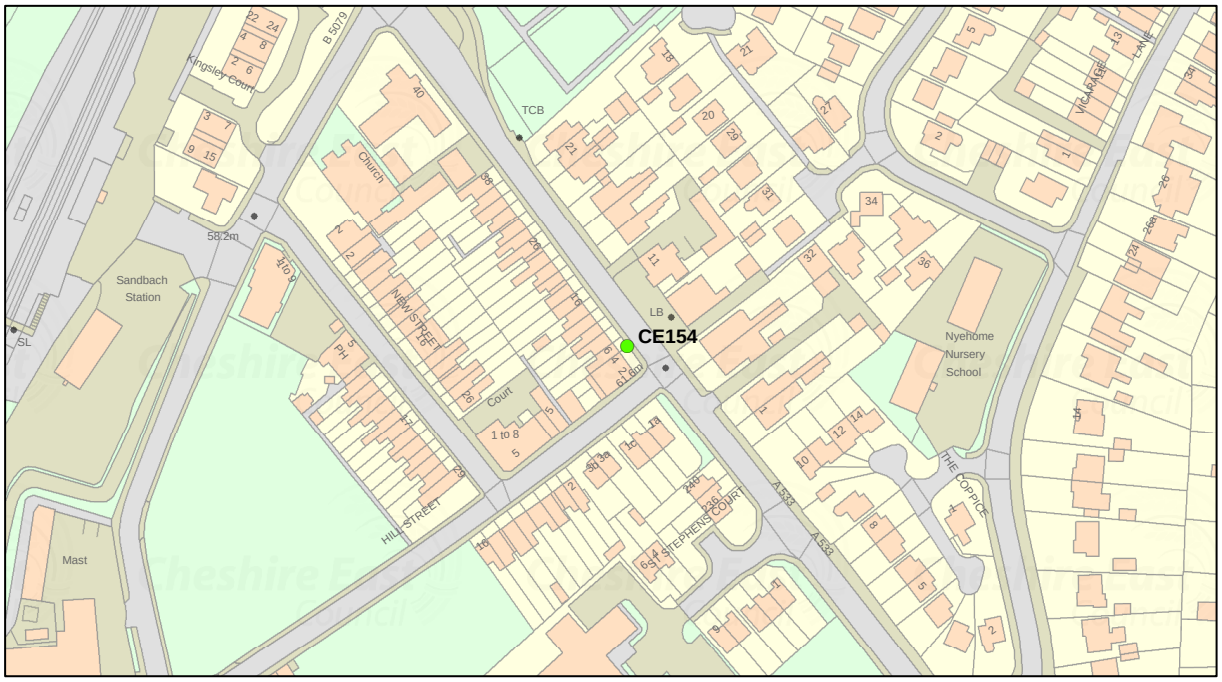


Figure D.15 - Elworth

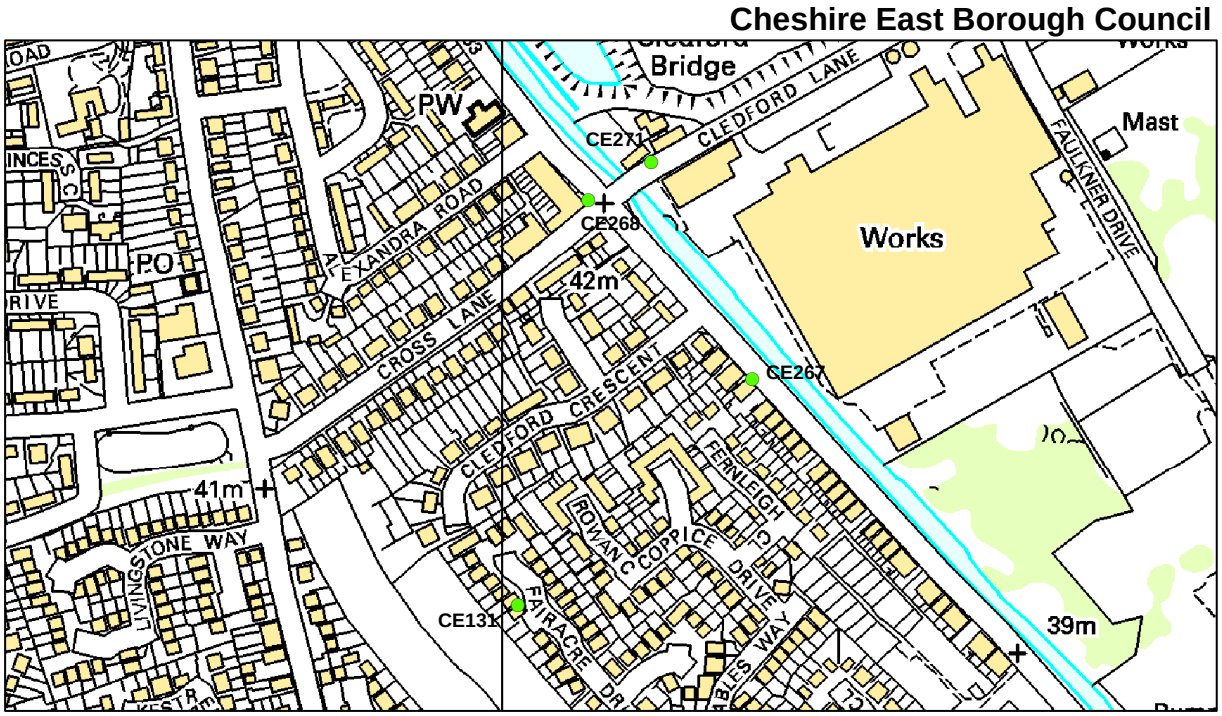


Figure D.16 – Middlewich (Cledford Area)

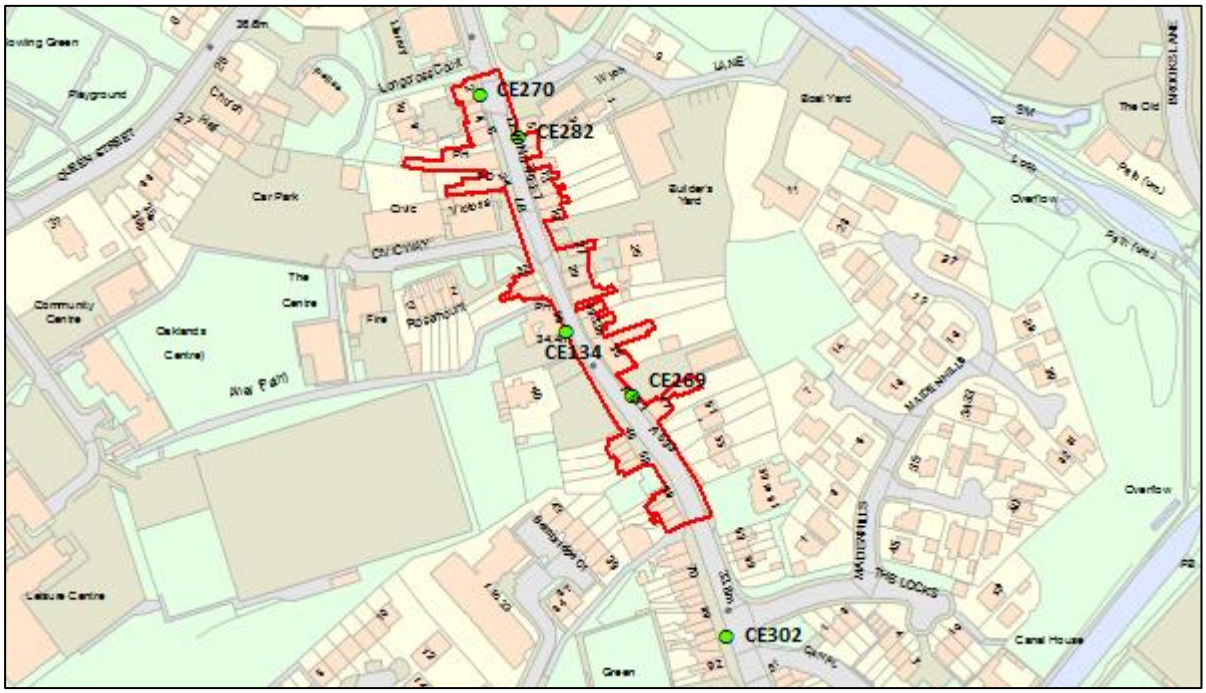


Figure D.17 – Middlewich, A533 Lewin Street AQMA

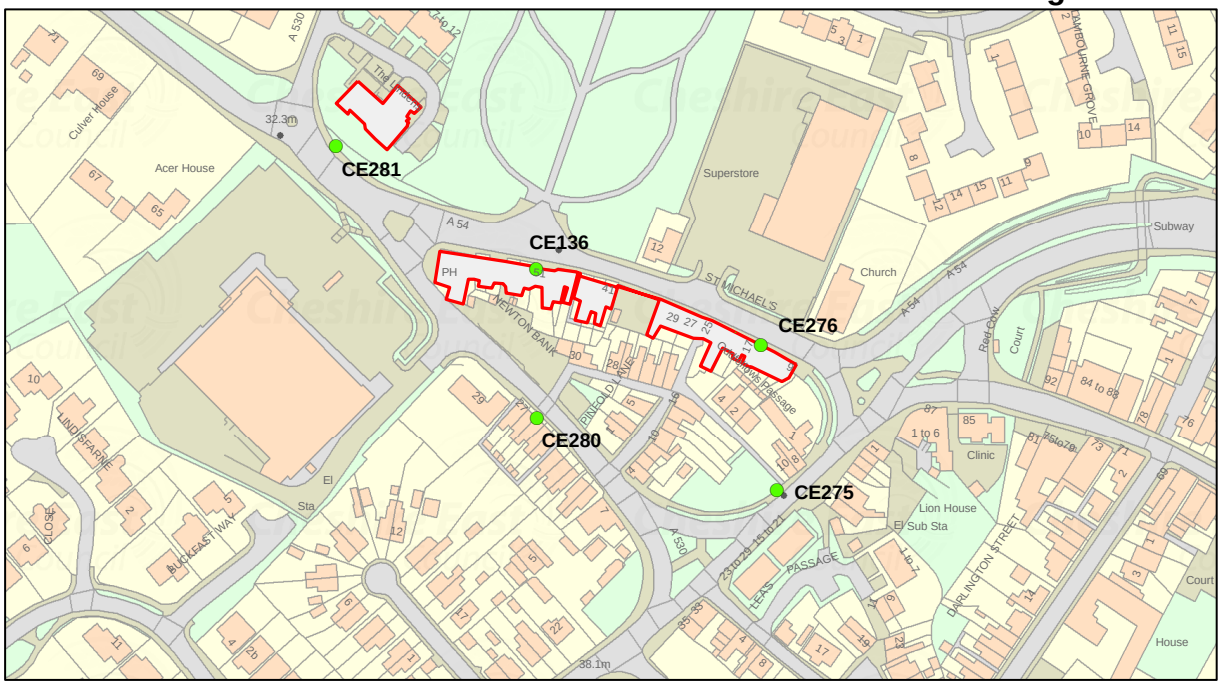


Figure D.18 – Chester Road Middlewich AQMA

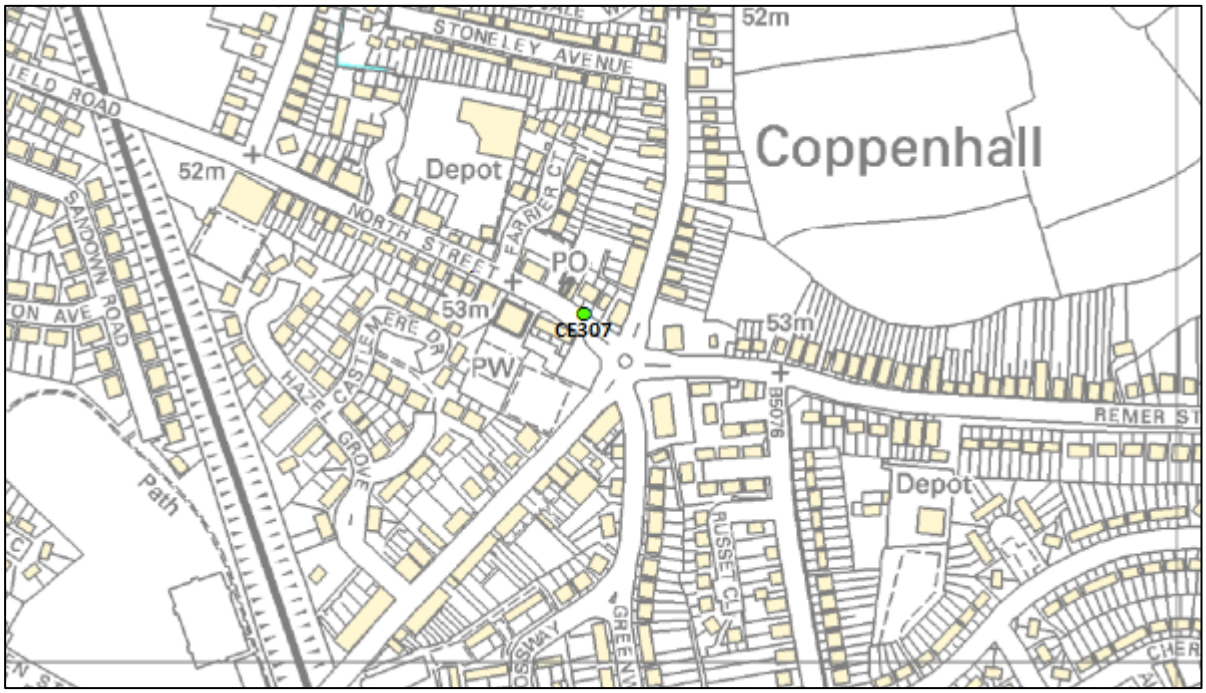


Figure D.19 – Crewe (North Street)

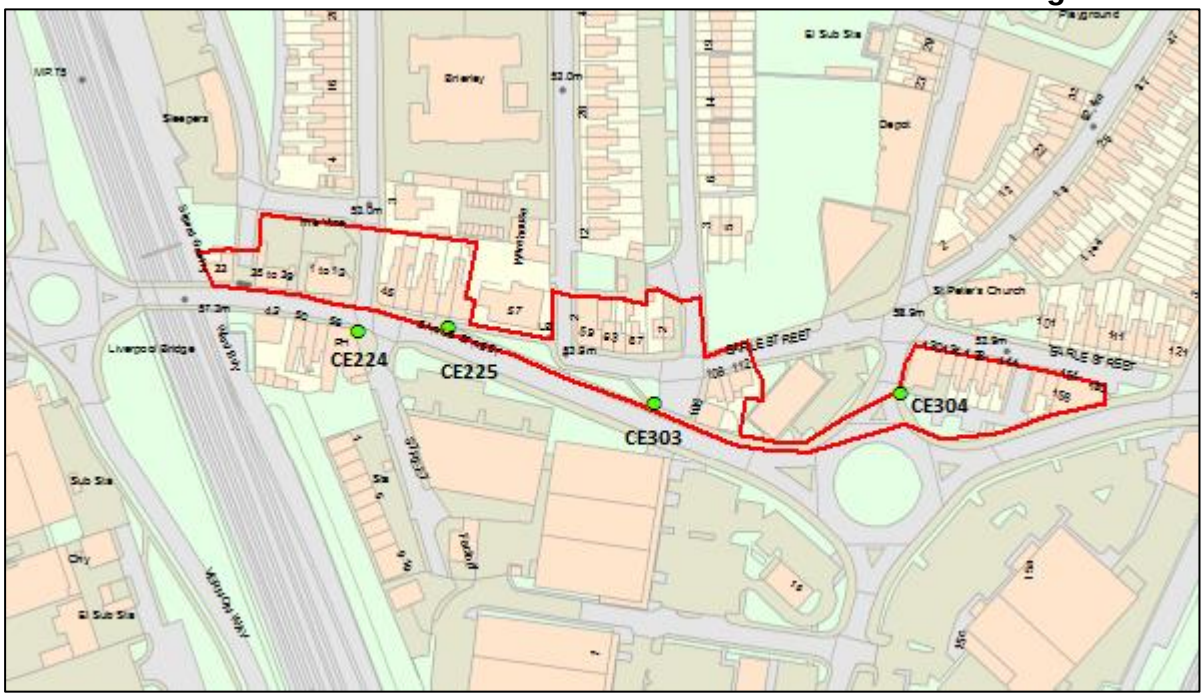


Figure D.20 – Earle Street, Crewe AQMA

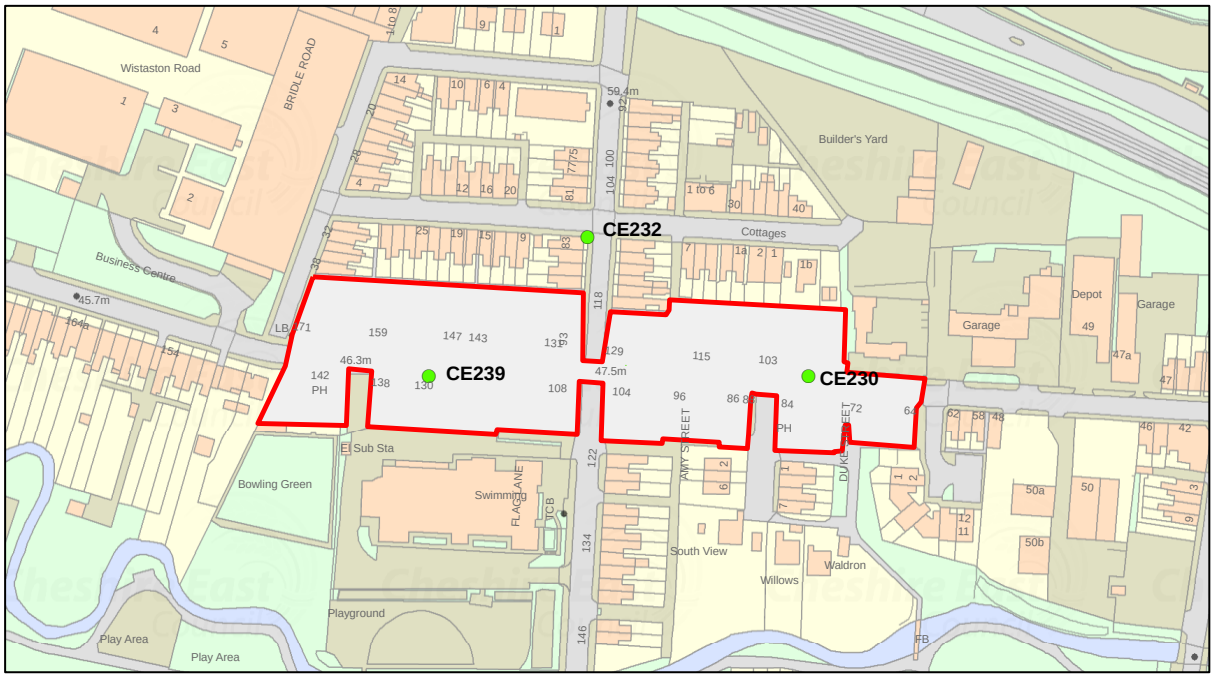


Figure D.21 – Wistaston Road, Crewe AQMA

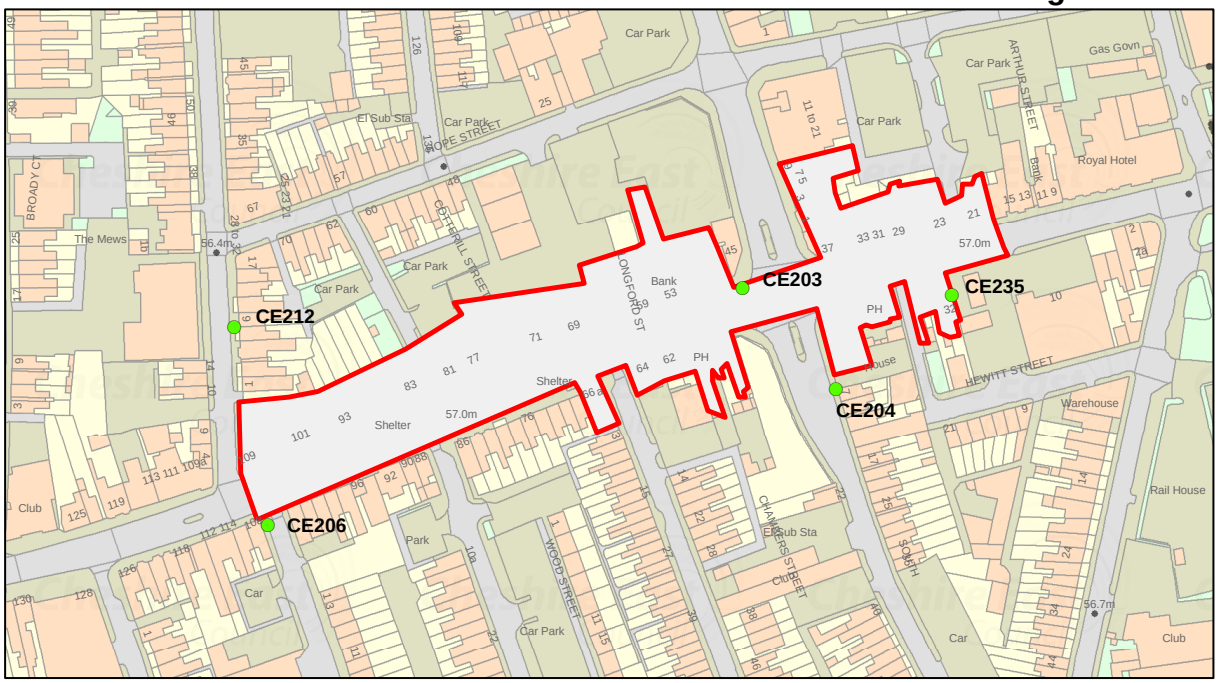


Figure D.22 – Nantwich Road, Crewe AQMA

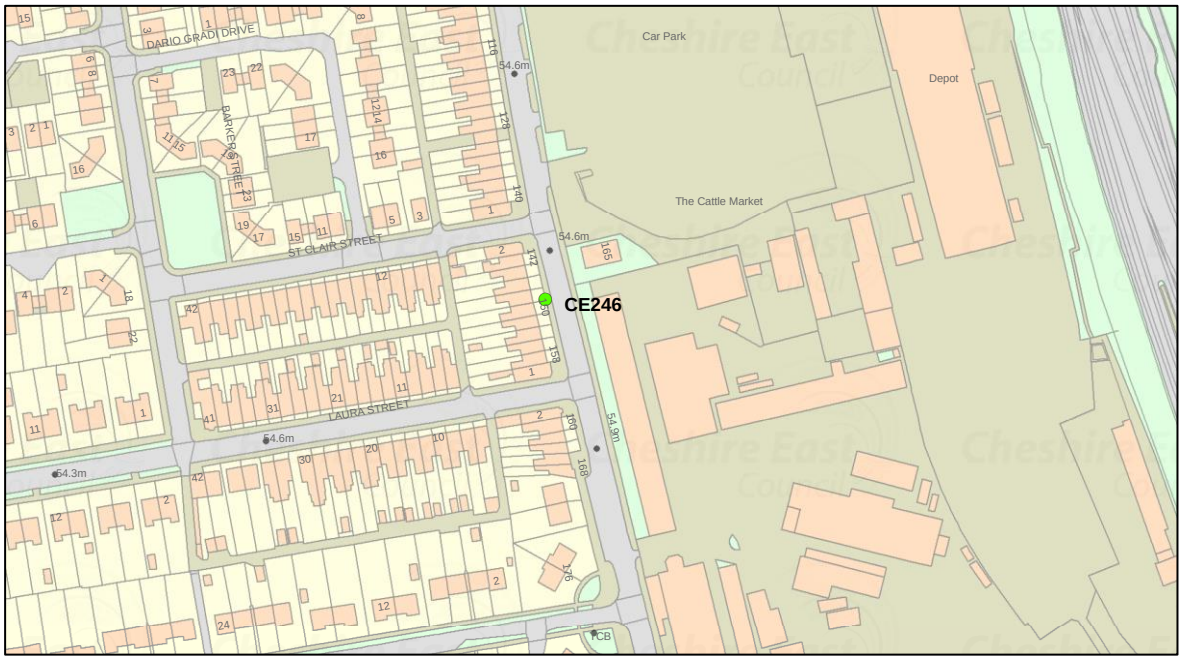


Figure D.23 – Crewe (Gresty Road)

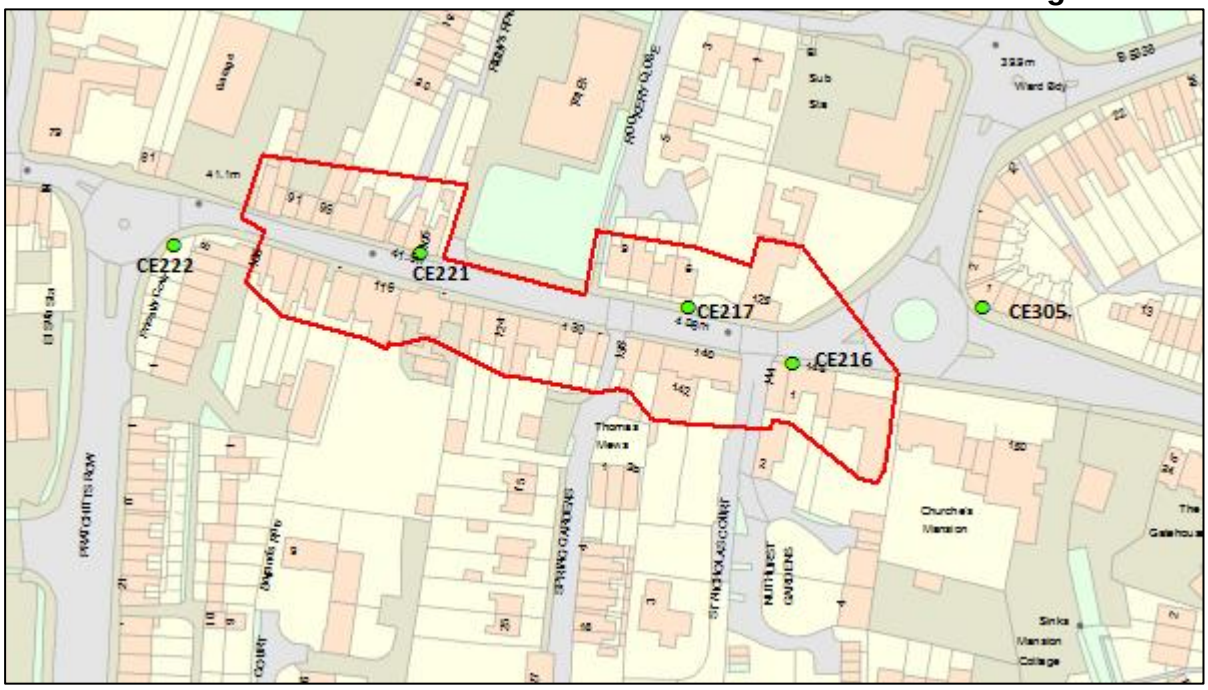


Figure D.24 – Hospital Street, Nantwich AQMA

Figure D.25 – Nantwich (Wellington Road)

