



2009 Air Quality Progress Report for

Gateshead Council

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

Date: May 2010

<b>Local Authority Officer</b>	Jan Lawton
--------------------------------	------------

<b>Department</b>	Development & Enterprise – Regulatory Services
<b>Address</b>	Civic Centre, Regent Street, Gateshead, Tyne & Wear NE8 1HH
<b>Telephone</b>	0191 4333916
<b>e-mail</b>	<a href="mailto:janicelawton@gateshead.gov.uk">janicelawton@gateshead.gov.uk</a>

<b>Report Reference number</b>	GCPR/2009
<b>Date</b>	May 2010

## **Executive Summary**

Gateshead Council's Progress Report 2010 has found that all of the air quality objectives in the Government's National Air Quality Strategy 2007 are met for all of the relevant pollutants, namely benzene, 1-3 butadiene, carbon monoxide, lead, nitrogen dioxide, PM10, and sulphur dioxide, except for a few marginal exceedences or borderline cases of the annual mean objective for nitrogen dioxide, all of which are within the existing Town Centre Air Quality Management Area.

Additionally there are no new developments or changes in existing pollutant sources which may have a significant impact on pollutant concentrations in Gateshead.

The Council does not therefore intend to carry out detailed assessments for any of the relevant pollutants.

As there were no exceedences of the nitrogen dioxide objectives within the Portobello AQMA for in 2008 and 2009, the Council will consider revocation of the AQMA whilst continuing to monitor for NO<sub>2</sub> with diffusion tubes in the area.

## Table of contents

	<b>Executive Summary</b>	<b>3</b>
<b>1</b>	<b>Introduction</b>	<b>6</b>
1.1	Description of Local Authority Area	6
1.2	Purpose of Progress Report	6
1.3	Air Quality Objectives	7
1.4	Summary of Previous Review and Assessments	8
<b>2</b>	<b>New Monitoring Data</b>	<b>11</b>
2.1	Summary of Monitoring Undertaken	11
2.1.1	Automatic Monitoring Sites	11
	QA/QC Automatic Monitoring	11
2.1.2	Non-Automatic Monitoring Sites	13
	QA/QC NO2 Diffusion Tubes	13
2.2	Comparison of Monitoring Results with Air Quality Objectives	16
2.2.1	Nitrogen Dioxide	16
	Automatic Monitoring Data	16
	Diffusion Tube Monitoring Data	17
2.2.2	PM10	19
2.2.3	Other Pollutants	20
2.2.4	Summary of Compliance with Air Quality Objectives	20
<b>3</b>	<b>New Local Developments</b>	<b>21</b>
<b>4</b>	<b>Regional Air Quality Strategy</b>	<b>21</b>
<b>5</b>	<b>Planning Applications</b>	<b>21</b>
<b>6</b>	<b>Local Transport Plans and Tyne &amp; Wear Air Quality Delivery Plan</b>	<b>21</b>
<b>7</b>	<b>Climate Change Strategies</b>	<b>23</b>
<b>8</b>	<b>Conclusions and Proposed Actions</b>	<b>24</b>
8.1	Conclusions from New Monitoring Data	24
8.2	Proposed Actions	24
<b>9</b>	<b>References</b>	<b>25</b>

**Appendices**

Appendix 1	Monthly NO <sub>2</sub> Diffusion Tube Results 2009	27
Appendix 2	Update on Measures considered to Improve Air Quality in Gateshead Town Centre AQMA (Air Quality Action Plan 2008)	28

**List of Tables**

Table 1.1	Air Quality Objectives included in Regulations for the Purpose of Local Air Quality Management in England	7
Table 2.1	Details of Automatic Monitoring Sites	12
Table 2.2	Details of Non- Automatic Monitoring Sites	14/15
Table 2.3a	Results of Automatic Monitoring for Nitrogen Dioxide: Comparison with Annual Mean Objective	16
Table 2.3b	Results of Automatic Monitoring for Nitrogen Dioxide: Comparison with 1-hour Mean Objective	16
Table 2.4	Results of Nitrogen Dioxide Diffusion Tubes 2007 - 09	17/18
Table 2.5a	Results of PM <sub>10</sub> Automatic Monitoring: Comparison with Annual Mean Objective	19
Table 2.5b	Results of PM <sub>10</sub> Automatic Monitoring: Comparison with 24-hour Mean Objective	19

**List of Figures**

Figure 1.1	Map of Town Centre AQMA Boundaries and Monitoring Locations	9
Figure 1.2	Map of Portobello AQMA Boundaries and Monitoring Locations	10
Figure 2.1	Map of A1 Dunston Monitoring Location	12

# **1 Introduction**

## **1.1 Description of Local Authority Area**

Gateshead is a unitary authority with a population of just under 200,000 in the heart of North East England, bordering the cities of Newcastle and Sunderland and the unitary authorities of South Tyneside, Northumberland and Durham. Covering 142 square kilometres and stretching 21 kilometres along the south bank of the River Tyne it is the largest of the Tyneside Districts, with a mix of large urban and rural areas.

A substantial road and rail network covers the region which includes the A1(M) at Portobello, Birtley and the A1, which passes the MetroCentre, the largest out of town retail and leisure complex in Europe. A comprehensive network of bus services and regional and national rail systems operate within the Gateshead area, as well as a Metro light rail network. There are rail and road bridge crossings over the River Tyne, the roads suffering high traffic flows and congestion.

There are a total of 87 industrial processes registered under the Environmental Permitting Regulations 2007, 18 Part A1's, 4 Part A2's, and 65 Part B's. Proposals for substantial redevelopment of Gateshead town centre, including a hotel, retail units, a large supermarket and student accommodation, have received outline planning permission, and demolition of existing retail units has recently commenced.

An Air Quality Management Area (AQMA) for nitrogen dioxide pollution from road traffic was declared for the town centre in April 2005. This was amended to include a southward extension along the A167 road in April 2008, when an AQMA was also declared in the south east of the borough along Portobello Terrace, a C category road which runs parallel to the A1(M) the Portobello area of Birtley.

## **1.2 Purpose of Progress Report**

Progress Reports are required in the intervening years between the three-yearly Updating and Screening Assessment reports. Their purpose is to maintain continuity in the Local Air Quality Management process.

They are not intended to be as detailed as Updating and Screening Assessment Reports, or to require as much effort. However, if the Progress Report identifies the risk of exceedence of an Air Quality Objective, the Local Authority (LA) should undertake a Detailed Assessment immediately, and not wait until the next round of Review and Assessment.

### 1.3 Air Quality Objectives

The air quality objectives applicable to Local Air Quality Management (LAQM) in England are set out in the Air Quality (England) Regulations 2000 (SI 928), and the Air Quality (England) (Amendment) Regulations 2002 (SI 3043). They are shown in Table 1.1. This table shows the objectives in units of microgrammes per cubic metre  $\mu\text{g}/\text{m}^3$  (for carbon monoxide the units used are milligrammes per cubic metre,  $\text{mg}/\text{m}^3$ ). Table 1.1 includes the number of permitted exceedences in any given year (where applicable).

