Air Quality Action Plan Consultation Summary and Response

Public and Statutory bodies have been consulted on the Air Quality Action Plan (AQAP). Consultation was carried out in accordance with statutory guidance and included a public drop in event. The consultation was formally advertised in the local press and on social media.

A total of 308 completed public responses were received in addition to ones from the MP for Warrington South, Bewsey and White Cross Councillors, and two residents associations. Defra and Public Health England statutory consultation responses were received. Defra has appraised and formally approved the draft AQAP plan and confirmed that it meets their legal requirements.

Public responses were received from a broad age range and from across the borough. Respondents strongly advocated the need for air quality to be considered as part of the draft Local Plan and in the development of new infrastructure schemes. It should be noted that recent consultations on these plans had generated a significant amount of interest.

On the whole comments received were supportive of all the AQAP measures. The Workplace Charging Levy received the least support; it has been decided at Executive Board Level not to take this action forward into the final AQAP, but the implementation of such Levies in other authorities will be monitored. In contrast the most supported action was for the Local Plan to include air quality measures to address concerns about future air quality. There was some support for additional measures, particularly in relation to the feasibility of trams, and these proposals will be incorporated within existing actions for more detailed evaluation.

The Council proposes that 17 actions be taken forward within the final plan, for evaluation and that appropriate performance measures be developed.

One comment succinctly summed up the residents wishes
‘Make Warrington a clean green town that people want to live in and raise their children to be healthy responsible citizens’
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Responses to consultation

Each individual consultation response has been fully considered. This document summarises the results of the consultation and provides an initial response, which is set out in blue italics.
The responses have been split between statutory consultees and the public.

1.0 Statutory consultee responses

1.1 Defra approved the draft AQAP with some comments:

- No quantification of the reduction from each action
  *These will be included where there is evidence of the expected reduction*
- By end of 2018, we should have agreed actions with Highways England on measure to improve motorway emissions
  *This will be built into Action 6: HE/TfN Working Group*
- Should prioritise measures to reduce emissions from buses and HGVs
  *This will be considered within Action 2: Local Transport Plan 4 and Action 14: Clean Air Zone Feasibility Study*
- AQAP should be updated to include monitoring results at hotspots. Suggested to be the areas near to schools, with measures to limit exposure for children
  *Monitoring is carried out as part of the Council’s Local Air Quality Management duties and reported in the Annual Status Reports. Monitoring locations are reviewed every year and locations will be considered to support actions*
- Encouraged to explore funding to carry out the additional PM2.5 monitoring
  *This will be part of Action 18: PM2.5 monitoring*

1.2 Public Health England emphasised the links between poor health and air quality:

- Encourage cross working within Council Departments and with other LAs
  *To be done through the AQAP implementation and Programme Board*
- Highlight importance of Land use and transport planning on AQ
  *To be included within Action 1: Local Plan and Action 2: Local Transport Plan 4*
- Support measure to improve AQ as a whole not just within AQMAs
  *Whilst focussing on AQMAs, Actions will be expected to have wider benefits across the borough.*
- Consider the use of public information systems such as airTEXT
  *To be considered as a potential future action.*
2.0 Public Consultation Responses

2.1 Age range of responses

<table>
<thead>
<tr>
<th>Age Range</th>
<th>Response Total</th>
<th>Response Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Below 16 if below 16, please state age in the box below</td>
<td>0</td>
<td>0.00%</td>
</tr>
<tr>
<td>16-24</td>
<td>5</td>
<td>2.21%</td>
</tr>
<tr>
<td>25-34</td>
<td>21</td>
<td>9.29%</td>
</tr>
<tr>
<td>35-44</td>
<td>63</td>
<td>27.88%</td>
</tr>
<tr>
<td>45-54</td>
<td>61</td>
<td>26.99%</td>
</tr>
<tr>
<td>55-64</td>
<td>50</td>
<td>22.12%</td>
</tr>
<tr>
<td>65-74</td>
<td>20</td>
<td>8.85%</td>
</tr>
<tr>
<td>75-84</td>
<td>4</td>
<td>1.77%</td>
</tr>
<tr>
<td>85 or over</td>
<td>2</td>
<td>0.88%</td>
</tr>
</tbody>
</table>

This showed a reasonable split between age groups, with the majority of responses between the 35 and 64 age ranges. It may be necessary to investigate further the modes of travel for each age range to ensure the responses effectively reflect different travel modes.

2.2 Location split

The locations of responses have been mapped based on post code. The results show that there was a reasonable spread across the borough including areas with higher levels of air pollution.
2.3 Reponses to each action

A summary of the responses to each action is given, with bullet points summarising the comments received.

Percentage of public responses, listed in order of support:
1 Local Plan

Do you agree that the Local Plan should consider, and include, measures to improve air quality?

<table>
<thead>
<tr>
<th>Response</th>
<th>Percent</th>
<th>Response Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 Strongly Agree</td>
<td>78.67%</td>
<td>236</td>
</tr>
<tr>
<td>2 Agree</td>
<td>16.33%</td>
<td>49</td>
</tr>
<tr>
<td>3 Neutral</td>
<td>3.33%</td>
<td>10</td>
</tr>
<tr>
<td>4 Disagree</td>
<td>0.67%</td>
<td>2</td>
</tr>
<tr>
<td>5 Strongly Disagree</td>
<td>1.00%</td>
<td>3</td>
</tr>
</tbody>
</table>

It was clear from the majority of responses, that there was a high level of concern that the Local Plan housing and employment targets will significantly increase traffic levels/congestion and therefore pollution levels. 95% of responses agreed that actions to improve air quality should be included within the Local Plan. A large amount of responses mentioned loss of green belt and the importance of trees and green areas for reducing pollution levels. The issue of potential displacement of traffic and pollution was also raised.

- Housing numbers and employment areas will make air quality worse
  *An air quality assessment will be produced to assess and inform the Draft Local Plan.*

- Impacts from green belt loss
  *This will be taken into account within the Local Plan*

- Use of green infrastructure mitigation is required including tree planting and green walls
  *The Local Plan will include policies relating to green infrastructure.*

- Public transport and infrastructure issues
  *There will be a link between the Local Plan and the updated Local Transport Plan (LTP4). A new transport model has been developed to assess any traffic impacts which will support the air quality assessment*

- Should require a high level of design and restrict development near motorways
  *Design guidance will be included within the Local Plan and any Supplementary Planning Documents in the future as required.*

Conclusion

**Action 1 Local Plan should be included within the AQAP to ensure that air quality is a key consideration within the policy.**

Evidence is required of what the air quality will be like across the borough in the future. A borough wide air quality model will be produced to inform the development of the Local Plan. Air quality has been included within the proposed objectives of the new Plan. The Local Plan will include specific policies on green infrastructure and building design and location.

