The Air About Us

AIR QUALITY MANAGEMENT PLAN SUMMARY

August 2003
The Government has challenged all local authorities to take action to protect the health of their residents from poor air quality. Whilst, the air quality in Warrington is generally very good, we still need to protect our air quality in areas which are close to the national health-based standards.

We have therefore responded by developing a pro-active plan to ensure that everyone has clean air to breathe. The plan will play an important role in delivering the Council’s commitment to improving people’s quality of life.

I would like to thank those who have taken the time to respond to the draft plan and also thank the officers involved in the production of the plan for their efforts.

Maureen Banner
Portfolio Holder for Community and Wellbeing.
Statement of Purpose:

- This document is a summary of the full Air Quality Management Plan that is available on the Council’s Internet site, or upon request using the contact details stated. The detailed management plan contains a technical review of air quality and further information on the actions considered. Cross-reference should be made to this document where further information is required.

- The plan has been developed to be consistent with Council policy, to be commensurate with the state of Warrington’s air quality and to ensure compliance with the national objectives.

- The philosophy behind development of the action plan is that a borough wide approach should be adopted, which seeks to protect and enhance the local environment. This allows for greater integration with existing internal policies on transport and forward planning, whilst affording stronger links to social inclusion and health. The main statutory requirement, however, is to address ambient air quality levels associated with the motorway network due to the designation of a formal air quality management area. The Highways Agency will have a key role to play in delivering any actions associated with their network.

- The technical review of air quality shows that the transport sector is the predominant source in terms of local air quality and that heavy goods movements are the primary factor in this group followed by motorcars. The objectives contained within the strategy are largely directed towards these priority areas.

- It is not the intention of the report to recommend any amendment to the Air Quality Management Area at this stage; this will instead be dependent on the ongoing research into the effect of motorway emissions.

- The actions have largely been drawn from existing and emerging actions contained within the Council’s Local Transport Plan and Unitary Development Plan. The thinking behind the development of the plan has not been restricted solely to these policies in line with Government guidance.

- The bulk of the actions considered are due to a desire to maintain a sustainable environment, rather than a need to introduce ‘hard-edged’ remedial measures.
Section 82 of The Environment Act 1995 introduced a duty on local authorities to assess and manage air quality. The first round of their reviews and assessments was completed in June 2000.

The review concluded that road transport emissions were likely to result in an exceedance of the annual nitrogen dioxide objective for properties where people live within 50 metres of the town’s motorways. The report further concluded that the primary arterial routes into and around the town centre were likely to be just under the aforementioned objective and that these routes needed to be safeguarded in terms of air quality. The emissions from Fiddlers Ferry coal fired power station were also considered with regard to the 15 minute sulphur dioxide objective but the environmental controls imposed under the Integrated Pollution Prevention and Control regime by the Environment Agency were expected to ensure compliance with the objective.

Section 83(1) of the Act requires local authorities to designate an Air Quality Management Area (AQMA) in areas where air quality standards or objectives are unlikely to be achieved on time. An AQMA was designated in Warrington, following public consultation, in November 2001 for a continuous 50m strip on both sides of the M6, M62 and M56 motorways. Some 40 properties fall into this area, these are a combination of isolated farmsteads and residential streets.

The Council is therefore required under section 84(2) to draw up an action plan setting out what it intends to do to meet the objectives. This document is the Council’s response to this duty and the pledges that we have made to the community.

We are also required under section 84(2)(a) carry out a further assessment of air quality within twelve months of designating the management area.

New research, since the original review and assessment of air quality, has been undertaken as part of the action plan development. This looked at the sources of local pollution and their relevant contribution to local air quality. Detailed computer modelling, using the latest Government guidance, and monitoring has also been undertaken to refine our knowledge of air quality within the management area and across the town in general. More information on this assessment can be found within the full management plan and the Updating and Screening Assessment Report (May 2003).
National Policy

Air quality management is one of the factors required to deliver a safe environment for both current and future generations. The UK Sustainable Development Strategy “A Better Quality of Life” sets out a national vision for delivering a sustainable environment.

Ambient air quality in the United Kingdom is addressed through a national strategy entitled “Working Together for Clean Air”. This sets out the Government’s plans to improve and protect ambient air quality in the medium-term.

The strategy includes health-based objectives for eight pollutants, based upon research by the Expert Panel on Air Quality Standards (EPAQS). The pollutants and their relative health effects are summarised in appendix 1. The levels specified are designed to reflect the desire to render emissions harmless. The objectives are given legal effect by the Air Quality (England) (Wales) (Amendment) Regulations 2002.

The objectives contained within the national strategy are summarised in appendix 2.

Local authorities are not legally obliged to achieve these objectives as some emission sources are outside their direct control. They are, however, required to work towards them by drawing up action plans, which should set out measures to be taken in pursuit of the objectives, where exceedances are predicted.

Local Objectives

It is important that the policies and objectives of the Council are consistent with those of central Government, our partners and the expectations of the local community.

The Council has declared a vision for Warrington:

“A community where people’s quality of life is improved now in a responsible way which takes account of the effects on future generations...”

The Council has also developed with the community an Agenda 21 Sustainable Development Strategy, which is dedicated to:

“Minimise the levels of pollution and maximise the efficient use of energy”.

The Council has made 7 key pledges to the community on how it intends to deliver its vision; it has also identified objectives that underpin these pledges. These corporate objectives, along with national and regional influences, help to determine specific service plan activities. Air quality management policies must be consistent with the corporate priorities if demonstrable action is to be achieved.

This has been achieved by integrating air quality management within the corporate decision making process and by ensuring that action is consistent with that of other external partners. Whilst air quality is implicit within overall service delivery, the links to the pledges and objectives have been considered when developing each specific air quality objective.
Air quality management can generally assist in the delivery of the Council’s vision by supporting each pledge, shown in red below:

- **Economic Prosperity**
  “By providing the environment, through the adoption and use of complementary policies, that can both encourage and sustain economic growth and regeneration”.

- **Community Safety**
  “By protecting the community from elevated pollution levels and by implementing measures in conjunction with other service areas, which control vehicle access, speed and numbers”.

- **Democracy**
  “By providing a transparent, customer focussed service, which provides the community with direct access to information about their environment”.

- **Value for Money**
  “By taking action in consultation with the community and key stakeholders, which is commensurate with the level of air quality necessary to protect human health and by ensuring that any impact on resources is minimised through partnership working and the use of income from fees, charges and central Government awards”.

- **Education and Lifelong Learning**
  “By continuing to raise awareness on the importance of air quality management through the adoption of educational campaigns and information raising initiatives”.

- **Health and Wellbeing**
  “By monitoring local air quality and by taking action to reduce emissions through joint working on sustainable policies and by taking regulatory action, where appropriate”.

