

WARDS AFFECTED: All Wards

Leicester
City Council

**Forward Timetable of Consultation & Meetings:
Arts, Leisure and Environment Scrutiny Committee
Cabinet (for final consideration)**

**7 November 2000
20 November 2000**

**Environment Act 1995
Review and Assessment of Air Quality**

Report of the Director of Environment and Development.

1. Purpose of Report

Having sought approval of Cabinet to undertake consultation with the public and with statutory bodies, this Report seeks the views of Scrutiny Committee on:

- The findings of the statutory Review and Assessment of Air Quality.
- The consequent, proposed Air Quality Management Areas.
- The arrangements made for public consultation (Appendix 2).
- The responses of statutory consultees and stakeholders in Leicester, following the consultation. (Appendix 3).

Copies of the full Air Quality Review and Assessment Report and the summary leaflet are appended.

2. Summary

The Environment Act 1995 requires all local authorities to undertake a review and assessment of air quality in their areas. The main aim is to identify areas where national air quality objectives (future targets based on health-related standards) will not be achieved. These must be declared as Air Quality Management Areas (AQMAs), and an Action Plan must subsequently be prepared and implemented.

The Review and Assessment is a three-stage process. Stage I (a simple screening process) was completed and reported to Environment & Development Committee in December 1998. This then necessitated the City Council proceeding to Stage III of the Review & Assessment for nitrogen dioxide, carbon monoxide and PM₁₀ particulates.

Stage III of the Review and Assessment is far more complex and requires the use of air quality models to predict future levels of pollutants at all locations. The findings of this work are detailed in the Final Draft Consultation Report which is presented along with this Report together with a summary of the preceding stages.

The DETR's "suggested deadlines" for completion are detailed below:

December 2000	Completion of final report after consultation and formal designation of any Air Quality Management Areas (AQMA's)
November 2001 (Within 9-12 months of AQMA designation)	Completion of a more detailed review within AQMA's and preparation of a draft Action Plan for consultation.
May 2002 (Within 12-18 months of AQMA designation)	Action Plan should be in place.
December 2003	Completion of a second full Review & Assessment

Following a six-week consultation period, ending 13th October 2000, feedback will be reported to Cabinet on 20 November, with a view to declaring the proposed AQMA's.

Suggested main issues for consideration by Scrutiny Committee:

- In relation to predictions of future air quality, statutory guidance generally recommends that a precautionary approach should be adopted; has an appropriate degree of optimism/pessimism been adopted?
- Are there any significant factors that have not been properly taken into account?
- The Report identifies areas of the City where it is predicted that future air quality objectives will not be achieved. These must then form the basis for declaring AQMA's, which should follow logical boundaries. Are the proposed AQMA's appropriate in this respect?

3. Recommendations

That Scrutiny consider the Review & Assessment Final Draft Consultation Report, and the issues detailed in this Report.

4. **Report Author:** Adrian Russell and Evan Davies,
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SUPPORTING PAPERS / APPENDICES

Appendix 1. Implications Associated with the Report

Appendix 2. Consultation Arrangements

Appendix 3. Consultation Feedback.

Appendix 4. Detailed Preliminary Analysis of Policy Implications

“Leicester Air Quality Review and Assessment 2000: Final Report - Consultation Draft, September 2000” (Full Report)

“Working Together for Clean Air in Leicester” (summary leaflet)

“Working Together for Clean Air” (DETR leaflet providing background information)

“Air Quality Review & Assessment Summary Report & Proposals for Action Areas, September 2000, Blaby District Council” (photocopy of summary leaflet)

Appendix 1 Implications Associated with the Report

Financial Implications

This work has largely been undertaken within existing departmental budgets. However, in recent years capital costs associated with air quality monitoring and modelling have been supported through a number of successful SCA bids.

Legal Implications

Under the Environment Act 1995, the City Council has a statutory duty to complete this Review & Assessment and, where necessary, to declare any Air Quality Management Areas. Under Section 85 of the Act, if it appears to the Secretary of State that a local authority is not meeting its obligations under the Act, the Secretary of State may direct the local authority to undertake a review as directed, revoke or modify AQMAs, prepare or modify its action plan, or to implement any measures in its action plan.

Equal Opportunities Implications

There are no specific equal opportunities, except that further analysis, and development of the Air Quality Action Plan, may indicate that disadvantaged groups in certain areas of the City may be exposed to high levels of pollution.

Sustainability Implications

The local air quality management process aims to ensure that future national air quality objectives are achieved within the City; this is therefore a key urban sustainability issue.

Appendix 2. Consultation Arrangements.

a. Statutory Consultation:

Schedule 11 of the Act requires all Local Authorities to consult a number of bodies/organisations as statutory consultees. As statutory consultees they have received a full copy of the Stage 3 Review and Assessment Report. These Statutory Consultees are as follows :-

- The Secretary of State for the Environment, Transport and the Regions.
- The Environment Agency.
- All neighbouring Local Authorities, which comprise:
 - ◇ Blaby District Council
 - ◇ Harborough District Council
 - ◇ Charnwood Borough Council
 - ◇ Oadby and Wigston Borough Council.

