



Pendle Borough Council

Air Quality Action Plan

In fulfilment of Part IV of the Environment Act 1995

Local Air Quality Management

January 2024

Pendle Borough Council

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Executive Summary

This Air Quality Action Plan (AQAP) has been produced as part of our statutory duties required by the Local Air Quality Management framework. It outlines the action we will take to improve air quality in Pendle Borough Council between 1st January 2024 - 31st December 2027.

This action plan replaces the previous action plan which ran from 2015 to 2020.

The air quality across Pendle Borough Council has improved since the publication of the 2015 AQAP. The National Objective for NO₂ levels has been within the 10% of the exceedance levels within the AQMA since 2020. Similarly, there have been no exceedances of the Air Quality Objective within the AQMA since 2014. On the continuous basis of this evidence Pendle Borough Council plans to revoke Colne AQMA in 2024.

Projects delivered through the past action plan and ASR include:

- Progress engagement and educational programmes both internally and externally, concerning air quality and improvements around behavioural change.
- Complete the air quality monitoring programme measures- to ensure satisfactory air quality monitoring data and evidence base is available to allow effective management of air quality.
- Require Air Quality Assessments to be undertaken on all relevant planning applications, including the provision of electric vehicle charging points and car parking.
- Require mitigation measures where appropriate on planning applications.
- Pendle Borough Council has also declared a Climate Emergency, with many actions to reduce carbon emissions towards the goal of net-zero by 2030, impacting on the improvement of air quality.
- Review revoking of AQMA based upon analysis assessment of past results for NO_x which has not been in exceedance since 2014.

- Improvements to existing transport infrastructure, changes to road layouts and operation around North Valley Road within the AQMA and Burnley Road in Brierfield. To reduce congestion and associated vehicle emissions in collaboration with Lancashire County Council Highways.
- Encouragement of Pendle employees, businesses and public to use greener sustainable and alternative modes of transport by improving accessibility and locations of EV charging stations across the Borough. Promotion of public transport, alternative forms of travel and the new Pendle cycle way.
- Conducting regulatory inspection and enforcement of Pendle Borough Council's permitted premises under the Environmental Permitting Regulations to control emissions from commercial premises.
- Other statutory measures, targeting enforcement to control air pollution of burning in both commercial and domestic settings.
- Continue to work with and in collaboration with other partners and stakeholders such as Lancashire County Council Highways, Public Health Lancashire, other Lancashire based Local Authorities in the development, publication of Lancashire Air Quality information and documentation.
- Education, community and partnership measures leading to increased awareness, to facilitate behaviour change. For example, engagement with Pendle Primary Schools on climate change and community tree planting schemes.
- Promoted "Cycle September", which encourages employees to cycle to work.
- Planted over 4,000 native trees to help combat climate change, support wildlife and improve Pendle's Green Spaces as part of the Council's Climate Action Plan.
- Created funding pot of £25,000 for Schools and community groups in Pendle to help tackle climate change. Successful applicants used the money to plant trees, build raised beds for planting vegetables and install water butts to help with watering.

- Announced a new traffic-free route in Nelson with the introduction of Pendle Water Bridleway, which encourages sustainable alternative modes of transport.

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

The annual health cost to society of the impacts of particulate matter alone in the UK is estimated to be around £16 billion³. Pendle Borough Council is committed to reducing the exposure of people in Pendle Borough Council to poor air quality in order to improve health.

We have developed actions that can be considered under eleven broad topics

- Alternatives to private vehicle use
- Environmental permits
- Freight and delivery management
- Policy guidance and development control
- Promoting low emission plants
- Promoting low emission transport
- Promoting travel alternatives
- Public information
- Transport planning and infrastructure

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

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

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

- Traffic management
- Vehicle fleet efficiency

Our priorities are based on evidence to seek to revoke the Colne AQMA. Due to the levels of NO₂ being below the air quality objectives.

Undertake, produce and publish the Council's Air Quality Status Report (ASR) on the Pendle Borough Council's website once approved by Committee.

To continue to regulate and inspect Pendle Borough Council's permitted processes under the Environmental Permitting Regulations.

Education, community and partnership measures leading to increased awareness, to facilitate behaviour change. Through awareness of car idling outside of schools. With Pendle Borough Council seeking to introduce a Fixed Penalty Notice for idling cars.

Encouragement of Pendle employees, businesses and public to use greener modes of transport by improving accessibility and locations of EV charging stations across the Borough via planning for new developments and car parks. Promotion of public transport, alternative forms of travel.

Continue to work in collaboration with Lancashire County Council Highways and Public Health to look at ways of improving transport infrastructure, changes to road layouts and traffic management operations i.e. Traffic light signal operation to ease congestion.

Other proprieties we will commit to include:

- Targeting enforcement to control air pollution of burning in both commercial and domestic settings.
- To work with and in collaboration with other partners and stakeholders such as Lancashire County Council Highways, Public Health Lancashire, other

Lancashire based Local Authorities in the development, publication of Lancashire Air Quality information and documentation.

- Continue to encourage community tree planting schemes, including across Pendle Council parks.
- Require Air Quality Assessments to be undertaken on all relevant planning applications.
- Progress engagement and educational programmes both internally and externally.
- Consulted the public in July 2023 on options to improve traffic flow and pedestrian areas in Barnoldswick. With future implementation of traffic flow and pedestrian measured.
- Accessible Nelson Scheme aims to reduce traffic congestion in the town centres and unnecessary care journey; improve traffic flow; create better pedestrian and cycle links and improve interchange, as well as linking into other programmes such as levelling up fund.

In this AQAP we outline how we plan to effectively tackle air quality issues within our control. However, we recognise that there are a large number of air quality policy areas that are outside of our influence (such as vehicle emissions standards agreed in Europe), but for which we may have useful evidence, and so we will continue to work with regional and central government on policies and issues beyond Pendle Borough Council's direct influence.

Responsibilities and Commitment

This AQAP was prepared by the Housing, and Environmental Health Services of Pendle Borough Council with the support and agreement of the following officers and departments:

A handwritten signature in black ink, appearing to read 'M. Duck', is centered within a light blue rectangular box.

Mr Michael Duck Commercial Team Leader

Whilst approval from by relevant parties has not been achieved due to time constraints and reso in preparing the AQAP. Pendle Borough Council will plan to consult with Lancashire County Council and other partners in the future.

This AQAP has not been signed off by a Director of Public Health.

This AQAP will be subject to an annual review, appraisal of progress. Progress each year will be reported in the Annual Status Reports (ASRs) produced by Pendle Borough Council, as part of our statutory Local Air Quality Management duties. That is approved annually by Committee.

If you have any comments on this AQAP please send them to Michael Duck at:

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Table of Contents

Executive Summary i

 Responsibilities and Commitmentv

Introduction..... 1

Summary of Current Air Quality in Pendle Borough Council 2

 1.1 Location and Context 2

 2.1 Summary of Current Air Quality in Pendle Borough Council 3

2.2 General Air Quality Trends in Pendle 7

3 Pendle Borough Council’s Air Quality Priorities 9

 3.1 Public Health Context 9

 3.2 Planning and Policy Context10

 3.3 Source Apportionment17

 3.4 Required Reduction in Emissions17

 3.5 Key Priorities.....17

4 Development and Implementation of Pendle Borough Council AQAP 19

 4.1 Consultation and Stakeholder Engagement19

 4.2 Steering Group20

5.0AQAP Measures..... 20

Appendix B: Reasons for Not Pursuing Action Plan Measures 86

Glossary of Terms 89

References 91

List of Tables

Table 2.1 – Declared Air Quality Management Areas.....	5
Table 2.2 Annual Mean NO ₂ Monitoring Results from Colne AQMA.....	7
Table 4.1 – Consultation Undertaken	19
Table 5.1 – Air Quality Action Plan Measures	66
Table 5.2 Action Plan Measures Not Pursued and the Reason for the Decision	86

List of Figures

Figure 1 Pendle Borough Council, comprehensive monitoring network of NO ₂ monitoring sites with 50 passive diffusion tube locations.....	3
Figure 2: Map of non-automatic monitoring site in Colne AQMA.....	6
Figure 3: Showing the current protected route of the A56 Colne to Foulridge bypass.	16
Figure 4: Changes proposed at Clayton Street Junction	26
Figure 5: Changes proposed at Forest Street	27
Figure 6: Changes at North Street/Scotland Road	28
Figure 7: Changes at Leeds Road Roundabout	29
Figure 8: Changes proposed at Broadway and Holme Street Junction	30
Figure 9: Changes proposed at Broadway/Railway Street Junction	31
Figure 10: Changes to Broadway associated with new Pendle Rise Development ...	31
Figure 11: Changes proposed to Broadway/Manchester Road Roundabout.....	32
Figure 12: New Scotland Road/Leeds and Liverpool Canal	33
Figure 13: New Scotland Road- existing situation	34
Figure 14: New Scotland Road- visualisation	34

Figure 15: New Scotland Road/Leeds Road Junction35

Figure 16: New Scotland Road/Leeds Road Junction- existing situation.....36

Figure 17: New Scotland Road/Leeds Road- visualisation36

Figure 18: Sagar Street and Holme Street junction37

Figure 19:Broadway/Railway Street38

Figure 20: Broadway/Railway Street- existing situation39

Figure 21: Broadway/Railway Street- visualisation39

Figure 22: Manchester Road Junction40

Introduction

This report outlines the actions that Pendle Borough Council will deliver between 1st January 2024 - 31st December 2027. In order to reduce concentrations of air pollutants and exposure to air pollution; thereby positively impacting on the health and quality of life of residents and visitors to the Pendle Borough Council's administrative area.

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

This Plan will be reviewed every three years at the latest and progress on measures set out within this Plan will be reported on annually within Pendle Borough Council's air quality ASR.

Summary of Current Air Quality in Pendle Borough Council

Please refer to the latest ASR from Pendle Borough Council

1.1 Location and Context

Pendle Borough Council is located in the East of Lancashire bordering with Yorkshire and the Pennine's.

Pendle Borough Council is directly connected to the motorway network of the M65 at junctions 12 (Brierfield/Nelson), 13 (Nelson/Barrowford) and 14 (Colne) running through the Borough. The end of the M65 is the gateway to Yorkshire, linking Lancashire with Yorkshire with Skipton to the Northeast, Keighly to the East and Hebden Bridge in the Southeast.

Census 2021⁴ shows in Pendle the population has increased by 7.1% from around 89,500 in 2011 to 95,800 in 2021. There has also been an increase of 19.9% in people aged 65 years and over, an increase of 2.2% in people aged 15 to 64 years and an increase of 12.3% in children aged under 15.

The Borough is a mixture of rural settings and towns, with the main urban areas being Nelson, Colne, Brierfield, Barrowford and Barnoldswick.

⁴ Census 2021: <https://www.ons.gov.uk/visualisations/censuspopulationchange/>

2.1 Summary of Current Air Quality in Pendle Borough Council

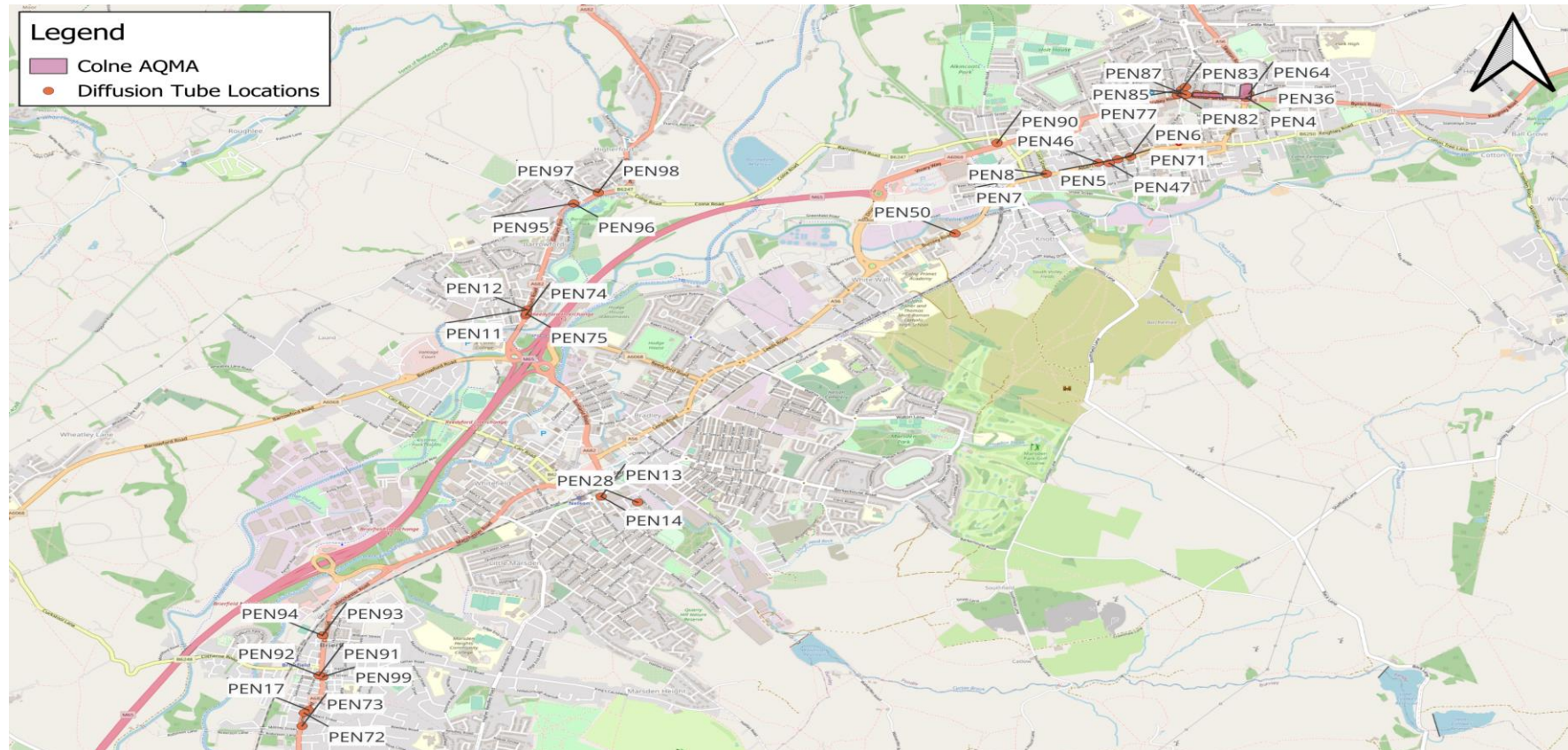


Figure 1 Pendle Borough Council, comprehensive monitoring network of NO₂ monitoring sites with 50 passive diffusion tube locations

No exceedances of NO₂ objectives were identified in Pendle Borough Council for 2022. Long term monitoring data shows a noticeable reduction in NO₂ levels over time, particularly at roadside sites.

Pendle Borough Council has one AQMA known as 'Colne AQMA' with the designated area incorporating Windsor Street, Colne and Skipton Road, Colne between the junction with Windsor, Street/Byron Road and Temple Street/Oak Street. The AQMA was declared on 10th March 2011, following the exceedance of the annual mean for NO₂ against the annual Air Quality Objective (AQO) resulting in the AQMA. Figure 2: More recently, monitoring results in the Colne AQMA have been considerably below the AQA for NO_x, as such, there is an intention to revoke the AQMA. Table 2.1 on the next page sets out information as submitted to Defra on Declaring the declaration of the AQMA.

