



**REPORT FROM: HOUSING, HEALTH & ECONOMIC DEVELOPMENT SERVICES MANAGER**

**TO: EXECUTIVE**

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## **AIR QUALITY ACTION PLAN**

### **PURPOSE OF REPORT**

To provide an update on the Air Quality Action Plan.

### **RECOMMENDATIONS**

That the contents of the Air Quality Action Plan be noted and formally adopted by the Executive

### **REASONS FOR RECOMMENDATIONS**

To enable work on delivering the Air Quality Action Plan to start.

### **ISSUE**

The Air Quality Action Plan (AQAP) has now been prepared and is ready for publication. It is the culmination of several years' work since the Colne Air Quality Management Area (AQMA) was declared.

Pendle Borough Council is required by s.84 of the Environment Act 1995 to prepare an AQAP where the Air Quality Standard (AQS) is not being met. The AQAP must also be submitted to and approved by the Department for the Environment, Food & Rural Affairs (DEFRA). Annual progress reports must also be submitted to DEFRA.

The AQAP sets out a number of actions that, if successfully implemented, will reduce levels of NO<sub>2</sub> to within acceptable limits. They are grouped together in five themes, although there will be some overlap between them – transport measures, leading by

example measures, education, community & partnership measures, statutory measures and monitoring measures.

## **Background**

Our air quality monitoring data in 2009 and 2010 indicated that the level of nitrogen dioxide (NO<sub>2</sub>) was exceeding the AQS along Windsor St and the adjoining part of the A56 (Skipton Rd) heading towards Foulridge.

In accordance with the air quality review and assessment framework, what is known as a 'Detailed Study' was undertaken to establish the extent of the problem. This confirmed that the AQS was indeed being breached which led to the declaration of an Air Quality Management Area in 2011. The AQMA encompasses 66 residential properties.

A subsequent 'Further Assessment' identified that the main contributory factors were emissions from Heavy Goods Vehicles followed by emissions from cars and Light Duty Vehicles. At the worst-case location a reduction of 8% of the current NO<sub>2</sub> concentration is required to comply with the AQS.

The AQAP considers a number of policies and strategies not directly related to but which will impact upon air quality, such as the Local Transport Plan, the Lancashire Climate Change Strategy and the Pendle Local Plan Core Strategy.

It is a requirement to consult on AQAPs before publishing them. This exercise was undertaken over a period of six weeks in the summer of 2014. A copy of the draft AQAP was circulated to relevant service managers within PBC, the Transport Planning team at Lancashire County Council, the Highways Agency, a number of other stakeholders and Colne Area Committee. A survey was also issued to over 1,300 residential and businesses addresses in the vicinity of the AQMA. Two hundred responses were received - these are reported in the AQAP.

The delay between that activity and producing the final draft of the AQAP was caused by us waiting for the publication of the Colne Traffic Study Preliminary Report which was made available at the beginning of August.

## **Next Steps**

In order to progress the AQAP it needs to be officially accepted and approved by Pendle Borough Council. It can then be formally submitted to DEFRA.

Simultaneously, the actions will be allocated to the most relevant service manager or agency that will be requested to set out timescales and milestones for implementation. This will assist with the monitoring arrangements that are to be put in place. Each action and its related milestones will be set up in the Covalent programme so that progress can be reported annually both to DEFRA and the Council.

It should be highlighted that work towards delivering many of the actions has already begun. For example, the Environmental Protection team has been working in conjunction with the Sustainable Travel team at LCC to target schools in Colne around air quality / sustainable travel and a number of highway improvements, such as an Urban Traffic Management & Control system and improvement to traffic works along the North Valley corridor have been identified and capital allocated through the planning process.

The actions within the AQAP are not necessarily a commitment to deliver the said actions, but more a commitment to investigate the feasibility of implementing them. For example, it is unlikely that a Freight Consolidation Centre would work in Colne. Each action has been given a 'prioritisation' score that is calculated by considering the cost of implementing the action, what impact it is predicted to have (in terms of a reduction in NO<sub>2</sub>) and factoring in a feasibility rating. This will enable us to focus on actions that are likely to bring about the greatest reductions in NO<sub>2</sub> at the best value for money and which are the most deliverable.

A table is presented as an appendix to this report which sets out the actions in order of priority, i.e. the highest priority action at the top through to the lowest priority action at the bottom.