(In practice, all of the Leicestershire districts and Rutland were consulted, see below).

- Other Public Bodies, comprising:
 - ◇ The Highways Agency
 - ◇ Government Office of the East Midlands
 - ◇ Leicestershire County Council
 - ◇ Rutland County Council District Council
 - ◇ The Highways Agency
 - ◇ Leicestershire Health Authority
 - ◇ Fosse Health Trust
 - ◇ Hinckley and Bosworth Borough Council
 - ◇ North West Leicestershire District Council

A joint consultation meeting of the Leicestershire Air Quality Forum was held on 11th September for statutory consultees and other public bodies within the County. Issues raised at this meeting are summarised in Appendix 2.

b. Additional Consultation:

In addition to the Statutory Consultees, Leicester City Council has endeavoured to promote the Stage 3 Review and Assessment as widely as possible, through the following steps:

- A leaflet summarising the findings of the Review and Assessment has been printed for general distribution (copy appended with this Report).
- Full copies of the Stage 3 Review and Assessment Report have been made available for public inspection at all Leicester City Council Libraries and at the Customer Service Centre at New Walk Centre, together with supplies of leaflets.
- The report is available on the internet via the City Council's website.
- An article about the findings of the stage 3 Assessment and a map of the Air Quality Management Areas appeared in the October issue of "Leicester Link", delivered to every residential address in Leicester.
- A press release was issued to the Leicester Mercury and radio and television stations, which generated additional publicity.
- An open day was held in the City Rooms on Saturday, 30th September, following publicity. This included a display, with officers from Pollution Control present to advise the public on Air Quality issues and the Local Air Quality Management Areas. This proved to be particularly productive and consultation feedback can be found in Appendix 2B of this report.

c. Action on Consultation Responses Received:

All responses to the consultation exercise will be considered. An analysis and summary will be embodied in the final. post-consultation Report.

d. Statutory Consultation by Other Local Authority

As already explained, Leicester City Council is required to consult with all neighbouring local authorities. Similarly, all neighbouring local authorities will be consulting the City Council on their proposals.

At the present time, only one neighbouring local authority has progressed to this stage: Blaby District Council. They are proposing to declare Air Quality Management Areas in the Narborough Road South/Fosse Park area and adjacent to two stretches of the M1 motorway. A photocopy of their leaflet summarising these proposals is appended with this report. The Director of Environment & Development will provide the formal response to this consultation once officers have finished assessing the full report provided by Blaby District Council. It is unlikely that adverse comments will be made.

Appendix 3: Consultation Feedback.

A. Leicestershire Air Quality Forum: Joint Consultation Meeting 11 September 2000

At this meeting all local authorities within the County presented a report on the findings of their Review & Assessment work, or on their progress to date. The following is a summary of the some of the main issues discussed and raised at the meeting:-

- The air quality objectives apply to non occupational exposure, with the annual average exposure to NO₂ being of principal concern. This would not be an objective relevant to car drivers, although it is recognised that pollution levels inside vehicles may be higher than in the air outside the vehicle.
- In a city location approximately 75% of pollution is from road traffic. This proportion will be less close to a local point source.
- Major highways and trunk roads are of particular concern in rural Authorities. Only the Highways Agency can influence traffic management on these routes. DETR has advised that the role of Local Authorities is to highlight pollution problems associated with these roads, and it is the role of the Highways Agency to take appropriate action.
- Traffic management may move pollution emissions, without reducing it. However, one aim of any Action Plan must be to reduce the number of car journeys where alternative transport options are available.
- Already air quality is an issue being considered as part of the planning consultation process for proposed developments across the County.
- It is still unclear what powers will be available to Local Authorities in Air Quality Management Areas. One possibility is the power to undertake kerbside emissions testing.
- Leicestershire and Rutland appear to be further ahead with the Review and Assessment process than most neighbouring counties.

B. Exhibition at the City Rooms on Saturday 30th September 2000:

This aimed to provide the public with an opportunity to examine the Review & Assessment findings and discuss any queries with officers present. The City Council's mobile air quality monitoring station was stationed outside the building. Leaflets were distributed to interested shoppers and other passers-by, and they were invited in to view the exhibition. Approximately 200 people visited the exhibition. Officers then explained the Review & Assessment findings as presented in the display material, and then invited people to make their comments on the forms provided.

