

South Ribble Borough Council



South Ribble Borough Council
Air Quality
Action Plan
2018

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Executive Summary

This Action Plan has been developed as part of South Ribble Borough Council's statutory duties required by the Local Air Quality Management framework. It outlines the actions to be taken to improve air quality in South Ribble Over the next 10 years.

The action plan replaces the previous action plan which ran from 2016, and has been revised following the declaration of a further Air Quality Management Area in Leyland.

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. South Ribble Borough Council is committed to reducing the exposure of people in South Ribble to poor air quality in order to improve health.

This action plan is a borough wide action plan and we have developed actions that can be considered under the following broad topics:

- Alternatives to private vehicle use
- Freight and delivery management
- Policy guidance and development control
- Promoting low emission transport
- Promoting travel alternatives
- Public information
- Transport planning and infrastructure
- Traffic management
- Vehicle fleet efficiency

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

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Introduction

South Ribble Borough Council's current Air Quality Action Plan (AQAP) was published in 2016, following a public consultation. While little public interest was received at the time the Action Plan was finalised and published with a number of measures to help improve the air quality within the borough and reduce the levels of pollution.

The current Air Quality Action Plan covers the full borough area.

Due to an increase in development and associated traffic, monitoring identified an exceedance of the annual mean Nitrogen Dioxide levels along Turpin Green Lane – Golden Hill Lane in Leyland, subsequently a further AQMA was declared in December 2017. As a result it was decided to review the existing AQAP, with the aim of increasing public involvement, and updating some of the actions within the existing plan.

This Action Plan will replace the 2016 AQAP and has been produced following full consultation with the public and elected members and partner organisations.

Objectives

The objectives of this Air Quality Action Plan are:

- To improve air quality across the borough of South Ribble.
- To promote awareness of Air Quality & actions that individuals, companies, and organisations can take to reduce their impact on the environment.
- To fulfil the legal responsibilities of South Ribble Borough Council, Lancashire County Council and other partner Organisations.
- To embed Low emission behaviours into our organisation by 2024.

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Background

Under the requirements of Local Air Quality Management (LAQM) in the Environment Act 1995, South Ribble Borough Council is required to report periodically on air quality and action planning to improve air quality. The Council has a duty to declare as AQMA's those areas where the air quality objectives are not likely to be met. This applies only to locations where members of the public might reasonably be exposed for the period of the objective, where hourly or annually.

A local authority declaring an AQMA must draw up an AQAP in conjunction with the relevant County Council where one exists and other relevant partner Organisations. The AQAP must set out what actions the authority intend to take in pursuit of the air quality objectives.

In 2005 the Council declared four Air Quality Management Area's (AQMA's) across the borough, maps of these areas are shown in Appendix C. The areas were declared based on modelling which predicted that the annual mean Nitrogen Dioxide Air Quality Objective would be exceeded.

The declared areas are located along:

Liverpool Road, Penwortham,
Victoria Road, Walton-le-Dale,
Tardy Gate, Lostock Hall,
Station Road, Bamber Bridge.

In addition, a further AQMA has been declared at the end of 2017 Leyland incorporating Golden Hill Lane, Church Way and Turpin Green Lane.

All of the AQMA's have been declared due to the exceedance of the annual mean Nitrogen Dioxide objective value of $40\mu\text{g}/\text{m}^3$. The principal source of this pollutant is from vehicle emissions.

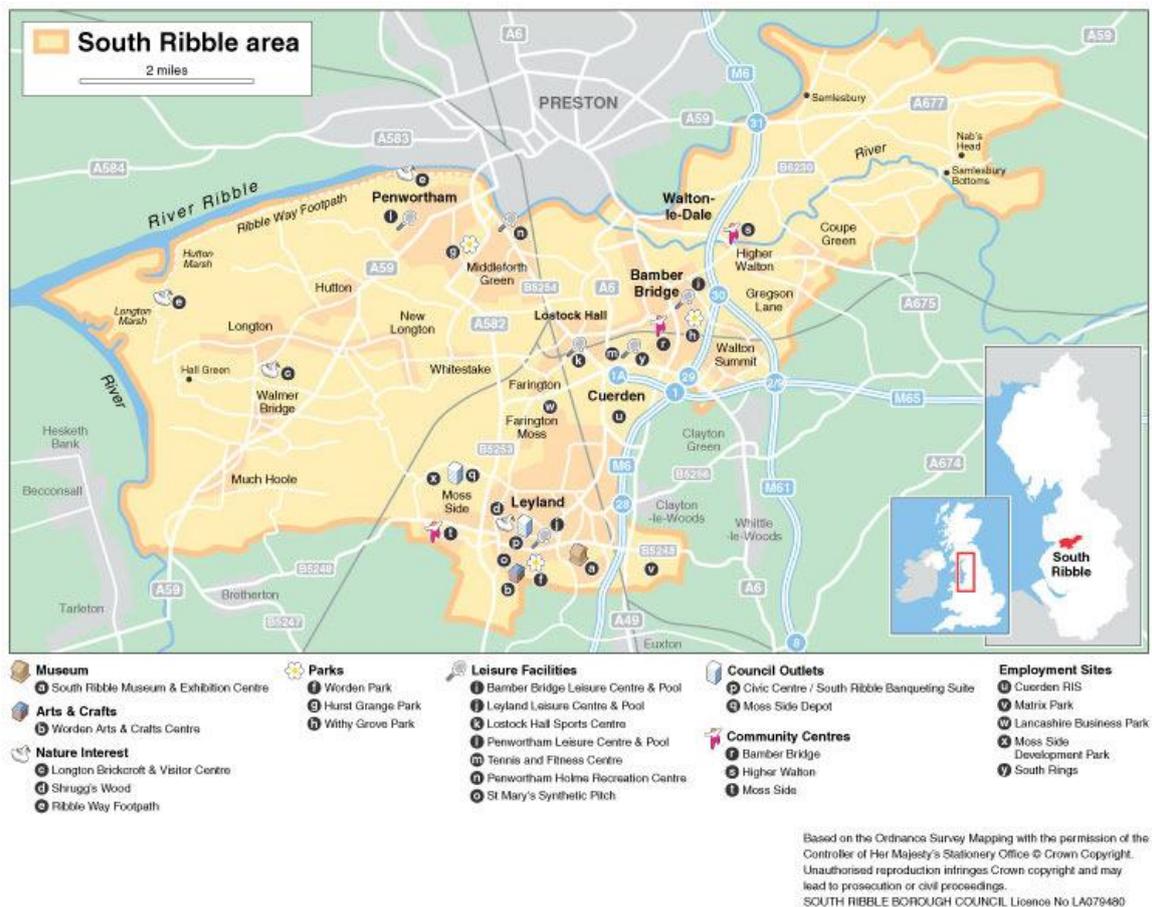
Description of the Local Authority Area

South Ribble, created in 1974, is a modern, forward-looking borough located in central Lancashire. It lies south of Ribble Valley, Preston and Fylde and north of West Lancashire and Chorley. It includes the thriving centres of Leyland, Bamber Bridge, Walton-le-Dale, Lostock Hall and Penwortham. To the east and west lie villages such as Samlesbury, Longton and Much Hoole.

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The borough covers 11,296 hectares and had a population of around 110,118 in 2016. The M6 motorway runs through the borough with the M61 and M65 on the eastern fringes. The Council has a range of manufacturing industries including BAE Systems Ltd, Leyland Trucks, Baxi Heating UK Limited, and light engineering in addition to Dr Oetker and the Waitrose distribution centre. South Ribble enjoys a wealth of local heritage and areas of natural beauty.

Figure 1 A map of South Ribble.



Development of the Action Plan

Following the declaration of the Leyland AQMA the existing AQAP needed to be updated. Due to changes in public engagement following more press coverage across the country and recent high profile court cases against the UK government in respect to their actions on tackling Air Quality, the decision was made that a full review of the Action Plan should be undertaken to raise the profile of Air Quality within the borough and to engage further with members of the public, elected members and partner organisations.

A full public Consultation exercise was planned including:

- Setting up a steering group, including elected members, council officers, Public Health Lancashire and Lancashire County Council Highways.
- Organising a launch day and Air Quality Awareness day to coincide with Clean Air Day on the 21st June 2018.
- A full media campaign including press releases, tweeter, face book and an article in the Council's community paper 'Forward' which goes to every household in the borough.
- Asking members of the public for their views on what actions should be taken to tackle air pollution in the borough.