The National Planning Policy Framework is clear that local planning policies should take account of the presence of Air Quality Management Areas and the cumulative impacts on air quality from individual sites in local areas. Planning decisions should ensure that any new
development in Air Quality Management Areas is consistent with the local air quality action plan. The Warrington Local Plan has a statutory duty to comply with this national policy.

2 Sustainable Transport Strategies

Walking and Cycling Strategy

<table>
<thead>
<tr>
<th>Do you agree that an updated Walking and Cycling Strategy should be produced?</th>
</tr>
</thead>
<tbody>
<tr>
<td>Response</td>
</tr>
<tr>
<td>----------</td>
</tr>
<tr>
<td>1</td>
</tr>
<tr>
<td>2</td>
</tr>
<tr>
<td>3</td>
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<tr>
<td>4</td>
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<tr>
<td>5</td>
</tr>
</tbody>
</table>

80% of responses agreed that a new strategy should be produced to increase cycling and walking. There were some negative comments that a strategy would not accomplish anything.

- **Safety of routes**
  
  *As part of the scheme identification and development process for all transport schemes, the safety implications for all potential users are considered*

- **Cars have priority at junctions**
  
  *A balance has to be made between different transport modes depending on the circumstances of each location or route. Specific routes and the junctions on them will be considered in more detail in the Local Cycling and Walking Infrastructure Plan (LCWIP).*

- **Routes which are interrupted with roundabouts, busy roads, junctions etc create a barrier**
  
  *It is accepted that this is an issue, but there needs to be a balance between all road users. This will be considered within the development of Local Transport Plan 4*

- **People will not walk or cycle while using the car is easier.**
  
  *This will be considered within the Local Transport Plan 4 policies and actions. The Local Transport Plan covers all modes of travel in one strategy and thus highlights the benefit of an integrated transport strategy rather than a stand-alone Walking and Cycling Strategy*

- **Routes should be attractive ie tree lined and not next to busy major roads**
  
  *The nature of new walking and cycling infrastructure will be considered in the Local Transport Plan, and each scheme that is taken forward will be subject to optioneering and detailed design work. In order to continue to build a comprehensive cycling network which is attractive to all cyclists, it is likely to be necessary to include sections of both on and off road network, indeed lightly traffic residential roads are an important part of the cycle network.*
• Well-lit and visible areas away from major roads
  The nature of new walking and cycling infrastructure will be considered in the Local Transport Plan, and each scheme that is taken forward will be subject to optioneering and detailed design work.

• No easy route to the town centre
  Specific routes and the junctions on them will be considered in more detail in the Local Cycling and Walking Infrastructure Plan (LCWIP).

• Cycle lanes in Birchwood and Winwick needed, to link into town centre
  Specific routes and the junctions on them will be considered in more detail in the Local Cycling and Walking Infrastructure Plan (LCWIP).

• Cycling, walking and public transport routes need to be the priority instead of an add-on
  This will be considered within the Local Transport Plan 4 policies and actions

• Improve quality of paths
  Quality of new and existing paths will be considered as part of the development of Local Transport Plan 4

• Lack of shower facilities at work places for cyclists
  The production of Local Transport Plan 4 will include an update of policies and actions within the existing ‘Smarter Travel’ chapter which seeks to promote and encourage sustainable travel, and facilities such as showers and parking which encourage cycling will continue to be included as a consideration for inclusion within Travel Plans for new developments

• Gemini/Omega/Westbrook area needs a safe route
  Over the last 15 years very comprehensive improvements to provide walking and cycling links have been delivered, alongside key routes such as Cromwell Avenue, Whittle Avenue and Westbrook Way. Further improvements will be considered within the Local Cycling and Walking Infrastructure Plan (LCWIP). A specific AQAP action (Action 9: Burtonwood to Omega Cycleway) will help to further enhance cycle and pedestrian connectivity in the area.

• Cycle Lane on Causeway needed
  Specific routes and the junctions on them will be considered in more detail in the Local Cycling and Walking Infrastructure Plan (LCWIP).

• Reduce speed limit to 20 mph throughout town centre and busiest roads to make cycling safer
  This will be considered within the Local Transport Plan 4 policies and actions

Conclusion
Policies and actions to encourage more cycling and walking should be included within Local Transport Plan 4 to deliver Action 2 of the AQAP.

The council will deliver on this action by incorporating a review of walking and cycling policies and actions over the coming months as part of the development of Local Transport Plan 4. The current LTP3 already contains policies and actions to encourage walking and cycling, but the strength of response to this question will assist in shaping priorities in LTP4. The exact structure of the LTP4 documents is not set as yet but will include a Local Cycling and Walking Infrastructure Plan (LCWIP).
The LTP policies and actions will consider the range of issues raised in developing an attractive network to encourage more cycling. The Local Transport Plan will consider how to further promote and encourage cycling and walking as an alternative to car use and will include measures aimed at promoting and supporting people to cycle as well as cycle infrastructure. The Local Cycling and Walking Infrastructure Plan, will identify routes where intervention will be most beneficial. Improvement schemes along those corridors will then be identified, and these schemes will be included in future revisions of the AQAP.

Public Transport Strategy

<table>
<thead>
<tr>
<th>Response</th>
<th>Percent</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Strongly Agree</td>
<td>60.76%</td>
<td>175</td>
</tr>
<tr>
<td>Agree</td>
<td>26.04%</td>
<td>75</td>
</tr>
<tr>
<td>Neutral</td>
<td>9.03%</td>
<td>26</td>
</tr>
<tr>
<td>Disagree</td>
<td>2.78%</td>
<td>8</td>
</tr>
<tr>
<td>Strongly Disagree</td>
<td>1.39%</td>
<td>4</td>
</tr>
</tbody>
</table>

87% of responses agreed that an updated Public Transport Strategy should be produced. The majority of comments highlighted issues of cost and frequency of bus services as opposed to the private car or even a taxi, and the provision of low cost town centre parking. Journey Times were also described as being excessively long.

A number of comments were also received that the strategy should also include consideration of trams and park and ride.

- Expensive to use buses. Often cheaper to use taxis
- Frequency and timing of services are not practical
- Journey times can be excessively long
- Trams should be included

These issues will be considered in the review of the Local Transport Plan (LTP4) and Local Bus Strategy. As part of the supporting evidence to help shape LTP4, issues around affordability and barriers to growth in the existing public transport provision will be investigated. A study to consider options to deliver transformational change in the mass transit of people in Warrington is currently underway and will feed into LTP4. This study includes consideration of bus and light rail type solutions and potential funding mechanisms as part of a future long term vision for transport in Warrington

- Contactless system needed with a cap set

Work to develop Integrated and Smart Ticketing across the North of England is being undertaken by Transport for the North. This will be considered in the review of LTP4 and Local Bus strategy.