Table 2.1 – Declared Air Quality Management Areas

AQMA Name	Date of Declaration	Pollutants and Air Quality Objectives	One Line Description	Is air quality in the AQMA influenced by roads controlled by Highways England?	Level of Exceedance: Declaration	Level of Exceedance: Current Year	Number of Years Compliant with Air Quality Objective	Name and Date of AQAP Publication	Web Link to AQAP
Colne AQMA	10 th March 2011	NO ₂ Annual Mean	Area incorporating Windsor St, and Skipton Rd, Colne, between the junctions of Windsor St, Byron St and Temple St / Oak St	NO	40.1 µg/m ³	31.9 µg/m ³ (PEN84)	5 years	Colne AQMA Air Quality Action Plan, Pendle Borough Council August 2015	https://www.pendle.gov.uk/download/meetings/id/17983/item_13_colne_air_quality_action_plan_appendix_1

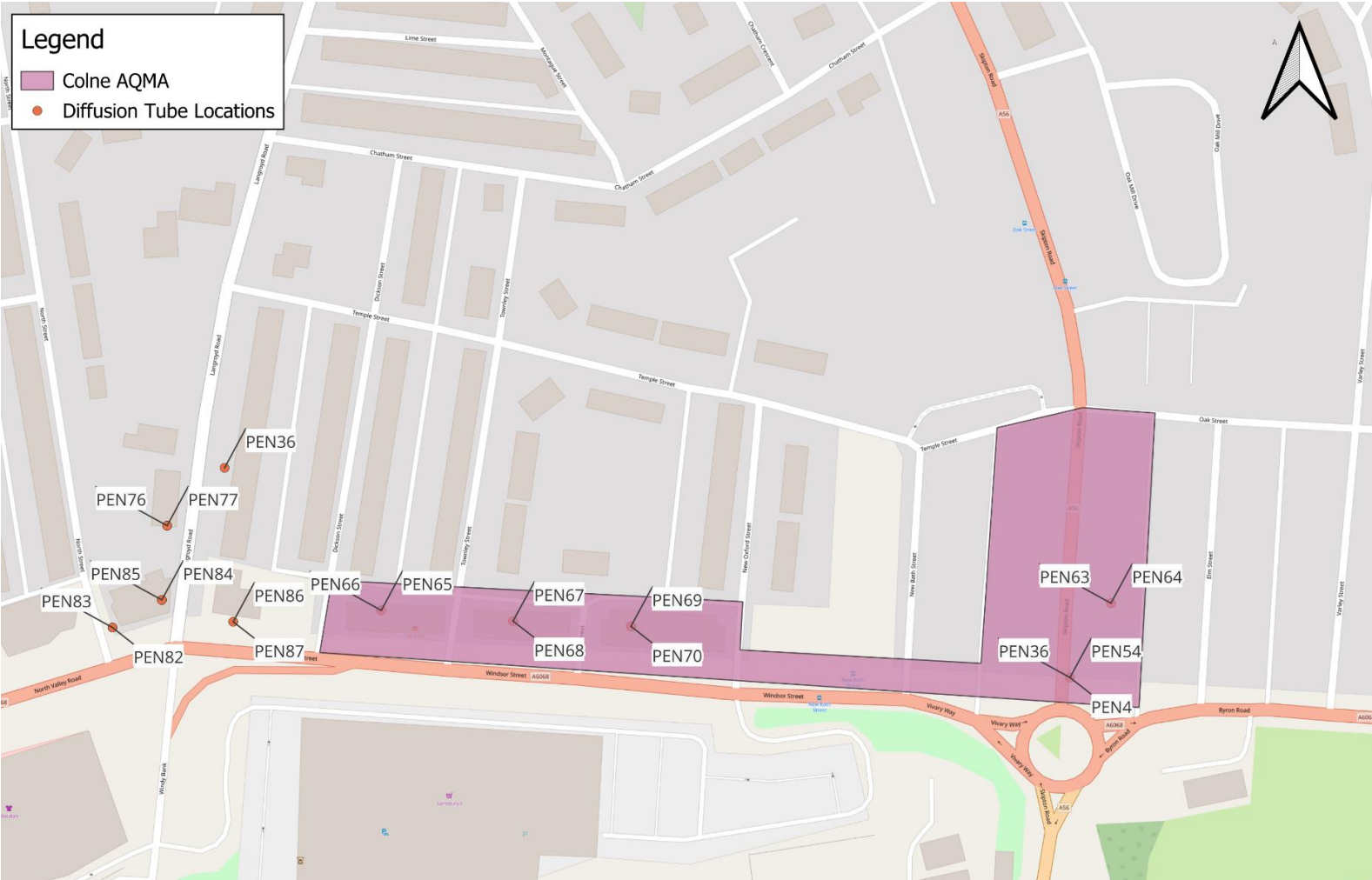


Figure 2: Map of non-automatic monitoring site in Colne AQMA

2.2 General Air Quality Trends in Pendle

The Annual Status Report (2023) shows that during 2022, all passive monitoring sites reported compliance against the annual mean Air Quality Standard (AQS) objective for NO_x (below 40 µg/m³). In fact there has not been an exceedance of the AQS since 2017 and not within the AQMA since 2014.

This is the fifth consecutive year that there has been full compliance across all passive monitoring locations across Pendle. The impact of Covid-19 in 2020 caused a reduction in NO₂ passive monitoring concentrations, due to Government restrictions on travel and disruption of traffic volumes.

Table 2.2 Annual Mean NO₂ Monitoring Results from Colne AQMA

Site ID	2015	2016	2017	2018	2019	2020	2021	2022
PEN3/4/54	32	35.1	33.7	32.6	28.3	22.1	24.4	23.9
PEN36	30.7	33.1	28.6	29.3	30.2	20.9	24.4	25.5
PEN63	27.7	31.6	29.4	28.1	27.1	18.4	19	21.5

Pendle Borough Council Air Quality Action Plan – January 2024

Pendle Borough Council

PEN64	27.7	31.6	29.4	28.1	27.1	20.2	20	21.7
PEN65	35.4	37	39.9	30.5	29.9	18.3	23	26
PEN66	35.4	37	39.9	30.5	29.9	21	29.5	25.6
PEN67	33.7	37.1	35.8	32	32.8	23.9	28	26
PEN68	33.7	37.1	35.8	32	32.8	25.5	27.1	26.2
PEN69	33.3	36.2	33.2	29.3	29.8	21.9	25.6	24.1
PEN70	33.3	36.2	33.2	29.3	29.8	22.2	25.2	22.1

The above table shows non-automatic monitoring for the annual mean NO_x, representing a decreasing trend at Colne AQMA. With all sites below the AQS objective. The 2023 ASR (2022 data) provided a recommendation to revoke the Colne AQMA, following three consecutive years of annual mean NO_x concentrations being lower than 36 µg/m³ (i.e. within 10% of the annual mean NO_x objective).

Site ID	2015	2016	2017	2018	2019	2020	2021	2022
PEN3/4/54	32	35.1	33.7	32.6	28.3	22.1	24.4	23.9
PEN36	30.7	33.1	28.6	29.3	30.2	20.9	24.4	25.5
PEN63	27.7	31.6	29.4	28.1	27.1	18.4	19	21.5
PEN64	27.7	31.6	29.4	28.1	27.1	20.2	20	21.7
PEN65	35.4	37	39.9	30.5	29.9	18.3	23	26

Pendle Borough Council Air Quality Action Plan – January 2024

Pendle Borough Council

PEN66	35.4	37	39.9	30.5	29.9	21	29.5	25.6
PEN67	33.7	37.1	35.8	32	32.8	23.9	28	26
PEN68	33.7	37.1	35.8	32	32.8	25.5	27.1	26.2
PEN69	33.3	36.2	33.2	29.3	29.8	21.9	25.6	24.1
PEN70	33.3	36.2	33.2	29.3	29.8	22.2	25.2	22.1

Pendle Borough Council Air Quality Action Plan – January 2024

3 Pendle Borough Council's Air Quality Priorities

3.1 Public Health Context

Air pollution is associated with several adverse health impacts. It is recognised as a contributing factor in the onset of heart disease and cancer. Additionally, air pollution particularly affects the most vulnerable in society; children, the elderly, and those with existing heart and lung conditions. There is also a strong correlation with equalities issues because areas with poor air quality are also often less affluent areas ^{5 6}.

⁵ Public Health England. Air Quality: A Briefing for Directors of Public Health. 2017

⁶ Defra. Air quality and social deprivation in the UK: an environmental inequalities analysis, 2006

The mortality burden of air pollution within the UK is equivalent to 29,000 to 43,000 deaths at typical ages⁷, with a total estimated health care cost to the NHS and social care of £157 million in 2017⁸.

Air pollution is associated with several adverse health impacts. Some individuals such as those with pre-existing respiratory or cardiovascular disease are particularly susceptible, but the effects of air pollution can be seen across the population. The mortality burden of air pollution in England is estimated to be between 26,000 and 38,000 a year, but in addition many people suffer avoidable chronic ill health as a result of it⁹.

⁷ Defra. Air quality appraisal: damage cost guidance, January 2023.

⁸ Public Health England. Estimation of costs to the NHS and social care due to the health impacts of air pollution: summary report, May 2018.

⁹ Chief Medical Officer's Annual Report 2022: <https://www.gov.uk/government/publications/chief-medical-officers-annual-report-2022-air-pollution>

Publication of the UK Health Security Agency Public Health Outcomes Framework sets out information and evidence on the impact of air quality on Pendle residents. Based upon the fraction of mortality attributable to particulate air pollution. The 2021 results show that mortality rate in Pendle was 4.4% that was lower than both North West Regional value (5.3%) and the England value of 5.5%¹⁰.

3.2 Planning and Policy Context

The National Planning Policy Framework (NPPF) was updated in September 2023. The NPPF sets policies for planning in England, by the Government that local

¹⁰ <https://fingertips.phe.org.uk/profile/public-health-outcomes-framework/data#page/1/gid/1000043/ati/301/iid/93861/age/230/sex/4/cat/-1/ctp/-1/yr/1/cid/4/tbm/1>

authorities need to consider in preparation of local plans and determining applications. The NPFF state several points for promoting sustainable transport:

- 105- The planning system should actively manages patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through the need to limit travel and offering a genuine choice of transport modes. This can help reduction in congestion, emissions and improve air quality as well as public health. Opportunities to maximise sustainable transport solutions which will vary between urban and rural areas, should take into account in both planning and decision-making processes.

- 106- Planning policies should:
 - a) Support an appropriate mix of users across an area, and within larger scale sites, to minimise the number and length of journeys needed for employment, shopping, leisure, education and other activities.

Pendle Borough Council Air Quality Action Plan – January 2024

- b) Be prepared with the active involvement of local highways authorities, other transport infrastructure providers and operators and neighbouring councils, so that strategies and investments for supporting sustainable transport and development patterns are aligned.
- c) Identify and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice and realise opportunities for large scale development.
- d) Provide for attractive and well-designed walking and cycling networks with supporting facilities such as secure cycle parking (drawing on Local Cycling and Walking Infrastructure Plans).
- e) Provide for large scale transport facilities that need to be located in the area, infrastructure and wider development required to support their operation, expansion and contribution to the wider economy. Taking into account whether such development is likely to be a national significant infrastructure project and any relevant national policy statements.

- 107- In setting local parking standards for residential and non-residential development, policies should take into account:
 - a) The accessibility of the development.
 - b) The type, mix and use of developments.
 - c) The availability of and opportunities for public transport.
 - d) Local car ownership levels; and
 - e) The need to ensure an adequate provision of spaces for charging plug in and other ultra-low emission vehicles.

Lancashire County Council Highways and Transport Strategy 2023-2025¹¹, focus will be on developing better links, and improving journey times and reliability, between

¹¹ <https://www.lancashire.gov.uk/council/strategies-policies-plans/corporate/highways-and-transport-strategy-2023-2025/>

areas of economic opportunity and their workforce, with the provision of sustainable forms of travel a priority. Encouraging people to get out of the car for journeys that can be taken by cleaner, healthier, more inclusive and more cost-effective ways to travel, will sit across all our transport and travel activities. By doing so we aim to improve the quality of life for others using or experiencing the effects of transport.

The core priorities set the framework of activities during this period that include:

- Highways asset management-
 - Reduce the carbon footprint of our highway's maintenance activities.
- Public transport and active travel-
 - Deliver sustainable travel choices that are accessible, inclusive, affordable for all.
 - Support bus and rail services and encourage opportunities to use different forms of transport for single journeys with improved interchanges and better inter urban and rural connectivity.
 - Reduce the need to travel by car particularly for shorter journeys.

Pendle Borough Council Air Quality Action Plan – January 2024

- Deliver bus priority and other service improvements to make public transport the preferred choice in Lancashire.
- Improve the rail travel offer across Lancashire through the improvement of services and network infrastructure.
- Put walking and cycling at the forefront of our local transport planning and bus travel for longer local journeys.

The Lancashire County Council Highways and Transport Strategy (Strategy) 2023-2025, recognises that recognises the need of funding opportunities to deliver support for Lancashire's growth and development, with targeted interventions in key location to tackle challenges including-

- East-west connectivity by both rail and road across the county through Pennine Lancashire, and strategic connections with West Yorkshire and beyond hampered by the long-standing congestion pinch point at Colne and no direct rail connection.

Pendle Borough Council Air Quality Action Plan – January 2024

Pendle Borough Council

- North-south connectivity affecting travel choices and journey time reliability between Pennine Lancashire and Greater Manchester.
- Improving travel choices generally between our towns and cities, including the development of an inter-urban 'superbus' network.

The strategy identifies that the current situation is that- "Cycling and walking continue to grow in popularity, representing a positive change in road usage from the pandemic. Whilst the number of licensed motor vehicles continues to rise ultra-low emission vehicles account for a significant and increasing proportion of new vehicles.

Pendle Borough Council Air Quality Action Plan – January 2024

Lancashire County Council's East Lancashire Transport and Masterplan

(Masterplan)¹² identifies several emerging priorities to work towards:

- Sustainable travel to become the choice wherever possible, even in rural areas.
- Active travel to be encouraged and supported, making walking, and cycling safe and easy choices for local journeys.
- Public realm improvements that support both new developments and existing communities and enhance the appearance and safety of sustainable travel routes.
- Visitors to find the area attractive and easy to travel around without a car.

¹² <https://www.lancashire.gov.uk/council/strategies-policies-plans/roads-parking-and-travel/highways-and-transport-masterplans/east-lancashire-highways-and-transport-masterplan/east-lancashire-masterplan-and-a56-consultation/>

Taking the vision forward the Masterplan is already working towards:

- Nelson to Rawenstall Bus corridor study- Looking at small scale infrastructure and system improvements will provide the greatest benefit along the Nelson to Rawtenstall bus corridor, particularly for the Nelson- Manchester (X43) bus service. This is the first stage in improving journey times and reliability to enhance public transport between town centres, extending opportunities for people to access employment, education and training in Manchester.
- North Valley Corridor improvements, Colne- A Route Management Strategy along the North Valley Corridor is being developed to improve traffic flow, reduce accidents and improve both pedestrian and cycle facilities.
Improvements that could come forward include:
 - Modernisation on the Pelican crossings on Vivary Way, North Valley Road, Byron Road and the pedestrian facilities at the Hanover Street signals.

