



Air Quality Action Plan

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

2022-2025

Warrington Borough Council

Local Authority Officer	Warrington Borough Council
Department	Environmental Protection
Address	East Annexe, Town Hall, Sankey Street, Warrington WA1 1UH
Telephone	01925 443322
E-mail	Environmental.health@warrington.gov.uk
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Executive Summary

The Council recognises that air pollution is an important determinant of health and that it affects the most vulnerable in our society in particular. Warrington Borough Council is committed to reducing the exposure of people in Warrington to poor air quality in order to improve the health and wellbeing of our residents.

Air pollution is associated with a number of adverse health impacts. It is recognised as a contributing factor in the onset of heart disease and cancer. Additionally, air pollution particularly affects the most vulnerable in society: children and older people, and those with heart and lung conditions. There is also often a strong correlation with equalities issues, because areas with poor air quality are also often the less affluent areas^{1,2}.

The annual health cost to society of the impacts of particulate matter alone in the UK is estimated to be around £16 billion³.

This Air Quality Action Plan (AQAP) has been produced as part of the Council's statutory duties required by the Local Air Quality Management framework. It outlines the actions the Council will take to improve air quality in Warrington between 2022 and 2025.

This action plan revises and updates the previous action plan which ran from 2017 to 2022, although many of the actions remain in place and are on-going. Projects delivered through the previous version include:

- Increase cycle way infrastructure
- Production of the Local Transport Plan 4
- Council Procurement strategies
- Highways England/TFN working group
- Warrington Intelligent Transport System
- Warrington West Railway station
- CAZ feasibility study
- Air Quality Webpage update

¹ Environmental equity, air quality, socioeconomic status and respiratory health, 2010

² Air quality and social deprivation in the UK: an environmental inequalities analysis, 2006

³ Defra. Abatement cost guidance for valuing changes in air quality, May 2013

Whilst the AQAP covers the years 2022-25, it has evolved from the previous plan (2017-2022) that focussed on a framework of policies and plans to improve air quality and to support wider action to promote health and wellbeing and tackle social injustice. The Council is mindful of the need for its growth, regeneration and transport plans to be sustainable. The Council will continue to liaise and work with Highways England in relation to the motorway network, which forms an important part of regional and national transport infrastructure. We will undertake further exploration of potential schemes to improve air quality and consult with local residents.

This AQAP outlines how the Council will plan to effectively tackle air quality issues within its control. There are a large number of air quality policy areas that are outside of the Council's influence (such as vehicle emissions standards, national policy and control of the motorway network), therefore work with regional and central government on policies and issues will continue.

We have developed 16 actions that can be considered under three key delivery topics: policy; infrastructure; and additional measures. These are set out in more detail in Section 5.1, and summarised on page iii.

The Council acknowledges the impacts of poor indoor air quality, and to match the national Air Quality Strategy, has included this as action with the AQAP.

This AQAP is seen as complementary to plans to reduce carbon emissions. Since declaring of a climate emergency, the Council has set up a new Climate Emergency Commission to advise and lead a wider public conversation about the changes needed. Work is underway through the commission to develop a new strategy for the borough Council and will develop a climate emergency action plan in the context of this wider strategy,

WARRINGTON AIR QUALITY ACTION PLAN MEASURES (SUMMARY)

Policy Actions

- 1 Local Plan review
- 2 Environmental Protection Supplementary Planning Document
- 3 Electric Taxi Strategy
- 4 Town Centre Last Mile Project
- 5 Public advice on wood burning

Infrastructure Improvements

- 6 Public and on-street EV charging points
- 7 Chester Road Cycle Promenade
- 8 Burtonwood to Omega Cycling/Walking Link
- 9 Centre Park Link Road
- 10 Western Link Road

Additional Measures

- 11 Electric Bus Project
- 12 Council Pool Cars
- 13 Schools group
- 14 Temporary Play Streets
- 15 PM2.5 Monitoring
- 16 Indoor Air Quality

Responsibilities and Commitment

This AQAP was prepared by the Environmental Protection team of Warrington Borough Council with the support and agreement of the following officers and departments:

Transport for Warrington
Public Health
Planning Policy
Public Protection and Prevention

The AQAP has been approved by:

- Air Quality Programme Board
- Senior Management Team
- Director of Public Health
- Director of Environment and Transport
- Portfolio Member for Environment and Public Protection
- Portfolio Member for Public Health and Wellbeing
- Portfolio Member for Highways, Transportation and Public Realm

This AQAP will be subject to an annual review, appraisal of progress and reporting to the Council's Air Quality Programme Board. Progress on the measures will be reported each year in the Annual Status Reports (ASRs) produced by Warrington Borough Council, as part of our statutory Local Air Quality Management (LAQM) duties.

If you have any comments on this AQAP please send them to the Environmental Protection team at:

Warrington Borough Council, East Annexe, Town Hall, Sankey Street WA1 2UH
Telephone: 01925 443322

Email: environmental.health@warrington.gov.uk

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1 Introduction

This report outlines the actions that Warrington Borough Council will deliver between 2022 and 2025 in order to reduce concentrations of nitrogen dioxide (NO₂) within the two designated Air Quality Management Areas (AQMA): Warrington AQMA; and the Motorway AQMA. These two AQMAs have been designated due to exceedances in the annual mean objective for NO₂ as set out in the national Air Quality Strategy (AQS) for England and Wales. Actions are also to be considered to reduce particulate concentrations, thereby positively impacting on the wider health and quality of life of residents and visitors to the Borough.

The AQAP has been developed in recognition of the legal requirement on the local authority to work towards AQS objectives under Part IV of the Environment Act 1995 and relevant regulations made under that part and to meet the requirements of the Local Air Quality Management (LAQM) statutory process.