- **Environment**
  “By ensuring that local air quality as a natural resource is protected and safeguarded on behalf of the community”.
In order to deliver these aims the plan contains ten objectives, which contain a number of discrete actions linked to other strategies of the Council e.g. the Local Transport Plan and Unitary Development Plan. The objectives are:

1. To manage the impact of the motorway network on local air quality.
2. To reduce traffic growth through the promotion of alternative transport modes.
3. To improve people’s quality of life through the introduction of schemes that control vehicle access, speed and flow.
4. To manage the impact of emissions associated with road freight movements.
5. To support commuters in reducing the number of car based commuter journeys.
6. To assess air quality levels against national objectives and to evaluate the performance of the plan.
7. To raise awareness on the environment and to improve access to information.
8. To regulate emission sources and to secure reductions where appropriate.
9. To aid the development and regeneration of the town through the creation of a sustainable environment.
10. To reduce emissions associated with Council activities.

The specific aims of the action plan will be:

☑ To support the achievement of the National Air Quality Objectives through appropriate local measures linked to outcome based targets.

☑ To maintain and where practical improve local air quality, to protect local health and to support policies designed to aid social inclusion.

☑ To ensure greater integration and joint working with key stakeholders on air quality in order to achieve common goals and objectives.

☑ To deliver and support cost effective actions that are proportional to the risk of exceeding the prescribed air quality objectives.

☑ To raise awareness on air quality and its role in sustainable action planning.

Inset: Warrington Air Quality Laboratory
The philosophy behind the plan is to ensure the continued sustainability of the environment, rather than an implicit need to take broad-based remedial action on the basis of current or projected air quality levels. The actions contained within the plan, therefore, tend to be generic, impacting on the town as a whole, rather than a discrete area. Priority will, however, be given to the accurate quantification of ambient nitrogen dioxide concentrations within the AQMA, which will in turn direct the need for and degree of any remedial measures.

The targets and indicators contained within the Agenda 21 Strategy, Local Transport Plan and Unitary Development Plan provide a readily available mechanism for monitoring performance. These are summarised at the bottom of each objective contained within appendix 3. The actual sustainability indicators behind the strategic aims listed in the appendix can be found in the Sustainability Development Strategy, which is available on www.warrington.gov.uk.

The plan also contains a performance indicator for each individual action; these will be monitored on an annual basis, resulting in the publication of an annual progress report.

Whilst, progress on the action plan can be monitored in this way we need to assess actual compliance with the air quality objectives. This will be primarily achieved using targeted air quality monitoring programmes but computer models will also be used to predict future air quality levels. The results obtained will be published in accordance with the Government’s timescales for review and assessment.
Outline of the Plan and Wider Impact Appraisal

The main priority of the plan is to accurately quantify ambient concentrations of nitrogen dioxides within the AQMA. Robust evidence is required to inform the extent of any action planning as disproportionate action taken to achieve significant air quality reductions could result in wider socio-economic impacts. A package of commensurate actions will instead be developed, in consultation with the Highways Agency and local residents, following the completion of the monitoring programme. This element of the plan will, therefore, evolve according to any continuing requirement for the AQMA and any change to its geographical extent.

The rest of the plan forms part of the Council’s wider commitment to improving people’s quality of life. It is, therefore, important that the actions contained within the plan are complementary to existing corporate policy areas in order to minimise any wider socio-economic impact. This is particularly important as the areas that currently exhibit the highest ambient air quality levels, outside of the AQMA, are also the ones with higher scores on the social deprivation and health indices. Whilst, non-air quality impacts should be minimal, appendix 3 includes a brief summary of the impact appraisal performed for each action.

Odour management is not included within the Air Quality Management Plan, in order to reflect the National Air Quality Strategy. A separate document will, however, be available to address the issues raised on odour control during the public consultation on this document.

Responsibility

The creation and maintenance of a sustainable environment is everyone’s responsibility. Significant improvements across a wide area will remain dependent on the availability and adoption of sustainable transport choices delivered through other Council policies and strategies. Whilst air quality action planning can only be effective if it remains close to the central decision making process, actions are listed against individual service areas to provide some accountability. The Environmental Protection and Waste Team within the Environment and Regeneration Department will maintain overall responsibility for delivering the plan and monitoring its effectiveness.

The Effectiveness of the Plan

The actions contained within the plan are designed to be commensurate with local air quality levels and to have little or no adverse impact on any related policy areas. The original review and assessment and the subsequent technical review (stage 4) has confirmed that the vast majority of the town complies with all the air quality objectives. The only area of concern remains the residential locations in very close proximity to the motorway corridors. The research shows that the road transport sector, particularly heavy goods vehicles, are dominant in terms of local air quality. Research is currently taking place into the geographic relevance of the AQMA, which will result in the management area being maintained,
changed or revoked subject to consultation and members’ approval. The actions contained within objective 1 are designed to inform discussions on the extent of any actions, which can be taken in pursuit of the national air quality objectives, within an overall framework of cost-benefit analysis. It is, therefore, inappropriate to speculate as to the effectiveness of the plan in achieving objective 1 until this work has been completed and the results shared with the Highways Agency and residents.

The effect of Fiddlers Ferry power station on ambient air quality concentrations is being assessed as part of a long-term monitoring plan.

The purpose of the rest of the plan is, therefore, to draw together complementary policy areas that will safeguard air quality, whilst providing the opportunity for regeneration and economic growth. Although the council was under no legal obligation to develop a proactive plan, this has been done to provide a clear policy basis that can help to protect the environment. The Council must, however, continue to challenge itself, within available resources, for instance more work is required on greening our transport fleet and maximising energy conservation within Council buildings.

The overall effectiveness of the plan in contributing to a sustainable environment will be monitored against the national air quality objectives, local targets and performance indicators.

It is not the aim of the plan to deliver significant air quality improvements beyond the objectives. The plan has been developed to be complementary to other key commitments on social inclusion, regeneration and economic development. The introduction of aspirational or draconian measures on air quality may adversely affect these areas. Instead, it is hoped that by adopting a holistic approach to air quality management we can create a healthy sustainable environment that can support economic growth and regeneration.

Cost to Implement

The plan is largely being delivered within existing policy areas and funding. The actual costs are predominately borne by the individual service function and the actions often have other wider community benefits. The Local Transport Plan is the primary funding mechanism within these service areas, with the current settlement being £33 million over 5 years. This figure, however, includes road and bridge maintenance schemes. The main environmental management component is the Urban Traffic Control scheme, which
is £5.2 million. Supplementary Credit approvals and other Government funding initiatives have also been utilised to reduce the impact on Council budgets over the last few years. A capital investment of approximately £52,000 has been made on new air quality monitoring equipment. Approximately £8,000 has also been invested in a project to monitor the motorway emissions, although the Highways Agency has made a contribution to this amount. Revenue costs for the maintenance costs of the air quality laboratory, in the region of £10,500, are now being met in a partnership arrangement with the operators of Fiddlers Ferry Power Station.