Suggested ideas for the action plan were received from the awareness day, public and steering group members, collated and discussed at the Steering Group to determine which actions should be taken forward as part of the AQAP.

The suggestions which resulted from the consultation have been detailed in Appendix D. It was found that the suggested actions fell into a number of distinct areas. These being

- Planning Development
- Infrastructure improvements
- Education
- Low Emission behavioural / Travel Choices actions
- Freight
- Buses & Taxis
- Internal issues to South Ribble Borough Council e.g. provision of facilities.

Details on these measures is provided below with a summary of the actions and the lead organisations contained within Appendix A.

Additional Considerations in drawing up this AQAP

Planning Policy

National Planning Policy Framework

The National Planning Policy Framework (NPPF) was originally published in March 2012, and has recently been updated in July 2018. The Framework sets out the Government's policies on planning in England and must be considered when preparing local plans and determining planning applications. Within the NPPF are a number of references to air quality.

Para. 103

"The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making."

Para. 170

"Planning policies and decisions should contribute to and enhance the natural and local environment by:

e) preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution or land instability. Development should, wherever possible, help to improve local environmental conditions such as air and water quality, taking into account relevant information such as river basin management plans; and"

Para. 181

"Planning policies and decisions should sustain and contribute towards compliance with relevant limit values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas and Clean Air Zones, and the cumulative impacts from individual sites in local areas. Opportunities to improve air quality or mitigate impacts should be identified, such as through traffic and travel management, and green infrastructure provision and enhancement. So far as possible these opportunities should be considered at the plan-making stage, to ensure a strategic approach and limit the need for issues to be reconsidered when determining individual applications. Planning decisions should ensure that any new development in Air Quality Management Areas and Clean Air Zones is consistent with the local air quality action plan."

Central Lancashire Core Strategy

The adopted Central Lancashire core strategy is at the time of writing being reviewed and updated. The current strategy, dated July 2012, has a number of policies which influence air quality, including one specific policy on air quality, these are detailed below but it is hoped to improve on these in the revised plan as detailed below.

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Policy 30 – Air Quality

To improve air quality through the delivery of Green infrastructure initiatives and through taking account of air quality when prioritising measures to reduce road traffic congestion.

Green infrastructure is defined within the local plan as the ‘network of environmental components used for sport, leisure and recreation purposes’.

Policy 2 – Infrastructure

Work with infrastructure providers to establish works and/or service requirements that will arise from or be made worse by development proposals and determine what could be met through developer contributions

Policy 3 – Travel

This policy includes a number of key measures that will significantly help to improve air quality throughout the borough, including

- a) Reducing the need to travel
- b) Improve pedestrian facilities
- c) Improve cycling opportunities
- d) Improve public transport
- e) Enabling a change in mode of travel
- f) Encourage car sharing
- g) Managing car use (charges, parking provision)
- h) Improving the road network
- i) Enabling the use of alternative fuels for transport purposes.

Policy 17 – Design of New Buildings

- d) Ensuring that the amenities of occupiers of the new development will not be adversely affected by neighbouring uses and vice versa

Local Plan

The existing Local Plan (adopted in July 2015), is also being updated, the current Local Plan contains a number of specific policies which will help to see the realisation of some of the improvements required to reduce air pollution across the borough. These include:

Policy A – Delivering Infrastructure

This policy includes details on the Community Infrastructure Levy (CIL) to ensure necessary infrastructure is provided. The development of a cross borough link road and Penwortham by-pass to reduce the congestion within the villages.

Policy F - Catering for Sustainable Travel

This policy looks at reducing the dependence on cars by improving and promoting the use of public transport – bus and rail, park and ride schemes. Promoting cycling and walking and the setting of parking standards for all developments.

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Policy G – protecting & Enhancing the quality of the Natural & built Environment

Policy G17 considers the design of new developments ensuring that new development will not have a detrimental impact on existing developments, in addition new development must not prejudice highway or pedestrian safety or the free flow of traffic.

Policy H – Promoting Health, Wellbeing, Education and Other Community Services

This policy supports the Core Objective of improving the health and wellbeing of all residents and reduce the health inequalities that affect deprived areas. With poor air quality being one of the biggest causes of premature death within the country this policy must consider air quality improvements when determining applications for new development.

Policy J – Tackling Climate Change

To reduce energy use and carbon dioxide emissions, encourage the use of energy generation from renewable sources.

Highways & Transport Master Plan

Lancashire County Council's Highways & transport Master Plan, March 2013, is also due to be reviewed shortly as such it is hoped that additional emphasis can be placed on air quality and the impacts decisions will have on the air quality across the borough and particularly within the declared AQMA's.

The current plan identifies a number of major road developments which have been brought forward as part of the Preston-South Ribble City Deal which are hoped to improve traffic flow and therefore reduce emissions across the borough.

Council's corporate plan actions

The Council's new Corporate Plan has been published. Within the corporate plan are a number of Key priorities and projects which have a potential adversely impact on the air quality within the borough.

Included, for the first time is a commitment to improvement to air quality within the borough by 2023 and to deliver the Air Quality Action Plan.

Identified Key Actions to be Taken Forward

The following section outlines the Key actions which have been identified as part of the consultation and will be taken forward within the Action Plan. Many of the identified action will need specific research and development and will include different members of the Air Quality Steering Group, to move them forward and achieve the desired goals. The overall action plan will be monitored by Environmental Health and progress measured through the Council's Performance Management System with regular reports to the Leadership team.

Planning Development

Coordinated controls to regulate new development are essential to ensure that the potential impact on local air quality from individual and cumulative developments are properly identified and mitigated to prevent any adverse impacts.

Effective planning polices will ensure that detrimental impacts are minimised, whilst increasing the opportunity for beneficial effects to be achieved.

As such the following actions have been identified, which will help to secure coordinated, sustainable and appropriate developments within the borough without significantly adversely impacting on the locality and where possible helping to improve the local environment in-line with the National Planning Policy Framework, July 2018.

Low Emission Strategy & Guidance for Planning Developments:

It has long been identified that a simple emissions concentration based assessment of the impact on a development on air quality is not generally a suitable and effective method of evaluating the adverse impact of a development on local air quality. Public Health England and DEFRA have confirmed that there are no absolutely safe levels of Particulate Matter with ill-health effects occurring well below the objective limits⁴. Therefore, any development which contributes to increase levels of particulate is by its nature having an adverse impact on the locality and in line with national planning guidance mitigation measures are required to reduce this negative impact.

Emerging guidance from the Institute of Air Quality Management (IAQM), and Low Emissions Partnership on which the Lancashire developed guidance document has been based considers a mass emissions approach to assessing the impact on air quality. This

⁴ DEFRA & PHL, March 2017, *Air Quality, A Briefing for Directors of Public Health*, OGL, page 11.

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process identifies a 'damage cost' of the development and allows this to be off-set with mitigation measures provided by the development, minimising the impact on the local air quality.

Based on this approach the Council will proceed with the following actions:

- **To publicise and encourage the use of the Lancashire based Air Quality Guidance Document for Developers.**
- **To include the above air quality guidance document within the revised Central Lancashire Core Strategy.**
- **To develop and embed a low emission strategy into planning decisions.**
- **To require a suitable air quality assessment in line with a published Air Quality Guidance Document for Developers for all planning applications as identified within the document.**

Electric Vehicle Charging Points:

The Government have recently announced their intention to stop the production and sale of new petrol and diesel cars by 2040, with the current policy to encourage and switch motorists to electric vehicles.

In order to facilitate this move and as electric vehicles become more popular and common place a suitable, efficient and readily available charging network will be required across the country.

In order to facilitate this change and to ensure that the residents, and businesses of South Ribble are not adversely impacted by the change to electric the Council will ensure that suitable recharging infrastructure is provided on all appropriate planning applications, if required by condition, in-line with a 'Guidance Document for Developers', which will be incorporated into the Low Emission Strategy and Air Quality Guidance Document for Developers identified above.