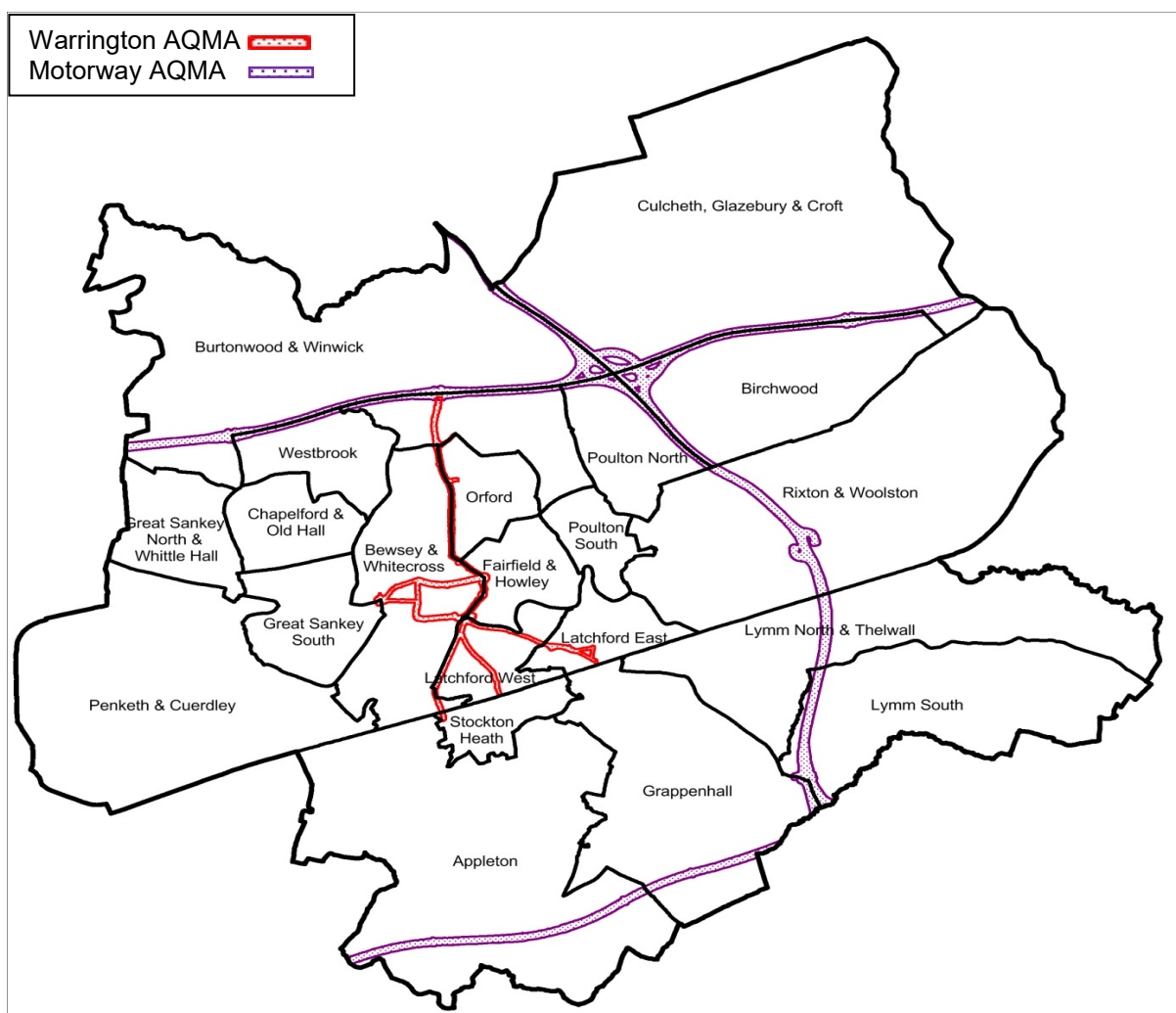
This AQAP is a revised and updated version of the 2017 AQAP. It is considered to be a “live” working document and will be reviewed annually. Progress on measures set out will be reported on annually within Warrington Borough Council’s ASR.

2 Summary of Current Air Quality in Warrington

The majority of Warrington has good air quality. We have continued to review pollution levels and to designate Air Quality Management Areas (AQMAs) where necessary.

The latest plan of AQMAs is shown in figure 1. The original motorway related AQMA was designated in 2002. The Warrington AQMA, designated in 2016, follows the major arterial routes into and out of the town. The National UK Action Plan predicts that these routes may comply with the objectives by 2019. Our monitoring data, however, indicated that exceedances of the national nitrogen dioxide objective were still occurring.

Figure 1: Map of AQMAs



This plan has been introduced to target improvements in these AQMAs and where possible to deliver wider betterment in levels across the town. Whilst we have limited influence over emissions along the motorway, we will continue to liaise with Highways England and Transport for the North (TfN) with respect to the regional and national network.

Please refer to the latest ASR from Warrington Borough Council for full details of monitoring data (www.warrington.gov.uk/airquality).

Due to the Covid pandemic and subsequent restrictions and lockdowns, nitrogen dioxide pollution levels across Warrington significantly improved mainly due to the reduction in traffic. This resulted in all locations, including within Air Quality Management Areas, meeting the national objectives in 2020. This is expected to continue in 2021 although the level of improvement is expected to decrease. The Covid impacts on air quality are included within the Annual Status Reports (ASR). As traffic levels return to pre-pandemic volumes, actions with this AQAP are still expected to be required as pollution levels increase.

In addition, The Council recognises the health improvements by reducing air pollution levels below the national objectives and still has concerns over levels of fine particulates PM_{2.5}.

3 Warrington Borough Council's Air Quality Priorities

3.1 Public Health Context

According to the Committee on the Medical Effects of Air Pollutants (COMEAP), the evidence associating NO₂ with health effects has strengthened substantially over recent years. It is estimated that the effects of NO₂ on mortality are equivalent to 23,500 deaths in the UK annually. Many of the sources of NO₂ are also sources of particulate matter (PM). The impact of exposure to fine particulate matter pollution (PM_{2.5}) is estimated to have an effect on mortality equivalent to nearly 29,000 deaths in the UK and an estimated associated loss to the population of 340,000 life-years. The combined impact of these two pollutants represents a significant public health challenge. Air pollution affects mortality from cardiovascular and respiratory conditions, including lung cancer. On average poor air quality reduces the average persons' lifespan by 6 to 9 months, and as much as 10 years for people with existing health problems who live in poor air quality areas. In addition, exposure to poor air quality leads to restricted activity and increased GP and hospital admissions.

The Public Health Outcomes Framework (PHOF) is a Department of Health data tool for England, intended to focus public health action on increasing healthy life expectancy and reducing differences in life expectancy between communities. The tool uses indicators to assess improvements. Recognising the significant impact that poor air quality can have on health, the PHOF includes an indicator 3.01 relating to fine particulate matter (PM_{2.5}). This estimated that the fraction of mortality attributable to particulate air pollution in Warrington for 2019 was 4.8%, above the North-West average of 4.5%.

This AQAP will concentrate on reducing NO₂ levels but actions are expected to lead to additional improvements in PM_{2.5} exposure. Through improving air quality we can reduce both the short term and the long term effects on people's health. It will have benefits to those who may find their conditions are made worse through exposure to air pollution, for example people with heart or lung conditions or breathing problems. The AQAP will also realise climate change benefits in carbon reductions through the move to low emission vehicle and for the first time is considering indoor air quality.

3.2 Planning and Policy Context

Planning policy helps to ensure future development is sustainable, whilst ensuring that development within existing areas takes into account air quality as a material planning consideration.

The principle planning policy document is the current adopted Warrington Local Plan Core Strategy (2014). The Council has embarked upon a review of this plan and has published its Local Plan Preferred Development Option (LPPDO). It is intended that a new draft Local Plan will be published in 2022. The LPPDO sets out future growth and employment plans for Warrington to 2038. The LPPDO states that the Borough will require approximately 15,000 new homes and 381 ha of employment land during that period. The new Local Plan will consider air quality and include measures to promote sustainable growth.

There are further supplementary planning documents (SPD) that set out actions that influence changes to air quality. The Environmental Protection SPD sets out standards for developers to consider air quality in their applications. The Parking Standards SPD sets out the parking standards for new developments including electric vehicle standards.

Due to the impact of road traffic on air quality, the Local Transport Plan (LTP4) has been the key mechanism to deliver air quality improvements. The LTP has now been refreshed and will continue to contain the main actions relating to reducing transport emissions.

Warrington Borough Council declared a climate emergency in 2019. It is committed to be a carbon neutral organisation by 2030 and to encourage wider action across the borough in line with global climate agreements. The Council has set up a Climate Emergency Commission to help to advise it and to lead a wider public conversation. The Commission issued a position paper in November 2021 as part of a consultation to help shape a new local strategy to address the climate emergency across the borough. Many of the areas for action highlighted in the paper concern actions to eliminate the use of fossil fuels for heat, power and transport. As such there is a strong crossover with local air quality issues.