The cost to the council has therefore been minimised, representing value for money for our residents. Over £26,000 per annum is also recovered from the fees and charges levied on Industrial processes under the Environmental Protection Act 1990. This allows the continued regulation of these sites.

We will also continue to explore other funding opportunities, and joint stakeholder working has been used to great effect in developing this action plan.

Time needed to implement

Action to safeguard the local environment is an ongoing task. There are, however, clear timescales and targets to be achieved, these are summarised in appendix 3. The first target will be to have effectively quantified whether there will be any exceedance of the annual nitrogen dioxide objective in areas that are in close proximity to the motorway network. We aim to do this by June 2004 and to have reached a decision with the Highways Agency on any subsequent measures by December 2004, in order that we can monitor performance through to the objective year of 2005. The second key milestone will be the completion of the first phase of the 10-year Transport Plan in 2006, with the action plan being rolled out until 2010. We will also check compliance with the latest particulates objective and the EU limit values. The plan will be reviewed annually and periodic reviews will be undertaken in line with Government guidance. The actions have been characterised as

- ongoing (O),
- short-term (S) (2002-2005),
- medium-term (M) (2006-2007)
- or long-term (L) (2008-2010)

within appendix 3.
Overall Conclusions

It can be concluded that Warrington’s air quality is currently very good. It is not the intention of this report to recommend any amendment to the formal designation of the AQMA; this will instead take place following further research.

The plan builds upon the work undertaken to date by the Council. A spatial relationship between the areas exhibiting elevated air quality concentrations and those with higher health and social deprivation indices has been demonstrated. It is, therefore, important that air quality management is integrated within the wider health agenda.

The Plan will have localised benefits to the community and the modelling projections indicate that sustainable economic growth, within the air quality objectives, can be achieved.

Aspirational air quality improvements for the whole borough, beyond the prescribed objectives, will largely be dependent on the rate of adoption of sustainable transport options. Progress will be monitored through the use of local monitored data and the performance indicators contained within the plan.

The management plan is seen as a ‘live’ document and as such it will be reviewed on an annual basis. If the research being undertaken indicates that the motorway areas will not comply, or the air quality of the town is likely to be eroded, or there are changes to the health based objectives, then ‘harder-edged’ measures will be considered and shared with the community.
Appendix 1 The Pollutants

Ozone is included within the strategy but local authorities are not required to assess this particular pollutant at a local level due to its Trans-boundary nature.

**LEAD:** Levels of lead in blood arise from lead in air, water and food. Lead can affect many different parts of the body including the production of blood, the nervous system and mental functioning. Children are most susceptible. The effect of transport on lead levels in air has been addressed through the introduction of lead free petrol; some industrial processes can contribute to local lead levels.

**NITROGEN DIOXIDE:** High exposures can affect the way that the lungs and airways function. There remains concern that it may also increase the risk of respiratory problems and increase people’s susceptibility to substances that can trigger an allergic reaction. It can have short and long term health effects; a one-hour and annual mean level has therefore been specified. All combustion processes produce oxides of nitrogen. Road transport is thought to account for about 50% of total UK emissions.

**PARTICLES:** Particulate air pollution is associated with a range of effects on health including the respiratory and cardiovascular systems, asthma and mortality. Further research is being undertaken on the effect of particle size. Particulates comprise of a range of materials arising from a variety of sources. They are generally considered to consist of primary particles, arising from combustion sources; secondary particles formed by chemical reactions in the atmosphere and coarse particles.

**BENZENE:** Benzene is associated with health problems such as cancer, it is therefore not possible to state an absolute safe level for concentrations of benzene in air. The standard set by the Expert Panel on Air Quality Standards (EPAQS) is, however, designed to reflect a level at which there is an exceedingly small risk to health. Exposure to benzene should be kept as low as practicable. The main atmospheric source of benzene is the combustion and distribution of petrol, of which it is a minor constituent. Transport sources, the industrial refining and distribution of petrol are likely to be the main sources of concern.

**1,3 – BUTADIENE:** This pollutant is again associated with cancer. EPAQS have recommended a standard that represents a level at which the risks to human health are judged to be exceedingly small. Transport emissions are the dominant source.

**CARBON MONOXIDE:** At today’s typical levels of air quality the effect is slight, but carbon monoxide can interfere with the delivery of oxygen to the heart or brain. It can therefore exacerbate the condition of people already suffering from some medical conditions. It is formed from the incomplete combustion of carbon containing fuels. The main source is currently road transport.

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Appendix 1 The Pollutants

**SULPHUR DIOXIDE:** Sulphur dioxide is an irritant, which can cause a reflex cough, a feeling of chest tightness and narrowing of the airways. This effect is more likely to occur in people suffering from asthma and chronic lung disease. The main source in the UK is the combustion of sulphur containing fossil fuels, principally coal and heavy oils.

**OZONE:** Ozone is an irritant to the eyes and nose. At very high levels it can cause inflammation of the airways. Ozone is not emitted directly from any man made sources in any significant quantities; it arises from chemical reactions in the atmosphere caused by sunlight. Ozone is beneficial in the stratosphere where it shields the earth from ultra violet radiation. It is in the lower atmosphere, where it is formed by these reactions, that it is of concern due to its potential to act as an irritant. Ozone is also classified as a greenhouse gas, which means that it is associated with climate change.

**PAHs:** These are a group of organics, which are widely distributed in the atmosphere. Sources include domestic coal and wood burning, aluminium production and road transport. Possible health effects include increased incidences of tumours, particularly of the lung.
## Appendix 2 The National Air Quality Objectives

### Objectives for protection of public health

<table>
<thead>
<tr>
<th>Pollutant</th>
<th>Concentration</th>
<th>Measured as</th>
<th>Date to be achieved by</th>
</tr>
</thead>
<tbody>
<tr>
<td>Benzene*</td>
<td>16.25 µg/m³</td>
<td>running annual mean</td>
<td>31.12.2003</td>
</tr>
<tr>
<td>1,3 Butadiene*</td>
<td>2.25 µg/m³</td>
<td>running annual mean</td>
<td>31.12.2003</td>
</tr>
<tr>
<td>Carbon monoxide*</td>
<td>11.6 mg/m³</td>
<td>running 8-hour mean</td>
<td>31.12.2003</td>
</tr>
<tr>
<td>Lead*</td>
<td>0.5 µg/m³</td>
<td>annual mean</td>
<td>31.12.2004</td>
</tr>
<tr>
<td>Nitrogen dioxide*</td>
<td>0.25 µg/m³</td>
<td>annual mean</td>
<td>31.12.2008</td>
</tr>
<tr>
<td>(also a provisional objective)</td>
<td>200 µg/m³</td>
<td>1 hour mean</td>
<td>31.12.2005</td>
</tr>
<tr>
<td>Particles (PM10) (gravimetric) all of England*</td>
<td>50 µg/m³</td>
<td>not to be exceeded more than 35 times a year</td>
<td>31.12.2004</td>
</tr>
<tr>
<td></td>
<td>40 µg/m³</td>
<td>annual mean</td>
<td>31.12.2004</td>
</tr>
<tr>
<td>Sulphur dioxide *</td>
<td>350 µg/m³</td>
<td>1 hour mean</td>
<td>31.12.2004</td>
</tr>
<tr>
<td></td>
<td>125 µg/m³</td>
<td>not to be exceeded more than 3 times a year</td>
<td>31.12.2004</td>
</tr>
<tr>
<td></td>
<td>266 µg/m³</td>
<td>not to be exceeded more than 35 times a year</td>
<td>31.12.2005</td>
</tr>
<tr>
<td>Ozone ²</td>
<td>100 µg/m³</td>
<td>not to be exceeded more than 10 times a year</td>
<td>31.12.2005</td>
</tr>
</tbody>
</table>