**Table 1.1 Air Quality Objectives included in Regulations for the purpose of Local Air Quality Management in England.**

Pollutant	Concentration		Measured as	Date to be achieved by
Benzene	16.25 $\mu\text{g}/\text{m}^3$		Running annual mean	31.12.2003
	5.00 $\mu\text{g}/\text{m}^3$		Running annual mean	31.12.2010
1,3-Butadiene	2.25 $\mu\text{g}/\text{m}^3$		Running annual mean	31.12.2003
Carbon monoxide	10.0 $\text{mg}/\text{m}^3$		Running 8-hour mean	31.12.2003
Lead	0.5 $\mu\text{g}/\text{m}^3$		Annual mean	31.12.2004
	0.25 $\mu\text{g}/\text{m}^3$		Annual mean	31.12.2008
Nitrogen dioxide	200 $\mu\text{g}/\text{m}^3$ not to be exceeded more than 18 times a year		1-hour mean	31.12.2005
	40 $\mu\text{g}/\text{m}^3$		Annual mean	31.12.2005
Particles (PM <sub>10</sub> ) (gravimetric)	50 $\mu\text{g}/\text{m}^3$ , not to be exceeded more than 35 times a year		24-hour mean	31.12.2004
	40 $\mu\text{g}/\text{m}^3$		Annual mean	31.12.2004
Sulphur dioxide	350 $\mu\text{g}/\text{m}^3$ , not to be exceeded more than 24 times a year		1-hour mean	31.12.2004
	125 $\mu\text{g}/\text{m}^3$ , not to be exceeded more than 3 times a year		24-hour mean	31.12.2004
	266 $\mu\text{g}/\text{m}^3$ , not to be exceeded more than 35 times a year		15-minute mean	31.12.2005

#### 1.4 Summary of Previous Review and Assessments

Date	R&A Round	Stage/Report	Outcome/Comment
April 1999	1	R&A Stage 1 Tyne & Wear	Proceeded to Stage 3 for all pollutants except 1-3 butadiene
November 2000	1	R&A Stage 3 Gateshead	No exceedences of any of 6 pollutants investigated, therefore no AQMA's
May 2003	2	Updating & Screening Assessment	Exceedences of annual mean objective for NO2 at 2 busy road junctions predicted by DMRB modelling. Proceeded to DA for NO2. Further investigations required for benzene - reported in 2005 Progress Report
January 2005	2	Detailed Assessment of NO2	AQMA required due to slight exceedence of NO2 annual mean objective at Trinity Court in town centre (junction of A167 & A184)
April 2005	2	Air Quality Management Order	AQMA declared for whole of Gateshead town centre
April 2005	2	Annual Progress Report	Benzene & PM10 assessed - AQO's found to be achieved at all relevant locations. Ref made to DA for NO2. No further NO2 hotspots identified
March 2006	2	Further Detailed Assessment	AQMA declared for NO2 found to still be justified, with no need to amend AQO exceedence areas
April 2006	3	Updating & Screening Assessment	AQO's found to be achieved for all pollutants, except for annual mean NO2 - 3 exceedences found at locations outside of existing AQMA - one south of AQMA on A167, and 2 in Birtley.
April 2007	3	Detailed Assessment of NO2	AQMA as declared found still be justified. AQMA's also found to be required at A167 Durham/Dryden Road junction, south of AQMA, and at Portobello, Birtley
January 2008	2	Air Quality Action Plan	For Town Centre AQMA
April 2008	3	Air Quality Management Orders	Variation Order to extend existing Town Centre AQMA southwards along A167 to include Durham/Dryden Road junction. AQMA declared for PortobelloTce, Birtley.
April 2008	3	Annual Progress Report	AQO's found to be achieved for all pollutants, except for annual mean NO2 - Ref made to DA, Further DA and AQAP
April 2009	3	Further Detailed Assessment	Extension to Town Centre AQMA, and declaration of Portobello AQMA confirmed.
April 2009		Updating & Screening Assessment	A few marginal exceedences, or borderline cases, of annual mean NO2 AQO found within Town Centre AQMA only. None at Portobello AQMA, but AQMA not to be revoked based on just one year's data. No exceedences of any of the other AQO's, therefore DA not required for any pollutant.



Figure 1.1: Map of Town Centre AQMA Boundaries and Monitoring Locations

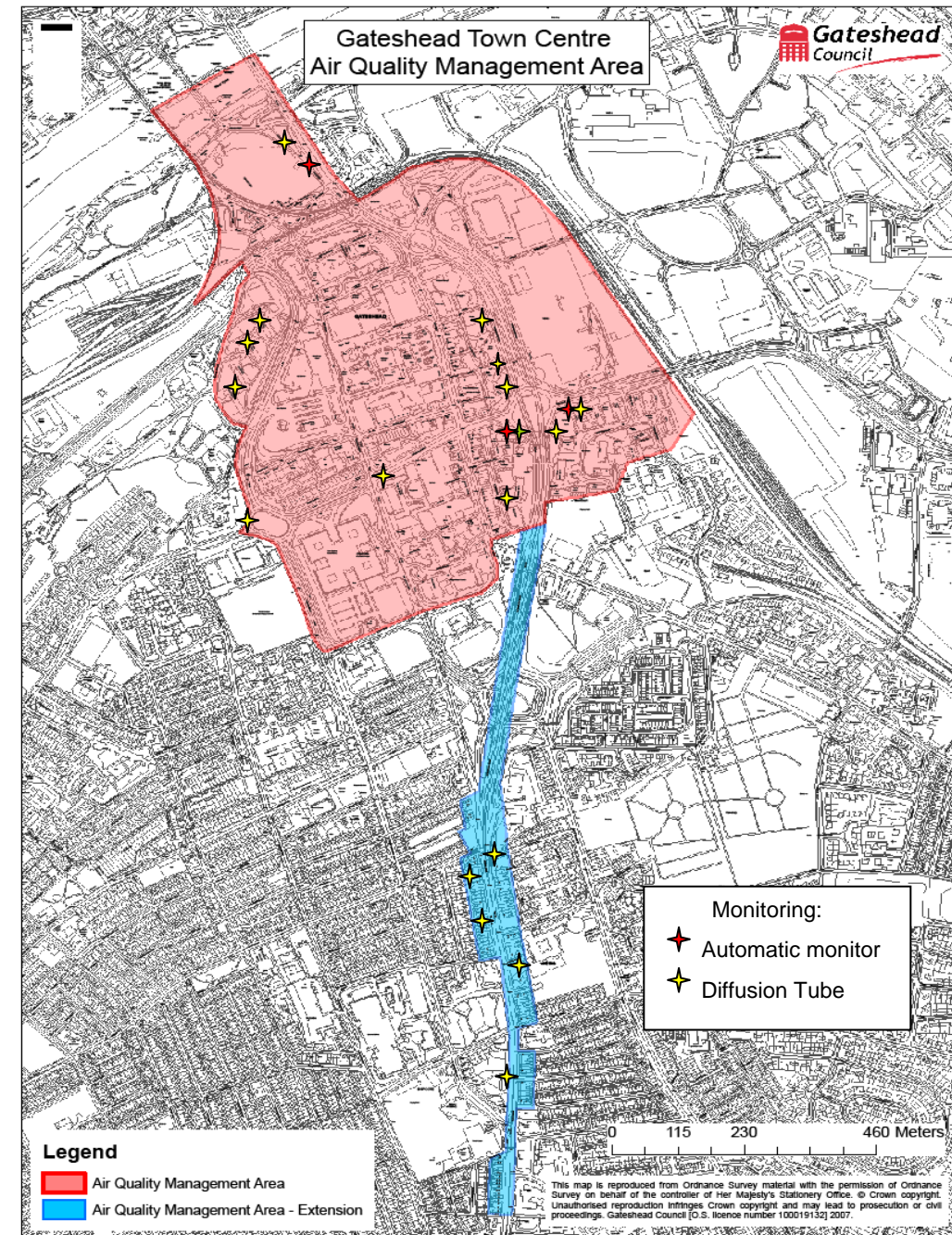
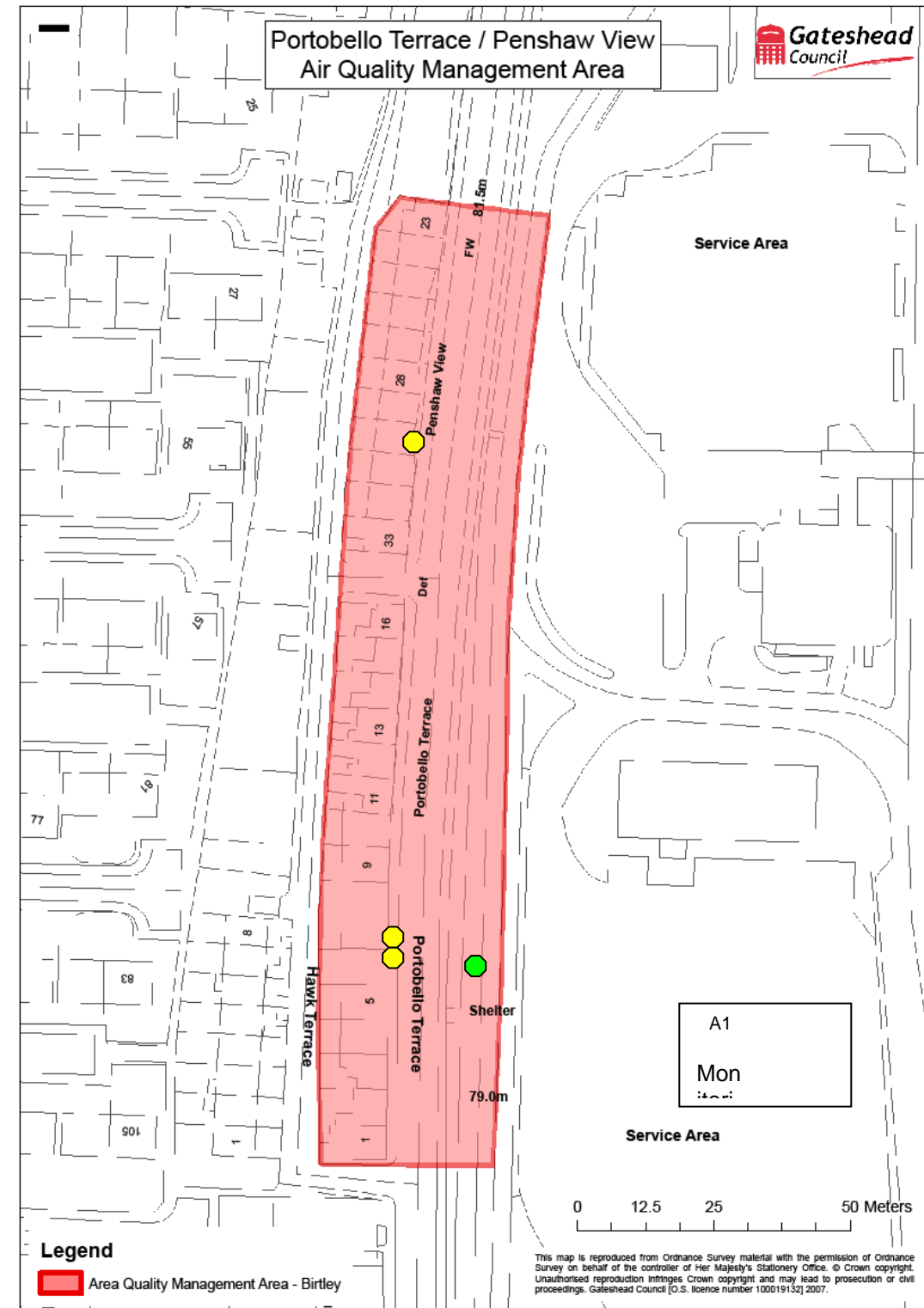