- Use local shuttle buses between residential and shopping/employment areas

This will be considered in the review of LTP4 and Local Bus Strategy.
• Free school bus provision withdrawn so now people drive instead
  *This will be considered in the review of LTP4 and Local Bus Strategy and in Action 15: School Action group*

• Use electric or ethanol buses
  *This will be considered in the review of LTP4 and Local Bus Strategy in conjunction with the Cleaner Fuels Strategy*

• Train station needed in South Warrington
  *There are no passenger rail lines close to proposed large development sites in South Warrington. Work on identifying new mass transit solutions for Warrington will identify options for connecting South Warrington residents to existing stations.*

• Bus routes to schools and colleges inadequate
  *School bus provision will be considered in the review of LTP4 and Local Bus Strategy and in Action 15: School Action group*

**Conclusion**

**Public Transport strategy should be included within Action 2 of the AQAP.**

The delivery of this action will be met through the development of LTP4 and review of the Local Bus Strategy. This process will consider the issues raised regarding cost, frequency and routes that cause a barrier to increasing patronage. The work will also consider long term transformational change and the viability of major mass transit options for Warrington.

Policies and actions for Public Transport in Warrington are currently contained within the Public Transport Chapter of Local Transport Plan 3 and the parallel Local Bus Strategy. The need for an updated Public Transport Strategy will be delivered through the development of LTP4 and the review of the Local Bus Strategy.

**Cleaner Fuels Strategy**

<table>
<thead>
<tr>
<th>Do you agree that a Cleaner Fuels Strategy should be produced?</th>
<th>Response Percent</th>
<th>Response Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 Strongly Agree</td>
<td>44.52%</td>
<td>126</td>
</tr>
<tr>
<td>2 Agree</td>
<td>32.51%</td>
<td>92</td>
</tr>
<tr>
<td>3 Neutral</td>
<td>15.19%</td>
<td>43</td>
</tr>
<tr>
<td>4 Disagree</td>
<td>4.59%</td>
<td>13</td>
</tr>
<tr>
<td>5 Strongly Disagree</td>
<td>3.18%</td>
<td>9</td>
</tr>
</tbody>
</table>

77% agreed that a Cleaner Fuels Strategy should be produced.

• Do not financially penalise existing car users
  *Any introduction of schemes will be assessed for potential negative impacts*

• Need to target HGV and public transport
  *HGVs and public transport will be included in the strategy*

• Public transport should be electric
  *The viability of this will be assessed as part of the strategy*
• Increase charging points in town centre and at home
  The current Standards for Parking in New Development policy states that all Residential and some non-residential development types will be expected to provide infrastructure for electric vehicles where viable and deliverable. The overall charging network will be assessed as part of the Strategy
• How to charge if you don’t have off street parking i.e. terraced housing?
  This will be considered within the strategy

Conclusion
Cleaner Fuels Strategy should be included within Action 2 of the AQAP.
The strategy will consider the issues raised regarding cost and infrastructure issues.

Smarter Choices Strategy

<table>
<thead>
<tr>
<th>Do you agree that a Smarter Choices Strategy should be produced?</th>
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<tbody>
<tr>
<td>Response</td>
</tr>
<tr>
<td>----------</td>
</tr>
<tr>
<td>1 Strongly Agree</td>
</tr>
<tr>
<td>2 Agree</td>
</tr>
<tr>
<td>3 Neutral</td>
</tr>
<tr>
<td>4 Disagree</td>
</tr>
<tr>
<td>5 Strongly Disagree</td>
</tr>
</tbody>
</table>

73% of respondents agreed that a Smarter Choices Strategy should be produced.
The main issues raised are:

• Need to be linked to other policies to be effective
  The policies and actions will form part of the wider Local Transport Plan 4 update and linked to other plans and actions
• Not everyone uses social media
  Marketing/Communications Strategy is being developed alongside the Smarter Choices Strategy that will consider all media
• Technology should be used to make alternate transport options more accessible
  This will be considered within this action and other actions through Local Transport Plan
• Need a viable alternative travel option first to encourage people out of their cars
  This will be considered within other actions through Local Transport Plan
• This is nothing new and has already been done with little impact and good on paper, but not in practice
  An evaluation of smarter choices programmes delivered through LSTF has been carried out and shown to deliver high value for money. Programmes developed for LTP4 will be based on evidence of what works and supported where appropriate by performance indicators to measure the impact
• Technology needs to be easily understandable and quick to use
  A Marketing/Communications Strategy is being developed alongside the Smarter Choices Strategy that will consider all media that is used and how we communicate with transport users
• Real time bus information needs improving
  This will be considered within the review of LTP4 and Local Bus Strategy

Conclusion
Action 2 Smarter Choices should be included within the AQAP.
The review of the Smarter Choices chapter will be a core element of the review of LTP4. The development of the plan will consider the issues raised regarding linking to other policies to be effective.

Policies and actions for promoting sustainable modes of travel are currently contained in the ‘Smarter Choices’ Chapter of LTP3. A number of successful travel planning and promotion programmes have also been delivered in recent years through funding from government received for the Local Sustainable Transport fund (LSTF) programmes. The development of LTP4 will include a full review of these polices and evaluation of the successful strategies implemented through LSTF.

Taxi Strategy

<table>
<thead>
<tr>
<th>Do you agree that a Taxi Strategy to encourage low emission vehicles should be produced?</th>
<th>Response Percent</th>
<th>Response Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 Strongly Agree</td>
<td>41.67%</td>
<td>115</td>
</tr>
<tr>
<td>2 Agree</td>
<td>36.59%</td>
<td>101</td>
</tr>
<tr>
<td>3 Neutral</td>
<td>15.94%</td>
<td>44</td>
</tr>
<tr>
<td>4 Disagree</td>
<td>3.26%</td>
<td>9</td>
</tr>
<tr>
<td>5 Strongly Disagree</td>
<td>2.54%</td>
<td>7</td>
</tr>
</tbody>
</table>

78% of respondents agreed that a Strategy should be produced.
Main issues raised:
• Cost to operators. Cost to taxi driver to upgrade vehicles could be prohibitive
  Financial impacts will be considered within the Strategy
• Improvements to be phased in
  It is expected that any action to improve fleet quality will be phased in over time
• Costs incurred by taxi operators will be passed on to customers
  Financial impacts on operators and users will be considered within the Strategy
• All taxis should be electric
  The strategy will consider encouraging uptake of electric vehicles
• Does not reduce the amount of vehicles on the road
  That is accepted, but taxis do account for disproportionate amount of miles driven compared to private cars. The Strategy will look into reducing emissions per vehicle
• Taxi lanes to be for electric taxis only
  *The use of priority lanes will be considered within the strategy*
• Stop taxis sitting outside train stations with engines running
  *Anti-idling enforcement will be considered as part of this strategy and other Local Transport Plan actions.*
• Bring in through licencing scheme
  *This will be considered within the strategy*
• Standard of driving needs to be looked at as this affects emissions
  *This will be considered within the strategy*

**Conclusion**

**Taxi Strategy should be included within Action 2 of the AQAP.**

The strategy will consider cost implications to operators. Should be linked to taxi licencing standards with incentives for operators who licence low emission vehicles in terms of cost and permissions. A high level of engagement with taxi operators should be carried out.