Pendle Borough Council Air Quality Action Plan – January 2024

- Potential reconfiguration of existing junctions.
 - The removal of unnecessary/unfit street furniture, signs and the provision of new signing where needed.
 - Further fine tuning and optimisation of the traffic signal control systems, including accessing the feasibility of continuous journey time monitoring to subsequently traffic signal optimisation.
-
- With other scheme including- A56 Colne to Foulridge bypass, through Transport for Lancashire (TfL, development pool). The A6068 passes through the North Valley area of Colne, carries traffic of around 25,000 vehicles per day including over 1,300 heavy goods vehicles. Not surprisingly, this causes severe problems with congestion and delays, throughout much of the day. In peak hours, the congestion is among the worst in Lancashire. With the standing traffic affecting air quality resulting in the AQMA.

The A56 village bypasses is a long-standing proposal which would see a bypass built from the end of the M65 to A56 north of Kelbrook/Earby. This scheme has not attracted funding and would also preclude any further re-opening of the Colne to Skipton Railway line.

The M65 to Yorkshire Corridor study was commissioned by Lancashire County Council to investigate whether a bypass was still the most appropriate solution, both to Coln's current congestion and to accommodate development proposals. On evidence available, the study concluded that a bypass was likely to be needed and the most cost-effective route of a shortened version of the currently protected scheme. This would run from a new junction between 13 and 14 on the M65 to a point on the A56 just north of Foulridge. Whilst, also not stopping the re-opening of the Colne to Skipton railway at some point in the future.

The results of the study were published as part of the consultation of the Masterplan. With a view of finding out what partners, East Lancashire's residents and businesses thought of the possible changes to the bypass scheme. The consultation response confirmed the support to undertake the next stage of the work, giving evidence to draw up detailed design proposals to what could ultimately be done along North Valley to increase capacity in the absence of a bypass. As well as detailed consideration of all possible routes for an A65 Colne to Foulridge bypass. Once this work has been completed consultation will take place on the final proposals.



Figure 3: Showing the current protected route of the A56 Colne to Foulridge bypass.

Rail connections-

- Colne is relatively isolated. The branch from Rose Grove to Colne is single track and this reduces timetable reliability and flexibility. The Colne branch also does not have a direct service line to Manchester.
- Sections of the East Lancashire Railway network currently being electrified including Rose Grove to Colne.
- There is long standing aspiration, which has considerable local support, to reopen the railway line between Colne and Skipton. Passenger service on the line withdrawn in January 1970, and the track was subsequently lifted. With the track bed remaining more or less intact and intact and could be reinstated. Colne is served by one train an hour which runs on the East Lancashire Line to Preston and Blackpool South. Skipton, on the other hand, is on the

Pendle Borough Council Air Quality Action Plan – January 2024

Airedale Line and is served by frequent electric trains that reach Leeds in around 40 minutes. The missing link could potentially give a faster connection between East Lancashire and Leeds. A group of local stakeholders (Skipton-East Lancashire Rail Action Partnership) has raised the profile of this potential reopening and has recently commissioned consultants to develop an initial business case.

3.3 Source Apportionment

The AQAP measures presented in this report are intended to be targeted towards the predominant sources of emissions within Pendle Borough Council's area.

A source apportionment exercise has not been conducted by Pendle Borough Council, however the AQMA was declared for exceeding NO₂ in 2011.

3.4 Required Reduction in Emissions

Pendle Borough Council is no longer in exceedances of the Air Quality Objective within the AQMA since 2014. With the National Objective for NO₂ levels has been within the 10% of the exceedance levels within the AQMA since 2020. Therefore, the required reduction in emissions has not been calculated.

3.5 Key Priorities

The key priorities for Pendle Borough Council are as follows:

- Priority 1 – Consultation with residents, businesses and neighbouring local authorities that Pendle Borough Council plans to revoke Colne AQMA. Due to the levels of NO₂ being below the air quality objectives.
- Priority 2 - Undertake, produce and publish the Council's Air Quality Status Report (ASR) on the Pendle Borough Council's website once approved by Committee.

Pendle Borough Council Air Quality Action Plan – January 2024

Pendle Borough Council

- Priority 3 - To continue to regulate and inspect Pendle Borough Council's permitted processes under the Environmental Permitting Regulations.
- Priority 4 - Education, community and partnership measures leading to increased awareness, to facilitate behaviour change. Through awareness of car idling outside of schools. With Pendle Borough Council seeking to introduce a Fixed Penalty Notice for idling cars.
- Priority 5- Encouragement of Pendle employees, businesses and public to use greener modes of transport by improving accessibility and locations of EV charging stations across the Borough via planning for new developments and car parks. Promotion of public transport, alternative forms of travel.
- Priority 6- Continue to work in collaboration with Lancashire County Council Highways and Public Health to look at ways of improving transport infrastructure, changes to road layouts and traffic management operations i.e.. Traffic light signal operation to ease congestion.
- Priority 7- Targeting enforcement to control air pollution of burning in both commercial and domestic settings.

Pendle Borough Council Air Quality Action Plan – January 2024

Pendle Borough Council

- Priority 8- Continue to encourage community tree planting schemes, including across Pendle Council parks.
- Priority 9- Require Air Quality Assessments to be undertaken on all relevant planning applications.
- Priority 10- Progress engagement and educational programmes both internally and externally.
- Priority 11- Impementation of Accessible Nelson Scheme to reduce traffic congestion in town and unnecessary car journeys; improve traffic flow, create better pedestrian and cycle links and improve the interchange.
- Priority 12- Following the 2023 public consultation of Barnoldswick's on improve traffic flow and pedestrian areas, to move the scheme forward.

Pendle Borough Council Air Quality Action Plan – January 2024

4 Development and Implementation of Pendle Borough Council AQAP

4.1 Consultation and Stakeholder Engagement

In developing/updating this AQAP, we have not collaborated with other local authorities, agencies, businesses and the local community to improve local air quality. Schedule 11 of the Environment Act 1995 requires local authorities to consult the bodies listed in Table 4.1. In addition, we have undertaken the following stakeholder engagement:

- Website- Publication of ASR.
- Raising awareness of ASR at Committee with Elected Members and once approved publishes on Pendle Borough Council's website.

Pendle Borough Council Air Quality Action Plan – January 2024

Table 4.1 – Consultation Undertaken

Consultee	Consultation Undertaken
The Secretary of State	No
The Environment Agency	No
The highways authority	No
All neighbouring local authorities	No
Other public authorities as appropriate, such as Public Health officials	No
Bodies representing local business interests and other organisations as appropriate	No

4.2 Steering Group

There have been no steering groups due to timescales involved. In the future Pendle Borough Council plans to contact relevant partners and stakeholders.

Pendle Borough Council Air Quality Action Plan – January 2024

5.0AQAP Measures

Pendle Borough Council Air Quality Action Plan – January 2024

Table 5.1 shows the Pendle Borough Councils AQAP measures. It contains:

- a list of the actions that form part of the plan
- the responsible individual and departments/organisations who will deliver this action
- estimated cost of implementing each action (overall cost and cost to the local authority)
- expected benefit in terms of pollutant emission and/or concentration reduction
- the timescale for implementation
- how progress will be monitored

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

Action Plan Proposals for Pendle Borough Council

Pendle Borough Council Air Quality Action Plan – January 2024

A summary of the measures considered for the AQAP is outlined in the following pages, including the likely impact, timescales and feasibility of these proposals.

The proposed AQAP measures have been divided into the following categories, although there is often considerable overlap between some of the categories:

Measure 1: M65 to Yorkshire Relief Road (A56 Village Bypass Scheme)

The Lancashire County Council Highways and Transport Strategy (Strategy) 2023-2025, recognises that recognises the need of funding opportunities to deliver support for Lancashire's growth and development, with targeted interventions in key location to tackle challenges including-

- Highways asset management-
 - Reduce the carbon footprint of our highway's maintenance activities.
- East-west connectivity by road across the county through Pennine Lancashire, and strategic connections with West Yorkshire and beyond hampered by the long-standing congestion pinch point at Colne.

Pendle Borough Council Air Quality Action Plan – January 2024

Lancashire County Council have a longstanding proposal to construct a road between the M65 terminus in Colne and the Lancashire/ North Yorkshire boundary north of Earby. Historically, the A56 Village Bypass was the preferred scheme, as this was considered to likely remove a significant volume of through traffic from Colne and the village of Foulridge, Kelbrook and Earby, thereby benefiting local communities in terms of improved air quality, road safety and reduced noise.

Lancashire County Council LTP improvement plan identified the M65 to Yorkshire Corridor Study and, allocated £150K of funding was allocated for delivery of the detailed feasibility study. Stage 1 (Data Collection and Problem Identification Report). Stage 2 (Option Development, Appraisal and Strategy Report) and Stage 3 (Review of Major Highways Proposals Report) of the study are now complete. The study concluded that there are several options worthy of further consideration to deliver a bypass of Colne and the villages along the A56 in Lancashire, each meeting the objectives leading to air quality improvements:

Pendle Borough Council Air Quality Action Plan – January 2024

Pendle Borough Council

1. Improve journey time reliability for vehicles travelling between the M65 and Yorkshire.
2. Improve air quality in the designated AQMA.
3. Reduce impact of traffic using inappropriate roads
4. Ensure any new transport infrastructure does not have a negative impact on the built environment within Colne and the surrounding villages.
5. Maximise the effectiveness of the public transport network and facilities within the study area.

Lancashire County Council's East Lancashire Transport and Masterplan other scheme A56 Colne to Foulridge bypass, through Transport for Lancashire (TfL, development pool). The A6068 passes through the North Valley area of Colne, carries traffic of around 25,000 vehicles per day including over 1,300 heavy goods vehicles. Not surprisingly, this causes severe problems with congestion and delays,

Pendle Borough Council Air Quality Action Plan – January 2024

throughout much of the day. In peak hours, the congestion is among the worst in Lancashire. With the standing traffic affecting air quality resulting in the AQMA.

The A56 village bypasses is a long-standing proposal which would see a bypass built from the end of the M65 to A56 north of Kelbrook/Earby. The route has been protected by a number of years. This scheme has not attracted funding and would also preclude any further re-opening of the Colne to Skipton Railway line.

The M65 to Yorkshire Corridor study was commissioned by Lancashire County Council to investigate whether a bypass was still the most appropriate solution, both to Coln's current congestion and to accommodate development proposals. On evidence available, the study concluded that a bypass was likely to be needed and the most cost-effective route of a shortened version of the currently protected scheme. This would run from a new junction between 13 and 14 on the M65 to a point on the A56 just north of Foulridge. Whilst, also not stopping the re-opening of the Colne to Skipton railway at some point in the future.

Pendle Borough Council Air Quality Action Plan – January 2024

The results of the study were published as part of the consultation of the Masterplan. With a view of finding out what partners, East Lancashire's residents and businesses thought of the possible changes to the bypass scheme. The consultation response confirmed the support to undertake the next stage of the work, giving evidence to draw up detailed design proposals to what could ultimately be done along North Valley to increase capacity in the absence of a bypass. As well as detailed consideration of all possible routes for an A65 Colne to Foulridge bypass. Once this work has been completed consultation will take place on the final proposals.

Pendle Borough Council will continue to work proactively with Lancashire County Council to facilitate further discussions and if needed studies on the wider economic and environmental benefits to air quality within the Colne AQMA.

Measure 2: Reinstatement of Colne to Skipton Railway Line

Lancashire County Council Highways and Transport Strategy 2023-2025, one of the key priorities is to improve the rail travel offer across Lancashire through the improvement of services and network infrastructure. But they recognise that:

Pendle Borough Council Air Quality Action Plan – January 2024

- the East-west connectivity by rail and road across the county through Pennine Lancashire, and strategic connections with West Yorkshire and beyond by Colne and no direct rail connection.

Lancashire County Council's East Lancashire Transport and Masterplan, revealed that Colne is relatively isolated. The branch from Rose Grove to Colne is single track and this reduces timetable reliability and flexibility. The Colne branch also does not have a direct service line to Manchester.

- Sections of the East Lancashire Railway network currently being electrified including Rose Grove to Colne.
- There is long standing aspiration, which has considerable local support, to reopen the railway line between Colne and Skipton. Passenger service on the line withdrawn in January 1970, and the track was subsequently lifted. With the track bed remaining more or less intact and intact and could be reinstated. Colne is served by one train an hour which runs on the East Lancashire Line to Preston and Blackpool South. Skipton, on the other hand, is on the Airedale

Pendle Borough Council Air Quality Action Plan – January 2024

Line and is served by frequent electric trains that reach Leeds in around 40 minutes. The missing link could potentially give a faster connection between East Lancashire and Leeds. A group of local stakeholders (Skipton-East Lancashire Rail Action Partnership) has raised the profile of this potential reopening and has recently commissioned consultants to develop an initial business case.

There have been long standing aspirations to restore the rail link between Colne and Skipton. Such, additional rail infrastructure would assist in reducing the reliance on the road network, likely reducing traffic flows on the roads passing through Colne AQMA. However, the need for undertaking a feasibility studies and precise impact on air quality is not readily predictable.

A study commissioned by Skipton, East Lancashire Railway Action Partnership (SELRAP) to explore the possible reinstatement of the Skipton-Colne line is underway Phase 1a involved a review of the previous work. Followed by a needs

Pendle Borough Council Air Quality Action Plan – January 2024

assessment and economic appraisal was subsequently completed as part of Phase 1b. The WebTag appraisal, study concluded that for the central case, the Benefit Cost Ratio (BCR) for the scheme is 1.52, assuming a single track option is pursued, which offers better BCR than a double track option, in particular the likely environmental impacts and potential air quality benefits to be gained from such a scheme.

Pendle Borough Council, SELARP and Lancashire County Council will continue further explore the feasibility for the future reinstatement of the Colne-Skipton Railway Line.

Measure 3: Accessibility Nelson Scheme

Pendle Borough Council Air Quality Action Plan – January 2024

Pendle Borough Council are planning to use LUF to in part for the mobility hubs [see measure 35] but also as part of the Accessible Nelson Scheme¹³. Pendle Borough Council is working with Lancashire County Council to make Nelson more accessible to pedestrians, cyclists and traffic. By improving traffic flow into and through Nelson. Introducing a key gateway, introducing better walking and cycling opportunities for sustainable transport.

Accessible Nelson aims to:

- Enhance Nelson's town by reducing traffic congestion and unnecessary car journeys.
- Improve the health and safety and wellbeing of pedestrians and cyclists.
- Improve traffic flow around Nelson for all road users.

¹³ https://www.pendle.gov.uk/info/20028/town_centres/583/accessible_nelson

- Create better safer pedestrian and cycling links.
- Improve interchange and link into other programmes such as the Levelling Up Fund.

As part of the Accessibility Nelson Scheme a number of proposals identified impacting on improvements to air quality and vehicle usage include:

Changes proposed at Clayton Street Junction:

- Removal of pedestrian island on the southern arm to provide a wider carriageway for vehicle, easing vehicle movements through the junction. Increased road space for vehicles provided without compromising space for pedestrians or crossing facilities.