The Council will proceed with the following actions:

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- **Develop an ‘Electric Vehicle Charging Points Guidance for Development’ guidance document and have this included within the revised Central Lancashire Core Strategy.**
- **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**

Encourage the reduced reliance on private vehicles and increased use of cycling, public transport and walking to travel for home, work, and leisure.

The reduction in the use of private vehicles will result in less pollution on our roads. In addition this can help to relieve congestion during peak times and on an individual basis provide exercise to those not using the vehicles. The use of alternative forms of transport and a reduction in the use of vehicles generally will help to reduce the impact of developments on the locality.

Various studies have been undertaken which show that the benefits from walking and cycling outweigh any impacts from poor air quality and is far better for our overall health than sitting in a car.

The council will therefore promote the use of alternative modes of transport and a reduction in the use of private vehicles through a number of initiatives, and will proceed with the following actions:

- **Require suitable travel plans to be produced, and implemented on all relevant developments in line with the low emissions strategy**
- **Require secure cycle storage to be included on all relevant domestic, commercial, industrial, and leisure developments**
- **Require adequate changing facilities to be provided for use of staff / visitors for all relevant commercial and industrial developments**
- **Promote the use of salary sacrifice schemes on all relevant developments (bike to work)**

Other Air Quality Considerations

The consultation process has highlighted other air quality considerations which fall under the general umbrella of planning development. These include the following actions:

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- **Promotion of living walls / green roofs**

These have a beneficial impact on the visual appearance of developments, energy efficiency of the buildings when designed correctly and help to reduce pollutant levels and produce oxygen, providing a healthier more appealing environment for all.

- **Investigate ways to limit the use of solid fuel heating in developments.**

Solid fuel heating, particularly small domestic units are not a suitable, clean or efficient way of heating properties. With many solid fuel appliances being poorly sited and installed and resulting in increased levels of pollutants especially particulate matter. The reduction of this form of heating will help to minimise adverse pollutant emissions helping to maintain and reduce air pollution in the locality.

- **Improved Planning enforcement.**

Particularly in relation to construction activities and general ground works at the beginning of developments. Numerous complaints are received regarding dust emissions from new developments due to ground work and site preparation and smoke from site fires. The Council will look at imposing and strictly enforcing conditions related to dust generation and burning on developments both of which generate nuisance complaints and particulate emissions to the atmosphere reducing the local air quality surrounding the site.

Infrastructure

Poor air quality in South Ribble is fundamentally due to traffic emissions. In order to tackle the worst of these emissions data on the types and number of vehicles is required. As such the council, in conjunction with Lancashire County Council Highways, will gather further information on the vehicle flows within the AQMA to allow further analysis and assessment of the current emissions in the area and to provide a baseline against which the implementation of actions can be assessed.

The borough is currently seeing a significant period of growth as part of the City Deal, with 1000's of properties planned over the next few years. This significant increase in population will result in more vehicles being used within the area, even with some of the actions identified under the 'Planning Development' section above there will be an increase in emissions.

In order to deal with this increase in traffic, and to keep traffic moving, which will in itself, help to minimise emissions new strategic road developments are to be built and improvements to existing roads are to be made. In addition improvements to road layouts and traffic light sequencing can help to reduce congestion and thereby reduce emissions.

Details of the four strategic road developments can be found in the Central Lancashire Highways and Transport Masterplan, March 2013,

<https://www.lancashire.gov.uk/media/234524/Central-Lancashire-Highways-and-Transport-Masterplan.pdf>

These consist of :

- o Penwortham By-pass
- o The Cawsey Link Road,
- o Pickerings Farm Western Distributor
- o Croston Road

The following actions will be taken forward as part of the action plan:

- **Securing four major road developments identified within the Lancashire County Council 'Central Lancashire Highways and Transport Masterplan'.**
- **To review all traffic light sequencing to reduce the amount of standing traffic**
- **To investigate the provision of a link road between Centurion Way and Tomlinson Road.**

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- **Consider road layouts within the AQMA's to see whether improvements can be made to reduce congestion. E.g. make Chapel lane a left turn only.**
- **Anti-Idling Campaign in declared AQMA's and outside schools, colleges and leisure centres.**

Freight

Emissions from HGVs are disproportionately higher than from cars and other small vehicles, and in areas with large numbers of freight journeys they typically contribute a significant proportion of the total emissions.

Therefore reducing the numbers of Goods vehicles, increasing efficiency, improving the fleet and redirecting HGV's away from areas of poor or potentially poor air quality will help to reduce the harmful effects from this element of the general traffic throughout South Ribble.

The Council will therefore work with large businesses to make improvements in fleet operations. The following actions will be taken forward:

- **Look to improve signage to re-direct HGV traffic away from areas of poor air quality.**
- **Work with Highways England to improve signage to the motorways to advise HGV's to use Junction 29 instead of junction28.**
- **Provide advice and contacts to businesses to help them chose low emission vehicles, & develop travel plans**

Alternative travel infrastructure

As mentioned above, one of the key improvements that needs to be made across the country is a reduction on the reliance on the standard combustion engine, with a module shift to other forms of transport. In order to facilitate this a suitable infrastructure needs to be provided. The Council together with its partners, including Lancashire County Council Highways, and Public Health, will investigate improved cycling infrastructure within the borough and build on the success of the Leyland Loop, ensuring that adequate facilities are provided and maintained to allow residents, and visitors to the borough to safely cycle to and from places of work, school and leisure.

In addition, and in line with the Government's commitment to move new vehicles to electric operated ones, an electric vehicle charging point infrastructure is required. As such the Council will investigate opportunities for and will provide electric vehicle charging points across the borough, including council owned property and car parks. The exact placement and number will be determined following a full review. In addition to this the County Council will be installing charging points in Leyland and Bamber Bridge.

Lancashire County Council have developed a '*Lancashire Cycling and Walking Infrastructure Plans*' to improve the provision of cycle routes across the county and encourage the uptake of cycling.

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The following actions will be taken forward

- **Improve the cycle infrastructure within the borough, especially along routes to schools and employment sites**
- **Investigate the provision for maintaining & sweeping cycle routes on a regular basis throughout the borough**
- **Improve the electric vehicle infrastructure across the borough**
- **Provide electric vehicle charging points on car owned car parks and buildings**
- **Offer free or reduced parking tariffs for electric vehicles.**

Buses & Taxis

Buses and taxis form a significant element of the overall vehicle fleet when considering the amount of time these vehicles are used, often running within the areas of poorest air quality, often being left idling.

Being a dedicated, and easily identifiable element of the fleet both buses and taxis can be made a utilised for promoting improvements to vehicle technology, encouraging the use of alternative fuelled vehicles and are subject to various grant initiatives from the Government.

As such the Council will work with both bus and taxi companies to provide improvements to their fleet and thus reduce emissions generated from their use.

The following actions will be taken forward as part of the action plan:

- **Encourage the greater use of public Transport**
- **Work with taxi firms to encourage the uptake of low emission vehicles (Electric)**
- **Further reduce the age limit of taxis within the borough**
- **Stop taxis and buses idling within AQMA's and outside schools & Colleges**
- **To consider a reduced taxi license fee for electric vehicles**
- **To work with both bus and taxi companies to apply for any grant bids available**
- **Implement an 'Electrify campaign – encouraging businesses to only use electric taxis.**

Travel Choice & Education

In order to improve air quality and reduce the reliance on the motor car we need to change people's perceptions, understanding and knowledge of the impact they are having on air quality and how they can go about improving things.

Therefore a number of educational initiatives, and awareness campaigns will be run with an aim of reducing private vehicle usage and promoting improvements to air quality.

The following actions will be taken forward.

- **Encouraging Car Sharing within the borough**
- **Development and delivery of education programmes to schools**
- **Development of educational material for businesses**
- **Development and run a campaign to reduce school traffic e.g. walk/cycle to school**
- **Continue with Cycle proficiency courses in local school**
- **Promote the provision of secure cycle storage and changing rooms at businesses and schools**
- **Investigate the provision of personal travel plans for residents and employees within the borough**
- **Promote cycling within the borough, including cycle to work day, salary sacrifice scheme**
- **Promote walking within the borough, including promotion of walking routes, the Leyland Loop**
- **Encourage 'walk to school' and the use of 'walking buses' across the borough for all schools.**

Actions internal to South Ribble Borough Council

As part of this action plan the Council will be asking residents and businesses to adopt air quality mitigation measures. As such it is only right that the Council adopts the same approach to its activities. This includes the provision of suitable facilities for staff and effective infrastructure.