### Objectives for protection of vegetation/ecosystems

<table>
<thead>
<tr>
<th>Pollutant</th>
<th>Concentration</th>
<th>Measured as</th>
<th>Date to be achieved by</th>
</tr>
</thead>
<tbody>
<tr>
<td>Nitrogen oxides²</td>
<td>30 µg/m³</td>
<td>annual mean</td>
<td>31.12.2000</td>
</tr>
<tr>
<td>Sulphur dioxide²</td>
<td>20 µg/m³</td>
<td>annual mean</td>
<td>31.12.2000</td>
</tr>
<tr>
<td></td>
<td>20 µg/m³</td>
<td>winter average (1 October to 31 March)</td>
<td>31.12.2000</td>
</tr>
</tbody>
</table>

### Objectives in the Air Quality Strategy Addendum 2003 adopted in England & Wales for protection of public health

<table>
<thead>
<tr>
<th>Pollutant</th>
<th>Concentration</th>
<th>Measured as</th>
<th>Date to be achieved by</th>
</tr>
</thead>
<tbody>
<tr>
<td>Benzene*</td>
<td>5 µg/m³</td>
<td>annual mean</td>
<td>31.12.2010</td>
</tr>
<tr>
<td>Carbon monoxide*</td>
<td>10 mg/m³</td>
<td>daily maximum running 8-hour mean</td>
<td>31.12.2003</td>
</tr>
<tr>
<td>Particles (PM10) (gravimetric) all parts of England except London ¹</td>
<td>50 µg/m³</td>
<td>not to be exceeded more than 7 times a year</td>
<td>31.12.2010</td>
</tr>
<tr>
<td></td>
<td>20 µg/m³</td>
<td>24 hour mean</td>
<td>31.12.2010</td>
</tr>
<tr>
<td>Particles (PM10) (gravimetric) London only ¹</td>
<td>50 µg/m³</td>
<td>not to be exceeded more than 10 times a year</td>
<td>31.12.2010</td>
</tr>
<tr>
<td></td>
<td>23 µg/m³</td>
<td>24 hour mean</td>
<td>31.12.2010</td>
</tr>
<tr>
<td>Polycyclic aromatic hydrocarbons (PAHs)²</td>
<td>0.25 ng/m³</td>
<td>annual mean</td>
<td>31.12.2010</td>
</tr>
</tbody>
</table>

* Objectives in regulations for the purpose of local authority air quality management (LAQM) regime.
1. Objectives classified as “provisional” in that these may be subject to change in the near future. Not currently in regulations for the purpose of LAQM.
2. Objectives classified as national objectives as action to meet these is primarily through national/international measures. Not currently in regulations for the purpose of LAQM.
### Appendix 3 Summary of Action Plan Objectives

#### Objective 1  To manage the impact of the motorways on local air quality

<table>
<thead>
<tr>
<th>No</th>
<th>Action</th>
<th>Benefits and Wider Impact Appraisal</th>
<th>Performance Indicator</th>
<th>Timescale</th>
<th>Responsibility</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>To review the requirement for a motorway related AQMA.</td>
<td>✔ The monitoring projects will provide the information necessary to confirm whether the management area needs to be maintained or revoked, preventing any unnecessary expenditure on the highway network.</td>
<td>Decision to be made in June 2004.</td>
<td>S</td>
<td>Environmental Protection</td>
</tr>
<tr>
<td></td>
<td>✔ Cost, delays the introduction of harder edge measures.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>To lobby the multi-modal studies to achieve the maximum air quality benefit where possible.</td>
<td>✔ Decisions made under the studies will inform the future management of the motorway network. Air quality considerations need to be at the forefront.</td>
<td>Publication of Study Findings and consultation responses.</td>
<td>S</td>
<td>Environmental Protection and Strategic Transport and Planning</td>
</tr>
<tr>
<td></td>
<td>✘ Air quality considerations should not impact on other areas, such as economy/noise.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>To undertake an evaluation of the effect of reducing motorway speeds to 50 MPH during elevated air quality periods.</td>
<td>✔ Can help to reduce the production of nitrogen oxides by controlling the operation of the engine.</td>
<td>Scheme evaluated as part of plan, discussions to take place with HA and decision made by June 2004.</td>
<td>S</td>
<td>Environmental Protection</td>
</tr>
<tr>
<td></td>
<td>✔ Increase in journey times, practicality due to existing congestion, enforcement.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>To explore the feasibility of using the VMS to display AQ information.</td>
<td>✔ The information may be used to achieve speed reduction.</td>
<td>To evaluate the possibility by June 2004.</td>
<td>S</td>
<td>Environmental Protection</td>
</tr>
<tr>
<td></td>
<td>✘ Cost.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>To assess the impact of all planning applications that may impact on the AQMA.</td>
<td>✔ Can help to prevent exposure of sensitive receptors (residential properties/schools).</td>
<td>Number of applications determined within AQMA.</td>
<td>O</td>
<td>Environmental Protection and Development Control</td>
</tr>
<tr>
<td></td>
<td>✔ Concerns regarding potential blight, cost to developers.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>6</td>
<td>To continue to work closely with the Highways Agency to reduce diversions off the motorway through Warrington.</td>
<td>✔ This will target signage issues; the net benefit could lead to a reduction in flows around localised junctions.</td>
<td>Traffic count data.</td>
<td>O</td>
<td>Strategic Transport, Traffic Management and Planning</td>
</tr>
<tr>
<td></td>
<td>✔ People may perceive that actions are being delayed ‘watered-down’.</td>
<td></td>
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<tr>
<td>7</td>
<td>The introduction of Junction 8 off the M62.</td>
<td>✔ Will relieve the congestion around Junction 9, which is in close proximity to residential housing, whilst providing direct access to the motorway system for the commercial areas to the west of the town.</td>
<td>Junction now open. Traffic count data.</td>
<td>S</td>
<td>Strategic Transport and Planning</td>
</tr>
<tr>
<td></td>
<td>✔ Increased traffic flows on new routes, noise.</td>
<td></td>
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</tbody>
</table>

#### Local Targets:

1. Sustainability Indicator (Social) to protect and improve public health and wellbeing for all and promote healthy lifestyles.
2. Sustainability Indicator (Environment) to reduce the levels of pollution in air, water and on land.
3. LTP indicator 12,000 company employees to be covered by the travel plan by 2006.
**Objective 2** To introduce measures that reduce traffic growth through the promotion of alternative transport modes.