### 3 Environmental Protection SPD

**Do you agree that the Environmental Protection Supplementary Planning Document should be updated?**

<table>
<thead>
<tr>
<th>Response</th>
<th>Percent</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 Strongly Agree</td>
<td>60.08%</td>
<td>158</td>
</tr>
<tr>
<td>2 Agree</td>
<td>26.24%</td>
<td>69</td>
</tr>
<tr>
<td>3 Neutral</td>
<td>11.41%</td>
<td>30</td>
</tr>
<tr>
<td>4 Disagree</td>
<td>0.76%</td>
<td>2</td>
</tr>
<tr>
<td>5 Strongly Disagree</td>
<td>1.52%</td>
<td>4</td>
</tr>
</tbody>
</table>

86% of respondents agreed this should be updated.

Majority of comments highlighted the need for environmental information on the Local Plan and Western Link proposals.

• Planners and builders need to consider this
  *This will be used to influence planning assessments and decisions.*
• Require robust policy
  *Accepted for the document to be effective*
• Must include protection of green spaces, trees and include vertical gardens in green mitigation
  *Will include recommended mitigation and link to other planning policies within the Local Plan*
• Control over use of wood burners should be included
  *This are dealt with under Smoke Control Orders, which are being reviewed under Action 5*
• Concern over farm spreading odours
  *These would not relate to planning permissions but are dealt with under statutory nuisance legislation if spreading is not carried out to best practice*
• Very hard to assess cumulative impact on air quality from different applications

Each planning application, where relevant, will consider other applications that already have approval and their additional impacts on air quality.

Conclusion

Action 3 Environmental Protection SPD update should be included within the AQAP.
The SPD will include mitigation measures for example green infrastructure and link to the Local Plan. The document is an essential policy for private and Council developments.

4 Council Procurement Policies

<table>
<thead>
<tr>
<th>Do you agree that Council Procurement Policies should be updated to prioritise use of low emission vehicles? (Please tick one answer only)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
</tr>
<tr>
<td>1</td>
</tr>
<tr>
<td>2</td>
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<td>3</td>
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<td>4</td>
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</table>

85 % of respondents agreed that Council Procurement Policies should prioritise use of low emission vehicles.

Main issues are

• Concerns of cost. Should not be passed on to the public

Long term costs will be considered in procurement to ensure value for money. This will include running costs for example fuel type whereby low emission vehicles maybe cheaper to run.

• Council should be taking the lead

Agreed. This will also help to provide any evidence of the practical use of low emission vehicles.

• Impact on air quality would be minimal

There is no one single action that is expected to significantly improve air quality and that a package of measures is required.

Conclusion

Action 4 Council Procurement Policies should be included within the AQAP.
The policy should take into account full costs, and potential savings, from moving to a low emission fleet.
**Smoke Control Area Review**

Do you agree that the whole of the borough should be covered by a Smoke Control Order?

<table>
<thead>
<tr>
<th>Response</th>
<th>Percent</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Strongly Agree</td>
<td>33.72%</td>
<td>88</td>
</tr>
<tr>
<td>Agree</td>
<td>24.14%</td>
<td>63</td>
</tr>
<tr>
<td>Neutral</td>
<td>26.44%</td>
<td>69</td>
</tr>
<tr>
<td>Disagree</td>
<td>9.20%</td>
<td>24</td>
</tr>
<tr>
<td>Strongly Disagree</td>
<td>6.51%</td>
<td>17</td>
</tr>
</tbody>
</table>

58% of respondents agreed that Smoke Control Areas should cover the whole borough. There was a high level, 26%, of neutral responses with 16% disagreeing. The comments received showed a mix of strong support for and for those against it. Main issues are:

- People use them as they think they are cheaper than using gas for heating. Need to consider cost impacts.  
  *A cost assessment from using domestic gas compared to wood burning will be carried out to assess financial impacts.*

- Traffic needs to be the focus.  
  *The Plan has predominately focussed on traffic emissions but needs to take into account other local sources.*

- More smoke from industry than homeowners.  
  *Smoke from industry is controlled by alternative existing legislation.*

- Wood burning is for cosmetic reasons only yet emissions affect neighbours.  
  *This will be considered within the review.*

- Minimal impact.  
  *This will be considered within the review.*

- Would not apply retrospectively?  
  *This will be considered within the review.*

- Should be no restriction on wood burning stoves.  
  *Smoke Control Orders do not ban wood burning stoves but set out specific controls to limit the amount of smoke given off.*

- They are carbon neutral.  
  *Carbon emissions relate to climate change impacts but there are local air quality impacts from particulate and nitrogen dioxide emissions.*

- Manchester and Liverpool taking a lead on this.  
  *Actions by other authorities will be considered.*

- Needs to be consistency across the borough.  
  *This will be the aim of designating a single order across the borough.*

**Conclusion**

*Action 5 Smoke Control Area review should be included within the AQAP.*

Whilst there is support for this, it is mixed. Before a borough wide order is brought in, there needs to be an assessment looking as cost implications for residents and pollution impacts. This is likely to require further consultation.
6 Highways England/TfN working Group

<table>
<thead>
<tr>
<th>Response</th>
<th>Percent</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Strongly Agree</td>
<td>51.38%</td>
<td>130</td>
</tr>
<tr>
<td>Agree</td>
<td>33.20%</td>
<td>84</td>
</tr>
<tr>
<td>Neutral</td>
<td>8.70%</td>
<td>22</td>
</tr>
<tr>
<td>Disagree</td>
<td>3.16%</td>
<td>8</td>
</tr>
<tr>
<td>Strongly Disagree</td>
<td>3.56%</td>
<td>9</td>
</tr>
</tbody>
</table>

85% of respondents agreed that this group should be set up.

Main comments are:

- Need to result in actions
  *The working group will recommend actions that will be captured in future revisions of the plan*

- Motorways are a problem from traffic congestion across Warrington
  *The Action is proposed to be an important step to address motorway impacts on air quality*

- Must co-operate on data collection and impacts
  *This will be considered by the group for air quality data sharing. Data is already routinely shared on traffic data such as flows and journey times*

- Urgent need to take action from when motorway congestion affects Warrington
  *This will be further considered by the group. Warrington is in regular dialogue with Highways England on operational and strategic issues such as the impact of diverted traffic*

- Should look at diverting traffic away from residential streets
  *Will be considered as to whether practical on a site by site basis*

- Group should include local residents
  *Depending upon the actions discussed, this may be considered at a later stage*

Conclusion

**Action 6 Highways England/TfN working group should be included within the AQAP.**

This will ensure that further actions are agreed and are measurable to improve air quality linked to the motorway network.