The Council currently has no electric vehicle charging points available at any of its buildings, no secure cycle storage, or changing rooms and no process to adequately assess or consider the impact of air quality from any of the key decisions made.

The Council has a legal responsibility to work towards achieving the air quality objectives, in addition as a civic leader it has a duty to lead by example and therefore needs to promote and implement the actions we are asking others to undertake wherever possible.

At the launch of the public consultation an open session was held at the Civic Centre in Leyland and all staff and elected members were invited to give their opinions, identify any options for improving air quality and limiting emissions and to gain a better understanding of the sources and impact of poor air quality. During this a number of suggested actions were highlighted by staff, managers and elected members, many of these related to the council's own property, activities and staff all of which would help to reduce emissions and promote awareness around the air quality issue.

Elected Members & Corporate decisions

It was identified that our elected civic leaders have a spear of influence and regularly interact with residents and businesses, promoting both the council and the borough as a whole while helping to protect and improve the environment for all.

As such the following actions will be taken forward as part of the action plan:

- **Encourage elected members to car share and use alternative forms of transport, in particular to council meetings and functions.**
- **Replace the mayoral car with an electric car**
- **Provide education and information relating to air quality through members learning hours, leaflets and councillor connect**

In addition, the decisions the council makes can have a direct impact on air quality and the opportunity to make improvements and to mitigate any adverse impact from Council

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activities needs to be considered and taken whenever possible. In particular the current corporate plan identifies a number of key projects which present significant opportunities to improve or reduce the Council's impact on air quality. Therefore in a similar way that financial, legal and equality issues are considered on every major decision it is proposed that air quality, given its significant public health impact, is also considered on every major decision. Therefore:

- **Air Quality shall be considered within the decision making process on every report to cabinet, council, portfolio holder decision etc.**

Council Fleet

In order to promote the use of electric vehicles to reduce the emissions generated by the Council and to lead by example the council needs to move towards an electric fleet in a suitable and timely process. Currently the provision of larger electric vehicles is limited but small vans and cars are becoming more main stream.

The Council will therefore:

- **Replace the civic centre pool car with an electric or hybrid car**
- **Systematically replace the depot vans with electric vehicles**
- **Systematically replace grounds vehicles with electric vehicles as technology becomes available.**

Private Fleet & Alternative modes of transport

In order to encourage and persuade residents and businesses to consider alternative forms of transport council staff have to be seen to be doing things as well. In addition the consultation exercise identified a number of staff are keen to use electric vehicles, cycle and walk to work but feel suitable facilities are not available.

The following measures will therefore be taken forward:

- **The provision of electric vehicle charging points at council buildings, initially the civic centre and depot. These may be provided free of charge to enable the installation of cheaper charging points and encourage the uptake of electric vehicles.**
- **Apply for the Workplace EVR point Government scheme**

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- **Sign up to a ‘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.**
- **Provide secure lockable cycle storage facilities at the civic and depot**
- **Provide suitable changing rooms and storage facilities for use of staff**
- **Continue with the ‘bike to work’ salary sacrifice scheme**
- **Provide cycle reassurance training for any member of staff, elected members who wish to receive it.**
- **Encourage staff to use alternative modes of travel e.g. cycling and walking**
- **Promote car sharing among staff.**
- **Alter the policy to allow essential users to leave their cars at home and walk/cycle to work on certain days in line with business requirements and manager agreement without the risk of loss of the lump sum.**
- **Develop an internal travel plan and offer individual travel planning guidance to staff and elected members.**

Other Local Factors to Consider

In addition to the above a number of responses were received relating to the planting of more trees throughout the borough. Evidence on the beneficial impact of planting trees on air quality is currently divided although ongoing. A number of studies have demonstrated that the use of planting can have a beneficial impact on pollutant levels, and at a minimum would improve the visual environment.

The Council currently has a programme of planting with anywhere from 30-100 trees being planted each year across the borough and gives away an additional 150 saplings to residents. These schemes are set to continue into the future.

In addition the Council will work with Lancaster University who are undertaken studies on the benefits of planting vegetation to combat poor air quality looking at the individual species that will provide the greatest benefit and the level of benefit to be derived from planting trees extra in areas of poor air quality.

Appendix A – Identified Actions and Lead Authority

Action	Broad Topic Area	Lead Authority/Department
To publicise and encourage the use of the Lancashire based Air Quality Guidance Document for Developers.	Planning – policy / development control	SRBC – Environmental Health / Planning
To include the above air quality guidance document within the revised Central Lancashire Core Strategy	Planning - policy	SRBC - Planning
To develop and embed a low emission strategy into planning decisions	Planning – policy / development control	SRBC – Planning / Environmental Health
To require a suitable air quality assessment in line with a published Air Quality Guidance Document for Developers for all planning applications as identified within the document	Planning – development control	SRBC – Planning / Environmental Health
Develop an ‘Electric Vehicle Charging Points Guidance for Development’ guidance document and have this included within the revised Central Lancashire Core Strategy	Planning - policy	SRBC – Environmental Health
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	Planning – development control	SRBC - Planning

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Action	Broad Topic Area	Lead Authority/Department
Require suitable travel plans to be produced, and implemented on all relevant developments in line with the low emissions strategy	Planning – development control	SRBC - Planning
Require secure cycle storage to be included on all relevant domestic, commercial, industrial, and leisure developments	Planning – development control	SRBC - Planning
Require adequate changing facilities to be provided for use of staff / visitors for all relevant commercial and industrial developments	Planning – development control	SRBC - Planning
Require adequate changing facilities to be provided for use of staff / visitors for all relevant commercial and industrial developments	Planning – development control	SRBC - Planning
Promotion of living walls / green roofs	Planning	SRBC – Planning / Environmental Health
Investigate ways to limit the use of solid fuel heating in developments	Planning	SRBC – Planning / Environmental Health
Improved Planning enforcement	Planning	SRBC – Planning / Environmental Health
Securing four major road developments identified within the Lancashire County Council ‘Central Lancashire Highways and Transport Masterplan’	Infrastructure	Lancashire County Council – City Deal / Highways

South Ribble Borough Council

Action	Broad Topic Area	Lead Authority/Department
To review all traffic light sequencing to reduce the amount of standing traffic	Infrastructure	Lancashire County Council – Highways, with input from SRBC – Environmental Health
To investigate the provision of a link road between Centurion Way and Tomlinson Road	Infrastructure	SRBC - Planning / Environmental Health
Consider road layouts within the AQMA's to see whether improvements can be made to reduce congestion	Infrastructure	SRBC – Environmental Health Lancashire County Council – Highways
Look to improve signage to re-direct HGV traffic away from areas of poor air quality	Infrastructure	Lancashire County Council – Highways
Work with Highways England to improve signage to the motorways to advise HGV's to use Junction 29 instead of junction28	Infrastructure	Highways Agency SRBC – Environmental Health
Provide advice and contacts to businesses to help them chose low emission vehicles, & develop travel plans	Infrastructure	SRBC - Environmental Health Lancashire County Council – Highways
Improve the cycle infrastructure within the borough, especially along routes to schools and employment sites	Infrastructure	Lancashire County Council – Highways
Maintain & Sweep cycle routes on a regular basis throughout the borough	Infrastructure	Lancashire County Council – Highways SRBC - Neighbourhoods
Improve the electric vehicle infrastructure across the borough	Infrastructure	Lancashire County Council SRBC

