

Dear Members

Community Wellbeing Scrutiny Committee

A meeting of the Community Wellbeing Scrutiny Committee will be held in the **Craddock Room, Civic Centre, Riverside Stafford** on **Thursday 27 March 2025** at **6.30pm** to deal with the business as set out on the agenda.

Members are asked to note that this meeting will be recorded.

Members are reminded that contact officers are shown at the top of each report and members are welcome to raise questions etc in advance of the meeting with the appropriate officer.



Head of Law and Governance

COMMUNITY WELLBEING SCRUTINY COMMITTEE

27 MARCH 2025

Chair - Councillor A P Edgeller

AGENDA

- 1 Minutes of 15 January 2025 as previously published on the Council's website.
- 2 Apologies
- 3 Public Question Time - nil
- 4 Councillor Session - nil
- 5 Members' Items - **Page Nos**
 - ITEM NO 5(a) **Councillor A P Edgeller - Health and Care Overview and Scrutiny Committee** 4 - 9
 - Councillor M Phillips - Summary of Task and Finish (Food Waste) Working Group** -
- 6 Called-In Items
 - ITEM NO 6(a) **Funding for Voluntary Sector Organisations** 10 - 22
HEAD OF WELLBEING
- 7 Officers' Reports
 - ITEM NO 7(a) **Community Wellbeing Partnership (Presentation)** -
HEAD OF WELLBEING
 - ITEM NO 7(b) **Q3 Performance Report** 23 - 31
HEAD OF TRANSFORMATION AND ASSURANCE
 - ITEM NO 7(c) **Air Quality Status Annual Report** 32 - 86
HEAD OF REGULATORY SERVICES
 - ITEM NO 7(d) **Work Programme** 87 - 90
HEAD OF LAW AND GOVERNANCE

Membership

Chair - Councillor A P Edgeller

J A Barron
A G Cooper
A P Edgeller
A D Hobbs
P A Leason

D M McNaughton
L Nixon
M Phillips
J T Rose
J Thorley

Minutes of the Health and Care Overview and Scrutiny Committee Meeting held on 27 January 2025

Present: Richard Cox (Chair)

| Attendance | |
|--------------------------------------|-----------------------|
| Charlotte Atkins | Steve Norman |
| Philip Atkins, OBE | Kath Perry, MBE |
| Ann Edgeller (Vice-Chair (Scrutiny)) | Bernard Peters |
| Phil Hewitt | Janice Silvester-Hall |
| Julia Jessel (Vice-Chair (Overview)) | |
| John Jones | |

Also in attendance: Jeremy Pert

Apologies: Jill Hood, Alison Legg and Fred Prestwood

Part One

42. Declarations of Interest

Councillor Ann Edgeller declared an interest as Staffordshire County Councils appointed Partner Governor at the Midlands Partnership Foundation Trust (MPFT).

Councillor Bernard Peters declared an interest as Staffordshire County Councils Local Authority appointed Governor at University Hospital Derby and Burton (UHDB).

43. Minutes of the meeting held on 2 December 2024

Resolved – That the minutes of the meeting held on 2 December 2024 be confirmed and signed by the Chairman.

44. SSOT System Level Access Improvement Plan

Tracey Cox, Associate Director of Primary Care SSoT ICB, Dr Mark Stone, Clinical lead SSoT ICB and Vicky Oxford, Primary Care Programme Lead SSoT ICB presented the Staffordshire and Stoke-on-Trent System Level Access Improvement Plan to the Committee.

The Committee were reminded that the System Level Access Improvement Plan was first presented to Committee in January 2024. It was reported that the national GP patient satisfaction survey had shown

an improvement in Staffordshire and Stoke-on-Trent.

The report provided Members with a progress update, and it was highlighted that:

- 95% of practices were now offering Full Prospective Access to their digital record.
- 100% of GP practices put the new online GP registration process into place.
- Cloud based telephony solutions were available in 137 GP practices in Staffordshire and Stoke-on-Trent. It was reported that call data could be analysed by GPs to look how patient access could be further facilitated.
- 325 GP practice staff had attended Care Navigation Training between March 2023 and June 2024 to support patients to access appropriate staff and services.
- 12 Primary Care Networks (PCN) were participating in a digital inclusion project to support patients to utilise digital technology.
- Pharmacy First service was available in 229 pharmacies across Staffordshire and Stoke-on-Trent.

There were 729 FTE GPs within Staffordshire and Stoke-on-Trent and was remaining consistent. The Additional Roles Reimbursement Scheme (ARRS) which had given additional funding to further diversify the services and specialists available within GP practices.

The Committee noted the following comments and responses to questions:

- The Committee acknowledged that improvements had been made and customer feedback had recognised this.
- There was a disparity of service for patient referrals for further medical investigations when referred by a GP compared to a hospital referral. It was reported that there was a significant number of referrals from GPs which would have an impact on demand. There was a development of clinical diagnostic hubs which was anticipated to reduce the demand and reduce waiting times.
- There may be some pharmacies which were struggling for financial viability. There had been recruitment and retention challenges within pharmacies however this was being mitigated through various schemes.
- There was a current refresh of the pharmaceutical needs assessment by Local Authorities by October 2025. This would identify any pharmaceutical gaps within areas in Staffordshire and Stoke-on-Trent.
- Reducing demand through prevention in schools to enable young people to be more resilient. It was reported that there had been an

increase in dental/ oral healthcare lessons in schools which had made a positive impact.

- There was also a drive in prevention to reduce demand.
- Administrative staff within GP practices had increased despite technological improvements. It was reported that these administrative staff had become care navigators and digital solutions had reduced time to enable GPs to see the patients which they needed to see.
- Implementation of the Joy App had taken place in East Staffordshire to support social prescribing and the learning from that was shared across the other areas of the county.
- Work was ongoing to encourage people to work within primary care and there were a number of trainee GPs currently in training. There was an acknowledgement that there were GPs who were struggling to find work due to the increased additional other roles in general practice funded through the Primary Care Network Enhanced Service under the additional roles reimbursement scheme.
- Feedback from pharmacies in relation to the Pharmacy First service was that pharmacies were able to take on more work, so there was a need to work with the pharmacies to understand what further opportunities there were.
- There was a broad skill mix within GP practices and there were also access variations across the practices. There was a continued need for educational and behavioural communications to patients of the alternative professionals available within GP practices and build on the work that was already happening.
- It was reported that all PCNs had a Mental Health Practitioner employed through the additional roles reimbursement scheme.
- The impact of digital agendas for the elderly was discussed and that age should not be seen as a barrier to using digital and technology. It was reported that there was work ongoing with a digital inclusion pilot to look at some of the things which could minimise any potential inequalities.
- Some practices had struggled with recruiting to their Patient Participation Groups due to difficulties in getting fair representation of the demographic of the practice.
- There were a number of housing developments in the County and the Committee discussed the need for assurances that there were sufficient GP and pharmacy coverage.
- The ICB were working to minimise the variation of service at GP practices across the County.
- Health inequalities was discussed including womens health hubs and the link to the Womens Health Working Group report.
- There was a working group between pharmacies and GP practices to improve the working relationship, connectivity and communications.
- There was a project around health literacy to reach out into the communities including those where English was not their first

language.

- It was reported that GP practices followed Safeguarding standards and were assessed for safeguarding at CQC inspections.
- There were 88 GP practices in Staffordshire and Stoke-on-Trent which were dementia friendly.
- The ICB had implemented a regular GP Collective Action Multi-Disciplinary Team meeting to monitor impact of any actions being taken.

Resolved – That the report be received and the Committee comments be noted.

45. SSOT ICB Vaccination Update

Samantha Buckingham, Head of clinical business, SSoT ICB presented the ICB vaccination update to Committee.

It was reported that routine vaccination programmes were currently commissioned by NHS England however the SSoT ICB were due to take on delegated responsibility for vaccinations and immunisations from April 2026. This would enable the ICB to build on their role in supporting the delivery of the vaccination programmes, to establish an effective governance and operating framework across Staffordshire and Stoke-on-Trent to better meet the needs of the local population.

There was currently a particular focus on the following vaccinations:

- Seasonal influenza
- COVID-19 vaccinations
- Respiratory Syncytial Virus (RSV)
- Measles, Mumps and Rubella (MMR)

The Committee noted the following comments and responses to questions:

- Vaccinations were a key priority in the prevention programme as they can prevent illness or hospitalisation.
- Vaccine fatigue was discussed due to the number of vaccinations on offer to patients since the COVID-19 pandemic.
- The ICB were unaware of any national COVID-19 vaccination shortages.
- There had been challenges relating to the 2nd dose of the MMR vaccine. The ICB had mapped the uptake of MMR and held clinics in areas where there was a low uptake.
- It was discussed that the anti-vax movement had had an impact on vaccination uptakes. The ICB were working to overcome

misinformation and dispel myths.

- There was also a cynicism in the public as to the effectiveness of vaccines. The Committee discussed the need for the ICB to receive hospitals admissions data to highlight the effectiveness of vaccines and to encourage the uptake of vaccinations as part of their communications campaigns with patients.
- Patients from 75 years old will be contacted by their GP to receive the RSV vaccination as part of their routine vaccinations.
- The majority of vaccinations were administered within PCNs and pharmacies.
- Spring and Autumn were the main seasons for COVID-19 vaccinations. There were contingency plans in place in the event of an urgent need to step up vaccinations in the event of a significant mutation in the COVID-19 virus requiring vaccination of wider population cohorts.
- The Committee requested to receive an update on shingles vaccination data from the ICB.
- The ICB were working with community leaders to improve the uptake in vaccinations among ethnic minority groups to dispel the myths.
- Flu vaccinations were lower this year compared to previous year. Admissions to hospital with flu were monitored.

Resolved – That (a) the report be received and the Committee comments be noted.

(b) the Committee recommend to the SSoT ICB to analyse hospitals admissions data to highlight the effectiveness of vaccines in order to encourage the uptake of vaccinations as part of their communications campaigns with patients.

46. District and Borough Health Scrutiny Activity

The Committee received the District and Borough Health Scrutiny activity update report.

In addition to the report, the Committee received the following verbal update at the meeting:

- Lichfield District Council were looking at the maternity services at Samuel Johnson and the health and wellbeing centre in Burntwood.
- Staffordshire Moorlands District Council were continuing to monitor the rumours around the MIU at Leek Moorlands Hospital.

Resolved – That the District and Borough Health Scrutiny activity update be received and noted.

47. Work Programme

It was reported that the work programme next year would be determined by the Health and Care Overview and Scrutiny Committee would be determined by the Committee in June 2025.

The Committee discussed the need to consider system pressures as part of the future work programme.

The Committee noted the Executive response and the ICB response in relation to the recommendations made by the Committee in relation to the Womens Health Working Group.

Resolved – That (a) the Work Programme update be noted.

(b) the Committee noted the Executive response and the ICB response in relation to the recommendations made by the Committee in relation to the Womens Health Working Group.

Chair

Agenda Item 6(a)

Funding for Voluntary Sector Organisations

| | |
|-------------------------|---------------------|
| Committee: | Cabinet |
| Date of Meeting: | 20 February 2025 |
| Report of: | Head of Wellbeing |
| Portfolio: | Community Portfolio |

The following matter was published in the Cabinet Minutes of 20 February 2025 and has been **CALLED IN** to this Committee by Councillors D Rouxel, E Carter and J Rose for the following reason:-

“I would like the Scrutiny Committee to consider if the “one size fits all” approach for funding these organisations which range from culture and sport to Hospices and Women’s charities is appropriate, and explore if there is a more appropriate approach that could be taken.”

1 Purpose of Report

- 1.1 To approve the Voluntary, Community and Social Enterprise (VCSE) Grant Policy which details how and what support will be given by the Council to voluntary sector organisations.
- 1.2 Recognising that Stafford Borough Council is currently reviewing its Corporate Plan and, work is underway to develop a Community Wellbeing Strategy, this report requests that Cabinet agree the grants currently given to voluntary sector organisations are extended by a 12 month period commencing from April 2025. This will allow time for the new policy to be agreed and the strategic framework that will guide applications to be set.

2 Decision of the Cabinet

- 2.1 That Cabinet approve the VCSE Grant Policy and note the element of the policy which delegates the decision on allocation of funding to the Head of Wellbeing in consultation with the Cabinet Member for Community;
- 2.2 To approve the spend of £130,250 which will enable the extension of the current grant agreements until 31 March 2026;

- 2.3 To delegate the authority to approve grants following review from a panel of officers and elected members to the Head of Wellbeing and elected Portfolio holder.

Reasons for Recommendations

- 2.4 The Council have a long history of supporting the voluntary sector and working in partnership with them to deliver the Council's objectives. It is important that this close working continues. The grant funding had been operating for some years without review. Officers have now reviewed the arrangements and have drafted a grant policy which has set out funding aims to address key priority areas, the requirements of the applicant and the allocation process.
- 2.5 Due to the Corporate Plan and Community Wellbeing Strategy, which will guide applications, being in the process of development, the policy can't be implemented immediately, therefore the recommendation is to roll over the current agreements until 31 March 2026.

3 Key Issues

- 3.1 The council recognises the value and significant contribution that the voluntary and community sector provide to our communities and the role they play in supporting the delivery of our corporate objectives. To facilitate this working, the Council has been providing financial support to seven community and voluntary sector organisations with grants totalling £130,250 per year for the past 4 years to help them provide these services. The councils ongoing investment would enable the sector to continue adding value.
- 3.2 In order to continue to support our communities and the organisations that provide vital services to them, it is fair to extend the current agreements for one year while the Corporate Plan and Community Wellbeing Strategy are finalised.

4 Relationship to Corporate Priorities

- 4.1 This supports the delivery of Corporate Business Objective 2, "To improve the quality of life of local people by providing a safe, clean attractive place to live and work and encouraging people to be engaged in developing strong communities that promote health and wellbeing".

5 Report Detail

- 5.1 The council has provided support to the voluntary sector for a number of years now through a variety of different sources which includes:
- Commissioning of local projects and services that support the delivery of the Council's corporate business objectives.

- Direct support of seven voluntary sector organisations with grants totalling £130,250 per annum. Six organisations have grant agreements with the Council which are monitored on a quarterly basis, and one organisation administers two grant schemes on behalf of the Council. Detailed support is as follows:-
 - Citizens Advice Bureau - £60,000
 - Support Staffordshire - Stafford District - £22,250
 - Staffordshire Women's Aid - £15,000
 - Stafford District Arts Council - £10,000
 - Katharine House Hospice - £3,500
 - Douglas MacMillan Hospice - £2,500
 - Stafford Borough Small Grants Scheme - £10,000 (administered by the Community Foundation)
 - Stafford Borough Sports Grants Scheme - £7,000 (administered by the Community Foundation)

5.2 The last 4 years has seen significant challenges for residents and the voluntary sector in Stafford Borough. The Covid pandemic impacted on everyone and for many people continues to do so and significant challenges have been brought on communities by the increased cost of living. There has been a significant increase in levels of demand for VCSE services. The increase in demand alongside limited funded has led many VCSE organisations to adapt and adjust their business delivery models, revise their use of finances and draw on reserves.

5.3 It is important that there is clarity and a shared understanding of the funds core purpose, which is to support residents of Stafford Borough. Whilst we understand the importance of supporting the VCSE sector and the role they play the grant funding should not be too heavily relied on by VCSE organisations. Repeating the application process every year will ensure the funded activities are focused, however applicants will have the opportunity to apply for up to three years funding, if that is in the best interest of the project.

5.4 A panel of officers will ensure that the applications are scored fairly. Applications will be scored on the following areas:

| Criteria | Weighting |
|--------------------------------------|-----------|
| Demonstrating how priorities are met | 30% |
| Well run | 20% |
| Strengths based approach | 20% |
| Value for money | 20% |
| Collaborative | 10% |

- 5.5 An update on the outcome of the panel decisions and details of the funded projects will be reported to the Community Wellbeing Partnership and included in the annual performance update to the Scrutiny panel, however details on individual bid information will not be shared as this will not be in the public domain.

6 Implications

6.1 Financial

Budget provision exists for this to be extended until 31 March 2026.

6.2 Legal

The recommendations will allow the current grants to continue for a period of 12 months offering a period of stability in the services being provided under the current grants while the new policy is rolled out for the 2026/27 financial year. The policy has the potential to increase transparency and fairness in the selection of funded VCSEs and drive better performance through a weighted selection process. The policy may increase the administrative burden of carrying out the selection process and there is a low risk that organisations losing out on the grants may seek reasons for their bids being rejected or legal recourse when they fail to secure grant funding under the policy. In order to mitigate such risk, application procedures and weighting criteria need to be clearly set out and adhered to.

6.3 Human Resources

None

6.4 Risk Management

None

6.5 Equalities and Diversity

None

6.6 Health

The recommendations will help to contribute towards the delivery of priorities, as to be set within the Community Wellbeing strategy.

6.7 Climate Change

None

7 Appendices

Appendix 1: Voluntary, Community and Social Enterprise (VCSE) Grant Policy

8 Previous Consideration

Cabinet 20 February 2025 - Minute Number CAB63

9 Background Papers

None

Contact Officer: Victoria Cooper

Telephone Number: 01785 619385

Ward Interest: All

Report Track: Community Wellbeing 20 March 2025
Cabinet 20 February 2025

Key Decision: Yes

Voluntary, Community and Social Enterprise (VCSE) Grant Policy



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1. Introduction

Stafford Borough Council (SBC or 'the Council') recognises the significant contributions made by the voluntary, community and social enterprise (VCSE) sectors in providing projects and services that improve the social and community wellbeing of the borough.

Although not statutorily obliged to provide grant support, where funding allows, the Council is committed to financially supporting the VCSE sector organisations to deliver projects and activities which have a positive and beneficial impact on local communities and residents within the Borough.

The key aims of allocating grants are:

- To provide financial support which helps strengthen or widen the provision of facilities and services within the borough of Stafford.
- To positively support and address identified issues that are affecting local communities and residents.
- Ensure long term differences are made to those who benefit from the service or activity being delivered.

As well as helping communities develop, working closely with the VCSE sector in Stafford Borough also helps deliver and add value to the council's own services and meet the business objectives set out in its corporate plan.

2. Scope of policy

This policy is intended for Council Officers and prospective applicants to:

- Guide the allocation of funding, ensuring decisions are consistent, fair and transparent.
- Provide a coordinated and transparent funding service to the VCSE sector.
- Ensure a sustainable approach to funding, focused on achieving value for money.

3. Eligibility

Who can make an application?

The following organisations are eligible to submit an application for funding:

- Registered charities.
- Not-for-Profit (NFP) businesses.
- Community Interest Companies (CIC).
- Community-based organisations.
- Town and parish councils within Stafford Borough.

Exclusions

The following are not eligible to submit applications for funding:

- Individuals.
- Other local authorities.
- Public sector bodies, or organisations that are funded by other public sector or statutory bodies - for example, schools and GP practices.
- Groups who raise funds on behalf of an ineligible organisation or who will create or improve facilities which will predominately benefit an ineligible organisation.
- Profit-based businesses.

4. What can be funded

The following costs are deemed allowable as part of any grant application:

- Core running costs including employee costs.
- Programme or activity costs which are directly relevant to the application.
- Travel and transport costs associated with events in Stafford Borough.
- Hire or purchase of equipment for meeting project needs, including sports equipment.
- Venue hire (excluding hire of group's own premises) relating to the application and any technical assistance.
- Publicity and marketing (subject to agreement from the Council).
- Volunteer expenses.

The following cannot be funded through any allocation of grant funding:

- Projects where there is statutory funding provision available.
- Capital projects – such as building or refurbishment work.
- Projects to be delivered outside of Stafford Borough.
- Projects which are discriminatory, political, or religious in nature.
- Costs that can be claimed back from elsewhere e.g. VAT.
- Costs towards banking charges or repayment of debt.
- Retrospective costs e.g. completed activities.
- Gifts and prizes.
- Alcohol.
- Works to facilities that are/should be subject to an insurance claim.

5. Application criteria

Organisations applying for funding must fulfil all the following criteria:

- Have an existing constitution, articles or rules in place which describes the groups aims and objectives, its membership, and details of how decisions are made.
- Have been established for more than 12 months.
- Must provide services or activities for the benefit of residents and communities in Stafford Borough.
- Be in a position to provide previous accounts, and have a bank account in the name of the organisation or group who will receive any funding – the account must require at least two joint signatures, from individuals who are not related, for all transactions.
- Have in place the necessary policies and procedure to fulfil legal and financial requirements, e.g. accounts, health and safety, equal opportunities, insurance, safeguarding and demonstrate compliance with employment legislation and good practice.
- Be able to meet the Council's requirements for delivering performance monitoring and accountability for the use of public funding.
- Be able to demonstrate the necessary ability to provide good quality services, with accreditation where appropriate.
- Promote equalities within their structure and operations.