Comments forms were completed by 73 people. The form included two questions with tick box answers (designed to focus attention on the main issues relevant to this particular consultation exercise):

“Do you think that the proposed Air Quality Management Areas are in the most appropriate places?” [68 answers]

Yes	51%
No - more main roads should be included	35%
No - more of the city should be included	22%
No need to declare an AQMA	1%

“Do you agree with the levels of pollution predicted for 2005?” [68 answers]

Yes	41%
No - I think pollution levels will be lower than predicted	10%
No - I think pollution levels will be higher than predicted	49%

The form then provided additional space for any comments or suggestions and 54 people made such comments. These comments are listed in full, but the main themes are summarised below (with number of people commenting on each issue shown in brackets):

- Suffer from asthma/notice effects of air pollution on health (6)
- Supportive of work to improve air quality, pleased with AQR&A work, display, etc. (11)
- More information on air quality requested (Leicester Air Quality Bulletin &/or full report) (29)
- Improvements to public transport needed (21)
- More Park & Ride (3)
- Encourage cycling, walking & other forms of transport (6)
- Greater use of alternative fuels (5)
- Reduce cars, congestion, HGVs on roads (7)
- Tackle emissions from stationary buses & cars, carry-out emissions testing (7)

Written Comments:

“Very well explained - I am now aware of the problem & possible solution” (city resident).

“Keep up the good work you are doing” (city resident).

“I agree with the idea of increasing public transport so less people use their cars. The pollution is terrible. It is something I feel strongly about as I do suffer from asthma and hope the pollution levels decrease in the near future” (Glenfield resident).

“Although pollution is bad, more needs to be done to improve public transport to get people to leave cars at home, public transport is getting worse and if I had a car wouldn't use the bus, so do more with buses and cars will stay in the garage”. (City resident)

"We are encouraged to use public transport but the price is always rising making it cheaper to come around to places by car". (City resident)

"Car parking prices lower for small cars" (Kettering resident)

"The city lies in a hollow so as the mists linger traffic fumes do also. Traffic will increase so will fumes. Pollution will always be a continual problem because population increases cars, etc". (City resident).

"Air pollution seemingly would be significantly reduced if people used less fossil fuels. The government should pressurise all relevant bodies to ensure we are all driving cars fuelled by alternative means". (City resident).

"Traffic lights/road humps etc., all contribute to higher exhaust levels, also higher petrol/diesel consumption which obviously = higher pollution levels". (City resident).

"Public transport needs re-thinking entirely. Buses take too long; routes should be shorter to make them quicker. Why not run the buses along similar lines to taxis? i.e. people can book their places on the bus perhaps the day before so the driver knows how many people to pick up and where and when! So the route can be shorter and more convenient for passengers. Make bus tickets more widely available so people can buy them before getting on the bus. Also I noticed that 10% of cars produce 90% of emissions. BAN THEM! Or at least give them massive fines.

There should be more car sharing. Can you not have a co-ordinator so people can offer places in their car or people without cars can find a person to travel with?

Flexible working should be encouraged so more people can work from home or work different hours to the norm.

More school buses should be provided to cut down on the "school run" or walking buses should be encouraged.

Finally, more provision for cyclists, scooters, rollerblades etc., so they can come off the road and travel more safely. More people would use these modes of travel if there were safe routes for them to travel. Encourage scooters and rollerblades, particularly for children and city centre dwellers, not ban them and give them fines!"

"Include details from other areas such as Blaby, Oadby and Wigston. Introduce monitoring areas where large super-markets are placed in residential areas. Supermarkets should be taxed or fined if they fail to offer alternative transport, e.g. free buses. Also supermarkets should be set traffic reduction targets at a local level". (Oadby resident)

"Alternative transport, electric. ? Why trams, Why not trolley buses

- a) no tracks on roads
- b) can pull into the kerb to load or unload
- c) tyres on roads quieter than steel wheels on rails." (Wigston resident)

1. "I don't believe more cars will be coming into the city centre in the future.
2. Older buses should be thoroughly inspected/overhauled to reduce pollution.
3. Apparently the long-term problem of bus engines running while stationary hasn't yet been received.
4. Government should encourage/subsidise LPG conversions for motorists". (Lutterworth resident).

"I think this is an important subject and I am glad it is receiving this attention".

I think promoting and improving all public transport is a good idea as England is a very densely populated country with relatively short distances between cities. Many people seem to have cars and not really need them." (Narborough resident).

"Need to look at not only the air pollution - but the rubbish that people generate. The green bag system works but - if you were to carry out a survey in a street in e.g. Belgrave, 95% of the people do not recycle. What about other forms of energy?? i.e. wind." (City resident).

"Not qualified to predict! Most anxious about PMs". (City resident)

"I think you are doing a good job within your field". (City resident).

"I would support measures to reduce traffic congestion on trunk routes into the town centre". (City resident)

"Should be free bicycle hire services like the supermarket trolley - pay and ride, return and collect your money - at any cycle site. Less traffic in city. More courier services should use tricycle with storage and also postmen. Create more cycle lane in the city. Train more people to ride bicycle. Put cycle lane next to bus lanes as there are more of them". (City resident).

"More encouragement to convert to LPG, cheaper public transport, less industry in the city. (City resident).

"Want improved public transport to encourage people to stop using cars. Bus companies must not be only profit motivated. More people use cycles". (City residents).

"Trams want them back - lines are still there. Monorail?". (City resident)

"Too many cars on the road. Restrict parking on road and pavement. Buses stop running engine". (City resident).