<table>
<thead>
<tr>
<th>No</th>
<th>Action</th>
<th>Benefits and Wider Impact Appraisal</th>
<th>Performance Indicator</th>
<th>Timescale</th>
<th>Responsibility</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Vehicle Priority Lanes.</td>
<td>✔ Reallocation of road space to promote usage, AQ impact depends on modal shift.</td>
<td>Number of corridors introduced.</td>
<td>M</td>
<td>Strategic Transport Planning</td>
</tr>
<tr>
<td></td>
<td></td>
<td>✗ Removal of capacity for cars could result in congestion.</td>
<td></td>
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<tr>
<td>2</td>
<td>Cycling Strategy and Routes.</td>
<td>✔ Provides the infrastructure to encourage people to cycle in safety, AQ impact depends on modal shift.</td>
<td>Number of routes introduced.</td>
<td>M</td>
<td>Strategic Transport Planning</td>
</tr>
<tr>
<td></td>
<td></td>
<td>✗ Need to address personal safety issues/perceptions.</td>
<td></td>
<td></td>
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<tr>
<td>3</td>
<td>Walking Strategy.</td>
<td>✔ Supports those people wishing to walk, action can promote integrated transport use. AQ impact depends upon overall modal shift.</td>
<td>Strategy Targets.</td>
<td>M</td>
<td>Strategic Transport Planning</td>
</tr>
<tr>
<td></td>
<td></td>
<td>✗ Need to address personal safety issues/perceptions.</td>
<td></td>
<td></td>
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<tr>
<td>4</td>
<td>Variable message signs at bus stops.</td>
<td>✔ Provides accurate and up to date information to passengers, may assist in the overall uptake of bus usage. AQ impact depends on modal shift.</td>
<td>The introduction of information points.</td>
<td>S</td>
<td>Strategic Transport Planning</td>
</tr>
<tr>
<td></td>
<td></td>
<td>✗ Cost of introducing system.</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>5</td>
<td>The creation of quality bus networks.</td>
<td>✔ The provision of a quality service that will promote uptake.</td>
<td>Number of network improvements undertaken.</td>
<td>S</td>
<td>Passenger Transportation Unit.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>✗ Cost of introducing system.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>6</td>
<td>The introduction of bus priority measures.</td>
<td>✔ Can speed up journey time, improving the overall attractiveness of the service.</td>
<td>The introduction of the UTC system.</td>
<td>S</td>
<td>Strategic Transport Planning</td>
</tr>
<tr>
<td></td>
<td></td>
<td>✗ Cost of introducing system.</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>7</td>
<td>The introduction of Smart Cards.</td>
<td>✔ Allows people to use a combination of sustainable transport options.</td>
<td>The introduction of the cards.</td>
<td>L</td>
<td>Passenger Transportation Unit.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>✗ Cost of introducing system.</td>
<td></td>
<td></td>
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<tr>
<td>8</td>
<td>Information Line for public transport users.</td>
<td>✔ Provides information for users and encourages potential users.</td>
<td>Use of the Information line.</td>
<td>O</td>
<td>Passenger Transportation Unit.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>✗ None.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>9</td>
<td>Improve Local Rail Facilities.</td>
<td>✔ Promotes usage, which in turn reduces commuter journeys.</td>
<td>Improved Facilities.</td>
<td>M</td>
<td>Passenger Transportation Unit.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>✗ Cost of system.</td>
<td></td>
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</tbody>
</table>

**Local Targets:**

1. Sustainability Indicator (Environment) to increase access and mobility without the car
2. LTP target to achieve a minimum 68% reduction in the predicted growth of traffic at peak times by 2006.
3. LTP target to achieve a minimum 43% reduction in predicted growth by 2006.
4. LTP target to 95% of arrivals within 5 mins punctuality of bus and rail times.
5. LTP target of minimum quality rating of bus station as 70% good or V good by 2006.
6. LTP target establish global patronage on buses of 1% p.a. (overall increase of 5% by 2006)
7. LTP target increase in town centre journeys by 2% p.a.
8. LTP target Minimum quality rating of 80% for bus and 75% by rail by 2006.
9. LTP target 10% increase in bus mode by 2006
10. LTP target 5% growth p.a. in information line enquiries, 3% at bus kiosks, 5% growth in web site enquiries
11. LTP target modal share increase of 50% by 2006 for walking, 50% modal share increase in walking to school by 2006
12. LTP target modal share of 10% by 2006 for cycling, 20% children cycling to school by 2006
13. UDP indicators of length of cycleways/cycle routes provided.
14. UDP indicator on the implementation of the greenway network.
<table>
<thead>
<tr>
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</tr>
</thead>
</table>
| 1  | 20 MPH Zones. | ✔ The affect on air quality will be marginal, depends upon the level of traffic reduction achieved. Safer routes may promote the use of other modes.  
✘ Potential for displacement onto other routes. | Number of schemes, Traffic Counts, AQ Surveys. | O | Traffic management and Urban Renewal |
| 2  | Traffic Calming. | ✔ Encourage the use of alternative transport modes.  
✘ Can increase emissions but a subsequent reduction in traffic volume can offset this. Public concerns regarding noise and visual impact. | Number of Schemes introduced, Traffic counts, AQ Surveys. | O | Traffic Management |
| 3  | Speed Regulation. | ✔ The sensitive use of speed restrictions can reduce emissions by optimising vehicle speed.  
✘ Effective enforcement. | Traffic Counts, AQ surveys. | O | Traffic Management |
| 4  | Home Zones. | ✔ The affect on air quality will be marginal, depends upon the level of traffic reduction achieved. Safer routes may promote the use of other modes.  
✘ Potential impact from increased community noise. | Number of Schemes introduced, Traffic counts, AQ Surveys. | O | Traffic Management |
| 5  | Urban Renewal Areas. | ✔ The affect on air quality will be marginal, depends upon the level of traffic reduction achieved. Safer routes may promote the use of other modes.  
✘ Cost. | Number of Schemes introduced, Traffic counts, AQ Surveys. | O | Urban Renewal Team |
| 6  | Urban Traffic Control System (UTC). | ✔ Helps to smooth flows and reduce emissions, potential to link the system to air quality sensors and Variable Message Signs.  
✘ Cost of system. | Introduction of System, including AQ sensors. | S | Strategic Transport and Planning |
| 7  | Bridgefoot Environmental Improvement. | ✔ Removes congested transport route with elevated emissions away from residential properties, positive AQ impact.  
✘ Cost of scheme, loss of amenity during construction, could increase demand. | Scheme Implementation. | S | Strategic Transport and Traffic Management |
| 8  | Pedestrianisation of Town Centre. | ✔ The provision of a car free environment reduces peoples exposure to emissions needs to be linked to parking policy.  
✘ Displacement of traffic onto key routes, access for disabled. | Completed. |  | Town Centre Manager |