Figure 1.2: Map of Portobello AQMA Boundaries and Monitoring Locations



## **2 New Monitoring Data**

### **2.1 Summary of Monitoring Undertaken**

#### **2.1.1 Automatic Monitoring Sites**

Gateshead Council measured nitrogen dioxide concentrations using real-time chemiluminescent monitors at five roadside sites during 2009 - three within the Town Centre AQMA, at Trinity Court, Lychgate, and Bottle Bank, one within the Portobello AQMA, and one on the A1 South slip road at Dunston. Their locations are shown on the maps in Figs 1.1, 1.2 & 1.3. All of the sites are roadside and, with the exception of the Portobello site, situated closer to the road traffic pollution source than the nearest relevant receptors which are residential properties. The Portobello monitor is located on the opposite side of a C category road to the nearest receptors, approximately equidistant from the road as the receptors, and closer to the A1(M) trunk road than the receptors.

PM10 concentrations are measured using TEOM samplers at the Lychgate and A1 Dunston sites, and for 2009 only at Portobello. The monitors are located in self contained mobile units together with the NO2 monitors.

#### **QA/QC Automatic Monitoring**

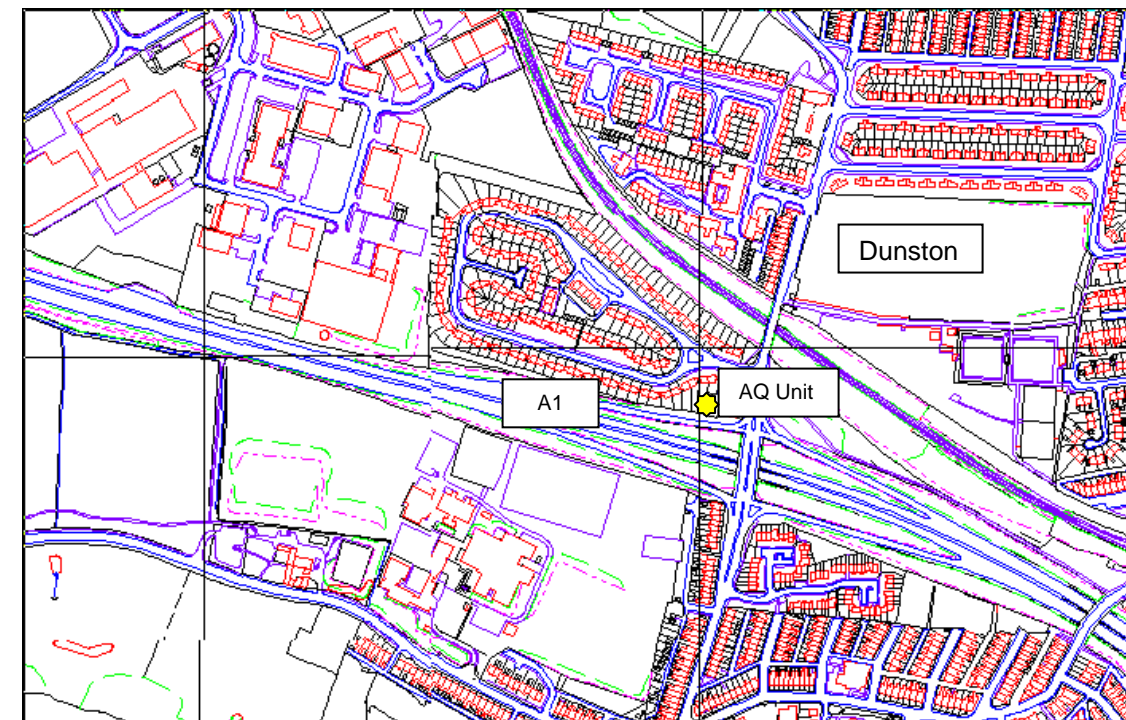
The automatic monitors are operated by a suitably trained officer and are serviced twice per year in accordance with manufacturer's instructions. Services and repairs are carried out by Cassella Measurement who took over ETi, the company by whom the automatic monitors were originally supplied. Calibrations and filter changes are carried out at two-week intervals, and Lychgate, Portobello and the A1 Dunston monitors also have an automatic daily calibration feature. Ratification of the monitoring data is carried out by Sunderland University and the ratified data is made available on the Tyne & Wear air quality website: [tyneandwearair.sunderland.ac.uk](http://tyneandwearair.sunderland.ac.uk).

As PM10 concentrations are measured using TEOM samplers, the default factor of 1.3 has been applied to all data to estimate gravimetric concentrations.

**Table 2.1 Details of Automatic Monitoring Sites**

Site Name	Site Type	OS Grid Ref	Pollutants Monitored	Monitoring Technique	In AQMA ?	Relevant Exposure ?	Distance to kerb of nearest road	Worst-case Location ?
Trinity Ct	Roadside	X 425781 Y 563055	NO2	Chemilum-inescent	Y	Y (8m)	10m	Y
Lychgate Ct	Roadside	X 425912 Y 563108	NO2 PM10	Chemilum-inescent TEOM	Y	Y (6m)	7m	Y
Bottle Bank	Roadside	X 428265 Y 554970	NO2	Chemilum-inescent	Y	Y (8m)	2.5m	Y
Portobello	Roadside	X 428265 Y 554970	NO2 PM10	Chemilum-inescent TEOM	Y	N (13m)	2m	Y
A1 Dunston	Roadside	X 422510 Y 561928	NO2 PM10	Chemilum-inescent TEOM	N	N (16M)	9m	Y

**Figure 2.1 Map of A1 Dunston Monitoring Location**



### **2.1.2 Non Automatic Monitoring**

Monthly average nitrogen dioxide concentrations are measured at a large number of sites in Gateshead using passive diffusion tubes. Monitoring sites in the AQMA's and the A1 Dunston site are shown in Figs 1.1, 1.2 & 1.3. Most of the sites are located roadside, and represent residential exposure, most of the tubes being located on the property façade of the nearest relevant receptors, or are sets of triplicate tubes used at co-location sites with automatic monitors.