6. Assessment Criteria

All grant applications will be assessed using pre-selected assessment criteria. The details of the assessment criteria will be made available to all applicants before they apply for funding. Applications will be scored on the following areas:

| Criteria | Weighting |
|--------------------------------------|-----------|
| Demonstrating how priorities are met | 30% |
| Well run | 20% |
| Strengths based approach | 20% |
| Value for money | 20% |
| Collaborative | 10% |

As a minimum the criteria for assessment will include:

- A clear outline of the project, including the financial outline.
- The structure and delivery plan that will support the achievement of the stated outcomes.
- The management, staffing structure and delivery plan that will support the achievement of the stated outcomes.
- The organisations' ability to successfully manage finance by submission of accounts, bank statements and cash flow forecasts as appropriate.
- The approach to health and safety, duty of care, and other appropriate best practice requirements including safeguarding of children and vulnerable adults and the organisations' ability to successfully manage these on the project.
- A planned approach to addressing equalities and diversity issues ensuring they do not discriminate against any group in that they ensure everyone has the opportunity to access their service and that this service contributes towards community cohesion.
- A realistic development/ business plan to sustain the organisation.

All assessment criteria will be based on meeting need within the community. There will be no pre-determined demographic allocation of funds. Some funding opportunities may be restricted to a particular delivery area, e.g. to a specific ward, but only where this is to address a specific identified need.

7. **Application process**

The council is committed to ensuring an open, fair, and transparent application process for all grant allocations.

For all available grants, the information provided by the Council to prospective applicants will include:

- the amount of money that is available in total;
- clear information on the purposes for which funding is offered;
- the time scale in which projects will be delivered (funding will be made available for projects lasting up to 3 years as a maximum);
- clear information on eligibility criteria;
- a full list of conditions that will apply to the grant, including linking to the corporate objectives of the Council and the Community Wellbeing Strategy;
- the deadline by which applications must be submitted; and
- the date by which applicants will be informed of the outcome of their application.

All applications will be reviewed to ensure they are eligible for scoring. Applications may be screened out at this stage if they do not meet the eligibility criteria as set within this Policy.

8. **Decision making**

Grant applications will be assessed by a panel of Officers from Wellbeing and Elected Members. A scoring matrix will be utilised to score applications – a copy of which will be made available as part of the grant application form.

All successful applications will be approved by the Head of Wellbeing and the Community Portfolio Holder.

All applicants will receive confirmation informing them of whether they have been successful or not as soon as possible after the panel has made its decision.

Successful applicants will be asked to sign and return a copy of the letter agreeing to the terms and conditions of the individual grant.

Complaints about any aspect of the community grant process will be dealt with under the Council's [Complaints Procedure](#).

There is no right of appeal as to the grant decision itself.

9. **Grant conditions**

Any funding award is made in agreement to the following conditions:

- Where required the applicant will enter into a Grant Agreement with the council.
- Funding can only be spent on the project/service as described in the application and for no other purpose.
- It is the responsibility of applicants to comply with all relevant regulations and legislation.
- If expenditure on the grant-aided aspect of the project/ service is less than stated in your application, the grant amount paid to you will be reduced.
- Any unspent funds must be returned to the council.
- Details of how the funding was spent, evidenced with copies of receipts, accounts and performance must be provided to the council in line with the Grant Agreement.
- Stafford Borough Council will be acknowledged and invited to participate in any appropriate publicity of the project.

10. **Monitoring and evaluation**

The Council needs to ensure best value from its funding and to ensure the financial support that it gives to organisations makes a real difference to the residents and communities within Stafford Borough.

Project monitoring meetings will be scheduled to allow the Council to assess whether an organisation is satisfying the terms and conditions of the grant and is able to manage their financial and legal responsibilities.

Organisations who are allocated funding will also be expected to produce self-monitoring reports on progress each quarter, using the Council's monitoring report template. All grant recipients will be required to produce an end of year evaluation report using the Council's template. These reports will be collated and reported to Community Wellbeing Scrutiny Committee on an annual basis.

Agenda Item 7(b)**Quarter 3 Performance Report for 2024-25**

| | |
|-------------------------|--------------------------------------|
| Committee: | Cabinet |
| Date of Meeting: | 6 March 2025 |
| Report of: | Head of Transformation and Assurance |
| Portfolio: | Resources Portfolio |

1 Purpose of Report

- 1.1 To advise Members on the progress in delivering the Council's priorities and performance at the end of the quarter 3 for 2024-25.

2 Recommendations

- 2.1 To note the progress made during quarter 3 in the delivery of the Council's priorities and performance as set out in **APPENDICES 1 AND 2**.

Reasons for Recommendations

- 2.2 The performance information allows Cabinet to monitor progress in delivery of the Council's corporate priorities and operational services.

3 Key Issues

- 3.1 Priority Delivery Plans (PDPs) for 2024/25 have been produced pending the development of a new Corporate Business Plan. They set out the Council's key strategic and operational priorities and the key actions to deliver these.
- 3.2 Overall, 76% of the key actions have been delivered or are on schedule to be completed. Progress in delivering the PDPs is summarised in 5.3 of the report and set out in detail in **APPENDICES 1A TO 1D**.
- 3.3 With regard to the operational performance of the key services of the Council, 76% of targets have been met or exceeded. Further details can be found at 5.6 and in **APPENDIX 2**.

4 Relationship to Corporate Priorities

- 4.1 The indicators and actions contribute individually to all of the Council's priorities.

5 Report Detail





5.1 The Corporate Business Plan 2021-24 sets out the Council's overarching priorities. Pending the development of the new corporate business plan, the overarching priority themes remain the same but new priority delivery plans have been developed setting out the key strategic and operational priority projects and the key actions to deliver these.

Priority Delivery Plans

5.2 The Priority Delivery Plans are set out in **APPENDICES 1A TO 1D**, to this report. These plans establish the actions and timetable for delivery and form the basis of the Council's performance reporting framework.

5.3 A commentary on performance and a rating for each of the actions set out in the Delivery Plans is given in **APPENDICES 1A TO 1D**. A summary of progress, by rating, is given in table 1 below.

Table 1: Summary of progress in delivery of key projects/actions as at end of Quarter 3

| Performance Rating | Action complete | Work on Target | Work < 3 months behind schedule | Work > 3 months behind schedule | N/A | Actions due by end of Quarter 3 | Actions not yet due | Total Number of Actions |
|----------------------------------|---|---|---|---|---------------|---------------------------------|---------------------|-------------------------|
| Corporate Business Plan Priority |  |  |  |  | | | N/A | |
| The Economy | 10 | 3 | 5 | | | 18 | 9 | 27 |
| Community | 7 | 3 | 1 | | 1 | 12 | 12 | 24 |
| Climate Change | | | 3 | | | 3 | 0 | 3 |
| The Council | 7 | 4 | 1 | | | 12 | 5 | 17 |
| Total | 24 (54%) | 10 (22%) | 10 (22%) | | 1 (2%) | 45 | 26 | 71 |





5.4 At the end of quarter 3, of the 45 projects/actions due for delivery in this period:

- 34 (76%) have been completed or are on target to be completed; and
- 11 (24%) are behind schedule or no longer applicable.

Key Performance Indicators

5.5 In addition to the Delivery Plans, performance is also reported against the delivery of key operational services; Key Performance Indicators (KPIs) for these services are set out in **APPENDIX 2**. In summary:

Table 2 - Summary of key performance indicators for Quarter 3

| Corporate Business Plan Priority |  |  |  |  | N/A | Total Number of KPIs |
|----------------------------------|---|---|---|---|------------------------|----------------------|
| | Performance exceeds target | Performance on target | Performance < 5% below target | Performance > 5% below target | Not Available / Annual | |
| The Economy | 4 | | 2 | 1 | | 7 |
| Community | 7 | 3 | 1 | | 8 | 19 |
| The Council | 4 | 1 | 1 | 1 | 6 | 13 |
| Total | 15 | 4 | 4 | 2 | 14 | 39 |

5.6 Of the 25 indicators due to be reported on in quarter 3:

- 19 indicators show performance on or above target (76%); and
- 6 indicators show performance below target (24%).

6 Implications

6.1 Financial

There are no direct financial implications arising from the report. The financial management of the PDPs is standard in accordance with Financial Regulations and any measure to address a performance shortfall as reflected in a PDP report will require compensatory savings to be identified in the current year and be referred to the budget process for additional resources in future years.

6.2 Legal

None

6.3 Human Resources

None

6.4 Risk Management

The Council's Strategic Risk Register sets out the risks the Council faces in delivering its priorities.

6.5 Equalities and Diversity

Equality and diversity matters are addressed in individual services areas and by undertaking equality impact assessments for projects and programmes of work where this is necessary and appropriate.

6.6 Health

None

6.7 Climate Change

None

7 Appendices

Appendix 1A: The Economy

Appendix 1B: Community

Appendix 1C: Climate Change

Appendix 1D: The Council

Appendix 2: Key Performance Indicators

8 Previous Consideration

None

9 Background Papers

Corporate Plan 2021-24

Contact Officer: Judith Aupers

Telephone Number: 01543 46411

Ward Interest: Nil





Report Track: Cabinet 6 March 2025
Resources Scrutiny Committee 5 March 2025
Economic Development and Planning Scrutiny 13 March 2025
Community Wellbeing Scrutiny Committee 20 March 2025

Key Decision: No

Priority Delivery Plan for 2024-25

Priority 2 - The Community

Summary of Progress as at end of Quarter 3

| Quarter |  |  |  |  | N/A | Total Number of Projects |
|--------------|---|---|---|---|----------------|--------------------------|
| | Action completed | Work on target | Work < 3 months behind schedule | Work > 3 months behind schedule | Not Applicable | |
| 1&2 | 4 | | 1 | | | 5 |
| 3 | 3 | 3 | | | 1 | 7 |
| 4 | | | | | | 12 |
| TOTAL | 7 (59%) | 3 (25%) | 1 (8%) | | 1 (8%) | 12 up to Q3 |

Summary of Successes as at Quarter 3

The waste collection service has been reviewed inline with the results of the recently published (Summer 2024) final version of the Resources and Waste Strategy 2018. With the exception of the new national statutory requirement for weekly food waste collections, the changes required to the current collection service/materials are relatively minor and will be completed as part of the normal contracting process/negotiations, and as such are considered as little more than 'business as usual'. Councils across England are still awaiting details of the new burdens' 'revenue' funding for the introduction of the new food waste service but it has been made clear that all Councils are expected to begin collections from April 2026 regardless of the funding.

The review of play areas across the borough has taken place and the data has been collated. That data will be used in the creation of the report to Cabinet on an agreed cyclical/rolling programme of play areas improvements that will cover several years.



Summary of Slippage as at Quarter 3

| |
|--|
| |
|--|

Priority 2 - The Community

| Project | Actions and Milestones | Q1 | Q2 | Q3 | Q4 | Progress Update | Symbol |
|---|---|----|----|----|----|---|--------|
| Housing and Homelessness Strategy and approach to building new Council homes | Prepare documents to commission Stafford Housing Strategy including approach to developing Council Housing | | | X | | Draft documents have been prepared in order to commission a housing strategy | ★ |
| | Start procurement for Stafford Housing Strategy | | | | X | | |
| | Prepare documents to commission consultants to scope the feasibility of a housing development on Council owned land | | | X | | Draft documents have been prepared to commission consultants to scope the feasibility of developing housing on Council owned land | ★ |
| | Start procurement to scope the feasibility of development on a Council owned site | | | | X | | |
| | Completion of Stafford Homelessness and Rough Sleeper Strategy | | | | X | | |
| Review of the Leisure, Culture and Heritage Contract | Finalise Freedom Leisure Strategic Partnership Plan | | | | X | | |
| Design and Deliver Stafford Borough's approach to Health | Complete delivery of health inequalities funded projects | | X | | | All funded projects successfully completed. | ★ |

| Project | Actions and Milestones | Q1 | Q2 | Q3 | Q4 | Progress Update | Symbol |
|--|---|----|----|----|----|--|--------|
| | Evaluation of health inequalities funded projects to inform future activity | | | X | | Evaluations completed in quarter 3 and presentation to Community Wellbeing Scrutiny on 15 January 2025 detailing the projects and what was achieved. | ★ |
| | Commence work on drafting Community Wellbeing Strategy, setting out priorities across community safety and health | | | | X | | |
| Waste and Recycling - Kerbside collection contract (2025-2032) | Review current waste collection service | | | X | | Waste collection service has been reviewed with reference to compliance with the with the final version of the Resources and Waste Strategy 2018, published in 2024. The overall minor required amendments will be made as part of / following contract negotiation. | ✓ |
| | Review potential extension options with incumbent waste collection contractor | | | | X | | |
| | Report to Cabinet on extension option or re-procurement requirement | | | | X | | |
| Waste and Recycling - Introduction of mandatory food waste kerbside collections [* denotes | Design of new service model and discussions with contractor | | | X | | Cabinet briefing has been prepared, to be delivered at the start of Q4 on the proposed new service provision and operation and discussions ongoing with the incumbent contractor | ✓ |

| Project | Actions and Milestones | Q1 | Q2 | Q3 | Q4 | Progress Update | Symbol |
|---|---|----|----|----|----|---|---|
| action subject to confirmation of government funding settlement] | Consider and action revenue settlement offered by Government | | | X* | | Still awaiting revenue settlement from Government | N/A |
| | Cabinet approval for new service, start date, and permission to spend | | | | X* | | |
| | Prepare to tender for the procurement of food waste caddies | | | | X* | | |
| Tree Management (OP3) | Review current services and establish requirements (including Tree Protection Orders) | | | | X | | |
| Play Area/Parks Improvements (OP4) | Review condition of current play areas and funding availability for improvements and cyclical maintenance | | | X | | Play area review has been undertaken by officers and the data processed. The processed data will be used to create and inform the play area improvement programme that is intended to be taken to Cabinet during Q4 |  |
| | Create improvement programme | | | | X | | |
| Private Water Supply (OP6) | Review of current position | X | | | | Review undertaken, follow up carried out on audit reports to understand current position of the service to facilitate required changes |  |

| Project | Actions and Milestones | Q1 | Q2 | Q3 | Q4 | Progress Update | Symbol |
|---------|---|----|----|----|----|--|--------|
| | Ensure staff have undergone training and are certified competent to deliver this testing regime | X | | | | Water sampling training completed by 2 members of staff, who are now competent to carry out water sampling activities | ★ |
| | Formulate a delivery plan for testing for all supplies due to be tested | | X | | | Delivery Plan has been formulated and high-risk supplies identified. Specialist contractor commissioned to lead on complex supplies will commence sampling in Q3 | ★ |
| | Commence testing program | | X | | | Risk assessment commenced during Q3, and testing will follow this process. We were unable to engage the contractors required until late in Q3 and early in Q4 | ✘ |
| | Complete testing program for 24/5. Plan program from 25/6 | | | | X | | |

Agenda Item 7(c)

Air Quality Annual Status Report

Committee: Community Wellbeing Scrutiny Committee

Date of Meeting: 20 March 2025

Report of: Head of Regulatory Services

Portfolio: Environment

1 Purpose of Report

- 1.1 To present to Members the 2024 Air Quality Annual Status Report (ASR), detailing the work that is undertaken by the Council to monitor air quality in the Borough, ensuring this is satisfactory when measured against the Government's standards.

2 Recommendations

- 2.1 That Committee notes the Annual Status Report (see Appendix 1) and the recommendations contained therein.

Reasons for Recommendations

- 2.2 The Council has a duty to monitor and, where necessary, improve local air quality under Part 4 of the Environment Act 1995. Air quality objectives have been set for a range of substances. Government technical guidance gives particular focus on 'pollutants of primary interest', including nitrogen dioxide (NO₂) and particulate matter (PM₁₀).
- 2.3 The Council is required to submit an ASR to the Department for Environment, Food and Rural Affairs (DEFRA). The 2024 ASR includes:
1. The results of air quality monitoring in 2023.
 2. A review of monitoring data and the implications for local air quality management.
 3. An update on progress made by Stafford Borough Council (and Staffordshire County Council (SCC)) on air quality initiatives (generally those which reduce polluting emissions or promote environmental awareness).
 4. An outline of future initiatives (where relevant to air quality).

3 Key Issues

- 3.1 The Council must act in accordance with statutory guidance (Local Air Quality Management Policy Guidance, [PG22](#)).
- 3.2 The ASR presents air quality monitoring data from 2023, an interpretation of that data, and a summary of the actions and initiatives undertaken by the Council to improve air quality.
- 3.3 The results for the ASR show that the air quality within Stafford Borough continues to achieve the standards set by government. It concludes that no actions are required to reduce air pollution in Stafford Borough. Nevertheless, it will be important that the future growth of the Borough continues to have regard to the effects of any potential for significant deterioration in air quality.

4 Relationship to Corporate Priorities

- 4.1 The Air Quality Annual Status Report 2024 is relevant to the achievement of the Council's Corporate Business Plan Objectives 2 and 3:
 - 'To improve the quality of life of local people by providing a safe, clean, attractive place to live and work and encouraging people to be engaged in developing strong communities, that promote health and wellbeing.'
 - 'To tackle Climate Change by implementing our Climate Change and Green Recovery objectives.'

5 Report Detail

- 5.1 Air pollution damages lives because of the harmful effects it has on human health, the economy, and the environment. The mortality burden of air pollution within the UK is equivalent to 28,000 to 36,000 deaths¹ (*1 Public Health England. Estimation of costs to the NHS and social care due to the health impacts of air pollution: summary report, May 2018*).
- 5.2 Air pollution is the largest environmental risk to human health contributing to cardiovascular disease, lung cancer and respiratory diseases.
- 5.3 Currently the European Air Quality standards are met in Stafford Borough and the Council is keen to maintain this status. Additionally, where possible the Council strives to improve air quality in the Borough to achieve health and economic benefits.

- 5.4 It is important that the future growth of the Borough has regard to the effects of any potential deterioration in air quality arising from new development in the Borough. In particular, the planned growth in housing and employment development over the next few decades, along with potential improvements to the highway network will give rise to additional vehicle movements on the primary road networks with the potential of reducing the present levels of air quality. Emissions arising from motorway traffic remain an area of concern for Stafford Borough although evidence suggests that the M6 smart motorway scheme has provided extra capacity, thereby reducing congestion and lowering the levels of emissions affecting our communities.

Air Quality Monitoring

- 5.5 Nitrogen Dioxide (NO₂) is the only air pollutant monitored by Stafford Borough Council.
- 5.6 The Council has been monitoring road traffic pollution for many years. However, in 1995 the Government set a legal obligation for local authorities to review and assess air quality against health-based standards within their districts. Every local authority in England has an obligation to undertake such a survey. The results must be submitted on an annual basis to the Department for Environment, Food and Rural Affairs (DEFRA).
- 5.7 The Council monitors air pollution from traffic at 28 sites across Stafford Borough. Air Quality monitoring in Stafford Borough is carried out at non-automated monitoring sites (the Council does not use automatic (continuous) monitoring).
- 5.8 The 2024 ASR (produced in accordance with government guidelines) shows that air quality within Stafford Borough achieves the standards set by government. It concludes that no actions are required to reduce air pollution in Stafford Borough and shows that air pollution from the M6 motorway remains the most significant source of air pollution in the Borough. Importantly, the results indicate that the Council does not have to declare any Air Quality Management Areas. Please see Appendix 1 for the latest survey report and results, which also includes a map showing the general locations of the monitoring sites. The 2024 ASR has been scrutinised by DEFRA. Actions identified in the improvement plan for 2022 have been completed.
- 5.9 An Air Quality Strategy is being prepared and will be the subject of a future report to Cabinet in due course.
- 5.10 The Council is considering options to further increase its network of air quality monitoring points in the Borough to provide further information on air quality in key locations such as adjacent to the M6, schools and near to growth points. Additionally, the Council has several 'personal' air quality monitors which can be worn by members of the public when going about their daily activities.

5.11 The Council continues to work in partnership with Staffordshire County Council, the UK Health Security Agency, and Highways England through the Staffordshire Air Quality Forum. The Stafford Borough Council Air Quality Strategy helped to secure the award of a £1million grant towards taxi electrification in partnership with Stoke on Trent City Council and Newcastle-under-Lyme Council and the scheme of electric vehicle charging points has now been fully operational for the past 12 months. We are also working towards improving air quality through continued membership of the ECO Stars vehicle fleet recognition scheme.

6 Implications

6.1 Financial

None.

6.2 Legal

Part 4 of the Environment Act 1995 sets out statutory provisions on air quality.

