

| REPORT TO | ON |
|-----------|---------------|
| CABINET | 20 March 2019 |



| TITLE | PORTFOLIO | REPORT OF |
|-----------------------------|--------------------------------------|--|
| Air Quality in South Ribble | Public Health, Leisure and Wellbeing | Director of Neighbourhoods & Development |

| | |
|--|------------|
| Is this report a KEY DECISION (i.e. more than £100,000 or impacting on more than 2 Borough wards?) | Yes |
| Is this report on the Statutory Cabinet Forward Plan ? | No |
| Is the request outside the policy and budgetary framework and therefore subject to confirmation at full Council? | No |
| Is this report confidential? | No |

1. PURPOSE OF THE REPORT

1.1 The report informs members of the Air Quality in South Ribble and the actions that have been taken to improve the Air Quality and the further work currently being undertaken.

2. PORTFOLIO RECOMMENDATIONS

2.1 Cabinet to receive this report for information and to note the improving performance of air quality levels and the extensive air quality action plan which is in place as a programme of action moving forwards.

3. REASONS FOR THE DECISION

3.1 The reason for the report is to provide Cabinet with an update on the Air Quality monitoring undertaken in South Ribble including the actions that have been taken to improve the Air Quality and the further work currently being undertaken.

3.2 Health and Wellbeing is a major priority within the Council's Corporate Plan. We want to promote our health and wellbeing objectives by developing high quality community open spaces, connected across the borough which supports residents in adopting healthier and more active lifestyles.

3.3 Air Quality represents one of the largest concerns to our residents and in the most recent South Ribble Partnership Survey residents identified air quality as an area for improvement.

3.4 An extensive programme of consultation has been started with residents on our Green Links programme and planning for real events. There has been a high level of engagement and involvement from residents and the feedback received at those events show that air quality is an area that concerns residents.

4. CORPORATE PRIORITIES

4.1 The report relates to the following corporate priorities:

| | |
|---|---|
| Excellence and Financial Sustainability | x |
| Health and Wellbeing | X |
| Place | X |

Projects relating to People in the Corporate Plan:

| | |
|--------|---|
| People | x |
|--------|---|

5. BACKGROUND TO THE REPORT

- 5.1 This report provides an overview of air quality in South Ribble from 2013 to 2017. The data for 2018 is not available at this point as analysis is ongoing with the raw data from our monitoring locations.
- 5.2 In 2005 South Ribble Borough Council declared the first four Air Quality Management Areas in the borough covering sites in Penwortham, Lostock Hall, Bamber Bridge and Walton-le-Dale, all for the likely exceedance of annual mean Nitrogen Dioxide Objective level. Following continual air quality monitoring exceedances in the annual mean Nitrogen Dioxide levels in conjunction with traffic flow data, the fifth AQMA in Leyland was declared in December 2017.
- 5.3 In November 2018 Cabinet approved the Council's Air Quality Action Plan with 58 identified actions to improve Air Quality for the residents of South Ribble. A steering group comprising of elected members, County Council Highways Officers, Public Health Lancashire, CCG, Police and South Ribble Staff were invited to attend the steering group to develop the action plan. In addition, a full public consultation was undertaken which gathered a number of responses and suggested measures to be included.
- 5.4 The Local Air Quality Management process places an obligation on all local authorities to regularly review and assess air quality in their areas, and to determine whether or not the air quality objectives are likely to be achieved. Where an exceedance is considered likely the local authority must declare an Air Quality Management Area (AQMA) and prepare an Air Quality Action Plan (AQAP) setting out the measures it intends to put in place in pursuit of the objectives.
- 5.5 There are no safe levels of air pollutants and the World Health Organisation has identified the following guideline levels:
- | | |
|-----------------|----------------------------------|
| PPM 2.5 | 10 µg/m ³ annual mean |
| PM 10 | 20 µg/m ³ annual mean |
| NO ₂ | 40 µg/m ³ annual mean |

6. DETAILED CONSIDERATION

- 6.1 The air quality monitoring results presented in Appendix A and Figure A are, independently tested results which have been verified by the Department for Food and Rural Affairs (DEFRA). The results of the air NO₂ Proficiency Testing Scheme and a field comparison exercise precision survey indicated a good overall level of precision with collocated studies for the diffusion tubes.