Figure 4: Changes proposed at Clayton Street Junction

Changed proposed at Forest Street:

Pendle Borough Council Air Quality Action Plan – January 2024

Pendle Borough Council

- Additional cycle stands for cycle parking to the north of Forest Street, giving cyclists more options for cycle storage should they wish to visit the area and use the nearby amenities.
- Amended kerblines to provide wider access and egress for larger vehicles to Forest Street. For example, this will make the turns easier for bin lorries and make manoeuvring for all vehicles simpler.
- A new footpath link has been provided between the new shared space in between Scotland Road and New Scotland Road to provide an access point for cycle parking on Scotland Road near Pendle Street. Boosting accessibility for cyclists travelling along the new shared space facility.



Figure 5: Changed proposed at Forest Street

Changes at North Street/Scotland Road:

- Amended kerbline to provide a wider access and egress for larger vehicles at Forest Street. For example, this will help make turns easier for bin lorries and make manoeuvring for all vehicles simpler.

Pendle Borough Council Air Quality Action Plan – January 2024



Figure 6: Changes at North Street/Scotland Road

Changes at Leeds Road Roundabout:

Pendle Borough Council Air Quality Action Plan – January 2024

Pendle Borough Council

- The circulatory of the roundabout has been moved slightly south to improve entry for vehicles on all arms of the roundabout. Impacting on lower vehicle speeds, creating a safer environment.
- A wider approach has been provided on the Eastern arm to provide more capacity for vehicles entering the junction. A two-way approach on the arm will allow more vehicles to pass through the junction effectively at peak times.
- The crossing on the Eastern arm has been set further back to provide increased capacity for vehicles. The crossing facility feature independent pedestrian and cycle spaces to cross boosting accessibility and safety.



Figure 7: Changes at Leeds Road Roundabout

Changes proposed at Broadway and Holme Street Junction:

Pendle Borough Council Air Quality Action Plan – January 2024

Pendle Borough Council

- The circulatory of the roundabout has been moved to improve entry of vehicles on all arms of the roundabout. Lowering vehicle speeds and creating a safer environment.
- A wider approach has been provided to the northern and western arms to provide increased capacity for vehicles. Allowing more vehicles to pass through the junction effectively at peak times.
- The pedestrian crossing point has been moved west to a safer location. Allowing for increased vehicle capacity at the roundabout.

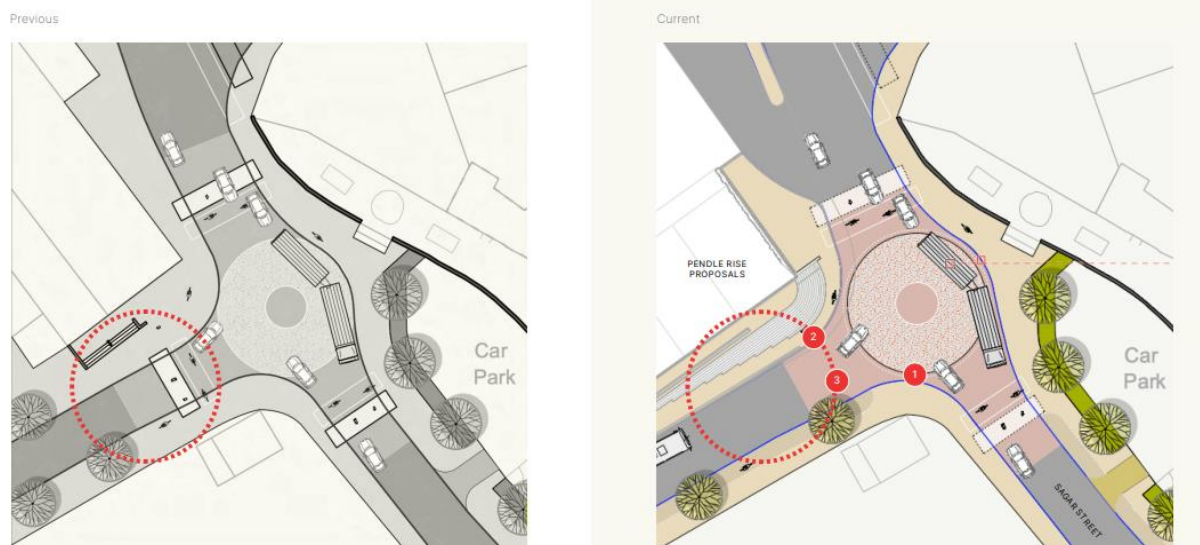


Figure 8: Changes proposed at Broadway and Holme Street Junction

Changes proposed at Broadway/Railway Street Junction:

- Carriageway widened and footways narrowed to maintain Railway Street as a two-way street. Allowing for a effective highway network

Pendle Borough Council Air Quality Action Plan – January 2024

in the centre to be maintained- narrow 'pinch points' removed. This will keep the flow of traffic moving during busy times.

- The kerb lines in and around Place-de- Creil have been amended to provide a wider carriageway. Allowing for larger vehicles to pass each other easily when travelling in opposite directions without compromising.



Figure 9: Changes proposed at Broadway/Railway Street Junction

Changes to Broadway associated with new Pendle Rise development:

- Pedestrian crossing points have been moved west to a safer location.

Pendle Borough Council Air Quality Action Plan – January 2024

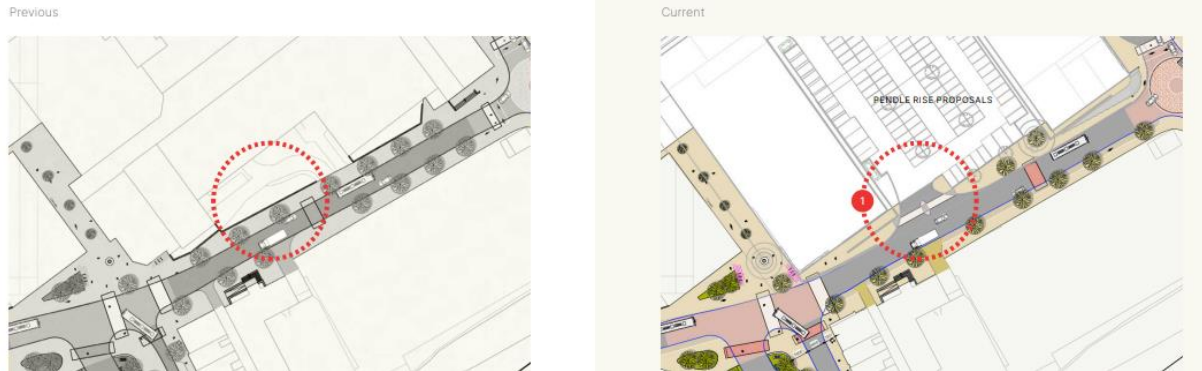


Figure 10: Changes to Broadway associated with new Pendle Rise Development

Changes proposed at Broadway/Manchester Road Roundabout:

- Circulatory reduced in size to provide an improved approach to the roundabout at all arms. Assisting in lower vehicle speeds, creating a safer environment.

Pendle Borough Council Air Quality Action Plan – January 2024

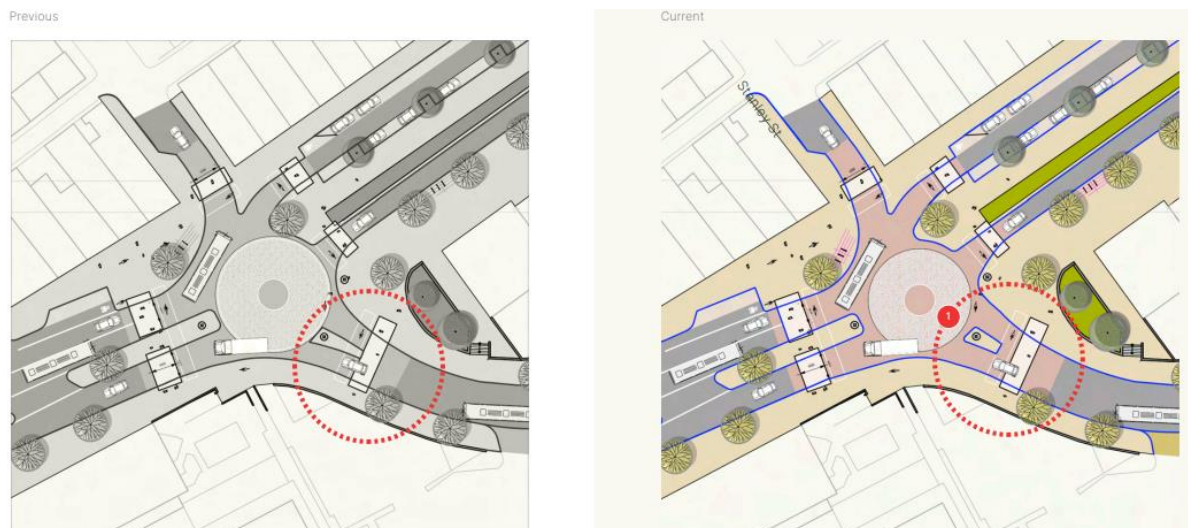


Figure 11: Changes proposed to Broadway/Manchester Road Roundabout

New Scotland Road/Leeds and Liverpool canal:

- Reduction in traffic speeds

Pendle Borough Council Air Quality Action Plan – January 2024

Pendle Borough Council

- Reducing vehicle traffic and queuing by restricting movement to one way exit only to Scotland Road from Charles Street.
- Improvements to pedestrian crossing to allow for better pedestrian flow.
- Improve pedestrian routes by widening pavements where possible with the introduction of a green infrastructure such as trees and planting.

Pendle Borough Council Air Quality Action Plan – January 2024



Figure 12: New Scotland Road/Leeds and Liverpool Canal

New Scotland Road:

Pendle Borough Council Air Quality Action Plan – January 2024

Pendle Borough Council

- Reduce vehicle dominance by restricting movement to two way traffic that is reduced from two lanes to one lane.
- Improvements to better pedestrian crossing to better pedestrian flow.
- Increase pedestrian routes to 4m wide shared cycle and pedestrian route to both sides of New Scotland Road.
- Revise bus route movement to reduce the number of access routes along green spaces.



New Scotland Road - existing situation

Pendle Borough Council Air Quality Action Plan – January 2024

Figure 13: New Scotland Road- existing situation



New Scotland Road - visualisation

Figure 14: New Scotland Road- visualisation

Pendle Borough Council Air Quality Action Plan – January 2024

New Scotland Road/Leeds Road Junction:

- Eastern gateway to Nelson Town Centre will be more inviting and permeable for pedestrians and cyclists.
- The replacement traffic signals and parallel zebra and cycle crossing will improve the flow of traffic.
- Less cars will stack up at the junctions.
- Pavements will be widened to accommodate safely both walking and cycling as well as tree planting.
- Cyclists can choose to use the road or the pavement.
- Cycling into the town centre will be connected to the existing cycle lane on the west side of Leeds Road into the town centre.

Pendle Borough Council Air Quality Action Plan – January 2024



Figure 15: New Scotland Road/Leeds Road Junction

Pendle Borough Council Air Quality Action Plan – January 2024

Pendle Borough Council Air Quality Action Plan – January 2024



New Scotland Road / Leeds Road Junction - existing situation

Figure 16: New Scotland Road/Leeds Road Junction- existing situation

Pendle Borough Council Air Quality Action Plan – January 2024



New Scotland Road / Leeds Road Junction - visualisation

Figure 17: New Scotland Road/Leeds Road- visualisation

Pendle Borough Council Air Quality Action Plan – January 2024

Sagar Street and Holme Street junction:

- New primary gateway into Nelson from south of the railway. With the junction remains an un signalled roundabout with improvements.
- Principle design follow as the junction with Leeds Road, with wider pavements for the safe shared use by cyclists and pedestrians. This is achieved by encroaching onto the car park on Sagar Street.
- Pavements will be widened on Broadway.



Figure 18: Sagar Street and Holme Street junction

Pendle Borough Council Air Quality Action Plan – January 2024

Broadway/Railway Street:

- The proposals will improve the link between the bus and railway infrastructure and the town centre.
- Traffic on Broadway and Railway Street will be reduced to make this link and the crossing of Broadway safer and more attractive.
- Railway Street remains two-way but is narrowed to provide more footpath space and cycle provision on the western side.
- More pedestrian crossings.
- Retain and improve access to businesses on Railway Street and for drop-off at interchange.
- Pedestrian routes round and through the shopping precinct will become accessible for cyclists to improve cycle connectivity.



Figure 19:Broadway/Railway Street

Pendle Borough Council Air Quality Action Plan – January 2024

Pendle Borough Council Air Quality Action Plan – January 2024



Broadway / Railway Street - existing situation

Figure 20: Broadway/Railway Street- existing situation

Pendle Borough Council Air Quality Action Plan – January 2024



Broadway / Railway Street - visualisation

Figure 21: Broadway/Railway Street- visualisation

Pendle Borough Council Air Quality Action Plan – January 2024

Manchester Road Junction:

- Works will be extended to Macleod Street and a pedestrian crossing proposed adjacent to the bus stop.
- The western gateway to Nelson follows the same principles as elsewhere in the town centre.
- The unsignalled roundabout will improve flows and allow an overall reduction in the carriageway.
- Ghost islands on the currently wide round will be kerbed and green islands where this wouldn't compromise the access to the side streets or overtaking at bus stops.
- This will slow traffic down before it arrives at the unsignalled junction with Broadway.



Figure 22: Manchester Road Junction

Pendle Borough Council Air Quality Action Plan – January 2024

Measure 4: Public consultation on options to improve traffic flow and pedestrian areas in Barnoldswick

In July 2023 public consultation took place on people's preferences to improve the traffic flow and pedestrian access in Barnoldswick town centre. Funding of £46,743 was provided by the Government's UK Shared Prosperity Fund (USPF) to make these improvements, with four options having been created for Barnoldswick town centre.

- Option 1:
 - Frank Street to be one way from Rainhill to Newtown.
- Option 2:
 - Frank Street to be one way from Rainhill to Newtown.
 - Footway crossover to be created at junctions of Market Street and Garden Street to Newtown.

Pendle Borough Council Air Quality Action Plan – January 2024

- Carriageway surface on Newtown to be raised between Church Street and Orchard Street, creating shared space.
- Option 3:
 - Footway crossover to be created at junctions of Market Street and Garden Street to Newtown.
 - Close section of Newtown to vehicles to create pedestrian only raised area between Church Street and Orchard Street.
 - Current one-way route on Newtown to Rainhill Road to be reversed.
 - Frank Street to be made one-way from Rainhill Road to Newton.
- Option 4:
 - Close section of Newtown to vehicles to create pedestrian only raised area between Church Street and Orchard Street.
 - Footway crossover to be created at junctions of Market Street and Garden Street to Newtown.

- Current one-way route on Newtown to Rainhill Road to be reversed and extended to the junction with Fernlea Avenue at Market Street, Garden Street and Newtown.
- Frank Street to be made one-way from Rainhill Road to Newton.

Currently we are awaiting a decision on the preferred viable option.

Measure 5: UTMC Congestion management, traffic reduction

The main objectives of the UTMC will be to control traffic in order to:

- Reduce congestion;
- Improve traffic flows;
- Free traffic restrictions;
- Provide information on route diversion; and
- Provide variable message signs and parking.