Section 82 provides that local authorities shall review the air quality within their area.

Section 83 requires local authorities to designate an AQMA where air quality objectives are not, or are unlikely to be, achieved.

Section 83A requires local authorities to develop an Air Quality Action Plan (AQAP) for each AQMA, to identify and implement measures to achieve air quality objectives within the AQMA.

6.3 Human Resources

None

6.4 Risk Management

None

6.5 Equalities and Diversity

None

6.6 Health

None

6.7 Climate Change

Local air quality management strongly aligns with 'net zero'. For instance, efforts to reduce vehicle emissions (aimed at particulate matter and NOx) will also result in reduced carbon emissions.

7 Appendices

Appendix 1: Annual Air Quality Status Review 2023 (ASR)

8 Previous Consideration

None

9 Background Papers

None

Contact Officer: David Prosser-Davies

Telephone Number: 01543 464202

Ward Interest: All

Report Track: Community Wellbeing Scrutiny Committee 20 March 2025

Key Decision: N/A



2024 Air Quality Annual Status Report (ASR)

In fulfilment of Part IV of the Environment
Act 1995 Local Air Quality Management,
as amended by the Environment Act
2021

Date: JUNE 2024

| Information | <Local Authority Name> Details |
|--------------------------------|----------------------------------|
| Local Authority Officer | Shaun Baker |
| Department | Regulatory Services |
| Address | Civic Offices Riverside Stafford |
| Telephone | 01785 619000 |
| E-mail | sbaker@staffordbc.gov.uk |
| Report Reference Number | 2024 ASR |
| Date | June 2024 |

Executive Summary: Air Quality in Our Area

Air Quality in Stafford Borough.

Breathing in polluted air affects our health and costs the NHS and our society billions of pounds each year. Air pollution is recognised as a contributing factor in the onset of heart disease and cancer and can cause a range of health impacts, including effects on lung function, exacerbation of asthma, increases in hospital admissions and mortality. In the UK, it is estimated that the reduction in healthy life expectancy caused by air pollution is equivalent to 29,000 to 43,000 deaths a year¹.

Air pollution particularly affects the most vulnerable in society, children, the elderly, and those with existing heart and lung conditions. Additionally, people living in less affluent areas are most exposed to dangerous levels of air pollution².

Table ES 1 provides a brief explanation of the key pollutants relevant to Local Air Quality Management and the kind of activities they might arise from.

Table ES 1 - Description of Key Pollutants

| Pollutant | Description |
|--|--|
| Nitrogen Dioxide (NO ₂) | Nitrogen dioxide is a gas which is generally emitted from high-temperature combustion processes such as road transport or energy generation. |
| Sulphur Dioxide (SO ₂) | Sulphur dioxide (SO ₂) is a corrosive gas which is predominantly produced from the combustion of coal or crude oil. |
| Particulate Matter (PM ₁₀ and PM _{2.5}) | <p>Particulate matter is everything in the air that is not a gas.</p> <p>Particles can come from natural sources such as pollen, as well as human made sources such as smoke from fires, emissions from industry and dust from tyres and brakes.</p> <p>PM₁₀ refers to particles under 10 micrometres. Fine particulate matter or PM_{2.5} are particles under 2.5 micrometres.</p> |

¹ UK Health Security Agency. Chemical Hazards and Poisons Report, Issue 28, 2022.

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

Data presented in this report was collected during 2023 a time when increased 'home working' was prevalent and so may not be fully representative of past and future trends.

The findings of the annual air quality reports produced by Stafford Borough Council since 2004, are that air quality standards are met in Stafford Borough, and that no Air Quality Management Areas (AQMA's) are required. The findings of this 2023 ASR again shows that the air quality standards are complied with and that there is no need to declare an air quality management area in our Borough.

Traffic pollution generated by the M6 motorway around Junction 15 for Stafford and at Clayton continues to cause the greatest concern, however, NO₂ levels here continue to be below the annual objective limit despite disrupted traffic works on the M6 motorway.

The construction of the M6 'smart motorways' scheme commenced during 2018 and is nearing completion with, in 2023 the further adaptation of 4th lane lay-by's, this has impacted traffic flows significantly during the reporting period for this ASR with speed restrictions.

Pollution from the M6 motorway is not getting worse over time, this is likely to be because of improved vehicle design and engine emissions controls combined with the growth of Electric Vehicle (EV) use and the change in 'rush hours' resulting from more home working.

Following the UK Government cancelling the HS2a scheme in October 2023, many of the action points that related to management of altered traffic flows proposed for this project are now no longer relevant.

Over the past 12 months Stafford Borough Council have continued to work in partnership with Staffordshire County Council to increase the availability and number of public and residential electric-vehicle charging points. This is an area of work which will continued to be reviewed and revised over the coming years.

The refreshed Borough Council Air Quality strategy is to be published in 2024.

Endorsement from the Director of Health & Care, Staffordshire County Council.

Staffordshire County Council (SCC) is committed to working with partners to ensure that Staffordshire will be a place where improved health and wellbeing is experienced by all. Poor air quality has a negative impact on public health, with potentially serious consequences for individuals, families, and communities. Identifying problem areas and ensuring that actions are taken to improve air quality forms an important element in protecting the health and wellbeing of Staffordshire residents. Improving air quality is often a complex issue, presenting a multi-agency challenge – so it is essential that all agencies work together effectively to deliver improvements where they are needed.

As Director of Health and Care across Staffordshire I endorse this Annual Status Report which sets out the position in all the Local Authorities across Staffordshire and Stoke-on-Trent focusing on human made pollution with particulate matter.

The Air Aware project (phase 2) ran until March 2023 with Defra funding, however The Air Aware project continues with joint funding from SCC Public Health and Connectivity Teams to March 2025. The project delivers behaviour change to increase active travel, decrease car use, and raise awareness of air quality issues through five elements. These are business and school engagement, communications and campaigns, electric vehicles, and air quality monitoring in targeted locations. Campaigns include Anti-Idling, walking and cycle activities and Clean Air Day. These have been countywide engaging a large number of businesses and schools. The programme focuses on reducing levels of NO and PM, which are monitored at key locations. A number of the Staffordshire Authorities are currently involved in implementing measures to reduce levels of NO₂ within their areas, which are detailed elsewhere in their ASR. Since the update of the Environment Act 2021 there is now a statutory duty imposed on Local Authorities in England to reduce PM_{2.5}, a number of the measures are complementary with those being undertaken to improve Air Quality. A mapping exercise completed by the Staffordshire Air Quality Forum members details the measures currently in place which are considered to have an impact in reducing PM_{2.5} within the County.

- 1. Post Covid the Staffordshire and Stoke-on-Trent (SOT) Air Quality Forum has recommenced meeting on a quarterly basis. This forum involves all the Districts and Boroughs and both SCC and SOT and is chaired on a rotating basis across the Districts and Borough's.*
- 2. In addition, Levelling up Fund 2 Schemes will improve a number of major roads around the county, reduce journey times, put greener, cleaner buses on main roads, improve walking and cycling routes and reduce the impact of housing and commercial developments. They will benefit East Staffordshire, Cannock Chase, and Stafford Borough. Total package cost circa £20m.*

Finally, it's worth mentioning both Climate Change and The Local Transport Plan 4 (LTP4). SCC have signed up to the Climate Emergency and since signing up have reduced its Carbon footprint by 50%. We are now also now working towards LTP4, with our Local Authority partners. LTP4 will come into effect in 2025 and will have a positive effect on Air Quality over the coming years

Dr Richard Harling



**Director of Health and Care
Staffordshire County Council**
[June 2024]

Actions to Improve Air Quality

Whilst air quality has improved significantly in recent decades, there are some areas where local action is needed to protect people and the environment from the effects of air pollution.

The Environmental Improvement Plan³ sets out actions that will drive continued improvements to air quality and to meet the new national interim and long-term targets for fine particulate matter (PM_{2.5}), the pollutant of most harmful to human health. The Air Quality Strategy⁴ provides more information on local authorities' responsibilities to work towards these new targets and reduce fine particulate matter in their areas.

The Road to Zero⁵ details the Government's approach to reduce exhaust emissions from road transport through a number of mechanisms, in balance with the needs of the local community. This is extremely important given that cars are the most popular mode of personal travel and the majority of Air Quality Management Areas (AQMAs) are designated due to elevated concentrations heavily influenced by transport emissions.

Stafford Borough Council does not have any Air Quality Management Areas however it remains important that improvements to air quality are pursued wherever possible to maintain this position. Stafford Borough Council has important regional motorway and trunk routes and as a result is keen to identify systems that will improve transboundary pollution levels, for this reason the Council is producing an Air Quality Strategy Document 2024-2026 (reproduced in draft in the appendix) and is a full member of the Staffordshire ECO stars initiative.

In March 2019 the Council applied for and was awarded a £1million grant from the Office of Low Emission Vehicles in partnership with Stoke on Trent City Council and Newcastle-under-Lyme Borough Council to provide 30 rapid electric vehicle chargers primarily for the hackney carriage / private hire trade. Low emission public transport, such as electric taxis, are important both to reduce traffic emissions but also to offer and promote new cleaner technologies for all to use. This project has now delivered 10 chargers in the Borough

³ Defra. Environmental Improvement Plan 2023, January 2023

⁴ Defra. Air Quality Strategy – Framework for Local Authority Delivery, August 2023

⁵ DfT. The Road to Zero: Next steps towards cleaner road transport and delivering our Industrial Strategy, July 2018

(pictured below) and there is a growing interest in low emission vehicles from the Taxi trade.



The Borough Council is working in partnership with Staffordshire County Council, to identify a swathe of new electric vehicle charging sites as part of a strategy to install more public charge points across the Borough.

<https://www.staffordshire.gov.uk/Transport/Sustainable-Travel/Electric-vehicles/02-SCC-Public-EV-Charging-Strategy-V3-3.pdf>

Conclusions and Priorities

- The air quality in Stafford Borough does not exceed the air quality standards, and traffic pollution has not worsened, there remains however significant pressures which may result in future challenges. Stafford Borough Council is undergoing a time of considerable housing growth (c 7,000 homes by 2025) and commercial investment with the Stafford Gateway Project and new train station Hub continuing to take place despite the cancellation of the HS2a route through the Borough. The increase in local traffic that these projects will generate needs to be managed so that the burden of extra vehicles does not result in a significant deterioration of our local air quality.

Additional nitrogen dioxide diffusion tubes have been sited in the areas in and around these project areas, to enable air quality to be monitored before, during and after development.

- The new Western Distributer Road in Stafford opened in 2021 and is relieving traffic congestion at busy times furthermore this will link with the Stafford Gateway Project.
- All planning applications for new housing and commerce are assessed for the air quality impacts and it remains a Council priority to consider air quality impacts for all new industrial developments.
- The M6 ‘smart motorway’ scheme through Stafford Borough (Junctions 13-15) is nearing completion. Early evidence suggests that the scheme has been effective in delivering extra capacity on this area of the network and has helped to stabilise traffic emissions through the Borough.
- It remains likely that the large urban area of Stoke on Trent and Newcastle under Lyme will enforce a low emission vehicle zone, this may have the effect of diverting traffic onto neighbouring roads in Stafford Borough. Additional nitrogen dioxide diffusion tubes have been placed at strategic points within Stafford Borough to target and monitor this potential risk.
- Air Quality and air emissions are included in the Council’s Climate Change Strategy

Local Engagement and How to get Involved

Public participation in the national and local air quality issues is vital to maintaining the current standards. In particular road journeys, transport mode choices, commuting methods and alternative travel methods can have significant local effects. Travel to and from and around schools is a priority and surveys have been undertaken in partnership with Staffordshire County Council and the University of the third age (U3A) group aimed at engaging children and parents in reducing school drop off emissions. The following bodies can all help to improve the general understanding of local air quality issues and how to effect positive changes.

[Stafford Borough Council](#)

Operational Services
Sustainability Matters
Planning and Development Control
Climate Change Group

[Staffordshire County Council](#)

[Stoke on Trent City Council](#)

[UK Air Defra](#)

[North Staffordshire and Stafford Friends of the Earth](#)

[Public Health England](#)

[U3A University of the Third Age. West Midlands. Stafford Branch.](#)

Local Responsibilities and Commitment

This ASR was prepared by the Regulatory Service of Stafford Borough Council

Adoption of this ASR will be sought once appraised by DEFRA.

This ASR has been endorsed by the Director of Public Health.

If you have any comments on this ASR please send them to Shaun Baker at:

sbaker@staffordbc.gov.uk

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1 Local Air Quality Management

This report provides an overview of air quality in Stafford Borough Council during 2023. It fulfils the requirements of Local Air Quality Management (LAQM) as set out in Part IV of the Environment Act (1995), as amended by the Environment Act (2021), and the relevant Policy and Technical Guidance documents.

The LAQM process places an obligation on all local authorities to regularly review and assess air quality in their areas, and to determine whether or not the air quality objectives are likely to be achieved. Where an exceedance is considered likely the local authority must declare an Air Quality Management Area (AQMA) and prepare an Air Quality Action Plan (AQAP) setting out the measures it intends to put in place in order to achieve and maintain the objectives and the dates by which each measure will be carried out. This Annual Status Report (ASR) is an annual requirement showing the strategies employed by Stafford Borough Council to improve air quality and any progress that has been made.

The statutory air quality objectives applicable to LAQM in England are presented in Table E.1.

2 Actions to Improve Air Quality

2.1 Air Quality Management Areas

Air Quality Management Areas (AQMAs) are declared when there is an exceedance or likely exceedance of an air quality objective. After declaration, the authority should prepare an Air Quality Action Plan (AQAP) within 18 months. The AQAP should specify how air quality targets will be achieved and maintained, and provide dates by which measures will be carried out.

Stafford Borough Council has no AQMA's, a draft air quality strategy aimed at maintaining this position has been prepared and appears in the appendix.

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

Defra's appraisal of last year's ASR concluded ; (responses in italics)

1. The Council should use the most up-to-date ASR Template which can be found here: Annual Reporting | LAQM (defra.gov.uk). Because the most up-to-date ASR Template was not used prescribed text is outdated or missing. For example, the ASR refers to LAQM.PG16 which has been updated to LAQM.PG22. Furthermore, the tables do not match with the excel template which results to notes or columns missing. For example, Table A.2 is missing the stie name and the notes underneath the table.

The latest 2024 template has been used for this report.

2. It is encouraging to see the Council considered the comments made during the previous appraisal and actively made an effort to address all of these actions for this year's ASR.

3. The council is commended for their approach to further improving Air Quality in the absence of a formal AQAP. Continued engagement with local residents is highly encouraged. The council are encouraged to continue to identify additional means to address further air quality concerns in future reporting years.

4. The council is recommended to continue to review their current monitoring regime, specifically the addition of several new non-automatic monitoring sites (diffusion tubes) across the region. This is important as additional sites will help to identify whether there are other key areas of relevant exposure where there may be exceedances and the appropriate measures can be adopted accordingly.

Four new sites have been established in 2023/4, one site has been 'mothballed'.

5. The council is commended for their measures to reduce PM_{2.5} emissions provided in Table 2.4 in the Addendum. The council have developed these measures to address PM_{2.5} emissions in future reporting years even though there is no statutory requirement for SBC to develop an additional action plan to address PM_{2.5} emissions at present. The Council is highly encouraged to continue to update this action plan in future reporting years.

6. The NO₂ concentrations in SBC have continued are below the annual mean objective for NO₂ in 2022 at all monitoring sites, which is very encouraging.

7. While a trend figure was provided in the ASR with the average NO₂ concentration across all monitoring sites, it would be preferred if the annual NO₂ concentration of each monitoring location was shown, additionally to discussing the trend of NO₂ concentrations at individual monitoring locations. This is due to the average NO₂ concentrations across all monitoring sites being impacted by the removal and addition of diffusion tube monitoring sites over the years which is not transparent in the way the trend in NO₂ concentrations is currently displayed. A great example how to show the trend in NO₂ concentrations is Figure A.1 in the most up-to-date ASR template.

The ASR trend figure has always included the same 12 sites which have not altered position over the years, many of the remaining sites have changed specific locations as street furniture to which tubes are attached have been replaced. A new trend graph is presented in this report encompassing 'all sites' annual mean over the 20 years.

8. The QA/QC of diffusion tube monitoring does not include a justification why the national instead of the local bias adjustment factor was used. Future reports should include a sentence that the local bias adjustment factor cannot be calculated as no NO₂ monitoring is co-located with automatic monitoring sites as SBC does not conduct automatic monitoring.

Now stated in this report

9. Whilst it is welcomed for the Council to review their monitoring strategy and remove/add monitoring locations, changes to the monitoring network should be included in the chapter "Summary of monitoring undertaken" and not only in the comments in regards to the commentary of the previous ASR.

Now stated in this report

10. In Table A.4, the valid data capture for the monitoring period is missing. If the tubes were deployed from January to December, the valid data capture for the monitoring period is the same as the valid data capture in 2022. Furthermore, the note section of this table is incomplete. This should be considered in future reports.

Now corrected for 2023

11. In Table C.1 the version of the national bias adjustment spreadsheet is missing. It is mentioned in the subchapter "Bias factor", however, for consistency it would be beneficial to also add this information in the table in future reports.

Now added for 2023

12. In Chapter 4.4, the laboratory used to analyse the diffusion tubes is mentioned, however, it is not mentioned which analysis methodology was used. This information is only visible in the screen grab of the national bias adjustment spreadsheet. However, for consistency, this should be mentioned together which laboratory has been used in future reports.

Now included for 2023

Stafford Borough Council has taken forward a number of measures during the current reporting year of 2023/4 in pursuit of improving local air quality. Details of all measures completed, in progress or planned are set out in Table 2.2. three measures are included within Table 2.2, with the type of measure and the progress Stafford Borough Council have made during the reporting year of 2023 presented. Where there have been, or continue to be, barriers restricting the implementation of the measure, these are also presented within Table 2.2.

Stafford Borough Council expects the Table 2.2 measures to be completed or ongoing over the course of the next reporting year: Priority for the coming year is the uptake of EV Taxi's through the provision of additional charging sites.

Stafford Borough Council worked to implement these measures in partnership with the following stakeholders during 2023:

- Staffordshire Authorities
- National Highways
- Public Health England

The principal challenge to implementation that Stafford Borough Council anticipates facing are officer resources and influencing the TAXI trade.

Table 2.1 – Progress on Measures to Improve Air Quality

| Measure No. | Measure Title | Category | Classification | Year Measure Introduced in AQAP | Estimated / Actual Completion Date | Organisations Involved | Funding Source | Defra AQ Grant Funding | Funding Status | Estimated Cost of Measure | Measure Status | Reduction in Pollutant / Emission from Measure | Key Performance Indicator | Progress to Date | Comments / Barriers to Implementation |
|-------------|---|---|--|---------------------------------|------------------------------------|---|-----------------|------------------------|------------------|---------------------------|----------------|--|-----------------------------------|---|--|
| 1 | Air Quality incorporated into Climate Change Strategy | Policy Guidance and Development Control | Air Quality Planning and Policy Guidance | 2019 | 2022 ongoing | Local Authority Environmental Health, Local Authority Transport Dept. | Local Authority | NO | Not Funded | < £10k | Implementation | NIL | NIL | Air Quality incorporated into Climate Change Priority | Achieved and ongoing |
| 2 | TAXI Electrification | Promoting Low Emission Transport | Taxi emission incentives | 2019 | 2040 | Local Authority Environmental Health, Local Authority Transport Dept. | OLEV | YES | Funded | £500k - £1 million | Completed | reduced vehicle emissions | target to promote EV TAXI take-up | Finding suitable sites with TAXI trade | Funding and trade agreed TAXI Licensing changes. |
| 3 | ECO STARS (Staffordshire) | Vehicle Fleet Efficiency | Driver training and ECO driving aids | 2015 | 2025 | Local Authority Environmental Health, Local Authority Transport Dept. | DEFRA | NO | Partially Funded | £10k - 50k | Implementation | Reduced vehicle emissions | NIL | Future funding | First phase successful, second phase on-going |

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

As detailed in Policy Guidance LAQM.PG22 (Chapter 8) and the Air Quality Strategy⁶, local authorities are expected to work towards reducing emissions and/or concentrations of fine particulate matter (PM_{2.5}). There is clear evidence that PM_{2.5} (particulate matter smaller 2.5 micrometres) has a significant impact on human health, including premature mortality, allergic reactions, and cardiovascular diseases.

National

The National PM_{2.5} Annual Mean Concentration target is 10 µg/m³ to be achieved by 2040 with a Population Exposure Reduction Target of 35% reduction by 2040.