- 6.2 Table A and Figure A in the appendices compares the ratified and adjusted monitored NO₂ annual mean concentrations for the past 5 years with the air quality objective of 40µg/m³.
- 6.3 The results obtained from the monitoring undertaken by South Ribble show a general, reduction in NO₂ levels on the 2013 data with the exception of Lostock Hall, AQMA 3, which has identified an exceedance of the objective value over the year 2017. Leyland AQMA 5 for the year 2017 show no exceedances of the air quality objective, but further monitoring is being undertaken to understand the trends.
- 6.4 The monitoring data shows Penwortham AQMA 1, Walton-Le-Dale AQMA 2 and Bamber Bridge AQMA 3 that in the last five years the air quality objective of 40µg/m³ has not been exceeded. Work is ongoing to carefully consider the designation of these areas to ensure that the Health and Wellbeing of our residents are protected. The positive and proactive actions the Council has undertaken includes producing guidance for developers on air quality, ensuring electrical hook ups are located on new development sites and various schemes to encourage the use of bikes.
- 6.5 Members are asked to note the improving air quality levels in South Ribble. Only one monitoring location in 2017 marginally exceeded the 40µg/m³ limits. We will continue to monitor these air quality management areas as the Council is committed to the Health and Wellbeing of its residents. The Council has an ambitious Corporate Plan 2019/20 with the Green Links programme and the infrastructure works in the City Deal contributing to further improving the air quality of the borough.
- 6.6 A review of the South Ribble area has been undertaken to assess any changes that have occurred over the last 12 months and the potential for these to impact either negatively or positively on air quality.
- 6.7 As part of the Preston, South Ribble and Lancashire City Deal, significant residential development has been granted planning permission, particularly in the Leyland area, Bamber Bridge, adjacent to the declared AQMA's and Lostock Hall with construction already commenced, and some plots already occupied.
- 6.8 Air quality has been considered for most of the above developments, with those using nationally recognised assessment methodology concluding a negligible impact. In line with the proposed Lancashire wide guidance document mitigation measures have been requested on all of these sites. Monitoring of the area using diffusion tubes is currently being undertaken by the Council and the results are detailed below.
- 6.9 Progress is continuing on the major road infrastructure improvements identified in the 'South Ribble Borough Council Air Quality Action Plan' and 'Central Lancashire Highways and transport Masterplan'. These road improvements once completed should help to reduce congestion and improve air quality within the towns of South Ribble. South Ribble's position, as part of the City Deal Programme, is that infrastructure should come first.
- 6.10 Defra's appraisal of last year's Air Quality report concluded;
- There is an expectation that pollution concentrations will be expected to fall below the objective levels unless there are roads with additional congested traffic.
 - The Council need to carefully consider the future monitoring programme, to ensure changes in AQMA designations can be made on the basis of local monitoring evidence.
 - A steering group is required to co-ordinate the measures identified in the action plan.
 - It is clear that close engagement with Lancashire County Council is required, particularly in the development of the next Local Transport Plan.
 - The impacts of the planning residential developments in South Ribble need to be considered.

7. CONSULTATION CARRIED OUT AND OUTCOME OF CONSULTATION

7.1 On the 21st June 2018, National Clean Air Day, a full consultation was launched as part of a Clean Air Day event for members and staff at the civic centre. The aim of the day was to launch the consultation on the revised action plan, source potential measures to be incorporated and improve the understanding around air quality.

7.2 An air quality Steering group was established involving staff and members from South Ribble Borough Council, County Council Highways and Public Health and CCG.

7.3 A press release was released and articles placed on the council's website, social media and internal intranet (Connect).

7.4 A large number of suggested measures were received from the Clean Air Day event and over the six-week consultation period. Participants included staff, partner organisations, elected members and members of the public. These were sorted and discussed within the steering group, finally deciding on those included within the document Air Quality Action Plan 2018.

7.5 The Green Links and Planning for real consultation 2019 supported residents to come with their concerns and solutions and air quality was a consideration.

8. ALTERNATIVE OPTIONS CONSIDERED AND REJECTED

8.1 The alternative option was to do nothing but the Council places air quality as a key priority action area that it commits to and has demonstrated through the positive actions undertaken along with a future long term commitment of the air quality action plan. The Council also has a statutory duty.

9. FINANCIAL IMPLICATIONS

9.1 The development and implementation of some of the identified measures in the Air Quality Action Plan will have a financial impact and each will need to be considered separately and form part of Corporate Planning as the measures are developed over the 5 year life of the plan.

10. LEGAL IMPLICATIONS

10.1 The Council is under a legal obligation, Part IV of the Environment Act, to produce an Air Quality Action Plan (AQAP) following the declaration of an AQMA and to work towards the improvement of air quality within its area and achieving the air quality national objective values

10.2 Failure to produce, maintain, review an air quality action plan and pursue measures within it may result in direct intervention from the secretary of state.

11. HUMAN RESOURCES AND ORGANISATIONAL DEVELOPMENT IMPLICATIONS

11.1 None.

12. ICT/TECHNOLOGY IMPLICATIONS

12.1 None.

13. PROPERTY AND ASSET MANAGEMENT IMPLICATIONS

13.1 None

14. RISK MANAGEMENT

14.1 There are no implications for not adopting the Air Quality Action Plan, however failure to work towards the completion of the identified measures may instigate secretary of state involvement.

15. EQUALITY AND DIVERSITY IMPACT

15.1 None

16. RELEVANT DIRECTORS RECOMMENDATIONS

16.1 Cabinet to receive this report for information and to note the improving performance of air quality levels and the extensive air quality action plan which is in place as a programme of action moving forwards.

17. COMMENTS OF THE STATUTORY FINANCE OFFICER

17.1 There are currently no financial implications identified, but any planned actions for which the costs cannot be met from existing budgets will require approval in line with the council's constitution.

18. COMMENTS OF THE MONITORING OFFICER

18.1 The purpose of the report is to update members on the latest information with regard to air quality in the borough. As members are aware the Council has statutory duties to comply within this area.