Pendle Borough Council Air Quality Action Plan – January 2024

The Council is considering implementation of an Urban Traffic Management and Control (UTMC) System for the roads surrounding the Colne AQMA. UTMC is instigated by the Department of Transport (Dft) to implement Intelligence Transport System (ITS) in urban areas to tackle traffic and air quality issues and is already installed in several other urban centres in Lancashire. The UTMS for the Colne AQMA would aim to provide an overarching system to manage and control traffic in order to improve air quality. Additionally, it will provide integrated information policy makers on relationships between traffic congestion and air quality, times and weather conditions.

UTMC improvements have been secured via Section 106 agreements with local developers:

- Installation of UTMC Variable Message Signs (VMS) on eastbound M65 approximately 800m from Junction 14 roundabout- to minimise accidents and thus help maintain a more constant traffic flow.

Pendle Borough Council Air Quality Action Plan – January 2024

Pendle Borough Council

- Install UTMS congestion monitoring on eastbound M65 on approach to Junction 14 roundabout- to help understand when congestion is occurring and thus how to optimise flow.
- Install Microprocessor Optimism Vehicle Actuation (MOVA) system at various junctions/signals- to allow linking with other signalised junctions along the route to allow a green wave on all the signals to allow large amounts of traffic to be moved.
- Provide CCTV at the Crown Way/Vivary Way Junction- to provide live images that shall be viewed by traffic management offices at Lancashire County Council to help optimise traffic management.
- The toucan crossing- so that they work together and do not impede traffic flows.
- Provide journey time monitoring system- to assess the effectiveness and level of success of the changes made to the signals along the route. It will also suggest any further alterations to the timing, staging and lining of the junctions.

Pendle Borough Council Air Quality Action Plan – January 2024

Measure 6: Improvements in traffic flows and speeds within AQMA

The problems associated with pollution within the AQMA is the slow-moving traffic flow, with the sources such as queuing at A56/A6058 roundabout, traffic lights, pedestrian crossing, and large traffic volumes, particularly during peak hours. It is anticipated that improving the flow of vehicles in the AQMA would reduce emissions and is therefore likely to reduce pollution concentrations.

Smaller scale interventions from Lancashire County Council and other agencies to mitigate traffic and environmental problems in Colne, that are affordable and deliverable (in advance of any bypass, or if the bypass is in a corridor does not emerge as a priority for major scheme funding) should therefore be considered. A range of complementary options could be combined together in a single strategy to help mitigate some of the problems and issues currently experienced within the Colne AQMA and wider M65 to Yorkshire corridor area. The M65 to Yorkshire

Pendle Borough Council Air Quality Action Plan – January 2024

Corridor Study makes numerous suggestions as part of the development and appraisal of an alternative strategy to the A56 Village Bypass Scheme.

Queuing traffic in the main hotspot areas is caused by A56/A6058 roundabout and congestion. Therefore, moving queuing traffic to areas where there are fewer receptors and controlling the flow of traffic through Colne AQMA will have a benefit on local air quality and reduce associated exposure to poor air quality.

Through the implementation of various measures to reduce queuing and decrease journey times, a 10% increase in average vehicle speeds could be achieved at all junctions located within and around the Colne AQMA, decreases in annual mean NO_x concentrations of up to 1.1 µg/m³ could be achieved. Following Environmental

Protection UK (EPUK) criteria¹⁴ for the determination of significant air quality impacts, such a change would be considered 'small' in magnitude, giving 'slight beneficial' impacts at many receptors. The maximum modelled NO_x concentration was predicted to fall by 1.1 µg/m³ as a result of this measure. Similarly, if a 20% increase in average vehicle speeds could be achieved at all junctions located within and around the AQMA, this would be a 2.2 µg/m³ decrease in annual mean, a 'medium' change giving 'moderate beneficial' impacts to the most positively affected receptors.

Various measures will improve the queuing traffic at key junctions having recently been agreed to be implemented via Section 106 agreements with local developers. Pendle Borough Council and Lancashire County Council will ensure that these agreements are implemented in line with the proposed timescales.

¹⁴ Development Control: Planning for Air Quality

Pendle Borough Council

The construction of a new single carriageway road from the A6068 Vivary Way in Colne to the A56 north of Foulridge is a scheme currently under consideration within the development pool of Transport for Lancashire (TfL). If implemented the scheme would significantly improve traffic flows through Colne AQMA.

A local Route Management Strategy (RMS) on the A6068 in Colne is still being developed by officers seeking to enter into negotiations with developers in the area. This work is based on local conditions along the A6068 and on the predicted impact of local development.

Pendle Borough Council together with the transport departments, of Lancashire County Council, will identify and consider engineering traffic management solutions to allow more free-moving traffic in the vicinity of the A56/A6068 roundabout and roads in the vicinity of the Colne AQMA, in order to improve the flow of traffic within the AQMA.

Pendle Borough Council Air Quality Action Plan – January 2024

Lancashire County Council's East Lancashire Transport and Masterplan (Masterplan), identifies improvements made to the North Valley Corridor that leads upto the AQMA which aims to have an impact of vehicles travelling through the AQMA:

- A Route Management Strategy along the North Valley Corridor is being developed to improve traffic flow, reduce accidents and improve both pedestrian and cycle facilities. Improvements that could come forward include:
 - Modernisation on the Pelican crossings on Vivary Way, North Valley Road, Byron Road and the pedestrian facilities at the Hanover Street signals.
 - Potential reconfiguration of existing junctions.
 - The removal of unnecessary/unfit street furniture, signs and the provision of new signing where needed.

Pendle Borough Council Air Quality Action Plan – January 2024

- Further fine tuning and optimisation of the traffic signal control systems, including accessing the feasibility of continuous journey time monitoring to subsequently traffic signal optimisation.

Development of UTMC improvements as discussed in Measure 5 will assist in delivering Measure 6.

Measure 7: Implementation 20mph speed limit in the AQMA and surrounding roads

Imposing a 20mph speed limit on the roads within and surrounding the AQMA would likely lead to increases in pollutant concentrations in areas where traffic is currently free flowing at speeds averaging greater than 20mph. But would likely decrease concentrations in areas where there is currently congestion and average speeds are lower than 20mph. This is due to lower speed limits 'smoothing' traffic flows and thereby reducing the degree of acceleration, which is when emissions are at the highest.

Pendle Borough Council Air Quality Action Plan – January 2024

Lancashire County Council has already made a commitment to introduce 20mph limits in all residential areas and outside of all schools over the lifetime of the LTP Implementation Plan, which includes the area within the Colne AQMA. The actual timetable for implementing individual 20mph areas will be flexible to allow for any objections lodged during the Traffic Regulation Order process.

Measure 8: Freight Partnership for Town Centre Deliveries

Assessment of the AQMA suggests that HGVs constitute on average to half the traffic within the AQMA. Therefore, reduction in the flow of HGVs through the AQMA is likely to decrease pollution and NO_x concentrations. Options such as prohibiting HGVs from peak hours, considering alternative delivery arrangements and how these impact on HGV flows during certain hours, or removing through traffic of HGVs will be considered.

Pendle Borough Council is still committed to exploring the formulation of a Freight Quality Partnership (FQP) with the support of relevant stakeholders- businesses and large operators. Restrictions on times through the AQMA will be explored as one of the options via the FQP, as well as reviewing the routes through the AQMA.

Investigation of AQMA freight movements, with the large operators, to develop freight transport strategy for the town areas is still under consideration.

Removing HGVs from traffic flow would have benefits in improving air quality, as HGVs are the most polluting vehicles, especially when moving at low speeds. By allowing them access the AQMA when traffic is flowing more freely is likely to reduce emissions. Also, by removing HGV's from roads during peak hours is likely to reduce congestion when traffic flows are at the highest.

It is estimated that that this measure would lead to a 32% NO₂ reduction which equates to a 3.6 µg/m³ leading to improved air quality in the AQMA and in Colne town centre.

Pendle Borough Council Air Quality Action Plan – January 2024

Pendle Borough Council and other stakeholders, will investigate the feasibility for implementing a HGV ban within peak hours, with the use of trial runs.

Measure 9: Reduction in travel, whilst increasing walking, public transport and cycling in accordance with County Transport Plan

Lancashire County Council Highways and Transport Strategy: 2023-2025, which Pendle Borough Council supports focuses on developing better links and improving journey times and reliability. With the provision of sustainable forms of travel as a priority. Encouraging people to get out of the car for journeys that can be taken by cleaner, healthier, more inclusive and more cost-effective ways to travel, will sit across all our transport and travel activities. By doing so we aim to improve the quality of life for others using or experiencing the effects of transport.

Pendle Borough Council Air Quality Action Plan – January 2024

Lancashire County Council's East Lancashire Transport and Masterplan (Masterplan)¹⁵ identifies several emerging priorities to work towards:

- Sustainable travel to become the choice wherever possible, even in rural areas.
- Active travel to be encouraged and supported, making walking, and cycling safe and easy choices for local journeys.
- Public realm improvements that support both new developments and existing communities and enhance the appearance and safety of sustainable travel routes.
- Visitors to find the area attractive and easy to travel around without a car.

¹⁵ <https://www.lancashire.gov.uk/council/strategies-policies-plans/roads-parking-and-travel/highways-and-transport-masterplans/east-lancashire-highways-and-transport-masterplan/east-lancashire-masterplan-and-a56-consultation/>

Pendle Borough Council is supporting this through Measure: 3: Accessibility Nelson Scheme and Measure 4: Public consultation to improve traffic flow and pedestrian areas in Barnoldswick

It is estimated that if this measure were to be implemented then this will lead to a 11% reduction in car trips with a 15-33% increase in walking and use of public transport.

Measure 10: Bus route improvements

Lancashire County Council's East Lancashire Transport and Masterplan (Masterplan) is working towards Nelson to Rawenstall Bus corridor study- Looking at small scale infrastructure and system improvements. This will provide the greatest benefit along the Nelson to Rawtenstall bus corridor, particularly for the Nelson- Manchester (X43) bus service. This is the first stage in improving journey times and reliability to enhance public transport between town centres, extending opportunities for people to access employment, education and training in Manchester.

Pendle Borough Council Air Quality Action Plan – January 2024

Through increasing the available bus routes, improving journey times and reliability, the use of the bus service will be seen as a more attractive alternative to travelling by car. Recent improvements to the Nelson bus/rail interchange facilities have improved benefiting customers overall public transport experience. In doing so playing an important part in improving the connectivity between the two modes of public transport, allowing for increased frequency services operating along the east-west axis through Pennine Lancashire. The success of the Quality Bus Service (QBS) X43/X44 between Nelson and Manchester provides clear evidence that the right service can attract customers as well as extending travel opportunities, and the development of the QBS helps build and support on this success.

To support public transport provision in Pendle and encourage better access to jobs, education and services by alternatives to the car, Lancashire County Council will continue to support Nelson Bus Station providing financial support to key non-commercial bus services (17 currently in Pendle). To improve connectivity towards

Pendle Borough Council Air Quality Action Plan – January 2024

Manchester, a study on the Nelson-Rawtenstall bus corridor was programmed in Lancashire County Council LTP implementation plan, determining what improvements will provide the greatest benefit, particularly to the Nelson-Manchester (X43) bus service. Benefits identified the priority to traffic signal performance optimisation strategy, pedestrian accessibility strategy, and parking management strategy which may lead to increased use of the bus service to reduce road traffic in Pendle and within the AQMA. Each priority will require scoping, design work prior to employment, with Lancashire County Council leading, exploring and supporting these measures for implementation.

The Lancashire County Council Highways and Transport Strategy (Strategy) 2023-2025, recognises by improving travel choices generally between our towns and cities, including the development of an inter-urban 'superbus' network, would improve the situation.

Pendle Borough Council Air Quality Action Plan – January 2024

It is estimated that the reduction of the current bus emissions which account for 4% of the total NO₂.

Measure 11: Improvements in bus fleet emissions

Pendle Borough Council and Lancashire County Council will consider improvements in air quality as a result of feasible changes in the bus fleet composition to ensure buses passing through the Colne AQMA are cleaner and meet the highest emissions standards. The options considered depend on the current bus fleet and improvements in the EURO standards that are realistic and can be achieved. Via, implementation of a Quality Bus Partnership (QBP) between Pendle Borough Council, Lancashire County Council and the bus operators. Such schemes operate on an informal basis between bus operators and the local authority and neighbouring local authorities. With each party making a commitment of improvements will result in enhancements to bus services in a given area through measures such as better cleaner vehicles. There is strong evidence for numerous local authorities having already developed voluntary agreements with bus operators.

Pendle Borough Council Air Quality Action Plan – January 2024

Exact scenarios would be determined when the current fleet has been analysed. For example, the impact of swapping all Euro II buses to Euro IV buses or better or retrofitting Selective Catalytic Reduction (SCR) technology to existing buses, could be adopted.

It is estimated that up to 29% of NO_x emissions will be reduced through this measure.

Measure 12: Awareness of public of idling vehicles and potential LA enforcement action for failing to do so

The emissions from idling vehicles result in unnecessary burden to pollutant concentrations. This more important in the areas of poor air quality, such as AQMA's.

The Council, in implementing this measure, will consider the following opportunities:

- To declare the Colne AQMA and surrounding roads as a 'No idling Zone'.

Pendle Borough Council Air Quality Action Plan – January 2024

- To provide 'No idling Zone' signage in the Colne AQMA and surrounding roads, as well as on roads around schools.
- To prepare material to go into Schools to create the awareness amongst school children to encourage a behaviour change about idling cars and the dangers to the environment. Hopefully, impacting on their parent's not to keep their engine running and idling their cars during the summer and colder months.
- To prepare material for bus and taxi operations about idling and the benefits of not idling, to businesses, air quality and the environment.
- To adopt the legislation to allow Fixed Penalty Notices to be served on vehicle owners idling.

Measure 13: Freight Consolidation Centre (FCC)

HGVs contribute to a large proportion of the total NO_x within the AQMA. To reduce HGV traffic Pendle Borough Council will consider and explore the options of the

Pendle Borough Council Air Quality Action Plan – January 2024

feasibility for a Freight Consolidation Centre (FCC). The FCC will aim to consolidate small loads and consignments into smaller number of full loads for delivery into the town centre. Low emission vehicles could be selected to deliver these full loads.

Pendle Borough Council would benefit from shared experience of such FCCs across the Country. In addition to reducing HGV emissions a FCC will also improve the flow of traffic and reduce congestion as a removal of large HGVs from the fleet within the town centre and the Colne AQMA.

At present this measure is currently at the planning stage, it is estimated that implementation will lead to reduction of up to 32% in emissions from HGV's.

Measure: 14: Carry out regular emissions testing of Council vehicle fleet to ensure that all vehicles comply with the law

All Pendle Council Vehicles to undergo emissions testing against Ministry of Transport (MOT) criteria when routine servicing is being carried out. To ensure that

Pendle Borough Council Air Quality Action Plan – January 2024

they meet the requirements of the legislation, as well as testing the vehicle fleet efficiency. Council vehicles has an enhanced service plan to ensure that they are efficient and more regular checks than required against the MOT and legislation.

An exercise has been undertaken to determine whether it is viable to go beyond the legal minimum to improve emissions and efficiency of the fleet vehicles. The results identified overall, there would be little operational benefit.

Measure 15: Fit abatement equipment if necessary to older heavy goods vehicles to help minimise pollution.

Where appropriate and economically possible to do so retrofitting of old Pendle Council owned HGVs with pollution abatement equipment to be fitted, to help minimise pollution.