The sources of the PM_{2.5} particles are estimated below:

- Primary PM_{2.5} Sources (approximately 50% of UK total) Comprising man-made emissions from combustion (industrial processes, residential and road traffic exhausts) and non-combustion processes (e.g. fugitive emissions from agricultural and industrial material handling; non-exhaust emissions from vehicles - tyre and brake wear, and road abrasion)
- Secondary PM_{2.5} Sources (approximately 50% of UK total) 35. Not all of the particulate matter found in the atmosphere has been directly emitted into the atmosphere by man-made sources. Secondary PM_{2.5} comprises natural and transboundary sources.

Local

Stafford Borough Council is semi-rural in nature and the PM 2.5 background data for our Borough is given below:

- Stafford BC average concentration 2018- **7.2** µg/m³

⁶ Defra. Air Quality Strategy – Framework for Local Authority Delivery, August 2023

- Stafford BC maximum concentration 2018 (1Kmx1Km) centred at M6 Junction 15 and also at M6 J13 is **8.9** $\mu\text{g}/\text{m}^3$ of which it is estimated 50% is from secondary sources such as transboundary and natural causes.

Local actions to maintain and improve upon this position will focus mainly on the estimated 50% 'man-made' contributions in the short term over which there is some local control, as below:

- Industrial and commercial emissions.
 - Planning controls for new establishments and regulation of existing with emphasis on combustion activities.
- Residential Heating (in particular solid fuel use).
 - There are no smoke control areas in the Borough and there is not significant solid fuel use, however advice on proper usage and fuel selection is available and will receive greater emphasis on the Council website in 2024.
- Traffic engine emissions and tyre wear.
 - Links to traffic management actions already scheduled for action against other pollutants.

Table 2.4 in the appendix shows the joint approach of all Staffordshire Local Authorities to reduce PM2.5.

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

This section sets out the monitoring undertaken within 2023 by Stafford Borough Council and how it compares with the relevant air quality objectives. In addition, monitoring results are presented for a five-year period between 2019 and 2023 to allow monitoring trends to be identified and discussed.

3.1 Summary of Monitoring Undertaken

3.1.1 Automatic Monitoring Sites

Stafford Borough Council undertook no automatic (continuous) monitoring.

Stafford Borough Council undertook non-automatic (i.e. passive) monitoring of NO₂ at 29 sites during 2023. Table A.2 in Appendix A presents the details of the non-automatic sites.

Four new diffusion tube sites were added in 2023/4 to investigate the proposed new HS2 train station traffic. The site at 'Weston' has been mothballed due to past compliance and changes in street furniture.

Maps showing the location of the existing 2023 monitoring sites are provided in Appendix D. Further details on Quality Assurance/Quality Control (QA/QC) for the diffusion tubes, including bias adjustments, are included in Appendix C.

3.2 Individual Pollutants

The air quality monitoring results presented in this section are, where relevant, adjusted for bias, annualisation (where the annual mean data capture is below 75% and greater than 25%), and distance correction. Further details on adjustments are provided in Appendix C.

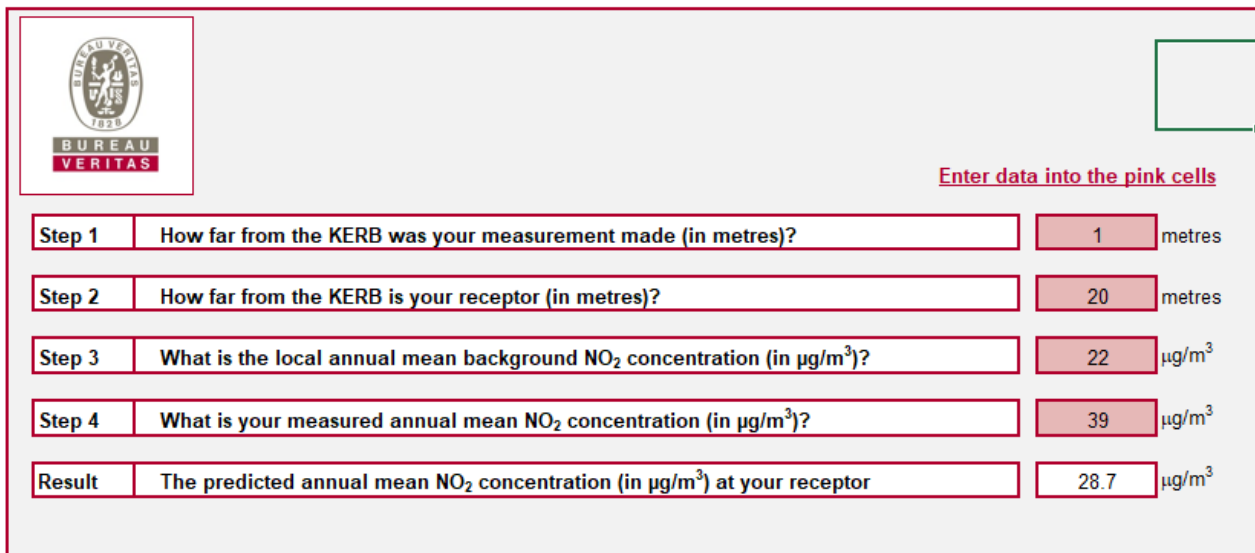
3.2.1 Nitrogen Dioxide (NO₂)

There are no measured exceedances of the Air Quality Standard for Nitrogen Dioxide concentrations in air in Stafford Borough in the year 2023.

Table A.3 and Table A.4 in Appendix A compare the ratified and adjusted monitored NO₂ annual mean concentrations for the past five years with the air quality objective of 40µg/m³. Note that the concentration data presented represents the concentration at the location of the monitoring site, following the application of bias adjustment and annualisation, as required (i.e. the values are exclusive of any consideration to fall-off with distance adjustment).

For diffusion tubes, the full 2023 dataset of monthly mean values is provided in Appendix B. Note that the concentration data presented in Table B.1 includes distance corrected values, only where relevant.

.Example of Distance correction calculation (below)



BUREAU VERITAS

Enter data into the pink cells

| | | | |
|--------|--|------|-------------------|
| Step 1 | How far from the KERB was your measurement made (in metres)? | 1 | metres |
| Step 2 | How far from the KERB is your receptor (in metres)? | 20 | metres |
| Step 3 | What is the local annual mean background NO ₂ concentration (in µg/m ³)? | 22 | µg/m ³ |
| Step 4 | What is your measured annual mean NO ₂ concentration (in µg/m ³)? | 39 | µg/m ³ |
| Result | The predicted annual mean NO ₂ concentration (in µg/m ³) at your receptor | 28.7 | µg/m ³ |

3.2.2 Particulate Matter (PM₁₀)

NIL

3.2.3 Particulate Matter (PM_{2.5})

NIL

3.2.4 Sulphur Dioxide (SO₂)

NIL

Appendix A: Monitoring Results

Table A.1 – Details of Non-Automatic Monitoring Sites

| Diffusion Tube ID | Site Name | Site Type | X OS Grid Ref (Easting) | Y OS Grid Ref (Northing) | Pollutants Monitored | In AQMA? Which AQMA? | Distance to Relevant Exposure (m) ⁽¹⁾ | Distance to kerb of nearest road (m) ⁽²⁾ | Tube Co-located with a Continuous Analyser? | Tube Height (m) |
|-------------------|-----------|-----------|-------------------------|--------------------------|----------------------|----------------------|--|---|---|-----------------|
| 1 | | Kerbside | 390220 | 325530 | NO2 | nil | 30.0 | 5.0 | No | 2.0 |
| 2 | | Kerbside | 390350 | 325410 | NO2 | nil | 20.0 | 15.0 | No | 2.0 |
| 3 | | Other | 390130 | 321700 | NO2 | nil | 20.0 | 0.0 | No | 2.0 |
| 4 | | Kerbside | 392914 | 340076 | NO2 | nil | 50.0 | 0.0 | No | 2.0 |
| 5 | | Other | 390231 | 334298 | NO2 | nil | 0.0 | 0.0 | No | 2.0 |
| 6 | | Kerbside | 394471 | 321462 | NO2 | nil | 10.0 | 0.0 | No | 2.0 |
| 8 | | Kerbside | 385680 | 342220 | NO2 | nil | 15.0 | 0.0 | No | 2.0 |
| 13 | | Other | 390310 | 332960 | NO2 | nil | 50.0 | 1.0 | No | 2.0 |
| 14 | | Other | 390090 | 333150 | NO2 | nil | 0.0 | 1.0 | No | 2.0 |

| Diffusion Tube ID | Site Name | Site Type | X OS Grid Ref (Easting) | Y OS Grid Ref (Northing) | Pollutants Monitored | In AQMA? Which AQMA? | Distance to Relevant Exposure (m) ⁽¹⁾ | Distance to kerb of nearest road (m) ⁽²⁾ | Tube Co-located with a Continuous Analyser? | Tube Height (m) |
|-------------------|-----------|-----------|-------------------------|--------------------------|----------------------|----------------------|--|---|---|-----------------|
| 16 | | Kerbside | 388666 | 335429 | NO2 | nil | 15.0 | 0.0 | No | 2.0 |
| 21 | | Kerbside | 391105 | 328693 | NO2 | nil | 60.0 | 0.0 | No | 2.0 |
| 22 | | Kerbside | 393518 | 321916 | NO2 | nil | 100.0 | 0.0 | No | 2.0 |
| 31, 32 | | Kerbside | 391581 | 320743 | NO2 | nil | 15.0 | 0.1 | No | 2.0 |
| 33 | | Kerbside | 392154 | 319970 | NO2 | nil | 15.0 | 5.0 | No | 2.0 |
| 36 | | Kerbside | 394848 | 341145 | NO2 | nil | 40.0 | 0.0 | No | 2.0 |
| 40 | | Other | 384920 | 341520 | NO2 | nil | 10.0 | 10.0 | No | 2.0 |
| ST | | Kerbside | 390050 | 333270 | NO2 | nil | 15.0 | 0.5 | No | 2.0 |
| BB1 | | Kerbside | 394830 | 341060 | NO2 | nil | 35.0 | 0.0 | No | 2.0 |
| BB2 | | Kerbside | 394290 | 341750 | NO2 | nil | 30.0 | 0.0 | No | 2.0 |
| BM | | Kerbside | 391561 | 390692 | NO2 | nil | 30.0 | 0.0 | No | 2.0 |
| TR | | Kerbside | 386450 | 341230 | NO2 | nil | 25.0 | 0.0 | No | 2.0 |
| TITT | | Kerbside | 387350 | 338490 | NO2 | nil | 10.0 | 0.0 | No | 2.0 |

| Diffusion Tube ID | Site Name | Site Type | X OS Grid Ref (Easting) | Y OS Grid Ref (Northing) | Pollutants Monitored | In AQMA? Which AQMA? | Distance to Relevant Exposure (m) ⁽¹⁾ | Distance to kerb of nearest road (m) ⁽²⁾ | Tube Co-located with a Continuous Analyser? | Tube Height (m) |
|-------------------|-----------|-----------|-------------------------|--------------------------|----------------------|----------------------|--|---|---|-----------------|
| M6 | | Kerbside | 385080 | 342022 | NO2 | nil | 20.0 | 0.0 | No | 2.0 |
| M6.2 | | Other | 385096 | 342012 | NO2 | nil | 0.0 | 25.0 | No | 2.0 |
| E1 | | Kerbside | 383166 | 329202 | NO2 | nil | 10.0 | 0.0 | No | 2.0 |
| M6 3 | | Other | 385076 | 342092 | NO2 | nil | 20.0 | 25.0 | No | 2.0 |
| Weston | | Roadside | 394408 | 323726 | NO2 | nil | 20.0 | 5.0 | No | 2.0 |
| M6.4 | | Kerbside | 385054 | 341841 | NO2 | nil | 20.0 | 0.0 | No | 2.0 |
| | | | | | | | | | | |

Notes:

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

(2) N/A if not applicable.

Table A.2 – Annual Mean NO₂ Monitoring Results: Automatic Monitoring (µg/m³)

NIL

Table A.3 – Annual Mean NO₂ Monitoring Results: Non-Automatic Monitoring (µg/m³) January 2023 to December 2023.

| Diffusion Tube ID | X OS Grid Ref (Easting) | Y OS Grid Ref (Northing) | Site Type | Valid Data Capture for Monitoring Period (%) ⁽¹⁾ | Valid Data Capture 2023 (%) ⁽²⁾ | 2019 | 2020 | 2021 | 2022 | 2023 |
|-------------------|-------------------------|--------------------------|-----------|---|--|------|------|------|------|------|
| 1 | 390220 | 325530 | Kerbside | n/a | 100.0 | 30.0 | 27.8 | 20.0 | 29.1 | 29.8 |
| 2 | 390350 | 325410 | Kerbside | n/a | 100.0 | 32.0 | 23.4 | 22.0 | 21.3 | 30.4 |
| 3 | 390130 | 321700 | Other | n/a | 100.0 | 30.0 | 33.9 | 17.0 | 18.6 | 24.0 |
| 4 | 392914 | 340076 | Kerbside | n/a | 100.0 | 25.0 | 24.6 | 23.0 | 20.3 | 22.5 |
| 5 | 390231 | 334298 | Other | n/a | 100.0 | 36.0 | 27.1 | 34.0 | 36.4 | 33.1 |
| 6 | 394471 | 321462 | Kerbside | n/a | 92.3 | 28.0 | 27.2 | 23.0 | 28.3 | 31.5 |
| 8 | 385680 | 342220 | Kerbside | n/a | 92.3 | 30.0 | 31.3 | 28.0 | 35.9 | 33.5 |
| 13 | 390310 | 332960 | Other | n/a | 92.3 | 20.0 | 27.6 | 17.0 | 19.9 | 16.9 |
| 14 | 390090 | 333150 | Other | n/a | 82.7 | 21.0 | 18.1 | 15.0 | 18.4 | 22.1 |
| 16 | 388666 | 335429 | Kerbside | n/a | 82.7 | 36.0 | 33.9 | 17.0 | 19.4 | 26.4 |

| Diffusion Tube ID | X OS Grid Ref (Easting) | Y OS Grid Ref (Northing) | Site Type | Valid Data Capture for Monitoring Period (%) ⁽¹⁾ | Valid Data Capture 2023 (%) ⁽²⁾ | 2019 | 2020 | 2021 | 2022 | 2023 |
|-------------------|-------------------------|--------------------------|-----------|---|--|------|-------------|-------------------|------|------|
| 21 | 391105 | 328693 | Kerbside | n/a | 75.0 | 19.0 | 23.1 | <u>NIL</u> | 20.2 | 21.5 |
| 22 | 393518 | 321916 | Kerbside | n/a | 82.7 | 26.0 | 23.4 | 24.0 | 26.9 | 25.2 |
| 31, 32 | 391581 | 320743 | Kerbside | n/a | 100.0 | 29.0 | 31.6 | 22.0 | 19.5 | 26.6 |
| 33 | 392154 | 319970 | Kerbside | n/a | 100.0 | 34.0 | 25.2 | 26.0 | 24.6 | 30.1 |
| 36 | 394848 | 341145 | Kerbside | n/a | 100.0 | 28.0 | 20.9 | 18.0 | 25.4 | 34.6 |
| 40 | 384920 | 341520 | Other | n/a | 92.3 | 20.0 | 15.1 | 17.0 | 17.4 | 27.4 |
| ST | 390050 | 333270 | Kerbside | n/a | 100.0 | 32.0 | 40.6 | 30.0 | 27.4 | 15.1 |
| BB1 | 394830 | 341060 | Kerbside | n/a | 100.0 | 24.0 | 22.7 | 22.0 | 27.9 | 29.1 |
| BB2 | 394290 | 341750 | Kerbside | n/a | 92.3 | 33.0 | 32.2 | 19.0 | 27.0 | 25.0 |
| BM | 391561 | 390692 | Kerbside | n/a | 92.3 | 21.0 | 23.4 | 20.0 | 20.5 | 26.4 |
| TR | 386450 | 341230 | Kerbside | n/a | 100.0 | 22.0 | 21.2 | 17.0 | 20.0 | 26.8 |
| TITT | 387350 | 338490 | Kerbside | n/a | 92.3 | 22.0 | 30.6 | 19.0 | 24.7 | 21.6 |
| M6 | 385080 | 342022 | Kerbside | n/a | 100.0 | 31.0 | 26.8 | 26.0 | 26.7 | 22.6 |
| M6.2 | 385096 | 342012 | Other | n/a | 100.0 | 22.0 | 28.1 | 23.0 | 22.5 | 31.1 |

| Diffusion Tube ID | X OS Grid Ref (Easting) | Y OS Grid Ref (Northing) | Site Type | Valid Data Capture for Monitoring Period (%) ⁽¹⁾ | Valid Data Capture 2023 (%) ⁽²⁾ | 2019 | 2020 | 2021 | 2022 | 2023 |
|-------------------|-------------------------|--------------------------|-----------|---|--|-------------------|------|-------------------|------|------|
| E1 | 383166 | 329202 | Kerbside | n/a | 100.0 | <u>new</u> | 26.0 | 20.0 | 23.5 | 20.4 |
| M6 3 | 385076 | 342092 | Other | n/a | 67.3 | <u>new</u> | 24.0 | 28.0 | 17.3 | 20.7 |
| Weston | 394408 | 323726 | Roadside | n/a | 84.6 | | | <u>new</u> | 24.6 | 28.9 |
| M6.4 | 385054 | 341841 | Kerbside | n/a | 100.0 | | | <u>new</u> | 35.2 | 27.9 |

Annualisation has been conducted where data capture is <75% and >25% in line with LAQM.TG22

Diffusion tube data has been bias adjusted

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

Notes:

The annual mean concentrations are presented as $\mu\text{g}/\text{m}^3$.

Exceedances of the NO₂ annual mean objective of $40\mu\text{g}/\text{m}^3$ are shown in **bold**.

NO₂ annual means exceeding $60\mu\text{g}/\text{m}^3$, indicating a potential exceedance of the NO₂ 1-hour mean objective are shown in **bold and underlined**.

Means for diffusion tubes have been corrected for bias. All means have been “annualised” as per LAQM.TG22 if valid data capture for the full calendar year is less than 75%. See Appendix C for details.

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

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

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

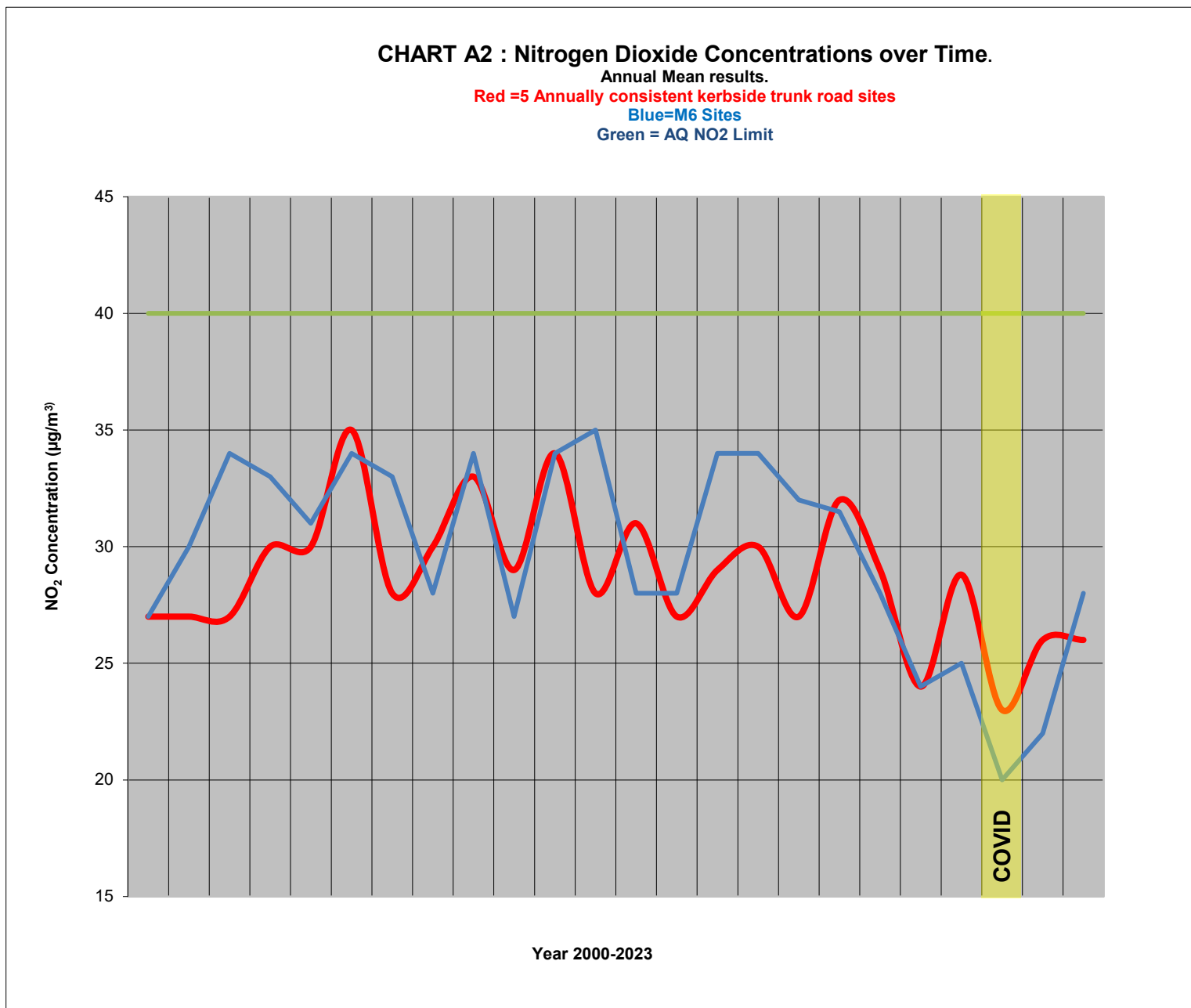
Figure A.1 – Trends in Annual Mean NO₂ Concentrations

Chart A2 below shows the variation of NO₂ concentrations over time. In the year 2000, 5 trunk road sites and 8 M6 motorway sites were selected, these have remained in place for the last 23 years. The annual average concentration of NO₂ at these 5 & 8 sites is plotted on the graph to identify trends.