3.3 Source Apportionment

The AQAP measures presented in this report are intended to be targeted towards the predominant sources of emissions within Warrington Borough Council's area. A detailed source apportionment exercise was carried out by Warrington Borough Council in 2002. This identified that within the Motorway AQMA, the percentage source contributions for nitrogen oxides (NO_x) were as follows:

- Road traffic contributed to approximately 70% of annual mean concentrations
- HGVs and LGV were the dominant road traffic mode source estimated to contribute 49% of concentrations

The source apportionment also assessed primary roads within the borough in 2002 as follows:

- Road traffic contributed to approximately 40% to 50% of annual mean concentrations
- HGVs and LGVs contribute approximately 30% of annual mean concentrations
- Buses contributed approximately 3% of concentrations

This work confirmed that road transport emissions were the most significant source with industry assessed as contributing between 1 and 3.5%, and domestic sources 1 to 2% of concentrations.

The road transport component was further refined in 2013 as part of a Low Emissions Feasibility Study and used to inform the Detailed Assessment looking at the town centre and the main arterial roads. This work assisted in providing the evidence to designate the wider Warrington AQMA in 2016. The data shows that whilst diesel cars are the predominant source, HGV and buses contribute a disproportionate amount of NO_x compared to the distance driven. This showed that within the new Warrington AQMA, traffic mode sources could be apportioned for contribution above the background as follows:

- Petrol cars contribute approximately 11% and diesel cars 50% of NO_x, and account for 90% of distance driven
- HGVs and LGV contribute 20% of NO_x, yet account for only 9% of distance travelled.
- Buses contribute approximately 11% of NO_x yet account for only 1% of distance travelled

3.4 Required Reduction in Emissions

For the motorway AQMA, the 2002 source apportionment exercise estimated that emissions on the motorway would need to be reduced by $11\mu\text{g}/\text{m}^3$ to remove the AQMA designation. Using the calculations in line with Technical Guidance LAQM.TG16 (Chapter 7) based on 2016 data, the following percentage reductions in road NO_x are required to meet the national annual mean NO₂ AQS limit:

- Motorway AQMA: 43 % reduction in road NO_x
- Warrington AQMA: 41% reduction in road NO_x

These reductions are based on the locations with the highest exceedances. The geographical extent, and the number of receptors affected, can still be substantially reduced even if these estimated reductions are not fully realised.

While potential technical improvements in engine technology may lead to a reduction in emissions, and changes over time in industry within the borough could lead to further reductions, these have to be balanced against the predicted growth plans for Warrington. The potential improvements in industry and technology are not expected to improve air quality to an extent where the AQMA designations can be removed, and therefore additional actions for environmental protection and managing growth and transport are required.

3.5 Key Priorities

The key priorities for Warrington Borough Council are:

- Priority 1 – Reduce traffic volume and improve flows
- Priority 2 - Reduce emissions from HGVs and LGVs
- Priority 3 – Reduce emissions from bus and public transport including taxis
- Priority 4 – Reduce exposure for those who are most vulnerable
- Priority 5 – Ensure that future development is designed to reduce exposure and improve air quality.

4 Development and Implementation of Warrington Borough Council AQAP

4.1 Consultation and Stakeholder Engagement

In developing and updating this AQAP, we will continue to work with other local authorities, agencies, businesses and the local community to improve local air quality. Schedule 11 of the Environment Act 1995 requires local authorities to consult the bodies listed in Table 4.1. In addition, we have undertaken a full public consultation on the AQAP. The response to our consultation stakeholder engagement is summarised in Appendix A. These actions will be progressed taking into account the consultation comments received for their delivery. Any actions deemed undeliverable following development are logged in Appendix B.

Table 4.1 – Consultation Undertaken

Yes/No	Consultee
Yes	the Secretary of State/Defra
Yes	the Environment Agency
Yes	Highways England
Yes	all neighbouring local authorities
Yes	Public Health England
Yes	bodies representing local business interests and other organisations as appropriate
Yes	Residents and public

4.2 Steering Group

A Programme Board comprising of senior elected members and officers has been established since March 2017 to oversee the development and implementation of the AQAP. Under the Board, Delivery Teams have been tasked with implementing each action. The consultation responses were reviewed by the Programme Board meeting in June 2021.

Membership of the Programme Board and Delivery teams can be expanded as and when required. The core members are:

Name	Role	Responsibilities
Thara Raj, Director of Public Health	Project Chair	Has the lead role to deliver the project and to oversee health interventions
Dave Watson, Head of Public Protection and Prevention	Delivery Manager	To ensure the Action Plan is delivered and submitted to Defra. Ongoing review and reporting.
Dave Boyer, Director of Environment and Transport	Transport	To oversee transport policy
Dr Richard Jarvis	UK Health Security Agency North West	To provide health information and evidence, locally and regionally
Councillor Hitesh Patel	Portfolio Holder for Environment and Public Protection	To oversee environmental actions
Councillor Maureen McLaughlin	Portfolio Holder for Public Health and Wellbeing	To oversee public health actions
Councillor Hans Mundry	Portfolio Holder for Highways, Transportation and Public Realm	To oversee transport actions

The delivery teams are led by:

Team	Area	Responsibilities
Stephen Hunter	Transport	LTP and traffic policies
Michael Bell	Spatial Planning	Local Plan and Planning policies
Richard Moore	Environmental Protection	Air quality data and report submissions to Defra
Thara Raj	Public Health	Public Health actions

The Programme Board meets quarterly to assess and review progress with the AQAP. Any amendments or revisions to the AQAP will be decided by the board. We continue look at options to strengthen the public voice, as well as other stakeholders, within this process.

The Programme Board and the Senior Leadership Team approved this AQAP in December 2021.

5 AQAP Measures

The information below, and in Table 5.1 at the end of the document, outline the Council's AQAP measures. It contains:

- a list of the actions that form part of the plan. These are arranged in order of policy actions, infrastructure improvements, and additional actions
- the responsible individual and departments/organisations who will deliver this action
- the estimated cost of implementing each action (overall cost and cost to the local authority). Actions are highlighted within the comments section of table 5.1 where funding or resources have yet to be allocated.
- expected benefit in terms of pollutant emission and/or concentration reduction
- the timescale for implementation
- how progress will be monitored

NB: Please see future ASRs for regular annual updates on implementation of these measures.

A list of existing on-going actions that contribute towards improving air quality is contained in Appendix C.

5.1 Policy Actions

Warrington was established as a New Town in 1968. Warrington has exceeded its New Town target population of 200,000 people. The New Town has also created one of the most economically successful places in the UK (Centre for Cities: Cities Outlook). However, the New Town did not complete its planned programme of infrastructure provision and the continuing issue of swing bridge movements over the Manchester ship Canal exacerbates congestion and causes poor network resilience.

This continued growth without the necessary infrastructure coupled with a New Town vision based upon the dominance on the car means that Warrington suffers from a combination of congestion, poor network resilience and poor air quality. The Council's development plans and transportation programmes need to create a step change in urban transportation over the next 20 years.

The Local Plan is the statutory development plan for the whole of the Borough and is used in the determination of planning applications. It is essential that the Council continues to have an up-to-date Local Plan in order to retain control over the type and location of development within the Borough, and so ensuring that development is

'Sustainable' and 'Plan' led. Alongside this, the Local Transport Plan will consider road infrastructure schemes to both address pollution and to 'un-lock' development sites.

The Local Plan is being developed by the Council's Planning Policy team with resource allocated. Air quality modelling and assessments, linked to traffic data, will be produced in order to allow a number of scenarios to be evaluated.

The Local Transport Plan (LTP4) has been developed in-house by officers from the Transport for Warrington service area. The staff resource to lead on the project is currently allocated and will be supported by other colleagues across the service area to provide specialist knowledge.