Each site produced at least 10 months (most 12 months) worth of data during 2009. Three tubes (Site Nos 13, 76 and 81) have been discontinued due to their closeness and similar results to other tubes in the study areas, and consistently low results.

### **QA/QC NO2 Diffusion Tubes**

The diffusion tubes (50% TEA in acetone) are supplied and analysed by Harwell Scientific Services laboratory, which participates in the WASP QA/QC procedure. All of the monitoring data presented in this report have been adjusted to account for diffusion tube bias - the correction factor of 0.81 from the R&A helpdesk website: spreadsheet version number 03/10 was used. Out of the nineteen studies for Harwell Scientific laboratory used to calculate the bias adjustment factor, including four of Gateshead's, fifteen, including two of Gateshead's, showed good precision.

Table 2.2 Details of Non- Automatic Monitoring Sites

Site Name	Site Type	OS Grid Ref	In AQMA ?	Relevant Exposure?	Distance to kerb of nearest road	Worst-case Location ?
Priory Court	Roadside	425737 563251	Y	Yes 0 metres	10 metres	Y
Peareth Ct	Roadside	425770 563135	Y	Yes 0 metres	10 metres	Y
Trinity Ct	Roadside	425781 563055	Y	Yes 0 metres	7 metres	Y
Trin Ct AQU*	Roadside	425753 563061	Y	Yes 8 metres	10 metres	Y
Park Ct	Roadside	425756 563193	Y	Yes 0 metres	10 metres	N
St Mary's Ct Gtshd	Urban bkground	425798 562968	Y	Yes 0 metres	21 metres	N
Lychgate Ct	Roadside	425912 563108	Y	Yes 0 metres	13 metres	Y
Lychgt AQU*	Roadside	425883 563103	Y	Yes 6 metres	8.5 metres	Y
Regent Ct	Roadside	425553 562965	Y	Yes 0 metres	9 metres	N
Monk Ct	Urban bkground	425855 562994	Y	Yes 0 metres	20 metres	N
Adelaide Ct	Urban bkground	425292 563233	Y	Yes 10 metres	13 metres	N
Melbourne Ct	Urban bkground	425305 563093	Y	No 15 metres	28 metres	N
Dryden Rd	Roadside	425760 561641	Y	Yes 0 metres	6 metres	Y
Newsagent Durham Rd	Roadside	425761 561660	Y	Yes 0 metres	3 metres	Y
Durham Rd Gtshd 1	Roadside	425751 562214	Y	Yes 0 metres	8.5 metres	N
Durham Rd Gtshd 3	Roadside	425727 562160	Y	Yes 0 metres	8 metres	N
Durham Rd Gtshd 4	Roadside	425788 561966	Y	Yes 0 metres	7 metres	N
Durham Rd Gtshd 5	Roadside	425793 561818	Y	Yes 0 metres	7 metres	N

\* Triplicate tube location with automatic monitor



Table 2.2 Details of Non- Automatic Monitoring Sites

Site Name	Site Type	OS Grid Ref	In AQMA ?	Relevant Exposure?	Distance to kerb of nearest road	Worst-case Location?
Durham Rd Lw Fell 1	Roadside	425759 561612	Y	Yes 0 metres	5 metres	N
Durham Rd Lw Fell 2	Roadside	425770 561397	Y	Yes 0 metres	10 metres	N
Hill St Bottle Bank	Roadside	425447 563528	Y	Yes 1.5 metres	3.5 metres	Y
Bottle Bank AQ Unit*	Roadside	425425 563555	Y	Yes 8 metres	3 metres	Y
Baltic Flats Quayside	Urban bkground	425899 563905	N	No 15 metres	2 metres	N
The Sage Quayside	Urban bkground	425469 563760	N	No 180 metres	3 metres	N
Team Vale Villas,	Urban bkground	425297 562886	N	Yes 0 metres	12 metres	N
Coatsworth Road	Roadside	425034 562736	N	Yes 0 metres	6 metres	N
Chowdene Bank	Urban bkground	425862 559620	N	Yes 0 metres	5 metres	N
Cuthbert St	Roadside	424833 562379	N	Yes 0 metres	9.5 metres	N
Coach Rd	Urban bkground	423765 560510	N	Yes 0 metres	8.5 metres	N
Westway, Dunston	Urban bkground	423086 561543	N	Yes 0 metres	20 metres	N
A1 Dunstn AQ Unit*	Roadside	422513 561925	N	No 16 metres	4 metres	Y
North Dene Birtley	Urban bkground	427187 557230	N	Yes 0 metres	8.5 metres	N
Portobello Terrace	Roadside	428254 554988	Y	Yes 0 metres	1.5 metres	Y
Portobello Tce AQU*	Roadside	428264 554969	Y	No 13 metres	3 metres	N
Penshaw Vw Ptbelo	Roadside	428259 555077	Y	Yes 0 metres	1.5 metres	N

\* Triplicate tube location with automatic monitor

## 2.2 Comparison of Monitoring Results with Air Quality Objectives

Monitoring results are shown in the tables below. Exceedences of the air quality objectives, and borderline cases, are highlighted in bold.

### 2.2.1 Nitrogen Dioxide

#### Automatic Monitoring Data

**Table 2.3a Results of Automatic Monitoring for Nitrogen Dioxide:  
Comparison with Annual Mean Objective**

Site ID	Location	Within AQMA?	Proportion of year (%) with valid data 2009	Annual mean concentrations ( $\mu\text{g}/\text{m}^3$ )		
				2007	2008	2009
A1	Lychgate	Y	100	32	33	33
A2	Trinity	Y	100	29	31	31
A3	Bottle Bank	Y	100	36	34	32
A4	Portobello	Y	100	-	30	28
A5	A1 Dunston	N	100	34	34	38

**Table 2.3b Results of Automatic Monitoring for Nitrogen Dioxide:  
Comparison with 1-hour Mean Objective**

Site ID	Location	Within AQMA?	% Data Capture 2009	Number of exceedences of hourly mean AQO ( $200\mu\text{g}/\text{m}^3$ )		
				2007	2008	2009
A1	Lychgate	Y	100	0	0	0
A2	Trinity	Y	100	0	0	0
A3	Bottle Bank	Y	94	0	0	0
A4	Portobello	Y	90	-	0	0
A5	A1 Dunston	N	96	0	0	0



### Diffusion Tube Monitoring Data

The results of diffusion tube monitoring for nitrogen dioxide are given in table 2.4.. Triplicate tubes co-located with an automatic monitor were started up at Portobello in May 2008 due to declaration of the Portobello AQMA. Data capture was 100% for most of the monitoring locations and above 90% for all but three of the locations.

The results show that there were only three marginal or borderline exceedences of the annual mean air quality objective, all of which were within the Town Centre Air Quality Action Area. Results for Portobello show that the objective has been achieved for both 2008 and 2009, and a year on year decrease in concentrations is shown for 2007 to 2009.