**Local Targets:**

1. Sustainability Indicator (Social) To protect and improve public health and wellbeing for all and to promote healthy lifestyles.
2. Sustainability Indicator (Environment) To reduce the levels of pollution in air, water and on land.
3. UDP indicator (Transport) on progress on design and or implementation of Transport Schemes for which land has been safeguarded.
4. UDP Indicator (Resource Conservation) on air quality measures
5. LTP target full implementation of UTMC scheme by 2006
6. LTP target Implementation of Bridgefoot scheme by 2006
7. LTP target 85% of drivers meeting target speed by 2006
### Objective 4: To manage the impact of emissions associated with road freight movements

<table>
<thead>
<tr>
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</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Implement the Burtonwood HGV restriction trial.</td>
<td>✓ Monitors the environmental benefit of restricting access along a residential route. ✗ Potential for displacement, inconvenience to road haulage companies.</td>
<td>Scheme implemented. Environmental evaluation.</td>
<td>O</td>
<td>Traffic Management</td>
</tr>
<tr>
<td>2</td>
<td>Promote the Powershift Scheme and alternative fuel usage.</td>
<td>✓ Can assist companies in introducing alternative fuel vehicles into their fleet where appropriate. ✗ Provision of adequate/suitable refuelling facilities, perceptions regarding performance/ reliability.</td>
<td>Implementation of campaign to target freight operators.</td>
<td>S</td>
<td>Environmental Protection</td>
</tr>
<tr>
<td>3</td>
<td>To encourage fleet Maintenance, management and the uptake of the Road Haulage Modernisation Fund.</td>
<td>✓ An up to date and well-maintained fleet will reduce vehicle emissions. Driver training can be provided. ✗ User perception/cost.</td>
<td>Implementation of campaign to target freight operators.</td>
<td>S</td>
<td>Environmental Protection</td>
</tr>
<tr>
<td>4</td>
<td>Locate generators of high volumes of freight traffic at sites with good access to the strategic road network and away from residential properties.</td>
<td>✓ Reduces the potential for cross-town freight movements, thus improving air quality. It may, however, encourage more movements on HA routes. ✗ Long-term policy that may not deliver short-term improvements.</td>
<td>The determination of planning applications.</td>
<td>O</td>
<td>Planning Policy</td>
</tr>
<tr>
<td>5</td>
<td>Wherever practical freight development will be encouraged at sites with access to rail/waterways.</td>
<td>✓ Reduces the impact road freight emissions. ✗ Practicality/Infrastructure improvements are likely to be required.</td>
<td>The determination of planning applications.</td>
<td>O</td>
<td>Planning Policy</td>
</tr>
<tr>
<td>6</td>
<td>Freight Management Strategy.</td>
<td>✓ Sets out the LTP policy for addressing local movements and for developing regional consensus and policies. ✗ Perceptions regarding potential economic impacts.</td>
<td>Strategy Implemented, membership of regional freight task group.</td>
<td>O</td>
<td>Strategic Transport and Planning</td>
</tr>
<tr>
<td>7</td>
<td>Employ consultants to develop freight management options.</td>
<td>✓ Development of realistic options for freight management. ✗ Cost.</td>
<td>Implementation of Study.</td>
<td>O</td>
<td>Strategic Transport and Planning</td>
</tr>
</tbody>
</table>

### Local Targets:

1. Sustainability Indicator (Social) To protect and improve public health and wellbeing for all and to promote healthy lifestyles.
2. Sustainability Indicator (Environment) To reduce the levels of pollution in air, water and on land.
3. LTP target of 5 freight quality partnerships by 2006
4. LTP target 6% LGV and 9% HGV modal shift of trips per day by 2011
## Objective 5
To support commuters in reducing the number of car based commuter journeys

<table>
<thead>
<tr>
<th>No</th>
<th>Action</th>
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</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Implementation and promotion of Travel plans.</td>
<td>✔ Encourages the adoption of more sustainable transport modes.</td>
<td>Number of plans introduced.</td>
<td>M</td>
<td>Strategic Transport and Planning</td>
</tr>
<tr>
<td></td>
<td></td>
<td>✘ Can alienate people if not introduced properly.</td>
<td></td>
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</tr>
<tr>
<td>2</td>
<td>Appointment of Travel Plan Co-ordinator and Car Share Officer.</td>
<td>✔ Provides the resource to encourage and promote action, leading to environmental benefits.</td>
<td>Officers in place.</td>
<td>O</td>
<td>Strategic Transport and Planning</td>
</tr>
<tr>
<td></td>
<td></td>
<td>✘ Cost.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>Town centre car parking strategy and potential decriminalisation of parking.</td>
<td>✔ Use of prices and parking regulation to dissuade commuter trips.</td>
<td>Long stay parking in car parks.</td>
<td>S</td>
<td>Traffic Management</td>
</tr>
<tr>
<td></td>
<td></td>
<td>✘ Concerns regarding economic impact on town centre, enforcement.</td>
<td></td>
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<tr>
<td>4</td>
<td>Promote the use of land that is well served by public transport.</td>
<td>✔ Encourages the adoption of more sustainable Transport modes.</td>
<td>Planning Applications and decisions.</td>
<td>O</td>
<td>Planning Policy</td>
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<tr>
<td></td>
<td></td>
<td>✘ May discourage potential growth/regeneration.</td>
<td></td>
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<tr>
<td>5</td>
<td>Ensure that housing land is readily accessible to facilities and areas of employment.</td>
<td>✔ Encourages the adoption of more sustainable transport modes.</td>
<td>Planning Applications and decisions.</td>
<td>O</td>
<td>Planning Policy</td>
</tr>
<tr>
<td></td>
<td></td>
<td>✘ Potential for noise from conflicting uses.</td>
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</table>

### Local Targets:

1. Sustainability Indicator (Environment) To increase accessibility and mobility without the car.
2. Sustainability Indicator (Environment) To reduce the levels of pollution in air, water and on land.
3. Sustainability indicator (Economic Sustainability) to encourage sustainable economic growth.
4. LTP targets on modal shift (see objective 1)
5. LTP target to reduce long stay parking by 50% by 2006
**Objective 6** To assess air quality levels against national objectives and to evaluate the performance of the plan