19. BACKGROUND DOCUMENTS

- 19.1 Air Quality Management Order, No. 5 – Leyland
- 19.2 South Ribble Borough Council Annual Status Report 2017
- 19.3 Environment Act 1995
- 19.4 Corporate Plan 2018-2023
- 19.5 Local Air Quality Management PG(16)
- 19.6 Air Quality Action Plan 2018

21. APPENDICES

Appendix A NO₂ Annual Mean Concentrations for all monitoring locations 2013 -2017.

Appendix B Progress on measures to improve Air Quality completed.

Appendix C Identified measures which are in the process of being completed.

Jennifer Mullin:
Director of Neighbourhoods & Developments

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| Report Author: | Telephone: | Date: |
| Neil Martin, Senior Environmental Health Officer | 01772 625329 | 8 th March 2019 |

Appendix A NO₂ Annual Mean Concentrations for all monitoring locations 2013 -2017.

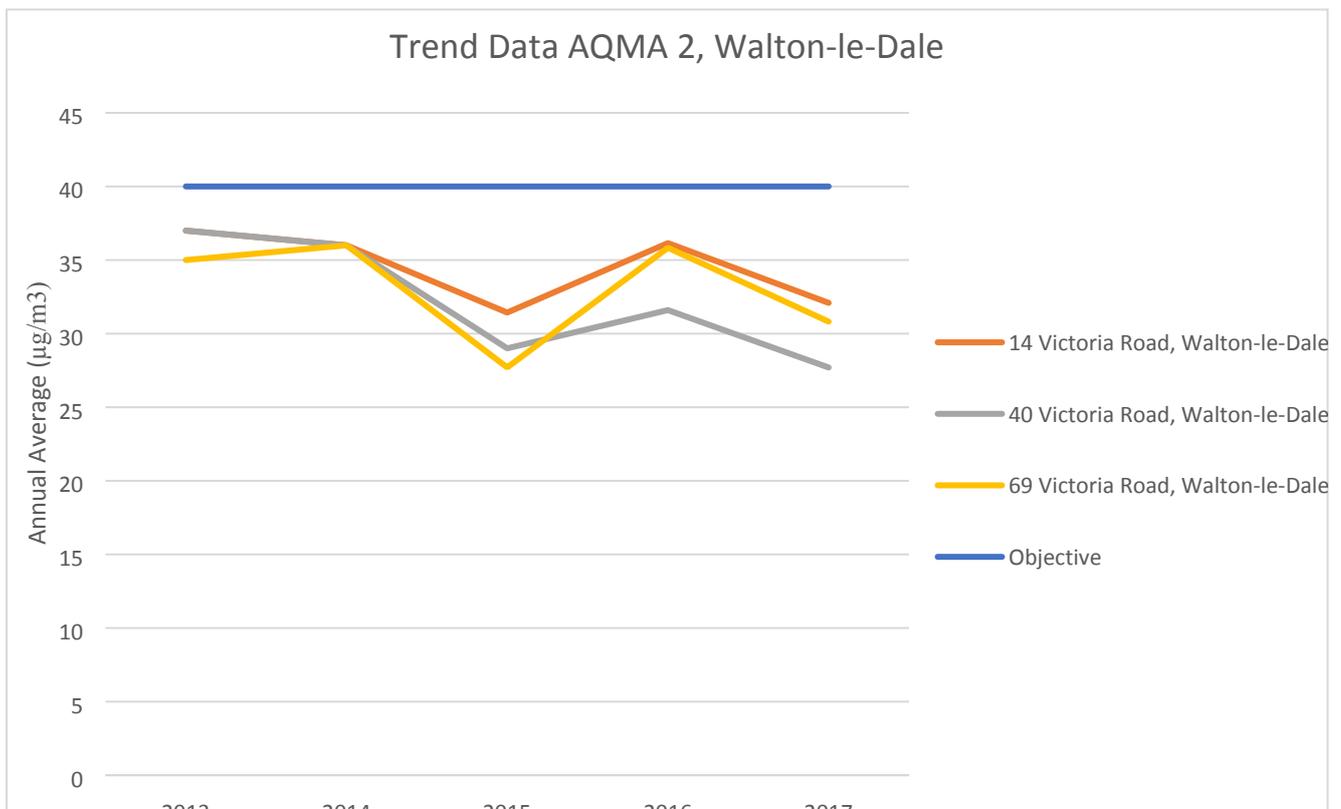
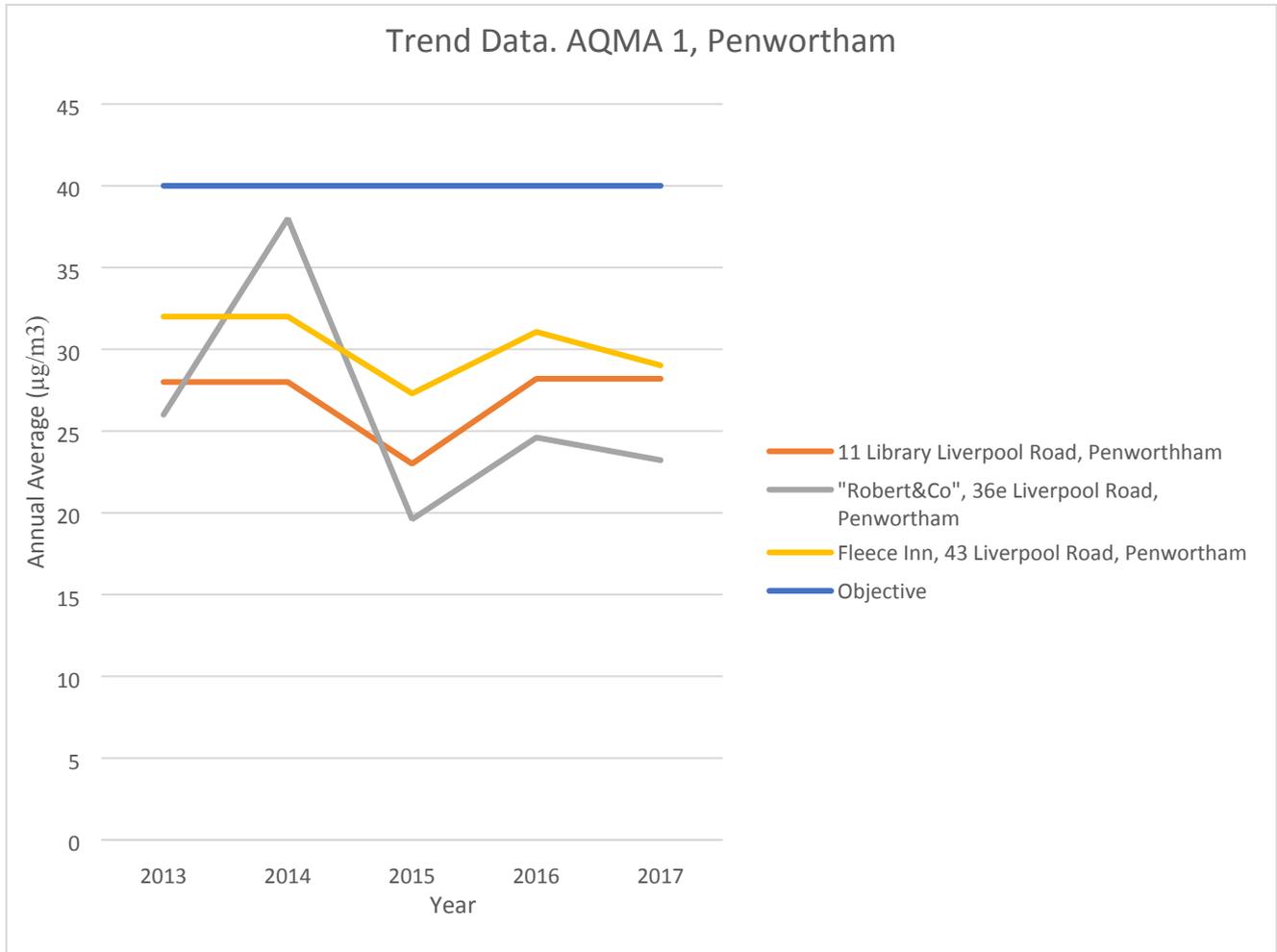
| Site ID | Site Type | Monitoring Type | NO ₂ Annual Mean Concentration (µg/m ³) ⁽³⁾ | | | | |
|---|------------------|-----------------|---|-------|-------|--------------|--------------|
| | | | 2013 | 2014 | 2015 | 2016 | 2017 |
| Civic Centre, Leyland | Urban Background | Diffusion Tube | 16.00 | 18.00 | 11.63 | 15.30 | 13.57 |
| Turpin Green Lane/Charnock St, Leyland | Roadside | Diffusion Tube | 29.00 | 32.00 | 26.81 | 31.73 | 30.38 |