**Table 2.4 Results of Nitrogen Dioxide Diffusion Tubes 2007 - 2009**

Site ID	Location	Within AQMA?	% Data Capture for 2009	Annual mean concentrations ( $\mu\text{g}/\text{m}^3$ ) bias adjusted		
				2007	2008	2009
2	Priory Court	Y	100	32	31	31
37	Lychgate AQU*	Y	100	35	33	32
42	Trinity Court	Y	100	37	<b>39.7</b>	<b>40</b>
43	Regent Court	Y	100	28	26	24
44	Adelaide Ct	Y	100	28	27	27
45	Melbourne Ct	Y	92	27	25	27
53	Hill Street (Bottle Bk)	Y	73	<b>41</b>	36	36
55	Trinity AQU*	Y	92	34	31	29
58	Park Court	Y	100	32	27	29
59	Peareth Ct	Y	100	38	29	31
60	Lychgate Ct	Y	100	32	28	29
61	Monk Ct	Y	100	26	26	25
62	St Mary's Ct	Y	100	29	23	25
63	Bottle Bank AQU*	Y	100	38	36	34
47	Durham/Dryden Rd	Y	100	<b>40.3</b>	<b>39.4</b>	<b>41</b>
71	Durham Rd Lw Fell 1	Y	100	35	31	33
72	Newsag Durham Rd	Y	100	<b>45</b>	<b>40.3</b>	<b>41</b>
75	Durham Rd Lw Fell 2	Y	100	25	24	25
76	Durham Rd Lw Fell 3	Y	100	25	21	-
80	Durham Rd Gtshd 1	Y	100	25	21	23
81	Durham Rd Gtshd 2	Y	100	29	27	-

Table 2.4 Results of Nitrogen Dioxide Diffusion Tubes 2007 - 2009

Site ID	Location	Within AQMA?	% Data Capture for 2009	Annual mean concentrations ( $\mu\text{g}/\text{m}^3$ ) bias adjusted		
				2007	2008	2009
82	Durham Rd Gthsd 3	Y	100	26	24	25
83	Durham Rd Gtshd 4	Y	100	31	31	32
84	Durham Rd Gtshd 5	Y	100	29	29	30
10	Portobello Tce	Y	100	<b>43</b>	38	36
16	Portobello Tce	Y	100	39	38	36
68	Portobello Tce AQU*	Y	100	-	26	27
74	Penshaw View	Y	100	34	33	32
4	North Dene, Birtley	N	100	31	27	27
12	Coach Rd, Lobley Hill	N	100	29	24	26
13	Coach Rd, Lobley Hill	N	100	27	24	-
31	Westway, Dunston	N	100	29	26	25
35	A1 Dunston AQ Unit*	N	100	35	33	34
46	Team Vale Villas	N	100	29	31	28
50	Chowdene Bank	N	73	35	32	32
51	Cuthbert St	N	100	36	33	31
52	Coatsworth Rd	N	100	30	27	28
54	Sage, Quayside	N	73	30	28	22
64	Baltic Flats	N	92	36	30	28

\* Mean concentration of triplicate tube exposure

### 2.2.2 PM10

Gateshead Council has three automatic PM10 monitoring locations all of which are roadside and are situated closer to or the same distance from the source, namely road traffic, as the nearest receptors, which are residential properties. PM10 monitoring at Portobello was carried out for 2009 only.

The results show that both the annual mean and the 24-hour mean air quality objectives were met at all three locations, with concentrations well below the  $40\mu\text{g}/\text{m}^3$  annual mean objective level, and the number of exceedences of the  $50\mu\text{g}/\text{m}^3$  24-hour mean well below the 35 allowed per year. Additionally, a year on year downward trend in concentrations is shown at both Lychgate and the A1 sites for both of objectives.

**Table 2.5a Results of PM<sub>10</sub> Automatic Monitoring:  
Comparison with Annual Mean Objective**

Site ID	Location	Within AQMA?	% Data Capture 2009	Annual mean concentrations ( $\mu\text{g}/\text{m}^3$ )		
				2007	2008	2009
A1	Lychgate	Y	100	25	23	20
A4	Portobello	Y	90	-	-	17
A5	A1 Dunston	N	96	22	22	21

**Table 2.5b Results of PM<sub>10</sub> Automatic Monitoring:  
Comparison with 24-hour Mean Objective**

Site ID	Location	Within AQMA?	% Data Capture 2009	Number of exceedences of daily mean AQO ( $50\mu\text{g}/\text{m}^3$ )		
				2007	2008	2009
A1	Lychgate	Y	100	10	8	1
A4	Portobello	Y	90	-	-	0
A5	A1 Dunston	N	96	6	6	2

### **2.2.3 Other Pollutants**

Gateshead Council does not carry out monitoring for any of the other relevant pollutants as there are no significant sources of these pollutants, or likelihood of any of the air quality objectives being exceeded in the Gateshead area.

### **2.2.4 Summary of Compliance with Air Quality Objectives**

Gateshead Council has examined the results from monitoring in the borough. Concentrations outside of the AQMA's are all below the objectives at relevant locations, therefore there is no need to proceed to a Detailed Assessment.

### **3 New Local Developments**

Gateshead Council confirms that there are no new or newly identified local developments which may have an impact on air quality within the Local Authority area.

### **4 Regional Air Quality Strategy**

Gateshead Council has published an air quality strategy in conjunction with the other four Tyne & Wear local authorities. The Tyne & Wear Air Quality Strategy considers strategies, policies and programmes for the whole of Tyne and Wear in the context of Local Air Quality Management, and can be viewed on any of the Councils' websites.

### **5 Planning Applications**

There have been no planning applications for developments which are likely to impact upon air quality in the borough during 2009.

### **6 Local Transport Plans and Tyne & Wear Air Quality Delivery Plan**

Current air pollution issues in Gateshead are all related to nitrogen dioxide emissions from road traffic sources. Any measures implemented to improve air quality will thus be closely related to the local transport plan. Gateshead Council works in partnership with the other four Tyne & Wear authorities and public transport operators to produce a joint Tyne & Wear local transport plan (LTP), and transport planners and Environmental Health Officers from all five authorities work in close liaison to this end. Air Quality Action Plans for Newcastle and Gateshead Councils were incorporated into the current LTP (2006-2011).

The Tyne and Wear Joint Air Quality Steering Group played a pivotal role in the development of the Tyne and Wear Air Quality Delivery Plan 2008, which was produced by the Tyne & Wear Local Transport Plan Core Team in response to air quality being identified as one of four shared priorities in the second round of local transport plans (LTP2). The overall scope of the plan is to outline the background to air quality problems in the region, current levels of pollution and proposed actions to improve area specific and regional Tyne and Wear air quality levels.

The Air Quality Delivery Plan plan presents realistic, efficient and reliable air quality solutions which need to incorporate the promotion of alternative modes of transport, management of the existing highway network, planning, emissions management, and information and education. In order to achieve these, the plan recognises the need for a clear commitment from stakeholders, along with ongoing partnership working between planning, transport and environmental health officers.

The plan focuses on the AQMA's declared by the Tyne & Wear authorities and is regularly updated to include new AQMA's and reflect changes in AQMA boundaries, and to take into account results of on-going air quality detailed and further assessments.

The Tyne and Wear Joint Transport Steering Group approved an attached budget to the Air Quality Delivery Plan of £100,000 to be spent on the implementation of some of the plan's proposed actions. The budget is envisaged to aid the implementation of a range of air quality actions, such as the implementation of a bus quality partnership, further monitoring, and strengthening of relationships between the councils and academic institutions.

The Air Quality Delivery Plan can be found on the Tyne & Wear LTP website at: [www.tyneandwearltp.co.uk](http://www.tyneandwearltp.co.uk).

## 7 Climate Change Strategies

The Way Forward LA21 (Local Agenda 21) Strategy for Gateshead, first published in April 2000, is a live document supported by detailed action plans which is renewed annually, with a fundamental review every five years to reflect progress in moving towards a sustainable Gateshead. The strategy sets out how the Council and its partners work together within a framework the purpose of which is to deliver the principles of sustainable development. Strategy Objective 1 deals with air quality management. Measures within the LA21 Strategy include:

- The use of powers to reduce polluting emissions from local companies where appropriate. Where the Environment Agency is the enforcing authority, the Council will liaise with officers to encourage appropriate regulation;
- Encouragement of voluntary measures in areas such as fleet management and commuter policy;
- Raising of awareness through education of the impacts and risks of high levels of air pollution and how it can affect health;
- The increase in quality and use of public transport;
- Promotion and development of green Transport Plans within various sectors of the community, and
- Raising awareness of human rights in relation to local air quality.