<table>
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<tr>
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<th>Responsibility</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Continuous real-time monitoring of the coal-fired power station.</td>
<td>✔ Monitors compliance against the prescribed air quality objectives.</td>
<td>Compliance with the objective. 95% data capture rate.</td>
<td>O</td>
<td>Environmental Protection</td>
</tr>
<tr>
<td></td>
<td></td>
<td>✗ Cost.</td>
<td></td>
<td></td>
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<tr>
<td>2</td>
<td>Project based real-time monitoring of the motorway.</td>
<td>✔ Provides the information needed to fully assess the existing AQMA and to inform the scale and nature of action planning required.</td>
<td>Study ongoing, 95% data capture, review of AQMA in 2004.</td>
<td>O</td>
<td>Environmental Protection</td>
</tr>
<tr>
<td></td>
<td></td>
<td>✗ Cost.</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>3</td>
<td>Co-location of indicative air pollution monitors (diffusion tubes and Learian Streetboxes) with the air quality laboratory.</td>
<td>✔ Allows the performance of these Indicative systems to be evaluated, allowing a wider geographic area to be assessed.</td>
<td>90% data capture.</td>
<td>O</td>
<td>Environmental Protection</td>
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<tr>
<td></td>
<td></td>
<td>✗ Cost.</td>
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<tr>
<td>4</td>
<td>Maintain the emission inventory for Warrington.</td>
<td>✔ The maintenance of an up to date inventory allows air quality to be accurately modelled.</td>
<td>Annual maintenance of the inventory.</td>
<td>O</td>
<td>Environmental Protection</td>
</tr>
<tr>
<td></td>
<td></td>
<td>✗ Cost.</td>
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</tr>
<tr>
<td>5</td>
<td>Model impacts of AQ Plan, UDP and LTP.</td>
<td>✔ Allows the environmental performance of the plans to be evaluated.</td>
<td>Publication of results, annual review of AQ Plan.</td>
<td>O</td>
<td>Environmental Protection</td>
</tr>
<tr>
<td></td>
<td></td>
<td>✗ Cost.</td>
<td></td>
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<tr>
<td>6</td>
<td>Review and assess Warrington's air quality in accordance with Government guidance.</td>
<td>✔ Compliance with statutory duty allows DEFRA to scrutinise performance.</td>
<td>Submission of Review and Assessment reports.</td>
<td>O</td>
<td>Environmental Protection</td>
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<tr>
<td></td>
<td></td>
<td>✗ Allocation of resource puts pressure on the delivery of other services.</td>
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</table>

**Key**
- ongoing (O)
- short-term (S) (2002-2005)
- medium-term (M) (2006-2007)
- long-term (L) (2008-2010)

**Local Targets:**

1. **Sustainability Indicator (Social)** To protect and improve public health and wellbeing for all and to promote healthy lifestyles
2. **Sustainability Indicator (Environment)** To reduce the levels of pollution in air, water and on land.
3. **LTP target on environmental improvement** to integrate emerging AQ actions within 2006-2010 LTP
4. **UDP performance indicator (resource conservation)** to monitor AQ performance.
5. **Best Value Performance indicator on local air quality.**
**Objective 7** To raise awareness on the environment and to improve access to information

<table>
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</tr>
</thead>
</table>
| 1  | To maintain the “Air About Us” campaign. | ✓ Increases awareness throughout the community about the links between air quality and health.  
❌ Resource implications. | The undertaking of annual awareness events. | O | Environmental Protection |
| 2  | To support the National Don’t Choke Britain campaign. | ✓ Increases awareness throughout the community about the links between air quality and health.  
❌ Resource implications. | The undertaking of annual awareness events. | O | Environmental Protection and Strategic Transport |
| 3  | To participate in the Healthy Schools initiative and to make air quality information available to schools. | ✓ Ensures that air quality is considered within the health agenda, promotes sustainable school journeys.  
❌ Resource implications, fitting into school curriculum. | Participation in the scheme. | O | Environmental Protection |
| 4  | To maintain Chartermark status. | ✓ Ensures continued customer focus and response.  
❌ Perceptions regarding cost will be offset through service delivery. | Maintenance of award. | S | Environmental Protection |
| 5  | To introduce an odour management plan. | ✓ Tackles the local concern about odours highlighted in the air quality consultation.  
❌ Preventing over regulation, assessing cost versus benefit. | Introduce plan by August 2003 with prescribed targets for reducing the level of odour complaints. | S | Environmental Protection |
| 6  | To set up an air quality website that holds real-time data. | ✓ Ensures that people can directly access information on their air quality.  
❌ Maintenance costs. | Introduction of site by April 2003. | S | Environmental Protection |

**Local Targets:**

1. Sustainability Indicator (Social) To protect and improve public health and wellbeing for all and to promote healthy lifestyles
2. Sustainability Indicator (Environment) To reduce the levels of pollution in air, water and on land.
3. LTP target on environmental improvement to integrate emerging AQ actions within 2006-2010 LTP
4. UDP performance indicator (resource conservation) to monitor AQ performance.
5. Best Value Performance indicator on local air quality.
### Objective 8: To regulate emission sources and to secure reductions where appropriate

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<tr>
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</tr>
</thead>
</table>
| 1  | To introduce a vehicle emission testing scheme and to issue fixed penalties for non-compliance. | ✔ Reduces emissions by encouraging drivers to ensure that their vehicles are correctly maintained.  
✘ Public perception, socio-economic impact needs to be managed. | Scheme implemented. | S | Environmental Protection |
| 2  | To explore the feasibility of enforcing stationary vehicles to switch off their engines. | ✔ Reduces unnecessary local emissions  
✘ Public perception, enforcement. | Determine feasibility by December 2003. | S | Environmental Protection and Traffic Management |
| 3  | To regulate industrial processes in conjunction with the Environment Agency. | ✔ Ensures that sites are complying with their authorisation limits.  
✘ Need to ensure that any financial impact on the regulator can be justified/enforced. | Inspection returns monitored by DEFRA. | O | Environmental Protection |
| 4  | To work with the Police regarding traffic speed enforcement. | ✔ Optimizing vehicle speed can help to reduce emissions.  
✘ Public perception, enforcement problems. | Number of prosecutions. | O | Traffic Management |
| 5  | To enforce nuisance legislation and the Clean Air Act 1993. | ✔ Tackles localised pollution problems.  
✘ Must have regard to enforcement policy and commercial costs. | Number of complaints actioned and notices served. | O | Environmental Protection |
| 6  | To enforce the Smoke Control Areas. | ✔ 98% of Warrington is within a smoke control area, reducing emissions.  
✘ Effective enforcement, cost to house owner. | Maintenance and operation of areas and enforcement. | O | Environmental Protection |
| 7  | Reporting of Smokey Vehicles. | ✔ Reduces emissions from the worst culprits  
✘ Effective enforcement, impact on haulage operators. | Number of vehicles reported to Vehicle Inspectorate. | O | Environmental Protection |