"Action to bring in legislation to stop bonfires. Planning conditions on all new development to restrict working hours on Sat pm all day Sun and Bank holidays. (Nottingham resident).

"Specify which planned but unbuilt routes are taken into account (i.e. Victoria Road East extension). (City resident).

"There is an increase in heavy duty very large wagons and of course too many cars". (City resident).

"Park and ride scheme for Humberstone/Uppingham Road. Stop HGV using side roads of main "A" road" (City resident).

"I think that this survey is good for Leicester, the people of Leicester. I do think that in the past not enough has been done regarding this issue, but hopefully this survey will be a step in the right direction and consequently lead to cleaner air and encourage people to walk when can and use public transport. You have to think about our children, their children, etc" (City resident).

"Schools should not be near main roads". (City resident).

"I suffer from asthma and live in the city centre on Oxford Street. The level of traffic is much worse since I came here in 1984. I feel that a lot more has to be done to achieve a clean air city. Heavy through traffic should be banned and forced to use the outer ring road. Also there should be a more aggressive move towards a better and more efficient public transport. This city sadly lacks motivation". (City resident).

- "More accessible public transport
- Realistic cycle routes and lanes
- Shared car ownership policies
- Publicity promotions encouraging people to cycle
- Higher priced cars and petrol.
- Cheaper prices for public transport
- Limitation on people buying cars by the government
- Education on car usage - why not to use the car for running down to the shops
- Serious advertising campaigns - why not brainwash people into doing something useful for a change?

I want to see action". (City resident)

"More info possibly required to make a proper judgement on the report. Clearer diagrams perhaps less 'wordage' so that people can see clearly 'at a glance' which are likely to be problem areas.

Other than that, it is very informative and obviously highlights what many people may have no idea about". (City resident).

"Bus services need updating. They need to be kept cleaner and timetables reliable. Traffic not needing the city centre should be encouraged to use the ring roads. Air pollution from planes needs monitoring". (City resident).

"Look at alternative fuel sources for public transport. More park and ride places covering most of the routes in, especially Narborough Road. Look at some subsidisation of public transport, may not be economically viable though? Education schemes".

"Too much traffic in city - need to use bypasses. Council should open up their ears and listen to what the public have to say. Too many individuals drive through Leicester and it isn't necessary to make these journeys". (City resident).

"Keep up the good work! As a Leicester City dweller I am pleased at all the work being done to help keep Leicester's environment clean". (City resident).

1. "I welcome any attempts to reduce air pollution in the City.
2. Planning need to consider effects on air quality of new proposals - the siting of facilities likely to increase traffic coming into the city or moving across the city need to be considered and listed a high priority (e.g. mosque at end of Evington Road is bound to increase traffic flow just after the introduction of traffic calming - seems contradictory.
3. Public transport has to improve - cheaper and more reliable.
4. Cycling in this city even with the work done to improve (introduce cycle lanes is still very difficult). Parking on cycle lanes is allowed - my local councillors told residents this. The use of cycle lanes to road narrow is unacceptable -
5. I am not a bollard! Cycle lanes are not kept clean and are not continuous so journey times are slow.
6. More park and ride needed.
7. More work with parents to reduce numbers taking kids to school - so more publicity in local paper about the effects. More restrictions around school gates to discourage this traffic. Walking, buses where appropriate.
8. Difficult to make any significant improvements without a national plan and change in how we think about transport of goods and people across large distances".

"I have no basis on which to comment. I assume you are basing your prediction on reliable data and models". (City resident)

"More trees planted when roads are built and in city centres as these are natural air cleaners". (Desborough resident).

"More buses". (Loughborough resident).

"It seems to me that stationary cars/buses cause most of the problems. Cars and buses cannot realistically be removed from the city; therefore an efficient traffic circulating system would be an improvement. Park and ride schemes should be encouraged and a culture shift where children are not driven to school!". (Grobby resident)

"The pollution level is very high and there should be something done about it. I know you are doing as much as you can but when I am in the car and fumes come through the air vent, I feel very sick and become to heave. As you have said the pollution rate will be worse in 2005 before we reach this year I think that we should try to reduce this point and make it become less". (Anstey resident).

"As an occupant of Glenhills Boulevard I would like to see the monitored results issued in the Link or any similar monthly free issues".(Leicester resident).

1. "I have got concerns about the data that was presented to me today in terms of statistical correctness and omitting of crucial data. I would like to see a model which distinguishes between industry/transport/domestic emission generation.
2. I would like to see the "evidence"/grounds on which the 2005 model is based. Purely cleaner emissions from transport won't achieve this.
3. Finally, good presentation for the average citizen, well informed personnel. I am keen to be kept up to date". (Wigston resident).

"Are garden bonfires allowed?" (Leicester resident).

"The air pollution is very bad on New Parks Way dual carriageway. We are unable to have windows open for smell of fumes and noise. I can't think what can be done to improve things as the amount of traffic keeps increasing". (City resident).

"I welcome the system of local air quality management as my daughters are continually making comments about the air quality and city air pollution - I feel if children are noticing the smell, we have got problems. (Anstey resident).