At present Warrington is in regular dialogue with Highways England on operational and strategic issues. Warrington is also a member of TfN and is a key consultee on a number of TfN studies for which air quality should be an important issue.
7 Warrington Intelligent Transport System

Do you agree that this system will be help to reduce congestion and improve air quality? (Please tick √ one answer only)

<table>
<thead>
<tr>
<th>Response</th>
<th>Percent</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 Strongly Agree</td>
<td>27.42%</td>
<td>68</td>
</tr>
<tr>
<td>2 Agree</td>
<td>21.77%</td>
<td>54</td>
</tr>
<tr>
<td>3 Neutral</td>
<td>29.44%</td>
<td>73</td>
</tr>
<tr>
<td>4 Disagree</td>
<td>13.31%</td>
<td>33</td>
</tr>
<tr>
<td>5 Strongly Disagree</td>
<td>8.06%</td>
<td>20</td>
</tr>
</tbody>
</table>

49% of respondents agreed with this action, but responses were mixed. Almost a third of responses were neutral and 21% disagreed with the action.

Main issues were:

- Already plenty of other systems out there ie google maps, sat navs
  *Is considered to provide more detailed and up-to-date information than is currently available as it is updated at 5 minute intervals*
- How can you use an app while driving?
  *Should not be used whilst driving, it is an aid to plan routes beforehand, once app is running it will be no more distracting than a conventional satnav*
- Costs for data usage to access app
  *This depends upon personal phone contract details*
- Will have no impact on air quality
  *If flows and journey times are improved then air quality will improve in conjunction with other actions proposed*
- Greater knowledge of traffic is essential for people to plan their travel
  *App will enable users to identify the most congested roads/times of day and allow them to better plan routes and times to travel*
- Encourages people to use phones while driving
  *Drivers should not access their phone whilst driving, once app is running it will refresh automatically and will be no more distracting than a conventional satnav*
- Just moves traffic to other areas
  *Displacement of impacts will be assessed*
- Should be promoted in schools, GPs and hospitals
  *This will be considered along with local businesses*
- Need to sort out road system first
  *The action is to supplement improving the efficiency of the current road network*
- Not everyone has a smart phone
  *That is accepted, however, there will be a desktop version that can be accessed from any PC/Laptop*
- Treating the symptoms not the cause
  *This supplement other actions aimed at reducing volumes of traffic*
- Not enough people will use it to make a difference
  *Performance indicators will be developed to assess the impact form the action*
Conclusion

**Action 7 Warrington Intelligent Transport System should be included within the AQAP.**

There needs to be a demonstration that this will provide greater benefit beyond other app systems. The air quality benefit should be justified and be measurable.

The Warrington Intelligent Transport System (WITS) aims to combine real-time journey information using the latest Wi-Fi/Bluetooth and smart technology to develop network strategies to allow us to manage traffic flows using our urban traffic control system. Driver locations, at various junctions on strategic corridors, will be transmitted to the UTMC system for processing and calculation of journey times. This will allow reactive strategies to be implemented instantly without user intervention. The developing system will also provide real-time information to businesses and the general public via existing on-street displays, interactive web pages, social media and an innovative local mobile application for network users.

### 8 Chester Road Cycle Way

<table>
<thead>
<tr>
<th>Do you agree that this cycle way will encourage more cycling and reduce car usage?</th>
<th>Response Percent</th>
<th>Response Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 Strongly Agree</td>
<td>32.40%</td>
<td>81</td>
</tr>
<tr>
<td>2 Agree</td>
<td>27.60%</td>
<td>69</td>
</tr>
<tr>
<td>3 Neutral</td>
<td>22.40%</td>
<td>56</td>
</tr>
<tr>
<td>4 Disagree</td>
<td>10.40%</td>
<td>26</td>
</tr>
<tr>
<td>5 Strongly Disagree</td>
<td>7.20%</td>
<td>18</td>
</tr>
</tbody>
</table>

60% agreed that it would reduce car usage. A high amount, 22% were neutral and 18% disagreed.

Main comments raised issues for:

- Needs to be extended into town centre with safe lockable bike racks
  
  *To be considered within Action 2 for the Local Transport Plan update*

- Would increase leisure use but less replacing travel by car
  
  *Increasing commuter cycling will be considered within Action 2 for the Local Transport Plan update*

- Bridges for cycling and walking only
  
  *Infrastructure for cycling will be considered within Action 2 and other actions within the Local Transport Plan update*

- Cyclists must use it. On other routes cyclists still use the roads and not cycle ways
  
  *The Council has no powers to force cyclists not to use local roads and indeed cyclists are legitimate road users entitled to use the entire road network (subject to local exemptions). However, by introducing segregated more attractive routes cyclist will have the option to choose the part of the network which suits their needs best.*

- Do the same for Knutsford Road
  
  *To be considered within Action 2 for the Local Transport Plan update*
• Town not an attractive destination to cycle to

_Town centre redevelopment is being undertaken_

**Conclusion**

**Action 8 Chester Road Cycle-Way should be included within the AQAP.**

Performance indicators will be developed to assess usage.

9  **Burtonwood to Omega cycling/walking link**

<table>
<thead>
<tr>
<th>Do you agree that this link will encourage more cycling and walking and reduce car usage?</th>
<th>Response Percent</th>
<th>Response Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 Strongly Agree</td>
<td>32.93%</td>
<td>82</td>
</tr>
<tr>
<td>2 Agree</td>
<td>25.30%</td>
<td>63</td>
</tr>
<tr>
<td>3 Neutral</td>
<td>28.51%</td>
<td>71</td>
</tr>
<tr>
<td>4 Disagree</td>
<td>9.24%</td>
<td>23</td>
</tr>
<tr>
<td>5 Strongly Disagree</td>
<td>4.02%</td>
<td>10</td>
</tr>
</tbody>
</table>

58% of respondents agreed that this action would reduce car usage, but a high amount, 29% were neutral and 13% disagreed.

- Much needed, currently not safe.
- Safe cycle and walkways are needed and would be used if provided
- Concern over number of roads that still need to be crossed
  _Will be considered within the design_
- Require shower facilities at workplaces and safe storage of bikes
  _To be considered within Action 2 for the Local Transport Plan 4 and as planning conditions for new developments_
- Not suitable for people that travel long distances for work
- Also consider horse riders
  _Will be considered whether practical within the design_
- Make Omega businesses use cycle to work schemes
  _Sites on Omega all have travel plans to encourage cycling_

**Conclusion**

**Action 9 Burtonwood to Omega Walking/Cycle-Way should be included within the AQAP.**

Performance indicators need to be developed to assess usage.
Warrington West Rail Station

<table>
<thead>
<tr>
<th>Response</th>
<th>Percent</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Strongly Agree</td>
<td>20.65%</td>
<td>51</td>
</tr>
<tr>
<td>Agree</td>
<td>30.36%</td>
<td>75</td>
</tr>
<tr>
<td>Neutral</td>
<td>29.96%</td>
<td>74</td>
</tr>
<tr>
<td>Disagree</td>
<td>13.36%</td>
<td>33</td>
</tr>
<tr>
<td>Strongly Disagree</td>
<td>5.67%</td>
<td>14</td>
</tr>
</tbody>
</table>

51% of respondents agree that this action will encourage more sustainable travel. A large proportion, 30%, were neutral. 19% disagree that the action will improve air quality.