South Ribble Borough Council

Action	Broad Topic Area	Lead Authority/Department
Provide electric vehicle charging points on car owned car parks and buildings	Infrastructure	SRBC – Car parking
Offer free or reduced parking tariffs for electric vehicles	Infrastructure	SRBC – Car Parking
Anti-Idling Campaign in declared AQMA's and outside schools, colleges and leisure centres	Infrastructure	SRBC – Environmental Health Schools, Colleges
Encourage the greater use of public Transport	Buses & Taxis	SRBC -
Work with taxi firms to encourage the uptake of low emission vehicles (Electric)	Buses & Taxis	SRBC – Licensing / Environmental Health
Further reduce the age limit of taxis within the borough	Buses & Taxis	SRBC – Licensing / Environmental Health
Stop taxis and buses idling within AQMA's and outside schools & Colleges	Buses & Taxis	SRBC – Licensing / Environmental Health Lancashire County Council - Highways
To consider a reduced taxi license fee for electric vehicles	Buses & Taxis	SRBC – Licensing / Environmental Health
To work with both bus and taxi companies to apply for any grant bids available	Buses & Taxis	SRBC – Licensing / Environmental Health Public Health Lancashire
Implement an 'Electrify campaign – encouraging businesses to only use electric taxis	Buses & Taxis	SRBC – Environmental Health

South Ribble Borough Council

Action	Broad Topic Area	Lead Authority/Department
Encouraging Car Sharing within the borough	Travel Choice & Education	SRBC – Environmental Health Lancashire County Council Public Health Lancashire
Development and delivery of education programmes to schools	Travel Choice & Education	SRBC – Environmental Health Schools, Colleges
Development of educational material for businesses	Travel Choice & Education	SRBC – Environmental Health / Economic Development
Development and run a campaign to reduce school traffic e.g. walk/cycle to school	Travel Choice & Education	SRBC – Environmental Health Schools, Colleges
Investigate the provision of personal travel plans for residents and employees within the borough	Travel Choice & Education	SRBC – Environmental Health
Promote cycling within the borough, including cycle to work day, salary sacrifice scheme	Travel Choice & Education	SRBC – Environmental Health / Sports Development
Promote walking within the borough, including promotion of walking routes, the Leyland Loop	Travel Choice & Education	SRBC – Environmental Health / Community
Encourage ‘walk to school’ and the use of ‘walking buses’ across the borough for all schools	Travel Choice & Education	SRBC – Environmental Health / sports development Schools, Colleges
Encourage elected members to car share and use alternative forms of transport, in particular to council meetings and functions	Internal to SRBC	SRBC – Leader, Leader of the opposition

South Ribble Borough Council

Action	Broad Topic Area	Lead Authority/Department
Replace the mayoral car with an electric car	Internal to SRBC	SRBC – Neighbourhood Services / Members
Provide education and information relating to air quality through members learning hours, leaflets and councillor connect	Internal to SRBC	SRBC – Environmental Health
Air Quality shall be considered within the decision making process on every report to cabinet, council, portfolio holder decision etc	Internal to SRBC	SRBC – Democratic Services / Environmental Health
Replace the civic centre pool car with an electric car	Internal to SRBC	SRBC - Neighbourhoods
Systematically replace the depot vans with electric vehicles	Internal to SRBC	SRBC - Neighbourhoods
Systematically replace grounds vehicles with electric vehicles as technology becomes available	Internal to SRBC	SRBC - Neighbourhoods
The provision of electric vehicle charging points at council buildings, initially the civic centre and depot. These may be provided free of charge to enable the installation of cheaper charging points and encourage the uptake of electric vehicles	Internal to SRBC	SRBC – Neighbourhoods / Property Services
Apply for the Workplace EVR point Government scheme	Internal to SRBC	SRBC - Neighbourhoods

South Ribble Borough Council

Action	Broad Topic Area	Lead Authority/Department
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	Internal to SRBC	SRBC – Human Resources / Environmental Health
Provide secure lockable cycle storage facilities at the civic and depot	Internal to SRBC	SRBC - Neighbourhoods
Provide suitable changing rooms and storage facilities for use of staff	Internal to SRBC	SRBC – Neighbourhoods / Property Services
Continue with the ‘bike to work’ salary sacrifice scheme	Internal to SRBC	SRBC – Human Resources
Provide cycle reassurance training for any member of staff, elected members who wish to receive it	Internal to SRBC	SRBC – Sports Development
Encourage staff to use alternative modes of travel e.g. cycling and walking	Internal to SRBC	SRBC – Comms
Promote car sharing among staff	Internal to SRBC	SRBC - Comms
Alter the policy to allow essential users to leave their cars at home and walk/cycle to work on certain days in line with business requirements and manager agreement without the risk of loss of the lump sum	Internal to SRBC	SRBC – Extended leadership Team
Develop an internal travel plan and offer individual travel planning guidance to staff and elected members	Internal to SRBC	SRBC – Environmental Health

Appendix B - Steering Group Members

Thanks goes out to all members of the Steering Group for their help and commitment in developing the action plan and actions going forward.

Partner Organisations

Rebekah Porthouse	- LCC Highways
Debbie King	- LCC Public Health
Andrew Black	- LCC
Laura Taylor	- Chorley Borough Council

SRBC – Elected Members

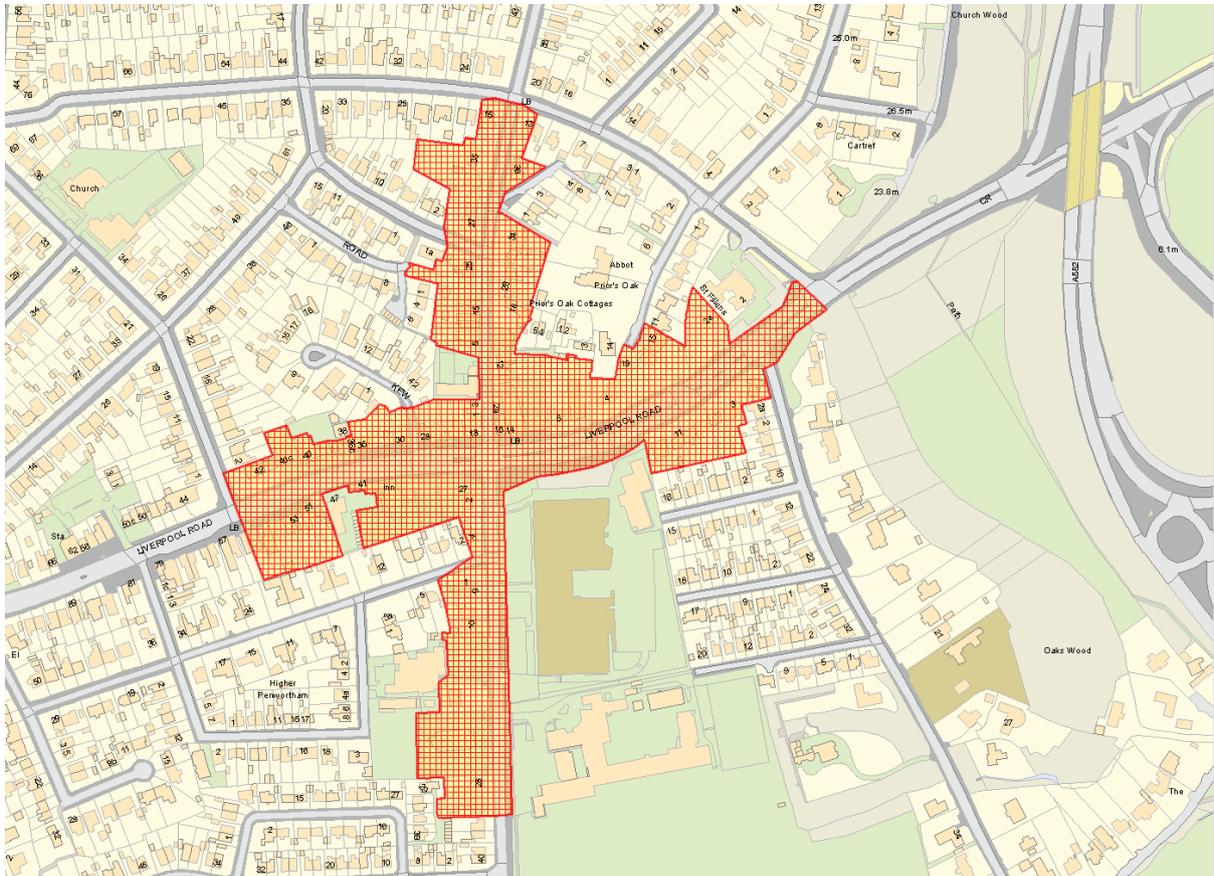
Cllr Karen Walton
Cllr Kenneth Jones
Cllr Susan Jones
Cllr Jacqueline Mort