A review of all of the policies and procedures used by Warrington Borough Council is necessary to ensure that the effect on air quality is considered in all decisions that we make. For this action to be implemented the support of Senior Managers will be necessary. Staff resource from across the organisation would be required. The review of spatial planning and procurement policies will be the priority to encourage the use of non-car based modes and low emission vehicles.

5.1.1 Local Plan Review

The emerging Local Plan for Warrington is proposing around 15,000 new homes and 380 ha of employment land in the borough over the next 20 years (2017-2037). The Plan will set out a robust set of policies that will ensure that this growth is managed and delivered in a sustainable manner. The finalised Plan is expected to be formally adopted by the end of 2023. The local plan will assess any air quality impact and air quality modelling will be carried out where appropriate. The Local Plan will include measures that contribute to improving air quality in Warrington, including:

- Reducing the need to travel
- Supporting the delivery of new strategic and local infrastructure
- Locating development in suitable locations through allocation of land and buffer zones to major roads.
- Creating high quality built environments
- Green infrastructure

The Local Plan will ensure that air quality is considered as a key part of development and provide updated and robust planning policies to improve air quality through a

package of measures. When individual policies have been agreed on these, they will be added in revised and updated versions of the AQAP.

5.1.2 Environmental Protection Supplementary Planning Document

The current supplementary planning document (SPD) was produced in 2013 and requires updating to include new guidance. This is a principal document to provide advice to developers on when and how to assess air quality within their applications. The document will be produced using current staff resources and no additional funding is expected to be required.

5.1.3 Electric Taxi Strategy

Using Defra air quality grant funding, an electric taxi strategy will be produced. This will look at ways to encourage the uptake of electric vehicles for the taxi sector. This will include looking at charging infrastructure requirements. The Strategy will link into the wider electric vehicle strategy that is being produced as part of the LTP4.

5.1.4 Town Centre Last Mile Project

One of the barriers to cycling and walking is access to the town centre which is surrounded by major roads. The last mile project will look at creating safe and user friendly cycling and walking routes into the town centre and to the train stations.

5.1.5 Public Advice on Wood Burning

The majority of Warrington is covered by Smoke Control Orders since the late 1960s, with the exception of the Hatton and Stretton Wards in the south of the borough. In recent years though there has been a growth in wood burning stoves in domestic properties in urban areas. These do cause fine particulate emissions and can cause a nuisance from the burning odour to neighbours, especially if used incorrectly. Due to the changes in national legislation requiring certain standards for wood burning stoves and wet wood, this action is to provide additional information to the public via the Council's webpages. The information will include the legislative requirements and advice on how best to burn to reduce emissions as far as possible.

5.2 Infrastructure improvements

5.2.1 Public and on-street charging points

On Council owned property, there are currently 56 electric vehicle charging points at the Times Square multi-storey car park and a further 12 chargers at Warrington West Train Station. This action will aim to increase and expand this to other locations including on-street. It is planned that 30 on-street chargers will be located in five different residential areas and a further four chargers at The Base in the town centre.

5.2.2 Chester Road Cycle Way

The Town Centre Southern Super Route scheme, funded through the Access Fund, will provide high quality cycling infrastructure along Chester Road within the Warrington AQMA. This will encourage more people to cycle into the town centre, reducing car usage along the Chester Road corridor.

The scheme will create a promenade route alongside the River Mersey and A5060 Chester Road Super Route, linking the Trans-Pennine Trail to Town Centre via Central Park.

The resources to deliver this scheme have been allocated through the Access Fund and scheme delivery will be managed by the Transport Planning team.

5.2.3 Burtonwood to Omega Cycling/Walking Link

The Burtonwood to Omega Link is a scheme funded through the Access Fund that will improve the walking and cycling infrastructure between Burtonwood and two key employment sites. This action is to encourage reduced car movements on this link directly through the Motorway AQMA

The scheme will provide a shared use path alongside Burtonwood Road/Clay Lane, and upgrade Barn Lane to provide link between Burtonwood and Omega/Gemini.

The resources to deliver this scheme have been allocated through the Access Fund and scheme delivery will be managed by the Transport Planning team.

5.2.4 Centre Park Link Road

The Centre Park Link Road is a major new piece of infrastructure that will provide a new link to Chester Road. The project proposes a bridge crossing across the River Mersey from Chester Road, just north of Gainsborough Road. This proposed crossing would join onto an extended Slutchers Lane leading from Wilson Patten Street. A new signal controlled junction is to be constructed at each end of the new link on Chester Road and Wilson Patten Street. This will reduce through traffic in Warrington Town Centre and is predicted to significantly improve air quality within some parts of the Warrington AQMA. Funding for the project is in place and planning permission has been secured – through the Local Growth Fund, developer contributions and the Council.

5.2.5 Western Link Road

The Council has worked closely with Highways England and the Department for Transport to develop a Business Case for the Warrington Waterfront Western Link Road – a major new link road from Chester Road to Sankey Way. The Business Case for this new road is based upon tackling congestion in the Town Centre, to enhance network resilience, improve air quality and to access land for development at Warrington Waterfront. Outline Design works now completed. This has resulted in the submission of a planning application for the scheme. Validation of this application is currently awaited, as of January 2022, as the scheme is currently carrying out a Gateway Review with various parties. Planning consultation with the LPA and Statutory consultees is continuing. By reducing town centre traffic the scheme is expected to improve air quality within the town centre Warrington AQMA, but care has to be taken that impacts are not displaced to other areas. This will be fully evaluated within a formal air quality assessment.

5.3 Additional measures

5.3.1 *Electric Bus Project*

Source apportionment for a 2016 Low Emission Study identifies the predominant source of poor local air quality is road traffic, and that buses have a disproportionate impact compared to the distance travelled. Bus travel accounts for 1% of distance driven on Warrington's roads, yet accounts for 11% of NO_x and 5.7% of PM_{2.5} of traffic emissions.

In Warrington approximately 85% of bus mileage is operated by a municipal operator, Warrington's Own Buses. They currently operate using a fleet of diesel buses.

We have worked with Warrington's Own Buses to develop a Business Case for a c.£50m project that will see their entire fleet replaced with electric buses. In November 2021 it was announced that the Business Case was successful in securing £21.4m of funding from Government's Zero Emission Bus Regional Area programme. The Council is funding the remaining balance of the project.

As well as replacing Warrington's Own Buses' entire fleet with 120 new electric buses, this project will see electric vehicle chargers installed at the new bus depot on Dallam Lane. The depot build is being funded separately, and will be operational in time for the arrival of the new fleet of buses.

The new fleet will be operational by January 2024.

5.3.2 *Council Pool Cars*

The Council currently has a pool car fleet for staff to use. The current fleet is made up of diesel fuelled vehicles. These will be replaced with pure electric vehicles. This will show the Council is "taking the lead" in the change-over to low emission vehicles but will also see a reduction in tail-pipe emissions across the borough and reduced carbon emissions. The Council already has a staff lease car salary sacrifice scheme (NHS Fleet Solutions) which is only open for all cars that emit less than 100g CO₂.

5.3.3 Schools group

There is growing concern on air quality impacts on the youngest and the oldest in the community. Whilst there are no Warrington schools directly within an AQMA, there are a number of primary and secondary schools adjacent to AQMA areas. To access the schools, routes are often though heavily trafficked roads with higher peak pollution levels. In addition there a number of children's nurseries and older peoples care homes located within the Warrington AQMA.