| Turpin Green Lane, Leyland | Roadside | Diffusion Tube | 34.00 | 33.00 | 29.00 | 32.26 | 32.66 |
| Turpin Green Lane, Leyland | Roadside | Diffusion Tube | 37.00 | 37.00 | 31.54 | 41.45 | 35.34 |
| Turpin Green Lane, Leyland | Roadside | Diffusion Tube | 30.00 | 28.00 | 24.20 | 28.04 | 25.25 |
| Turpin Green Lane, Leyland | Roadside | Diffusion Tube | 36.00 | 34.00 | 31.29 | 40.81 | 34.77 |
| Golden Hill Lane | Roadside | Diffusion Tube | 39.00 | 35.00 | 30.00 | 38.20 | 34.74 |
| Golden Hill Lane | Roadside | Diffusion Tube | 36.00 | 33.00 | 31.00 | 38.03 | 32.51 |
| Leyland lane | Roadside | Diffusion Tube | | 36.00 | 21.80 | 28.59 | 25.09 |
| The Mill, Longmeanygate | Roadside | Diffusion Tube | | 35.00 | 20.37 | 25.12 | 23.32 |
| Watkin Lane, Lostock Hall | Roadside | Diffusion Tube | 28.00 | 28.00 | 22.00 | 26.30 | 25.70 |
| Spar, Watkin Lane, Lostock Hall | Roadside | Diffusion Tube | 33.00 | 30.00 | 27.64 | 32.25 | 33.11 |
| Browndge Road, Lostock Hall | Roadside | Diffusion Tube | 43.00 | 37.00 | 33.68 | 38.11 | 40.03 |
| Tardy Gate PH, Leyland Rd, Lostock Hall | Roadside | Diffusion Tube | 37.00 | 34.48 | 29.78 | 37.68 | 35.32 |
| Leyland Road, Lostock Hall | Roadside | Diffusion Tube | 34.00 | 34.00 | 30.00 | 32.26 | 27.73 |
| Library Liverpool Road, Penwortham | Roadside | Diffusion Tube | 28.00 | 28.00 | 23.00 | 28.20 | 28.20 |