"What are the additional measures in the AQMS? Should have more dedicated bus lanes?" (City resident)

"Display is satisfactory". (City resident)

"Less cars and buses in the middle of town. Use park and ride services". (Loughborough resident)

"Leicestershire has a very good public transport policy. However it needs to be extended still more, As an OAP I try to use public transport whenever possible. I suffer from asthma which I think is mostly due to traffic pollution even in outlying district, so possibly the AQMA does need to be extended". (Mountsorrel resident).

1. "Too many cars - not necessary if public transport is improved.
2. Public transport still totally unreliable and too many antiquated buses.
3. Bus congestion needs to be looked at i.e.High Street/Belgrave Gate". (City resident)

"I think that traffic control plays a big part and fuel emissions should be checked more regularly". (Sapcote resident).

"All current initiatives to reduce traffic pollution are proportionately unfair to low waged and unemployed. These include : road tax is lower for newer (technology) cars, road tolls, increased fuel charges, grants for conversion to LPG are only for new cars. Provide cash incentives for the vast majority of car users to convert to other fuels or other forms of transport.

Now it's here, the car can't be un-invented. Financial constraints will just cut pollution by hurting the poor.

Cheap public transport, grants to convert to alternative fuels for transport, domestic and commercial power. The council replacing electric and gas heating in their housing stock with true renewables (not burning refuse) more combined heat and power and maybe taking up Tony Benn's idea of using a car tax licence as a bus pass would be of some real and practical help.

Organic living (in it's fullest sense) is becoming just another exclusive activity for the middle classes.

There are more low waged in Leicester than high earners". (Glenfield resident).

"I'm writing first on a way of making general comments - hope they're useful.

Public Transport needs to be more useable by the occasional user ... so present integrated timetables in easily read writing (too minuscule for anyone without perfect vision at present); use diagrams to show stops (many of use don't know the names of the roads); quote journey times; realise that massive subsidies will be needed to get the cost below that of petrol (otherwise its more convenient and cheaper for one or more people in a household to use the car); integrate with other forms of public transport (and include secure cycle parks). Forget penalising the motorist any further - you don't need any more opposition to your plans.

Minimising travel - Audit each council job to see what amount can be lopped off employees' travel (e.g. most jobs can be done partly from home if desired). Bring in policies to allow this. Publicise them and use any grants available to encourage other employers to do the same. Put pressure on government to introduce similar grants and projects.

Would appreciate a reply to the ideas put forward. They're politically very difficult for lots of reasons but I do think they represent a way forward. Good luck". (Broughton Astley resident).

Appendix 4. Detailed Preliminary Analysis of Policy Implications

A. The Next Procedural Steps.

Following publication of this Report, Leicester City Council is required by Section 83 of the Environment Act to declare Air Quality Management Areas (AQMA's), based upon those areas where there is a predicted failure to meet any of the air quality Objectives. The statutory Guidance states that such areas should be designated within four months of completion of the Stage 3 Review and Assessment presented in this Report.

Section 84 (2) of the Environment Act 1995 then requires the City Council to prepare a time-based Air Quality Action Plan (AQAP), aimed at securing compliance with the Objectives. The aim should be to go to public consultation on the Action Plan within 9-12 months of designation of AQMA's and to have the Action Plan in place within 12-18 months of designation. The Action Plan must be time-based, although no specific deadlines are set.

It can be seen from the Review and Assessment Report that the key air quality issue in Leicester is that of emissions from motor vehicles. Therefore, appropriate policy objectives for the prospective Leicester City Council Air Quality Action Plan will be framed in terms of measures directed toward minimising exposure of the population to elevated levels of the identified traffic pollutants.

The next step will be a further, detailed Review and Assessment of air quality in the Air Quality Management Areas, as is required by Section 84 of the Environment Act. This will run in tandem with the formulation of the Action Plan and both processes will also be subject to full, public consultation. The Council is well placed, with its air quality monitoring network and dispersion models, to assess progress toward the air quality Objectives and to evaluate different policy options.

Leicester City Council already has a broad environmental policy framework improvement in place. A comprehensive Air Quality Strategy was launched in 1998, which is cross-referenced to the key documents summarised below. These interlock with each other and provide a policy base on which the Air Quality Action Plan can be constructed.

It has not been possible at this stage to include an evaluation of the impact of many of these strategies now "in the pipeline" in the present Review and Assessment. The Action Plan will not necessarily imply a radical policy shift but will, to a large extent, be integrated with the existing policy package. Nonetheless, the application of existing policies will need to be reviewed carefully and in detail in relation to the Air Quality Management Areas. A matrix is presented below of possible, generic policy options, as a starting point for this evaluation process.

The focus of the Review and Assessment Report is the impact of local air pollution emissions on the well-being of the population of Leicester: There are also pressing global sustainability and climate issues. In most cases, policy objectives relating to the two will be complementary: For example, reduction in the consumption of carbon based fuels will benefit programmes to reduce emissions of greenhouse gases. In a few cases, the respective policy analyses may point in different directions: An example is in the field of vehicle fuel policy. Again, the existing policy base will need to be re-assessed in order to establish priorities and to ensure that these are being pursued in the most appropriate way.