The impact of the COVID pandemic is clear to see in years 2020 and 2021.

The combined annual variation is typically 5µg/m³ NO₂ and despite the return to 2018/2019 traffic volumes in 2023, the 23 year trend for both types of carriageway is downwards at a rate approximating 0.3 µg/m³ per annum.

Chart A2 (b) shows the annual mean results trend for all sites for that year, some sites have however been removed, new ones added or positions altered over the last 23 years. The trend indicates a decline in NO₂ concentrations despite a growth in traffic numbers, perhaps attributable to lower emission design engines.



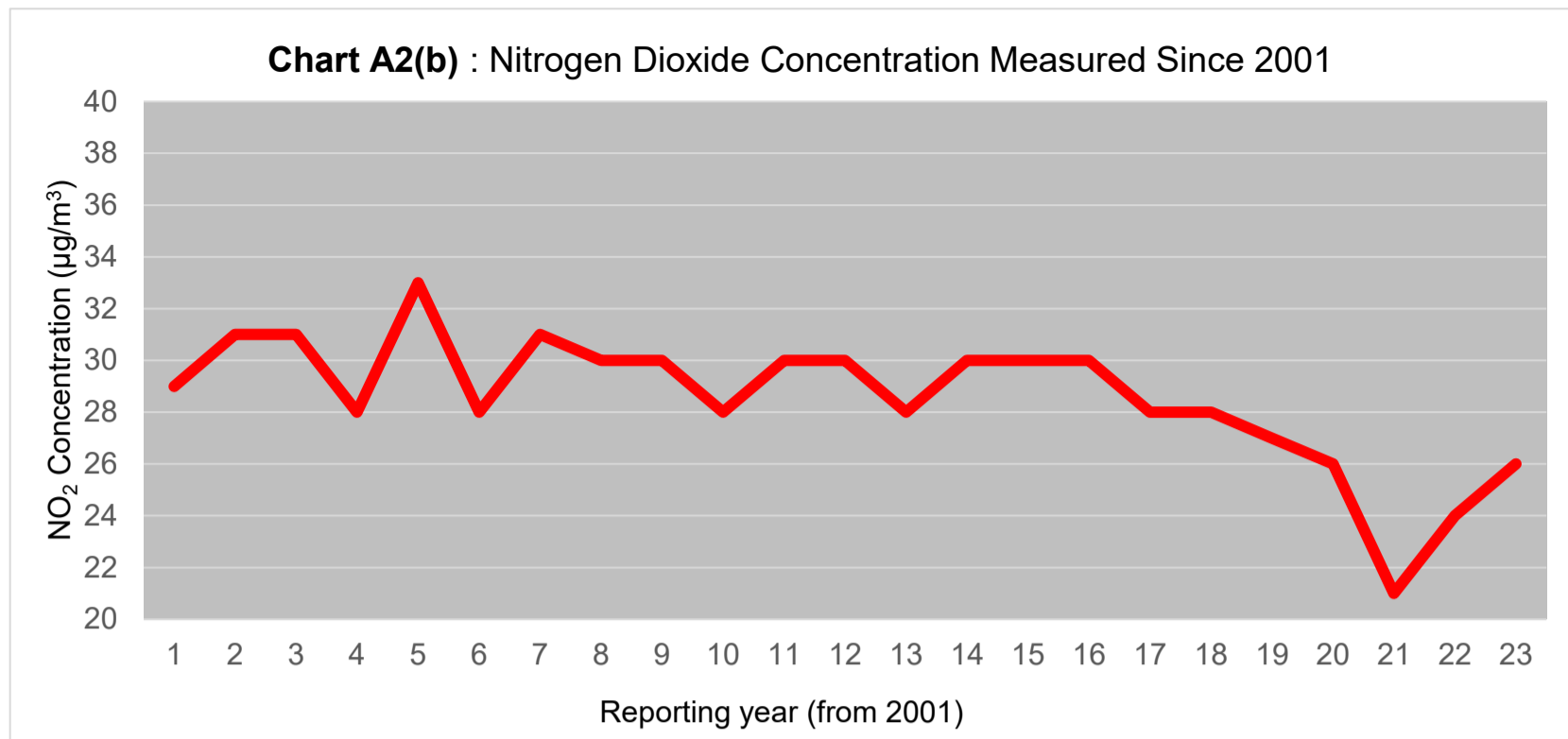


Table A.4 – 1-Hour Mean NO₂ Monitoring Results, Number of 1-Hour Means > 200µg/m³

NIL - No Automatic Monitoring Station

Table A.5 – Annual Mean PM₁₀ Monitoring Results (µg/m³)

NIL - PM₁₀ monitoring is not undertaken

Table A.6 – 24-Hour Mean PM₁₀ Monitoring Results, Number of PM₁₀ 24-Hour Means > 50µg/m³

NIL - PM₁₀ monitoring is not undertaken

Table A.7 – Annual Mean PM_{2.5} Monitoring Results (µg/m³)

NIL - PM_{2.5} monitoring is not undertaken

Figure A.2 – Trends in Annual Mean PM_{2.5} Concentrations

NIL - PM_{2.5} monitoring is not undertaken

Table A.8 – SO₂ 2023 Monitoring Results, Number of Relevant Instances

NIL - SO₂ monitoring is not undertaken

Appendix B: Full Monthly Diffusion Tube Results for 2023

Table B.1 – NO₂ 2023 Diffusion Tube Results (µg/m³)

| DT ID | X OS Grid Ref (Easting) | Y OS Grid Ref (Northing) | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Annual Mean: Raw Data | Annual Mean: Annualised and Bias Adjusted <(x.x)> | Annual Mean: Distance Corrected to Nearest Exposure | Comment |
|-------|-------------------------|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|-----------------------|---|---|--|
| 1 | 390220 | 325530 | 38.0 | 33.5 | 57.1 | 26.8 | 27.6 | 19.0 | 35.4 | 59.7 | 27.1 | 26.0 | 33.6 | 26.8 | 34.2 | 29.8 | - | |
| 2 | 390350 | 325410 | 53.0 | 27.4 | 46.5 | 16.5 | 27.3 | 28.8 | 18.8 | 46.5 | 25.2 | 43.4 | 65.6 | 19.7 | 34.9 | 30.4 | - | |
| 3 | 390130 | 321700 | 22.1 | 49.5 | 36.1 | 45.3 | 36.8 | 8.7 | 9.7 | 31.7 | 26.9 | 12.7 | 31.2 | 20.0 | 27.6 | 24.0 | - | |
| 4 | 392914 | 340076 | 34.5 | 19.2 | 34.5 | 31.8 | 17.5 | 25.6 | 15.4 | 34.4 | 27.1 | 26.0 | 32.1 | 12.1 | 25.9 | 22.5 | - | |
| 5 | 390231 | 334298 | 35.6 | 20.1 | 22.4 | 57.5 | 25.1 | 42.9 | 34.0 | 55.4 | 27.7 | 78.4 | 25.5 | 32.2 | 38.1 | 33.1 | - | |
| 6 | 394471 | 321462 | 39.7 | 19.8 | 48.7 | 46.2 | 28.7 | 24.1 | 35.3 | 44.0 | 24.3 | I/S | 26.1 | 61.3 | 36.2 | 31.5 | - | |
| 8 | 385680 | 342220 | 41.6 | 35.8 | 34.2 | 26.6 | 39.9 | 42.9 | 27.6 | 79.4 | I/S | 12.5 | 39.2 | 43.8 | 38.5 | 33.5 | - | |
| 13 | 390310 | 332960 | 19.8 | 19.7 | 15.4 | 18.6 | 15.9 | 22.1 | 20.2 | 36.5 | 9.3 | I/S | 24.8 | 11.6 | 19.4 | 16.9 | - | |
| 14 | 390090 | 333150 | 40.3 | 19.5 | 32.8 | 35.1 | 32.2 | 13.2 | 12.5 | I/S | 25.3 | I/S | 26.7 | 16.8 | 25.4 | 22.1 | - | |
| 16 | 388666 | 335429 | 24.3 | 19.8 | I/S | 15.4 | 20.9 | 40.3 | 38.3 | 39.7 | 34.1 | I/S | 31.2 | 39.6 | 30.4 | 26.4 | - | |
| 21 | 391105 | 328693 | 20.1 | 42.9 | I/S | I/S | 34.9 | 20.6 | 34.7 | 13.9 | 27.4 | I/S | 12.5 | 15.3 | 24.7 | 21.5 | - | |
| 22 | 393518 | 321916 | 20.8 | 61.3 | I/S | 22.8 | 37.6 | 16.0 | 21.1 | 16.5 | 29.8 | I/S | 25.6 | 38.5 | 29.0 | 25.2 | - | |
| 31 | 391581 | 320743 | 18.9 | 20.5 | 44.7 | I/S | 37.2 | 16.1 | 30.7 | 18.7 | 26.9 | I/S | 24.1 | 16.5 | - | - | - | Duplicate Site with 31 and 32 - Annual data provided for 32 only |
| 32 | 391581 | 320743 | 28.2 | I/S | 65.6 | 39.2 | 35.5 | 16.7 | 35.6 | 42.1 | 9.3 | 26.0 | 47.1 | 48.5 | 30.6 | 26.6 | - | Duplicate Site with 31 and 32 - Annual data provided for 32 only |
| 33 | 392154 | 319970 | 21.3 | 55.3 | 32.8 | 40.3 | 32.2 | 17.3 | 37.4 | 35.7 | 26.8 | 27.1 | 41.3 | 47.9 | 34.6 | 30.1 | - | |
| 36 | 394848 | 341145 | 29.9 | 56.3 | 59.0 | 70.5 | 37.5 | 24.2 | 19.2 | 47.4 | 26.5 | 23.0 | 26.3 | 57.4 | 39.8 | 34.6 | - | |
| 40 | 384920 | 341520 | 34.3 | 49.3 | 32.3 | 25.4 | 37.1 | 18.4 | 36.4 | 37.1 | 32.8 | I/S | 25.1 | 18.1 | 31.5 | 27.4 | - | |

| DT ID | X OS Grid Ref (Easting) | Y OS Grid Ref (Northing) | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Annual Mean: Raw Data | Annual Mean: Annualised and Bias Adjusted <(x.x)> | Annual Mean: Distance Corrected to Nearest Exposure | Comment |
|--------|-------------------------|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|-----------------------|---|---|-------------------------------|
| ST | 390050 | 333270 | 17.6 | 17.0 | 12.4 | 13.7 | 11.9 | 18.4 | 12.8 | 22.6 | 11.3 | 13.0 | 16.7 | 40.9 | 17.4 | 15.1 | - | |
| BB1 | 394830 | 341060 | 34.7 | 73.4 | 25.7 | 11.7 | 37.4 | 36.3 | 35.8 | 23.4 | 37.0 | 36.8 | 26.5 | 22.6 | 33.4 | 29.1 | - | |
| BB2 | 394290 | 341750 | 24.4 | 37.5 | 58.8 | 33.1 | 21.7 | 30.5 | 19.5 | 34.7 | 27.1 | I/S | 12.0 | 17.4 | 28.8 | 25.0 | - | |
| BM | 391561 | 390692 | 23.2 | 83.8 | 36.0 | 40.5 | 29.8 | 43.3 | 17.8 | 16.8 | 9.4 | I/S | 11.9 | 21.5 | 30.4 | 26.4 | - | |
| TR | 386450 | 341230 | 18.0 | 42.9 | 34.4 | 34.4 | 29.7 | 11.4 | 33.2 | 33.4 | 29.3 | 27.7 | 33.7 | 41.2 | 30.8 | 26.8 | - | |
| TITT | 387350 | 338490 | 22.5 | 25.9 | 19.3 | 14.1 | 35.0 | 32.0 | 15.5 | 37.1 | 15.2 | 30.3 | 26.6 | I/S | 24.9 | 21.6 | - | |
| M6 | 385080 | 342022 | 25.6 | 53.4 | 19.9 | 17.7 | 18.5 | 29.9 | 17.4 | 43.7 | 9.0 | 25.9 | 26.9 | 24.0 | 26.0 | 22.6 | - | Long term roadworks at M6 J15 |
| M6.2 | 385096 | 342012 | 54.5 | 30.2 | 28.2 | 25.7 | 28.5 | 46.5 | 29.9 | 53.5 | 26.7 | 48.2 | 29.6 | 26.8 | 35.7 | 31.1 | - | Long term roadworks at M6 J15 |
| E1 | 383166 | 329202 | 26.9 | 22.6 | 18.5 | 17.2 | 22.4 | 29.5 | 20.5 | 33.8 | 10.2 | 26.0 | 31.7 | 22.3 | 23.5 | 20.4 | - | |
| M6 3 | 385076 | 342092 | 18.6 | 16.8 | 16.2 | I/S | 37.1 | 20.4 | 16.6 | 53.6 | I/S | I/S | I/S | 10.8 | 23.8 | 20.7 | - | Long term roadworks at M6 J15 |
| Weston | 394408 | 323726 | 40.7 | 35.0 | 35.0 | 35.0 | 37.7 | 33.7 | 17.9 | 47.6 | I/S | I/S | 26.7 | 22.8 | 33.2 | 28.9 | - | |
| M6.4 | 385054 | 341841 | 30.4 | 28.9 | 23.2 | 23.6 | 36.5 | 24.5 | 26.0 | 54.1 | 23.3 | 45.4 | 30.9 | 38.4 | 32.1 | 27.9 | - | Long term roadworks at M6 J15 |
| | | | | | | | | | | | | | | | | | | |

All erroneous data has been removed from the NO₂ diffusion tube dataset presented in Table B.1

Annualisation has been conducted where data capture is <75% and >25% in line with LAQM.TG22

Local bias adjustment factor used

National bias adjustment factor used

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

Stafford Borough Council confirm that all 2023 diffusion tube data has been uploaded to the Diffusion Tube Data Entry System

Notes:

Exceedances of the NO₂ annual mean objective of 40µg/m³ are shown in **bold**.

NO₂ annual means exceeding 60µg/m³, indicating a potential exceedance of the NO₂ 1-hour mean objective are shown in **bold and underlined**.

See Appendix C for details on bias adjustment and annualisation.

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

New or Changed Sources Identified Within Stafford Borough Council During 2023.

The M6 motorway runs through the Borough, 'smart motorway' upgrading was ongoing throughout this period with significant traffic impacts upon neighbouring roads as traffic diverted particularly during night -time closures.

The HS2a project was undergoing preparatory groundwork during 2023, this led to A and B road closures and traffic restrictions altering traffic flows.

There were summertime wild fires in neighbouring authorities and on the Cannock Chase SAC.

Additional Air Quality Works Undertaken by Stafford Borough Council During 2023

Stafford Borough Council has not completed any additional works within the reporting year of 2023.

QA/QC of Diffusion Tube Monitoring

Passive monitoring analysis was provided by Staffordshire County Council Highways Laboratory using 20% TEA in water method. All tubes were serviced in accordance with the 2023 diffusion tube monitoring calendar. The laboratory quality control results are given below.

Staffordshire County Council Staffordshire Highways Laboratory

NO₂ diffusion tube analysis QC results – April 2024 Summary

AIR PT Scheme (LGC)

Results for each round are classified on z-scores for each tube as SATISFACTORY (≤ 2), QUESTIONABLE (between 2 and < 3) and UNSATISFACTORY (> 3).

For each round 2 sets of tubes are analysed by different members of staff to aid with QC and training.

PT Rounds during 2023

- Round 55 – Feb 2023. 100% satisfactory results.
- Round 56 – July 2023. 100% satisfactory results.
- Round 58 – Aug 2023. 100% satisfactory results.
- Round 59 – Oct 2023. 100% satisfactory results.

A summary of our z-score results can be found in the table below.

| PT Round | Technician | z-scores | Performance |
|----------------|------------|----------------------------|-------------------|
| 55 – Feb 2023 | 1 | 0.19, 0.00, -1.16, -1.45 | 100% SATISFACTORY |
| | 2 | -0.19, -1.31, -1.71, -1.73 | |
| 56 – July 2023 | 1 | 0.21, 0.11, 0.00, 0.30 | 100% SATISFACTORY |
| | 2 | -0.64, -0.16, -1.59, 0.15 | |
| 58 – Aug 2023 | 1 | -0.12, -0.12, -0.19, -0.97 | 100% SATISFACTORY |
| | 2 | -0.37, -0.12, -0.86, -1.34 | |
| 59 – Oct 2023 | 1 | 0.42, 0.25, 0.34, 0.34 | 100% SATISFACTORY |
| | 2 | 0.08, -0.59, -0.61, -0.14 | |

For more information on the AIR PT Scheme and older results see the Defra website:
<https://laqm.defra.gov.uk/air-quality/air-quality-assessment/qa-qc-framework/>

Field Intercomparison (NPL)

Our performance for all results of 2023 received so far (Jan-Oct 2023) was classified as 'GOOD' (CoV < 20). The chart below shows our results (blue squares), compared to the reference value (orange dots) for each month.

Diffusion Tube Annualisation

Annualisation was required at site M63 using the Diffusion Tube Data Processing Tool where some samples had been rejected due to contamination of the samples.

Table C.1 – Annualisation Summary (concentrations presented in µg/m³)

| | J | F | M | A | M | J | J | A | S | O | N | D | Annualisation |
|------------|------|------|------|-----|------|------|------|------|-----|-----|-----|------|---------------|
| M63 | 18.6 | 16.8 | 16.2 | I/S | 37.1 | 20.4 | 16.6 | 53.6 | I/S | I/S | I/S | 10.8 | YES |

Diffusion Tube Bias Adjustment Factors

The diffusion tube data presented within the 2024 ASR have been corrected for bias using an adjustment factor. Bias represents the overall tendency of the diffusion tubes to under or over-read relative to the reference chemiluminescence analyser. LAQM.TG22 provides guidance with regard to the application of a bias adjustment factor to correct diffusion tube monitoring. Triplicate co-location studies can be used to determine a local bias factor based on the comparison of diffusion tube results with data taken from NO_x/NO₂ continuous analysers. Alternatively, the national database of diffusion tube co-location surveys provides bias factors for the relevant laboratory and preparation method.

Stafford Borough Council have applied a National bias adjustment factor of 0.87 to the 2023 monitoring data. A summary of bias adjustment factors used by Stafford Borough Council over the past five years is presented in Table C.2. The local bias adjustment factor cannot be calculated as no NO₂ monitoring is co-located with automatic monitoring sites as SBC does not conduct automatic monitoring.

| Staffordshire Scientific Services | 20% TEA in water 2023 | Overall Factor3 (11 studies) | Use |
|-----------------------------------|----------------------------|------------------------------|-----|
| 0.87 | Version 03/24 Sford | | |

Table C.2 – Bias Adjustment Factor

| Monitoring Year | Local or National | If National, Version of National Spreadsheet | Adjustment Factor |
|-----------------|-------------------|--|-------------------|
| 2023 | National (N) | 03/24 | 0.87 |
| 2022 | N | 03/23 | 0.87 |
| 2021 | N | 03/22 | 0.86 |
| 2020 | N | 03/21 | 0.85 |
| 2019 | N | 03/20 | 0.93 |

Table C.3 – Local Bias Adjustment Calculation

Not undertaken

Notes:

A single local bias adjustment factor has been used to bias adjust the 2023 diffusion tube results.