| "Robert & Co", Liverpool Road, Penwortham | Roadside | Diffusion Tube | 26.00 | 38.00 | 19.61 | 24.61 | 23.22 |
|---|-----------|--------------------|---|-------|-------|-------|-------|
| Fleece Inn, Liverpool Road, Penwortham | Roadside | Diffusion Tube | 32.00 | 32.00 | 27.30 | 31.07 | 29.02 |
| Site ID | Site Type | Monitoring Type | NO ₂ Annual Mean Concentration (µg/m ³) ⁽³⁾ | | | | |
| | | | 2013 | 2014 | 2015 | 2016 | 2017 |
| Victoria Road, Walton-le-Dale | Roadside | Diffusion Tube | 37.00 | 36.00 | 31.43 | 36.15 | 32.09 |
| Victoria Road, Walton-le-Dale | Roadside | Diffusion Tube | 37.00 | 36.00 | 29.00 | 31.60 | 27.70 |
| Victoria Road, Walton-le-Dale | Roadside | Diffusion Tube | 35.00 | 36.00 | 27.70 | 35.83 | 30.82 |
| Library, Station Road, Bamber Bridge | Roadside | Diffusion Tube | 31.00 | 30.00 | 26.00 | 32.46 | 29.19 |
| Station Road, Bamber Bridge | Roadside | Diffusion Tube | 32.00 | 29.00 | 23.32 | 30.35 | 28.72 |
| Station Road, Bamber Bridge | Roadside | Diffusion Tube | 22.00 | 24.00 | 19.14 | 25.02 | 24.80 |
| Station Road, Bamber Bridge | Roadside | Diffusion Tube | 29.00 | 30.00 | 27.00 | 28.10 | 26.20 |
| Station Road, Bamber Bridge | Roadside | Diffusion Tube | 27.00 | 26.00 | 22.00 | 24.70 | 22.90 |
| Station Road, Bamber Bridge | Roadside | Diffusion Tube | 34.00 | 35.00 | 32.06 | 39.90 | 35.09 |

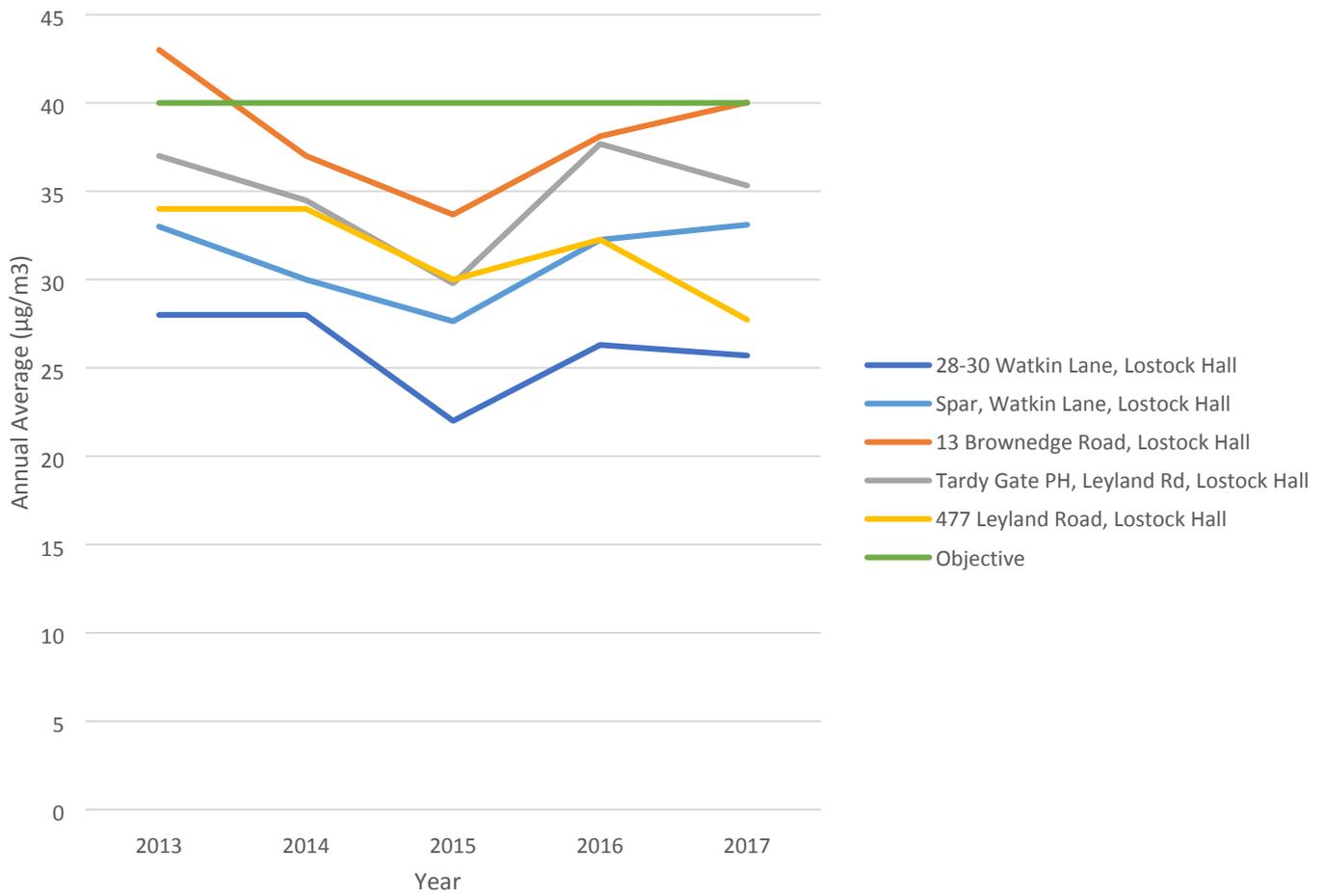
Notes:

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

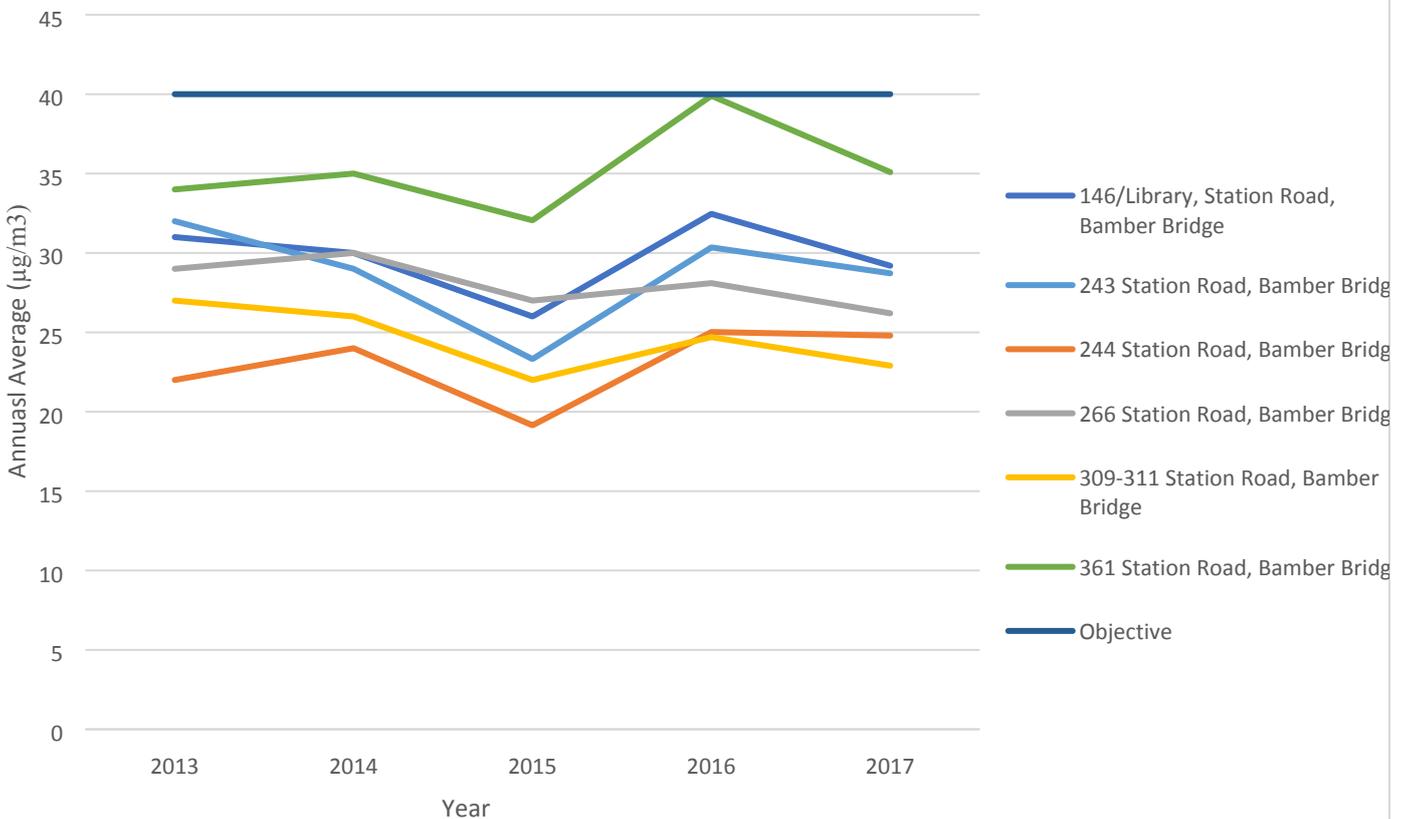
Figure A – Trends in Annual Mean NO₂ Concentrations