- Would people actually use it?
  Warrington West is being built as a response to growing rail patronage and housing/employment growth in West Warrington. Demand forecasting has undertaken as part of the development of the Business Case for the station

- Will bring in additional traffic to the area for people who would use it
  An Air Quality Assessment and a Traffic Assessment were provided as part of the planning application. This showed that any additional traffic would not adversely affect air quality in the area

- Still requires users to drive to the station
  The station has been designed to include cycle facilities, electric vehicle charging points and bus interchange facilities to mitigate against emissions from car journeys

- Trains still a form of pollution. Trains need to be electric
  The Air Quality Assessment for the planning application took into account emissions from the trains and showed that there would be no adverse impacts on air quality. Electrification of train lines is a national policy beyond the Council control although the council has, and will, continue to lobby government for the electrification of this section of the rail network.

- Why is it needed when there is a station in Penketh? But none South Warrington?
  The new station will offer enhanced service provision over the current offer at Sankey for Penketh, with three trains per hour in each direction. There are no passenger rail lines close to proposed large development sites in South Warrington. Work on identifying new mass transit solutions for Warrington will identify options for connecting South Warrington residents to existing stations

- Will encourage more traffic on Cromwell Avenue
  An Air Quality Assessment and a Traffic Assessment were provided as part of the planning application. This showed that any additional traffic would not adversely affect air quality in the area
Conclusion

Action 10 Warrington West Rail Station should be included within the AQAP.
Usage of the station and the impact of station traffic on the local environment will be monitored. The council has, and will, continue to lobby government for the electrification of this section of the rail network.

11 Centre Park Link Road

<table>
<thead>
<tr>
<th>Response</th>
<th>Percent</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 Strongly Agree</td>
<td>25.71%</td>
<td>63</td>
</tr>
<tr>
<td>2 Agree</td>
<td>21.63%</td>
<td>53</td>
</tr>
<tr>
<td>3 Neutral</td>
<td>17.14%</td>
<td>42</td>
</tr>
<tr>
<td>4 Disagree</td>
<td>16.73%</td>
<td>41</td>
</tr>
<tr>
<td>5 Strongly Disagree</td>
<td>18.78%</td>
<td>46</td>
</tr>
</tbody>
</table>

47% of respondents agreed this would improve air quality. Just under 18% were neutral but a large amount, 36% disagreed.

- Does not reduce amount of cars
  Centre Park Link is designed to create additional route choice and reduce congestion within the town centre.

- Displaces problem from one area to another
  An Air Quality Assessment has been produced which assessed displacement of pollution. The overall impact was concluded to be of benefit.

- If built, then will not need the Western Link?
  The Western Link Road is a separate project. Traffic modelling undertaken as part of the Western Link assessment process included an allowance for the change in traffic from the Centre Park Link Road

- Will attract more traffic
  This has been assessed within the Traffic Assessment for the road

- Being used to build more housing and employment, will not solve air quality
  Proposed additional housing and employment in the area was included within the Air Quality and Traffic Assessments

- Might create a bottleneck on Wilson Patten Street
  This has been considered within the Traffic Assessment to inform the junction design. Air quality on Wilson Pattern Street has been predicted to significantly improve, while remaining similar to current levels on Parker Street.

- Improves Bridgefoot area but makes Chester Road and Wilson Patten Street worse
  This has been considered within the Air Quality Assessment. Wilson Pattern Street and Chester Road, north of Gainsborough Road, have been predicted to see significant air quality improvements.

- Route should include a cycle lane
  Action 8 proposes a new cycle route along Chester Road to the town centre.
Conclusion
Action 11 Centre Park Link Road should be included within the AQAP.
The business case for Centre Park Link includes a post scheme evaluation process which
includes measuring the impact of the scheme in Air Quality

12 Western link Road

<table>
<thead>
<tr>
<th>Air quality is to be assessed as to the impact. Do you agree that this link road will be a useful infrastructure project to improve air quality?</th>
<th>Response Percent</th>
<th>Response Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 Strongly Agree</td>
<td>13.93%</td>
<td>34</td>
</tr>
<tr>
<td>2 Agree</td>
<td>13.93%</td>
<td>34</td>
</tr>
<tr>
<td>3 Neutral</td>
<td>15.98%</td>
<td>39</td>
</tr>
<tr>
<td>4 Disagree</td>
<td>19.67%</td>
<td>48</td>
</tr>
<tr>
<td>5 Strongly Disagree</td>
<td>36.48%</td>
<td>89</td>
</tr>
</tbody>
</table>

Only 28% of responses agreed that this would improve air quality. A large proportion, 56% disagreed. This may reflect where people live in terms of the proposed route.

- Will attract more cars
  The overall trend of traffic movements from the Western Link Outline Business Case (OBC) assessment shows that traffic generations from new developments along the Western Link only account for an estimated 200 vehicle movements in the peak hour. The remainder of the traffic utilising the Western Link is diverted from the Town Centre, moving slow-moving traffic away from the AQMAs

- Will increase more HGVs from Port Warrington
  The OBC assessment does assume a mix of traffic types, including HGV’s, coming from the site associated with Port Warrington

- Moves the pollution from one area to another, does not reduce overall emissions
  The assessment within the OBC shows that, at a local and regional impact level, the overall change in air quality is shown to be positive. A detailed air quality assessment will be produced to look at local impacts in more detail.

- Will be built on green space
  There will be a consideration of providing green space to offset any losses

- Will make air quality worse in Sankey Bridges and Lower Walton
  The assessment within the OBC shows that, at a local and regional impact level, the overall change in air quality is shown to be positive. A detailed air quality assessment will be produced to look at local impacts in more detail.

- No dedicated bus lane
  Currently no bus lane is proposed as the Western Link is designed as a single lane carriageway in both directions
Conclusion

Action 12 Western Link Road should be included within the AQAP.
The Western Link scheme has recently been through an extensive assessment exercise as part of the OBC submission to the Department of Transport (DfT). The full assessment of the scheme benefits and impacts, can be found online at https://www.warrington.gov.uk/downloads/201372/warrington_western_link.

Further, more detailed assessment of the impacts of the Western Link scheme will be undertaken as part of an Environmental Impact Assessment (EIA) as a statutory requirement of the planning process. This will be undertaken with the submission of a planning application for the scheme.