B. Existing Council Policies.

(i) The Strategic Direction.

Leicester City Council has an ongoing commitment to Integrity and Sustainability: This Strategic Direction is summarised in four core aims:

- Environmental Quality
- Economic Prosperity
- Social Justice
- Cultural Diversity

Apart from Environmental Quality, the other aims will not be neglected: Some disadvantaged groups are more likely to be exposed to adverse air quality, as inspection of the proposed Air Quality Management Areas reveals (Fig. 1).

(ii) Leicester's Community Plan.

This document, which is essentially a compact between the different stakeholders in Leicester, is currently undergoing consultation. It details a number of goals in relation to the environment and in particular that "to ensure that national...air quality standards are met, and increase awareness and understanding of air quality issues". In addition, it states a number of other policy goals relevant to this Report:

- To slow and reverse the growth of car travel in Leicester.
- To increase the role and usage of public transport.
- To encourage cycling and walking.
- To reduce pollutant emissions from industry, transport and other sources.
- To encourage a partnership approach to pollution control between public bodies, industry and the community.
- To ensure that the Planning system protects and enhances the environment.
- To create a healthy living environment with good quality air...and housing...

(iii) City of Leicester Local Plan (CLLP).

The Plan, which is currently under revision, is the principal land-use planning policy document which helps to guide and support development in the City. It complements the Leicester, Leicestershire and Rutland Structure Plan which comprise the relevant elements of the Development Plan for the City.

With primacy now being given to sustainability the integration of air quality and pollution issues into policy formulation will be a feature of the replacement Local Plan. At the heart of this are proposed three strategic policies:

- Scrutiny of development proposals in the Air Quality Management Area taking into consideration the requirements of the Air Quality Action Plan. This is also part of a general pollution policy.
- Reduction of energy consumption through transport and access linkages.
- Integrating Planning and Transport:-

Developing sustainable forms of transport linkages; locating developments in most accessible locations and established centres; improvements to walking, cycling and public transport networks; promotion of mixed use developments; requirements for transport assessments and travel plans for large scale developments.

A sustainability appraisal of the policies of the draft plan has been undertaken. Each policy has been appraised against a set of Factors which include 'air quality' and 'transport mode'.

(iv) Central Leicestershire Local Transport Plan (LTP).

Leicester City Council and Leicestershire County Council submit a joint bid for funds to improve local transport in "central Leicestershire" The Central Leicestershire Package Area has recently been extended to reflect more accurately the Leicester travel to work catchment area. The total population of the area is 525,000, of whom 275,000 live in the City. The first Local Transport Plan covers a five-year period from 2001 to 2006 and guidance issued by the DETR makes it clear that the Plan should take account of Local Air Quality Management issues.

The overarching strategy of the LTP is integration within and between types of transport and with land-use planning. Elements are included which interlock with Local Air Quality Management as well as with social inclusion, regeneration and other, wider aspects of Government policy.

The main priority is to improve local bus services, including the provision of more "Park and Ride" sites, and to improve safety for vulnerable road users, in particular cyclists and pedestrians.

(v) Leicester Local Agenda 21 (LAG 21) Action Plans.

This document reflects the City Council's role as a partner with other stakeholders in securing world-wide sustainable development. It sets out a vision for the future, guiding principle and supporting aims and main targets. These include:

- To improve air quality and achieve national air quality objectives by the year 2005.
- To extend the air quality monitoring network.
- To develop air quality modelling systems as a policy tool in relation to air quality, transport and land use planning.
- To reduce emissions from industry, transport and other sources in the City.
- To improve local air quality information systems and increase awareness and understanding of air quality issues.
- To encourage a partnership approach to pollution control involving public authorities, local industry and the community as a whole.

(vi) Leicester City Council Eco-Management and Audit Scheme (EMAS) Manual.

This document defines the City Council's own standards of behaviour in relation to the environment. The Manual:-

- States the Council's Environmental Policy.
- Sets out Environmental Objectives and Targets.
- Provides a Register of the Council's environmental effects.
- Provides a Register of environmental legislation with which the Council must comply.
- Provides a Register of internal policies and international commitments.
- Sets out a management system and key tasks.

One environmental target is to reduce emissions of fleet vehicles by 2002, as follows:

- Sulphur dioxide by 98%.
- Total hydrocarbons by 42%.
- Nitrogen oxides by 12% of April 1997 levels.

C. Policy Objectives.

In order to improve air quality in the AQMA's, attention should be paid to the following variables:-

- A. Numbers of vehicles flowing past critical points in the City. (I.e. Locations where people are exposed to excessive concentrations of traffic pollutants in AQMA's, over the relevant averaging periods).
- B. Vehicle/miles within the LTP area.
- C. Emissions per vehicle/mile.