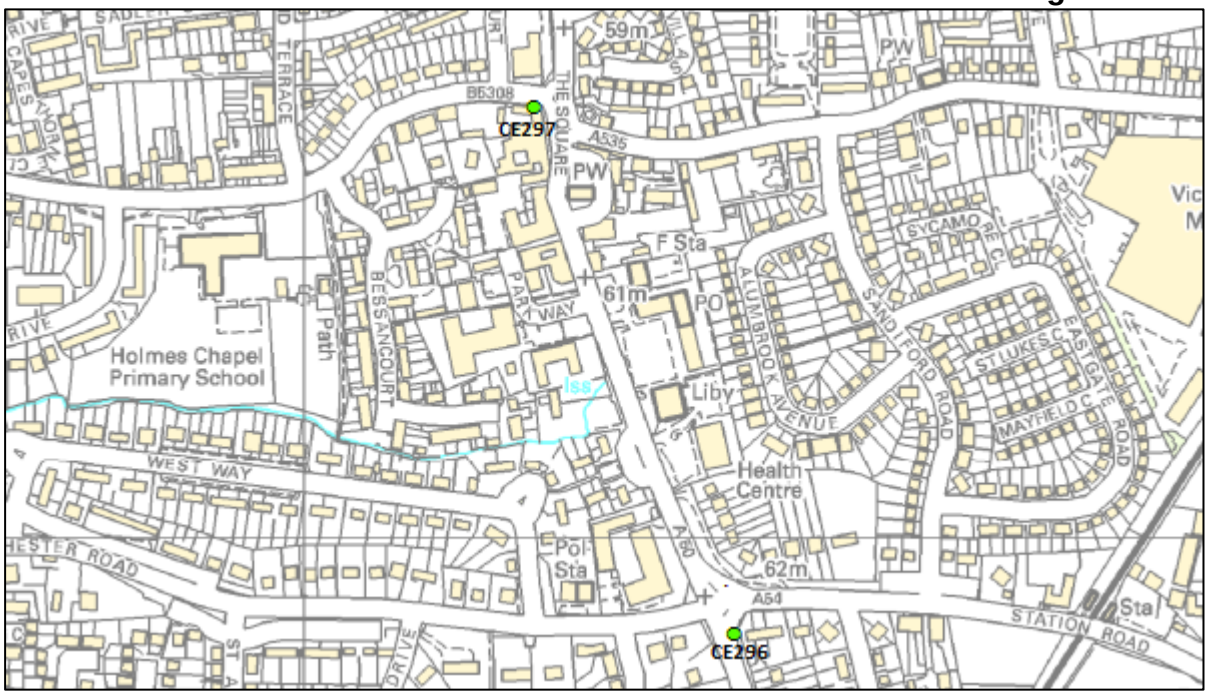


Figure D.26 – Holmes Chapel

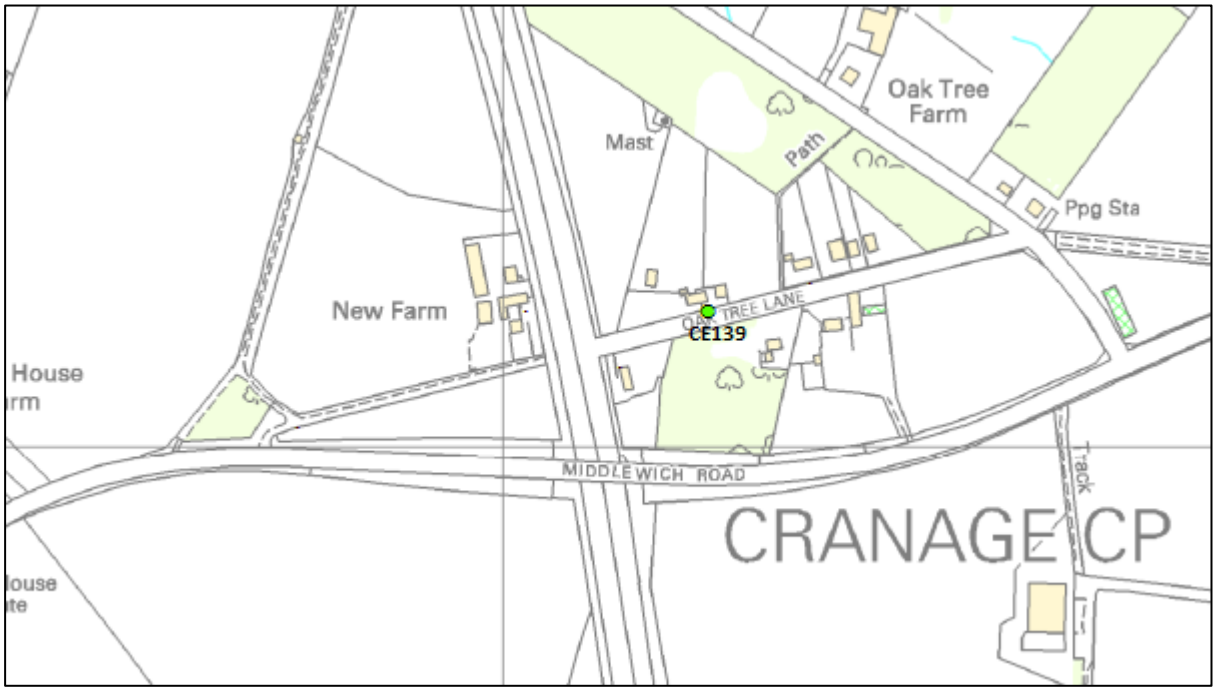


Figure D.27 – Cranage (M6) 1

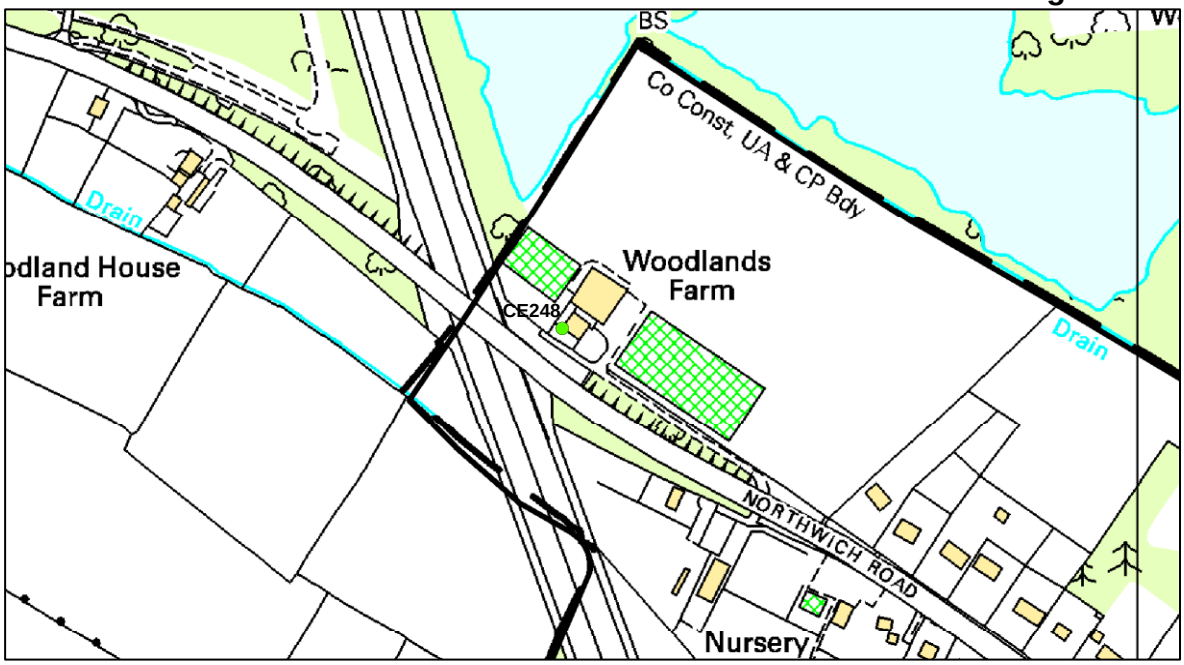


Figure D.28 – Cranage (M6) 2

Figure D.29 – Knutsford, A50 Manchester Road AQMA

Figure D.30 – Knutsford, A537 Chelford Road AQMA

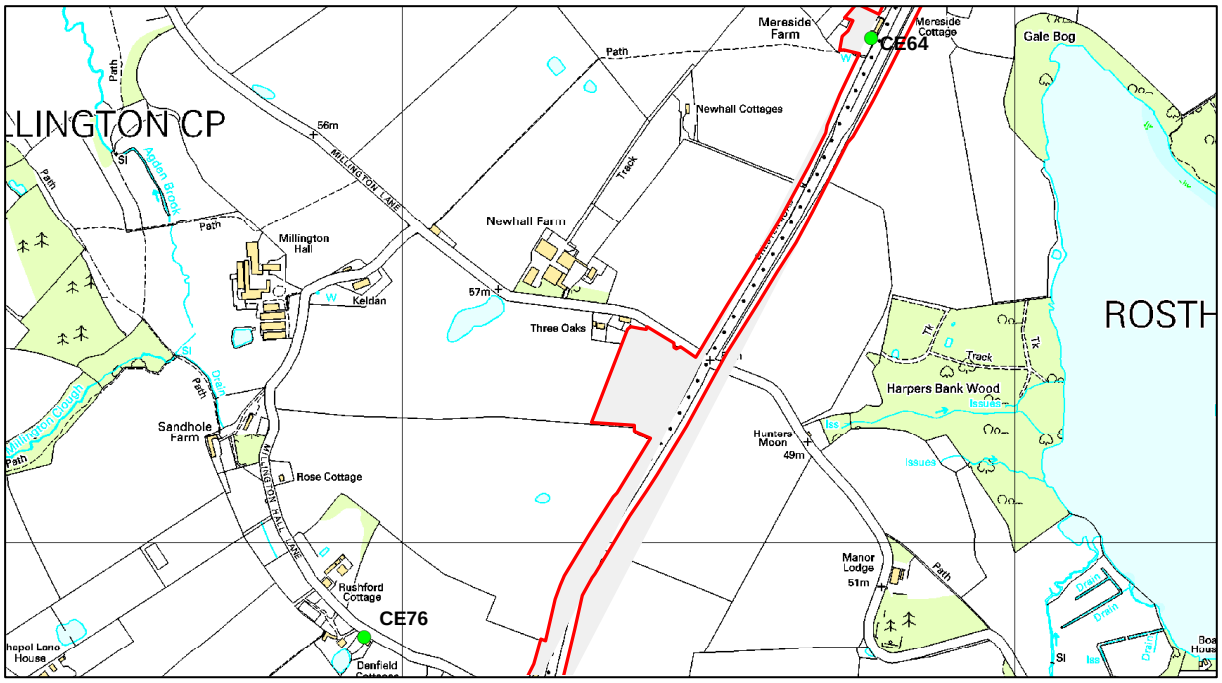


Figure D.31 – Mere Area 1

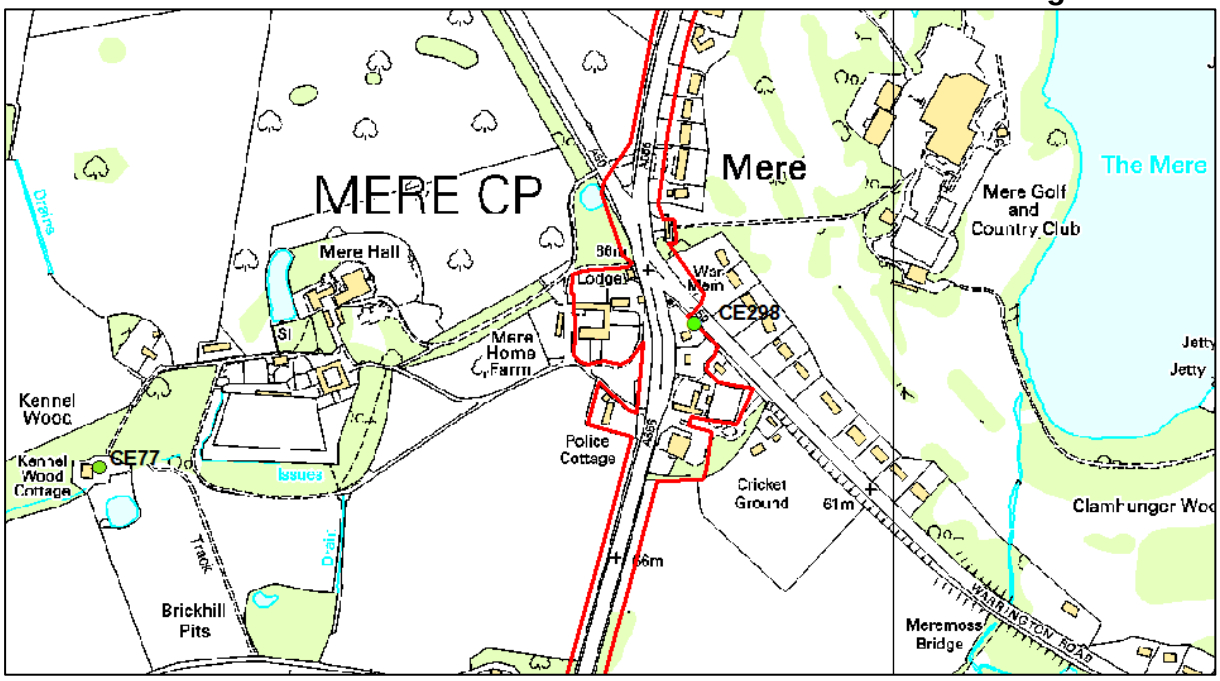


Figure D.32 – Mere Area 2

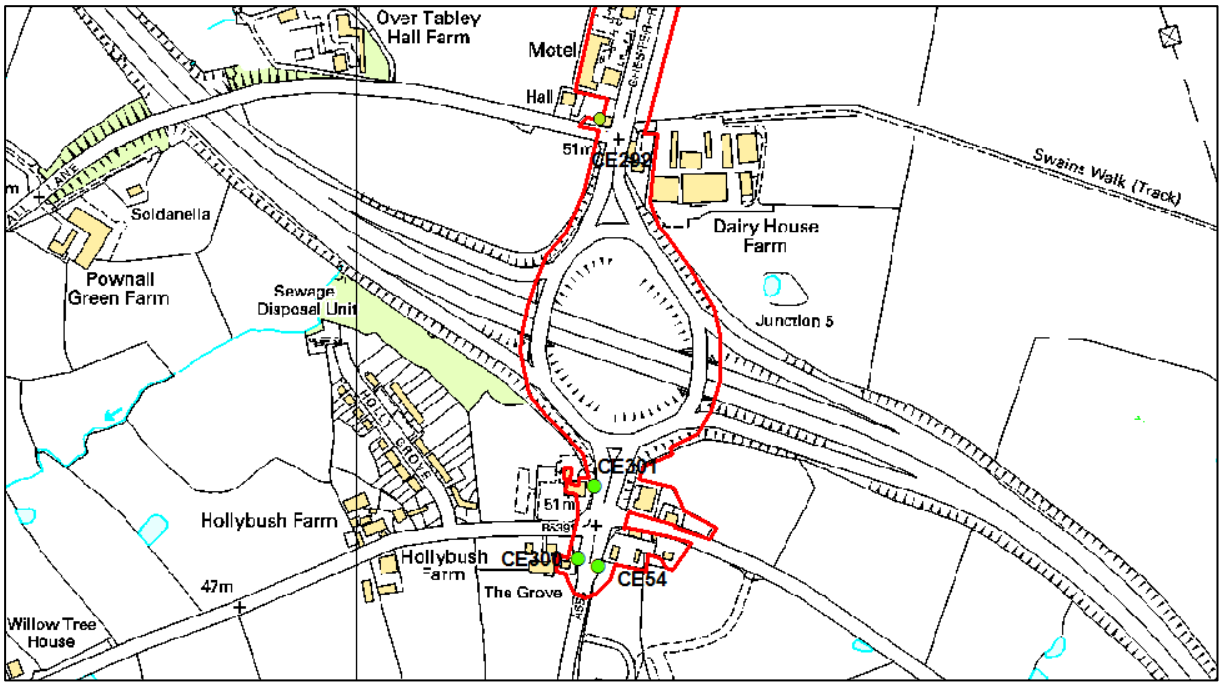


Figure D.33 – A556 Chester Road-Mere AQMA

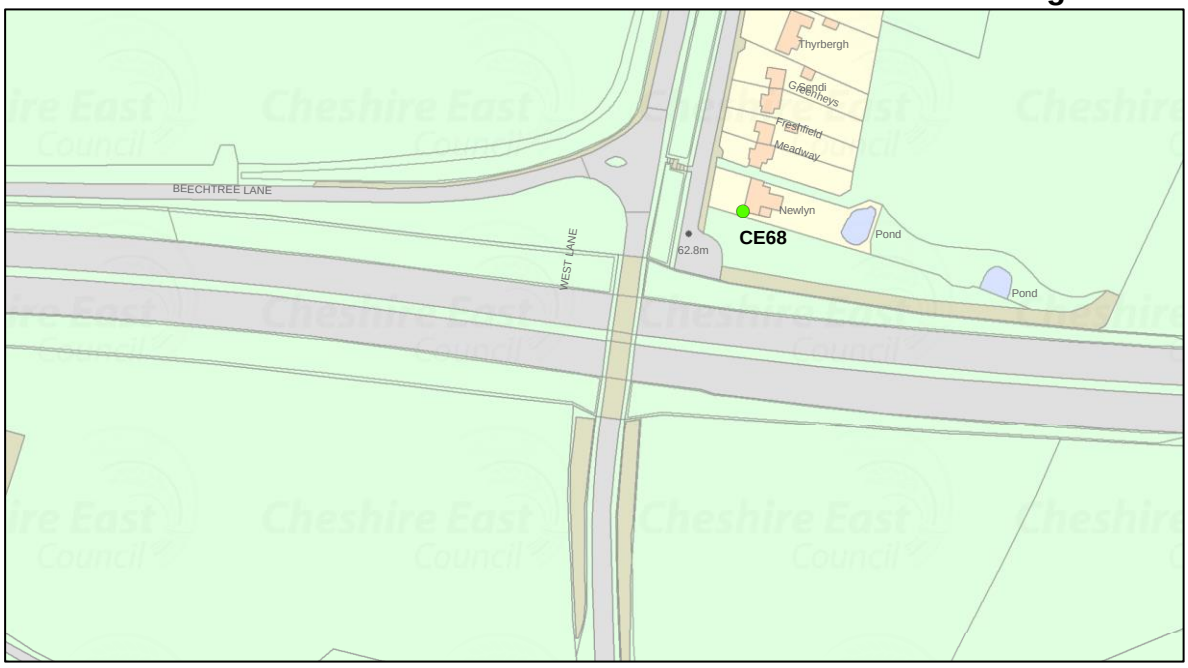


Figure D.34 – High Legh M56

Figure D.35 – High Legh (M6)

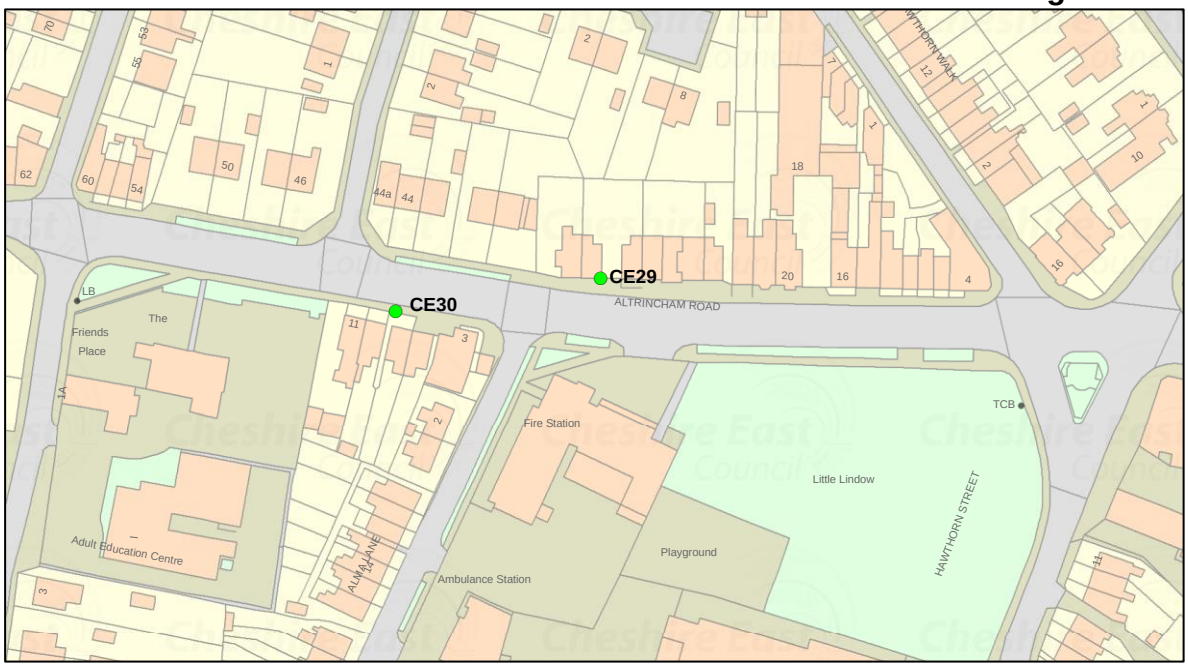


Figure D.36 - Wilmslow

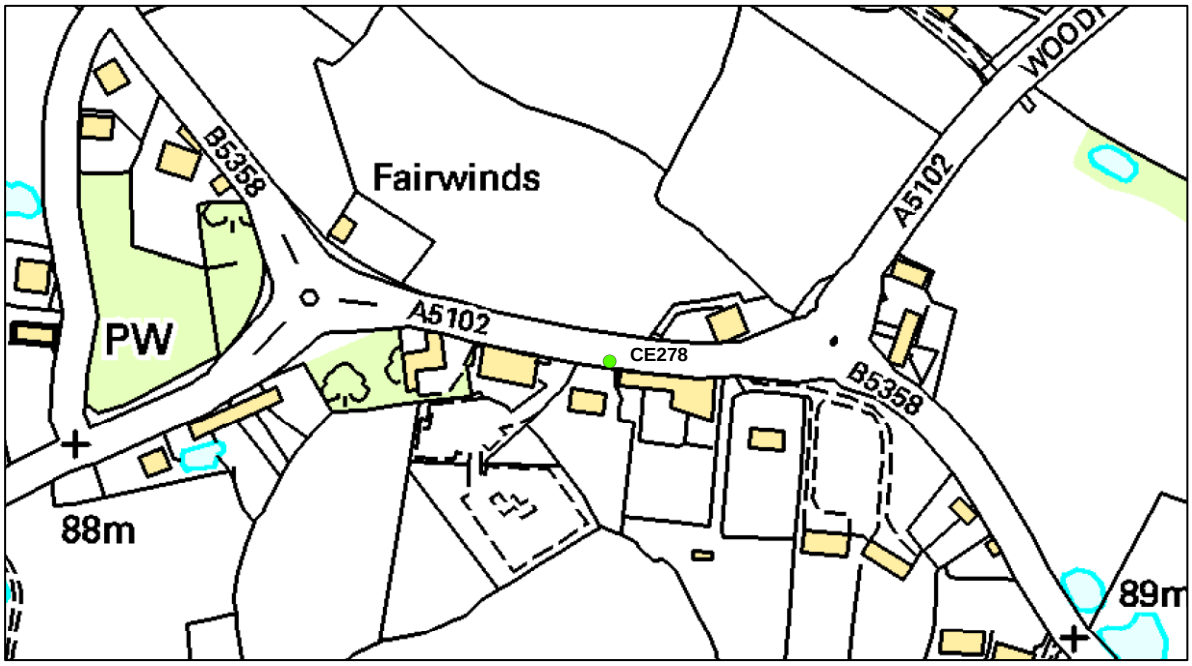


Figure D.37 – Wilmslow (Dean Row)