The trial of the eco fuel scheme is now completed and has been fully implemented to all vehicles, contribution to a reduction in NO_x and whilst improving air quality.

Measure 16: Promote use of cleaner alternative fuels where possible including the introduction of electric powered vans

Pendle Borough Council in the future will look to adopt a Sustainable Procurement Strategy, to look to reduce pollution or the risk of pollution from purchased vehicles. Purchasing of future vehicles due consideration will be given to the environmental impact of the vehicle prior to purchase. The Council is taking a phased approach to the introduction of new electric and/or hybrid vehicles to the Council's fleet.

Measure 17: Establish and implement a rolling programme for replacing older more polluting vehicles with newer cleaner vehicles.

Pendle Borough Council will look to replacing older vehicles within the fleet with more modern cleaner vehicles, complying with the current EURO standard. Across the

Pendle Borough Council Air Quality Action Plan – January 2024

range of vehicles, we are also looking to improve the average EURO classification of the whole fleet. This will be a phased approach on a rolling programme. This will contribute to a reduction in NO_x and NO₂ whilst improving air quality.

Measure 18: Improve the Council's vehicle fuel consumption efficiency by better management of fleet activities, and Measure 30: End user training driver behaviour, idling, braking and speeding

Improved fuel efficiency will lead to less pollutant emissions of NO_x and NO₂ from vehicles and therefore small improvements to air quality. Information has been passed onto the Council fleet drivers on how to be more fuel efficient when driving and this was supported by information within the staff driver's handbook and where necessary as well as appropriate driver training.

Further work is needed to re-emphasise the message where possible for Council fleet vehicles and staff cars used for work to avoid driving through the AQAMA. This can

Pendle Borough Council Air Quality Action Plan – January 2024

be achieved for fleet vehicles by reviewing routes and plans for fleet activities and journeys and ways to improve fuel efficiency.

Measure 19: Collaboration with Sustrans to promote alternative travel/model shift

Encouraging visitors to the Town Centres to use different modes of transport away from cars is likely to improve air quality. Pendle Borough Council will potentially look for encouraging model shift from private car use to public transport, cycling and walking into the Town Centre's by improved parking and by developing alternative travel plans for town centre residents. Achieved through the implementation of a Sustrans Personalised Travel Planning (PTP) project¹⁶, which aims at reversing the trend towards increased car use and tackling its impacts on climate, public health

¹⁶ www.sustrans.org/our-services/what-we-do/personalised-travel-planning

and quality of life. Sustrans PTP projects have succeeded in reducing car use consistently.

Implementation of travel concessionary schemes can also increase the shift from the use of the car to greener forms of public transport. Lancashire County Council is already committed to supporting such schemes, through the development and use of a payment NoWcard to work throughout the partnership area. With the aim of encouraging greater use of public transport through interoperable ticketing, better integration, simplified discounts and fare structure.

Lancashire County Council Highways and Transport Strategy 2023-2025, one of the four key priorities is to Deliver sustainable travel choices that are accessible, inclusive, affordable for all.

This measure is supported by other measures such as improving walking, cycling infrastructure as well as promotion of these activities.

Pendle Borough Council Air Quality Action Plan – January 2024

Measure 20: Awareness and education of both domestic/commercial use wood burners and appropriate fuel and Measure 27: Responding to burning/emission complaints from businesses and the public

The Council actively promoted National and local social media campaigns such as Clean Air Night and also awareness of Burnright Campaign. Locally increasing the awareness and education surrounding smoke control areas. Whilst, promotion of authorised wood with enforcement action from burning inappropriate materials.

Pendle Borough Council will continue to investigate both commercial and domestic complaints associated with burning. In order to prevent unnecessary burning of both domestic and commercial waste, with the aim to reduce emissions from air from combustion of waste. Where appropriate enforcement action will be taken against the perpetrator to prevent air pollution.

Pendle Borough Council Air Quality Action Plan – January 2024

The Council has recently also set up on an online form¹⁷ to report an air pollution complaints.

Measure 22: Creating public awareness of levels of pollution within locality and ways to minimise the impacts on air quality

Pendle Borough Council currently creates awareness of the levels of pollution of pollution across the Borough through the publication of the Annual Air Quality Status Report (AQSR). Which is available on the Council's website and gains commitment from Member, Chief Executive and the Director of Public Health for Lancashire.

¹⁷ <https://www.pendle.gov.uk/xfp/form/428>

Pendle Borough Council

The Council also have links on the website to the UK Air Information Resource, that is aligned with the daily air quality index. That allows residents and businesses to look at the air pollution forecast for the Pendle area. Pendle Borough Council along with other stakeholders will seek to provide the public with real time travel and air quality information: Real Time Passenger Information (RTPI). These systems can assist by making greener alternative modes of transport as attractive as possible and increase rates of uptake. Bus stops, new developments in public spaces and in new residential schemes are areas where these schemes can be targeted. Coupled with real time information on local air quality, this will enable commuters to make informed choices about their transport options.

Pendle Borough Council will continue to develop additional web materials as a resource for air quality documents and local air quality news. We will also look to hold community forums/school events to build upon earlier successes to support the initial awareness.

Pendle Borough Council Air Quality Action Plan – January 2024

Measure 23: Work in partnership with County Council to increase uptake and implementation of school and residential travel plans and Measure 21: Promoting active travel campaigns to schools

Some work has been completed by the Climate Change Officer, through talking to schools to increase awareness of vehicle emissions to change behaviour. To encourage the take up of walk to and from school as opposed to using vehicles. Embedding the importance of reduced school trips=reduced traffic emissions=changing behaviour.

The measure adopted is to reduce the traffic movements within the AQMA. This can be achieved, through the use of a school travel plan would help minimise the impact of school pick up times. There are a number of schools in the area which would likely involve travelling through the AQMA area, all of which will start and end at the same time each day. Large coaches used to transport pupils with these coaches' causing congestion during pick up and drop off times. Idling coaches can also be significant contribution to local air quality.

Pendle Borough Council Air Quality Action Plan – January 2024

Pendle Borough Council along with the schools and community groups are tackling climate change, with successful applicants planting trees and raised beds for vegetables. Across Pendle we have planted 4,000 native trees to support wildlife, capture carbon, improve Pendle's green spaces as part of the Council's Climate Change Action Plan.

Measure 24: Comment on planning applications to ensure all relevant air quality issues are highlighted and mitigation measures are considered wherever possible and also Measure 34: Planning applications- consult with colleague's re-active travel measures incl. cycling

Pendle Borough Council will continue to ensure effective use of planning conditions and obligations to help mitigate the transport and air quality impacts of development. Ensuring that all relevant air quality issues are highlighted to reduce emissions from development and associated traffic, via commenting on applications and assessment proposals. Section 106 agreements and Community Infrastructure Levy (CIL)

Pendle Borough Council Air Quality Action Plan – January 2024

charges are used to improve air quality and make other environmental improvements or offset the air quality impacts of a proposed development and have been effective in aiding with the implementation of the AQAP measures and providing investment for air quality monitoring activities.

For example, under the 106 agreements for the development of land for houses to the land West of Windermere Avenue in Colne. The land was used for development of homes with the following air quality contribution due to Windermere Avenue being located outside of the AQMA: “On or before the Commencement Date to pay the Council the Air Quality Contribution towards the cost to be incurred by the Council in preparing and implementing an Air Quality Action Plan to offset the impact of emissions from traffic generated by the Development”.

Any new schemes that are likely to influence traffic flows through the Colne AQMA, planning conditions will be include the provision for workplace, residential and

Pendle Borough Council Air Quality Action Plan – January 2024

personalised travel plans. With all new residents made aware of the travel plans via the property information pack received with new properties.

Pendle Borough Council planning department will continue to consult with environmental health and other departments on re-active travel measures on received planning applications. In order to support sustainable transport improvements.

It is estimated that this measure contributes to a 11% reduction car trips, a 33% increase in walking and cycling, with greater use of public transport.

Pendle Borough Council will also support The NPFF to support sustainable transport and in particular:

- 105: Significant development should be focused on locations which are or can be made sustainable, through the need to limit travel and offering a genuine

Pendle Borough Council Air Quality Action Plan – January 2024

choice of transport modes. This can help reduction in congestion, emissions and improve air quality as well as public health. Opportunities to maximise sustainable transport solutions which will vary between urban and rural areas, should take into account in both planning and decision-making processes.

- 106- Planning policies
 - Support an appropriate mix of users across an area, and within larger scale sites, to minimise the number and length of journeys needed for employment, shopping, leisure, education and other activities.
 - Be prepared with the active involvement of local highways authorities, other transport infrastructure providers and operators and neighbouring councils, so that strategies and investments for supporting sustainable transport and development patterns are aligned.
 - Develop infrastructure to widen transport choice and realise opportunities for large scale development.

- Provide for attractive and well-designed walking and cycling networks with supporting facilities such as secure cycle parking (drawing on Local Cycling and Walking Infrastructure Plans).
- 107- In setting local parking standards for residential and non-residential development, policies should take into account:
 - The accessibility of the development.
 - The type, mix and use of developments.
 - The availability of and opportunities for public transport.
 - Local car ownership levels; and
 - The need to ensure an adequate provision of spaces for charging plug in and other ultra-low emission vehicles.

Measure 25: Contribute to and influence forthcoming development policies for Lancashire County Council

Pendle Borough Council will continue to work with Lancashire County Council ensuring that future policies consider air quality issues, and ensure they comply with the regulations. We also, contribute to any consultation policies provided by Lancashire County Council to influence change through increased consideration of actions that will assist air quality in the Borough. Evidence of this arises from an number of different measures as detailed in this section of the Plan.

Measure 26: Authorise and regularly inspect industrial premises under the Environmental Permitting regulatory regime

Pendle Borough Council continues to inspect industrial premises requiring an Environmental Permit to businesses to pollute the environment so long as the meet the regulations and use Best Available Techniques (BAT) to improve air quality. Data

Pendle Borough Council Air Quality Action Plan – January 2024

relative to levels of emissions from certain processes and reductions are reported to Defra annually via their returns.

Presently, there no industrial premises requiring a permit within the AQMA. Although additional risk scores can be applied to a permitted premises within or near an AQMA. Providing more stringent enforcement and more regular inspections to improve air quality.

Measure 28: Continuous monitoring of NO_x emissions across the Borough

Pendle Borough Council will continue to monitor air pollutants making the monitoring information freely available to the public via the Annual Air Quality Status Report (ASR) or on request and also available on the Councils website. Where possible the information aims to be in a form that is easily understood.

Since the last AQAP, we no longer use the Council's continuous monitoring site, since it has gone beyond economic repair.

Pendle Borough Council reviews the passive diffusion tube monitoring locations on an annual basis and, where necessary, responds to evidence-based requirements for further air quality monitoring. Evidence-based decisions will be made upon the finding of the ASR.

Due to the evidence of improved air quality within the AQMA over a significant period of time. This would indicate that the measures identified within the Air Quality Action Plan (AQAP) appear to be working and achieving the desired outcomes.

Measure 29: Move petrol tools to battery powered

Pendle Borough Council landscape maintenance team are moving away from petrol power tools towards battery power tools. Resulting in the reduction of petrol

Pendle Borough Council Air Quality Action Plan – January 2024

emissions from use of power tools such as hedge trimmers and chainsaws. Replacement takes place on the basis of the tool coming to the end of its working cycle. A barrier to this is that not all professional grade battery tools are yet up to worktime/power via the battery. Although the market is constantly evolving. Bigger equipment such as ride on mowers at present are cost prohibitive.

Measure 31: Where applicable reduce the need for staff to travel i.e. through homeworking, better use of IT and flexi-working and also Measure 32: Undertake annual staff survey to baseline and understand current commuting patterns and encourage lift sharing amongst PBC staff

This measure aims at reducing vehicle pollution from staff travelling to and from work. Measures that have been adopted by the Council include:

- Development of workplace travel plans for staff
- Undertake annual staff travel surveys to establish current travel patterns to and from Council premises.

- Establish car-sharing practices by implementing a car sharing database.
- Some Council meetings and external meetings are now taking place on MS Teams as opposed to attendance in person. Resulting in no need to travel and not creating emissions.
- Since Covid-19 in March 2020 staff now have the option of flexible working in allowing employees to work from home as opposed to attending their office in the Town Hall. Thus, reducing the need to travel to work, less travelling to and from work. Ultimately helping to reduce emissions, with potentially less trips through the AQMA.
- Encourage use of public transport among staff.

Measure 33: Bike library pilot (Public Investment Funding) (PIF) funding project underway)

Presently Pendle Borough Council in partnership with Go Velo has received PIF funding to promote travel alternatives by encouraging the public to use a bike library.

Pendle Borough Council Air Quality Action Plan – January 2024

The aim of the bike library is to allow people to borrow a bicycle to try them out. In order to encourage people to get more involved in cycling, as travel alternatives. Presently, we are in the initial pilot stages and will report on the success and way forward once completed.

Measure 35: LUF funding mobility hubs and Measure 36: Secure bike parking as part of mobility hubs

Presently this is in the planning stage with Pendle Borough Council seeking to use the Levelling Up Funding (LUF) to create mobility hubs and to provide secure bike parking to the hubs to improve sustainable transport and its infrastructure. Public consultations co-ordinated by Lancashire County Council are to be held. With the aim of reducing private vehicle use and reduction in pollution levels, whilst increasing alternative sustainable travel.

The Accessibility Nelson Scheme [see Measure 3] proposes changes to Forest Steet in Nelson, to provide additional cycling to the North of Forest Street. With more options for cycle storage to encourage people wish to visit the area and use amenities.

Measure 37 and 38: EV charging car parks and EV charging on street and Measure 39: More staff and public EV charging points (incl. bike charging points)

The Lancashire County Council Highways and Transport Strategy (Strategy) 2023-2025, identifies that the number of licensed motor vehicles continues to rise ultra-low emission vehicles account for a significant and increasing proportion of new vehicles.

Pendle Borough Council has started to implement an EV infrastructure across the Borough with new charging spaces appearing in car parks as part of planning applications. We are looking at identifying potential locations where EV charging

Pendle Borough Council Air Quality Action Plan – January 2024

points can be installed. With the aim of encouraging the use of sustainable vehicles and associated infrastructure in line with a review of Pendle's car parking strategy.

The use of EV charging on the street, relies upon discussions with Lancashire County Council as part of their electric vehicle infrastructure scheme. With a trial to be implemented and should this be a success, this may lead to the further installation of EV street charging points. With less reliance upon polluting vehicles and a reduction in NO_x.

Presently, all measured are in the planning stage with Pendle Borough Council. With the use LUF to provide an increased number of bike EV charging stations located at hubs as well as use by Council employees for sustainable transport improvements. Impacting on the reduction in private vehicle use and reduction in pollution levels.

Measure 40: Promote electric vehicles through staff salary sacrifice car scheme

Pendle Borough Council Air Quality Action Plan – January 2024

Pendle Borough Council is partnered with Tuskers to provide the opportunity for staff to drive a new car or electric vehicle through the staff salary sacrifice car scheme. In doing so Pendle Borough Council is promoting sustainable transport, with the reduction in NO_x and other vehicle pollutants. With the benefit to the staff member driving round in a newer less polluting car at a discounted price over a price of time; for leisure use, businesses use as well as traveling to and from work.