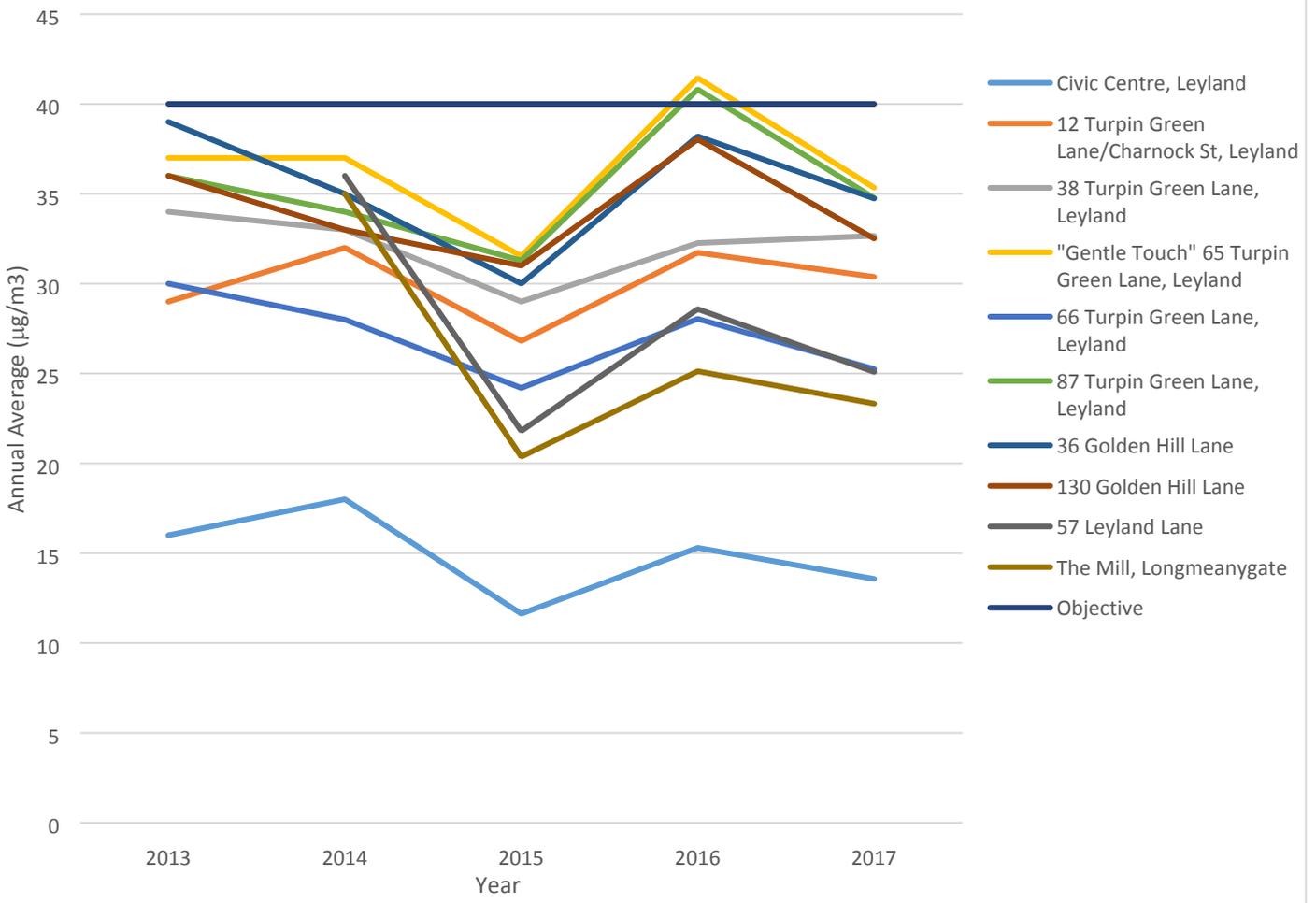
Trend Data AQMA 3, Lostock Hall



Trend data AQMA 4, Bamber Bridge



Trend Data for AQMA 5, Leyland



Appendix B Progress on measures to improve Air Quality completed

| Measure No. | Measure | Progress to Date | Lead Agency |
|-------------|--|--|------------------------------|
| 1 | Ensure adequate Electrical Vehicle charging infrastructure is provided on all Planning Applications in line with the Council's Electric Vehicle Charging Points Guidance for Developments | Electrical vehicle recharging (EVR) points are requested on all suitable developments, while inclusion of EVR points is not universally included on planning decisions the majority of sites are required to provide suitable EVR points | SRBC, Planning / Env Health |
| 2 | Require suitable travel plans to be produced, and implemented on all relevant developments in line with the low emissions strategy | Travel plans are requested on suitable planning applications, although it is acknowledged that improved guidance on the contents of Travel plans is still required for developers. | SRBC, Planning / Env. Health |
| 3 | Require secure cycle storage to be included on all relevant domestic, commercial, industrial, and leisure developments | Secure cycle storage is being requested on all appropriate planning applications | SRBC Planning, Env. Health |
| 4 | Require adequate changing facilities to be provided for use of staff / visitors for all relevant commercial and industrial developments | Changing facilities are being requested on all appropriate commercial and industrial developments | SRBC, Planning/ Env. Health |
| 5 | Continue with the 'bike to work' salary sacrifice scheme | The Council have continued with the 'bike to work scheme' | SRBC< HR |
| 6 | Provide cycle reassurance training for any member of staff, elected members who wish to receive it | Cycle reassurance training has been offered to staff and will continue to be offered | SRBC, Sports Development |