SRBC – Staff

Neil Martin	- Environmental Health
Emma Mycock	- Asset management
Emma Cardie	- Legal Services
Andrew Richardson	- Neighbourhoods
Jennifer Mullin	- Neighbours & Development
Jo Beaman	- Neighbourhoods
Howard Anthony	- South Ribble Partnership
Russell Hutchinson	- Neighbourhoods
Tim Underwood	- Comms
Nathan McCracken	- Regeneration
James McNulty	- Finance
Mark Marshall	- Licensing
Mark Hodges	- Leisure
Mark Gilmore	- IT
Rebecca Heap	- Community Involvement
Jennifer Clough	- Investment & Skills
Michael Johnson	- Projects & Performance
Steven Brown	- Planning
Chris Sowerby	- Planning
Catherine Lewis	- Planning
Linsey Roberts	- Shared Assurance Services

Appendix C – Air Quality management Area Maps

AQMA 1 - Penwortham

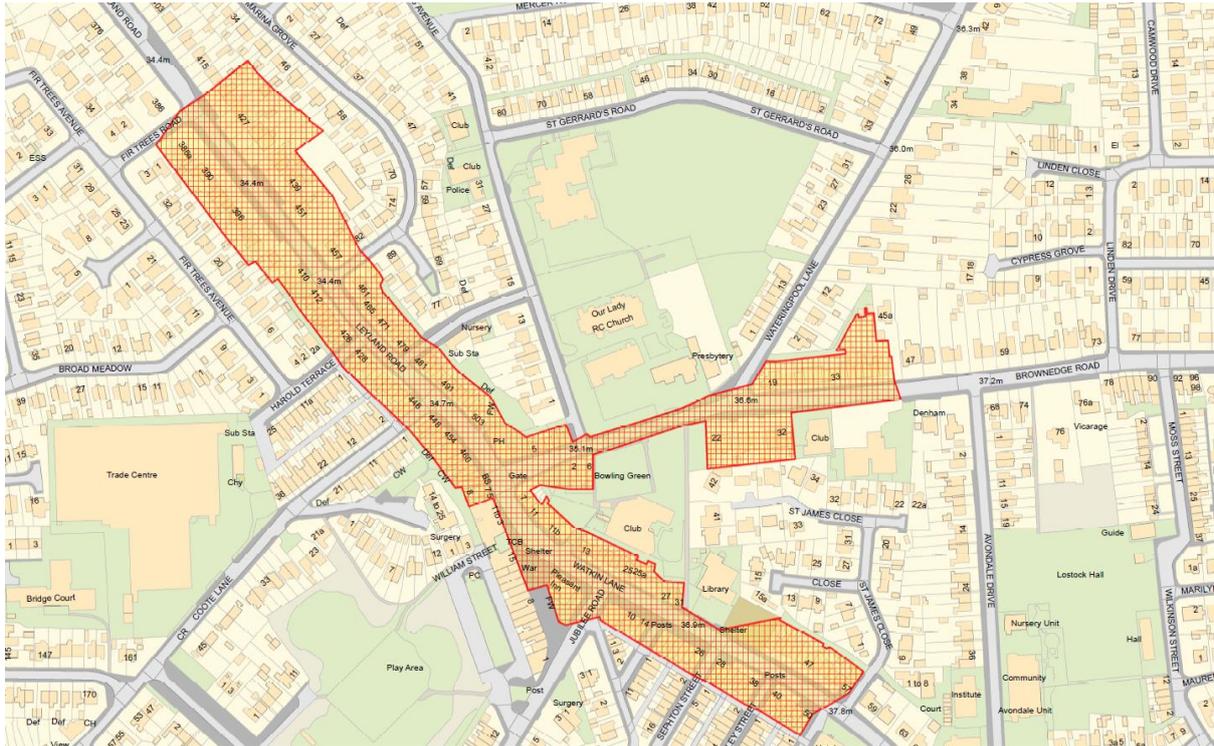


AQMA 2 – Walton-le-Dale

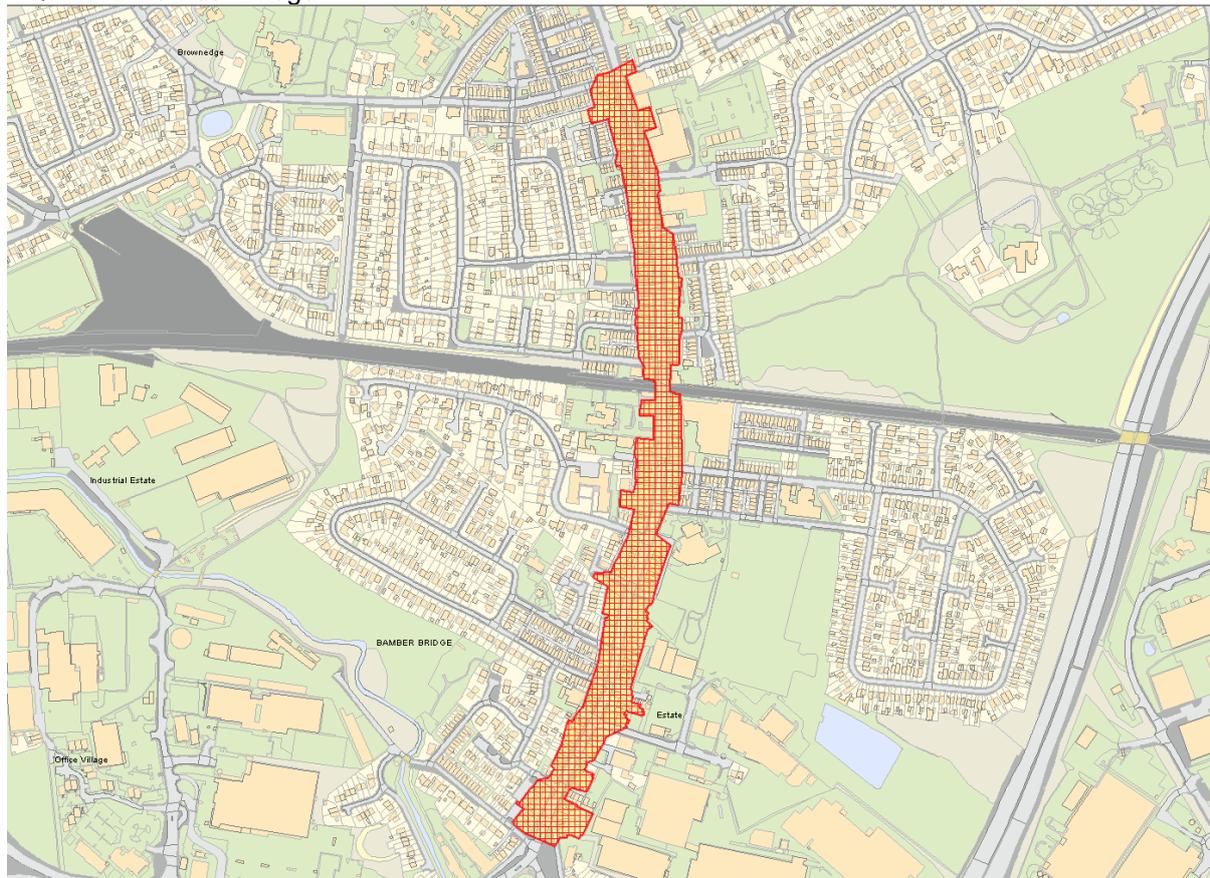


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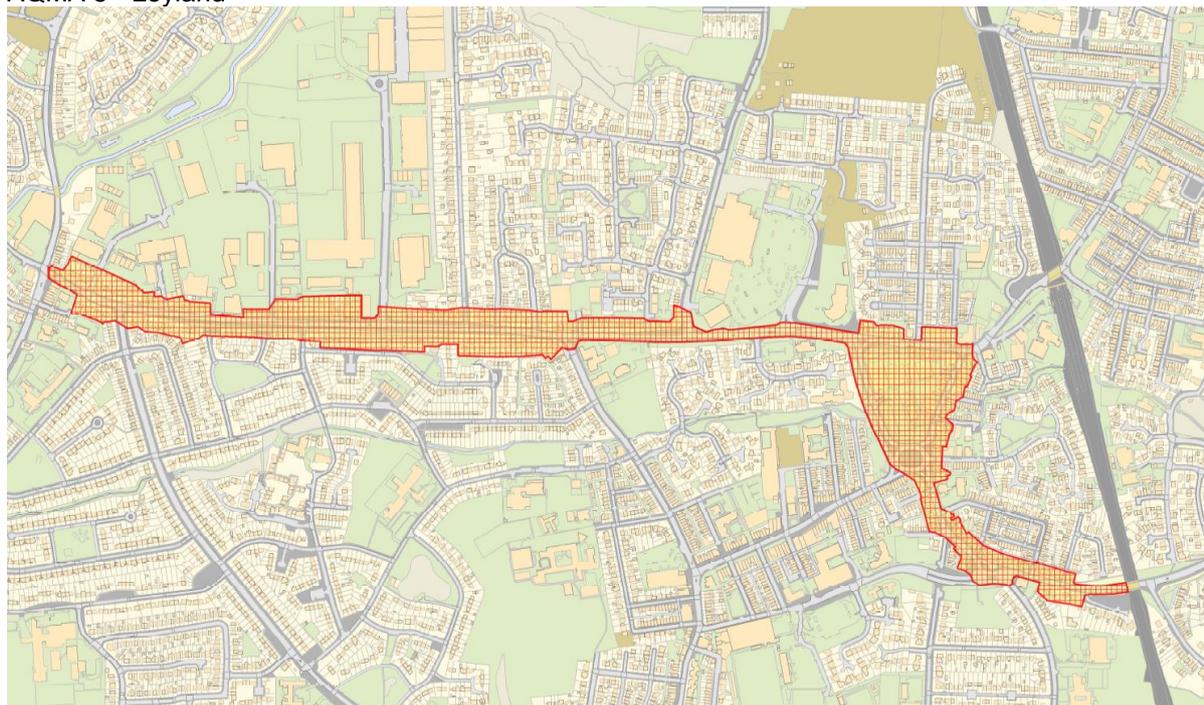
AQMA 3 – Lostock Hall



AQMA 4 – Bamber Bridge



AQMA 5 - Leyland



Appendix D – Consultation Responses

[1.need](#) to check of the air Quality on Leyland Road from the Methodist Church to Marshalls Brow Roundabout

[2.Same](#) is required from the Sumpter Horse to Tardy gate lights along Leyland Road

[3.No](#) 1 and 2 are due to the mass of traffic at peak periods in conjunction with increased traffic that will happen when the proposed Penwortham Mills site [is.built.](#)

[No](#) cross borough link and increased traffic for the Morris Homes development is a factor Traffic along Leyland is many times at a stand still.

Property along these identified areas are in close proximity to Leyland Road.

Infrastructute is necessary to allow traffic to flow East to West with the cross Borough link a to be completed before any more development takes place.

Leyland Road is at times a car [park.This](#) will get worse unless all through traffic use the A582 especially on the completion of the brown route that diverts all traffic away from Higher Penwortham.

Just a few thoughts off the top of my head:

- Work closer with schools somehow to promote more families walking into school,
- Could we promote the existing cycle paths more showcasing main routes avoiding as much road cycling as possible into Preston, Leyland, Chorley, Walton Summit etc.
- Turning engines off at main junctions – signage?
- Promote benefits of walking,
- More trees in town centres or areas where pollution is highest.

Sorry not the most creative but just a few suggestions.

I believe you're wanting suggestions to save the planet.

- Free parking for electric vehicles on council owned car parks – with free charging points.
- And/or give them very good spaces. The ones at the Manchester Arena are next to the exit so you don't caught in queues to get out of the car park after a concert. Having spent up to two hours getting off a car park after a concert, I think this is far better than a space next to the shops.
- Let electric vehicles use bus lanes which always appear to be under-utilised.

1. Work to improve traffic flows on major routes to minimise standing traffic

2. Improve facilities for cycling/walking

3. Develop action plans to combat the 'school run'

1. We must agree a joined up strategy to clean the air of all urban areas within the Borough - not just the hotspots;

2. Traffic congestion is killing our kids. HGV's must be taken off Station Road in Bamber Bridge, Golden Hill Lane and Lostock Hall. This can be achieved by the Council committing to the cross-borough link road and developing and then enforcing traffic restrictions;

3. New developments such as Cuerdon must be more thoroughly reviewed in respect to the traffic they will generate;

4. Strict plans to keep traffic off our roads in Lostock Hall and Bamber Bridge when the M6 is congested or closed;

5. New bypasses required;

South Ribble Borough Council

6. A coherent plan to be developed for each of the Neighbourhood Areas;
7. Clean Air Borough becomes a corporate objective and local planning policies are developed that support this.

1.

Make Towngate a Declared Air Quality Management Area, Towngate is subject to significant congestion and high traffic flows. King Street and Towngate are used as a shortcut by HGV's.