The Gateshead Travel Plan defines objectives for integrated, safe and affordable transport, based on the LA21 objectives:

- Objective 1: To reduce car usage and increase the quality and attractiveness of public transport. Specific actions include improving access to public transport, enhancing opportunities for motorcycle use, and encouraging more sustainable car use.
- Objective 2: To reduce the amount of travel by motorized means through promotion and provision of genuine alternatives which have less impact on the environment. Specific actions include encouraging and supporting opportunities for increased walking and cycling, and the provision of transport information and guidance.
- Objective 3: To improve public access to amenities and services, with less need to travel.

“Coping with the effects of Climate Change” sets out an Action Plan for Gateshead to reduce impacts. Specific objectives that have links to air quality are:

- Air Quality: reduce levels of all pollutants;
- Sustainable transport: reduce car usage and use alternatives to the car which have less impact on the environment e.g. public transport, cycling and walking.

## **8 Conclusions and Proposed Actions**

### **8.1 Conclusions from New Monitoring Data**

The results from automatic monitoring show that all of the air quality objectives have been achieved at all monitoring locations, both within and outside of the existing AQMA's, for both NO<sub>2</sub> and PM<sub>10</sub> for 2009.

Diffusion tube results for NO<sub>2</sub> show that there are only three marginal or borderline exceedences of the annual mean objective, all of which are located within the Town Centre Air Quality Management Area. Concentrations for Portobello show a downward year on year trend.

### **8.2 Proposed Actions**

Gateshead Council does not intend to progress to a Detailed Assessment for any of the pollutants, although consideration will be given to the revocation of the Portobello AQMA.

The next course of action will be submission of a Progress report in 2011, and both automatic and diffusion tube monitoring will continue at most of the existing monitoring locations, particularly within the AQMA's, throughout 2010.



## 9 References

Defra: Local Air Quality Management Technical Guidance LAQM.TG(09)

Defra (Air Quality Consultants): Local Authority Review and Assessment  
Helpdesk and Website

Defra (AEA ): R & A website - DifTPAB spreadsheet

Gateshead Council:

Updating & Screening Assessment 2009

Further Detailed Assessment of NO2 2009

Annual Progress Report 2008

Town Centre Air Quality Action Plan 2008

The Way Forward (LA 21) 2009

The Tyne & Wear Air Quality Strategy 2006

The Tyne & Wear Local Transport Plan (2) 2006

The Tyne & Wear LTP Air Quality Delivery Plan 2008

Coping with the Affects of Climate Change 2008

The Gateshead Travel Plan 2007

## **APPENDICES**

## Appendix 1: Monthly NO2 Diffusion Tube Results 2009

Tube No.	2009 NO2 ug/m3	Jan	Feb	Mar	April	May	June	July	Aug	Sept	Oct	Nov	Dec
2	Priory Ct	54.2	44.4	35.4	44.7	35	36.4	31.9	26.3	23.4	30.7	52.3	47.9
4	North Dene	37.4	44.4	27.5	31.5	31.7	44	23.4	15.9	20.3	34.9	34.9	53.5
10	Portobel Tce	55.1	59.2	45.8	47.5	39.9	33.5	37.2	33	29.9	47	55.1	52
12	Coach Rd	42.8	29.7	30.7	51.7	32.9	36.6	18.5	11	20	31.5	33.6	48.7
16	Portobel Tce	47.7	59.4	44.7	48.9	34.1	40	39	31.2	32.2	48.2	56.8	61.9
31	West Way	35.9	27.9	26.8	43.9	30.4	29.4	21.3	15.8	23.9	34.8	35.4	46.7
35	A1 Dunston	59	48.4	35.9	44	32.4	35.7	27.2	25.8	20.5	41	57.3	61.4
37	LychgateAQU	49.6	54.1	40.6	41	33.2	32.1	34.1	26.3	24.6	45.4	45.7	59.1
38	LychgateAQU	47.2	54.4	41.6	29.4	21.8	35.9	27.5	26.4	37	43	42	59.1
39	LychgateAQU	45.7	41.5	44	40.1	34.6	36.7	32.8	24.3	39.6	45.7	40.2	56.7
40	A1 Dunston	62.4	52.4	41.5	46.1	34.1	25.6	31.4	30.4	24.6	48.6	61.3	64.4
41	A1 Dunston	60.4	50.6	40.5	43.1	35.3	35.3	29.4	28.4	32.4	51.6	54.3	48.5
42	Trinity Ct	34.1	45.5	47.1	61.4	55.1	39.6	45.9	42.7	34.5	54.3	69.8	63.5
43	Regent Ct	32.8	37.2	31.5	40.1	24.6	29.1	26.6	12.7	23.9	36	37.8	23.7
44	Adelaide Ct	46.2	39.5	26.5	40.7	22.7	26.6	23.5	19.5	29.2	41.7	44.4	49.2
45	Melbourn Ct	45	39.6	26.2	22.2	27.1	32.8	24.9		25	35.2	40	48.2
46	Team Vale V	50.6	37.7	33.2	40.9	31.8	21.8	27.4	14.6	25	39.7	45.2	46.9
47	Dryden Rd	58	74	55.8	56.6	46.1	36.9	41.3	24.6	46.3	56.1	58.6	60.7
50	Chowd Bk	49.5	54.7	40.6		31.1	34.5	33.4	21.8	23.8		46.2	59.2
51	Cuthbert St	46.5	39.4	37	38.5	29.1	33.1	31.5	26.5	36.8	47.7	43.5	51.8
52	Coatswth Rd	46.2	35.9	37.1	40.3	31.8	32.2	26.2	20	27.4	37.7	40.9	47.8
53	Hill St Bt Bk	53.6	46.1	42.2	48.4	32.1	44.1	22.3	26.9	32	58.1	66.4	64.6
54	Sage	32.2	39.3		28	20.9	18.3	17.7	14.8	14.7		45.4	39.2
55	Trinity AQU	47.7	36.7		45.2	39.6	36.7	25.7	12.4	32.7	19.7	40.3	45.1
56	Trinity AQU	37.9	41		51.1	38.7	36.3	31.6	19	32.3	38.5	34	49.2
57	Trinity AQU	47.4	40.3		31.7	41.3	39.6	47.3	14.4	18.4	34	41.1	50.6
58	Park Ct	49.2	48.3	36.4	42.4	34.9	30.6	23.4	15	22.1	30.6	53.5	52.3
59	Peareth Ct	50.8	44.5	43.1	44.3	33.1	35.6	29.1	26.2	34.8	36.2	43	49.8
60	Lychgate Ct	40.2	51	39.8	37	33.1	26.7	28.1	22.9	33.6	35.2	41.7	49.8
61	Monk Ct	47.3	36.3	29.3	29.3	25.8	26.3	25.7	12.5	21.2	35.6	40.4	41.8
62	St Marys Ct	49.5	36.8	29.7	35.7	23.2	22.6	20.9	12.9	23	30.1	41.4	45.3
63	Bot Bk AQU	63.7	43.7	41.5	50.4	44	40.8	18.8	17.9	33	46.9	52.2	31.7
64	Baltic flats	40	38.9	32.9		29.7	25	23.5	18.3	36.7	41.8	47.7	50.9
65	Bot Bk AQU		47.5	37.6	50.5	39.5	42.4	33.3	30.2	29.5	48.5	55.2	53.1
66	Bot Bk AQU	60.5	46.4	40.4	53.2	41.4	37.6	24.8	28.6	26.5	45.2	62.2	58.7
68	PortobelAQU	46.8	37.9	29.1	43.9	24.4	31.3	27.3	18.7	25	41.2	35.8	38.4
69	PortobelAQU	49.1	41.7	28.9	41.6	24.7	31.8	21.3	11.9	21.2	38	40.5	37
70	PortobelAQU	48.3	42.5	28.3	45	28.7	30	26.1	17.4	18.9	39.6	47.1	53.2
71	Dur Rd LF1	46.7	62.6	46.5	41.7	27.7	32.2	34.2	17.4	35.9	46.3	44.4	65.4
72	DurRd News	50.5	67.2	45.8	52.8		39.1	46.5	36.2	44.5	57.8	66	61.3
74	Penshaw Vw	55.4	53.9	32.4	48.4	28.4	35.1	30.1	20.5	17.9	45.4	52.3	58.6
75	Dur Rd LF 2	43.1	35	26.3	37.2	28.3	31.1	23.4	17.3	19	33.7	36.1	44.6
80	DurRd Gthd1	32.7	36	25.7	20.7	21.4	28.7	22.3	16.4	18.4	28.7	49.3	51.3
82	DurRd Gthd3	39.1	40.5	33.4	33	24.8	22.8	23.5	18.2	23.2	32.3	37.6	47
83	DurRd Gthd4	41.9	46.7	37.8	57.8	35.8	36.6	34	22.4	30.9	42.1	49.1	47.9
84	DurRd Gthd5	45.2	41.6	30.5	44.2	26.8	31.2	32.2	20.3	29.9	43.5	44.9	51.9