An action group is proposed to be set up to recommend specific actions aimed at reducing exposure. The group will be made up of officers from Public Health, Schools, Transport and Environmental Protection. The group will consider, but not be limited to:

- School transport policies to encourage use by low emission vehicles
- Anti-idling campaigns outside of schools
- Walking and cycling routes away from major roads
- Green infrastructure on new and existing buildings and surrounding areas
- Planning guidance for locations of new schools, nurseries and care homes to be sited away from main roads

5.3.4 Temporary Play Streets

Temporary play streets are resident-led, outdoor free street play activities for the purpose of children's play. It is independent from the council and requires parent/adult supervision to ensure children's safety. The road is temporarily closed and car access is restricted (but not stopped - residents take turns to 'steward' cars needing access to or from their properties). Suitable 'Play Streets' streets are preferably quiet residential roads or cul-de-sacs and should be closed until no later than sunset. Temporary play streets not only provide benefits around community cohesion, wellbeing and physical activity but there has also been links to show that having a temporary play street can impact on the air pollution levels within that area. <http://playingout.net/pollution-and-play-playing-out-to-improve-air-quality/>

There is no cost to setting up temporary play streets; however processes would have to be put in place by licensing to allow neighbourhoods and street to apply for temporary play streets. There are numerous examples of how this has worked in other local authorities and we would be able to replicate it in Warrington. There would

need to be strong links with the neighbourhood team to work with local communities to set this up. A proposal would be to start this in Latchford East that has high levels of air pollution within the Warrington AQMA and where there is a proactive group, Big Local Partnerships, who are interested in air quality in their area.

5.3.5 PM2.5 monitoring

Whilst the focus of the AQAP is to reduce NO₂ concentrations within AQMAs, there is strong evidence of the health impacts from PM_{2.5}. The monitoring has been expanded from the previous single urban background monitoring site measuring PM_{2.5} with an additional real time site at roadside on Sankey Way. In addition a sensor has been purchased and located by the motorway AQMA to assess levels linked to HGV movements for the inland border facility in the south of the borough. It is proposed that this sensor will be relocated to assess other potential “hotspots” where concentrations could be raised. The evidence gained will assist health interventions and further actions within this area and across Warrington to reduce exposure to PM_{2.5}.

5.3.6 Indoor Air Quality

Whilst the focus of the AQAP is to reduce NO₂ concentrations within AQMAs, there is growing evidence of the health impacts from poor indoor air quality. The Council acknowledges this and the links to the National Air Quality Strategy therefore it is considered that this action currently fits best within the AQAP.

The main focus will be to:

- Provide public information on the Council website with regards to consumer advice over products and building ventilation.
- Consider actions through building control and planning over building design standards at a local level.
- Indoor heating systems to link into climate change actions

Table 5.1 – Air Quality Action Plan Measures

Measure No.	Measure	EU Category	EU Classification	Lead Authority	Planning Phase	Implementation Phase	Key Performance Indicator	Target Pollution Reduction in the AQMA	Progress to Date	Estimated Completion Date	Comments
Policy actions											
1	5.1.1 Local Plan Review	Policy Guidance and Dev. Control	Other Policy	Planning Policy	2017	Dec 2022	Plan in place	N/A	Initial consultations has been carried out	Dec 2022	Action carried over from previous AQAP. Air quality assessment has been carried out
2	5.1.2 Environmental Protection SPD	Policy Guidance and Dev. Control	Air Quality Planning and Policy Guidance	Environmental Protection	April 2018	Dec 2018	Document produced	N/A	Draft in development	April 2022	Action carried over from previous AQAP. Provide updated information to developers
3	5.1.3 Electric Taxi Strategy	Policy Guidance and Development Control	Air Quality Planning and Policy Guidance	Environmental Protection, Transport	March 2021	June 2021	Document produced	N/A	Draft in development	April 2022	Provide updated information to developers
4	5.1.4 Town Centre Last Mile Project	Policy Guidance and Development Control	Other Policy	Transport Planning, Procurement, Fleet	January 2020	April 2022	Document in place	N/A	Initial consultation held	April 2022	To ensure the Council takes a lead in social value in procurement with respect to active travel and air quality
5	5.1.5 Public advice on wood burning	Public Information	Via the internet	Environmental Protection	Dec 2021	April 2022	Hits on page	N/A	Standard web pages on-line for SCAs	April 2022	An update with additional information on the AQ webpages
Infrastructure Improvements											

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Measure No.	Measure	EU Category	EU Classification	Lead Authority	Planning Phase	Implementation Phase	Key Performance Indicator	Target Pollution Reduction in the AQMA	Progress to Date	Estimated Completion Date	Comments
6	5.2.1 Public and on-street EV Charging points	Policy Guidance and Development Control	Other Policy	Transport Planning	April 2021	April 2022	No of locations with chargers	<1 µg/m ³	EV Strategy being developed as part of LTP4. Initial 56 Chargers installed in MSCP	Dec 2022	To look into actions to improve emissions within the Motorway AQMA
7	5.2.2 Chester Road Cycle Way	Transport Planning and Infrastructure	Cycle network	Transport Planning	2017 - 2018	2020-21	Number of users	<1 µg/m ³	Work being carried out	April 2022	Action carried over from previous AQAP. Encourages modal change directly within Warrington AQMA
8	5.2.3 Burtonwood to Omega Cycling/ Walking Link	Transport Planning and Infrastructure	Cycle network	Transport Planning	2017 - 2018	2020-21	Number of users	<1 µg/m ³	Early design work is being undertaken	2022	Action carried over from previous AQAP. Encourages modal change to reduce car journeys in the Motorway AQMA
9	5.2.4 Centre Park Link	Transport Planning and Infrastructure	Other	Transport Planning	2017	2017-2018	Build of infrastructure	6 µg/m ³ on Chester Road and 11 µg/m ³ on Wilson Patten Street monitoring points	Design work complete, planning permission secured	2019	Action carried over from previous AQAP. As part of the City Centre Masterplan. Funding and planning permission are in place for the scheme
10	5.2.5 Western Link Road	Transport Planning and Infrastructure	Other	Transport Planning	2017-18	2021	Bid submission Full business case	Further transport modelling work with AQ assessment to be undertaken	Outline Business case submitted Dec 2017	2023-24	Action carried over from previous AQAP. Other town centre opportunities for link road/ space allocation being explored
Additional Measures											
11	5.3.1 Electric buses	Transport Planning and Infrastructure	Other	Transport Planning	2021	2023-24	Fleet changed	1 µg/m ³	ZEBRA grant funding awarded	January 2024	Being linked with new town centre bus depot

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Measure No.	Measure	EU Category	EU Classification	Lead Authority	Planning Phase	Implementation Phase	Key Performance Indicator	Target Pollution Reduction in the AQMA	Progress to Date	Estimated Completion Date	Comments
12	5.3.2 Council Pool Cars	Policy Guidance and Development Control	Other Policy	Fleet management	2021	2022	No. of cars changed	<1 µg/m3	Not started	2023	Dependant on funding
13	5.3.3 School project	Policy Guidance and Development Control	Other Policy	Environmental Protection/ Public Health	2017	2021	Steering group to be set up	N/A	Initial pollution monitoring carried out and some engagement over anti-idling	Dec 2022	Action carried over from previous AQAP. Funding to be sought through the Defra AQ grant
14	5.3.4 Temporary Play Streets	Promoting Travel Alternatives	Intensive active travel campaign and infrastructure	Public Health	April 2018	August 2018	No of events	N/A	One event carried out as a trial	Dec 2022	Action carried over from previous AQAP. Staff resource required to be allocated
15	5.3.5 PM2.5 Monitoring	Policy Guidance and Development Control	Air Quality Planning and Policy Guidance	Environmental Protection	2017	2020	Monitoring in place	N/A	New real time analyser and a sensor purchased and in use March 2021	Dec 2022	Action from previous plan delayed due to lack of funding. Additional funding now allocated.
16	5.3.6 Indoor Air Quality	Policy Guidance and Development Control	Air Quality Planning and Policy Guidance	Public Health	2021	2022	Information in place	N/A	Action not started	Dec 2022	Action to align with national strategy and provide public information.