2.

Reinstate the sign on the M6 at Junction 28 informing HGV drivers to use Junction 29 for Moss Side Industrial Site.

3.

Restrict the hours HGV's can enter AQMA's.

As a mental health nurse who is a regular car user across Lancashire I have noticed that the exit slip road of M6 Leyland junction is regularly like a car park , heavily congested with cars waiting to exit. We are regularly forced to queue (dangerously) on the hard shoulder, while pluming out car fumes over Leyland). As there is now many more housing developments and more planned which exit at Leyland and more cars as a result. I offer the following ideas to incentivise drivers in this area. I would also advocate, "rewards" rather than penalty/costs.

1.Optimise the road layout and timing of traffic lights at peak times at M6 Junction Leyland exit. Better still, add more exits for Buckshaw and other developments such as proposed IKEA site.

2. Provide rewards to electric vehicle households in SRBC i.e. a "Green" reduction on their council tax per vehicle and all new housing developments in area should be electric car ready.

3.An unintended consequence of being charged £30 for "Green waste" is I now make regular trips to the local tip in the summer months (adding to car pollution) which is counter productive?

1. Plant more trees.....it is well known that trees reduce pollution.

2. Public Transport.....a reliable regular bus service would reduce the need to use cars...the same thing with rail services...regularreliable.... affordable.

3. Infrastructure. .. On any planning application serious consideration should be given to the increase in traffic...and notice taken of what local residents have say..they know their areas.

1.make hough lane a traffic free zone.delivery vehicles only but early late in the day when pedestrian use is low. King street was supposed to do this.

2.encourage more parents to walk their children to school.

South Ribble Borough Council

1. Reduce particulates by allowing roadside hedges to grow taller, you can still trim side facing pavement to prevent obstruction, allow saplings in the hedge to grow to maturity. Plant extra trees and hedges where there is space to do so along Goldenhill for example Berry's have house gardens neatly trimmed which are not utilized what about a tree in each garden with a tall hedge? These studies cited below are a small selection, which demonstrate how this type of vegetation reduces nitrogen dioxide in the air. Turpin Green Lane also has hedges that would mitigate air pollution neatly trimmed today to 2 about feet tall!

<https://urbanforestrysouth.org/resources/library/citations/...>

<https://www.sciencedirect.com/science/article/pii/S004565350500444>

2. Preserve and replace trees, look at layering of trees to give a more beneficial effect eg along subsidiary roads such as Broadfield Drive bordering the green spaces there, similarly Haig Av.

3. Educate people about the benefits of keeping their own hedges and trees, don't allow the indiscriminate spraying of weedkiller along the base of walls and kerbsides, whatever substance is used (what is used?) I'm sure doesn't enhance air quality. Looking at the other areas mentioned, there will be some opportunity and space for these simple measures to be implemented to improve air quality and improve health outcomes for the local population. Any chance of South Ribble joining the Great Northern Forest scheme and extending it this way?

1. We MUST stop poisoning our residents who live on Turpin Green Lane, with their front doors barely a couple of metres away from gigantic tractor-trailer units belching foul fumes.

2. The ONLY way of doing this effectively is by imposing weight restrictions on Turpin Green Lane, enforced with cameras using ANPR technology.

3. In the short term, these displaced heavy vehicles should be re-directed to the "by-pass", sent to the "tank" roundabout and thence to the motorway. In the longer term a link road should be constructed between Centurion Way and Tomlinson Road to provide a shorter route to the motorway for HGVs.