Gateshead Council

May 2010

**Appendix 2**

**Update on Measures considered to Improve Air Quality  
in Gateshead Town Centre AQMA  
(Air Quality Action Plan 2008)**

**Theme 1: MANAGING THE HIGHWAY NETWORK**

<b>Option</b>	<b>Status of measure</b>	<b>Funding available/cost</b>	<b>Timescale for implementation/Lead service</b>
Congestion charging and road tolls	Transport innovation study completed. Study concluded that Tyne and Wear scheme is not appropriate at the current time. Could become an issue if major interventions requiring significant investment/funding arise. Smarter choices and UTMC workstreams pursued by T&W partners - these should have some impact in AQMA.	No current funding or activity	Not currently applicable  Lead service - Transport & Highways
Parking Strategy	Proposed town centre redevelopment is likely to have major impacts on the location and numbers of car parking spaces in the town centre. UDP policy now requires any new parking to be charged. Discussions underway with Newcastle on development of consistent approach within central area.	Not applicable	Joint Newcastle/ Gateshead approach to be developed by end of 2010.  Lead service -Transport & Highways
Specific Bus Corridors including Bus Lanes, or segregation of buses	Corridor improvement schemes carried out for town centre approaches on Old Durham, Road, Durham Road and Bensham Road as part of first LTP. Further improvements being considered: <ul style="list-style-type: none"> <li>• modifications to junctions around town centre;</li> <li>• dedicated bus link from old Sunderland Road – outline design completed, funding bid submitted to DfT as part of Tyne and Wear PT major business case scheme;</li> <li>• re-opening of High Level Bridge to southbound traffic as bus only - completed;</li> </ul>	LTP public transport funds co-ordinated by Nexus  Major scheme bid identified as priority in regional funding process – phase 1 bid submitted January 2009	On-going  Lead service -Transport & Highways

	<ul style="list-style-type: none"> <li>ongoing audit of 'Superroute' corridors and programme of improvements to public transport corridors;</li> <li>further corridor improvements as part of major scheme bid – bid submitted (see above)</li> </ul>		
Reduce capacity of roads (reallocation of roadspace)	High Level Bridge now closed permanently to general traffic. Feasibility of removal of flyover to east of town centre being investigated further. However high traffic volumes and strategic nature of routes mean that scope for major action is likely to be limited	Funding for studies into feasibility of removal of flyover made available.	Initial work into feasibility of removal of flyover underway. List of options to be completed by end of 2010.  Lead service -Transport & Highways
Increase capacity of roads	Recent study indicates any significant work is likely to be high cost with limited benefit. Some options are worthy of further consideration but little likelihood of significant progress in short term	N/A	N/A
Higher priority for pedestrians (in terms of highway space)	To be implemented through the town centre pedestrian/cycle strategy. Subways at Arthur St, Chandless, Argyle Estate and Bensham Rd removed, improvements to Coulthards Lane implemented. Removal of Sunderland Road subways part of bid identified above	Gateshead Highway (Sunderland Road) subway forms part of public transport major scheme bid	Dependent upon determination of major scheme bid.  Lead service -Transport & Highways
Higher priority for cyclists (in terms of highway space)	Part of town centre pedestrian/cycle strategy – improvements to pedestrian network highlighted above have/will incorporate provision for cyclists	As above	Ongoing  Lead service -Transport & Highways
Decriminalised parking enforcement	Implemented July 2007		This was implemented in Summer 2007.  Lead service -Transport & Highways

Bus re-regulation	Government proposals for improved regulation set out in draft Local Transport Bill	Revenue implications for Nexus	See Section on bus quality contracts under Theme 3  Lead service -Transport & Highways working in partnership with Nexus
High Occupancy Vehicle lanes	Not to be implemented	N/A	N/A
Coordination of road works	Already being implemented under the Traffic Management Act 2004 – Network Management Duty	N/A	On-going  Lead service -Transport & Highways

**Theme 2: EMISSIONS MANAGEMENT**

<b>Option</b>	<b>Status of measure</b>	<b>Funding available</b>	<b>Timescale for implementation</b>
Encouragement of low emission/ zero emission vehicles	Low emission QuayLink buses in operation on town centre-Quays service. QuayLink contract to be renewed. High level Euro engine diesel buses to be used.	Ongoing commitment from Gateshead and Newcastle Councils and Nexus.	Throughout 2006-11 Further contract under development.  Lead service -Transport & Highways
Emissions standards for buses	Go Ahead now has relatively modern fleet. Improvements being pursued in Newcastle should have some knock on improvements in Gateshead.	Bus operator capital investment programmes	Throughout 2006-11  Lead service -Transport & Highways, and Gateshead Strategic Partnership
Enforcing idling engines legislation	Unlikely to be a major issue	N/A	N/A
Delivery times outside peak hour	Unlikely to be major issue.	N/A	N/A
Route enforcement for HGVs	Tyne and Wear Freight Quality Partnership may investigate in the future as part of its remit. FQP has developed maps (paper and online) to provide information to haulage companies about recommended routes, restrictions and facilities.	N/A	N/A
Taxis – use licensing system to improve emissions	The Council has brought in an age policy for Hackney Carriages and Private Hire Vehicles. This will have the added bonus of reducing emissions.	N/A	Implemented from 17/07/07  Lead service – Environmental Health
Use of low emission delivery vehicles/ times of deliveries	Unlikely to be implemented	N/A	N/A
Target HGVs – freight consolidation (freight node/ hub), encourage use of rail freight	There are plans to implement a hub in Newcastle. This is primarily for Newcastle shops however may have knock-on benefits to shops in Gateshead. It may also have some impact on HGV/LGV through traffic in Gateshead. No current plans for a hub in Gtshd.	N/A	May be in operation in 2010/11.  Lead service -Transport & Highways



Low Emission Zone	Not currently under consideration.	N/A	N/A
Speed restrictions	Speed limits in place on roads around town centre	LTP block funded programme	Over the 4 remaining years of LTP2. Lead service -Transport & Highways
Better Traffic Light Signal Coordination (SCOOT)	As an outcome from the TIF study an urban traffic and management control (UTMC) project is underway. This will implement a central traffic management facility with automated and manual intervention to improve travel time reliability and travel information. Traffic signals are a key element of UTMC. Phase 1 (Vision and technical specification) completed. Phase 2 (supply of system and setting up central Tyne and Wear management centre) underway.	Congestion reduction reward funding, LTP block funding, developer contributions. Anticipated costs: £250,000 capital and £250,000 annual revenue costs.	2008 onwards. Phase 1 completed. Phase 2 completion likely early 2011/12. Currently tendering for supply of system.  Lead services -Transport & Highways, Tyne & Wear transport partners, Newcastle City Council contractor through role as lead authority for T&W LTP.
Vehicle Ban in Town Centre	Not to be implemented	N/A	N/A
Roadside Emissions Testing	Not to be implemented	N/A	N/A