NO₂ Fall-off with Distance from the Road

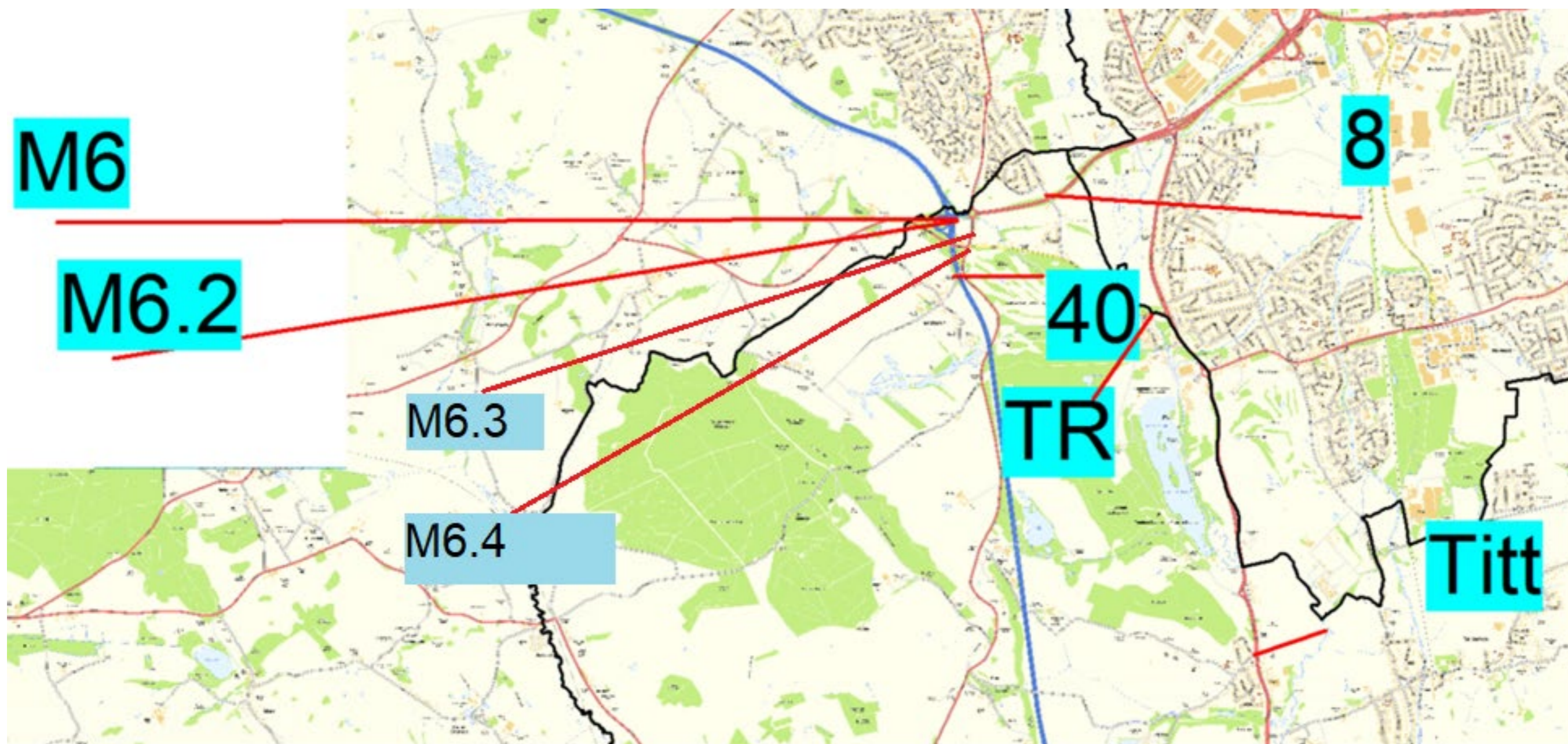
Wherever possible, monitoring locations are representative of exposure. However, where this is not possible, the NO₂ concentration at the nearest location relevant for exposure has been estimated using the Diffusion Tube Data Processing Tool/NO₂ fall-off with distance calculator available on the LAQM Support website. Where appropriate, non-automatic annual mean NO₂ concentrations corrected for distance are presented in Table B.1.

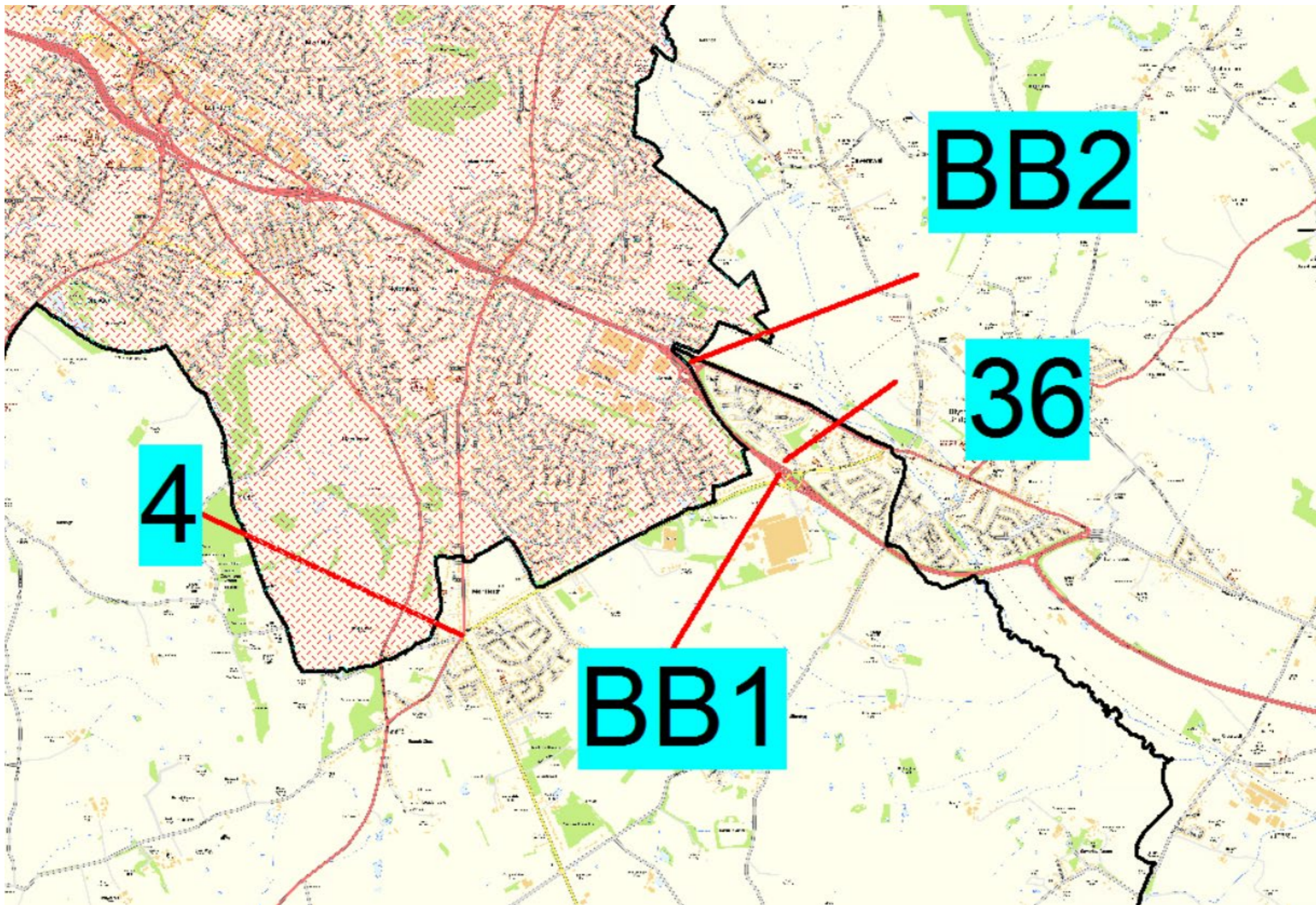
No Fall off with Distance adjustments were required in Stafford Borough Council in 2023.

Appendix D: Map(s) of Monitoring Locations and AQMAs

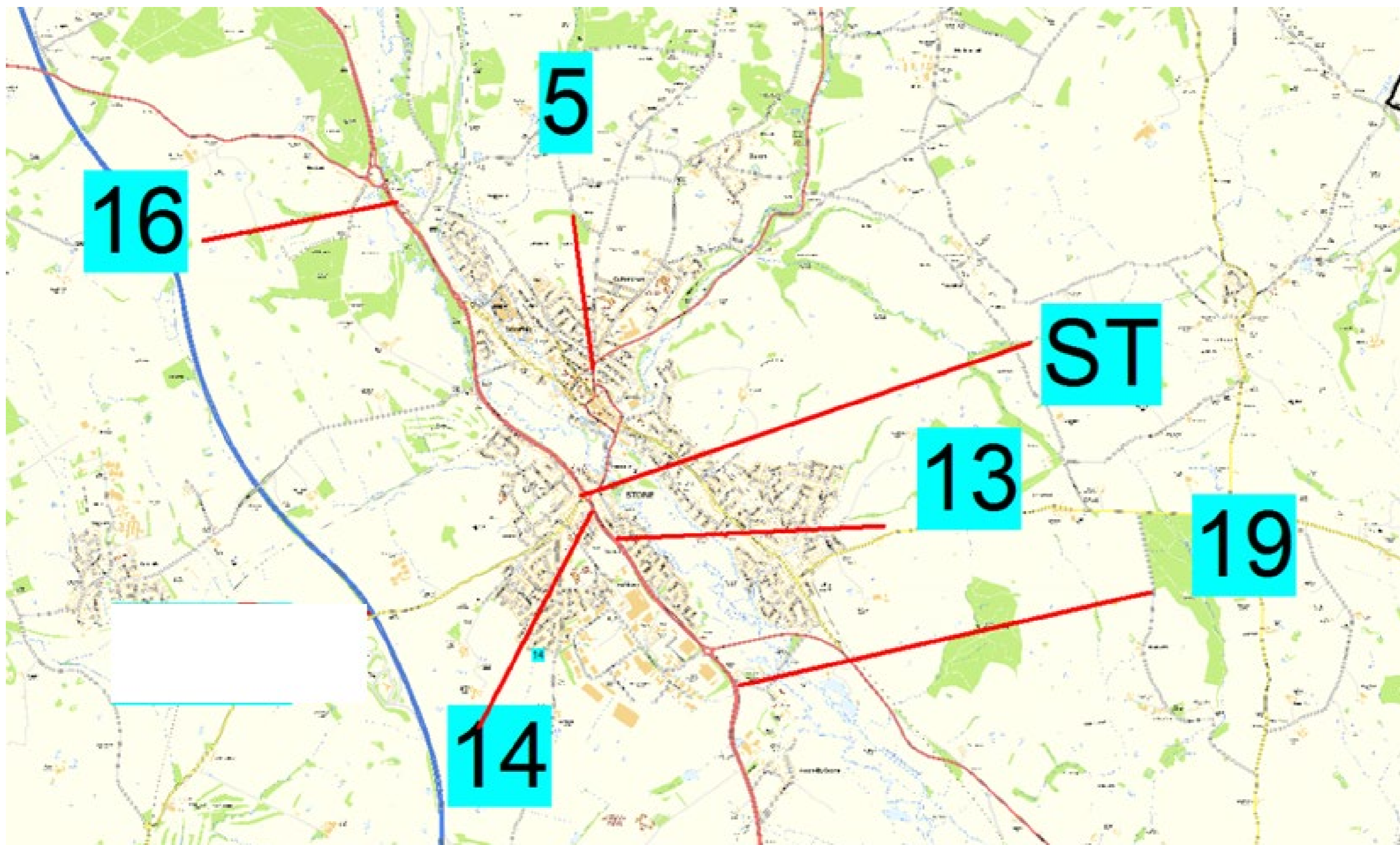
Figure D.1 – Maps of Non-Automatic Monitoring Sites

Borough North (Stoke on Trent and Newcastle u Lyme Boundary)

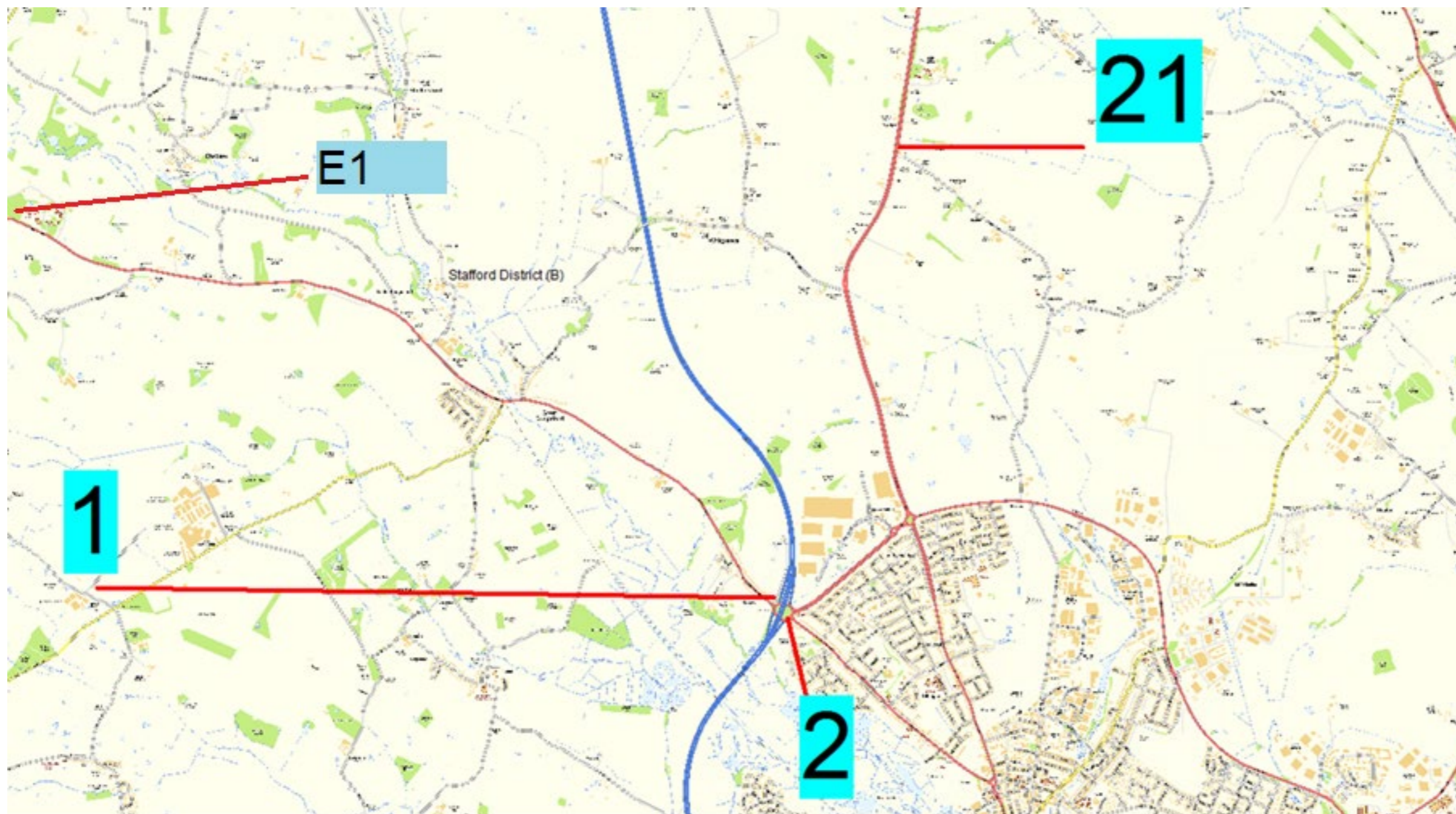




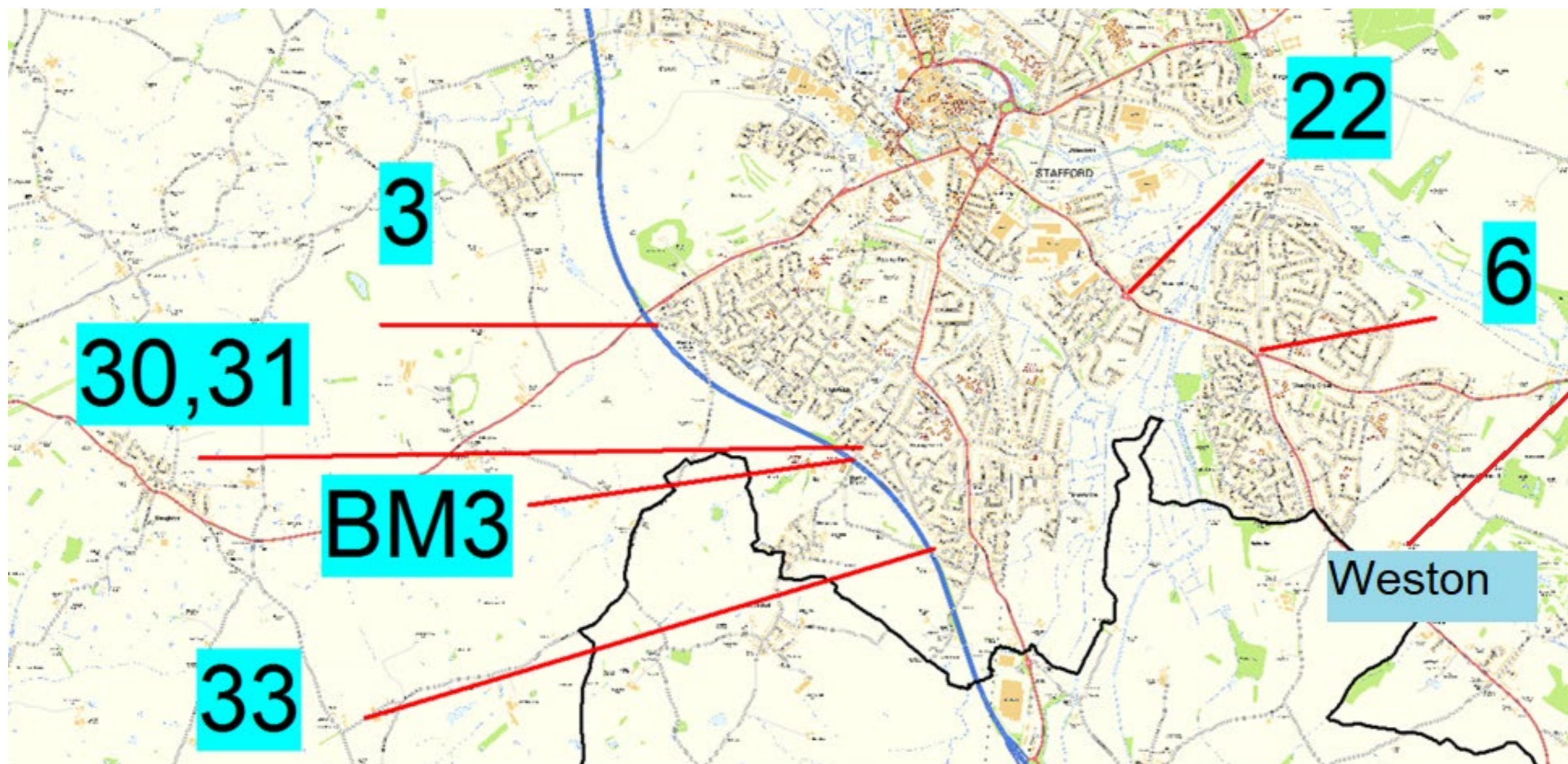
Borough East (Stoke on Trent Boundary)



Stone area



Stafford North



Stafford South and (Cannock Chase DC Boundary)

Appendix E: Summary of Air Quality Objectives in England

Table E.1 – Air Quality Objectives in England⁷

| Pollutant | Air Quality Objective: Concentration | Air Quality Objective: Measured as |
|--|---|------------------------------------|
| Nitrogen Dioxide (NO ₂) | 200µg/m ³ not to be exceeded more than 18 times a year | 1-hour mean |
| Nitrogen Dioxide (NO ₂) | 40µg/m ³ | Annual mean |
| Particulate Matter (PM ₁₀) | 50µg/m ³ , not to be exceeded more than 35 times a year | 24-hour mean |
| Particulate Matter (PM ₁₀) | 40µg/m ³ | Annual mean |
| Sulphur Dioxide (SO ₂) | 350µg/m ³ , not to be exceeded more than 24 times a year | 1-hour mean |
| Sulphur Dioxide (SO ₂) | 125µg/m ³ , not to be exceeded more than 3 times a year | 24-hour mean |
| Sulphur Dioxide (SO ₂) | 266µg/m ³ , not to be exceeded more than 35 times a year | 15-minute mean |

⁷ The units are in microgrammes of pollutant per cubic metre of air (µg/m³).