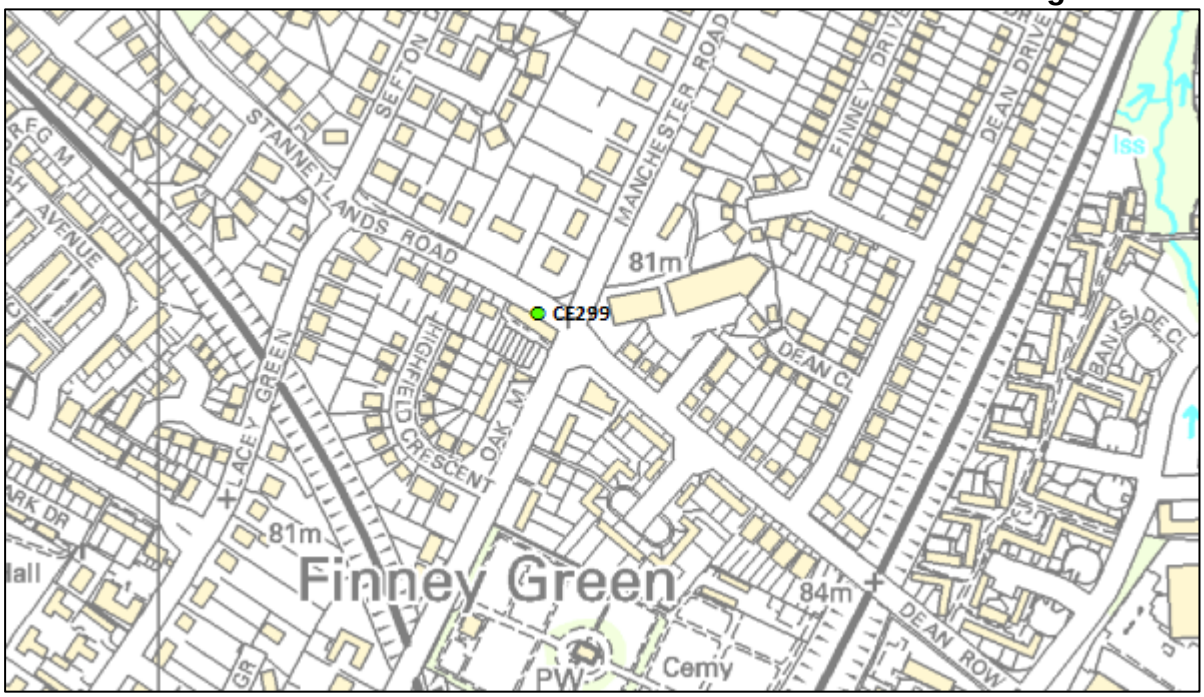


Figure D.38 – Handforth, Stanneylands Road

Figure D.39 – Handforth, Wilmslow Road

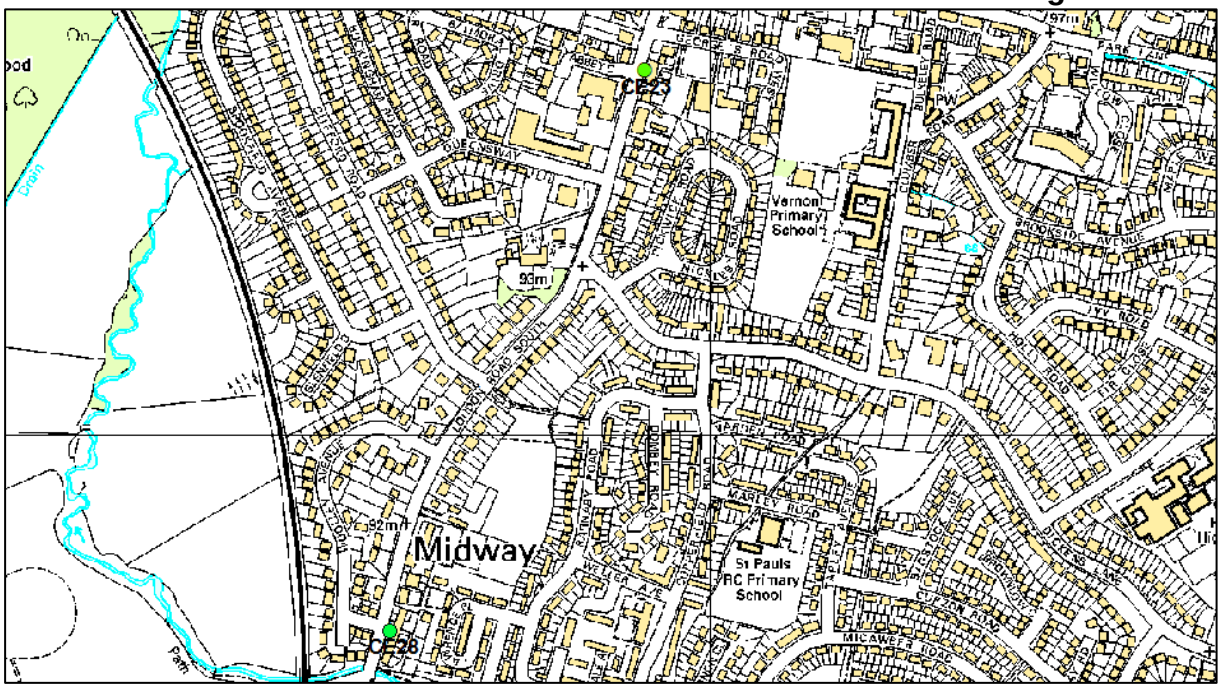


Figure D.40 – Poynton

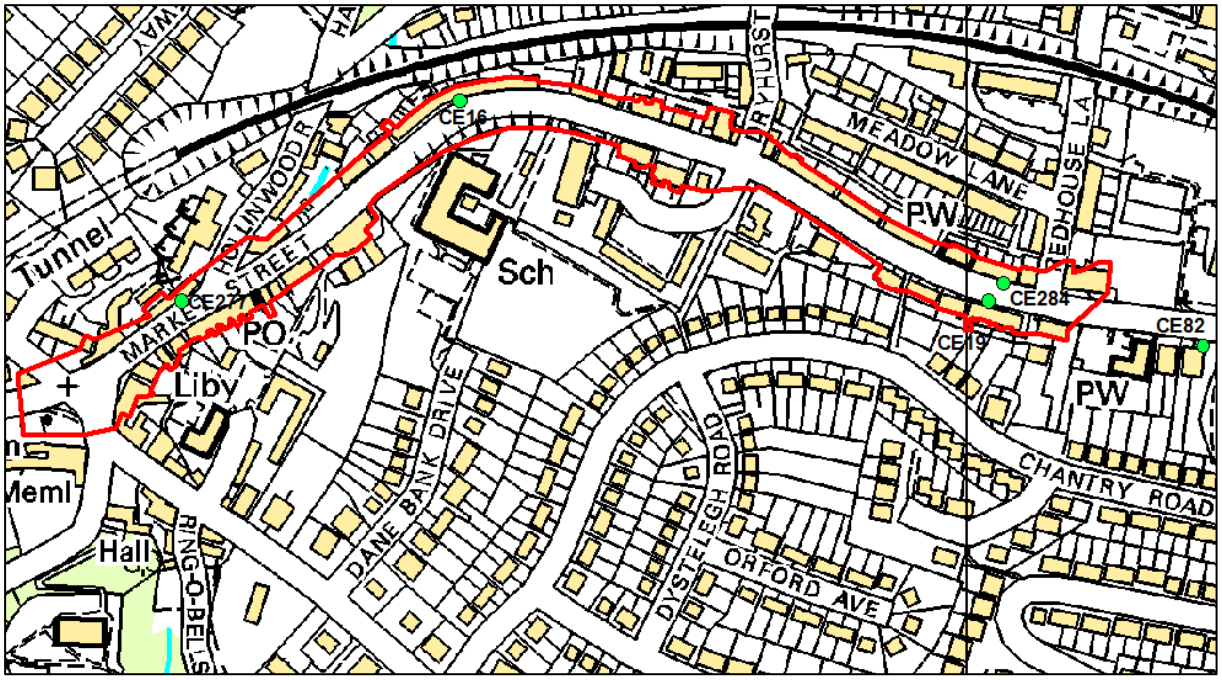


Figure D.41 – Disley AQMA

Figure D.42 - Bollington

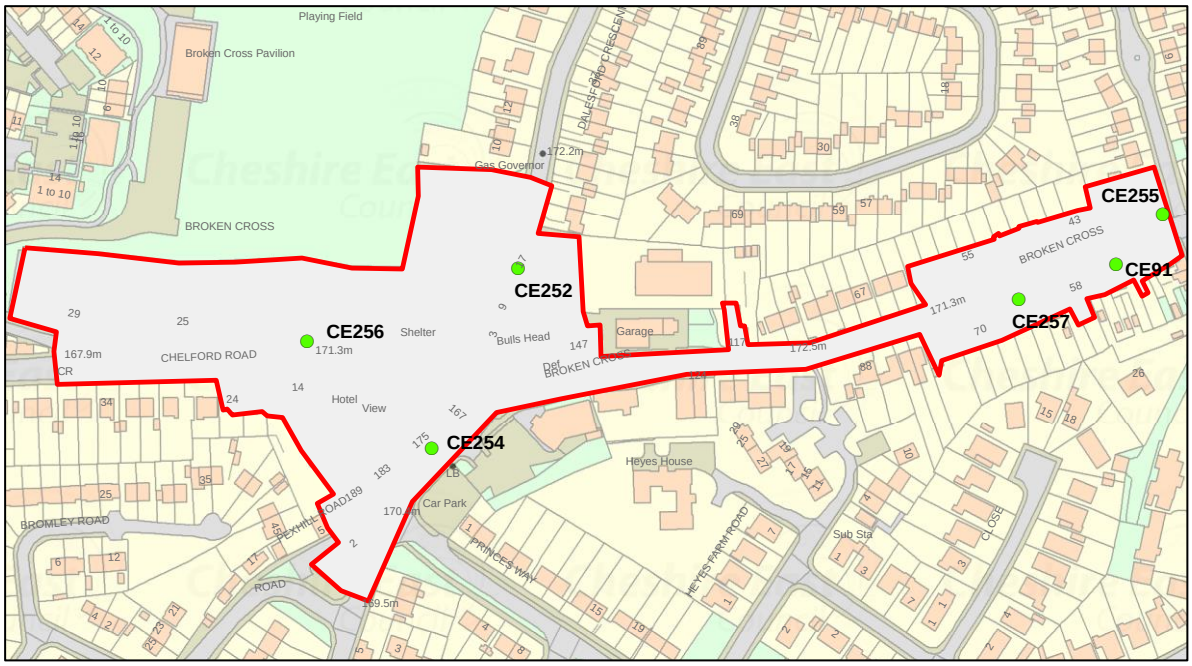


Figure D.43 – Broken Cross, Macclesfield AQMA

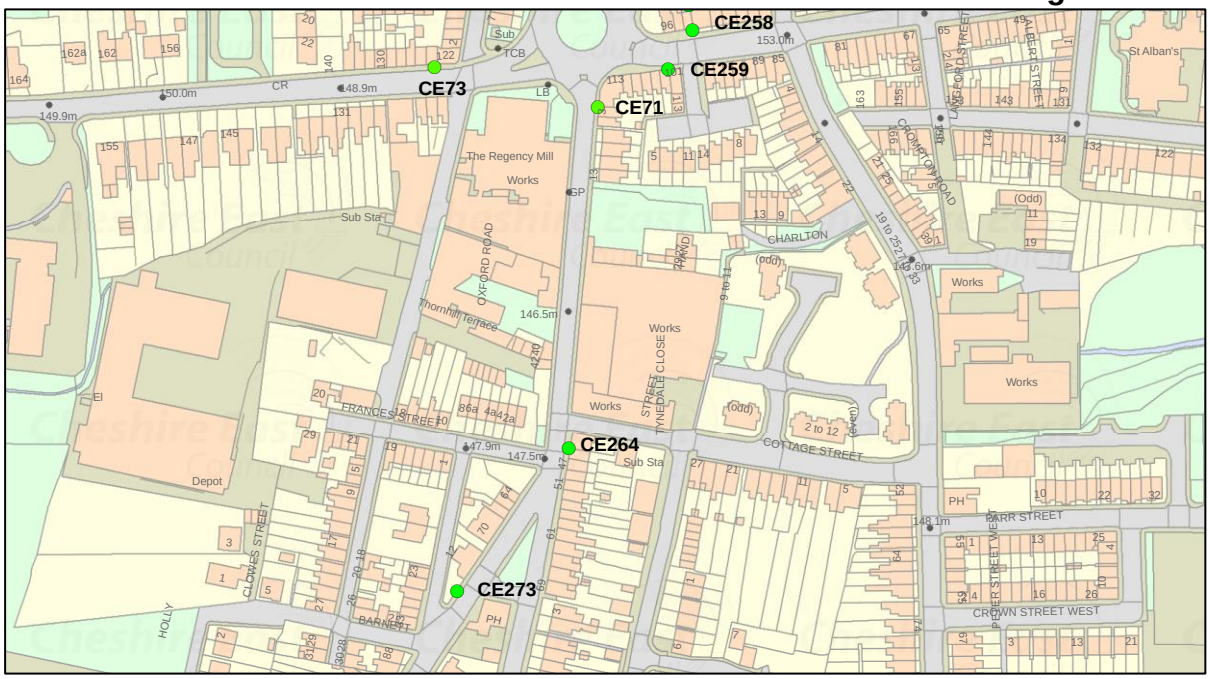


Figure D.44 – Chester Road Macclesfield

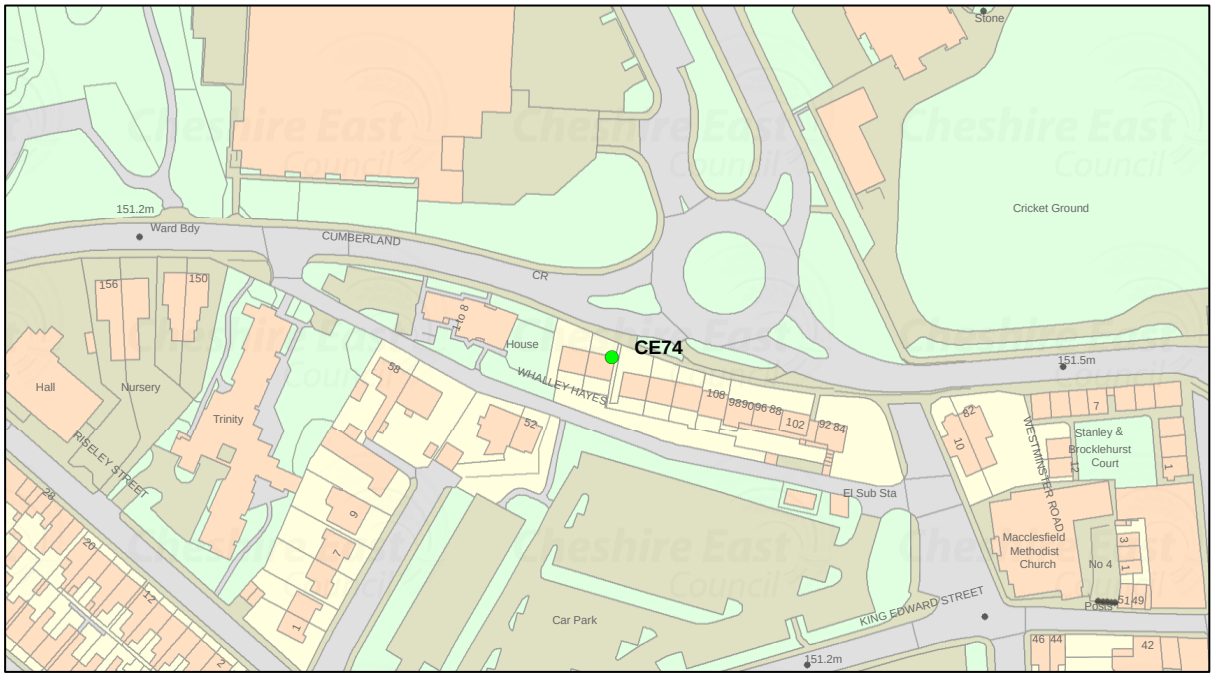


Figure D.45 – Cumberland Street, Macclesfield

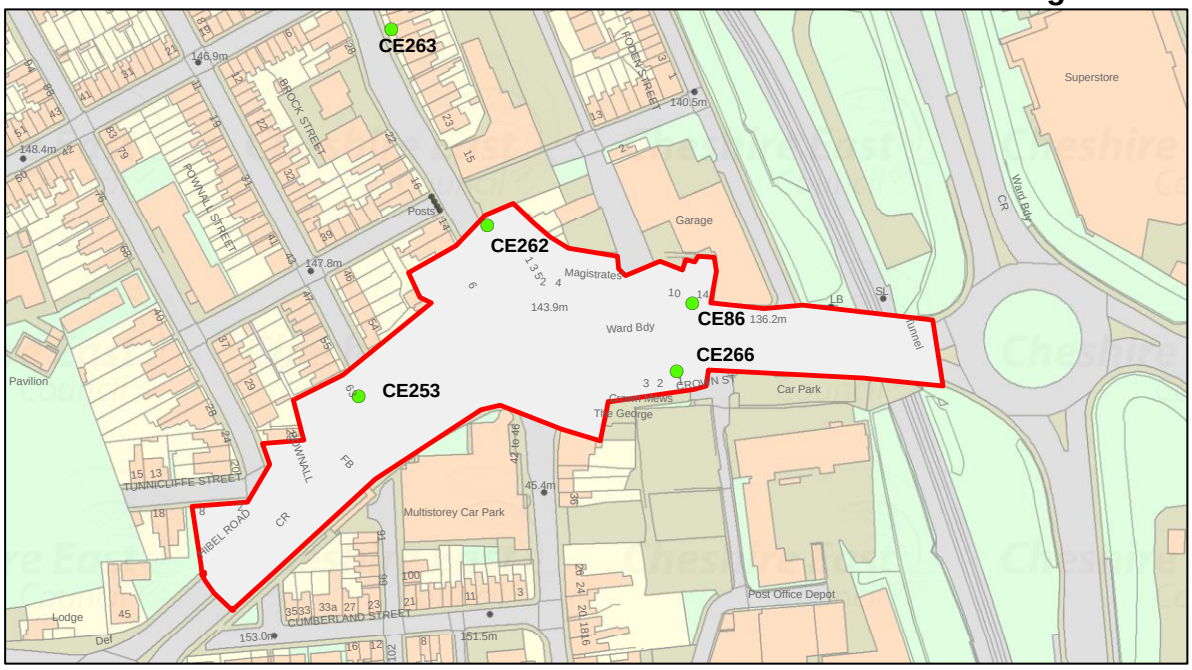


Figure D.46 – Hibel Road, Macclesfield AQMA

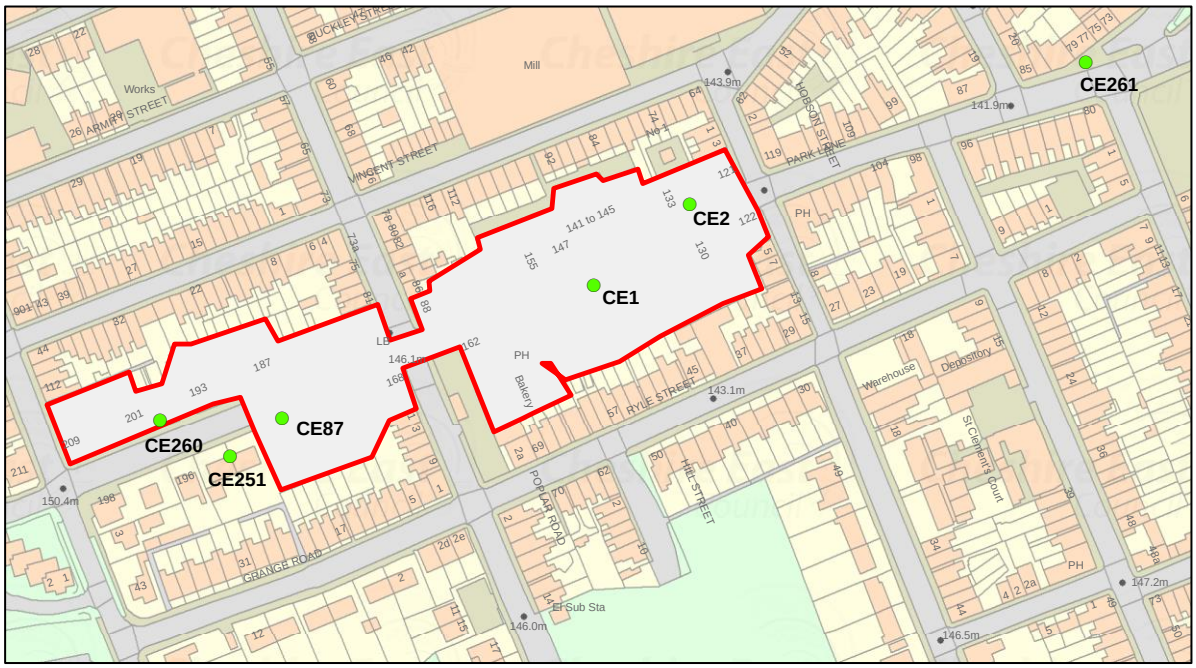


Figure D.47 – Park Lane, Macclesfield AQMA

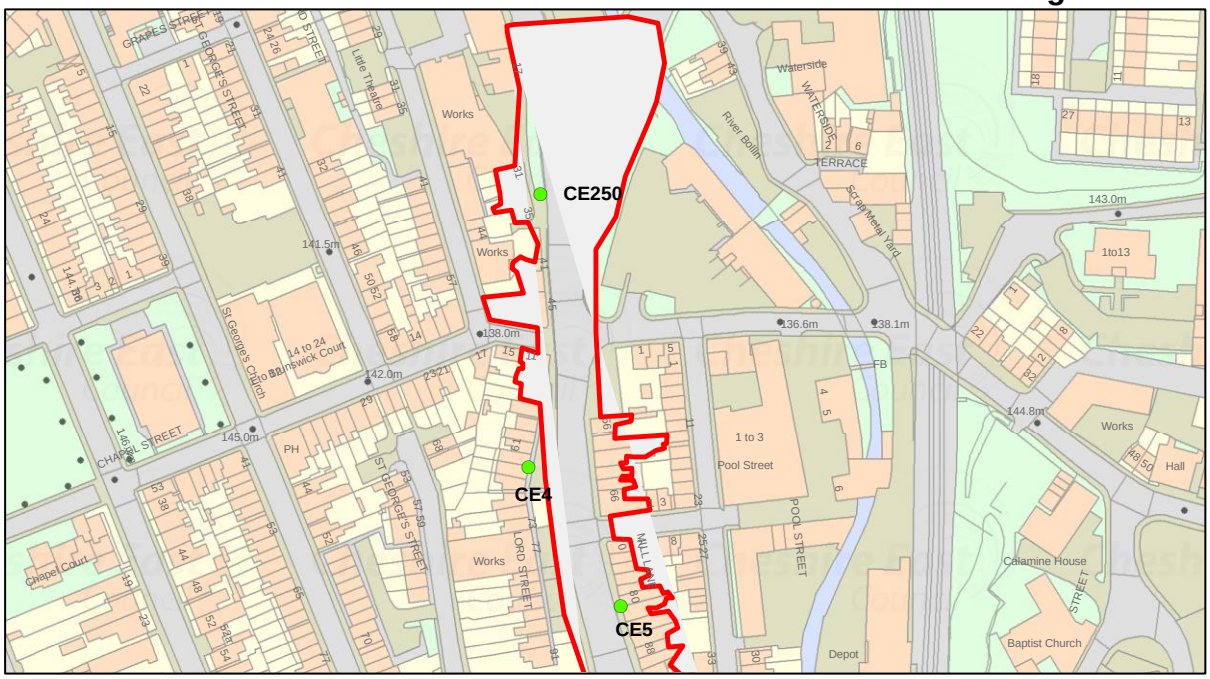


Figure D.48 – London Road Macclesfield AQMA (North)

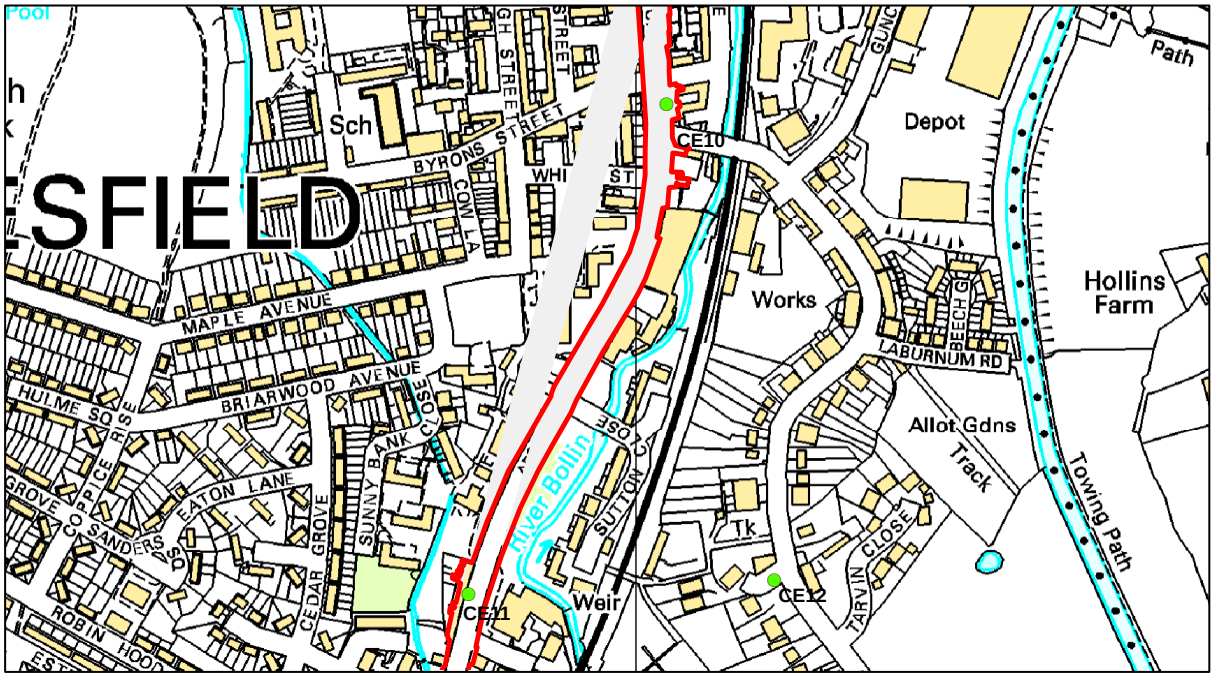


Figure D.49 – London Road Macclesfield AQMA (South)

Appendix E: AQMA Revocation Detailed Assessments

E1 Detailed Assessment A50 Manchester Road, Knutsford AQMA

1.0 Introduction

1.1 The A50 Manchester Road Air Quality Management Area (AQMA) was declared in 2017 along a section of the A50 Manchester Road, Knutsford. The AQMA was declared for an exceedance of the nitrogen dioxide (NO_2) annual mean objective of 40µg/m^3. Figure E1.1 below shows the extent of the AQMA.

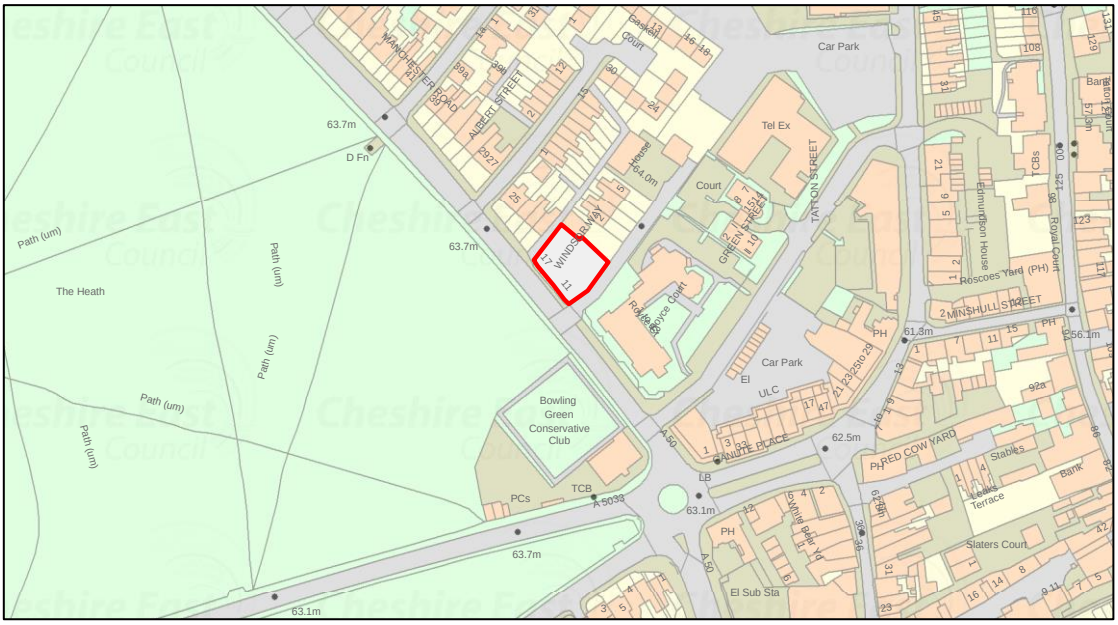


Figure E1.1 – A50 Manchester Road, Knutsford Air Quality Management Area

1.2 Since the declaration of the AQMA, NO_2 monitoring in the area has shown a gradual decrease in concentration and has now been consistently below the annual mean objective for three years. In line with our procedure and Defra Policy Guidance PG(16), Cheshire East Council will seek to revoke an AQMA when there has been at least three consecutive years of monitoring results below the relevant air quality objective.

2.0 Monitoring Data

2.1 Diffusion tube monitoring has been undertaken along Manchester Road since the formation of Cheshire East Borough Council at roadside locations CE42, CE43, CE44, CE45, CE46 and CE47.

Sites CE43, CE44, CE45 and CE46 were removed at the end of 2014 either due to consistently low results or, in the case of CE46, due to there being no relevant receptors in the vicinity.

Figure E1.2 shows the location of the monitoring sites.

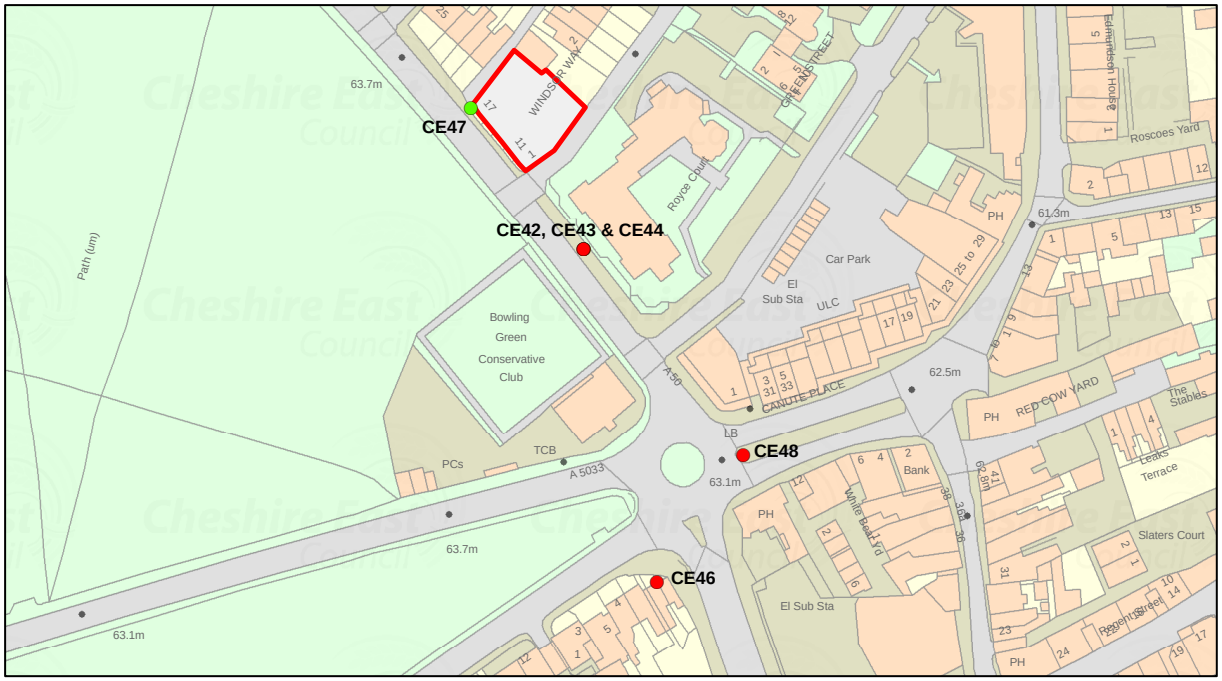


Figure E1.2 – Monitoring Sites on Manchester Road, Knutsford

2.2 Table E1.1 shows the NO_2 monitoring data for 2015 to 2019 for CE42 and CE47.

Site ID	Site Name	In AQMA?	2015 (µg/m^3) (0.87 Bias Factor)	2016 (µg/m^3) (0.92 Bias Factor)	2017 (µg/m^3) (0.87 Bias Factor)	2018 (µg/m^3) (0.92 Bias Factor)	2019 (µg/m^3) (0.93 Bias Factor)
CE42	RTA Manchester Road	N	29.55	32.89	26.84	25.05	28.03
CE47	17 Manchester Road	Y	35.21	**41.70**	32.80	31.31	30.08

Table E1.1 – Monitoring Data 2015 to 2019 A50 Manchester Road, Knutsford AQMA

3.0 Discussion

3.1 The data as presented in Table E1.1 demonstrates that NO_2 levels in 2017 were below the air quality objective of 40 µg/m^3 (as an annual mean) at the properties within the AQMA boundary and have been in subsequent years.