13 Investigate a Workplace Parking Levy

<table>
<thead>
<tr>
<th>Do you agree that this Levy should be investigated as a means to fund public transport initiatives?</th>
<th>Response Percent</th>
<th>Response Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 Strongly Agree</td>
<td>9.39%</td>
<td>23</td>
</tr>
<tr>
<td>2 Agree</td>
<td>9.80%</td>
<td>24</td>
</tr>
<tr>
<td>3 Neutral</td>
<td>15.92%</td>
<td>39</td>
</tr>
<tr>
<td>4 Disagree</td>
<td>20.41%</td>
<td>50</td>
</tr>
<tr>
<td>5 Strongly Disagree</td>
<td>44.49%</td>
<td>109</td>
</tr>
</tbody>
</table>

This action received the least support. Only 19% of respondents agreed with this action, while 65% disagreed. This was the least supported action within the plan.

- Is just another tax
- Will drive business away
- Adverse impact on small businesses and low paid workers

Demand Management Measures such as a Workplace Parking Levy are being investigated as part of the development of LTP4. If shown to be a viable and effective option in contributing to transforming transport in Warrington the financial impact on local business will be considered in detail.

- Does not reduce number of cars

Options for a new mass transit solution that will deliver transformative change for the town are being considered as part of LTP4. A Workplace Parking Levy may be one option that is considered to fund this change

- Need a viable transport system first

Options for a new mass transit solution that will deliver transformative change for the town are being considered as part of LTP4. A Workplace Parking Levy may be one option that is considered to fund this change

- Will cause parking on residential streets

This will be considered within the study
Conclusion

Action 13 Investigate a Workplace Parking Levy should not be included within the AQAP.
It has been decided not to take this action forward within the AQAP. The implementation of such levies in any other authorities will be monitored.

14 Clean Air Zone Feasibility Study

Do you agree that a Clean Air Zone should be investigated as a way to improve air quality?

<table>
<thead>
<tr>
<th></th>
<th>Response Percent</th>
<th>Response Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 Strongly Agree</td>
<td>26.67%</td>
<td>64</td>
</tr>
<tr>
<td>2 Agree</td>
<td>27.92%</td>
<td>67</td>
</tr>
<tr>
<td>3 Neutral</td>
<td>26.67%</td>
<td>64</td>
</tr>
<tr>
<td>4 Disagree</td>
<td>9.17%</td>
<td>22</td>
</tr>
<tr>
<td>5 Strongly Disagree</td>
<td>9.58%</td>
<td>23</td>
</tr>
</tbody>
</table>

55% of respondents agreed that this should be investigated. A high percentage, 27% were neutral, and just over 18% disagreed.

- Don’t punish drivers
  *A Clean Air Zone is being investigated as part of LTP4 development. If it is shown to be a viable option that can be taken forward then the types of vehicle that would be affected and any potential charging regime would be considered in more detail*

- Adverse impact low paid who will need new vehicles
  *A Clean Air Zone is being investigated as part of LTP4 development. If it is shown to be a viable option that can be taken forward then the types of vehicle that would be affected and any potential charging regime would be considered in more detail*

- Good idea for Crosfield Street
  *A Clean Air Zone is being investigated as part of LTP4 development. If it is shown to be a viable option that can be taken forward then the geographical extent of the zone will be considered in more detail*

- Look at HGVs
  *A Clean Air Zone is being investigated as part of LTP4 development. If it is shown to be a viable option that can be taken forward then the types of vehicle that would be affected and any potential charging regime would be considered in more detail*

- Need to consider impact on businesses
  *Business impact will be considered within the study for the design of any Zone*

- Needs to be clearly defined
  *This will be considered within the study for the design of any Zone*

- May displace impacts to other areas
  *Displacement effects will be considered within the study for the design of any Zone*
Conclusion

Action 14 Clean Air Zone Feasibility Study should be included within the AQAP.
A study that considers Demand Management Measures such as a Clean Air Zone is being undertaken that will inform LTP4. If a Clean Air Zone is shown to be a viable and effective option more work will be undertaken to develop a scheme. This will include public consultation and consultation with local businesses. Decisions regarding the geographical area and category of vehicle affected would be informed by that consultation and clearly defined ahead of implementation.

15 School Nursery and Care Home Action Group

<table>
<thead>
<tr>
<th>Do you agree that this Group should be set up to recommend further actions?</th>
<th>Response Percent</th>
<th>Response Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 Strongly Agree</td>
<td>37.97%</td>
<td>90</td>
</tr>
<tr>
<td>2 Agree</td>
<td>33.33%</td>
<td>79</td>
</tr>
<tr>
<td>3 Neutral</td>
<td>21.10%</td>
<td>50</td>
</tr>
<tr>
<td>4 Disagree</td>
<td>4.22%</td>
<td>10</td>
</tr>
<tr>
<td>5 Strongly Disagree</td>
<td>3.38%</td>
<td>8</td>
</tr>
</tbody>
</table>

71% of respondents agreed that this should be set up, with 8% disagreeing.
- Discourage school drop offs by cars
  *This will be considered by the group*
- Need to bring back free school bus passes
  *This will be considered by the group and link to Action 2 the Local Transport Plan 4 update and Local Bus Strategy review*
- Needs to result in real actions
  *The group will recommend actions to be carried out*
- Don’t build schools next to main roads
  *This will be considered within the Local Plan and Supplementary Planning Documents*

Conclusion

Action 15 School Nursery and Care Home Action Group should be included within the AQAP but the outcome should result in real actions being taken.
16 Temporary Play Streets

Do you agree that these would be an effective action to improve air quality?

<table>
<thead>
<tr>
<th>Response</th>
<th>Percent</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Strongly Agree</td>
<td>22.88%</td>
<td>54</td>
</tr>
<tr>
<td>Agree</td>
<td>22.03%</td>
<td>52</td>
</tr>
<tr>
<td>Neutral</td>
<td>30.08%</td>
<td>71</td>
</tr>
<tr>
<td>Disagree</td>
<td>13.98%</td>
<td>33</td>
</tr>
<tr>
<td>Strongly Disagree</td>
<td>11.02%</td>
<td>26</td>
</tr>
</tbody>
</table>

There was quite a mixed response with a lower level of agreement, 45%, for this action with almost a quarter of responses disagreeing that it would be an effective action. There were a large number of neutral responses, 30%.