Appendix F: Draft Air Quality Strategy

Air Quality Strategy for Stafford Borough

2024-2026

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1 Cabinet Member Foreword

Residents, businesses and visitors to Stafford Borough all enjoy the extensive areas of green open space and unspoilt countryside, and this includes our good air quality.

In order to ensure that the good quality of the air that we breathe in our towns and villages continues, we need to ensure effective monitoring of air quality and also to plan ahead. Improvements to air quality can be slow to deliver so actions need to take place now so that we can all benefit.

Stafford Borough is in a period of growth which although has many benefits could also threaten the quality of the air that we breathe. The increasing dependence we all have upon motor vehicles, whether for pleasure or business and transportation of goods creates the issues

associated with transport related pollution. The challenge is to secure the benefits of economic growth whilst minimising the health problems caused by this pollution.

This strategy recognises that no one single agency, department or community has all the answers; improvements to air quality can only be achieved by taking an integrated, collaborative approach. It acknowledges that economic growth and improving the local environment are not mutually exclusive.

The document provides an overview of air quality across Stafford Borough and focuses on key areas where air quality could and should be improved.

I am delighted to commend this strategy as a key step towards tackling our areas of traffic related pollution to safeguard the health of those who live, work or visit Stafford Borough.

2 Endorsement from The Director of Public Health

3 Executive Summary

The Council is committed to making the Borough a great place to live and work and recognises that good air quality is an essential part of achieving this.

This strategy sets out how Stafford Borough Council will continue to work towards maintaining good air quality across the Borough. It will inform the decision-making processes around significant infrastructure projects such as The Stafford Gateway, large housing developments, key transport infrastructure including facilitating Electric vehicle use and town centre redevelopments. It will satisfy the Statutory requirements of National Air Quality Reporting.

Background

Stafford Borough is semi-rural in nature and the air quality complies with the EU standards throughout the Borough. This is evidenced each year via the monitoring and statutory reporting to National Government.

Our local air quality is being challenged because the Borough population is growing and because it lies between the large conurbations of Stoke on Trent, Manchester and Birmingham with major transport links such as the M6 motorway, A50, A500 and the A34.

All Council service areas consider air quality issues within the Council's Climate Change Group. The group works with partners, neighbouring authorities and government agencies when considering air quality issues and improvements.

Environmental Health Officers consider Air Quality issues in conjunction with the County Council, Public Health Practitioners, Highways England and regional groups via the Staffordshire Chief Officers Air Quality Group quarterly meetings.

Community involvement and cohesion is the key to the future success of the strategy and collaborative working with such groups will build sustainable local solutions.

In summary, the Council will:

- Consult with partners and stakeholders regarding air quality.
- Consider all the options available to reduce pollutants.
- Use both regulatory and non-regulatory powers to improve air quality.
- Consider the wider economic, social and environmental air quality impacts of new developments.
- Annually produce an Air Quality Report as required by statute.
- Produce an Air Quality Action Plan when required

By implementing this air quality strategy, Stafford Borough Council can effectively address air pollution challenges, protect public health, enhance environmental quality, and promote sustainable development for the benefit of current and future generations.

4 Introduction

4.1 Air Quality Vision

To maintain and promote good air quality in the Borough for all and to ensure a healthy outdoor air environment for the future.

This strategy highlights key factors influencing air quality in the borough, including traffic emissions, industrial activities, residential power, and natural sources, it sets out the aims and objectives as to how the Council will continue to work towards improving air quality in the Borough by:

- Adopting a corporate approach.
- Engaging with communities to promote inclusive sustainable solutions.
- Considering all the options available.
- Using both regulatory and non-regulatory powers.
- Considering the wider economic, social and environmental impacts.

4.2 Effects of Poor Air Quality on Health

Air pollution is the biggest environmental threat to health in the UK, with between 28,000 and 36,000 deaths a year attributed to long-term exposure (PHE 2019).

Air pollution is proven to be associated with adverse health impacts. It is recognised as being a contributing factor to the onset of heart disease and cancer.

Air pollution particularly affects the most vulnerable in society, children and older people and those with existing heart and lung conditions. There is also often a strong correlation with equalities issues, as areas with poor air quality are also often the less affluent areas.

Air quality is an important consideration for our communities when people choose where to live, study and work. Good air quality is linked to the choices for schooling, training, the workplace environment and housing.

4.3 Air Pollution Sources in Stafford Borough

The Stafford Borough Council area does not have any Air Quality Management Areas (AQMA's) but is still affected by air pollution.

The main roads in the Borough such as the M6 motorway A50, A500 and A34 all generate significant traffic pollution in the form of nitrous oxides and particulate matter. The traffic hotspots for nitrogen dioxide concentrations are continuously monitored by diffusion tubes around the M6 junctions and trunk roads. Monitoring evidence presented in the graph below reveals that the pollutants arising from traffic on these routes is not increasing year on year.

Industrial sources of air pollution, in particular combustion activities, are regulated by the Local Authority or the Environment Agency, no industrial sources have been found to be likely to cause a breach of the local air quality standards.

Air pollution also seasonally arises from agriculture dusts and natural sources such as pollen and the vaporisation of plant oils, this form of pollution is currently poorly understood and managed.

4.4 Future Air Quality Challenges

Stafford Borough Council is undergoing a time of considerable housing growth and commercial investment including the accommodation of military personnel and potentially a new HS2 rail link station. The local traffic that this growth will generate is estimated to be up to 2000 additional vehicle movements per day and needs to be properly considered so that the burden of extra vehicles does not result in a significant deterioration of the local air quality. All planning applications for new housing receptors are assessed for the air quality impacts and it remains an air quality planning priority. The protection of the Cannock Chase Special Area of Conservation from air pollution is a statutory requirement.

Stafford Borough Council does not have an Air Quality Management area, however it remains important that improvements to air quality are pursued wherever possible particularly through planning design. Stafford Borough Council has important regional motorway and trunk routes and as a result is keen to pursue opportunities that will improve transboundary pollution levels.

In partnership with Staffordshire County Council, work to provide public electric vehicle charging points is underway. Local taxi charging points have already been established to drive changes within the taxi fleet.

The development of sustainable transport links to enhance cycling and walking options throughout communities as well as the promotion of the healthy enjoyment of our open spaces will remain important considerations.

4.5 A Mandate for Air Quality Management

The Council is committed to making Stafford a great place to live, study and work and recognises that clean air is an essential part of achieving this. Air Quality is currently good in our area and there is no statutory need for an Air Quality Management Area, it is however important that air quality issues are formally proactively addressed to preserve these benefits.

5 Legislative Background

5.1 Clean Air Acts of 1956, 1968 and 1993

During the 1950s national government decided that action was needed to drastically reduce the number of deaths resulting from smog (a combination of smoke and fog). The government introduced legislation to reduce the amount of smoke produced from industrial and domestic properties, by introducing the Clean Air Acts 1956 and 1968.

These Acts, together with other associated clean air legislation, were repealed and consolidated by the Clean Air Act 1993 which, together with regulations and Orders made under the Act, provide the current legislative controls. Control of smoke emissions may also help reduce emission of a wide range of other pollutants such as particles, sulphur dioxide, polycyclic aromatic hydrocarbons (PAH) and polycyclic dioxins and difurans (PCDD/F) all of which may be present in smoke.

The Acts included the provision to make 'smoke control areas' where this was shown to be necessary to mitigate the effects of solid fuel burning, importantly, this provision was not necessary to adopt in the Stafford Borough area.

5.2 Environment Act 1995

While the Clean Air Acts focused on emission sources, the Environment Act has a different approach by setting standards or targets for specific pollutants in air.

The Environment Act 1995-part IV section 80 requires the Secretary of State to prepare and publish a National Air Quality Strategy containing policies with respect to the assessment or management of air quality and include statements with respect to:

- Standards relating to the quality of air.
- Objectives for the restriction of the levels at which particular substances are present in the air; and measures which are to be taken by local authorities and other persons for the purpose of achieving those objectives.
- Section 82 of the Act requires each local authority to review air quality in its area from time to time and to report both current and likely future air quality.
- Section 83 requires local authorities to designate an Air Quality Management Area (AQMA) where air quality objectives are not being achieved.
- Section 84 requires local authorities who have declared an AQMA to prepare an Air Quality Action Plan (AQAP) which sets out what actions it will take to work toward achieving air quality standards and objectives in the designated area.

Each year, the Council prepares and submits for scrutiny its strategy and evidence in the form of an ASR (Air Quality Annual Status Report), importantly, the local air quality standards both historically and currently are met and so no declaration of an AQMA has been made in our Borough.

5.3 UK Air Quality Strategy

The current Air Quality Strategy for England, Scotland, Wales and Northern Ireland sets out air quality objectives and policy options to further improve air quality in the UK now and into the future. The strategy sets out a way forward for work and planning in air quality issues. It details the standards and objectives to be attained for various pollutants and suggests measures to be considered to help achieve them. The air quality strategy for England - GOV.UK (www.gov.uk)

6 Working Together to Improve Air Quality

6.1 Staffordshire Air Quality Forum (SAQF)

Stafford Borough Council is a member of the Staffordshire Air Quality Forum (SAQF) which includes representatives of all of the Staffordshire Local Authorities including Staffordshire County Council and National bodies such as Highways England, the Environment Agency and Public Health England. Partnering with these organisations ensures that changes to existing conditions such as cross boundary air quality management strategies, new or altered routes, new technology and public advice in Stafford Borough is current and meaningful.

6.2 Climate Change Action Group

There is a synergy between climate change actions and air quality management, many of the resources to deliver improvements are common to both. Contributions to each area are shared through joint memberships of the SAQF and local climate change groups.

6.3 Council Partners and Neighbouring Authorities

Stafford Borough Council will continue to work with partners and neighbouring authorities to:

- Ensure that actions taken by the council do not result in significant worsening of air quality in our own or neighbouring authorities.
- Consider the joint benefit for communities, partners and neighbouring authorities of actions that are proposed to improve air quality.
- Aim to ensure relative contributions to a solution that are cost-effective and proportionate for partners and neighbouring authorities.
- To contribute to and support Staffordshire County Council in the provision of new public electric vehicle charging points.

7 Local Air Quality Management (LAQM)

7.1 Review and Assessment

The Council began the process of LAQM in 1998, by assessing which pollutants were most likely to be of concern and which pollutants could be “screened out” because sources of those pollutants were not present in the Borough.

Once it had been established which pollutants needed to be monitored to assess whether national objectives were being met, monitoring was and continues to be carried out in accordance with guidance from the Department for the Environment, Food and Rural Affairs (Defra).

If a situation arises where air quality does not meet the objectives set in the Air Quality (England) Regulations, an Air Quality Management Area (AQMA) is declared. The Air Quality Action Plan (AQAP) becomes the mechanism for improving the local air quality and the plan forms the statutory element of the local air quality management process. Once an AQMA has been declared there is a statutory duty for the local authority to produce an AQAP to pursue achievement of the relevant air quality objective(s).

The main pollutant of concern in Stafford Borough is nitrogen dioxide (NO₂). Nitrogen dioxide is mostly associated with emissions from road vehicles. Nitrogen oxides are formed at high temperature during combustion processes from the oxidation of nitrogen in the air and any nitrogenous components of the fuel or other material being burned. NO₂ is an irritant gas that can aggravate the respiratory system through inflammation of lung tissue and the airways. The groups of people most vulnerable to these effects are young children, the elderly and asthmatics.

Airborne particulate matter pollution is now attracting further research with regard to significant health impact risks, currently the requirement to monitor for this pollutant is not triggered in the Stafford Borough area, however it is likely that new guidance will require further local investigations.

The council have undertaken all stages of the LAQM process and published results which are available on the authority's website as the ASR. <https://www.staffordbc.gov.uk/current-air-quality-annual-status-report>

7.2 Air Quality Action Plans

An Air Quality Action Plan (AQAP) must be published for each Air Quality Management Area (AQMA) declared in the borough and will be subject to an annual review process. Currently Stafford Borough has not breached the Air Quality Standards and therefore has no AQMA's.

Where necessary an AQAP details: -

- The pollutants to be reduced.
- An indication of the source of each pollutant.
- What the Council and other agencies will do to reduce the pollutant.
- The emission reductions expected, including concentration, if possible.
- The timescale for implementing each proposal.

Whilst AQAPs contain specific actions, it is recognised that some of the success in improving air quality involves lifestyle changes and personal commitment to live, work and travel in different ways. There is on-going support for the principles to encourage less car usage, reduce congestion, promote walking, cycling and the use of public transport

It is a requirement of the action planning process to regularly review and report progress and achievements to the Department for Environment, Food and Rural Affairs (Defra).

8 Monitoring and Evaluation

Stafford Borough Council will continue to operate an air quality monitoring regime and fulfil Defra's reporting requirements. The council will publish copies of approved reports on-line. Environmental and Health Services will take the lead in managing local air quality and will continue to work with colleagues in other council departments, partner agencies, communities and neighbouring authorities, with the overall aim of improving air quality.

END

Table 2.4 – Actions being taken within Staffordshire to reduce PM2.5

| Measures category | Measure Classification | Effect on reducing NOx and PM10 emissions (low, medium, high) | Reduces PM2.5 emissions | Local Authority | | | | | | | | |
|-------------------------------|---|---|-------------------------|---|---|--|--|--|---|---|--|--|
| | | | | Staffordshire Moorlands DC | Newcastle under - Lyme BC | Cannock Chase | Stafford BC | East Staffs BC | Lichfield DC | South Staffs DC | Tamworth BC | |
| Traffic Management | Urban Traffic Control systems, Congestion management, traffic reduction | low | | UTC in Leek Town Centre | UTC SCOOT in areas of Newcastle Town Centre AQMA and Kids Grove AQMA. Live labs monitoring work linked to congestion in Newcastle. | UTC in Cannock Town Centre | UTC in Stafford Town Centre | Traffic signal reconfiguration within the Wellington Street/Derby Street/Borough Road gyratory to help improve traffic flow and reduce congestion within AQMA 1 to be delivered in 2024-25 | Liaising with Midlands Connect to increase usage of M6 Toll to reduce congestion on A5 & lobbying for upgrade of A38 & A5. The A5 corridor priority for congestion control, but the central section outside of LDC prioritised for transport intervention measures. Consideration of Junction improvements at Muckley Corner. UTC in Lichfield Town Centre. | | UTC in Tamworth Town Centre at Ventura Park | |
| | Reduction of speed limits, 20mph zones | low | | 20mph zones near some schools in residential areas | | | 20mph zones near some schools in residential areas | 20 mph zones near some schools in residential areas | | 20mph zones in Traxall , Bradley, Kinver and Bilbrook | | |
| | Road User Charging (RUC)/ Congestion charging | low | | No | | | | | M6 Toll | M6 Toll | | |
| | Anti-idling enforcement | low | | Anti Idling Campaign toolkits available to schools for pupil run campaign. | Anti Idling Campaign toolkits available to schools for pupil run campaign. | Anti Idling Campaign toolkits available to schools for pupil run campaign. | Anti Idling Campaign toolkits available to schools for pupil run campaign. | Anti Idling Campaign toolkits available to schools for pupil run campaign. | Anti Idling Campaign toolkits available to schools for pupil run campaign. | Anti Idling Campaign toolkits available to schools for pupil run campaign. | Anti Idling Campaign toolkits available to schools for pupil run campaign. | Anti Idling Campaign toolkits available to schools for pupil run campaign. |
| | Other | | | Live Public Facing portal linked to Zephyr air quality monitor for PM2.5 with district modelling. | | | | Live Public Facing portal linked to Zephyr air quality monitor for PM2.5 with district modelling. | | | | |
| Promoting Travel Alternatives | Workplace Travel Planning | low | | Where developers are required to produce and implement Workplace Travel Plans as part of the planning process,, SCC review and monitor the outcomes. | | | | | | | | |
| | Encourage / Facilitate home-working | low | | Agile working policy applied | Homeworking Policy adopted | Homeworking Policy adopted | Homeworking Policy adopted | Homeworking Policy adopted | Homeworking policy adopted | Agile working policy adopted | Homeworking policy adopted | |
| | School Travel Plans | low | | Where School Travel Plans are required as part of the planning process SCC review and monitor the outcomes Residential developers are required to make S106 contributions where appropriate to fund active travel measures and initiatives carried out within schools. School Travel Plans are written and produced by the Active School Travel Team for any school in Staffordshire wishing to take part in the accredited Modest STARS with support of resources, toolkits, assemblies, campaigns and lesson plans to encourage behaviour change | | | | | | | | |
| | Promotion of cycling | low | | https://www.staffordshire.gov.uk/Transport/Cycling/Cycling-and-active-travel.aspx Review of LCWIP will include additional areas such as Biddulph and Rugeley Cycling and active travel - Staffordshire County Council INTO Walking and Cycling Social Prescribing Specific to Newcastle-under-Lyme www.staffordshire.gov.uk/walkingandcycling (just newcastle) Benefits of Cycling promoted through the Travel Plan Process (all) Gov Cycle to work scheme promoted and encouraged via the Travel Plan Process Bikeability is promoted and delivered in most schools in Staffordshire in line with Active Travel England's target of 80% of all year 6 pupils to receive Bikeability training by 2025. Staffordshire is on target to achieve this figure. (Link to Bikeability Page) | | | | | | | | Same as other Staffs authorities |

| Measures category | Measure Classification | Effect on reducing NOx and PM10 emissions (low, medium, high) | Reduces PM2.5 emissions | Local Authority | | | | | | | | | |
|-------------------------------------|--|---|-------------------------|---|---|---|---|--|--|--|---|---|----------------------------------|
| | | | | Staffordshire Moorlands DC | Newcastle under - Lyme BC | Cannock Chase | Stafford BC | East Staffs BC | Lichfield DC | South Staffs DC | Tamworth BC | | |
| Promotion of walking | Promotion of walking | low | | https://www.staffordshire.gov.uk/Transport/Cycling/Cycling-and-active-travel.aspx Review of LCWIP will include additional areas such as Biddulph and Rugeley INTO Walking and Cycling Social Prescribing Specific to Newcastle-under-Lyme https://www.staffordshire.gov.uk/Transport/Cycling/INTO/Get-INTO-walking-and-cycling-in-Newcastle-under-Lyme.aspx INTO Walking and Cycling Social Prescribing Specific to Newcastle-under-Lyme www.staffordshire.gov.uk/walkingandcycling (just newcastle) Walk to school campaign resources offered free to all Staffordshire schools including railing banner, posters, digital toolkit and reward bookmarks for pupils (LINK HERE) Benefits of Walking promoted through the Travel Plan process (all) Walks and Country Trails - Staffordshire County Council | | | | | | | | Good Life Health & Wellbeing in the Community | Same as other Staffs authorities |
| | Staffordshire Share a Lift Scheme | | | Car Share promoted via Travell Plan process. | | | | | | | | | |
| | Promote use of rail and inland waterways | medium | | North Staffordshire Community Rail Partnership operating along the North Staffordshire Line includes Blythe Bridge station. | North Staffordshire Community Rail Partnership operating along the North Staffordshire Line includes Kids Grove station. Kids Grove station to be fully accessible and regenerated through Town Deal. | | Redevelopment of Stafford Station into a gateway associated with HS2 works. | Burton Forecourt improvements completed in 2021 with segregated bus lanes/stops to help improve flow. | Lichfield Trent Valley access for all works recently completed including lifts. | Improved access/ park facilities at Codsall Station. Upgrades and Landwood Station Brinsford Park and Ride - Parkway Station business case ongoing | | | |
| Transport Planning & Infrastructure | Local Transport Plans and District Strategies | high | | District integrated transport strategies - Staffordshire County Council | | | | | | | | | |
| | Public transport improvements-interchanges stations and services | low | | Proposed reinstatement of Leek rail connection. Planning application approved 2022 . Oct 2023 the re-opening of the Stoke - Leek line to be funded by scrapping of Northern leg of HS2 | Kids Grove will be multi-modal through Town Deal funding. | | New services with S106 funding provided in Stone to new estates in Walton and Yarnfield . Stafford Gateway will be m2 multi-modal | | Alternative location for bus station currently under consideration | Construction on the West Midlands interchange has started. | Planned improvements at Tamworth station | | |
| | Public cycle hire scheme | low | | | | e-scooter trials NOW ENDED AWAITING CONCLUSIONS | East Staffs BC are working with local cycle firms to establish an affordable bike rental scheme to increase uptake of sustainable travel in Burton. | | | | | | |
| | Cycle network | low | | Local cycling and walking infrastructure plan 2021 - Staffordshire County Council Staffordshire cycle maps currently awaiting audit and review | | | | | | | | | |
| | Bus route improvements | high | | As a result of BSIP & BSIP+ funding consideration is being given to bus route improvements where feasible. New 95 route from | As a result of BSIP & BSIP+ funding consideration is being given to bus route improvements where feasible. New 95 route from Audley to Biddulph introduced. | As a result of BSIP & BSIP+ funding consideration is being given to bus route improvements where feasible | Improved bus priority and interchange on key routes in Stafford post-SWAR | Defra air quality bid to fund procurement of electric buses & associated infrastructure along services 8 & 9 through Burton secured from Feb 2024. Scheme to be delivered 2024 with funding from the Defra Air | As a result of BSIP & BSIP+ funding consideration is being given to bus route improvements where feasible. New 830 service to Hill Biddulph introduced. | As a result of BSIP & BSIP+ funding consideration is being given to bus route improvements where feasible | As a result of BSIP & BSIP+ funding consideration is being given to bus route improvements where feasible | | |