Measure 41: Introduce and promote e-bike pool for PBC staff business use

There are presently two e-bikes that are available for staff to use for free.

Further work are needed to be more proactive in promoting awareness, use and availability of the e-bikes whether for personal or business use. In providing this service the council is promoting sustainable transport amongst employees.

The success of the promotion and use of an e-bike pool can be measured on the number of times the bikes have been hired out. Aiming to reduce vehicle use and

trips, whilst promoting sustainable forms of transport and a reduction in emissions. It also sends out a positive message to the public and potentially increased awareness leading to changes in behaviour where it can be seen that a council employee, I using an electric bike, over a polluting vehicle creating NO_x.

Measure 42: Increase allowance on bike scheme to encourage staff to cycle more

Pendle Borough Council employees are offered a cycle to work scheme encouraging staff to change their behaviour to cycle to work as opposed to using a polluting vehicle. The Council have provided secure cycle storage and showers available to staff to encourage the use of a bicycle to travel to work. Where an employee does not have a bike then similar, to the salary sacrifice for a newer or electric car, employees can choose a bike a repay the total cost over a period of time via the salary sacrifice.

The Council has yet to look at the feasibility of offering the incentive of an increased millage allowance for business miles cycled, as opposed to other modes of polluting transport available to staff. This will need further development.

In September 2023, employees of Pendle Borough Council took part in 'Cycle September', encouraging staff to cycle to and from work, whilst recording total miles covered throughout the month. Organisations were recognised and rewarded for the greatest number of miles covered. Promoting sustainable transport, less car journeys and reduction in pollution. Amongst, the organisations taking part overall Pendle Borough Council came 6th overall across Lancashire.

Measure 43: Incentivise public transport use for PBC events and activities

At present Pendle Borough Council is still seeking to formalise this approach to move forward with and produce a policy. A drive for this to succeed is for staff to have an appetite to use public transport to attend events and activities. Greater promotion,

Pendle Borough Council Air Quality Action Plan – January 2024

awareness and an energy shift amongst staff are needed to utilise this is an option. A barrier to this is amount of time travelling on public transport versus vehicle use and availability time of public transport.

Informally, where employee attend training, seminars and conference outside of the Borough there is an appetite to use public transport. This is supported by reimbursement to the officer for travel costs.

Measure 44: New Bridleway to create a traffic-free route between Brierfield, Nelson and Lomeshaye Signpost and promote other existing cycle routes for safer cycling and walking

The Lancashire County Council Highways and Transport Strategy (Strategy) 2023-2025, identifies that the current situation is that- "Cycling and walking continue to grow in popularity, representing a positive change in road usage from the pandemic.

Pendle Borough Council Air Quality Action Plan – January 2024

Pendle Borough Council

Whilst, the Lancashire County Council's East Lancashire Transport and Masterplan (Masterplan), as one of the several emerging priorities that are working towards is Active travel to be encouraged and supported, making walking, and cycling safe and easy choices for local journeys.

In October 2023, Pendle Borough Council launched a safe, traffic free route for walkers and cyclists known as the as the Pendle Water Bridleway. The bridleway is a circular route that takes in Nelson, Brierfield and Lomeshaye Industrial Estate, which also runs on both sides of Pendle Water.

The route was funded from the European Structural Investment Fund (ESIF), as part of a wider extension to the Industrial Estate.

Pendle Borough Council Air Quality Action Plan – January 2024

The new Pendle Water Bridleway, was showcased at a guided bike event, led by Go Velo, whom are also Pendle's own cycling providers that started at Nelson Bus and Rail exchange.

The Accessibility Nelson Scheme, proposes to add a new footpath link between the shared space in between Scotland Road and New Scotland Road to provide an access point to the cycle parking on Scotland Road near Pendle Street, boosting accessibility for cyclists traveling along the new shared facility.

The recent Section 106 agreements secured to provide joint use footway on the southern side of Byron Street in the front of the Youth Centre and the southern side of North Valley Road in front of the retail park will encourage more cyclists as they would be away from the traffic thus feel and be safer.

Measure 45: Promote the canal tow path as a safe cycle and walking route

Pendle Borough Council Air Quality Action Plan – January 2024

Pendle Borough Council

At present this is in the development stage with Pendle Borough Council, the Canal Trust/Waterways and Lancashire County Council. This part funded via Accessible Nelson as well as the LUF, this is to improve access onto the canal tow path. As well as provision of a digital map to be hosted on Pendle Borough Council website. With the aim to promote sustainable transport, with the reduction in vehicle usage and pollutants.

Presently, Pendle Borough Council is holding public consultations on the plans. With the scheme aiming to build upon the recent success of Pendle Water Bridleway. Which provides easy connections to the canal towpath at Clitheroe Road in Brierfield and Norfolk Street in Nelson.

Pendle Borough Council Air Quality Action Plan – January 2024

Table 5.1 – Air Quality Action Plan Measures

Measure No.	Measure	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	M65 to Yorkshire Relief Road (A56 Village Bypass Scheme)	Traffic Management	Strategic highway improvements, Re-prioritising road space away from cars, including Access management, Selective vehicle priority, bus priority, high vehicle occupancy lane	2013	2030	LCC	LCC	NO	Not Funded	£1 million - £10 million	Undertake further development work on a bypass including economic and	Estimated significant reduction in pollutant levels within villages along the A56	Construction to ultimately lead to significant reduced traffic flows and associated air quality improvement within Colne AQMA	Feasibility study undertaken	Funding

Pendle Borough Council

Measure No.	Measure	Category	Classification	Year Measure Introduced in AQAP	Estimated / Actual Completion Date	Organisations Involved	Funding Source	Defr a 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
2	Reinstatement of Colne to Skipton Railway Line	Transport planning and infrastructure	Train route improvements	2015	2030	LCC/PBC/S ELRAP	DfT	No	Not Funded	£1 million - £10 million	Planning	Construction to lead to increased rail use and reduced traffic flows within AQMA	Increased use of public transport Improvement in management of congestion and road	A phase 1a review of previous work needs assessment were completed. Further studies warranted to identify feasibility of the scheme further.	Funding and further feasibility study
3	Accessibility Nelson Scheme	Promoting travel alternatives, Traffic Management and transport planning infrastructure	Strategic highway improvements with the promotion of walking and cycling, whist improving transport cycle network	2023	2028	PBC/LCC	LUF	No	Funded	£1 million - £10 million	Planning	Increased traffic flow and a reduction in emissions	Improved sustainable infrastructure to Nelson with reduced number of vehicles and improved traffic flow	Proposed options and changes determined	LCC to implement scheme
4	Public consultation on options to improve traffic flow and pedestrian areas of Barnoldswick	Promoting travel alternatives and Traffic Management	Promotion of waling and strategic highway improvements	2023	2028	PBC, LCC	UK Shared Prosperity Fund	No	Funded	<£50 k	Planning	Reduction in vehicle emissions	Improvement in traffic flow and improved pedestrian access	Consultation completed	-

Pendle Borough Council

Measure No.	Measure	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
5	UTC, Congestion management, traffic reduction	Traffic Management	UTC, Congestion management, traffic reduction, through highway improvements and UTC	2015	2030	DfT	DfT	NO	Not Funded	£1 million - £10 million	Planning	Reduced emissions	Improvement in management of congestion and road traffic	Design and feasibility stage	DfT / Funding
6	Improvements in Traffic Flows and Speeds within AQMA	Traffic Management	Strategic highway improvements and selecting of vehicle priority via signalling	2015	2030	LCC	LCC	NO	Not Funded	£1 million - £10 million	Planning	Reduce congestion	Reduced congestion and increases in average vehicle speeds through Colne AQMA via stacking out of vehicles and signalling to allow traffic flow	Some work has been undertaken in this area to improve signalling. Also, some smaller scale highway improvements which could reduce congestion and improve traffic flow further	

Pendle Borough Council

Measure No.	Measure	Category	Classification	Year Measure Introduced in AQAP	Estimated / Actual Completion Date	Organisations Involved	Funding Source	Defr a 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
7	Implement 20mph speed limit in the AQMA and surrounding roads	Traffic Management	Reduction of speed limits, 20 mph zones	2015	2030	LCC and PBC	LCC	No	Not Funded	£500k - £1 million	Planning	Reduce emissions	Reduce acceleration, which is when emissions are highest. Therefore improving the air quality in Colne AQMA	LCC LTP includes commitment to introduce 20mph limits in residential areas and outside all schools over the lifetime of the LTP	
8	Freight Partnerships for Town centre deliveries	Freight and Delivery Management	Freight Partnership consolidation centre for town centre deliveries	2015	2030	PBC	-	NO	Not Funded	£500k - £1 million	Planning	~32% NO ₂ reduction (3.6 µg/m ³)	Implementation of FQP	None	Funding / Staffing
9	Reduction on vehicle travel, whilst increasing walking, public transport and cycling in accordance with County transport plan	Transport, Planning Infrastructure Public Information	Public transport improvements, Promoting sustainable transport	2015	2032	PBC	-	NO	Not Funded	£50k - £100k	Planning	11% reduction in car trips; 15-33% increase in walking, cycling and use of public transport	Reduction in traffic flow	County transport plan	Staffing / Funding

Pendle Borough Council

Measure No.	Measure	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
10	Bus route improvements	Transport Planning and Infrastructure	Bus route improvements	2015	2030	PBC, LCC	LCC/bus company	NO	Not Funded	£1 million - £10 million	Planning	Reduction of current bus emissions which account for 4% of total NO ₂	Improved bus fleet	LCC to continue to support Nelson bus station and provide financial support to key non-commercial bus services (currently 17 in Pendle)/	Funding / Staffing / Willingness of bus company
11	Improvement in bus fleet emissions	Transport Planning and Infrastructure. Promoting low emission transport	Public transport improvements- interchanges stations and services. Public vehicle procurement- prioritising uptake of low emission vehicles	2015	2030	PBC PBC, LCC	S.106/LCC -	NO	Not Funded	£1 million - £10 million	Planning	Up to 29% of NO _x emission from busses	Planning granted for P&R. Also new and improved services	N Work with bus companies to upgrade bus fleet composition. Whilst making bus use more attractive to potential users one	Funding

Pendle Borough Council

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12	Awareness of public of idling vehicles and potential LA enforcement action for failing to do so.	Public Information and traffic management	Anti-idling enforcement. Awareness via the internet and social media and press release. Enforcement for parking on the highway	2015	2025	PBC	PBC	NO	Not Funded	< £10k	Planning	Reduced emissions from idling vehicles	Awareness of idling and consequences. Reduction in idling and parking on the highway through enforcement	Officers to be authorised to enforce anti-idling legislation, but staff resources are limited. Also implement "No idling zones" and signage	Staff Resources
13	Freight Consolidation Centre	Freight and Delivery Management	Freight Consolidation Centre	2015	2032	PBC, LCC	-	NO	Not Funded	£1 million - £10 million	Planning	Up to 32% NO ₂ emissions from HGVs	Commissioning FCC, to improve traffic flows and reduce emissions in town centres	Yet to start	Funding
14	Carry out regular emissions testing of Council vehicle fleet to ensure that all vehicles comply with the law	Vehicle Fleet Efficiency and Traffic Management	Testing Vehicle Emissions. Fleet efficiency	2015	Ongoing	PBC	PBC	NO	Partially Funded	< £10k	Implementation	Reduced emissions from PBC fleet	Efficient less air polluting fleet	Council vehicles already undergo an enhanced service plan and regular MOT inspections to ensure	Funding to increase beyond legal minimum / lack of operational benefit

Pendle Borough Council

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15	Fit abatement equipment if necessary to older heavy goods vehicles to help minimise pollution	Vehicle Fleet Efficiency	Vehicle Retrofitting programmes, for fleet efficiency	2015	2025	PBC	PBC	NO	Not Funded	£50k - £100k	Planning	Reduced emissions from PBC fleet	Fleet emission reduction and improvement to air quality	Review of council fleet and possibly retrofit options being considered. Trial of eco fuel scheme completed and fully implemented	Funding / Staff Resources / Technology
16	Promote the use of cleaner or alternative fuels where possible including the introduction of electricity powered vans	Vehicle Fleet Efficiency. Promoting low emission transport.	Fleet efficiency and recognition schemes. Company vehicle procurement prioritising low emission vehicles	2015	Ongoing	PBC	PBC	NO	Partially Funded	£1 million - £10 million	Implementation	Reduced emissions from PBC fleet	Introduce new electric or hybrid vehicles to council fleet. Fleet emission reduction as well as promoting low emission transport	Phased approach to implementation	Funding

Pendle Borough Council

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17	Establish and implement a rolling programme for replacing older more polluting vehicles with newer cleaner vehicles	Vehicle Fleet Efficiency. Promoting low emission transport.	Fleet efficiency and recognition schemes. Company vehicle procurement prioritising low emission vehicles	2015	Ongoing	PBC	PBC	NO	Partially Funded	£1 million - £10 million	Implementation	Reduced emissions from PBC fleet by replacing old vehicles with newer cleaner vehicles	Improve average euro class of the whole Council owned fleet, Increased use of low emission Council vehicles particularly heavy good reducing emissions and improving air quality	Phased approach	Funding
18	Improve the Council's vehicle fuel consumption efficiency by better management of fleet activities	Vehicle Fleet Efficiency.	Workplace, travel planning. Driving training	2015	Ongoing	PBC	PBC	NO	Funded	< £10k	Implementation	Awareness to drivers over braking and accelerating. Plan to reduce amount of PBC vehicle trips through AQMA	Reduction in emissions through route planning, Driving behaviour to improve air quality.	Plan for all fleet activities by reviewing routes	Funding

Pendle Borough Council

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19	Collaboration with Sustrans to promote alternative travel	Promoting Travel Alternatives and alternatives to private vehicle use	Promoting sustainable transport. Promote use of bus, cycling, walking, waterways and rail	2015	Ongoing	PBC/Sustrans/LCC	PBC, Sustrans	NO	Not Funded	< £10k	Planning	Reduced emissions from car journeys, whilst encouraging sustainable travel alternatives	Reduced vehicle trips and increased use of public and sustainable transport	LCC already developing a payment NoW card to work through partnership area. Other schemes to be developed	Funding / Staff Time
20	Awareness and education of both domestic/commercial use wood burners and appropriate fuel	Public Information	Use of press releases and social media to raise awareness	2015	Ongoing	PBC	PBC	NO	Not Funded	£10k - 50k	Planning	Improved education resulting in lower emissions from domestic and commercial wood burners	Delivery of educational program for the Promotion, awareness of NO _x to change behaviour	Information and links provided on website with further development	Funding / Staff Time
21	Promoting active travel campaigns to schools	Promoting Travel Alternatives. Public information and alternatives to private use vehicles	Promotion via school talks and travel plans. Car lift and sharing schemes	2015	Ongoing	PBC, LCC, Schools	PBC	NO	Partially funded	< £10k	Planning	Reduced schools' trips, reduced traffic emissions and changing behaviour	Implementation of travel plans at each school in Borough, to raise awareness, change behaviour and reduce emissions	Encouragement of travel plans within schools underway, basic template provided	School take up of campaigns to walk to and from school as opposed to vehicle use