The national concentrations for nitrogen dioxide have also seen a downward trend, as can be seen in Figure E1.3. The monitoring results across Cheshire East also show a similar trend.

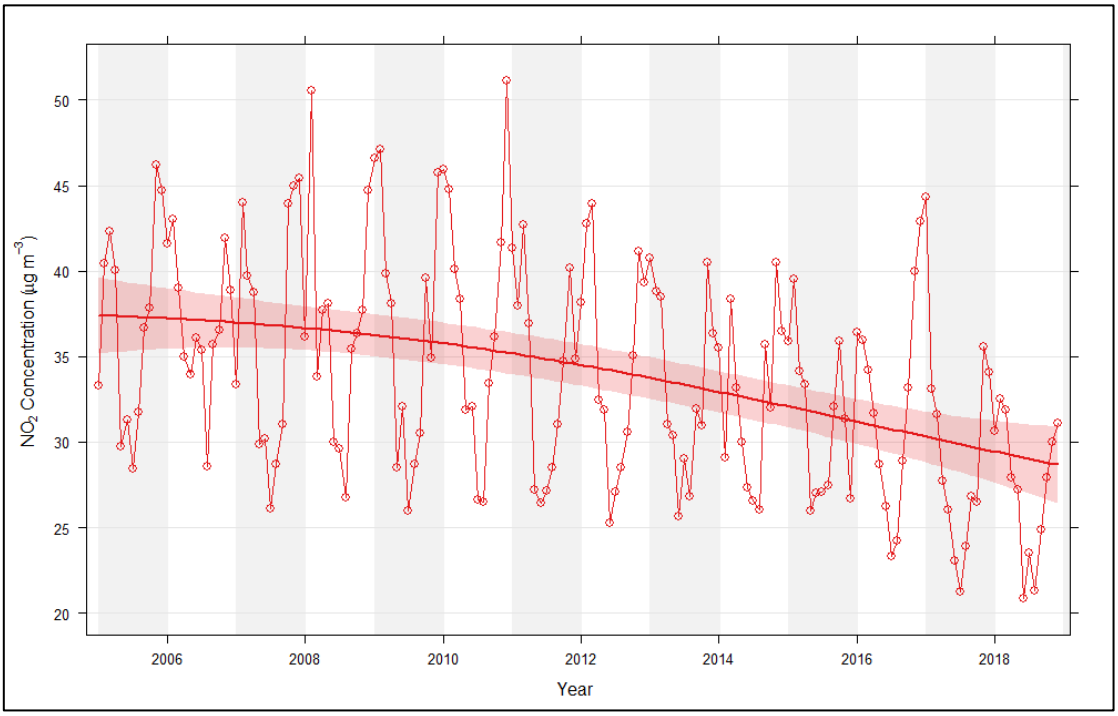


Figure E1.3 – Overall NO_2 Trend across All UK Sites and Smooth Trend Fit, 2005-2018[1]

3.2 Given that atmospheric conditions can influence nitrogen dioxide concentrations it is worth reviewing recent annual averages to ensure the decrease in concentrations have not been adversely affected by meteorogy.

Having reviewed the average monthly temperatures (see Figures E1.4 and E1.5) for 2017, 2018 and 2019 it is evident that 2018 could potentially be considered as an anomalous year. Taking the months of February and July as examples, it can be seen that the average temperature was colder during February in 2018 than in the other years and higher during July. Whilst 2018

stands out as an anomalous year for mean daily temperatures, the concentrations of nitrogen dioxide within the A50 Manchester Road AQMA continued to decrease which would lead to the conclusion that the decrease is not due to temperature changes.

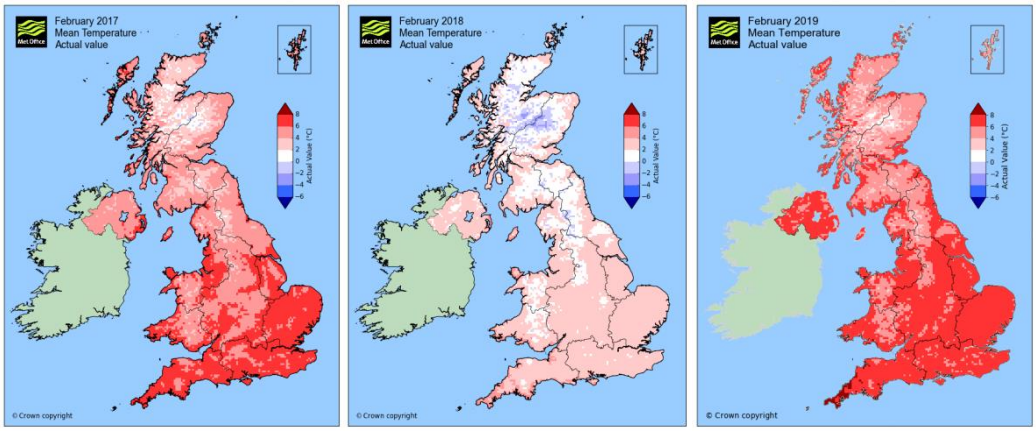


Figure E1.4 – Monthly Average Temperatures – February 2017 - 2019[2]

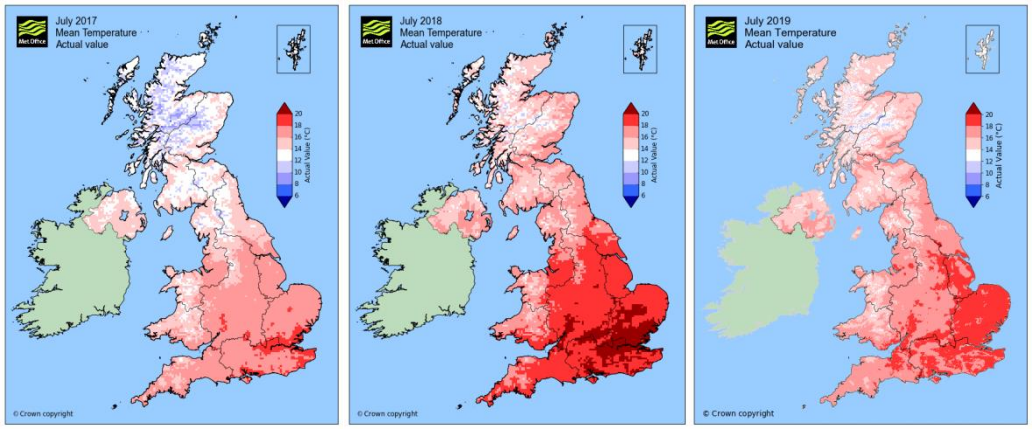


Figure E1.5 – Monthly Average Temperatures – July 2017 - 2019[2]

3.3 Having reviewed the traffic data for the A50 from a location adjacent to the junction with Green Lane to the North of the AQMA, it can also be noted that the Annual Average Daily Traffic (AADT) counts have gradually increased over recent years (see Figure E1.6). This would lead to the conclusion that the actual numbers of vehicular movements have not influenced the decrease in NO_2 concentrations.

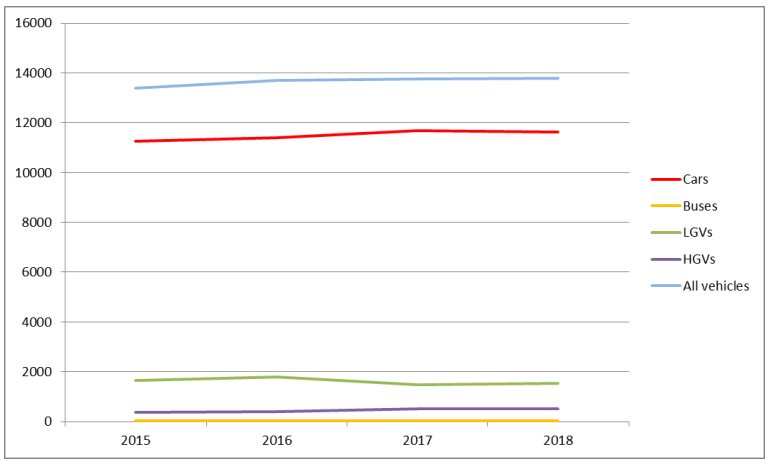


Figure E1.6 – Annual Average Daily Traffic Counts – 2015 – 2018[3]

3.4 The decrease in concentrations could be as a result of improvements made in vehicular emissions over recent years. As older, more polluting vehicles are withdrawn from the road and replaced with less polluting ones, this leads to a decrease in concentrations. It is for this reason that Cheshire East are confident that the NO_2 concentrations within the A50 Manchester Road AQMA will remain below the annual mean objective moving forwards.

3.5 Whilst the Council are seeking to revoke the AQMA it should be noted that some monitoring will continue within the area, to provide an ongoing picture. Furthermore, actions from within the 2018 – 2023 Air Quality Action Plan will continue to be implemented to try to help influence the reduction in concentrations.

4.0 Recommendation

4.1 Section 83(2) of the Environment Act 1995 makes provision for a local authority to revoke an existing Air Quality Management Area Order, as a result of a subsequent air quality review.

4.2 A review of the monitoring data has led to the conclusion that there is no longer a requirement for the Air Quality Management Area. Therefore, the Council will commence the process of revoking the AQMA.

5.0 References

1. Air Quality Consultants – “Nitrogen Dioxide and Nitrogen Oxides Trends in the UK 2005 to 2018”, October 2019
2. Met Office - https://www.metoffice.gov.uk/research/climate/maps-and-data/uk-actual-and-anomaly-maps
3. Department for Transport - https://roadtraffic.dft.gov.uk/#16/53.3161/-2.3905/basemap-countpoints

E2 Detailed Assessment A556 Chester Road, Mere AQMA

1.0 Introduction

1.1 The A556 Chester Road Air Quality Management Area (AQMA) was declared in 2008 along a section of the former A556 Chester Road, Mere. The AQMA was declared for an exceedance of the nitrogen dioxide (NO_2) annual mean objective of 40µg/m^3. Figure E2.1 below shows the extent of the AQMA.

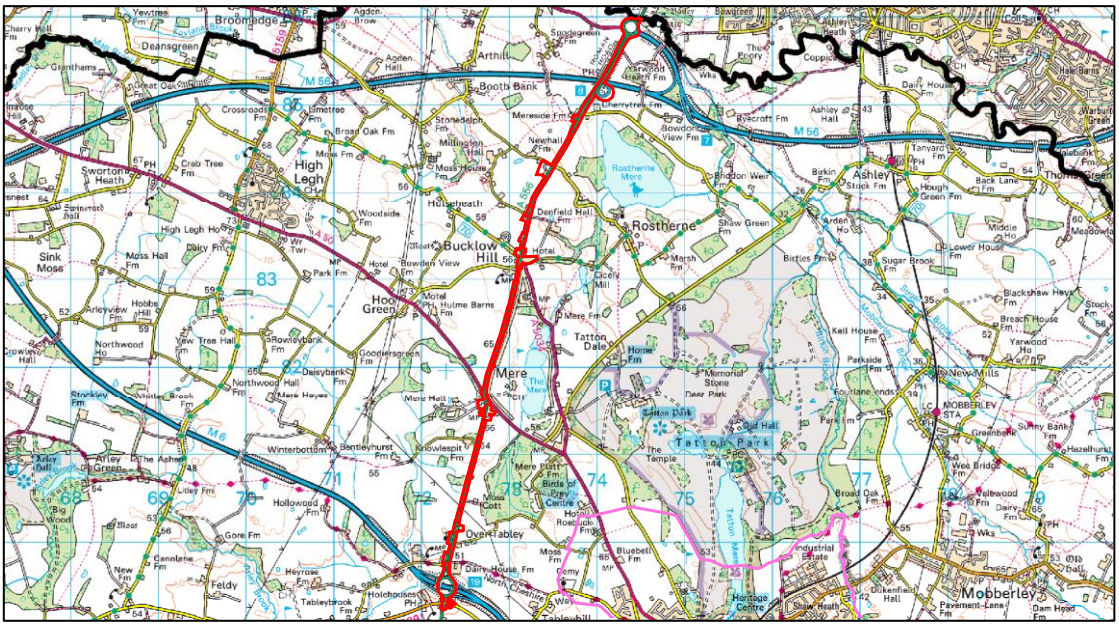


Figure E2.1 – A556 Chester Road, Mere Air Quality Management Area

1.2 Since the declaration of the AQMA, a new bypass has been constructed (now referred to as the A556) and completed in March 2017. Consequently, the levels of traffic through the AQMA have decreased significantly. NO_2 monitoring in the area has reflected this decrease and has now been consistently below the annual mean objective for three years. Further improvement works are also planned for the area around junction 19 of the M6 to reduce the queuing at the traffic lights. In line with our procedure and Defra Policy Guidance PG(16), Cheshire East Borough Council will seek to revoke an AQMA when there has been at least three consecutive years of monitoring results below the relevant air quality objective.

2.0 Monitoring Data

2.1 Diffusion tube monitoring has been undertaken along Chester Road since 2008 at a mixture of roadside and rural sites CE48, CE49, CE50, CE54, CE55, CE56, CE57, CE60, CE61, CE62, CE63, CE64, CE77, CE78, CE84, CE287, CE292, CE300 and CE301.

Sites CE49, CE56 and CE60 were removed at the end of 2014 due to there being other tubes in the vicinity providing equivalent data.

Figure E2.2 shows the location of the monitoring sites.

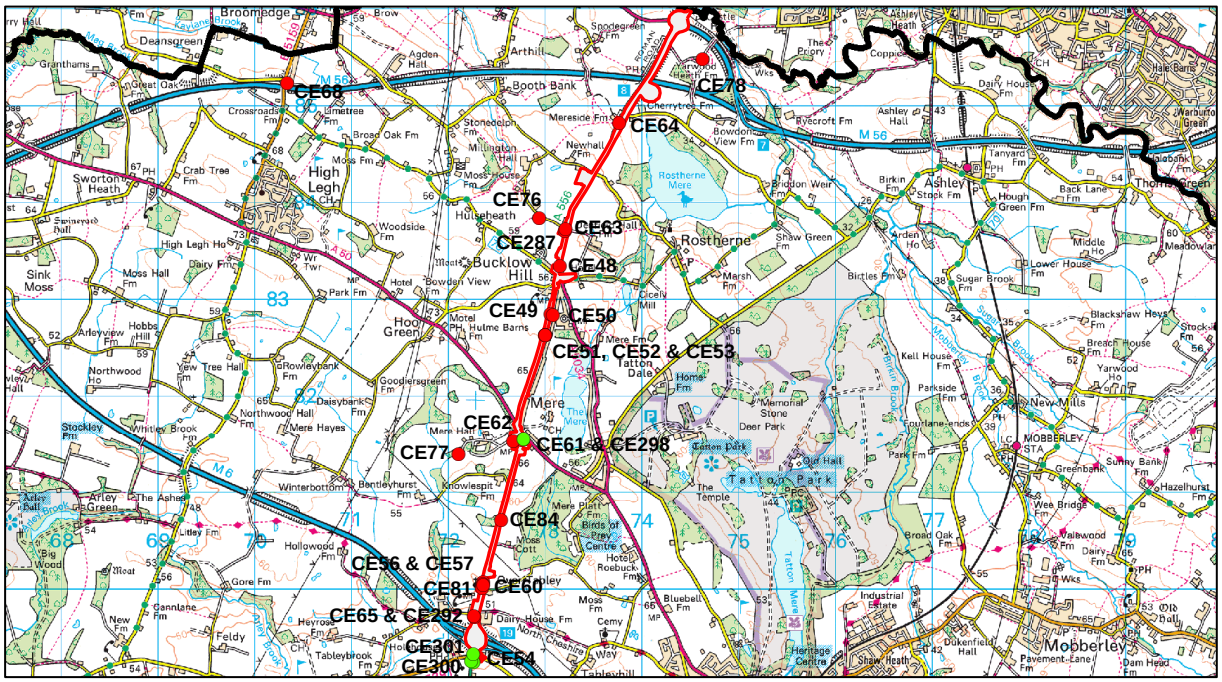


Figure E2.2 – Monitoring Sites on A556 Chester Road, Mere

2.2 Table E2.1 shows the NO_2 monitoring data for 2015 to 2019.

Site ID	Site Name	In AQMA?	2015 (µg/m^3) (0.87 Bias Factor)	2016 (µg/m^3) (0.92 Bias Factor)	2017 (µg/m^3) (0.87 Bias Factor)	2018 (µg/m^3) (0.92 Bias Factor)	2019 (µg/m^3) (0.93 Bias Factor)
CE48	Holly Tree Cottage	Y	36.80	**50.20**	-	-	-
CE50	Westholme, Mere	Y	23.88	23.81	17.46	-	-
CE54	Almond Tree Cottage	Y	**40.01**	**40.94**	38.45	33.79	32.25
CE55	Old Hall Lane, Over Tabley	Y	**50.76**	**52.98**	39.87	-	-

Site ID	Site Name	In AQMA?	2015 (µg/m^3) (0.87 Bias Factor)	2016 (µg/m^3) (0.92 Bias Factor)	2017 (µg/m^3) (0.87 Bias Factor)	2018 (µg/m^3) (0.92 Bias Factor)	2019 (µg/m^3) (0.93 Bias Factor)
CE57	Cobblestones	Y	**50.76**	**52.98**	35.37	-	-
CE61	Mere Corner Cottage	Y	**42.52**	**41.84**	21.37	-	-
CE62	Mere Home Farm	N	18.50	20.57	13.54	-	-
CE63	Old Smithy Cottage	Y	29.77	32.92	21.55	-	-
CE64	Mereside Farm, Chester Road	Y	25.24	27.44	22.79	23.26	23.21
CE77	Kenilworth Cottage	N	13.30	15.46	15.54	14.91	14.22
CE78	Yarwood Heath Farm, Yarwood Heath Lane	N	20.33	22.20	19.91	-	-
CE84	Tollbar Cottage	Y	**45.79**	**45.81**	24.84	-	-
CE287	Old Smithy Cottage, Millington Hall Lane (replaced CE63 in 2017)	Y	-	-	19.93	-	-
CE292	Dairy Farm Cottage, off Old Hall Lane (replaced CE55 in 2017)	Y	-	-	35.13	26.10	26.03
CE300	The Grove Cottage, Tabley	Y	-	-	-	34.29	32.17
CE301	The Windmill pub, Tabley	Y	-	-	-	32.85	31.41

Table E2.1 – Monitoring Data 2015 to 2019 A556 Chester Road, Mere AQMA

3.0 Discussion

3.1 The data as presented in Table E2.1 demonstrates that NO_2 levels in 2017 were below the air quality objective of 40 µg/m^3 (as an annual mean) at the properties within the AQMA boundary. This is primarily due to the new bypass being opened and the vast majority of the traffic now using this road rather than the former A556 Chester Road. These concentrations have remained below the objective in subsequent years. Some sites such as CE55 were stopped due to the street furniture being removed as part of the de-trunking work around the former A556. These were replaced, where possible, at the nearest receptor to the original location, again taking CE55 as an example,

which was replaced with CE292. This was to further monitor the effects of the new bypass on the AQMA for comparison purposes at the same receptors.

The new A556 bypass being in place is the main reason that Cheshire East are confident that the NO_2 concentrations within the A556 Chester Road AQMA will remain below the annual mean objective moving forward.

3.2 The national concentrations for nitrogen dioxide have also seen a downward trend, as can be seen in Figure E2.3. The monitoring results across Cheshire East also show a similar trend. This trend further reinforces the belief that the concentrations within the A556 Chester Road AQMA will remain below the objective. The continual decrease in concentrations could be as a result of improvements made in vehicular emissions over recent years. As older, more polluting vehicles are withdrawn from the road and replaced with less polluting ones, leading to a decrease in concentrations.

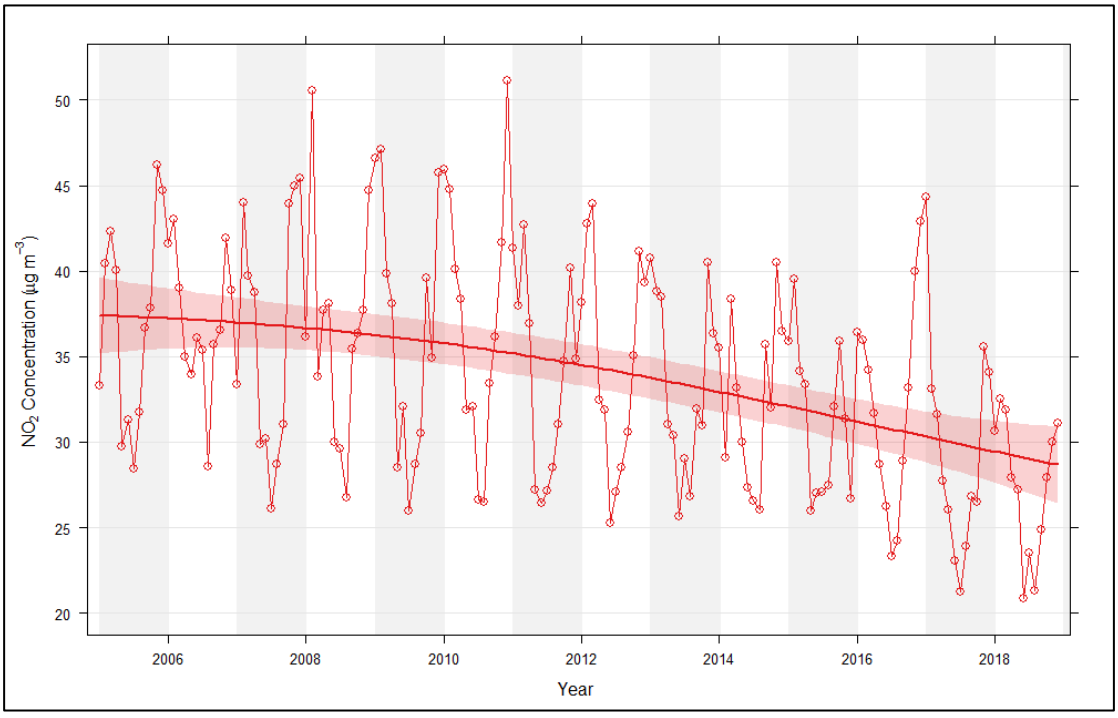


Figure E2.3 – Overall NO_2 Trend across All UK Sites and Smooth Trend Fit, 2005-2018[1]

3.3 Whilst the Council are seeking to revoke the AQMA it should be noted that some monitoring will continue within the area, to provide an ongoing picture. Furthermore, actions from within the 2018 – 2023 Air Quality Action Plan will

continue to be implemented to try to help influence the reduction in concentrations.

4.0 Recommendation

4.1 Section 83(2) of the Environment Act 1995 makes provision for a local authority to revoke an existing Air Quality Management Area Order, as a result of a subsequent air quality review.

4.2 A review of the monitoring data has led to the conclusion that there is no longer a requirement for the Air Quality Management Area. Therefore, the Council will commence the process of revoking the AQMA.

5.0 References

1. Air Quality Consultants – “Nitrogen Dioxide and Nitrogen Oxides Trends in the UK 2005 to 2018”, October 2019

E3 Detailed Assessment Earle Street, Crewe AQMA

1.0 Introduction

1.1 The Earle Street Air Quality Management Area (AQMA) was declared in 2010 (amended in 2012) along a section of the A532 Earle Street, Crewe. The AQMA was declared for an exceedance of the nitrogen dioxide (NO_2) annual mean objective of 40µg/m^3. Figure E3.1 below shows the extent of the AQMA.

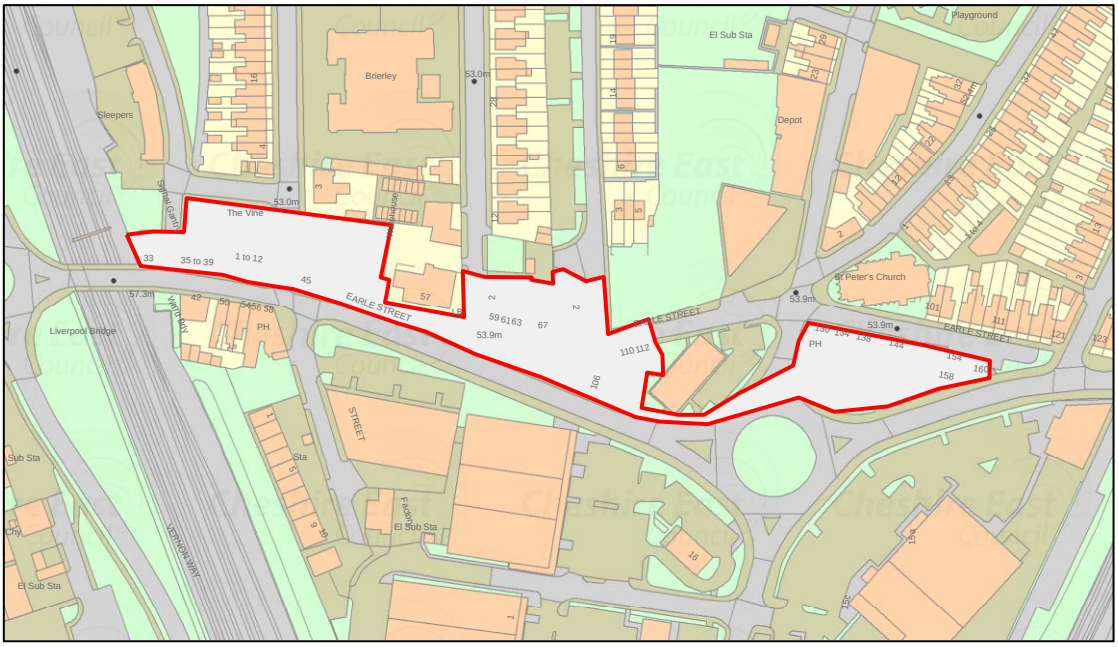


Figure E3.1 – Earle Street, Crewe Air Quality Management Area

1.2 Since the declaration of the AQMA, NO_2 monitoring in the area has shown a gradual decrease in concentration and has now been consistently below the annual mean objective for five years. In line with our procedure and Defra Policy Guidance PG(16), Cheshire East Borough Council will seek to revoke an AQMA when there has been at least three consecutive years of monitoring results below the relevant air quality objective.

2.0 Monitoring Data

2.1 Diffusion tube monitoring has been undertaken along Earle Street since the formation of Cheshire East Borough Council at sites CE224, CE225 and CE226.

Site CE226 was removed at the end of 2016 due to there being other tubes in the vicinity providing equivalent data. Locations CE303 and CE304 were added in 2018 to provide supplementary data points.

Figure E3.2 shows the location of the monitoring sites.