| Measures category | Measure Classification | Effect on reducing NOx and PM10 emissions (low, medium, high) | Reduces PM2.5 emissions | Local Authority | | | | | | | |
|---|---|---|-------------------------|---|--|---|---|---|--|---|---|
| | | | | Staffordshire Moorlands DC | Newcastle under - Lyme BC | Cannock Chase | Stafford BC | East Staffs BC | Lichfield DC | South Staffs DC | Tamworth BC |
| | | | | Audley to Biddulph introduced. | | | | | Quality grant and Level up Funding 2. | | |
| | Active Travel Fund | low | | Move More Staffordshire Moorlands a collaborative strategy that will see partners working together with the aim to move more every day and to provide greater support to those that need it most. | ATF 2 measures to encourage walking and cycling | ATF2 measures to encourage walking and cycling. | ATF 2 measures to encourage walking and cycling. | | ATF 2, 3 & 4 measures to encourage walking/ cycling. Footway widening with segregated cycle & pedestrian routes along Station St to the railway station completed late 2023. Further pedestrian & cycle improvements within the AQMA & across Burton planned for between 2024 & 2026 | | ATF 3 and 4 measures to encourage walking and cycling |
| | Levelling Up Fund 2 | medium | | | <p>Schemes will improve a number of major roads around the county, reduce journey times, put greener, cleaner buses on main roads, improve walking and cycling routes and reduce the impact of housing and commercial developments. They will benefit East Staffordshire, Cannock Chase and Stafford Borough. Total package cost circa £20m.</p> <ul style="list-style-type: none"> Circa £6 million at the A38/A5121 Branston Interchange, near Burton, to complete the work at junction and open up for large scale housing and business development. Staffordshire County Council is adding additional money to walking and cycling schemes in the area for non-motorists to cross the A38 safely. More than £9 million for work at either end of the A34 between Cannock and Stafford. In Cannock there will be walking and cycling routes to complement the planned town centre regeneration and link to the train station. In Stafford there will be the creation and maintenance of walking and cycling routes along from Radford Bank to the town centre. Approximately £4.2 million to introduce either the latest generation Euro VI diesels, or electric-powered buses on certain busy routes, as well as improving bus stops and changing priority at junctions. <p>Bus routes benefiting from the new investment include the #8 and #9 services in Burton, run by Midland Classic; the #74 between Stafford and Cannock, run by Chaserrider; and the #875 from Stafford to Cannock, via Penkridge, run by Select Buses.</p> | | | | | | |
| Alternatives to private vehicle use | Bus based Park & Ride | medium | | | | | | | | New bus central station as part of Friarsgate development scheme | |
| | Car Clubs | low | | | | | | | | | |
| Policy Guidance and Development Control | Planning applications to require assessment of exposure / emissions for development requiring air quality impact assessment | high | | https://www.staffs-moorlands.gov.uk/media/6155/Adopted-Local-Plan/pdf/Adopted-Local-Plan.pdf?m=1601645140880 | Included as part of Local Validation List https://www.newcastle-staffs.gov.uk/planning-applications/information-requirements-validation-planning-applications | | http://www.staffordbc.gov.uk/planning/planning-policy/local-plan-2012-2031 | https://www.eaststaffsbc.gov.uk/planning/planning-policy/local-plan-2012-2031 | https://www.lichfielddc.gov.uk/Council/Planning/The-local-plan-and-planning-policy/Planning-policy.aspx | Adopted South Staffordshire Local Plan, Local Plan, Planning Framework (sstaffs.gov.uk) | Local & National Validation requirements: http://www.tamworth.gov.uk/sites/default/files/planning_documents/National-and-Local-Validation-requirements-2017.pdf |
| | Air Quality Strategy | | | Draft Air Quality Action Plan 2024-2029 submitted to Defra awaiting feedback. | Revised Air Quality Action Plan due in 2024 will include requirements for PM _{2.5} | | 2019-2023 Air Quality Strategy 2024-26 Drafted | Revised Air Quality Action Plan & overarching Air Quality Strategy has been drafted & approved internally & submitted to Defra for approval. Going for public consultation/ formal adoption. 2024 | | In development | |

| Measures category | Measure Classification | Effect on reducing NOx and PM10 emissions (low, medium, high) | Reduces PM2.5 emissions | Local Authority | | | | | | | |
|---------------------------------|--|---|-------------------------|---|--|--|---|--|---|---|---|
| | | | | Staffordshire Moorlands DC | Newcastle under - Lyme BC | Cannock Chase | Stafford BC | East Staffs BC | Lichfield DC | South Staffs DC | Tamworth BC |
| | Planning Guidance for developers | | | SMDC "Air Quality and Emissions Mitigation" Guidance for Developers available, and currently being updated with view to be adopted as an official SPD | To be developed alongside New Local Plan HERE | | http://www.stafforddc.gov.uk/planning/planning-policy/supplementary-planning-policy-documents | Currently informal guidance in place, but the revised Air Quality Action Plan includes a measure for formal guidance as part of a Supplementary Planning Document (SPD) | | Planning Guidance and SPDs (sstaffs.gov.uk) | https://www.tamworth.gov.uk/sites/default/files/planning_documents/Tamworth_Design_SPD_July_2019_v1-0.pdf |
| | Developer Contributions based on damage cost calculation | | | Damage cost assessment used for applicable applications Developer Contributions SPD now makes specific reference to contributions to mitigate air quality impacts. | To be considered as above | | | | Damage cost assessment now required for applicable applications. | | |
| | Planning Policies | | | https://www.staffs-moorlands.gov.uk/media/6155/Adopted-Local-Plan/pdf/Adopted-Local-Plan.pdf?m=1601645140880 | Various policies support alternatives to use of car and increased use of public transport HERE | The Cannock Local Plan is currently under review https://www.cannockchase.gov.uk/residents/planning-and-building-control/planning-policy/cannock-chase-local-plan | http://www.staffordbc.gov.uk/planning/planning-policy/local-plan-2012-2031 | Supplementary planning document to be developed as part of revised Air Quality Action Plan | https://www.lichfielddc.gov.uk/Council/Planning/The-local-plan-and-planning-policy/Planning-policy.aspx | Planning Guidance and SPDs (sstaffs.gov.uk) | https://www.tamworth.gov.uk/local-plan |
| | STOR Sites (Short Term Operating Reserve) Energy Generation. Regulation via planning / permitting regime | high | | | | | | | | | |
| | Low Emissions Strategy | high | | Forms part of Climate change action plan & Climate change action plan part 2 | In development | | | Part of Climate Change Action Plan developed in 2022 https://www.eaststaffsbc.gov.uk/environmental-health/climate-change/what-we-are-doing-tackle-climate-change | | | |
| Freight and Delivery Management | Freight Consolidation Centre | medium | | X | | | | | | | |
| | Route Management Plans/ Strategic routing strategy for HGV's | high | | | | | https://www.staffordshire.gov.uk/Transport/transportplanning/localtransportplan/home.aspx | This should be considered as part of planning applications where new proposals come forward. | | | |

| Measures category | Measure Classification | Effect on reducing NOx and PM10 emissions (low, medium, high) | Reduces PM2.5 emissions | Local Authority | | | | | | | |
|----------------------------------|--|---|-------------------------|--|---|--|--|--|--|---|-------------|
| | | | | Staffordshire Moorlands DC | Newcastle under - Lyme BC | Cannock Chase | Stafford BC | East Staffs BC | Lichfield DC | South Staffs DC | Tamworth BC |
| Vehicle Fleet Efficiency | Quiet & out of hours delivery | low | | | | | | | | | |
| | Delivery and Service plans | medium | | | | | | | | | |
| | Freight Partnerships for city centre deliveries | high | | | | | | | | | |
| | Driver training and ECO driving aids | medium | | | | | | | | | |
| Vehicle Fleet Efficiency | Promoting low emission public transport | high | X | | | | | | | | |
| | Vehicle retrofitting programmes | medium | | On going / in development Energy Saving Trust (EST) have reviewed current fleet and issued recommendations including training . | | Cannock Council Ultra Low emission vehicle strategy in development. Cannock Council Green Transport Strategy in development. | incorporation of emissions enhancements on waste fleet | | Retrofitting of old Council owned HGVs and Buses with pollution abatement equipment will be considered by the Council where technically and financially feasible | | |
| | Fleet efficiency & recognition schemes | medium | | https://www.staffordshire.gov.uk/environment/Documents/Climate-Change-Action-Plan.pdf - Where possible consider and implement a transition plan to full EV vehicles within the SCC fleet | | | | | | | |
| Promoting low emission transport | Low emission zone (LEZ) Clean Air Zone (CAZ) | high | X | | | | | | | | |
| | Public Vehicle Procurement - Prioritising uptake of low emission vehicles | high | | Procurement Strategy in development; Climate change action plan | | | Waste fleet vehicles comply with Euro VI. This will be extended to all Council owned vehicles. | Ongoing as part of the climate change agenda with the Staffordshire Wide Partnership (SWP) working towards decarbonising the waste fleet by 2050. Currently looking at funding options for feasibility study of waste depot decarbonisation. | | Council new vehicles all comply with Euro 6 | |
| | Company Vehicle Procurement - Prioritising uptake of low emission vehicles | high | | Majority of fleet comply with highest EURO emission next replacement period in 2028. EV salary Sacrifice Scheme launched for employees. | | | Investigating replacing old vehicles within the fleet with more modern cleaner vehicles, which comply with prevailing EURO standard. | | Vehicles replaced (in addition to normal fleet turnover) | Most council vehicles were replaced last year with new cleaner vehicles | |
| | Procuring alternative Refuelling infrastructure to promote Low | high | | EV strategy on council car parks. hydrated vegetable oil are currently | Newcastle towns deal includes EV charging infrastructure. | | Procurement of EV on staff carparks partially completed. | EV strategy adopted in 2022. https://www.eaststaffsbc.gov.uk/environmental-health/climate-change/electric- | | EV Parking at Council Offices, staff & public car parks | |

| Measures category | Measure Classification | Effect on reducing NOx and PM10 emissions (low, medium, high) | Reduces PM2.5 emissions | Local Authority | | | | | | | |
|---|--|---|-------------------------|---|--|--|--|--|--|---------------------------------------|---|
| | | | | Staffordshire Moorlands DC | Newcastle under - Lyme BC | Cannock Chase | Stafford BC | East Staffs BC | Lichfield DC | South Staffs DC | Tamworth BC |
| Emission Vehicles, EV recharging, Gas fuel recharging | Emission Vehicles, EV recharging, Gas fuel recharging | | | being used by waste fleet | | | | vehicles-and-charging-infrastructure Currently East Staffs owns one rapid charger and two fast dual charge Electric Vehicle Charging Points (EVCPs) operating in Coopers Square, Burton, and there is one located in Trinity Square, Uttoxeter. Further EVCPs are being shortlisted for eligible funding through LEVI funding streams. | | | |
| | Priority parking for LEV's | high | | | | | | | LDC reviewing its car park strategy for the District in pursuit of increasing the provision of EV charging infrastructure. | | EV charging spaces being investigated. |
| | Taxi Licensing conditions | medium | | In development | | Taxi licensing policy promotes uptake of electric vehicles | Scheduled to promote EV | All taxi vehicles must meet Euro 6 emission standards. | | | |
| | Taxi emission incentives | medium | | In development | | | | | Viability for incorporation of financial incentives in taxi licensing policy to encourage EV uptake in development | | |
| EV Strategy | EV Strategy | high | | https://democracy.staffs Moorlands.gov.uk/documents/s32243/SM-Public-EV-Charging-Strategy-V1-Final_15.09.22.pdf | | | Staffordshire EV Charging Infrastructure Strategy https://www.staffordshire.gov.uk/Transport/Sustainable-travel/Electric-vehicles/02-SCC-Public-EV-Charging-Strategy-V3-3.pdf | | | | |
| | Adoption of SCC EV Strategy | high | | Adoption of SCC EV Strategy February 2023 | Adoption of SCC EV Strategy Cabinet 10 January, 2023 | Adoption of SCC EV Strategy April 2023 | Adoption of SCC EV Strategy Aug/Sept 2023 | Adoption of SCC EV Strategy March 2023 Their own local agenda and informative web site: Electric Vehicles and Charging Infrastructure East Staffordshire Borough Council (eaststaffsbc.gov.uk) | | Adoption of SCC EV Strategy July 2023 | Currently drafting a local EV strategy Adoption of SCC EV strategy: Agenda for Cabinet on Thursday, 6th April, 2023, 6:00 pm:: Tamworth Borough Council |
| Environmental permits | Introduction/increase of environment charges through permit systems and economic instruments (Permit fees set centrally) | medium | | | | | | | On going Environmental Permits inspection of installation adhering to permits and enforcement/penalties for breaches | | |
| | Measures to reduce pollution through IPPC | medium | | | | | | https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/211863/env-permitting-general-guidance-a-pdf_(Chapter_15) | | | |

| Measures category | Measure Classification | Effect on reducing NOx and PM10 emissions (low, medium, high) | Reduces PM2.5 emissions | Local Authority | | | | | | | |
|-------------------|---|---|-------------------------|----------------------------|---------------------------|---------------|---|---|---|---|---|
| | | | | Staffordshire Moorlands DC | Newcastle under - Lyme BC | Cannock Chase | Stafford BC | East Staffs BC | Lichfield DC | South Staffs DC | Tamworth BC |
| | Permits going beyond BAT | | | | | | | | | | |
| | Large Combustion Plant Permits & National Plans going beyond BAT | high | | | | | NA | | | | NA |
| | Other | | | | | | | | | | |
| Other measures | Smoky Diesel Hotline | | | | | | | https://www.gov.uk/report-smoky-vehicle | | | |
| | A5 and M6 Partnership | | | | | | | | Strategy for the A5 2011-2026 | Strategy for the A5 2011-2026 | |
| | Domestic Smoke Control advice and Enforcement | | | | | | https://www.staffordbc.gov.uk/environment/smoke-control.cfm | Smoke Control Area in force covering Burton Town http://eaststaffsbc.gov.uk/environmental-health/pollution/smoke-control-areas As part of the revised Air Quality Action Plan a Smoke Control Policy will be developed in 2024-25 to incorporate the new smoke controls laws and charging regime | https://www.lichfielddc.gov.uk/home-garden/bonfires-barbecues-smoke/1 | Smoke Control Areas South Staffordshire District Council (staffs.gov.uk) | Drafting of fines policy for issue of persistent dark smoke from domestic chimneys. |
| | Garden Bonfires - Advice and nuisance enforcement | | | | | | http://www.staffordbc.gov.uk/environmental-health/pollution/bonfires | Information provided via the website http://eaststaffsbc.gov.uk/environmental-health/pollution/bonfires | https://www.lichfielddc.gov.uk/home-garden/bonfires-barbecues-smoke/1 | Smells, Dust and Fumes South Staffordshire District Council (staffs.gov.uk) | http://www.tamworth.gov.uk/air-quality |
| | Commercial burning advice and enforcement | | | | | | http://www.staffordbc.gov.uk/environmental-health/pollution/bonfires | Information provided via http://eaststaffsbc.gov.uk/environmental-health/pollution/smoke-control-areas | https://www.lichfielddc.gov.uk/home-garden/bonfires-barbecues-smoke/1 | Smells, Dust and Fumes South Staffordshire District Council (staffs.gov.uk) | http://www.tamworth.gov.uk/air-quality |
| | Multi agency working with Fire Service and Environment Agency for trade burning | | | | | | Information shared as appropriate. | | Information shared as appropriate | Information shared as appropriate | Information shared as appropriate |

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 |
| ASR | Annual Status Report |
| Defra | Department for Environment, Food and Rural Affairs |
| DMRB | Design Manual for Roads and Bridges – Air quality screening tool produced by National Highways |
| EU | European Union |
| FDMS | Filter Dynamics Measurement System |
| LAQM | Local Air Quality Management |
| NO ₂ | Nitrogen Dioxide |
| NO _x | Nitrogen Oxides |
| PM ₁₀ | Airborne particulate matter with an aerodynamic diameter of 10µm or less |
| PM _{2.5} | Airborne particulate matter with an aerodynamic diameter of 2.5µm or less |
| QA/QC | Quality Assurance and Quality Control |
| SO ₂ | Sulphur Dioxide |

References

- Local Air Quality Management Technical Guidance LAQM.TG22. August 2022. Published by Defra in partnership with the Scottish Government, Welsh Assembly Government and Department of the Environment Northern Ireland.
- Local Air Quality Management Policy Guidance LAQM.PG22. August 2022. Published by Defra in partnership with the Scottish Government, Welsh Assembly Government and Department of the Environment Northern Ireland.
- Chemical hazards and poisons report: Issue 28. June 2022. Published by UK Health Security Agency
- Air Quality Strategy – Framework for Local Authority Delivery. August 2023. Published by Defra.

Agenda Item 7(d)

Work Programme

Committee: Community and Wellbeing Scrutiny

Date of Meeting: 20 March 2025

Report of: Head of Law and Governance

1 Purpose of Report

1.1 The purpose of this report is to present the Community Wellbeing Scrutiny Committee's Work Programme.

2 Recommendations

2.1 That the report be noted.

Reasons for Recommendations

2.2 The first stage in achieving a Member-led Overview and Scrutiny process is to develop a Work Programme for the Members of the Committee to own.

3 Key Issues

3.1 Accordingly, an up to date copy of the Community Wellbeing Scrutiny Committee's Work Programme is provided for Members to consider or amend as appropriate.

4 Relationship to Corporate Priorities

4.1 This report is most closely associated with the following Corporate Business Objective 2:-

To improve the quality of life of local people by providing a safe, clean, attractive place to live and work and encouraging people to be engaged in developing strong communities and promote health and wellbeing.

5 Report Detail

5.1 Members will recall that one of the fundamental philosophies behind the creation of Overview and Scrutiny is that the process should be Member-led and the first stage in achieving this is to develop a Work Programme that is:-

- Owned by all Members of the Scrutiny Committee;
- Flexible to allow the Committee to react to urgent items;
- Contain aspects of both Overview and Scrutiny.

5.2 Therefore, at each scheduled meeting of the Community Wellbeing Scrutiny Committee, an up-to-date copy of the Work Programme will be provided for Members to consider or amend as appropriate.

5.3 The Work Programme includes provision for the Committee to scrutinise appropriate items delivered through the Council's Service Delivery Plan up to twelve months in advance, whilst maintaining the flexibility to respond to any issues that may arise.

5.4 Accordingly, attached as an **APPENDIX** is the Community Wellbeing Scrutiny Committee's current Work Programme to consider or amend as appropriate.

6 Implications

6.1 Financial

Nil

6.2 Legal

Nil

6.3 Human Resources

Nil

6.4 Risk Management

Nil

6.5 Equalities and Diversity

Nil

6.6 Health

Nil

6.7 Climate Change

Nil

7 Appendices

Appendix

8 Previous Consideration

None

9 Background Papers

File available in Law and Governance.

Contact Officer: Ian Curran

Telephone Number: 01785 619220

Ward Interest: Nil

Report Track: Community and Wellbeing Scrutiny Committee
20 March 2025 (Only)

Key Decision: N/A

Appendix

Work Programme - Community Wellbeing Scrutiny Committee

Future Items:

Task and Finish Group - Food waste collections

Provision of properties for independent living (large scale development)

Biodiversity / Air Quality in Town Centre and outside schools

Food Safety Annual Report