Table 5.2 – Completed Air Quality Action Plan Measures from AQAP 2017-2022

Measure No.	Measure	EU Category	EU Classification	Lead Authority	Planning Phase	Implementation Phase	Key Performance Indicator	Target Pollution Reduction in the AQMA	Progress to Date	Estimated Completion Date	Comments
Policy actions											
2	5.1.2 Sustainable Transport Strategies: Local Transport Plan (LTP4)	Policy Guidance and Dev. Control	Other Policy	Transport Planning	2017	Dec 2018	Produce document	N/A	Adopted Dec 2020	December 2020	Action completed
4	5.1.4 Council Procurement Policies	Policy Guidance and Development Control	Other Policy	Transport Planning, Procurement, Fleet	April 2018	Dec 2018	Reviewed policies in place	N/A	Policy adopted Sept 2019	Sept 2010	Action completed
5	5.1.5 Smoke Control Area review	Policy Guidance and Development Control	Air Quality Planning and Policy Guidance	Environmental Protection/ Legal Services	April 2018	Dec 2018	Review completed	N/A	Action not progressed	Dec 2018	Due to changes in national legislation for wood burning standards, this action was considered to no longer be valuable
Infrastructure Improvements											
6	5.2.1 Highways England / TfN Working Group	Policy Guidance and Development Control	Other Policy	Transport Planning	2018	Dec 2018	Highlight motorway improvement actions	N/A	Air quality now on meeting agenda	Dec 2018	Action completed
7	5.2.2 Warrington Intelligent Transport System	Traffic Management	UTC, Congestion Management, Traffic Reduction	UTMC	2017	2018 - 2019	Journey times	<1 µg/m3	Scheme in place	2020	Action completed. Showing improved journey times and flows.

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Measure No.	Measure	EU Category	EU Classification	Lead Authority	Planning Phase	Implementation Phase	Key Performance Indicator	Target Pollution Reduction in the AQMA	Progress to Date	Estimated Completion Date	Comments
10	5.2.5 Warrington West Rail Station	Transport Planning and Infrastructure	Other	Transport Planning	2017 - 2018	2018-19	Build of infrastructure	<1 µg/m ³	Station opened September 2019	2019	Action completed
Additional Measures											
13	5.3.1 Clean Air Zone Feasibility Study	Policy Guidance and Development Control	Other Policy	Transport Planning	2017	2018	Commission Study	N/A	Coping exercise should little benefit within Warrington	2019	Action completed, CAZ not to be progressed
16	5.3.4 Air Quality webpage	Public Information	Via the internet	Environmental Protection	2017	April 2018	Hits on page	N/A	Action completed	Sept 2018	Shown increase in page visits. To be under annual review

Appendix A: Response to Consultation

Public and Statutory bodies have been consulted on the revised Air Quality Action Plan (AQAP).

Consultation was carried out between 23 December and 28 February 2021, in accordance with statutory guidance. No public face to face events were held due to the Covid pandemic restrictions. The consultation was formally advertised on the Council website, in the local press and on social media.

A total of 35 responses were received and have been considered for the revised Plan.

Outcome of the consultation

Similar to the consultation in 2018, the main issues raised were relating to the Local Plan growth for housing and employment and subsequent traffic increases and to a lesser extent to the Western Link Road.

There was also high support for measures for control of wood burning stoves and encouragement of electric vehicles. This is in stark contrast to the previous consultation where there was little support for those measures, in fact we had negative feedback then for smoke control areas and it was one of the least supported measures.

There was one response that criticised the way the consultation was carried out for the support documents being too technical and too time consuming for people to respond to. It is acknowledged that, due to covid restrictions, only an on-line consultation could be carried out compared to the drop in session that done for the previous consultation. It should be noted though that this consultation is for a revision of the Plan, as opposed to the whole new Plan that was previously consulted on.

From considering the responses, the Air Quality Action Pan will be revised to include the measures proposed with the exception of the bus engine retrofit scheme which will be dropped at this stage due to a lack of funding to implement it. These measures will be expanded in more detail in the final Plan, which is expected to be

adopted and sent to Defra for approval, along with the Annual Status Report in June 2021.

Summary of responses

Local Plan and proposed growth

Nine responses made comments about the local plan and creation of additional traffic. The main issues revolve around the housing growth in green belt areas and for employment with an additional six comments specifically relating to the Six56 development.

Response:

The Local Plan housing, employment and subsequent traffic growth has been assessed for air quality impacts. This shows that over the life time of the plan, air quality is expected to improve compared to current (Pre-Covid) levels. Major developments though, when submitted as planning applications such as Six56, are assessed for any potential air quality impacts as part of the planning process. The Local Plan proposals have been assessed for air quality over the lifetime of the plan to include traffic generated for the predicted growth. This shows air quality will not be an issue for the development proposals. When each individual scheme is brought forward these will be assessed separately for the air quality impacts and will take into account cumulative impacts from other proposals. In addition, the Local Plan has included air quality and environmental protection within its policies.

Recommendation:

The Local Plan has not yet been formally adopted therefore will remain as an action with the Plan to continue to consider air quality impacts.

PM2.5 Monitoring

Seven responses mentioned the importance of PM2.5 monitoring being expanded, including outside schools to gain more information. This is particularly important as PM2.5 becomes more of a focus for actions than nitrogen dioxide.

Response:

The Council has one long standing site measuring PM2.5. In November 2020, an additional site has been located on Sankey Way with another one planned in 2021 on Old Liverpool Road. These will be at roadside within urban areas close to housing. The Council has also purchased an air quality sensor, which will measure nitrogen dioxides and particulates, that can be moved between locations more easily. This will be located by the end of March 2021 for a 12 month period in the South of Warrington. After that it can be moved to alternative locations for example outside schools or in areas where we get large number of complaints about wood burning stoves.

Recommendation:

The Council is expanding the PM2.5 monitoring using funding from transport schemes and development sites. This measure will therefore remain within the revised plan.

Green Infrastructure

Six responses were made about green infrastructure, in particular planting of trees and hedges to act as barriers and absorb pollutants along major roads. There was one response which mentioned rewilding of areas and wildflower planting on verges.

Response:

The Council does carry out wild flower planting on some roundabouts and verges for example Crosfield and Mersey Street roundabouts and along Sankey Way. This is carried out according to budget restraints and also taking into account that any planting will not cause a safety issue for driver visibility at junctions. The draft Local Plan and the draft Town Centre Supplementary Planning Document include measure for green infrastructure. Green infrastructure does have positive emissions on climate change emission and mental health and wellbeing. The impacts on air pollution are lower and care has to be taken over design that planting does not cause dispersion of pollutants.

Recommendation:

Measure on green infrastructure are more suitable, and being included, within other policies such as planning. At this time it is not proposed to include this as a measure within the revised Plan, but can be reconsidered in future revisions.

Wood Burning Stoves

Four responses were about the impacts from wood burning stoves and recommend more active engagement. One comment suggested this should include commercial properties and canal boats.