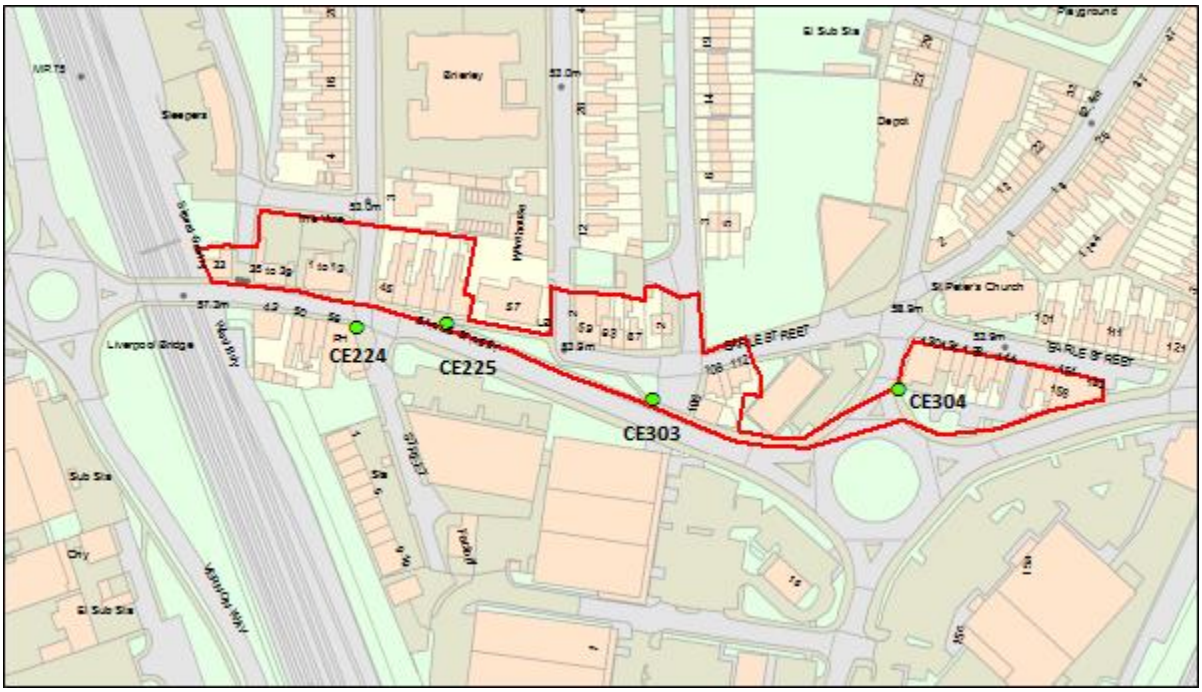


Figure E3.2 – Monitoring Sites on Earle Street, Crewe

2.2 Table E3.1 shows the NO_2 monitoring data for 2015 to 2019 for each of the monitoring sites above.

Site ID	Site Name	In AQMA?	2015 (µg/m^3) (0.87 Bias Factor)	2016 (µg/m^3) (0.92 Bias Factor)	2017 (µg/m^3) (0.87 Bias Factor)	2018 (µg/m^3) (0.92 Bias Factor)	2019 (µg/m^3) (0.93 Bias Factor)
CE224	Outside King's Arms, Earle Street/Rainbow Street	Y	35.75	36.97	37.19	34.29	34.51
CE225	53/55 Earle Street	Y	33.92	35.08	29.07	27.79	33.46
CE226	101/103 Earle Street	Y	25.7	30.48	-	-	-
CE303	Burrows Store, Earle Street	Y	-	-	-	35.19	35.00
CE304	Rising Sun Vaults	Y	-	-	-	35.86	34.30

Table E3.1 – Monitoring Data 2015 to 2019 Earle Street, Crewe AQMA

3.0 Discussion

3.1 The data as presented in Table E3.1 demonstrates that NO_2 levels over the past five years have been below the air quality objective of 40 µg/m^3 (as an annual mean) at the properties within the AQMA boundary. The national concentrations for nitrogen dioxide have also seen a downward trend, as can be seen in Figure E3.3. The monitoring results across Cheshire East also show a similar trend.

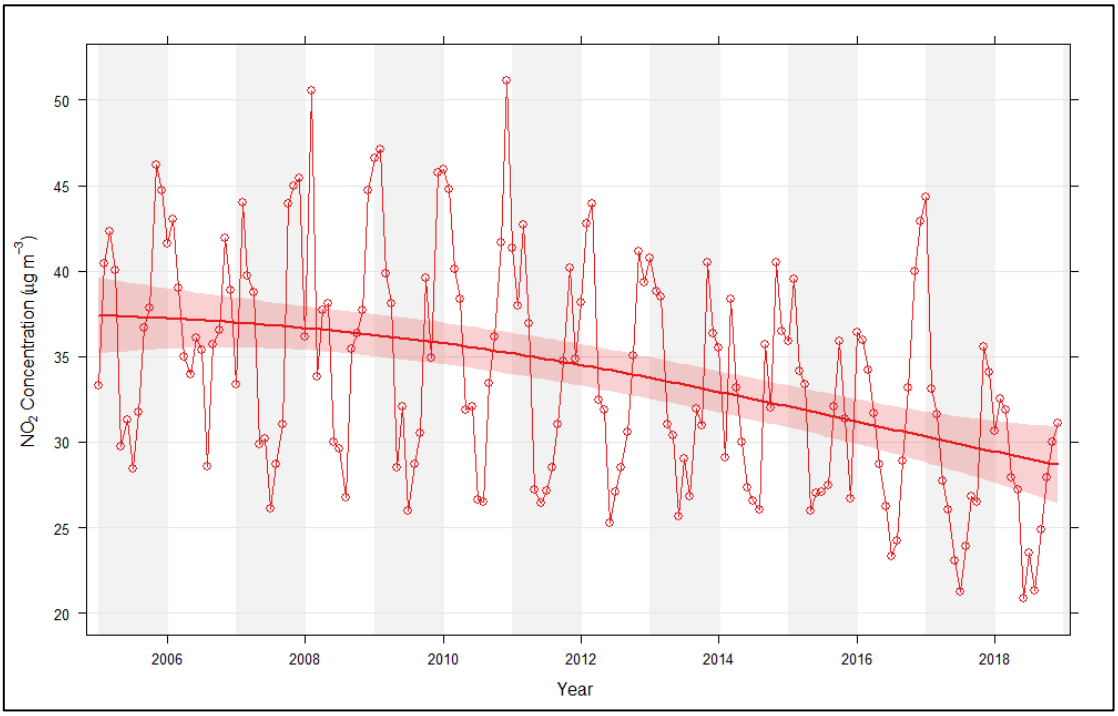


Figure E3.3 – Overall NO_2 Trend across All UK Sites and Smooth Trend Fit, 2005-2018[1]

3.2 Given that atmospheric conditions can influence nitrogen dioxide concentrations it is worth reviewing recent annual averages to ensure the decrease in concentrations have not been adversely affected.

Having reviewed the average monthly temperatures (see Figures E3.4 and E3.5) for 2017, 2018 and 2019 it is evident that 2018 could potentially be considered as an anomalous year. Taking the months of February and July as examples, it can be seen that the average temperature was colder during February in 2018 than in the other years and higher during July. Whilst 2018 stands out as an anomalous year for mean daily temperatures, the

concentrations of nitrogen dioxide within the Earle Street AQMA continued to decrease which would lead to the conclusion that the decrease is not due to temperature changes.

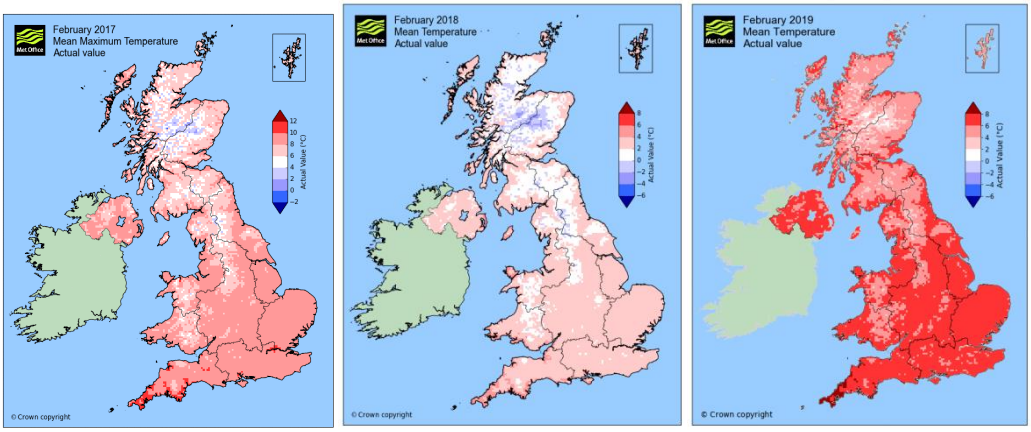


Figure E3.4 – Monthly Average Temperatures – February 2017 - 2019[2]

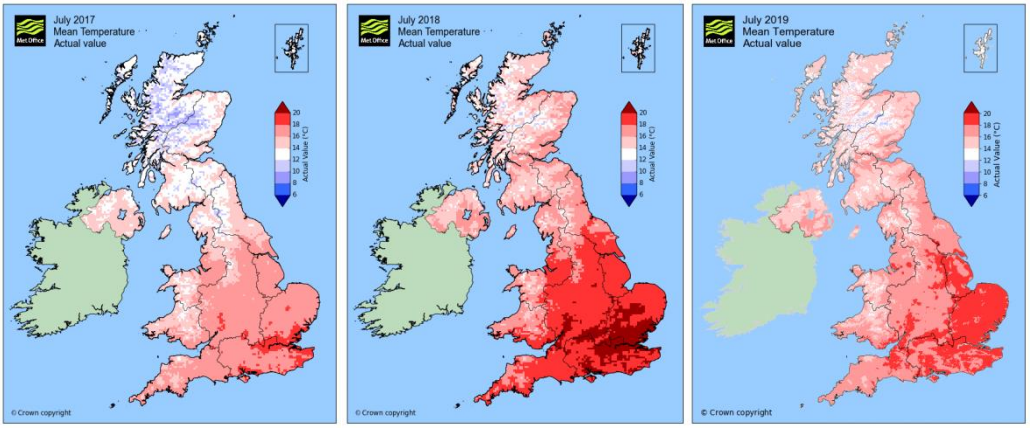


Figure E3.5 – Monthly Average Temperatures – July 2017 - 2019[2]

3.3 A review has been conducted of available traffic data (average annual daily flow data issued by the Department for Transport). The monitoring point is at the A532 between Vernon Way and Hungerford Road. The data, presented in Figure E3.6 below, shows that the decrease in nitrogen dioxide concentrations is not attributable to changes in traffic volumes, as no significant alterations to traffic volumes are shown.

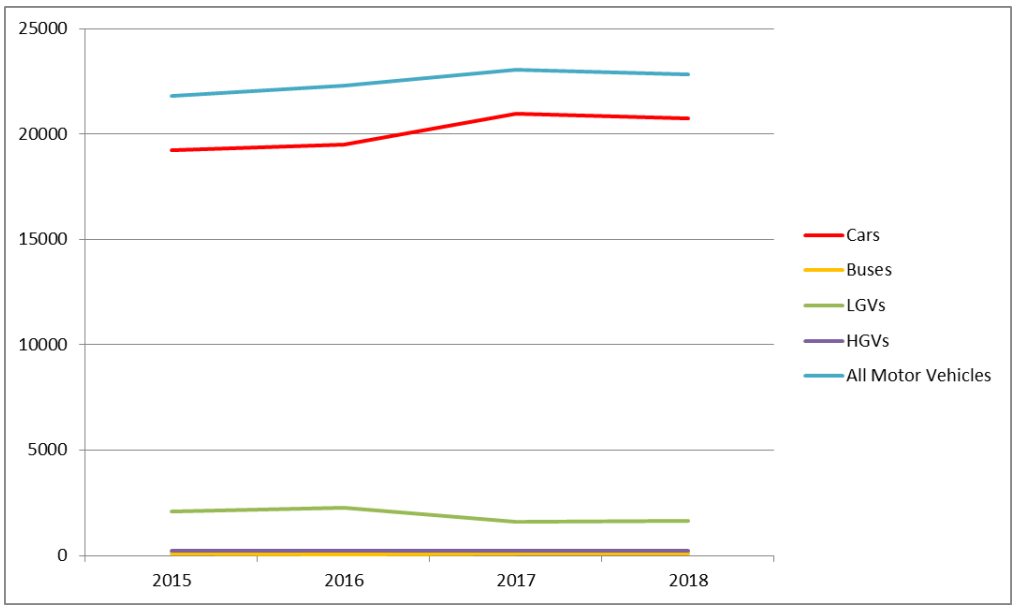


Figure E3.6 – Traffic Data 2015 to 2018 - Annual Average Daily Flow[3]

3.4 The decrease in concentrations could be as a result of improvements made in vehicular emissions over recent years. As older, more polluting vehicles are withdrawn from the road and replaced with less polluting ones, this leads to a decrease in concentrations. It is for this reason that Cheshire East are confident that the NO_2 concentrations within the Earle Street AQMA will remain below the annual mean objective moving forward.

3.5 Whilst the Council are seeking to revoke the AQMA it should be noted that some monitoring will continue within the area, to provide an ongoing picture. Furthermore, actions from within the 2018 – 2023 Air Quality Action Plan will continue to be implemented to try to help influence the reduction in concentrations.

4.0 Recommendation

4.1 Section 83(2) of the Environment Act 1995 makes provision for a local authority to revoke an existing Air Quality Management Area Order, as a result of a subsequent air quality review.

4.2 A review of the monitoring data has led to the conclusion that there is no longer a requirement for the Air Quality Management Area. Therefore, the Council will commence the process of revoking the AQMA.

5.0 References

1. Air Quality Consultants – “Nitrogen Dioxide and Nitrogen Oxides Trends in the UK 2005 to 2018”, October 2019
2. Met Office - https://www.metoffice.gov.uk/research/climate/maps-and-data/uk-actual-and-anomaly-maps
3. DfT - https://roadtraffic.dft.gov.uk/manualcountpoints/80213

E4 Detailed Assessment Nantwich Road, Crewe AQMA

1.0 Introduction

1.1 The Nantwich Road Air Quality Management Area (AQMA) was declared in 2008 (amended in 2012) along a section of the A534 Nantwich Road, Crewe. The AQMA was declared for an exceedance of the nitrogen dioxide (NO_2) annual mean objective of 40µg/m^3. Figure E4.1 below shows the extent of the AQMA.

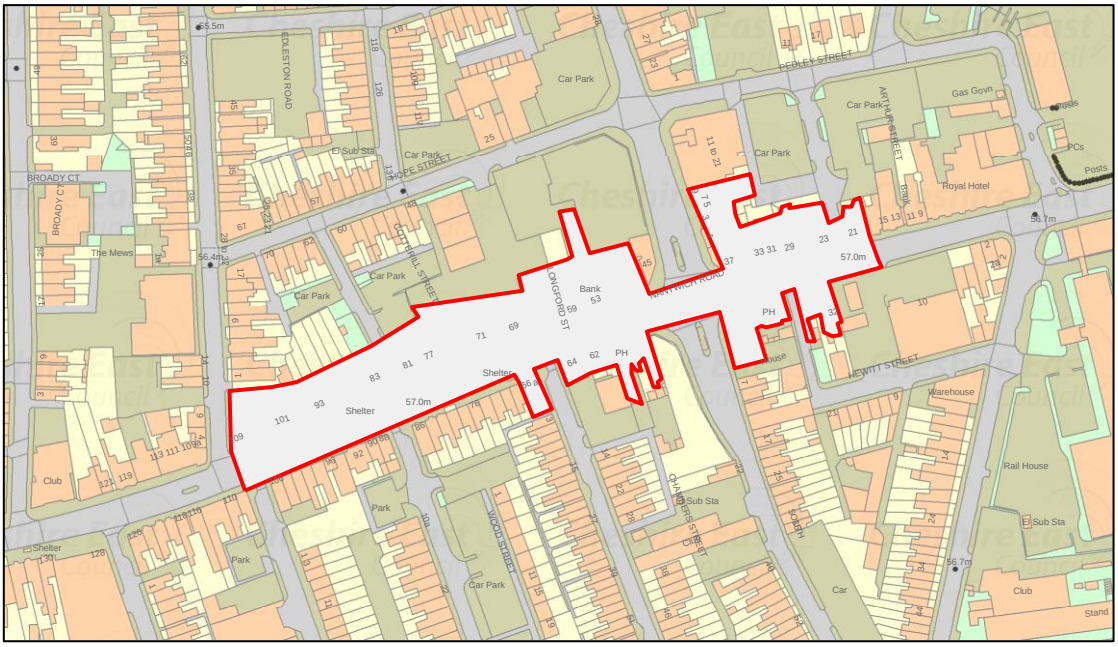


Figure E4.1 – Nantwich Road, Crewe Air Quality Management Area

1.2 Since the declaration of the AQMA, NO_2 monitoring in the area has shown a gradual decrease in concentration and has now been consistently below the annual mean objective for three years. The exception is location CE203 that exceeded the mean objective in 2016, however this location has since shown a steady decrease in NO_2 levels and the results from 2017 to 2019 have all been below the mean objective. In line with our procedure and Defra Policy Guidance PG(16), Cheshire East Borough Council will seek to revoke an AQMA when there has been at least three consecutive years of monitoring results below the relevant air quality objective.

2.0 Monitoring Data

2.1 Diffusion tube monitoring has been undertaken along and adjacent to Nantwich

Road since the formation of Cheshire East Borough Council at kerb and roadside locations CE203, CE204, CE206, CE207, CE208, CE212, CE235. Sites CE207 and CE208 were removed during 2014 due to no longer needing to co-locate tubes at this location.

Figure E4.2 shows the location of the monitoring sites.

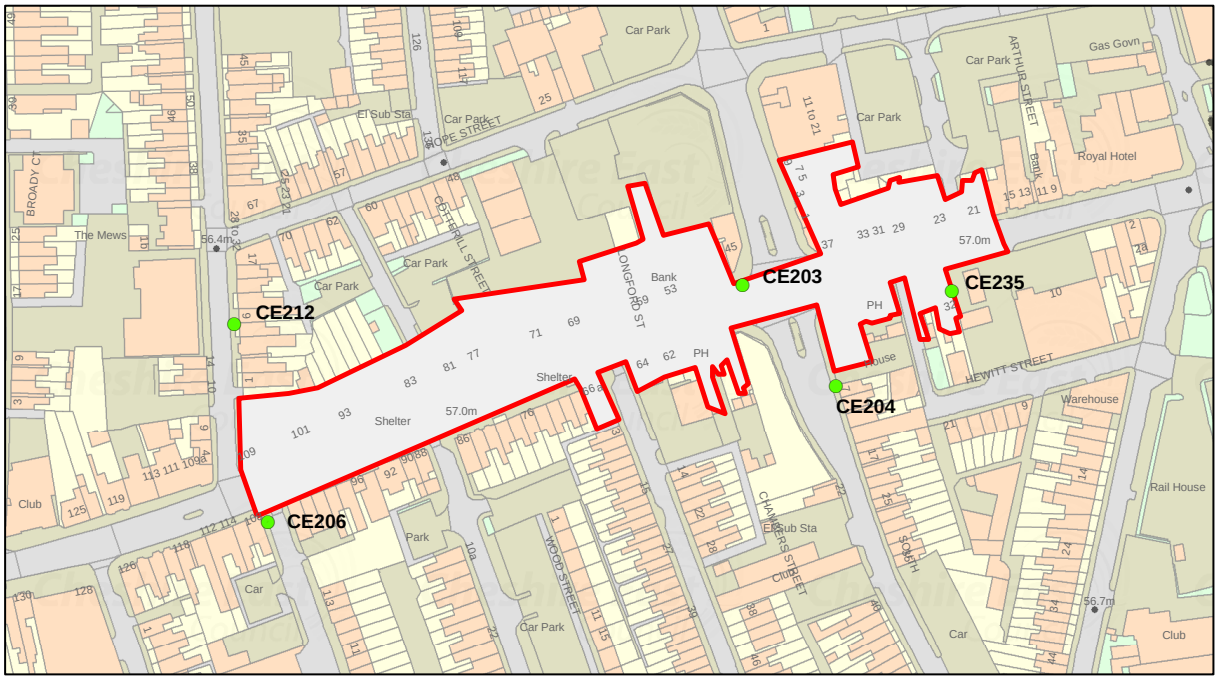


Figure E4.2 – Monitoring Sites on and adjacent to Nantwich Road, Crewe

2.2 Table E4.1 shows the NO_2 monitoring data for 2015 to 2019 for each of the monitoring sites above.

Site ID	Site Name	In AQMA?	2015 (µg/m^3) (0.87 Bias Factor)	2016 (µg/m^3) (0.92 Bias Factor)	2017 (µg/m^3) (0.87 Bias Factor)	2018 (µg/m^3) (0.92 Bias Factor)	2019 (µg/m^3) (0.93 Bias Factor)
CE203	NW Traffic Lights on Mill Street crossroads	Y	39.84	**41.21**	36.68	33.10	32.96
CE204	7 South Street	N	31.15	35.39	30.82	30.45	29.55
CE206	108 Nantwich Road/Edward Street	N	25.71	30.65	24.52	25.56	23.74
CE212	9 Edlestone Road	N	29.83	34.78	27.21	29.01	30.16
CE235	Go Green/32 Nantwich Road	Y	28.04	31.52	27.51	26.67	28.17

Table E4.1 – Monitoring Data 2015 to 2019 Nantwich Road AQMA

3.0 Discussion

3.1 The data as presented in Table E4.1 demonstrates that NO_2 levels were below the air quality objective of 40 µg/m^3 (as an annual mean) at the properties within the AQMA boundary for the last five years. The exception is location CE203 that recorded an exceedance in 2016, however a notable decrease in NO_2 levels over the last three years have since been recorded at this location and it is unlikely that the objective will be breached again. The national concentrations for nitrogen dioxide have also seen a downward trend, as can be seen in Figure E4.3. The monitoring results across Cheshire East also show a similar trend.

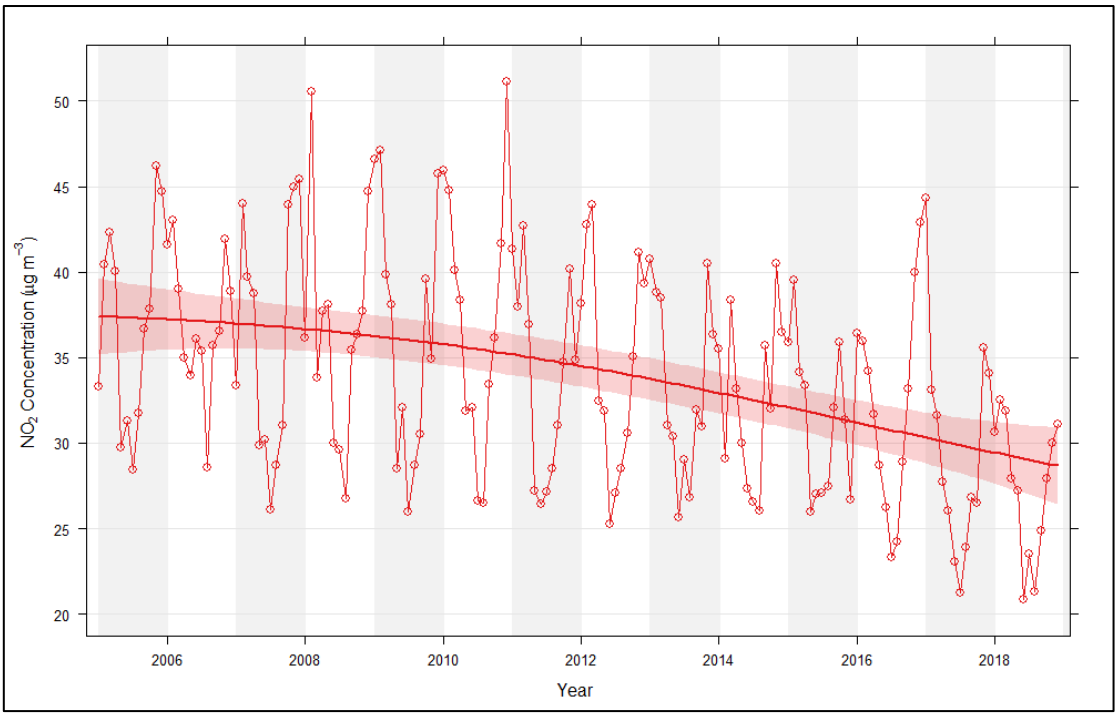


Figure E4.3 – Overall NO_2 Trend across All UK Sites and Smooth Trend Fit, 2005-2018[1]

3.2 Given that atmospheric conditions can influence nitrogen dioxide concentrations it is worth reviewing recent annual averages to ensure the decrease in concentrations have not been adversely affected.

Having reviewed the average monthly temperatures for 2017, 2018 and 2019 it is evident that 2018 could potentially be considered as an anomalous year. Taking the months of February and July as examples, it can be seen that the

average temperature was colder during February in 2018 than in the other years and higher during July. Whilst 2018 stands out as an anomalous year for mean daily temperatures, the concentrations of nitrogen dioxide within Nantwich Road AQMA broadly decreased which would lead to the conclusion that the decrease is not due to temperature changes.

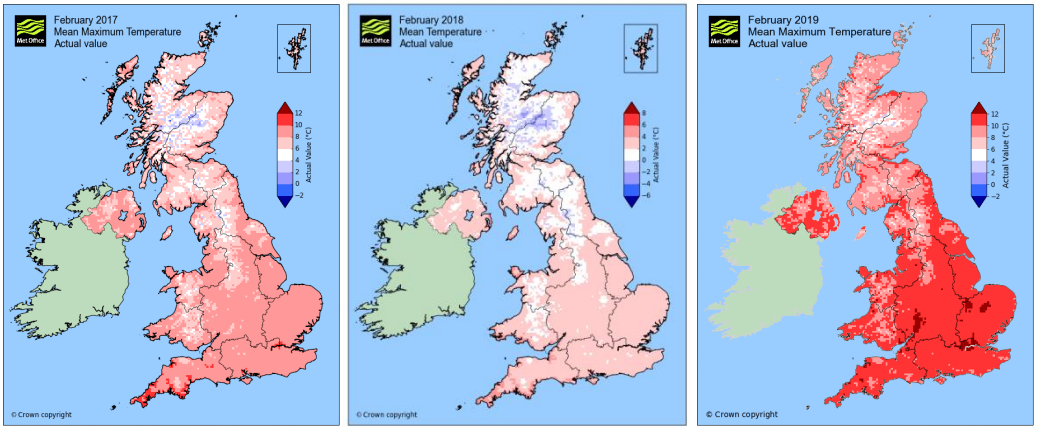


Figure E4.4 – Monthly Average Temperatures – February 2017 - 2019[2]

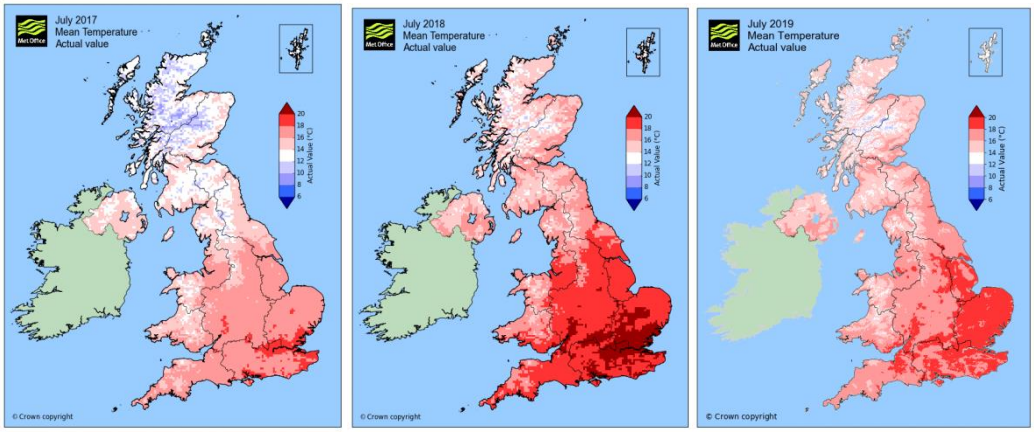


Figure E4.5 – Monthly Average Temperatures – July 2017 - 2019[2]

3.3 A review has been conducted of available traffic data (average annual daily flow data issued by the Department for Transport). The monitoring point is on Nantwich Road between the A5078 and the A5109. The data, presented in Figure E4.6 below, shows that the decrease in nitrogen dioxide concentrations is not attributable to changes in traffic volumes as no significant alterations to traffic volumes are shown.