Appendix C Table details those identified measures which are in the process of being completed.

| | | | |
|---|---|--|--|
| 1 | To publicise and encourage the use of the Lancashire based Air Quality Guidance Document for Developers | When EH are contacted by consultants they are asked to use the guidance document | SRBC Env. Health /Planning |
| 2 | To include the above air quality guidance document within the revised Central Lancashire Core Strategy | Work on the revised Core Strategy has started. | Central Lancs, SRBC, Planning, Env. Health |
| 3 | Securing four major road developments identified within the Lancashire County Council 'Central Lancashire Highways and Transport Masterplan' | Work is underway on securing these road improvements and include, 'The Cawsey' link Road, Penwortham By-pass, both of which are almost complete. | LCC Highways |
| 4 | To investigate the provision of a link road between Centurion Way and Tomlinson Road | Investigation ongoing. | SRBC |
| 5 | Look to improve signage to re-direct HGV traffic away from areas of poor air quality | Funding has been sourced and a suitable location for signage within the Leyland AQMA identified, However further work is required with LCC Highways as the land owned by SRBC falls under the jurisdiction of the Highways authority as an adopted road. | Env. Health |
| 6 | Improve the cycle infrastructure within the borough, especially along routes to schools and employment sites | Work is ongoing on the Leyland Loop to provide additional safe cycle routes. | SRBC |

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| 7 | Improve the electric vehicle infrastructure across the borough | <p>A number of bids have been submitted to Defra for funding. We have in conjunction with 5 other Lancashire authorities secured over £600,000 to provide electric vehicle charging points for taxis.</p> <p>The Council have joined up with Electric Blue to undertake an Evolve programme to identify where EVR points are required for taxis. The project involves fitting black boxes to taxis to monitor their locations. Drivers are given information on how much they could save by 'going electric' while the authority obtains details on where to locate recharging points. The authority is working with 'Charge my Street' who aim to secure community lead funding to provide charging infrastructure within areas of residential properties that only have on-street parking provision.</p> <p>LCC have secured funding to provide EVR points across the county and South Ribble will be receiving 4 of these.</p> <p>EVR points are being requested on all relevant planning applications.</p> <p>Electric Vehicle recharge points are to be installed at the Civic Centre and Moss Side Depot, for use by staff and the public</p> | SRBC, Planning, Env. Health, Neighbourhoods |
| 8 | Provide electric vehicle charging points on council owned car parks and buildings | See Above | SRBC, Neighbourhoods |
| 9 | Anti-Idling Campaign in declared AQMA's and outside schools, colleges and leisure centres | Advertising literature has been designed and purchased, schools are to be contacted by the end of March. Officers have been authorised. | SRBC, Env. Health |
| 10 | Work with taxi firms to encourage the uptake of low emission vehicles (Electric) | See above re evolve programme | SRBC< Env. Health |
| 11 | Further reduce the age limit of taxis within the borough | County wide suggested policy being developed. This has been drawn up between the six authorities who have successfully made a bid to DEFRA, Public Health Lancashire and LCC Highways. The suggested policy improvements have been presented to the Lancashire Licensing Group for consideration. | EHL, AQ sub-group, SRBC, Env Health/Licensing |
| 12 | Stop taxis and buses idling within AQMA's and outside schools & Colleges | See above – Anti-Idling Campaign | SRBC, Env Health |

| | | | |
|----|--|--|---------------------------------------|
| 13 | Encourage elected members to car share and use alternative forms of transport, in particular to council meetings and functions | This has been discussed with members | SRBC, Elected Members |
| 14 | Replace the mayoral car with an electric car | Discussions have been held, | SRBC, Neighbourhoods /Elected Members |
| 15 | Air Quality shall be considered within the decision making process on every report to cabinet, council, portfolio holder decision etc. | This has been raised at Leadership team. | SRBC, Democratic Services, CEO |
| 16 | Replace the civic centre pool car with an electric car Systematically replace the depot vans with electric vehicles Systematically replace grounds vehicles with electric vehicles as technology becomes available | Discussions have been held and electric vans have been trialled. | SRBC, Neighbourhoods |
| 17 | Sign up to the 'NHS fleet solutions salary sacrifice scheme' this allows staff to purchase via salary sacrifice a new car (to be restricted to electric vehicles only) including all insurance, tax, and servicing | A Leadership Team Report to investigate the options further has been prepared. | SRBC, Leadership Team, HR |
| 18 | Provide secure lockable cycle storage facilities at the civic and depot | Secure cycle storage has been provided at the Civic Centre. | SRBC, Neighbourhoods |
| 19 | Provide suitable changing rooms and storage facilities for use of staff | Work has begun on the planning of changing rooms at the Civic Centre | SRBC, Neighbourhoods |