Response:

The majority of Warrington is designated as Smoke Control Areas which have certain restrictions on wood burning stoves, which includes commercial premises and canal boats. National legislation is changing to ban sales of “wet” wood. The Council is unable to ban use of wood burning stoves if they meet the legislative requirements but acknowledges that they still cause some pollution. Therefore there will be an action in the revised plan to work on raising awareness and increasing engagement on the use of wood burning stoves.

Recommendation:

To include a measure on wood burning stoves within the revised plan.

Local Transport Plan (LTP4)

There were four responses on the Local Transport Plan. These revolve around whether the plan will reduce congestion and that it might only be a “wish list” of ideas that will never happen.

Response:

The LTP4 has been adopted by the Council. This contains a number of action that range between encouraging public transport, active travel and low emission vehicles.

These actions do have set targets. The Air Quality Action Plan does link into and complement the LTP4.

Recommendation:

The LTP4 was a measure within the previous Plan but has been removed as it is now completed and adopted by the Council. A number of the LTP4 measures are included within the Plan to emphasise and ensure their air quality.

Electric vehicle uptake

Four responses were made to say that more need to be done to encourage uptake of electric vehicles and that without this, air quality will not improve by the amounts predicted.

Response:

The Council already has a Parking Standards Policy that for all new development, at least 5% of car park spaces must be for EVs and all new build residential with off street parking must have a charging point fitted. In addition, the new Time Square multi storey car park has 56 EV chargers installed. The LTP4 includes producing an EV strategy and looking at onstreet chargers.

Recommendation:

The revised includes measures to encourage EV uptake in the taxi trade, rollout onstreet chargers in line with the LTP4 work, and when the council vehicles are due to be replaced to change them to EVs.

Active travel and improved walking and cycling routes

Five responses were made about improvements for active travel for routes for cycling and walking.

Response:

Active travel options are a key component of LTP4, for public transport, cycling and walking. The Chester Road cycleway and the Last Mile Project are focussing on the links into the town centre for cycling and walking.

Recommendation:

The Chester Road cycleway and the Last Mile Project and both schemes looking at improving active travel directly within the air quality management. Both schemes should be included as measures in the revised Plan to supplement the LTP4 work.

Western Link Road and Chester Road Bridge (Centre Park Link Road)

Four responses were made about the Western Link Road and one about the Chester Road bridge. The concern is that this will make pollution worse and open up more development land, further increasing traffic.

Response:

The Western Link Road and Chester Road bridge schemes are designed to remove traffic from the town centre and to improve flows in the Bridgefoot area, which is a major cause of congestion in the areas with the worst air quality. Due to being a new road, the Western Link scheme will be subject to a detailed air quality assessment looking at impacts on the wider area due to displacement of any traffic.

Recommendation:

The Western Link and Chester Road Bridge (Centre Park Link) schemes will be kept as a measures within the revised Plan. This is to assess any air quality benefit for the town centre and any potential displacement effects.

Mersey Toll Bridge

Three responses raised issues of increased traffic in Warrington from vehicles bypassing the toll bridge and rerouting through our borough. This will continue until the tolls are removed.

Response:

Traffic volumes since the opening of the toll bridge have been measured. This has shown that there was a slight impact on Warrington, especially for night time traffic, when the bridge first opened. Since then this increase has gradually reduced to levels similar to before the opening.

Recommendation:

A measure on the toll bridge should not be included with in the revised Plan. The bridge is outside our authority and we would have no real powers to prevent any traffic deciding to reroute through our road network. The current data though is showing minimal impact on our roads in Warrington.

Motorway Impacts

Five responses were made about impacts from motorway emission particularly the M6 and M62 and development close to major junctions. Concerns were raised about impacts from smart motorways and also about building residential schemes close to the motorway.

Response:

Any development close to the motorways is assessed for the air quality impacts. In addition the impacts from the smart motorways scheme has been assessed, and whilst designed to improve traffic flow has minimal impact on air quality. We also carry out monitoring of pollution levels at locations for the three motorways which gives us a good understanding of the pollution levels and how quickly concentrations reduce with distance. Pollution from the motorways is also a Highways England responsibility and the Council has no powers for traffic related improvements on that

road network. The previous Action plan had a measure to include air quality within Council and Highways England meetings. This has now been done.

Recommendation:

The Council is unable to implement measures on the motorway but does consider emissions from any development. It is therefore not considered that there is a specific measure that could of benefit for the revised Plan.

Other responses

One response each was made recommending: Light rail system; no parking zones around schools; low emission zone; and bus shelter improvements.

Response and recommendations:

Light rail systems and bus shelter improvements are being considered within LTP4 as part of encouraging use of public transport. As the air quality benefits are less likely to be realised in the short term these are not recommended to be taken forward in the revised Plan. If the LTP4 work recommends alternative public transport such as light rail, then this could be included in future revisions. A Clean Air Zone was assessed as part of the current Action Plan. The assessment did not conclude that there would be any significant air quality benefits and it is considered that resources could be better placed to encourage lower emission vehicle across the whole of Warrington. No parking zones around schools will depend upon the school location and can have a potential air quality benefit as long as it does not displace emission to other sensitive areas. This suggestion is to be included with the Schools measure in the revised plan to look at a number of schemes that could be implemented outside schools to reduce emissions and exposure to children.

Measures not commented upon

No responses were made for Indoor Air Quality, Bus Retrofit, and the Environmental Protection SPD.

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It is proposed to still keep the Indoor Air Quality and Environmental SPD measures for the revised plan. The Bus retrofit measure though will be dropped. This is due to an unsuccessful grant bid for this action and there remains no allocated budget for this measure to be completed. If this changes, then the measure can be reconsidered in future revisions of the plan. Removal of this measure should not mean that this action cannot go ahead at a later date.

Appendix B: Reasons for Not Pursuing Action Plan Measures

Table B.1 – Action Plan Measures Not Pursued and the Reasons for that Decision

Action category	Action description	Reason action is not being pursued (including Stakeholder views)
Policy Guidance and Development Control	5.1.5 Smoke Control Area review	Due to changes in national legislation for wood burning standards and the majority of Warrington already designated as SCAs, this action was considered to no longer be valuable

Appendix C: Summary of current ongoing actions

Measure No.	Measure	EU Category	EU Classification	Lead Authority	Planning Phase	Implementation Phase	Key Performance Indicator	Target Pollution Reduction in the AQMA	Progress to Date	Estimated Completion Date	Comments
1	Planning consultations	Policy Guidance and Development Control	Other Policy	WBC Env Protection	2010	2010	Number of applications assessed	N/A	Ongoing action	Ongoing	All relevant planning applications are considered for their air quality impact
2	Warrington Borough Council-Local Plan			Planning Policy	2014	2014	Development of Plan	N/A	Plan review underway	2027	The Local Plan is the Statutory Development Plan for the whole of the Borough and is used in the determination of planning applications. It is essential that the Council continues to have an up-to-date Local Plan in order to retain control over the type and location of development within the Borough, and so ensuring that development is 'Sustainable'.
3	Local Transport Plan 4			Transport Planning	2017	2017	Development of Plan	N/A	LTP4 Adopted Dec 2019	Completed	Reviewing the policies that are included in LTP3 and developing new policies that will shape transport in Warrington in the future.