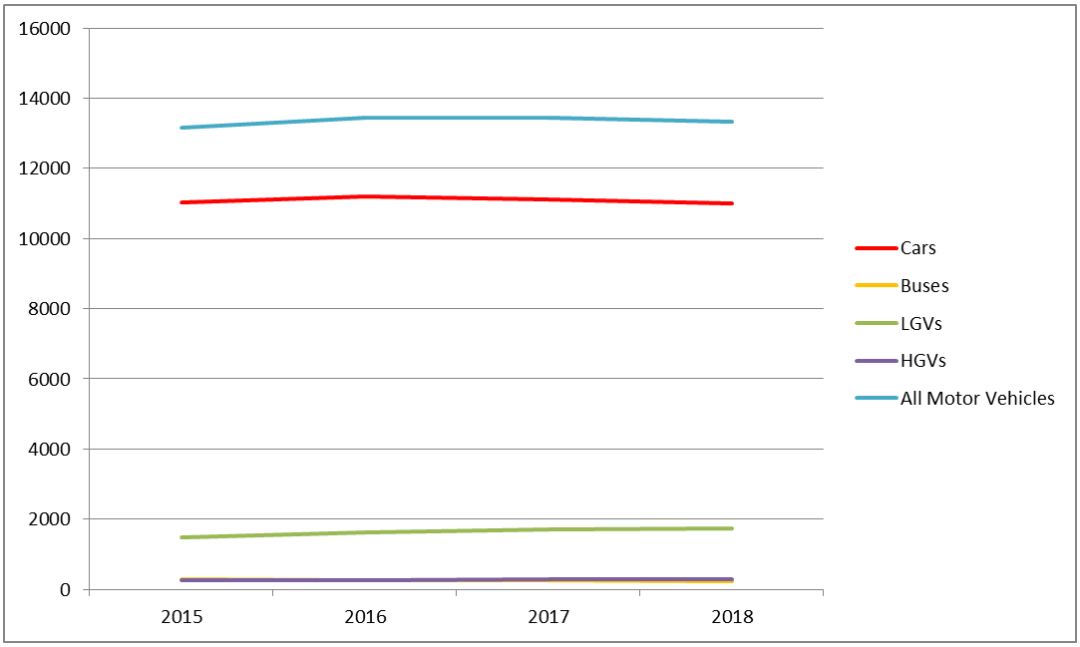


Figure E4.6 – Traffic Data 2015 to 2018 - Annual Average Daily Flow[3]

3.4 The decrease in concentrations could be as a result of improvements made in vehicular emissions over recent years. As older, more polluting vehicles are withdrawn from the road and replaced with less polluting ones, this leads to a decrease in concentrations. It is for this reason that Cheshire East are confident that the NO_2 concentrations within the Nantwich Road AQMA will remain below the annual mean objective moving forward.

3.5 Whilst the Council are seeking to revoke the AQMA it should be noted that some monitoring will continue within the area, to provide an ongoing picture. Furthermore, actions from within the 2018 – 2023 Air Quality Action Plan will continue to be implemented to try to help influence the reduction in concentrations.

4.0 Recommendation

4.1 Section 83(2) of the Environment Act 1995 makes provision for a local authority to revoke an existing Air Quality Management Area Order, as a result of a subsequent air quality review.

4.2 A review of the monitoring data has led to the conclusion that there is no longer a requirement for the Air Quality Management Area. Therefore, the Council will commence the process of revoking the AQMA.

5.0 References

1. Air Quality Consultants – “Nitrogen Dioxide and Nitrogen Oxides Trends in the UK 2005 to 2018”, October 2019
2. Met Office - https://www.metoffice.gov.uk/research/climate/maps-and-data/uk-actual-and-anomaly-maps
3. DfT - https://roadtraffic.dft.gov.uk/manualcountpoints/75176

E5 Detailed Assessment Wistaston Road, Crewe AQMA

1.0 Introduction

1.1 The Wistaston Road Air Quality Management Area (AQMA) was declared in 2011 along a section of Wistaston Road, Crewe. The AQMA was declared for an exceedance of the nitrogen dioxide (NO_2) annual mean objective of 40µg/m^3. Figure E5.1 below shows the extent of the AQMA.

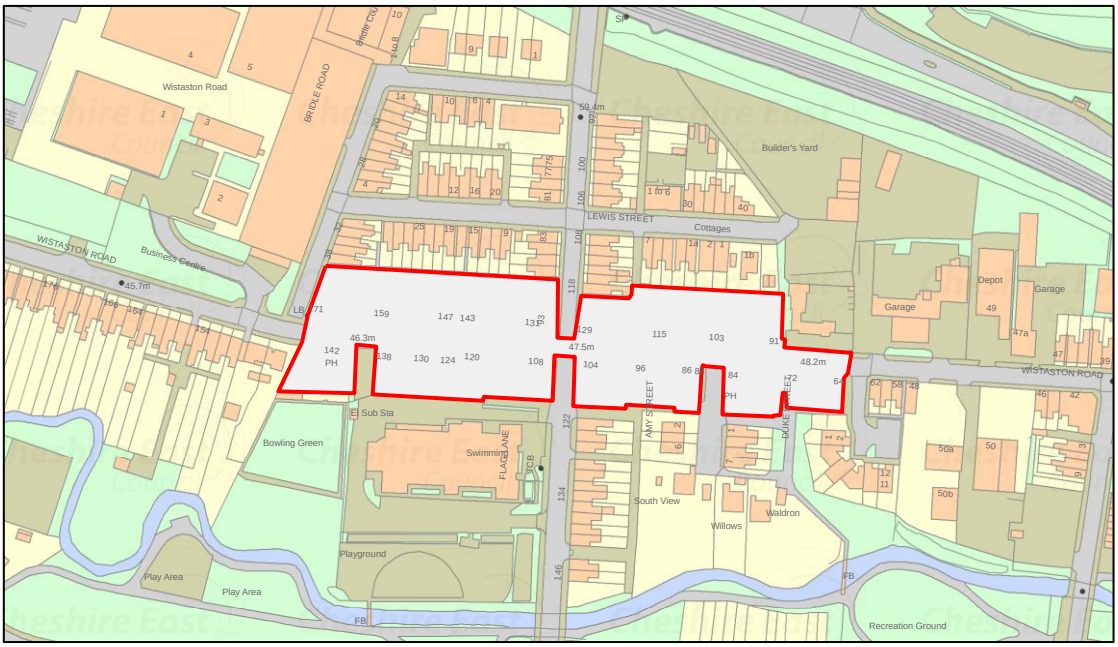


Figure E5.1 – Wistaston Road, Crewe Air Quality Management Area

1.2 Since the declaration of the AQMA, NO_2 monitoring in the area has shown a gradual decrease in concentration and has now been consistently below the annual mean objective for five years. In line with our procedure and Defra Policy Guidance PG(16), Cheshire East Borough Council will seek to revoke an AQMA when there has been at least three consecutive years of monitoring results below the relevant air quality objective.

2.0 Monitoring Data

2.1 Diffusion tube monitoring has been undertaken along and adjacent to Wistaston Road since the formation of Cheshire East Borough Council at kerb and roadside locations CE229, CE230, CE232 and CE239.

Site CE229 was removed during 2013 due to the street furniture it was located on being removed.

Figure E5.2 shows the location of the monitoring sites.

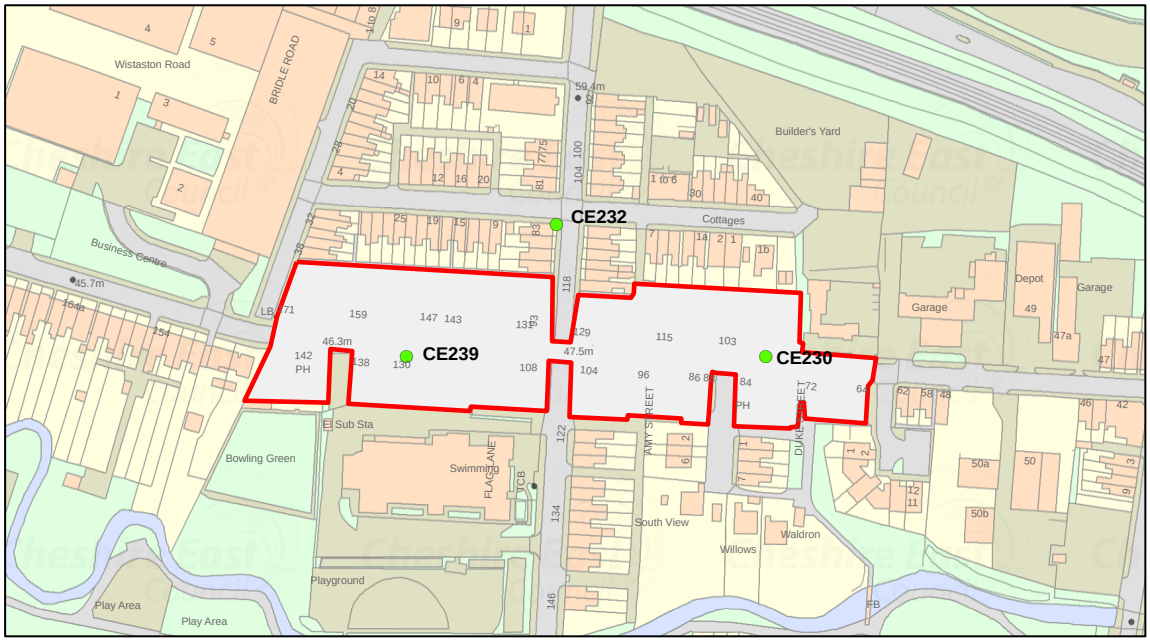


Figure E5.2 – Monitoring Sites on and adjacent to Wistaston Road, Crewe

2.2 Table E5.1 shows the NO_2 monitoring data for 2015 to 2019 for those tubes active during that period.

Site ID	Site Name	In AQMA?	2015 (µg/m^3) (0.87 Bias Factor)	2016 (µg/m^3) (0.92 Bias Factor)	2017 (µg/m^3) (0.87 Bias Factor)	2018 (µg/m^3) (0.92 Bias Factor)	2019 (µg/m^3) (0.93 Bias Factor)
CE230	95/97 Wistaston Road	Y	26.40	29.30	24.44	23.31	31.27
CE232	83 Flag Lane	N	34.67	36.21	31.82	30.06	33.41
CE239	128/130 Wistaston Road	Y	32.17	36.26	29.16	27.73	31.38

Table E5.1 – Monitoring Data 2015 to 2019 Wistaston Road, Crewe AQMA

3.0 Discussion

3.1 The data as presented in Table E5.1 demonstrates that NO_2 levels over the past five years were below the air quality objective of 40 µg/m^3 (as an annual mean) at the properties within the AQMA boundary.

The national concentrations for nitrogen dioxide have also seen a downward trend, as can be seen in Figure E5.3. The monitoring results across Cheshire East also show a similar trend.

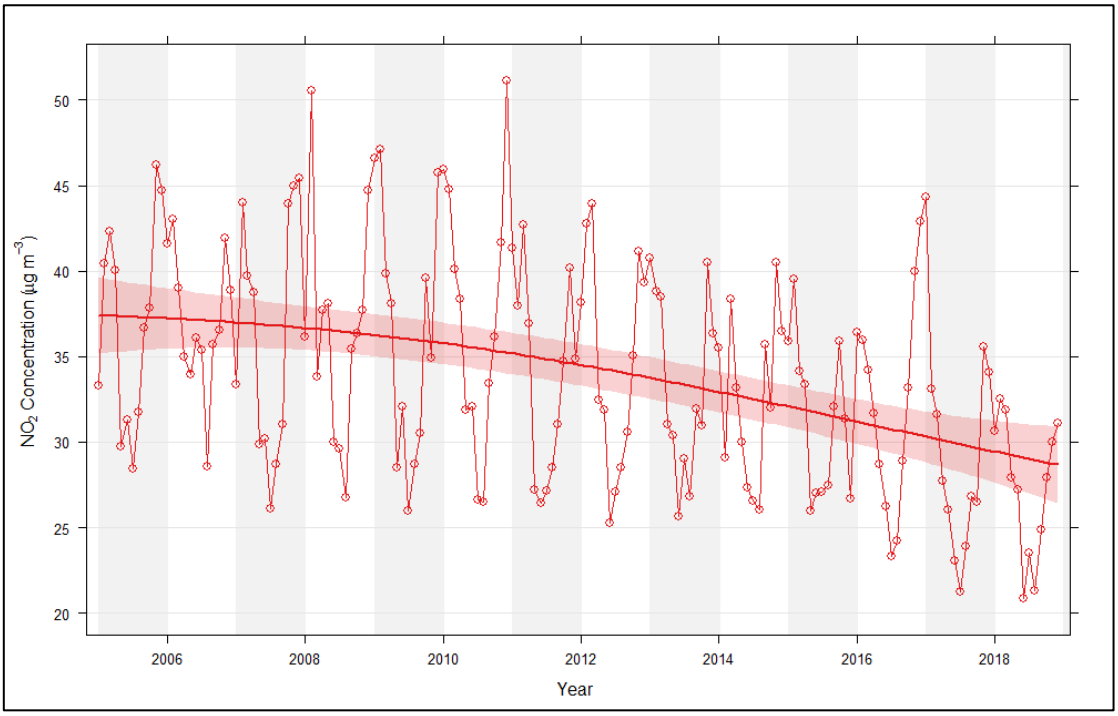


Figure E5.3 – Overall NO_2 Trend across All UK Sites and Smooth Trend Fit, 2005-2018[1]

3.2 Given that atmospheric conditions can influence nitrogen dioxide concentrations it is worth reviewing recent annual averages to ensure the decrease in concentrations have not been adversely affected.

Having reviewed the average monthly temperatures (see Figures E5.4 and E5.5) for 2017, 2018 and 2019 it is evident that 2018 could potentially be considered as an anomalous year. Taking the months of February and July as examples, it can be seen that the average temperature was colder during February in 2018 than in the other years and higher during July. Whilst 2018 stands out as an anomalous year for mean daily temperatures, the concentrations of nitrogen dioxide within the Wistaston Road AQMA continued to decrease which would lead to the conclusion that the decrease is not due to temperature changes.

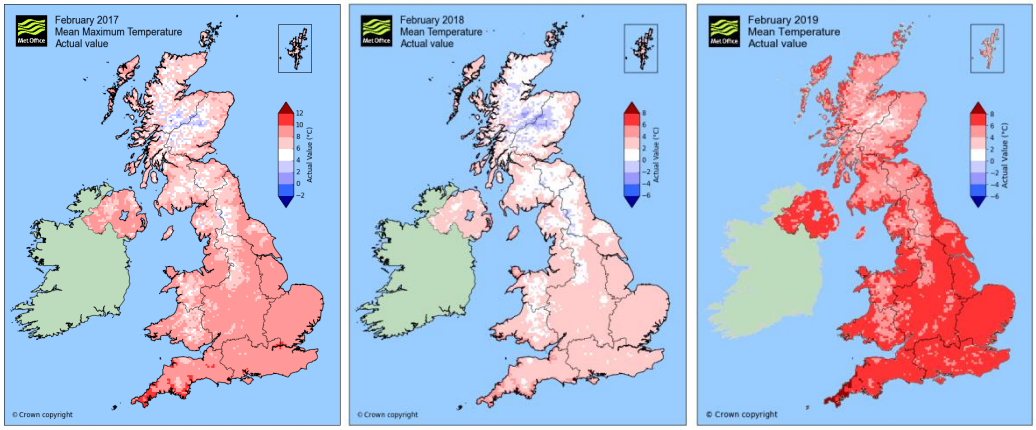


Figure E5.4 – Monthly Average Temperatures – February 2017 - 2019[2]

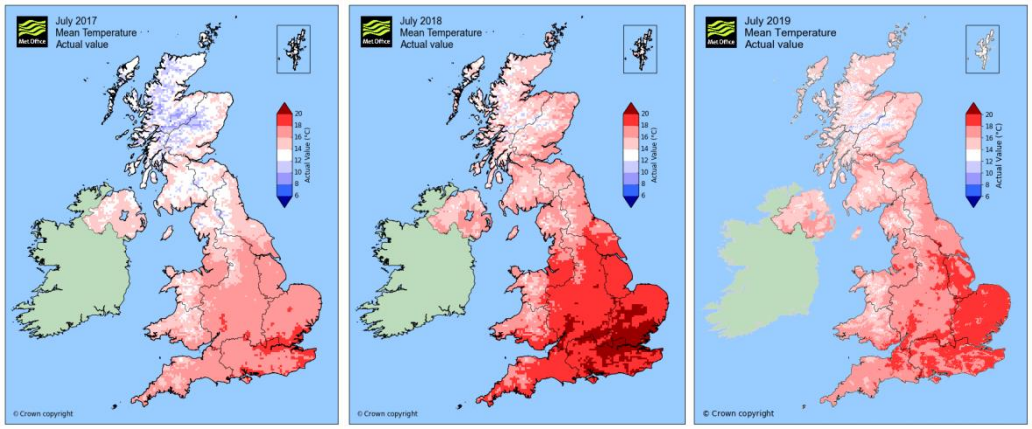


Figure E5.5 – Monthly Average Temperatures – July 2017 - 2019[2]

3.3 The decrease in concentrations could be as a result of improvements made in vehicular emissions over recent years. As older, more polluting vehicles are withdrawn from the road and replaced with less polluting ones, this leads to a decrease in concentrations. It is for this reason that Cheshire East are confident that the NO_2 concentrations within the Wistaston Road AQMA will remain below the annual mean objective moving forward

3.4 Whilst the Council are seeking to revoke the AQMA it should be noted that some monitoring will continue within the area, to provide an ongoing picture. Furthermore, actions from within the 2018 – 2023 Air Quality Action Plan will continue to be implemented to try to help influence the reduction in concentrations.

3.5 Recent monitored traffic data is not available for the AQMA so has not been considered for this assessment.

4.0 Recommendation

4.1 Section 83(2) of the Environment Act 1995 makes provision for a local authority to revoke an existing Air Quality Management Area Order, as a result of a subsequent air quality review.

4.2 A review of the monitoring data has led to the conclusion that there is no longer a requirement for the Air Quality Management Area. Therefore, the Council will commence the process of revoking the AQMA.

5.0 References

1. Air Quality Consultants – “Nitrogen Dioxide and Nitrogen Oxides Trends in the UK 2005 to 2018”, October 2019
2. Met Office - https://www.metoffice.gov.uk/research/climate/maps-and-data/uk-actual-and-anomaly-maps

E6 Detailed Assessment Middlewich Road, Sandbach AQMA

1.0 Introduction

1.1 The Middlewich Road, Sandbach Air Quality Management Area (AQMA) was declared in 2017 along a section of the A533 Middlewich Road, Sandbach. The AQMA was declared for an exceedance of the nitrogen dioxide (NO_2) annual mean objective of 40µg/m^3. Figure E6.1 below shows the extent of the AQMA.

Figure E6.1 – Middlewich Road, Sandbach Air Quality Management Area

1.2 Since the declaration of the AQMA, NO_2 monitoring in the area has shown a gradual decrease in concentration and has now been consistently below the annual mean objective for three years. In line with our procedure and Defra Policy Guidance PG(16), Cheshire East Borough Council will seek to revoke an AQMA when there has been at least three consecutive years of monitoring results below the relevant air quality objective.

2.0 Monitoring Data

2.1 Diffusion tube monitoring has been undertaken along Middlewich Road since 2014 at roadside locations CE155, CE272 and CE283. Locations CE272 and CE283 were added in 2017, as a result of the need to declare the AQMA, and

to further examine the geographical extent of the breaches in the annual mean objective.

Figure E6.2 shows the location of the monitoring sites.

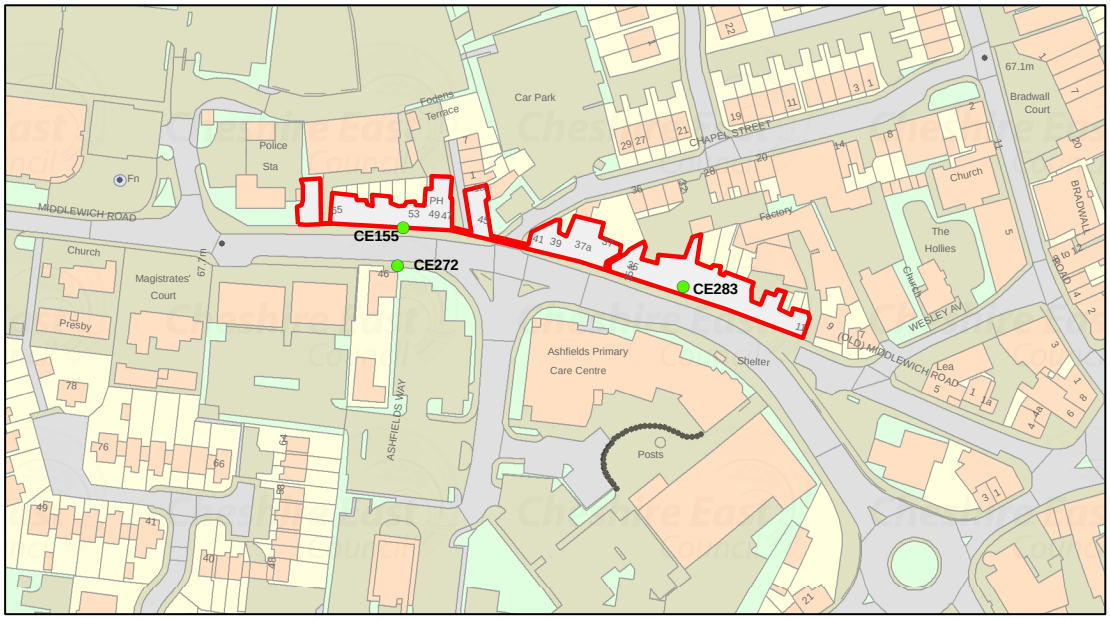


Figure E6.2 – Monitoring Sites on Middlewich Road, Sandbach

2.2 Table E6.1 shows the NO_2 monitoring data for 2015 to 2019 for each of the monitoring sites above.

Site ID	Site Name	In AQMA?	2015 (µg/m^3) (0.87 Bias Factor)	2016 (µg/m^3) (0.92 Bias Factor)	2017 (µg/m^3) (0.87 Bias Factor)	2018 (µg/m^3) (0.92 Bias Factor)	2019 (µg/m^3) (0.93 Bias Factor)
CE155	53/55 Middlewich Road	Y	**43.54**	**48.14**	38.50	36.24	34.95
CE272	Outside Simcox Printers (46), Middlewich Road	N	-	-	27.32	25.66	26.11
CE283	29 Middlewich Road	Y	-	-	35.17	32.47	31.28

Table E6.1 – Monitoring Data 2015 to 2019 Middlewich Road, Sandbach AQMA

3.0 Discussion

3.1 The data as presented in Table E6.1 demonstrates that NO_2 levels in 2017 were below the air quality objective of 40 µg/m^3 (as an annual mean) at the properties within the AQMA boundary and have been in subsequent years.

The national concentrations for nitrogen dioxide have also seen a downward trend, as can be seen in Figure E6.3. The monitoring results across Cheshire East also show a similar trend.

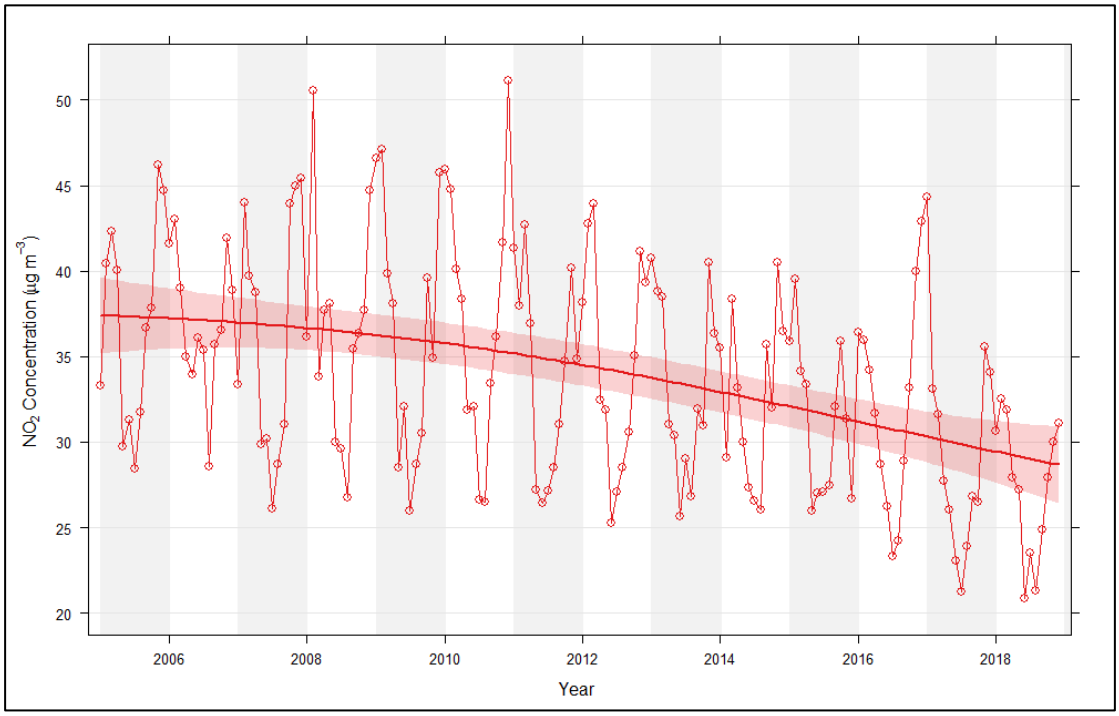


Figure E6.3 – Overall NO_2 Trend across All UK Sites and Smooth Trend Fit, 2005-2018[1]

3.2 Given that atmospheric conditions can influence nitrogen dioxide concentrations it is worth reviewing recent annual averages to ensure the decrease in concentrations have not been adversely affected.

Having reviewed the average monthly temperatures (see Figures E6.4 and E6.5) for 2017, 2018 and 2019 it is evident that 2018 could potentially be considered as an anomalous year. Taking the months of February and July as examples, it can be seen that the average temperature was colder during February in 2018 than in the other years and higher during July. Whilst 2018

stands out as an anomalous year for mean daily temperatures, the concentrations of nitrogen dioxide within Middlewich Road, Sandbach AQMA continued to decrease which would lead to the conclusion that the decrease is not due to temperature changes.