Appropriate generic strategies to achieve each of these can be tabulated as follows:

Strategy	A	B	C
1. Transport modal shift	✓	✓	
2. Elimination of unnecessary travel / transport	✓	✓	
3. Redistribution of traffic flows	✓		
4. Reduction in free-flowing traffic speeds			✓
5. Reduction in congestion / queueing			✓
6. Reduction in old / poorly-maintained vehicles in all / part of the area			✓
7. Promotion of appropriate automotive technologies in all / part of the area			✓
8. Avoidance of development where relevant exposure can occur in close proximity to major roads.	✓		

The specific, existing strategies below can be evaluated against this matrix and modified or expanded as necessary.

D. Current Strategies for Improving Air Quality:

The following strategies can be identified from the City Council policies summarised above:-

- Encouraging modal shift (public transport, cycling and walking rather than car use).
- Reduction in the need to travel.
- Redistribution of traffic flows.
- Reduction in free-flowing traffic speeds.
- Reduction in traffic congestion.
- Reduction in old and poorly maintained vehicles.
- Promotion of cleaner automotive technologies.
- Reduction in nitrogen dioxide emissions from Council vehicle.
- Energy conservation measures.
- Regulation of emissions from industrial processes.
- Health Promotion, Information and Education (including involvement of the Education Department).

- Avoiding sensitive development in close proximity to the major road network.
- Improvements in air quality monitoring and modelling capabilities. E.g. SCA approval for 2000-1 for two additional nitrogen dioxide monitoring stations in AQMA's.

E. Potential Additional Strategies.

The following could additionally be implemented as part of the Air Quality Action Plan.

- Implementation of measures contained in the LTP which have not been taken into account in this Review and Assessment because they are not currently certain to be implemented or because their impact on air quality cannot be precisely quantified, e.g:
 - ◇ Provision of additional park and ride sites.
 - ◇ Public transport improvements.
- Introduction of traffic management strategies specifically focussed on reducing congestion and emissions (without causing problems elsewhere!).
- Reduction of speed limits on roads within AQMA's for air quality as well as safety reasons.
- Declaration of Low Emission Zones (LEZ's).
- Encouraging local improvements in vehicle emissions:
 - ◇ Publicity and education.
 - ◇ Partnerships with business etc.
 - ◇ Implementation of statutory roadside vehicle emissions testing powers (proposed for local authorities within AQMA's).
- Improvements in capability in order to refine future air quality predictions:
 - ◇ Air quality monitoring.
 - ◇ Emissions inventories.
 - ◇ Dispersion modelling.
 - ◇ Traffic modelling.

Introduction:

A new system of assessing air quality was introduced by the Environment Act 1995. The Government has produced a National Air Quality Strategy and set objectives for seven pollutants:

- Benzene
- 1,3-Butadiene
- Lead
- Carbon Monoxide
- Nitrogen Dioxide
- Fine Particles (PM₁₀)
- Sulphur Dioxide

Local Authorities, including Blaby District Council, are under a duty to review and assess the levels of these pollutants in their areas, and predict whether national action is sufficient to bring about compliance with the objectives. Where a failure is envisaged, the area concerned is to be declared an Air Quality Management Area (AQMA). When an area has been declared there will be a more comprehensive investigation, with an Action Plan being produced to tackle the problems identified.

The Review & Assessment Process:

Blaby District Council has completed its review and assessment for all the pollutants except for Fine Particles (PM₁₀). Work continues, in accordance with government guidance, on that pollutant.

The Results of the Review & Assessment Process:

The council predicts that the objectives for Benzene, 1,3-Butadiene, Lead, Carbon Monoxide and Sulphur Dioxide will be achieved by the date indicated.

Certain areas of the district are however predicted to exceed the objective for Nitrogen Dioxide. These are listed below. It is proposed to declare these areas as AQMAs.

- A5460 Narborough Road South
- M1 corridor in Enderby and Narborough
- M1 corridor between Thorpe Astley Kirby Muxloe.

What will happen to areas declared Air Quality Management Areas?

They will be the subject of more detailed pollution monitoring to check the current levels of pollution and verify the accuracy of our predictions. Within 18 months an Action Plan will be produced which will set out steps to reduce the level of Nitrogen Dioxide in the areas. This plan is likely to include land use planning controls and transport management measures. The results from further monitoring, and the Action Plans, will also be subject to further consultation

Why is the Council Consulting?

1. We are setting out the areas where pollution is considered to require action. You may not agree with our proposals, but they are based on scientific assessment as set out in the full consultation document. If you wish to challenge the proposals, we will need to consider your argument against the assessment and its methods.
2. The measures to address pollution levels may affect you in some way and you need to understand why a plan is being put together.

Future Action:

A further report on fine particles will be produced as soon as our investigations are complete.

The government envisages that local authorities should complete at least one further review and assessment before the end of 2003.

The Action Plan is likely to include planning controls, cross references to the Local Transport Plans and other measures, intended to ensure that pollutant levels in the AQMAs meet the national objectives.