Measure No.	Measure	EU Category	EU Classification	Lead Authority	Planning Phase	Implementation Phase	Key Performance Indicator	Target Pollution Reduction in the AQMA	Progress to Date	Estimated Completion Date	Comments
4	Active Travel Programme			Transport Planning	This is an annual programme . Planning for each year takes place in Q1/2	Annual programme	Delivery of Programme	N/A	On average one medium size and several small schemes are delivered each year.	Annual programme	This is an element of the LTP capital programme valued at around £325k which delivers smaller scale cycle and pedestrians. For example, in 2017/18 new cycle schemes will be delivered at Gemini and new pedestrian facilities will be provided at 15 locations around the town. Also, feasibility work will be undertaken for future schemes in the 2018/19 programme. This programme is supplemented by s106 funds for site specific sustainable travel improvements associated with completed Developments.
5	LSTF top up programme			Transport Planning	This is an annual programme . Planning for each year takes place in Q1/2	Annual programme	Delivery of schemes	N/A	The Sankey Valley scheme is the first scheme to benefit from the fund.	Annual programme	Strategic improvements to cycle network not able to be funded by LTP Active Travel programme. Scheme still being developed but would include Sankey Way link between Hood Lane and Liverpool

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Measure No.	Measure	EU Category	EU Classification	Lead Authority	Planning Phase	Implementation Phase	Key Performance Indicator	Target Pollution Reduction in the AQMA	Progress to Date	Estimated Completion Date	Comments
											Road, New Cut to Woolston link and improved Town Centre access links.
6	Warrington East phase 2			Transport Planning	2016	May 2018	Junction improvement completed	N/A	Funding secured from the Cheshire and Warrington Growth Deal and our own Capital Investment Programme. Consultation on design proposals for four locations during May/June 2017	September 2019	Junction improvement scheme funded by Growth Deal on Birchwood Way valued at £13.5m.

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Measure No.	Measure	EU Category	EU Classification	Lead Authority	Planning Phase	Implementation Phase	Key Performance Indicator	Target Pollution Reduction in the AQMA	Progress to Date	Estimated Completion Date	Comments
7	Sustainable Travel (Access Fund) Project			Transport Planning	2016	April 2018	When two of the proposed schemes have been completed	N/A	Funding secured	Mar 2021	Two (and possibly three) projects delivering new cycle routes funded by Growth Deal LGF3 2018-2021. 1. Burtonwood to Omega shared use path 2. Chester Road Promenade from Gainsborough Road to Town Centre 3. TPT upgrade
8	Smarter Choices team as a Planning application consultee			Smarter Choices	Ongoing	Ongoing	None. Dependant on applications received	N/A	Will start recording progress from April 2017	Ongoing	Assessment, advice and approval of travel plans conditioned against planning applications.
9	Smarter Choices team as a Planning application consultee			Smarter Choices	Ongoing	Ongoing	None. Dependant on applications received	N/A	Will start recording progress from April 2017	Ongoing	Comment on sustainable travel infrastructure related to development sites

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Measure No.	Measure	EU Category	EU Classification	Lead Authority	Planning Phase	Implementation Phase	Key Performance Indicator	Target Pollution Reduction in the AQMA	Progress to Date	Estimated Completion Date	Comments
10	Smarter Choices engagement with Health agenda			Smarter Choices	Ongoing	Ongoing	No. This is an activity that depends on opportunities presented	N/A	Active members of Active Warrington strategy group and Change4Life group	Ongoing	Ensuring active travel is at the forefront of the health agenda
11	Wider travel choices advice			Smarter Choices	Ongoing	Ongoing	No. This is an activity that depends on opportunities presented	N/A	Consulted on Active Travel infrastructure programme, lead the production distribution and promotion of cycle map, attendance at community events, engagement with individuals and organisations to influence travel choices	Ongoing	Provide advice on sustainable travel choices and infrastructure across Warrington, to develop strategic walking and cycling networks.
12	Bikeability cycle training contract and delivery management			Smarter Choices	Ongoing	2007	Target is 85% of the delivery of the grant received from DfT.	N/A	Yes	2020	Delivery of the grant funded cycle training to school children

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Measure No.	Measure	EU Category	EU Classification	Lead Authority	Planning Phase	Implementation Phase	Key Performance Indicator	Target Pollution Reduction in the AQMA	Progress to Date	Estimated Completion Date	Comments
13	Adult cycle training scheme			Smarter Choices	Ongoing	2012	20 per annum (currently no formal budget for this)	N/A	Yes	Ongoing	Offer of free-to-user training to adult cyclists. Training courses available for beginners up to advanced commuter cyclists. Very high satisfaction rating but low take up.
14	Workplace travel advice			Smarter Choices	Ongoing	2012	Target 25 engagements per quarter	N/A	Yes	Ongoing	Advisory service to larger businesses including wraparound support from writing travel plans to delivering onsite events and monitoring. One full-time post. From 2012 - 2016 two full time posts were employed.
15	School travel advice			Smarter Choices	Ongoing	Ongoing	No. Formerly and LTP target but schools stopped carrying out travel to school surveys	N/A	Yes	Ongoing	Advisory service to schools including wraparound support travel plan development and delivery. One term-time part-time post.
16	Smarter Choices Team Community event support			Smarter Choices	Ongoing	2012	No. Activity that depends on opportunities presented	N/A	Yes		Raising awareness of sustainable travel opportunities at community events

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Measure No.	Measure	EU Category	EU Classification	Lead Authority	Planning Phase	Implementation Phase	Key Performance Indicator	Target Pollution Reduction in the AQMA	Progress to Date	Estimated Completion Date	Comments
17	Warrington West new Railway Station			Transport Planning	2016	2018	Build of new station	N/A	Station open 2020	Completed	This project will deliver a new railway station on the Chapelford development. It will improve access to rail services for residents and businesses in west Warrington, with three trains per hour to Liverpool and Manchester. This will reduce traffic entering Warrington town centre.
18	Sustainable Travel Use (Bus)			Specialist Transport Services		Ongoing	Ongoing delivery	N/A	Ongoing	Ongoing	To maximise the use of local bus services, by maintaining Real Time Information, Publicity and Management of the Bus Interchange

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Measure No.	Measure	EU Category	EU Classification	Lead Authority	Planning Phase	Implementation Phase	Key Performance Indicator	Target Pollution Reduction in the AQMA	Progress to Date	Estimated Completion Date	Comments
19	UTMC National Productivity Investment Fund			UTMC	2017	Early 2018	Ongoing delivery	N/A	Funding secured for junction upgrade	Spring 2018	As well as the annual highways maintenance budget & integrated transport block, UTMC have been given an additional £425k as part of the National Productivity Investment Fund to upgrade two key junctions; junction 9 of the M62 & Delph Lane. During any upgrade UTMC take the opportunity to look at ways of improving the operational efficiency of sites as part of the upgrade.

Glossary of Terms

Abbreviation	Description
AQAP	Air Quality Action Plan - A detailed description of measures, outcomes, achievement dates and implementation methods, showing how the local authority intends to achieve air quality limit values'
AQMA	Air Quality Management Area – An area where air pollutant concentrations exceed / are likely to exceed the relevant air quality objectives. AQMAs are declared for specific pollutants and objectives
AQS	Air Quality Strategy
ASR	Air quality Annual Status Report
CO ₂	Carbon Dioxide
Defra	Department for Environment, Food and Rural Affairs
DfT	Department for Transport
EU	European Union
JSNA	Joint Needs Strategic Assessment
LAQM	Local Air Quality Management
LTP	Local Transport Plan
NO ₂	Nitrogen Dioxide
NO _x	Nitrogen Oxides
PM ₁₀	Airborne particulate matter with an aerodynamic diameter of 10µm (micrometres or microns) or less
PM _{2.5}	Airborne particulate matter with an aerodynamic diameter of 2.5µm or less
SPD	Supplementary Planning Document
TfN	Transport for the North

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