### Local Targets:

1. **Sustainability Indicator (Social)**: To protect and improve public health and wellbeing for all and to promote healthy lifestyles
2. **Sustainability Indicator (Environment)**: To reduce the levels of pollution in air, water and on land.
3. **LTP target on environmental improvement**: To integrate emerging AQ actions within 2006-2010 LTP
4. **UDP performance indicator (resource conservation)**: To monitor AQ performance.
5. **Best Value Performance indicator on local air quality.**
Objective 9: To aid the development and regeneration of the town through the creation of a sustainable environment

<table>
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</thead>
<tbody>
<tr>
<td>1</td>
<td>The integration of air quality within the UDP and Regeneration Strategy.</td>
<td>✔ Ensures that air quality impacts are assessed and managed, sustainable planning can reduce emissions and prevent exposure. X Long-term policy actions may not deliver short-term air quality improvements.</td>
<td>Publication of UDP and Regeneration strategy, AQ is included within both documents.</td>
<td>S</td>
<td>Planning Policy</td>
</tr>
<tr>
<td>2</td>
<td>The assessment of planning applications for any adverse air quality impact.</td>
<td>✔ Can help to reduce emissions associated with an application or prevent exposure. X Developers may be discouraged by the assessment costs.</td>
<td>Number of AQ conditions imposed.</td>
<td>O</td>
<td>Environmental Protection and Development Control</td>
</tr>
<tr>
<td>3</td>
<td>The publication of guidance on Air Quality and Development Control.</td>
<td>✔ Ensures a better understanding of air quality by potential developers and the submission of more robust assessments. X Cost of production.</td>
<td>Publication of the guide by April 2004</td>
<td>S</td>
<td>Environmental Protection</td>
</tr>
<tr>
<td>4</td>
<td>Use of planning obligations, where appropriate.</td>
<td>✔ Manages the overall affect of the development through agreed mitigation measures. X May increase cost of development.</td>
<td>Number of obligations imposed relating to AQ.</td>
<td>O</td>
<td>Environmental Protection and Development Control</td>
</tr>
<tr>
<td>5</td>
<td>The requirement for Environmental and Health impact studies for larger schemes.</td>
<td>✔ Ensures that air quality and health issues have been addressed. X Cost of assessment, perceptions regarding impact on development time.</td>
<td>Number of conditions imposed.</td>
<td>O</td>
<td>Environmental Protection and Development Control</td>
</tr>
<tr>
<td>6</td>
<td>The maintenance of the AQMA and the assessment of schemes within the area, or impacting on it.</td>
<td>✔ Ensures that people are not exposed, allows emissions to be reduced or managed. X Need to ensure that development within the AQMA is not stifled.</td>
<td>Number of planning applications determined within the AQMA.</td>
<td>O</td>
<td>Environmental Protection and Development Control</td>
</tr>
<tr>
<td>7</td>
<td>To produce guidance on minimising dust from construction sites.</td>
<td>✔ Reduces particulate emissions and nuisance potential. X May be perceived by companies as over regulation.</td>
<td>Demolition notices contain dust conditions. Production of guidance by March 2004.</td>
<td>O/S</td>
<td>Environmental Protection, Building Control, Architects and Planning Policy</td>
</tr>
<tr>
<td>8</td>
<td>Ensure that Economic Development Strategy has strong links to UDP, LTP and AQ Plan.</td>
<td>✔ Ensures that continued economic growth is sustainable. X Balancing economic growth and sustainability.</td>
<td>The Council has published its Economic Development and Competitiveness Strategy.</td>
<td>S</td>
<td>Business team and Planning Policy</td>
</tr>
</tbody>
</table>

Local Targets:

1. Sustainability Indicator (Social) To protect and improve public health and wellbeing for all and to promote healthy lifestyles
2. Sustainability Indicator (Environment) To reduce the levels of pollution in air, water and on land.
3. Sustainability Indicator on Economic Sustainability
4. Targets contained within the Economic Development and Competitiveness Strategy
5. UDP Indicator on car parking
6. UDP policy on economic regeneration
**Objective 10** To reduce emissions associated with Council activities

<table>
<thead>
<tr>
<th>No</th>
<th>Action</th>
<th>Benefits and Wider Impact Appraisal</th>
<th>Performance Indicator</th>
<th>Timescale</th>
<th>Responsibility</th>
</tr>
</thead>
</table>
| 1  | To implement a staff travel plan and car share scheme. | ✓ Reduces the impact of commuter and business journeys.  
✘ Could alienate staff resulting in recruitment/retention problems. | Plan has been Implemented. Carshare scheme is in operation. | O | Strategic Transport and Planning |
| 2  | To ensure that taxi’s licensed by the Council comply with vehicle emission checks. | ✓ Reduces emissions by ensuring that vehicles are well maintained.  
✘ Cost to vehicle operator. | Continuation of requirement for testing under the licensing scheme. | O | Passenger Transportation Unit |
| 3  | To introduce e-Government policies, which reduce the need to travel. | ✓ Can be effective in providing information and reducing the need to travel.  
✘ Cost, need to ensure that people have access to the systems. | % of Council services available by 2005. | S | Corporate Services |
| 4  | Tackle energy conservation in the housing stock through the Energy Conservation Act and Urban Renewal. | ✓ Reduces emissions from domestic fuel usage.  
✘ Cost. | Energy Conservation Act Targets and number of Urban Renewal Schemes Completed. | O | Housing |
✘ Cost, education of users. | Energy Conservation Officer Appointed. | O | Energy Conservation Officer |
| 6  | To maintain and update the Councils vehicle fleet. | ✓ A well maintained fleet reduces emissions.  
✘ Cost. | % composition of fleet. | O | Direct Services Department |
| 7  | To undertake a trial using catalyst solutions on vehicle fleet. | ✓ The performance of the catalyst is to be evaluated to assess its impact on reducing emissions.  
✘ Cost. | Complete evaluation by December 2003. | S | Environmental Protection and Direct Services |
| 8  | To ensure where possible that waste policy helps to reduce HGV movements. | ✓ The proximity principle can reduce the need to travel, success restricted by commercial decisions of landfill operators.  
✘ Impact on economy, practicality. | Number of movements to Landfill sites. | O | Environmental Protection |

**Local Targets:**

1. Sustainability Indicator (Social) To protect and improve public health and wellbeing for all and to promote healthy lifestyles
2. Sustainability Indicator (Environment) To reduce the levels of pollution in air, water and on land.
3. LTP indicator 12,000 company employees to be covered by the travel plan by 2006
AIR QUALITY MANAGEMENT PLAN

SUMMARY

CONTACT
Dave Watson Principal EHO (Strategic Services)
Warrington Borough Council
Environment and Regeneration Department
Palmyra House
Palmyra Square North
Warrington
WA1 1JN.

Tel:-01925 442590
dwatson@warrington.gov.uk
www.warrington.gov.uk

Printed on environmentally friendly paper:
Cover: 300gsm Evolution Silk
Pages 150 gsm Evolution Silk

August 2003