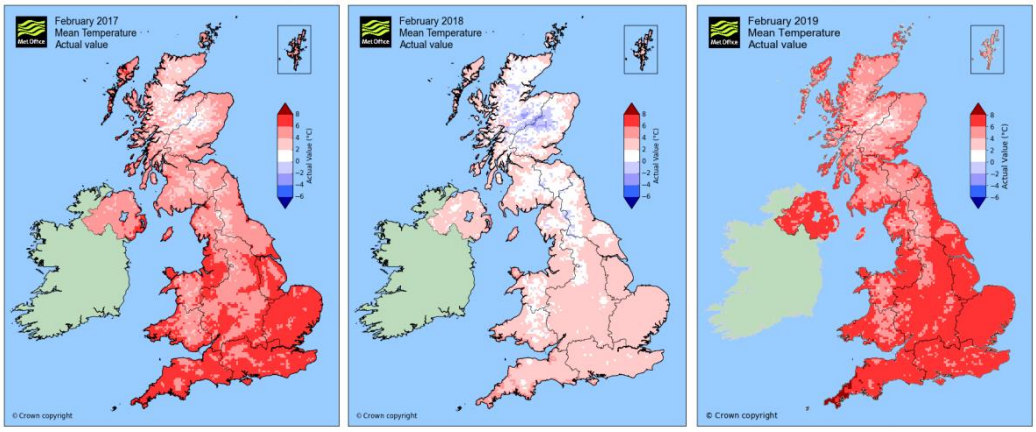


Figure E6.4 – Monthly Average Temperatures – February 2017 - 2019[2]

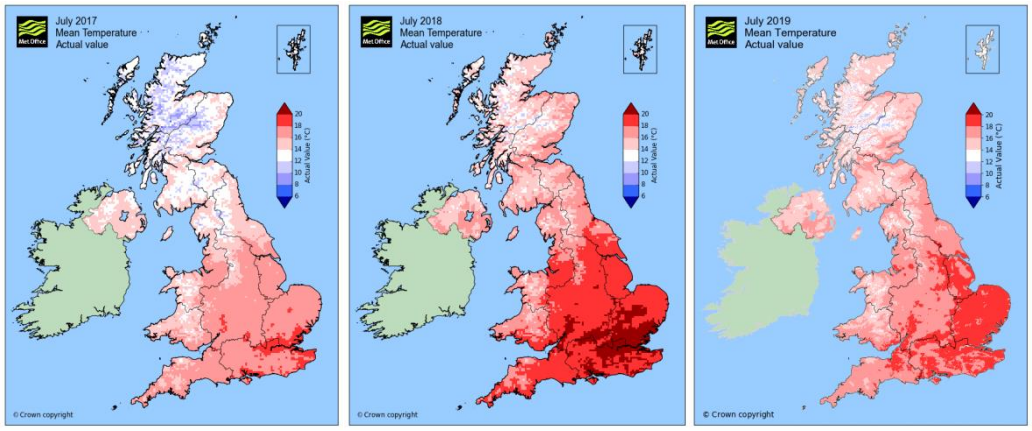


Figure E6.5 – Monthly Average Temperatures – July 2017 - 2019[2]

3.3 Having also reviewed the traffic data for the A533 from a location adjacent to the junction with Park Lane to the West of the AQMA, it can also be noted that the Annual Average Daily Traffic (AADT) counts have gradually decreased over recent years (see Figure E6.6). The decrease in vehicular movements could have had a positive influence on the NO_2 concentrations.

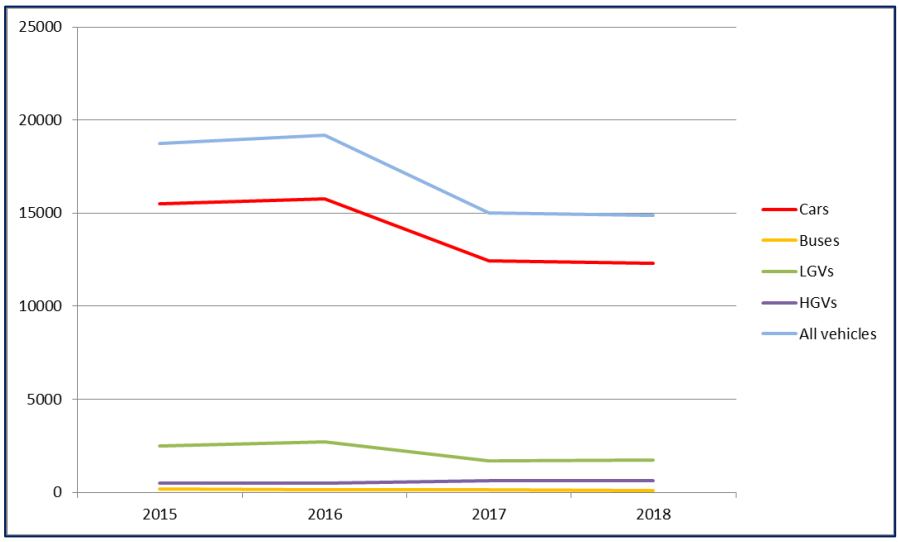


Figure E6.6 – Annual Average Daily Traffic Counts – 2015 – 2018[3]

3.4 The decrease in concentrations could also be as a result of improvements made in vehicular emissions over recent years. As older, more polluting vehicles are withdrawn from the road and replaced with less polluting ones, this leads to a decrease in concentrations. It is for this reason that Cheshire East are confident that the NO_2 concentrations within the Middlewich Road, Sandbach AQMA will remain below the annual mean objective moving forward.

3.5 Whilst the Council are seeking to revoke the AQMA it should be noted that some monitoring will continue within the area, to provide an ongoing picture. Furthermore, actions from within the 2018 – 2023 Air Quality Action Plan will continue to be implemented to try to help influence the reduction in concentrations.

4.0 Recommendation

4.1 Section 83(2) of the Environment Act 1995 makes provision for a local authority to revoke an existing Air Quality Management Area Order, as a result of a subsequent air quality review.

4.2 A review of the monitoring data has led to the conclusion that there is no longer a requirement for the Air Quality Management Area. Therefore, the Council will commence the process of revoking the AQMA.

5.0 References

1. Air Quality Consultants – “Nitrogen Dioxide and Nitrogen Oxides Trends in the UK 2005 to 2018”, October 2019
2. Met Office - https://www.metoffice.gov.uk/research/climate/maps-and-data/uk-actual-and-anomaly-maps
3. Department for Transport - https://roadtraffic.dft.gov.uk/#14/53.1300/-2.3963/basemap-countpoints

E7 Detailed Assessment Park Lane, Macclesfield AQMA

1.0 Introduction

1.1 The Park Lane Air Quality Management Area (AQMA) was declared in 2017 along a section of the A536 Park Lane, Macclesfield. The AQMA was declared for an exceedance of the nitrogen dioxide (NO_2) annual mean objective of 40µg/m^3. Figure E7.1 below shows the extent of the AQMA.

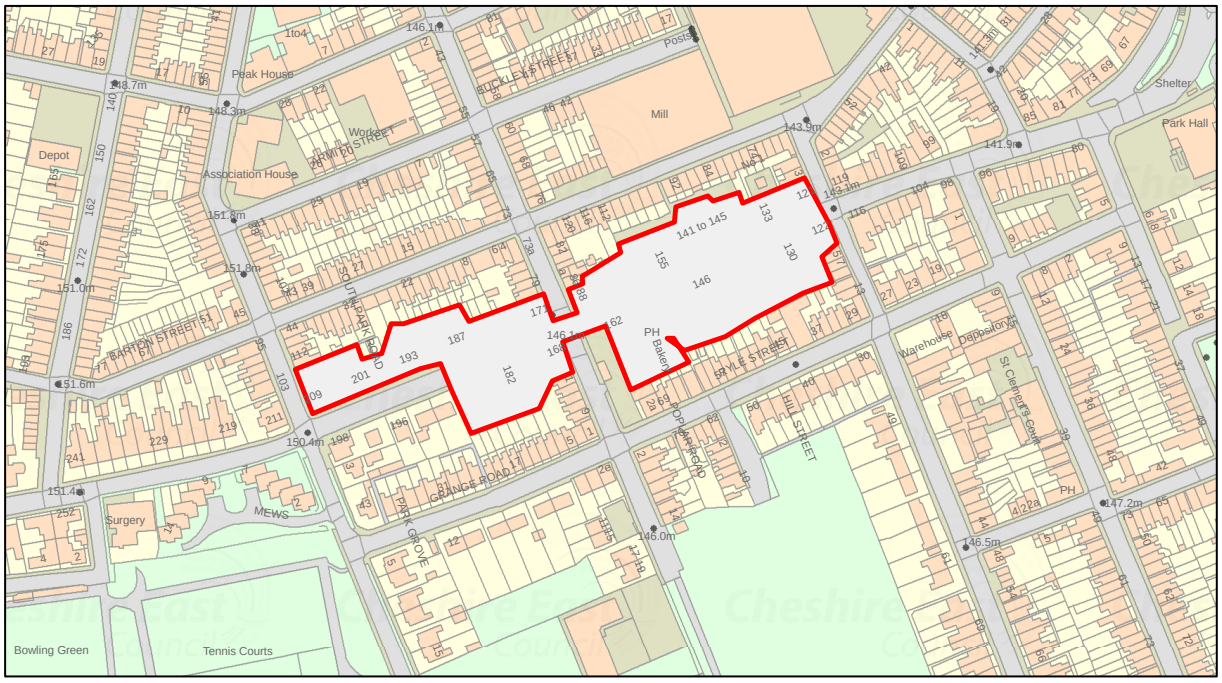


Figure E7.1 – Park Lane, Macclesfield Air Quality Management Area

1.2 Since the declaration of the AQMA, NO_2 monitoring in the area has shown a gradual decrease in concentration and has now been consistently below the annual mean objective for three years. In line with our procedure and Defra Policy Guidance PG(16), Cheshire East Borough Council will seek to revoke an AQMA when there has been at least three consecutive years of monitoring results below the relevant air quality objective.

2.0 Monitoring Data

2.1 Diffusion tube monitoring has been undertaken along Park Lane since the formation of Cheshire East Borough Council at roadside locations CE1, CE2 and CE87.

Additional roadside locations CE251, CE260 and CE261 were added in 2017, as a result of the need to declare the AQMA, and to further examine the geographical extent of the breaches in the annual mean objective.

Figure E7.2 shows the location of the monitoring sites.

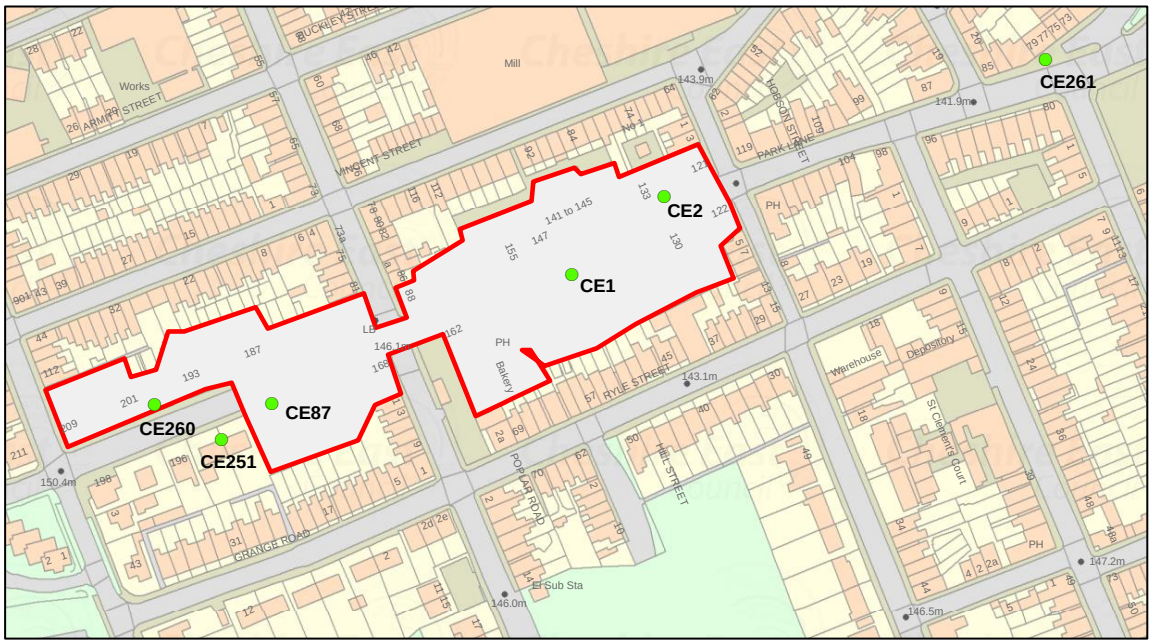


Figure E7.2 – Monitoring Sites on Park Lane, Macclesfield

2.2 E7.1 shows the NO_2 monitoring data for 2015 to 2019 for each of the monitoring sites above.

Site ID	Site Name	In AQMA?	2015 (µg/m^3) (0.87 Bias Factor)	2016 (µg/m^3) (0.92 Bias Factor)	2017 (µg/m^3) (0.87 Bias Factor)	2018 (µg/m^3) (0.92 Bias Factor)	2019 (µg/m^3) (0.93 Bias Factor)
CE1	Marios, 144 Park Lane	Y	38.98	**42.82**	37.12	34.38	34.11
CE2	129 Park Lane, Macclesfield	Y	29.26	32.24	29.85	27.27	25.71
CE87	186 Park Lane	Y	34.14	36.30	33.07	30.49	30.66
CE251	192 Park Lane	N	N/A	N/A	28.28	26.58	24.96
CE260	199 Park Lane	Y	N/A	N/A	22.73	21.60	19.65
CE261	79 Park Lane	N	N/A	N/A	26.33	24.98	24.70

Table E7.1 – Monitoring Data 2015 to 2019 Park Lane, Macclesfield AQMA

3.0 Discussion

3.1 The data as presented in Table E7.1 demonstrates that NO_2 levels in 2017 were below the air quality objective of 40 µg/m^3 (as an annual mean) at the properties within the AQMA boundary and have been in subsequent years.

The national concentrations for nitrogen dioxide have also seen a downward trend, as can be seen in Figure E7.3. The monitoring results across Cheshire East also show a similar trend.

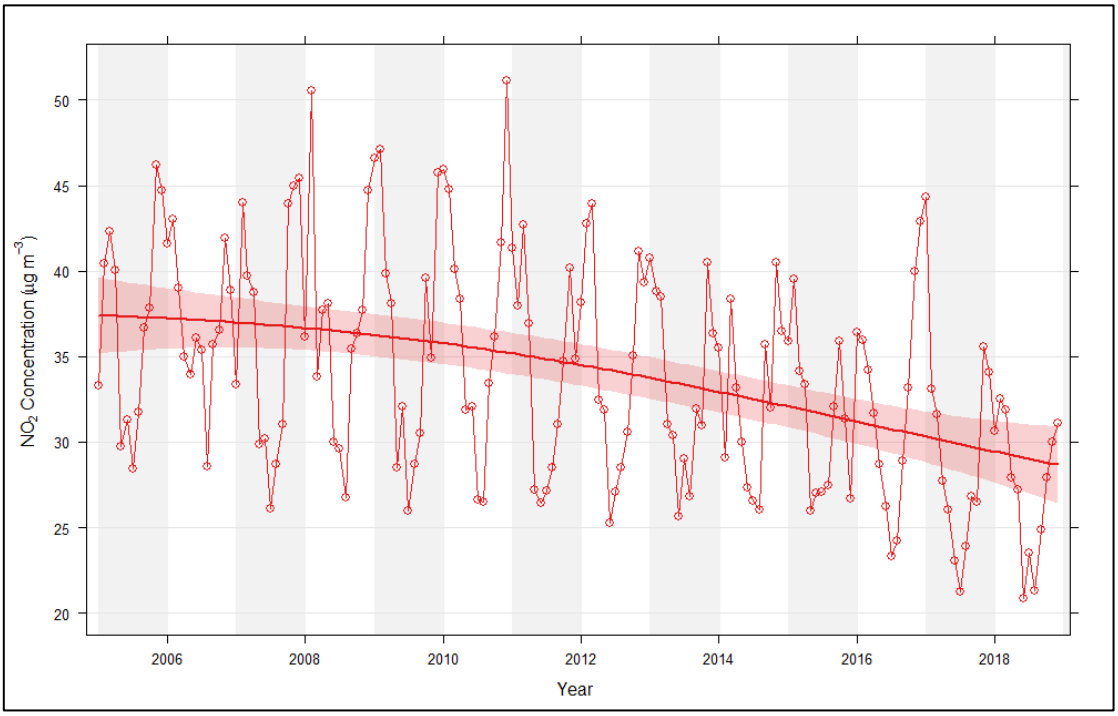


Figure E7.3 – Overall NO_2 Trend across All UK Sites and Smooth Trend Fit, 2005-2018[1]

3.2 Given that atmospheric conditions can influence nitrogen dioxide concentrations, it is worth reviewing recent annual averages to ensure the decrease in concentrations have not been adversely affected.

Having reviewed the average monthly temperatures (see Figures E7.4 and E7.5) for 2017, 2018 and 2019 it is evident that 2018 could potentially be considered as an anomalous year. Taking the months of February and July as examples, it can be seen that the average temperature was colder during February in 2018 than in the other years and higher during July. Whilst 2018

stands out as an anomalous year for mean daily temperatures, the concentrations of nitrogen dioxide within Park Lane AQMA continued to decrease which would lead to the conclusion that the decrease is not due to temperature changes.

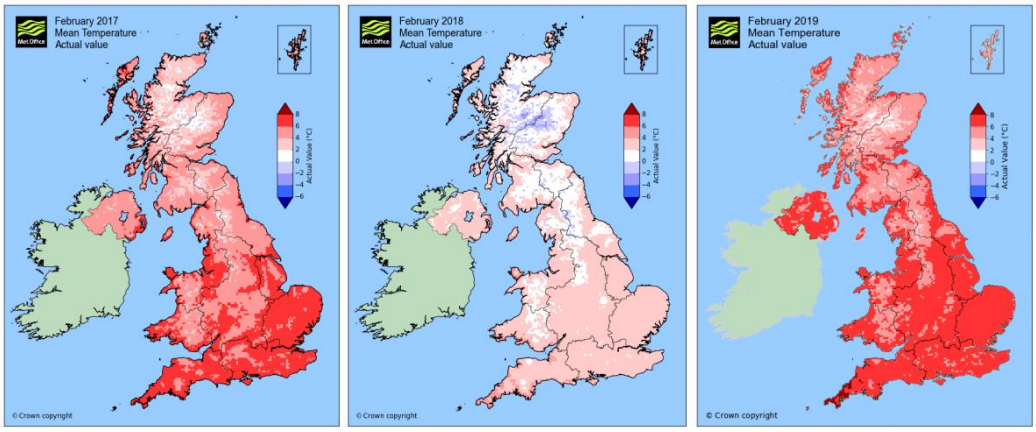


Figure E7.4 – Monthly Average Temperatures – February 2017 - 2019[2]

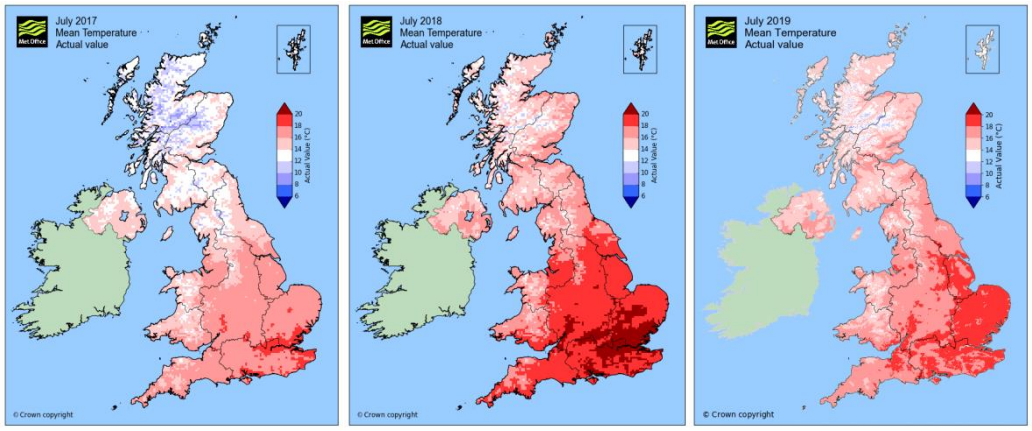


Figure E7.5 – Monthly Average Temperatures – July 2017 - 2019[2]

3.3 The decrease in concentrations could be as a result of improvements made in vehicular emissions over recent years. As older, more polluting vehicles are withdrawn from the road and replaced with less polluting ones, this leads to a decrease in concentrations. It is for this reason that Cheshire East are confident that the NO_2 concentrations within the Park Lane AQMA will remain below the annual mean objective moving forward.

3.4 Whilst the Council are seeking to revoke the AQMA it should be noted that some monitoring will continue within the area, to provide an ongoing picture. Furthermore, actions from within the 2018 – 2023 Air Quality Action Plan will

continue to be implemented to try to help influence the reduction in concentrations.

3.5 Recent monitored traffic data is not available for the AQMA so has not been considered for this assessment.

4.0 Recommendation

4.1 Section 83(2) of the Environment Act 1995 makes provision for a local authority to revoke an existing Air Quality Management Area Order, as a result of a subsequent air quality review.

4.2 A review of the monitoring data has led to the conclusion that there is no longer a requirement for the Air Quality Management Area. Therefore, the Council will commence the process of revoking the AQMA.

5.0 References

1. Air Quality Consultants – “Nitrogen Dioxide and Nitrogen Oxides Trends in the UK 2005 to 2018”, October 2019
2. Met Office - https://www.metoffice.gov.uk/research/climate/maps-and-data/uk-actual-and-anomaly-maps

Appendix F: Summary of Air Quality Objectives in England

We have included only the objectives for the two pollutants relevant to this report.

Table F.1 – Air Quality Objectives in England

Pollutant	Air Quality Objective[5]	
	Concentration	**Measured as**
Nitrogen Dioxide (NO_2)	200 µg/m^3 not to be exceeded more than 18 times a year	1-hour mean
	40 µg/m^3	Annual mean
Particulate Matter (PM_{10})	50 µg/m^3, not to be exceeded more than 35 times a year	24-hour mean
	40 µg/m^3	Annual mean

[5] The units are in microgrammes of pollutant per cubic metre of air (µg/m^3).

Glossary of Terms

Abbreviation	Description
AQAP	Air Quality Action Plan - A detailed description of measures, outcomes, achievement dates and implementation methods, showing how the local authority intends to achieve air quality limit values'
AQMA	Air Quality Management Area – An area where air pollutant concentrations exceed / are likely to exceed the relevant air quality objectives. AQMAs are declared for specific pollutants and objectives
AQS	Air Quality Strategy
AQSG	Air Quality Steering Group
ASR	Air Quality Annual Status Report
Defra	Department for Environment, Food and Rural Affairs
EU	European Union
LAQM	Local Air Quality Management
LES	Low Emission Strategy
NO_2	Nitrogen Dioxide
NO_x	Nitrogen Oxides
PM_{10}	Airborne particulate matter with an aerodynamic diameter of 10µm (micrometres or microns) or less
$PM_{2.5}$	Airborne particulate matter with an aerodynamic diameter of 2.5µm or less
SCAs	Smoke Control Areas
QA/QC	Quality Assurance and Quality Control
UKAS	United Kingdom Accreditation Service

End of Document

This page is intentionally left blank

2020 Annual Status Report (ASR) Appraisal Report Commentary Response

This summary is produced to point out where corrections have been made and reasons for the correction.

The 2020 ASR report is well structured, detailed, and provides the information specified in the Guidance. However was not accepted because of some anomalies in the report. These anomalies have been addressed and below are the responses.

1. The Council have provided a thorough report which contains most of the required content.

   Response – No comment required.

2. The Council note their intention to revoke the A556 Chester Road, Mere AQMA, however it appears, per Table 2.1, that this AQMA is intended for amendment, not revocation. Although a detailed assessment to support a revocation has been appended to the ASR, it is possible that the Council are in fact intending to amend the AQMA, given that Figure D.33 indicates an 'amended' A556 Chester Road, Mere AQMA. The Council are required to confirm which action they wish to take and are advised to be consistent throughout the ASR. An amendment would be the preferred action, given that the concentrations at CE54 and CE301 exceed the AQO, and CE300 is within 10% of the AQO; the proposed amended AQMA boundary comprises the properties surrounding these three monitoring sites.

   Response – The Council intends to revoke AQMA A556 Chester Road, Mere within the next 12 months. Reasons are explained in Section 2.2, point number 2 of page 13. Figures D.31, D.32 and D.33 have been amended.

3. The Council have identified a number of priorities for the year ahead, including, but not limited to:

   a. Development of specific AQAP measures for the newly declared AQMAs;

   b. Work with the Public Health team to progress the planned air quality awareness campaign; and

   c. Consider the acquisition of PM monitoring equipment.

   These priorities are considered appropriate.

   Response – No comment required.

4. Trend analysis has been carried out and an array of trend graphs have been provided. Detailed discussion of monitoring trends supports these graphs. This approach is encouraged for all future ASRs, and adheres to good practice. The level of detail with

which the trends are discussed also indicates a deep understanding by the Council of air quality within their jurisdiction.

Response – No comment required.

5. Whilst QA/QC has been discussed in detail, however despite distance correction having been carried out, example calculations and a discussion on the applied methodology are absent from the report. Furthermore, distance correction is only required for annual means greater than 36 µg/m^3 where monitoring locations are not at a point of relevant exposure.

   Response - All distance corrections for those results < 36 µg/m^3 have been removed from the data and are now presented as the concentrations at the tube location. A worked example has been added to the ASR in Appendix C on page 71.

6. Inconsistencies have been identified between the results presented within the results tables (A.3 and B.1) and those presented within Appendix E, the detailed assessments to support the revocation of a number of the Council's AQMAs. In order for the ASR to be accepted and the revocation orders to be supported, these must be rectified.

   Within the detailed assessment to support the revocation of the A556 Chester Road, Mere AQMA, it appears that the results from 2017 have been duplicated into the 2019

Cheshire East Borough Council

Site ID	Site Name	In AQMA?	2015 (µg/m^3) (0.87 Bias Factor)	2016 (µg/m^3) (0.92 Bias Factor)	2017 (µg/m^3) (0.87 Bias Factor)	2018 (µg/m^3) (0.92 Bias Factor)	2019 (µg/m^3) (0.93 Bias Factor)
CE57	Cobblestones	Y	**50.76**	**52.98**	35.37	-	-
CE61	Mere Corner Cottage	Y	**42.52**	**41.84**	21.37	-	-
CE62	Mere Home Farm	N	18.50	20.57	13.54	-	-
CE63	Old Smithy Cottage	Y	29.77	32.92	21.55	-	-
CE64	Mereside Farm, Chester Road	Y	25.24	27.44	22.79	23.26	23.13
CE77	Kenilworth Cottage	N	13.30	15.46	15.54	14.91	14.22
CE78	Yarwood Heath Farm, Yarwood Heath Lane	N	20.33	22.20	19.91	-	-
CE84	Tollbar Cottage	Y	**45.79**	**45.81**	24.84	-	-
CE287	Old Smithy Cottage, Millington Hall Lane (replaced CE63 in 2017)	Y	-	-	19.93	-	-
CE292	Dairy Farm Cottage, off Old Hall Lane (replaced CE55 in 2017)	Y	-	-	35.13	26.10	26.01
CE300	The Grove Cottage, Tabley	Y	-	-	34.29	32.17	34.29
CE301	The Windmill pub, Tabley	Y	-	-	32.85	31.41	32.85

Table E2.1 – Monitoring Data 2015 to 2019 A556 Chester Road, Mere AQMA

column for tubes CE300 and CE301 in error, as highlighted below.