**Theme 3: PROMOTION AND PROVISION OF ALTERNATIVES**

<b>Option</b>	<b>Status of measure</b>	<b>Funding available</b>	<b>Timescale for implementation</b>
Express commuter buses	Implementation of express routes would depend upon bus companies – limited number currently in existence	LTP funding available for improvements to bus routes. Costs of service provision would need to be borne by the operators	Throughout LTP2  Lead service - Transport & Highways
Trams	Not to be implemented	N/A	N/A
Guided Buses	No current proposals	N/A	N/A
Park and Ride	To be implemented through both bus and metro. Funding bid (outlined above) includes P&R sites at Follingsby and Watergate Park.	Major scheme funding bid submitted to DfT in 2010, awaiting programme entry.	2008-2014  Lead service - Transport & Highways
Promotion of Cycling	To be implemented through cycle strategy. Ongoing implementation through annual LTP programme	LTP block funding	Over the five years of LTP2  Lead service - Transport & Highways
Annual Travel Card Discount	To be implemented by Nexus. Also introduced for Council employees	Council scheme is self funding. Costs of travel cards are recovered from staff salary deductions.	Ongoing Lead service - Transport & Highways
Quality Bus Contracts	Investigation underway. Potential major cost issues. Local Transport Act measures seek to simplify process for implementing quality contracts	N/A	Unknown if partners will pursue this course of action as yet
Travel Plans for businesses/schools	Programme of school travel plans in progress. Council travel plan in place for 5 years. TIF outcome resulted in implementation of Tyne and Wear Smarter Choices team.	Travel plan and school travel plan coordinators employed by Council. Major resource issues in extending coverage significantly. Commitment to fund part time travel plan co-ordinator for Baltic Business Quarter. Developer contributions can sometimes be secured for sustainable transport initiatives	Ongoing Lead service - Transport & Highways
Increase Pedestrian Areas	Trinity Square redevelopment is likely to include predominantly pedestrian areas within the site. Major upgrading of West Street proposed.	No significant further pedestrianisation likely in the short term other than Trinity Square redevelopment.	Unclear at this stage as depends on RDS. Lead service - Environmental Strategy, and Transport & Highways

Car Sharing Scheme and Vehicle Pool Scheme for Council employees	Being promoted within the Council. Vehicle Pool Scheme currently tendering for vehicles/services	Extension of vehicle pool scheme would be subject to funding of purchase of vehicles and ongoing operating costs	Ongoing Travel Plan. Lead service - Transport & Highways
Use of car parking charges to encourage alternatives	UDP policy for charges in centres approved. Charges for Civic Centre parking under consideration. Key issues re: new car park as part of town centre redevelopment		Ongoing Lead service - Transport & Highways
Home Zones	Unlikely to have major impact on town centre	N/A	N/A
Subsidise public transport	Significant subsidy already in place through ITA, principally concessionary fares. Major increase in subsidy unlikely in absence of new source of funding	None at present	Free concessionary travel for older people on bus and Metro Lead service - Transport & Highways, and Nexus
Create extra capacity on trains/ metro/ buses	This is principally a commercial operation consideration. Nexus review of secured services network currently out to consultation.		Throughout LTP2. Lead service - Transport & Highways
Flexible work times/school hours/ home working	Within council already implemented; externally may be implemented as part of travel plan initiatives by employers	N/A	Ongoing Lead service - Transport & Highways
More use of river transport	Not to be implemented – River Bus study showed unlikely to be viable	N/A	N/A

**Theme 4: INFORMATION AND EDUCATION**

<b>Option</b>	<b>Status of measure</b>	<b>Funding available</b>	<b>Timescale for implementation</b>
Provision of real time information at bus stops	Limited real time information operational in Coatsworth Road area and on QuayLink. Major delays to roll out due to technical and operational problems. Plan to include in future phase of UTMC project.	Nexus funded initiative	Over the time period of LTP2 Lead service - Transport & Highways, working in partnership with Nexus
Target schools & parents with info campaigns	School travel plan officers, Tyne and Wear Smarter Choices team and Be Air Aware campaign all work with schools on this issue.	See also section on travel plans under Theme 3	See Travel Plans under Theme 3. Lead service - Transport & Highways
Target businesses (in conjunction with Travel Plans)	Travel plan officer works with businesses, mainly through development control process to develop travel plans (see above). Tyne and Wear Smarter Choices team are piloting an employer based personal travel planning exercise in Tyne and Wear during 2010/11.	See Section on travel plans under Theme 3	See Section on travel plans under Theme 3  Lead service - Transport & Highways
Health promotion	To be implemented as part of health promotion programmes already underway in Gateshead		Ongoing - Community Based Services, and Health & Social Care Partnership
One off events (e.g. in town without my car)	Bike Week and Public Transport exhibitions held in Council premises annually	Small cost within existing budgets. No ongoing funding currently identified	Ongoing Lead service - Transport & Highways
Intelligent Transport Systems (UTMC)	See Traffic Signals improvements outlined above. Gateshead was a case study site for the EPSRC funded Message project lead by Newcastle University. This trialled low cost air quality sensors, mesh technology and e-science. Now concluded but ongoing liaison including support for research continues with University	Funding for UTMC available for approximately 4 years through congestion reduction reward funding. Longer term revenue funding to be determined. Engineering and Physical Sciences Research Council (EPSRC) funding was available for Message project.	Throughout 2006-2014  Lead service - Transport & Highways
Education regarding safety on public transport	LTP is committed to improve actual and perceived levels of security through proactive use of more staffing and CCTV	Nexus funded initiative	Over the time period of LTP2 Lead service - Transport & Highways in partnership with Nexus

Information about car parking on VMS	Initial system in place in Quays area. Potential to extend to town centre. Existing system to be incorporated into UTMC Phase 2. Options to expand will be reviewed as part of Phase 3	Extension of the variable message system would be subject to resources being available to fund the infrastructure and the ongoing costs of monitoring and maintenance. See above for UTMC funding. Further funding opportunities may be sought through development control process.	Throughout 2006-14+  Lead service - Transport and Highways
Target Developers	Travel Plans routinely required for all major developments. Developers who have to create a Travel Plan are required to provide information to end-users.	Funded through developments	
Provision of information on 'High Pollution Days'	Air quality data identified as component of UTMC project.	See UTMC above	
Production of newsletters and posters	Cycle North East literature produced by Gateshead on behalf of Tyne & Wear partners. Literature provided for Council employees on sustainable travel in paper Council internet and Intranet formats. Tyne and Wear Smarter choice team and Be Air Aware campaign produces marketing and promotional material and activities including traditional media and internet (social networking). School travel and road safety material also produced.	LTP2 and Tyne and Wear Congestion Reward Funding	

**Theme 5: PLANNING**

<b>Option</b>	<b>Status of measure</b>	<b>Funding available</b>	<b>Timescale for implementation</b>
Include cycle facilities in new developments	Ongoing – Council has adopted cycling strategy, and considered within UDP. Also encouraged through development control process.	From developers through Section 106 agreements; some LTP funding	On-going  Lead service - Transport & Highways, and Development Control
Consideration of the location of essential services, housing, employment	As in emerging UDP. Individual allocations e.g. housing around issues of sustainability and accessibility. Regeneration Delivery Strategy will examine location of uses within the town centre with the aim of delivering a vibrant mixed use centre	No funding required	On going  Lead services - Planning & Environmental Strategy, and Development Control
More trees in the Town Centre	General policy – ENV 44 relates to protection of existing trees. Regeneration Delivery Strategy will make recommendations on soft landscaping within the town centre and how such improvements can be secured through new development	N/A	N/A  Lead Services - Development Control, and Planning & Environmental Strategy
Strengthen joint working between local authorities	T&W policy officer group – to include air quality subgroup. City Region officers transport group in place	No funding required	On-going Lead Services - Transport & Highways and Environmental Health
Local Development Frameworks need to identify AQMAs	To be implemented	No funding required	Through timescale of the development of Local Development Frameworks - Planning & Environmental Strategy
Encourage mixed use developments	Already being implemented – town centre redevelopment currently looking at mixed use	No funding required	On going  Lead Service - Planning and Environmental Strategy
Undertake air quality assessments of relevant new developments	NSCA guidance update considered at pre-application stage and for applications. Possible incorporation into LDF	Developers to fund air quality assessments where required	On going  Lead Service - Development Control

Supplementary Planning Guidance for Tyne and Wear	Not included in RSS. Will consult with N.E. Assembly and G.O.N.E.	N/A	N/A Lead Service - Planning and Environmental Strategy
Use of a protocol for planning applications – Air Quality to be a material consideration in applications	To be considered for implementation	N/A	Consideration by April 2007  Lead Services - Development Control, and Environmental Health