A copy of the full consultation report is available for public viewing at the Blaby Council Offices at Narborough, at the Council's local offices in Blaby and Braunstone Town, and in local libraries.

Comments are invited on the contents of this assessment which should be sent to the Chief Environmental Health Officer at Blaby District Council, Council Offices, Desford Road, Narborough, Leicestershire, LE9 5EP by the 3 November 2000.

If you have any queries or questions regarding this leaflet please contact the department by

- Post to the Council Offices, Desford Road, Narborough, Leicestershire, LE9 5EP
- Email to environmental.health@blaby.gov.uk
- Telephone to 0116 2727552 or direct to either David Gould, Senior Environmental Health Officer on 0116 2727546 (direct line) or Alex Gilman, Scientific Officer on 0116 2750555 ext 2689.

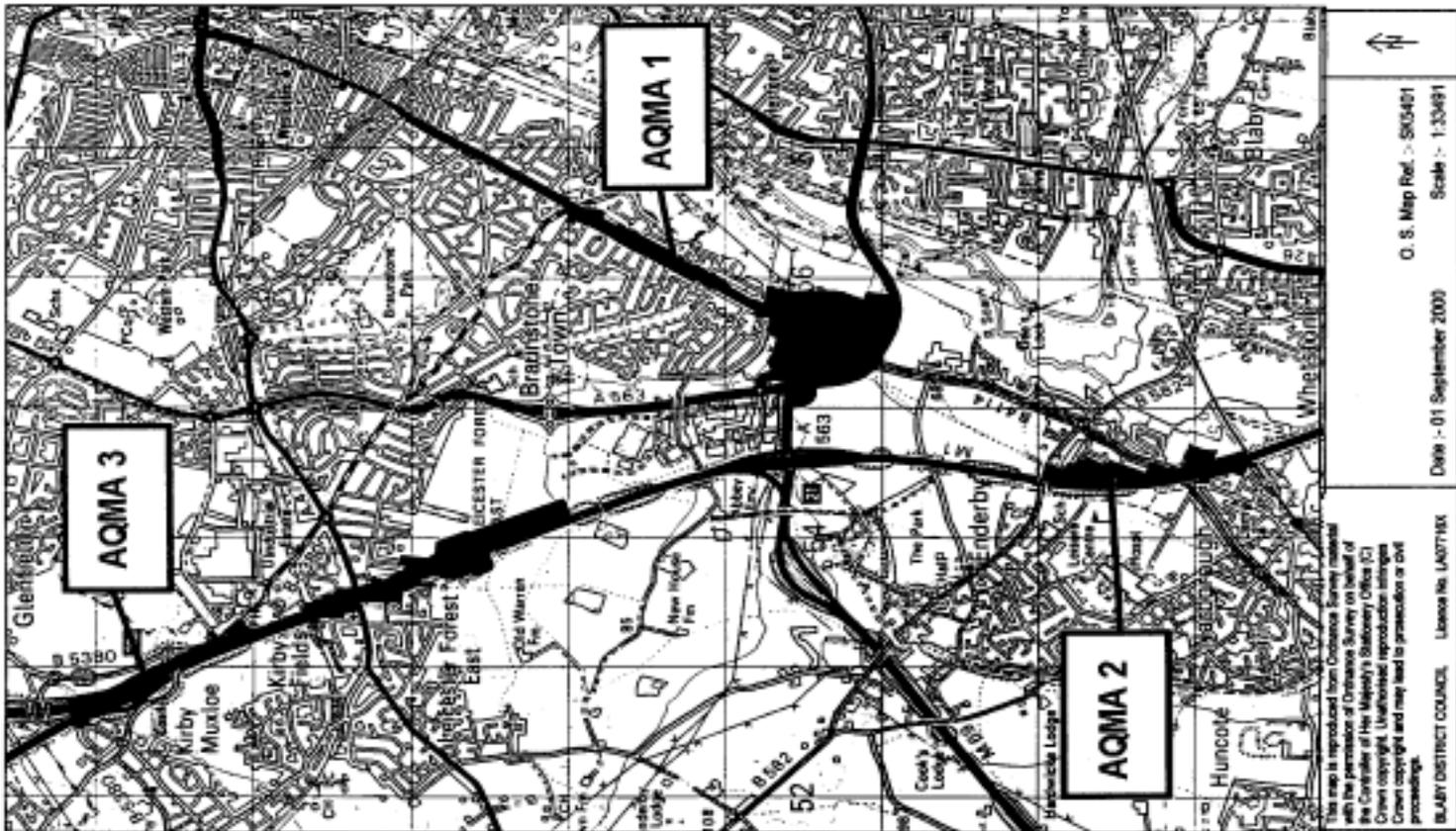
Air Quality Review & Assessment Summary Report & Proposals for Action Areas

September 2000



BLABY DISTRICT COUNCIL

A map to show the three proposed Air Quality Management Areas within the Blaby district:



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Date: 01 September 2000

G. S. Map Ref.: SK04401

Scale: 1:30491