Site ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	NO_2 Mean Concentrations (µg/m³)														
			Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Mean		
															Raw Data	Bias Adjusted (0.93) and Annualised (1)	Distance Corrected to Nearest Exposure (2)
CE285	386278	362850	36.8	34.9	26.7	29.1	23.0	21.7	22.0	14.4	20.6	27.5	36.4	28.2	26.8	24.9	24.2
CE286	375934	378010	44.5	39.0	29.7	29.5	26.1	28.0	23.6	22.2	28.2	36.6	41.9	25.2	31.2	29.0	
CE288	392670	377331	-	28.7	32.1	21.9	28.0	24.8	25.3	22.8	27.5	30.0	39.5	29.8	28.2	26.2	23.3
CE289	392739	377385	31.9	10.2	26.2	20.6	19.1	21.4	20.7	17.7	20.9	24.1	32.6	12.8	21.5	20.0	19.9
CE290	392747	377378	48.8	30.1	35.3	40.2	33.4	34.4	31.8	31.1	36.2	43.4	44.6	32.6	36.8	34.2	32.2
CE291	375945	378019	37.2	28.3	21.1	20.1	20.5	20.6	20.0	19.3	19.9	25.6	35.0	20.7	24.0	22.3	22.2
CE292	372264	379723	35.0	35.6	30.7	20.5	26.9	22.1	23.5	27.5	25.7	29.3	33.5	25.4	28.0	26.0	26.0
CE293	377640	358290	21.4	24.1	11.9	14.6	13.8	14.5	12.2	11.9	12.3	19.6	27.0	15.4	16.6	15.4	15.4
CE294	384599	361581	41.4	32.5	37.5	27.3	34.6	30.3	30.8	24.3	32.2	31.9	44.7	26.3	32.8	30.5	
CE295	384562	361576	29.7	21.2	19.9	27.1	23.4	19.8	17.6	12.9	20.9	23.0	31.1	16.2	21.9	20.4	20.2
CE296	376342	366925	45.4	42.1	38.2	27.5	32.2	31.1	33.5	29.9	35.0	33.1	42.2	31.9	35.2	32.7	25.0
CE297	376182	367343	40.4	37.7	34.6	28.7	29.0	29.5	32.1	29.7	30.7	31.1	38.3	34.4	33.0	30.7	29.8
CE298	372778	381560	36.7	32.0	24.1	27.3	22.4	25.9	23.5	23.5	22.1	35.3	43.6	25.9	28.5	26.5	20.9
CE299	385247	382496	52.1	49.5	38.3	36.4	32.8	28.2	35.3	34.6	34.4	38.2	39.2	32.4	37.6	35.0	30.0
CE300	372237	379257	49.8	45.2	32.6	44.8	39.4	33.6	34.3	34.5	36.6	38.8	56.0	31.0	39.7	36.9	32.2
CE301	372255	379334	55.8	54.2	31.8	54.3	44.0	40.5	31.6	32.1	39.6	42.4	62.3	35.4	43.7	**40.6**	31.4
CE302	370535	365910	42.8	38.7	30.7	29.6	28.5	25.1	26.4	20.4	28.0	28.5	47.1	26.7	31.0	28.9	24.0
CE303	370959	355717	52.5	56.4	38.6	37.5	24.7	27.7	26.2	25.9	31.3	39.5	49.0	42.4	37.6	35.0	
CE304	371054	355721	54.0	44.3	38.3	32.8	25.2	30.7	27.4	28.4	30.6	40.9	47.6	42.2	36.9	34.3	

The detailed assessment for the revocation of the Earle Street, Crewe AQMA has indicated a concentration of 32.51µg/m³ at CE224, however this is given as 34.5µg/m³ in Table B.1, with no distance-correction required per Table A.2. Please review and correct.

2.2 Table E3.1 shows the NO_2 monitoring data for 2015 to 2019 for each of the monitoring sites above.

Site ID	Site Name	In AQMA?	2015 (µg/m³) (0.87 Bias Factor)	2016 (µg/m³) (0.92 Bias Factor)	2017 (µg/m³) (0.87 Bias Factor)	2018 (µg/m³) (0.92 Bias Factor)	2019 (µg/m³) (0.93 Bias Factor)
CE224	Outside King's Arms, Earle Street/Rainbow Street	Y	35.75	36.97	37.19	34.29	32.51
CE225	53/55 Earle Street	Y	33.92	35.08	29.07	27.79	28.19
CE226	101/103 Earle Street	Y	25.7	30.48	-	-	-
CE303	Burrows Store, Earle Street	Y	-	-	-	35.19	35.00
CE304	Rising Sun Vaults	Y	-	-	-	35.86	34.30

Table E3.1 – Monitoring Data 2015 to 2019 Earle Street, Crewe AQMA

CE54 is given as 32.35µg/m³ in Table E2.1 and 32.25µg/m³ on Page 13.

Response - The inconsistencies have been corrected and were initially down to cut and paste errors and/or typographical errors. See below as reflected on page 108, 114 and 13.

Site ID	Site Name	In AQMA?	2015 (µg/m^3) (0.87 Bias Factor)	2016 (µg/m^3) (0.92 Bias Factor)	2017 (µg/m^3) (0.87 Bias Factor)	2018 (µg/m^3) (0.92 Bias Factor)	2019 (µg/m^3) (0.93 Bias Factor)
CE48	Holly Tree Cottage	Y	36.80	**50.20**	-	-	-
CE50	Westholme, Mere	Y	23.88	23.81	17.46	-	-
CE54	Almond Tree Cottage	Y	**40.01**	**40.94**	38.45	33.79	32.25
CE55	Old Hall Lane, Over Tabley	Y	**50.76**	**52.98**	39.87	-	-
Site ID	**Site Name**	**In AQMA?**	**2015 (µg/m^3) (0.87 Bias Factor)**	**2016 (µg/m^3) (0.92 Bias Factor)**	**2017 (µg/m^3) (0.87 Bias Factor)**	**2018 (µg/m^3) (0.92 Bias Factor)**	**2019 (µg/m^3) (0.93 Bias Factor)**
CE57	Cobblestones	Y	**50.76**	**52.98**	35.37	-	-
CE61	Mere Corner Cottage	Y	**42.52**	**41.84**	21.37	-	-
CE62	Mere Home Farm	N	18.50	20.57	13.54	-	-
CE63	Old Smithy Cottage	Y	29.77	32.92	21.55	-	-
CE64	Mereside Farm, Chester Road	Y	25.24	27.44	22.79	23.26	23.21
CE77	Kenilworth Cottage	N	13.30	15.46	15.54	14.91	14.22
CE78	Yarwood Heath Farm, Yarwood Heath Lane	N	20.33	22.20	19.91	-	-
CE84	Tollbar Cottage	Y	**45.79**	**45.81**	24.84	-	-
CE287	Old Smithy Cottage, Millington Hall Lane (replaced CE63 in 2017)	Y	-	-	19.93	-	-
CE292	Dairy Farm Cottage, off Old Hall Lane (replaced CE55 in 2017)	Y	-	-	35.13	26.10	26.03
CE300	The Grove Cottage, Tabley	Y	-	-	-	34.29	32.17
CE301	The Windmill pub, Tabley	Y	-	-	-	32.85	31.41

Table E2.1 – Monitoring Data 2015 to 2019 A556 Chester Road, Mere AQMA

Site ID	Site Name	In AQMA?	2015 (µg/m^3) (0.87 Bias Factor)	2016 (µg/m^3) (0.92 Bias Factor)	2017 (µg/m^3) (0.87 Bias Factor)	2018 (µg/m^3) (0.92 Bias Factor)	2019 (µg/m^3) (0.93 Bias Factor)
CE224	Outside King's Arms, Earle Street/Rainbow Street	Y	35.75	36.97	37.19	34.29	34.51
CE225	53/55 Earle Street	Y	33.92	35.08	29.07	27.79	33.46
CE226	101/103 Earle Street	Y	25.7	30.48	-	-	-
CE303	Burrows Store, Earle Street	Y	-	-	-	35.19	35.00
CE304	Rising Sun Vaults	Y	-	-	-	35.86	34.30

Table E3.1 – Monitoring Data 2015 to 2019 Earle Street, Crewe AQMA

Table E2.1 has been corrected to 32.25µg/m³ to be the same as reported CE54 on Page 13.

Contact Name:	
Contact Telephone number:	
Contact email address:	

This commentary is not designed to deal with every aspect of the report. It highlights a number of issues that should help the local authority either in completing the Progress Report adequately (if required) or in carrying out future Review & Assessment work.

Issues specifically related to this appraisal can be followed up by returning the attached comment form to Defra, Welsh Assembly Government, Scottish Government or DOE.

For any other queries please contact the Local Air Quality Management Helpdesk:
Telephone: 0800 0327 953
Email: LAQMHelpdesk@uk.bureauveritas.com

Commentary (August 2020)

Thank you for re-submitting your 2020 ASR and for providing responses to the original commentary. The amended report addresses the issues raised during the initial appraisal, and the report can now be accepted.

Appraisal Response Comment Form

Contact Name:	
Contact Telephone number:	
Contact email address:	

Comments on appraisal/Further information:

For any other queries please contact the Local Air Quality Management Helpdesk:
Telephone: 0800 0327 953
Email: LAQMHelpdesk@uk.bureauveritas.com

FORWARD PLAN FOR THE PERIOD ENDING 31ST JANUARY 2021

This Plan sets out the key decisions which the Executive expects to take over the period indicated above. The Plan is rolled forward every month. A key decision is defined in the Council's Constitution as:

> "an executive decision which is likely –
>
> (a) to result in the local authority incurring expenditure which is, or the making of savings which are, significant having regard to the local authority's budget for the service or function to which the decision relates; or
>
> (b) to be significant in terms of its effects on communities living or working in an area comprising one or more wards or electoral divisions in the area of the local authority.
>
> *For the purpose of the above, savings or expenditure are "significant" if they are equal to or greater than £1M."*

Reports relevant to key decisions, and any listed background documents, may be viewed at any of the Council's Offices/Information Centres 5 days before the decision is to be made. Copies of, or extracts from, these documents may be obtained on the payment of a reasonable fee from the following address:

Democratic Services Team
Cheshire East Council
c/o Westfields, Middlewich Road, Sandbach Cheshire CW11 1HZ
Telephone: 01270 686472

However, it is not possible to make available for viewing or to supply copies of reports or documents the publication of which is restricted due to confidentiality of the information contained.

A record of each key decision is published within 6 days of it having been made. This is open for public inspection on the Council's Website, at Council Information Centres and at Council Offices.

This Forward Plan also provides notice that the Cabinet, or a Portfolio Holder, may decide to take a decision in private, that is, with the public and press excluded from the meeting. In accordance with the Local Authorities (Executive Arrangements) (Meetings and Access to Information) (England) Regulations 2012, 28 clear days' notice must be given of any decision to be taken in private by the Cabinet or a Portfolio Holder, with provision for the public to make representations as to why the decision should be taken in public. In such cases, Members of the Council and the public may make representations in writing to the Democratic Services Team Manager using the contact details below. A further notice of intention to hold the meeting in private must then be published 5 clear days before the

meeting, setting out any representations received about why the meeting should be held in public, together with a response from the Leader and the Cabinet.

The list of decisions in this Forward Plan indicates whether a decision is to be taken in private, with the reason category for the decision being taken in private being drawn from the list overleaf:

1. Information relating to an individual
2. Information which is likely to reveal the identity of an individual
3. Information relating to the financial or business affairs of any particular person (including to authority holding that information)
4. Information relating to any consultations or negotiations, or contemplated consultations or negotiations, in connection with any labour relations matter arising between the authority or a Minister of the Crown and employees of, or office holders under the authority
5. Information in respect of which a claim to legal and professional privilege could be maintained in legal proceedings
6. Information which reveals that the authority proposes (a) to give under any enactment a notice under or by virtue of which requirements are imposed on a person; or (b) to make an order or direction under any enactment
7. Information relating to any action taken or to be taken in connection with the prevention, investigation of prosecution of crime

If you would like to make representations about any decision to be conducted in private at a meeting, please email:

Paul Mountford, Executive Democratic Services Officer
paul.mountford@cheshireeast.gov.uk

Such representations must be received at least 10 clear working days before the date of the Cabinet or Portfolio Holder meeting concerned.

Where it has not been possible to meet the 28 clear day rule for publication of notice of a key decision or intention to meet in private, the relevant notices will be published as soon as possible in accordance with the requirements of the Constitution.

The law and the Council's Constitution provide for urgent key decisions to be made. Any decision made in this way will be published in the same way.

Forward Plan

Key Decision and Private Non-Key Decision	Decisions to be Taken	Decision Maker	Expected Date of Decision	Proposed Consultation	How to make representation to the decision made	Private/ Confidential and paragraph number
CE 19/20-21 Site Allocations and Development Policies Document	To decide the next steps in progressing the Site Allocations and Development Policies Document to public examination.	Cabinet	6 Oct 2020		Jeremy Owens	N/A
CE 19/20-58 Flood and Water Management Act 2010 Section 19 Flood Investigation - Poynton 2019	To authorise officers to take all necessary actions to implement the findings, actions and recommendations of the formal Flood Investigation Report.	Cabinet	6 Oct 2020			N/A

Key Decision	Decisions to be Taken	Decision Maker	Expected Date of Decision	Proposed Consultation	How to make representation to the decision made	Private/ Confidential and paragraph number
CE 19/20-59 Youth Zone Partnership for Crewe	To authorise officers, in consultation with the Cabinet Member for Children and Families, to take forward the establishment of a formal Partnership with the National Charity Onside to develop a Youth Zone for young people based in Crewe. The Council will make an agreed capital contribution to the Partnership and Council land /buildings will be earmarked, developed and leased to the Partnership to provide the Youth Zone facilities.	Cabinet	6 Oct 2020		Alison Stathers-Tracey, Director of Early Help and Prevention	N/A

Key Decision	Decisions to be Taken	Decision Maker	Expected Date of Decision	Proposed Consultation	How to make representation to the decision made	Private/ Confidential and paragraph number
CE 20/21-5 Tenancy Strategy 2020	To seek approval to consult on the draft Tenancy Strategy for a period of 12 weeks; and to delegate authority to the Director of Growth and Enterprise in consultation with the Portfolio Holder for Environment and Regeneration to consider the results of the consultation and to approve the final version of the strategy.	Cabinet	6 Oct 2020		Karen Carsberg, Strategic Housing and Intelligence Manager	N/A
CE 20/21-12 Case Management Procurement	To seek approval to enter into a contract for an Adults and Children's Case Management ICT System at an estimated cost of £1.2m over a 4-year contract.	Cabinet	6 Oct 2020			N/A

Key Decision	Decisions to be Taken	Decision Maker	Expected Date of Decision	Proposed Consultation	How to make representation to the decision made	Private/ Confidential and paragraph number
CE 20/21-13 Public Space Protection Order Consultation	To approve the extension of Public Space Protection Orders for a further 3-year period relating to Dog Fouling and Dog Control and Gating Orders following consultation with Cheshire East residents.	Cabinet	6 Oct 2020		Jill Broomhall, Director of Adult Social Care	N/A
CE 18/19-60 The Minerals and Waste Development Plan	To seek approval to consult on the first draft of the Minerals and Waste Development Plan.	Portfolio Holder for Planning	October 2020		David Malcolm	N/A
CE 19/20-42 Congleton Leisure Centre Redevelopment Project	To seek authority to enter into the construction contract with Rock Merchanting (T/A Pulse Fitness) for the redevelopment of Congleton Leisure Centre.	Portfolio Holder for Communities	October 2020		Paul Bayley	Fully exempt - para 3

Key Decision	Decisions to be Taken	Decision Maker	Expected Date of Decision	Proposed Consultation	How to make representation to the decision made	Private/ Confidential and paragraph number
CE 19/20-53 - Crewe Regeneration and Investment Programme	1. Towns Fund / Town Investment Plan / Crewe Town Board To authorise officers in consultation with relevant Portfolio Holders to facilitate arrangements for the Council to act as Accountable Body for the Crewe Town Board; to delegate authority on economic development and regeneration matters to the Portfolio Holder for Environment and Regeneration; and to authorise the development and submission of a Crewe Town Investment Plan. 2. Future High Streets Fund To authorise officers in consultation with relevant Portfolio Holders to accept a government grant to support the regeneration of Crewe town centre, with associated financial approvals. 3. Crewe HS2 Hub To consider an update on the HS2 programme including the Covid Impact Assessment for the Crewe hub station scheme and business case; and to approve the further development of the revised (post-Covid) scheme.	Cabinet	10 Nov 2020		Jez Goodman	N/A

Key Decision	Decisions to be Taken	Decision Maker	Expected Date of Decision	Proposed Consultation	How to make representation to the decision made	Private/ Confidential and paragraph number
CE 20/21-7 Covid-19 - Update on Response and Recovery	To receive an update report on the Council's response to Covid-19 and the Recovery Plan. To note the financial effects of Covid-19 on the Council, as regards additional expenditure and loss of income, and to consider the potential options for managing residual financial implications within the Council's Medium-Term Financial Strategy. An update report will be presented to each successive Cabinet meeting up to and including 4th May 2021.	Cabinet	10 Nov 2020		Jane Burns, Executive Director of Corporate Services	N/A

Key Decision	Decisions to be Taken	Decision Maker	Expected Date of Decision	Proposed Consultation	How to make representation to the decision made	Private/ Confidential and paragraph number
CE 20/21-9 Household Waste Recycling Centre New Contract Service Provision	The household waste recycling centre contract is due for renewal in 2023 and the open procurement process will start in 2021. The report will present a review of the current contract and options available for how the service could be run in the future.	Cabinet	10 Nov 2020		Ralph Kemp, Corporate Manager for Commissioning	N/A
CE 20/21-10 Social Value Policy	The review and refresh of the Council's Social Value Policy. The new policy will be underpinned by a new set of supportive resources to facilitate the implementation of the policy and the delivery of effective social value and corporate social responsibility.	Cabinet	10 Nov 2020		Shelley Brough	N/A

Key Decision	Decisions to be Taken	Decision Maker	Expected Date of Decision	Proposed Consultation	How to make representation to the decision made	Private/ Confidential and paragraph number
CE 20/21-6 Development of a Gypsy and Traveller Transit Site	To approve the progression of the project, subject to planning approval, to enable the scheme to be developed in line with the capital budget outlined within the report; and to authorise the Executive Director of Place, in consultation with the Portfolio Holder for Environment and Regeneration and the Portfolio Holder for Communities, to enter into a construction contract with the preferred bidder and make related decisions to deliver the Cledford Hall project.	Cabinet	1 Dec 2020		Karen Carsberg, Strategic Housing and Intelligence Manager	N/A

Key Decision	Decisions to be Taken	Decision Maker	Expected Date of Decision	Proposed Consultation	How to make representation to the decision made	Private/ Confidential and paragraph number
CE 20/21-14 Adult Social Care: Our Covid-19 Winter Plan 2020/21	To provide Cabinet with an overview of the Council's response to the Government's publication of the adult social care winter plan. Officers are to be authorised where necessary to implement the adult social care recommendations/actions.	Cabinet	1 Dec 2020		Nichola Thompson, Director of Commissioning	N/A

Key Decision	Decisions to be Taken	Decision Maker	Expected Date of Decision	Proposed Consultation	How to make representation to the decision made	Private/ Confidential and paragraph number
CE 20/21-15 Better Care Fund S75 Agreement	To enter into a new S75 Partnership Agreement with the local health partner (NHS Cheshire Clinical Commissioning Group) to cover the period from 1st April 2020 until 31st March 2021 with the option to extend the agreement for a further period of one year, subject to there being a national requirement to operate the Better Care Fund as a Section 75 pooled budget agreement until 2021/22.	Cabinet	1 Dec 2020		Nichola Thompson, Director of Commissioning	N/A
CE 19/20-49 Council Tax Base 2021-22	For Cabinet to consider the Council Tax Base for Cheshire East and identify any changes to the calculation of the tax base for 2021-22 with a view to recommending the amount calculated to Council.	Council	16 Dec 2020		Paul Manning	N/A

Key Decision	Decisions to be Taken	Decision Maker	Expected Date of Decision	Proposed Consultation	How to make representation to the decision made	Private/ Confidential and paragraph number
CE 20/21-3 Flowerpot Junction Improvement Scheme	To approve procurement of works to improve Flowerpot Junction, utilising the NPIF allocation from DfT and local funding contributions from s106 contributions and council match funding. Authorise the preparation and making of a CPO relating to land required for the junction improvements where this cannot be acquired through negotiation, and delegate authority to the Director of Infrastructure and Highways, in consultation with the Portfolio Holder for Strategic Transport to finalise the scheme details and enter into an agreement with the Council's appointed Highways Term Services to deliver the scheme.	Cabinet	12 Jan 2021			N/A

Key Decision	Decisions to be Taken	Decision Maker	Expected Date of Decision	Proposed Consultation	How to make representation to the decision made	Private/ Confidential and paragraph number
CE 20/21-11 Procurement of Facilities Management Service and the Council's Energy Supply	To approve the re-procurement of facilities management services, to include maintenance, statutory compliance and energy supply management and to authorise officers to take all necessary actions to implement the proposal.	Cabinet	12 Jan 2021		Denise Griffiths	N/A
CE 20/21-8 Carbon Action Plan Key Decisions	To authorise Officers to take all necessary actions relating to land allocation and procurements for initial projects contributing to sustainable energy generation and green sequestration.	Cabinet	2 Feb 2021		Ralph Kemp, Corporate Manager for Commissioning	N/A
CE 19/20-50 Medium Term Financial Strategy 2021-25	To approve the Medium Term Financial Strategy 2021-25 incorporating the Council's priorities, budget, policy proposals and capital programme. The report will include the capital, treasury management, investment and reserves strategies.	Council	17 Feb 2021			N/A

Key Decision	Decisions to be Taken	Decision Maker	Expected Date of Decision	Proposed Consultation	How to make representation to the decision made	Private/ Confidential and paragraph number

This page is intentionally left blank

Agenda Item 11

Environment and Regeneration Overview and Scrutiny Committee

Date of Meeting: 19 October 2020

Report Title: Work Programme

Portfolio Holder: Councillor C Browne – Deputy Leader

Councillor T Fox – Portfolio Holder for Planning

Councillor N Mannion – Portfolio Holder for Environment and Regeneration

Councillor B Roberts – Portfolio Holder for Highways and Waste

Councillor M Warren – Portfolio Holder for Communities

Senior Officer: Executive Director of Corporate Services

1. Report Summary

1.1. To review items in the work programme listed in the schedule attached, together with any other items suggested by committee members.

2. Recommendation

2.1. That the work programme be reviewed.

3. Reasons for Recommendation

3.1 It is good practice to review the work programme and update accordingly

4. Other Options Considered

4.1. There are no further options to consider.

5. Background

5.1 The schedule attached has been updated following the last meeting of the committee.

5.2 Members are asked to review the schedule attached to this report, and if appropriate, add new items or delete items that no longer require any scrutiny activity. When selecting potential topics, Members should have regard to the Council's new three year plan and also to the general criteria listed below, which

should be applied to all potential items when considering whether any Scrutiny activity is appropriate.

5.3 The following questions should be asked in respect of each potential work programme item:

- Does the issue fall within a corporate priority;
- Is the issue of key interest to the public;
- Does the matter relate to a poor or declining performing service for which there is no obvious explanation;
- Is there a pattern of budgetary overspends;
- Is it a matter raised by external audit management letters and or audit reports?
- Is there a high level of dissatisfaction with the service;

5.4 If during the assessment process any of the following emerge, then the topic should be rejected:

- The topic is already being addressed elsewhere
- The matter is subjudice
- Scrutiny cannot add value or is unlikely to be able to conclude an investigation within the specified timescale

6. Implications

6.1. Legal Implications

6.1.1. There are no legal implications at this stage.

6.2. Finance Implications

6.2.1. There are no financial implications at this stage

6.3. Equality Implications

6.3.1. There are no equalities implications at this stage.

6.4. Human Resources Implications

6.4.1. There are no human resources implications at this stage.

6.5. Risk Management Implications

6.5.1. There are no risk management implications at this stage.

6.6. **Rural Communities Implications**

6.6.1. There are no implications for rural communities.

6.7. **Implications for Children & Young People**

6.7.1. There and no implications for children and young people at this stage.

6.8. **Public Health Implications**

6.8.1. There are no direct implications for public health.

7. Ward Members Affected

7.1. All.

8. Access to Information

8.1. The background papers can be inspected by contacting the report author.

9. Contact Information

9.1. Any questions relating to this report should be directed to the following officer:

Name: Katie Small

Job Title: Scrutiny Officer

Email: katie.small@cheshireeast.gov.uk

This page is intentionally left blank

Work Programme **Environment and Regeneration Overview and Scrutiny Committee** Updated 05.10.2020

Date:**19.10.20** Time: 10.00am Teams Meeting	Date:**16.11.20** Time: 10.00am Venue: Committee suite, Westfields	Date:**14.12.20** Time: 10.00am Venue: Committee suite, Westfields	Date:**18.1.21** Time: 10.00am Venue: Committee suite, Westfields	Date:**15.3.21** Time: 10.00am Venue: Committee suite, Westfields

Item	**Purpose**	**Lead Officer**	**Portfolio**	**Suggested by**	**Scrutiny role**	**Corporate priorities**	**Date**
United Utilities open discussion	To receive a presentation with questions and answers to address issues raised between Cheshire East Council and United Utilities that have previously not been resolved using usual routes.	Executive Director of Place and Deputy Chief Executive	Environment & Regeneration	United Utilities	Overview	A responsible, effective and efficient organisation.	19.10.20
Crewe Centre Regeneration	To receive a report and presentation on the regeneration plans for Crewe including the Crewe Hub Station and Town Centre regeneration	Executive Director of Place and Deputy Chief Executive	Environment & Regeneration	Executive Director of Place Deputy Chief Executive	Pre-decision Scrutiny	Cheshire is a Green and sustainable Place.	19.10.20
Town Delivery Plans and Recovery Plan / Car Parking Proposals	To recieve a presentation on the proposed consultation and process for Town Delivery Plans and Recovery Plan To scrutinise the consultation/engagement plan for the proposed changes to Car Parking	Director of Growth and Enterprise / Head of Strategic Transport	Environment & Regeneration Highways and Waste	Committee	Overview	A responsible, effective and efficient organisation.	19.10.20
Air Quality Annual Status Report	To scrutinise the Air Quality Annual Status Report.	Executive Director of Place and	Environment & Regeneration	Executive Director of Place Deputy Chief Executive	Scrutiny	Cheshire is a Green and sustainable Place.	19.10.20

Work Programme **Environment and Regeneration Overview and Scrutiny Committee** Updated 05.10.2020

Item	Purpose	Lead Officer	Portfolio	Suggested by	Scrutiny role	Corporate priorities	Date
		Deputy Chief Executive					
Budget 2021/22 Consultation	To consider the Pre-Budget 2021/22 Consultation proposals relating to the committee's remit area.	Section 151 Officer	Communities Environment & Regeneration Deputy Leader Highways and Waste Planning	Committee	Pre-Decision Scrutiny Budget Scrutiny	• Cheshire East has a strong and resilient economy. • Cheshire East is a green and sustainable place • A responsible, effective and efficient organisation.	16.11.20
Carbon Action Plan Key Decisions	To scrutinise the actions relating to land allocation and procurements for initial projects contributing to sustainable energy generation and green sequestration.	Ralph Kemp, Corporate Manager for Commissioning	Environment & Regeneration	Committee	Pre-Decision Scrutiny	Cheshire East is a green and sustainable place	16.11.20
Gypsy & Traveller Key Decision	To scrutinise the progression of the project, subject to planning and Cabinet approval, to enable the scheme to be developed in line with the capital budget and to scrutinise the construction contract with the preferred bidder for the delivery of the Cledford Hall project.	Executive Director of Place Deputy Chief Executive	Environment & Regeneration	Executive Director of Place Deputy Chief Executive	Pre Decision Scrutiny	A responsible, effective and efficient organisation	16.11.20

Work Programme **Environment and Regeneration Overview and Scrutiny Committee** Updated 05.10.2020

Item	Purpose	Lead Officer	Portfolio	Suggested by	Scrutiny role	Corporate priorities	Date
Vulnerable and Older Persons Housing Strategy 2020-2024	To receive an update on the outcomes of the consultation to be carried out on the draft strategy.	Executive Director of Place and Deputy Chief Executive	Environment & Regeneration	Executive Director of Place and Deputy Chief Executive	Pre-decision Scrutiny	People live well and for longer.	18.01.21
Tenancy Strategy	To scrutinise the Draft Tenancy Strategy once consultation has been completed and before a decision is made	Executive Director of Place and Deputy Chief Executive	Environment & Regeneration	Executive Director of Place and Deputy Chief Executive	Pre-decision Scrutiny	A responsible, effective and efficient organisation.	18.01.21 TBC
Procurement and delivery of a Housing Development Framework	To review proposals relating to the implementation of the strategy following procurement	Executive Director of Place and Deputy Chief Executive	Environment & Regeneration	The Committee	Pre-decision Scrutiny	Cheshire is a Green and sustainable Place.	TBD

Task & Finish Group	To undertake an in-depth review of flooding and flood risk management in Cheshire East to enable a number of meetings that include local ward councillors and the Town Council, to scrutinise the impacts of the 2019 flooding in the various areas of Cheshire East that were affected (e.g. Poynton, Kettleshulme, Adlington, Prestbury, Bollington were named as some of the example areas).	Executive Director of Place and Deputy Chief Executive	Environment & Regeneration	The Committee	Overview & Scrutiny	A responsible, effective and efficient organisation.	Ongoing

Possible Future Items/briefings notes

Waste Strategy and Household Recycling Centres-Date TBC
Bus Strategy-Date TBC
Charging Structure in relation to Flexi-Link Service-Date TBC