Pendle Borough Council

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22	Creating public awareness of levels of pollution within locality and ways to minimise impacts on air quality	Public Information	Hold community forums/schools or media events and develop web based/share web-tools to increase air quality awareness	2015	Ongoing	PBC, Defra	PBC, Defra	NO	Partially Funded	£10k - 50k	Implementation	Improved knowledge	Real time data available to public	Increased public awareness of air quality issues and ultimate shift to less polluting forms of transport. Links to Defra Air Pollution Forecast website, included on PBC website	Resources
23	Work in partnership with County Council to increase uptake and implementation of workplace and residential Travel Plans	Promoting travel alternatives. Alternatives to private vehicle use	Personalised travel planning, via Car lift sharing schemes and car clubs, personalised, and workplace travel plans.	2015	Ongoing	LCC/PBC	LCC/PBC	No	Partially funded	£10k - 50k	Part implemented	Reduced emissions from vehicle journeys	Removal of existing road traffic from the road networks and minimisation of that introduced by new schemes	Build upon existing travel plans provisions, ensure momentum and identify new ways to promote	Resources and funding

Pendle Borough Council

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24	Comment upon planning applications to ensure all relevant air quality issues are highlighted and mitigation measures are considered wherever possible	Policy Guidance and Development Control	Air Quality Planning and Policy Guidance	2015	Ongoing	PBC	PBC	NO	Partially Funded	£10k - 50k	Implementation	Reduced emissions from developments / associated traffic	Comments made on each relevant applications which could impact on air quality are properly assessed	Air Quality comments made on each relevant planning application submitted to PBC	Ongoing work
25	Contribute to and influence forthcoming development policies for Lancashire County Council	Policy Guidance and Development Control	Regional Groups- Co-ordinating programmes to develop area wide strategies to reduce emissions and improve air quality.	2015	Ongoing	LCC	LCC	NO	Not Funded	£10k - 50k	Partial implementation	Increased inclusion of air quality considerations within County and Borough wide policy development	Regularly liaise with LCC to increase air quality considerations within policy development influence change	Ongoing	Resources

Pendle Borough Council

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26	Authorise and regularly inspect industrial premises under the Environmental Permitting regulatory regime	Environmental Permits	Control of environmental emissions	2015	Ongoing	PBC	PBC	NO	Partially Funded	£10k - 50k	Implementation	Monitoring and control of emissions from permitted processes	Completion of permit inspection process	Ongoing, processes are being inspected as ER risk rating scheme. With reductions of industrial emissions as a result of a tighter/more regular inspections.	Ongoing work
27	Responding to burning/emissions complaints from businesses and the public	Promoting low emission plant	Regulations for fuel quality for stationary and mobile sources	2015	Ongoing	PBC	PBC	NO	Partially Funded	£10k - 50k	Implementation	Prevent unnecessary burning of domestic and commercial waste	Reduce emissions to air from combustion of waste	Ongoing enforcement in line with council's enforcement policy	Ongoing work

Pendle Borough Council

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28	Continuous monitoring of NO _x emissions across the Borough and within AQ	Policy Guidance. Monitoring of NO _x emissions in accordance with AQAP and ASR	Air quality monitoring	2015	Ongoing	PBC	PBC	NO	Funded	£10k - 50k	Implementation	Monitoring of emissions to inform on actions and management via the ASR and AQAP	Sufficient monitoring is key to understanding the extent of any air quality issues allowing appropriate management measures to be implemented and monitored	Ongoing monitoring program Due to improved air quality, we will be seeking to revoke the AQMA for Colne.	Ongoing work. With continued monitoring in hot spot areas, with expansion and reduction based upon results. Looking to revoke AQMA

Pendle Borough Council

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29	Move petrol tools to battery	Policy Guidance	Sustainable procurement	2023	Ongoing	PBC	PBC	NO	Funded	£10k - 50k	Implementation	Reduction of emissions from petrol power tools such as hedge trimmer and chainsaw	Fleet emission reduction	Replacement of machinery with suitable battery alternatives as need for replacement arises with working cycle. so far we have 1 combi unit, 1 pruning saw and 1 hedge trimmer. On order next week are 2 chainsaw, 2 hedge trimmer, 2 pole saw, 2 kombi trimmers	Not all Professional grade battery tools are yet up to worktime/ power via battery - market constantly evolving. ongoing work as required. bigger battery tools such as ride on mowers will be cost prohibitive
30	End user training - driver behaviour, idling, braking and speeding	Vehicle Fleet Efficiency	Driver training	2023	Ongoing	PBC	PBC	No	Not funded	<£10k	Implementation	Changing behaviour to reduce emissions	Reduction of NO _x emissions	Advice/information available in staff driver handbook and driving safely training.	Ongoing but relies on implementation by staff

Pendle Borough Council

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31	Where applicable, reduce the need for staff travel i.e. through home working, better use of IT and flexi working	Promoting travel alternatives	Facilitate homeworking	2020	Ongoing	PBC	PBC	No	Funded	£10k - 50k	Implemented	Opportunities for agile working, cutting down travel and NO _x emissions	Reduce emissions with less staff traveling to and from the office	Existing agile workers issued with laptop to work from home	Challenge removal of agile workers
32	Undertake annual staff travel survey to baseline and understand current commuting patterns and encourage lift sharing amongst PBC staff	Promoting Travel Alternatives. Public information	Public information via surveys. Personalised and workplace travel plans	2020	2024	PBC / LCC / Go Velo	PBC/LCC	NO	Not Funded	<£10k	Planning	Reduction in emissions from vehicles, through use of travel alternatives ie. Car sharing, travel plans and alternative public transport	Look at staff travelling behaviour with a view of identifying scheme, and ways to develop use of travel plans, low emission vehicles, and car sharing	Further up to date work is needed in this area.	Staff resources / funding
33	Bike library pilot (PIF funding project underway)	Promoting Travel Alternatives and alternatives to private vehicle use. Transport planning and infrastructure	Promotion use of cycling. Public cycle hire scheme	2023	2024	PBC/LCC/Go Velo	LCC Public Health	NO	Funded	<£10k	Implementation	Reducing car use and thereby emissions/promotion of travel alternatives to change behaviour and increase use of bikes	Bikes hired out, to change behaviour, choice and increased uptake on travel alternatives	Implementation in partnership with Go-Velo and PBC	Continuity once initial pilot scheme is over

Pendle Borough Council

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34	Planning applications – consult with colleagues re active travel measures inc. cycling	Policy Guidance and Development Control. Transport Planning and Infrastructure. Promotion of low emission transport	Air quality and policy guidance. Sustainable transport improvements. Promotion of walking, cycling and Infrastructure to promote low emission vehicles, parking and recharging.	2023	2025	PBC/LCC	-	NO	Not Funded	<£10k	Implementation	11% reduction in car trips; 15-33% increase in walking, cycling and use of public transport, to improve air quality and reduction in vehicle emissions and improvements to EV's	Planning apps shared to promote active travel measures, ie. for improve air quality, EV provision and infrastructure.	Discussions with Planning Department	Staff time
35	LUF funding mobility hubs	Alternatives to private vehicle use. Transport infrastructure and promoting sustainable transport. Promoting of travel alternatives	Promotion of cycling and cycle network	2023	2026	PBC/LCC	LUF	NO	Funded	£50k	Planning	Reduction in pollution levels due to less private trips	Increased uptake on cycling and reduction in vehicle use.	Public consultations by LCC and start of construction	LCC managed scheme

Pendle Borough Council

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36	Secure bike parking as part of mobility hubs	Alternatives to private vehicle use. Transport infrastructure and promoting sustainable transport. Promotion of travel alternatives	Promotion of cycling and cycle network	2023	2026	PBC	LUF	NO	Funded	£10k	Planning	Reduction in pollution levels due to less private trips	Increased uptake on cycling and reduction in vehicle use.	Public consultations by LCC and start of construction	Staff time
37	EV charging car parks	Promoting low emission transport	Priority parking for EV's.	2023	2026	PBC	No funding sources	NO	Not Funded	>£100k	Planning	Reduction in private vehicle trips thus reduction in NO _x levels	Proving electrical vehicle parking accessibility and availability	Reviewing car parking strategy policy for Pendle	Resourcing
38	EV charging on street	Promoting low emission transport	Priority parking for EV's.	2023	2026	PBC, LCC	No funding sources	NO	Not Funded	>£100k	Planning	Reduction in private vehicle trips thus reduction in NO _x levels	Proving electrical vehicle parking accessibility and availability	Discussions with LCC and trial scheme to be implemented. In accordance with LCC electric vehicle infrastructure scheme	Resourcing

Pendle Borough Council

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39	More staff and public EV charging points (inc bike charging points)	Promoting low emission transport	Refuelling infrastructure to promote low emission vehicles and EV charging	2023	2025	PBC/LCC	LUF	NO	Not Funded	>£10k	Planning	Reduction in the level of NO _x emissions	Increased provision of domestic car charging points throughout the Borough to encourage use of EV's.	Discussions with LCC and other providers. Presently at the start of construction	Staff time/funding
40	Promote electric vehicles through the staff salary sacrifice car scheme	Promoting low emission transport	Public (staff) vehicle procurement for the uptake of low emission vehicles and EV's	2020	Ongoing	PBC	PBC, Liberata	NO	Staff funded as salary sacrifice with discounted costs	>£100k	Implementation	Reduction in NO _x emissions, with use of sustainable transport	Promotion of EV's reasonable costs to encourage uptake and Reduce emissions	Ongoing commitment to provide EV cars to staff	Viable costs and willingness of staff
41	Introduce and promote e-bike pool for PBC staff business use	Alternatives to private use vehicles. Promotion of travel alternatives.	Promotion of e-bikes	2020	2023	PBC	Connecting East Lancashire /LCC	NO	Funded	<£10k	Implemented	Reduction in private vehicle trips thus reduction in NO _x	Change of behaviour and increased awareness and use of e-bikes for staff.	Introduction of two electric bikes for staff to hire.	Staff time

Pendle Borough Council

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42	Salary sacrifice to buy a bike through work, Introduce mileage allowance on bike scheme to encourage staff to cycle more for businesses needs.	Alternatives to private use vehicles. Promotion of travel alternatives.	Promotion of cycling	2018	2018	PBC	PBC	NO	Funded	<£100k	Part-Implemented	Reduction in private vehicle trips thus reduction in NO _x	Encourage staff member to purchase and use bikes as opposed to polluting vehicles. Offer mileage rate for use of bike by staff for business needs	Bikes purchased on cycle 2 work scheme, that also included purchasing of electric bikes. Increased allowance of £1,000 to £1,500 on the basis of a c	Further work on paying mileage to staff's using bikes on work business
43	Incentivise public transport use for PBC events and activities	Alternatives to private use vehicles. Promotion of travel alternatives.	Promotion of public transport	2021	Ongoing	PBC	PBC	NO	Not funded	<£100k	Planned	Reduce of NO _x emissions from car journeys by staff	Uptake in staff using alternative public travel instead of polluting vehicles	Planned	Seeking to formalise within policy and procedure to move forward. Appetite to action

Pendle Borough Council

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44	New bridleway to create a traffic free route between Brierfield, Nelson and Lomeshaye. Signpost and promote other existing cycle routes for safer cycling and walking	Alternatives to private use vehicles. Promoting travel alternatives. Transport planning and infrastructure	Promotion of cycling and walking, Other-improved safe infrastructure for cycling and walking. Improvements to walking and cycling network	2018	2023	PBC	ESIF LEP & LCC	NO	Funded	£1 million	Implemented	Reduction in private vehicle trips thus reduction NO _x	Increased use of walking and cycling along a traffic free route that is safe.	Construction completed	New bridleway completed but other routes can be promoted work with LCC on the LCWIPS
45	Promote the canal tow path as a safe cycling and walking route	Promotion of travel alternatives Public information. Transport planning and infrastructure	Promotion of waterway, cycling and walking. Promotion of information via social media, press and the internet. Cycle network improvements.	2018	2026	PBC	PBC, LCC, LUF	NO	Funded part of Accessible Nelson	£3.4 million	Construction	Reduction in private vehicle trips thus reduction in NO _x	Improve access onto the canal tow path. Linking up with other cycling and walking networks. Also creating awareness and promotion of improvements and changes	Public consultation with construction started	Staff time/working in partnership with LCC on Accessible Nelson - other canal routes to be promoted digitally on-line - staff time is barrier.

Appendix B: Reasons for Not Pursuing Action Plan Measures

Table 2.2 Action Plan Measures Not Pursued and the Reason for the Decision

Action category	Action description	Reason action is not being pursued (including Stakeholder views)
Traffic Man Would need local and regional support, commitment and interest.agement	Road User Charging/Workplace Parking Levy	Disproportionate cost to the size of the exceedance. Could make town centres unattractive for shoppers/workers and developers. Would need local and regional support, commitment and interest.
Prompting Low Emission Transport	Low Emission Zone/Clean Air Zone	Disproportionate cost to the size of the exceedance. Would need local and regional support, commitment and interest.
	Review low emission taxi licensing	Feasibility of this measure is low with air quality improvements
Promotion of sustainable transport	Introduce allowances on bike pool for payment usages for staff	Further work needed on feasibility to offer staff payment for using bike for business needs,

Pendle Borough Council

		although the measure will show little improvements to air quality but will support the health and wellbeing of staff. Some work already developed on salary sacrifice for staff to purchase bikes.
Promotion of sustainable transport	Incentive by staff to use public transport for PBC events and activities	Evidence that the measure will show little improvement to air quality. Whilst, the commitment is their concerning events/activities/training/conferences etc. outside of Pendle, this is not the case for journeys within Pendle.
Freight and delivery management	Freight partnerships for town centres and Freight consolidation centres	The measure is not currently funded to move forward. There is not will from stakeholders presently. Although evidence shows introduction of the measure will make a significant impact on air quality in town centres.
Public Information	Awareness of the impact to the public of vehicle idling, with potential PBC enforcement action.	A barrier to the introduction and delivery of this measure is due to availability of staffing resources within the Commercial Environmental

		Health Team. We are still keen to introduce this measure in the future.
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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
AQO	Air Quality Objective
AQS	Air Quality Strategy
ASR	Air quality Annual Status Report
BAT	Best Available Techniques
BCR	Benefit Cost Ratio
CCTV	Close Circuit Television
CIL	Community Infrastructure Levy
Defra	Department for Environment, Food and Rural Affairs
DfT	Department for Transport
EPUK	Environmental Protection UK
ESIF	European Structural Investment Fund
EU	European Union
EV	Electric Vehicles
FCC	Freight Consolidation Centre

FQP	Freight Quality Partnership
HGVs	Heavy Goods Vehicles
ITS	Intelligence Transport System
LAQM	Local Air Quality Management
LGV	Large Goods Vehicle
LTP	Lancashire Traffic Plan
LUF	Levelling Up Funding
MOT	Ministry of Transport
MOVA	Microprocessor Optimism Vehicle Actuation
NPFF	National Planning Framework
NO ₂	Nitrogen Dioxide
NO _x	Nitrogen Oxides
PBC	Pendle Borough Council
PIF	Public Investment Funding
PTP	Personalised Travel Planning (Sustrans)
QBS	Quality Bus Service
RTPI	Real Time Passenger Information
SCR	Selective Catalytic Reduction
SELRAP	Skipton, East Lancashire Railway Action Partnership
TfL	Transport for Lancashire
UK	United Kingdom
USPF	UK Shared Prosperity Fund
UTMC	Urban Traffic Management Control
VMS	Variable Message Systems

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