- Children need green spaces to play on, should use parks
  *Street play is different to use of parks, which tend to require more structured organised visits.*
- Little impact on air quality
  *This action is to encourage behavioural change and reduce long term use of car. There are additional benefits around community cohesion and exercise*
- Pushes cars on to other streets
  *Residents only can still have access and can park on the street. But the speed will be controlled at walking space*
- Good idea to encourage children to play outside. Similar scheme was successful in Bristol
  *The Bristol Scheme will be used to inform schemes in Warrington*

**Conclusion**

**Action 16 Temporary Play Streets should be included within the AQAP** but the design of the scheme should consider any adverse impact on residents for access to car and parking. The London Play scheme website contains further information including a “myth busters” page to address concerns.

https://www.londonplay.org.uk/content/29945/our_work/recent_work/play_streets/play_street_myth_buster
17 Air Quality webpage

Do you agree that this information is required and would be useful on the Council website?

<table>
<thead>
<tr>
<th>Response</th>
<th>Percent</th>
<th>Response Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 Strongly Agree</td>
<td>29.96%</td>
<td>71</td>
</tr>
<tr>
<td>2 Agree</td>
<td>39.66%</td>
<td>94</td>
</tr>
<tr>
<td>3 Neutral</td>
<td>21.52%</td>
<td>51</td>
</tr>
<tr>
<td>4 Disagree</td>
<td>5.49%</td>
<td>13</td>
</tr>
<tr>
<td>5 Strongly Disagree</td>
<td>3.38%</td>
<td>8</td>
</tr>
</tbody>
</table>

70% of respondents agreed that this should be produced, with 9% disagreeing.

- Waste of time and money
  *This will be produced using existing staff resources, no funding is required*

- Information already on the internet
  *This is not always accessible in one place and relevant directly to Warrington*

- Only if evidence that people will use it
  *Performance indicators will be developed to assess usage*

- Needs to be accessible
  *Will be designed for ease of use*

- Current offering difficult to use
  *Current pages have been designed towards consultants requiring air quality data to use in planning application and less for public use. This is proposed to be changed in the update*

**Conclusion**

**Action 17 Air Quality Webpage should be included within the AQAP** but the design and the readability of the pages need to be considered. Performance indicators based on page usage need to be developed.
18 Particulate PM2.5 monitoring

Do you agree that this data is useful to be able to inform future actions?

<table>
<thead>
<tr>
<th>Response</th>
<th>Percent</th>
<th>Response Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 Strongly Agree</td>
<td>49.57%</td>
<td>116</td>
</tr>
<tr>
<td>2 Agree</td>
<td>32.48%</td>
<td>76</td>
</tr>
<tr>
<td>3 Neutral</td>
<td>15.38%</td>
<td>36</td>
</tr>
<tr>
<td>4 Disagree</td>
<td>1.28%</td>
<td>3</td>
</tr>
<tr>
<td>5 Strongly Disagree</td>
<td>1.28%</td>
<td>3</td>
</tr>
</tbody>
</table>

There was strong support, 82%, that this monitoring should be carried out to provide evidence for further actions

- Should be done along the Western Link Road route
  *This will be considered*
- Consider near motorways, main roads, swing bridges and near schools
  *These areas will be considered*
- More real-time data is needed to inform actions to show that actions result in improvements
  *This action is proposed to enable evidence to be gained*

Conclusion

**Action 18 Particulate PM2.5 monitoring should be included within the AQAP.** Funding for this will be investigated as a priority. Consider building monitoring of this within major infrastructure schemes. A performance indicator needs to be developed based on data gained.

2.4 Additional Suggestions

98 responses were received with additional suggestions. The majority of these related to concerns over the Draft Local Plan and Western Link Road. There were also a number of comments regarding the importance of green infrastructure with protection of the green belt, planting of trees along road sides and green walls. Additional comments referred to public transport improvements and cycling infrastructure that should be considered within the Local Transport Plan review. Further suggestions include:

- Require a wide assessment of air quality across the town to assess whether actions will make a difference
  *This evidence will be carried out as part of Action 1 Local Plan*
- Home working and flexi hours for businesses
  *This is beyond the control of the Council, but these options are included for Council employees where relevant*
• Limit swing bridge openings
  *This is beyond the direct control of the Council but there is a Memorandum of Understanding with Peel Holdings who control the bridges and the ship canal. This has resulted in an agreement to restrict the number of swing bridge openings per year during rush hours*
  
• Open Milner Street to northbound traffic and ban HGVs from Crosfield Street
  *This will be considered within Action 14 Clean Air Zone Study*

• Host a conference to include business, NHS, schools, public, cycle groups etc to discuss the issues and take joint actions
  *This will be considered in future Action Plan updates dependent upon resources*

• Tram network
  *This will be considered with Action 2 the Local Transport Plan update and Mass Transit study*

• Deter HGV companies from setting up around Warrington
  *Any planning applications would be assessed for their merits including air quality impacts*

• Restrict times that HGVs can operate through town centre
  *This will be considered within Action 14 Clean Air Zone Study*

• Park and Ride
  *This will be considered with Action 2 the Local Transport Plan 4 update and Mass Transit Study*

• Consider noise pollution from traffic
  *This is beyond the remit of the Action Plan, but is considered within planning applications*

• Include air quality in weather reports
  *Will be considered within Action 17 Air Quality webpage update*

• Improve road signage to be more visible to improve flows for example at Bridgefoot
  *Will be considered within the Local Transport Plan 4*

• Countywide transport policy needed, not just local
  *This is a national issue beyond Council control, but is discussed within the Highways England and Transport for North working groups*

• Remove speed bumps
  *Traffic calming measures are generally installed to deal with a specific local issue and need to be considered on a site by site basis*

• Sustainable homes to include low emission energy for example boilers
  *To be considered within the Local Plan update and future Supplementary Planning Documents*

• Industrial pollution
  *Industrial emission are controlled by existing legislation beyond the Council control*

• Restrict firework sales
  *This will need to meet national legislation. Pollution levels do peak during firework night times so consideration will be given to providing advice to the public*

• Clean roads more to reduce dust

• Bring in more 20 mph zones
  *This will be considered within the Local Transport Plan 4*
• Reduce number of traffic lights that cause stop start traffic

*Traffic signals are generally installed to provide pedestrian and cycle priority or improve safety, which supports actions in this plan to improve walking and cycling or manage large or unbalanced traffic flows at junctions, which if left unmanaged would often lead to large levels of queueing and adverse environmental impacts.*

### 3.0 Next stage

The Air Quality Action Plan (AQAP) will be formally adopted by the Council with the actions recommended. The consultation comments will be used to inform the delivery of each action.

The AQAP is overseen by the Air Quality Programme Board. The Board will sit every quarter and review the progress of each action.

The majority of the actions have funding and resources allocated to them. There are some actions, for example a detailed study into Clean Air Zone and the particulate monitoring, which will require significant funding to enable them to be carried out. Potential funding streams will be investigated for these actions.

Annual Status Reports are produced as part of the Council’s statutory local air quality management duties which assess and report the latest air quality data. The Report is submitted to Defra for appraisal in May each year and will include an update of the action plan measures. Following acceptance by Defra, the reports will be made publically available on the Council website.