## **IMPLICATIONS**

<b>Policy:</b>	None arising directly from this report
<b>Financial:</b>	Some actions may require funding from PBC in order to implement successfully
<b>Legal:</b>	None arising directly from this report
<b>Risk Management:</b>	Failure to make progress with the AQAP could result in criticism from the public and the relevant government department
<b>Health and Safety:</b>	None arising directly from this report
<b>Sustainability:</b>	The AQAP contributes towards the sustainability agenda
<b>Community Safety:</b>	None arising directly from this report
<b>Equality and Diversity:</b>	None arising directly from this report

## **APPENDICES**

- 1) Colne AQMA Air Quality Action Plan
- 2) AQAP Prioritised Actions

## **LIST OF BACKGROUND PAPERS**

All relevant air quality reports can be found at

[http://www.pendle.gov.uk/info/20048/pollution\\_and\\_air\\_quality/93/local\\_air\\_quality\\_management](http://www.pendle.gov.uk/info/20048/pollution_and_air_quality/93/local_air_quality_management)

## Appendix – AQAP Actions Ranked in Priority Order

AIR QUALITY ACTION	PRIORITISATION SCORE
<b>Measure 6:</b> Introduction of 20mph Speed Restrictions	228
<b>Measure 25:</b> Comment upon planning applications to ensure that all relevant air quality issues are highlighted and mitigation measures are considered wherever possible	189
<b>Measure 26:</b> Contribute to and influence forthcoming development policies for Lancashire County Council	189
<b>Measure 24:</b> Work in partnership with the County Council to increase uptake and implementation of School Travel Plans, Workplace Travel Plans and Residential Travel Plans	147
<b>Measure 4:</b> Improvements in Traffic Flows and Speeds within the AQMA	144
<b>Measure 7:</b> Encouraging Modal Shift	126
<b>Measure 16:</b> Promote the use of cleaner or alternative fuels where possible including the introduction of electrically powered vans	112
<b>Measure 17:</b> Establish and implement a rolling programme for replacing older more polluting vehicles with newer cleaner vehicles	112
<b>Measure 18:</b> Improve the Council's vehicle fuel consumption efficiency by better management of fleet activities	112

<b>Measure 19:</b> Investigate options for better travel planning amongst Pendle Borough Council employees	112
<b>Measure 22:</b> Encourage Pendle Borough Council employees to consider the use of bicycles in their daily duties by providing cycle usage mileage	112
<b>Measure 27:</b> Authorise and regularly inspect industrial premises under the Environmental Permit regulatory regime	112
<b>Measure 28:</b> Enforce relevant legislation to reduce burning of commercial and domestic waste	112
<b>Measure 3:</b> Urban Traffic Management and Control (UTMC)	108
<b>Measure 5:</b> Freight Quality Partnership / Ban on HGVs in AQMA during Peak Periods	108
<b>Measure 14:</b> Carry out regular emissions testing of Council vehicle fleet to ensure that all vehicles comply with the law	98
<b>Measure 20:</b> Implement initiatives to educate communities on air pollution issues and ways to minimise impacts on air quality	98
<b>Measure 21:</b> Work with Sustrans to ensure that walking and cycling initiatives are promoted and supported	98
<b>Measure 1:</b> M65 to Yorkshire Relief Road (A56 Village Bypass Scheme)	84
<b>Measure 11:</b> Reduction in Idling of Traffic	70

<b>Measure 13:</b> Parking Strategies	70
<b>Measure 29:</b> Continued air quality throughout the Pendle Borough Council area	63
<b>Measure 30:</b> Ensure that all air quality monitoring data is both accurate and precise by implementing quality control measures	63
<b>Measure 10:</b> Improved Bus Services	60
<b>Measure 15:</b> Fit pollution abatement equipment if necessary to older Heavy Goods Vehicles to help minimise pollution	60
<b>Measure 23:</b> Provide public with 'real time' travel and air quality information	60
<b>Measure 9:</b> Bus Park and Ride (P&R)	48
<b>Measure 8:</b> Improvements in Bus Fleet Emissions	40
<b>Measure 12:</b> Freight Consolidation Centre	30
<b>Measure 2:</b> Reinstatement of the Colne to Skipton Railway Line	24