Hello,

I fear that the council is not working quick enough to solve the issue of air pollution in South Ribble. The issue I have most concern with is my own area Lostock Hall. I have asked now 12 questions in relation to air pollution in Lostock Hall to the cabinet at full council meetings and I have not received an answer. I would like to know:

- What has been done so far to prevent the increase of Air Pollution in Lostock Hall (except from this consultation)?
- What will be done next?
- When will it be done?

The traffic congestion in Lostock Hall is not acceptable and is quite frankly dangerous to residents, this puts an unnecessary strain on health services.

I believe that a public meeting should be called in Lotsock Hall (or perhaps South Ribble as a whole?) so that residents' voices can be heard on this serious issue.

I would be grateful if I could be updated on any progress.

Yours,

South Ribble Borough Council

1.HGV traffic should not be allowed to turn left from Junction 18 using Turpin Green Lane and Golden Hill Lane. The pollution levels are unacceptable, dangerous and illegal.

2.HGV traffic should go to Junction 19 and use Centurion Way rather than travelling through the middle of Leyland.

3.A link Road should be built between Centurion Way and Tomlinson to divert all HGV traffic away from the centre of Leyland.

1. Review all traffic light settings.

Traffic light sequences & traffic volume detection are an absolute joke (despite LCC's claim that lights have software which is supposed to change sequences based on flow). Cars are frequently forced to sit at red lights for a period of time whilst *no other traffic is around*. When the lights do turn to green, cars invariably have to stop at the next set of lights, before even getting into a higher gear, where the process is repeated. This continuous stop/start and acceleration generates significant amounts of pollution (as well as wasting fuel).

LCC's current traffic management is incredibly poor and it's the lights which cause a lot of the problems. Any newish set of lights now causes tailbacks where previously there was none.

2. Whilst we all agree the need to increase tree planting numbers, we should also investigate other potentially even more effective 'green air cleaners'.

For example, moss has been shown to be even more effective at removing pollution than trees. See the following:

['This London bench absorbs as much pollution as 275 trees'](#)
['the Eco City Garden design at the Chelsea Flower Show 2018'](#)
['Solution To Delhi's Smog Problem: This Moss Wall 'Eats' As Much Polluted Air As A Small Forest'](#)

There are also other plants known to contribute to air quality so perhaps these should be chosen for public planting areas (e.g. borders, islands, large planters, etc).

I hope these suggestions are helpful and well done on taking action to improve air quality

1. Replant trees on areas like Cuerden Strategic site, trees take in lots of fumes and purify the air especially in such close proximity to the motorways

2. Better traffic management, joined up thinking is required, more and more traffic jams increase pollution

3. Prevent further out of town shopping centres, encourage more people to shop closer to home by supporting local businesses. We don't need more big chains

Please do an air pollution reading from the cop lane Liverpool road traffic lights to howick cross prior to the bye pass opening and another after to see if the air quality has improved this may prove air quality has improved I hope if it does not well not sure what people will think 2.

Shan is the action plan and what is the cost?

South Ribble Borough Council

Comment: Traffic is the main cause of pollution - building more houses, more roads etc will lead to more traffic thereby making this problem a lot worse. As I suspect planning consent will still be given regardless of this, trees chopped down and plants/hedges destroyed I would make the following suggestions:

1. Better traffic control to avoid hotspots at peak times eg changes to light sequences, better roadwork controls etc.
2. New roads built to cater for the additional traffic caused as a result of planning consent given.
3. Better and cleaner (eg electric) public transport - somebody queried getting from Leyland Train Station to Dr Oetkers a while back and unbelievably the quickest way they could find was a taxi or a half hour walk. Maybe the Council could offer incentives to transport companies to encourage them to be cleaner/cover a greater area.
3. More cycle paths - currently it seems quite dangerous to cycle around Leyland and, even though it is illegal, I have seen many people cycling on footpaths as a result. Could all the footpaths in South Ribble be designated as shared pedestrian/cycle zones for a trial to see if this would encourage more people to cycle? More parents may let their children cycle to school rather than drive them if they thought they would be safe and workers may find it a quicker option than being stuck in traffic jams.
4. Bearing in mind all the planning consent currently being given construction companies should be more rigorously vetted before approval is given. Construction companies should be chosen based on their attitude to the environment, for example what measures do they have in place for reducing demolition dust, do they use cleaner fuels, do they have newer vehicles and do they have equipment such as diesel particulate filters on construction machinery. The Local Planning and Enforcement Team should also be checking construction sites regularly, without advance notice, to ensure they are complying with regulations - the Grasmere development currently seems to have quite a few issues with mud and dust being tracked onto the public highway which could be problematic for anybody with asthma or other breathing related difficulties. Maybe a road sweeper could be utilised for all construction site access roads on a daily basis, charged by the Council to the construction company.
5. Plant more plants as these help improve air quality. They convert carbon dioxide into oxygen and filter particulates out of the air. Many cities now have living walls, green roofs etc, maybe this could be looked into on new build properties? Hedges trap toxins at exhaust pipe level so more of these should be accounted for in new build schemes and less should be cut down when consenting to planning. More people may now get rid of their hedges due to the brown bin charges imposed so this may make pollution worse as a result.

South Ribble Borough Council

1. Avoid building on greenfield sites, ensure the proliferation & protection of green sites & tree planting between areas of dense housing / industrial development. Promote more planting of native tree species. Looking at aerial maps it should be apparent that there are areas where greater tree planting can take place and this will over time improve both amenity and air quality.
2. Try to reduce traffic on all roads in SR, but especially built up and highly populated areas. Try to promote the use of non-carbon based means of transport (eg, electric car, bicycle, incentive for electric or biomass fuel public transport both road and rail) by the use of charging points and restrictions on carbon based transport use in areas with the worst existing air quality – either charges to use or an outright ban between certain times of the day. This of course will be the most challenging aspect, as SRBC also want to promote the area (particularly the South Rings /Cuerdale business development area) and this will rely on motorised transport links. That said it may be worth investigating the use of new rail or even tram links to the area, though of course the existing roads infrastructure will make this difficult and costly as an option. The use of buffering zones of green planting (as outlined above) will help with regards the air quality however.
3. Limiting the use of solid fuel or oil fired heating both domestic and industrial. This does not just include the wide use of log burners but also garden waste incinerators, unofficial rubbish burning and other means of smoke production by the burning of items that give off fumes.

1. Pedestrianise Hough lane. Force traffic down king street as originally intended. There is more than enough car parking close by. Might reduce traffic levels overall, would certainly improve air quality along main shopping centre

2. Introduce electric vehicle charging stations. Are there any in Leyland? One of the barriers to the uptake of EVs is the perceived lack of charging facilities

3. Encourage motorway bound traffic and goods vehicles to use routes around town rather than through town. J28 is unfortunately very close to Leyland itself so as a consequence can cause congestion which leads to a build up of fumes. J29 has better capacity but the routes to it are not as obvious. Perhaps the acceleration of the dualling of A582/Flensburg would encourage it. All bucksaw haulage traffic should use M61 in order to reduce congestion on the disaster of a junction at the woodsman (at least at peak times). A better flowing junction here may also encourage traffic away from the town centre.

1. Close Hough lane to through traffic

2. Make Chapel Brow a compulsory left turn at its junction with Golden Hill Lane

Both of the above would alleviate these routes being used as “rat runs” which would benefit from a reduction in vehicle emissions in areas used for recreational purposes i.e. pubs, shops, cafes

1. Air Quality in parts of the Borough have reached dangerous levels and will be having an impact on citizens health and therefore needs to be tackled in a far more robust way than hitherto.
2. The main cause of the problem is traffic particularly with congestion. HGVs are using roads that were not designed for such vehicles and their emissions are a major contributory factor

South Ribble Borough Council

to poor air quality. Many residents have campaigned for firm action to be taken to ensure HGVs are forced to use roads away from residential areas. This has largely fell on deaf ears.

3. Designated routes need to be established for HGVs travelling to and from premises in the borough to ensure emissions from these vehicles are not suffered by residents in built up areas. Regulations need to be introduced and enforced to prohibit heavy vehicles travelling through these areas and directing them instead to routes where they will cause less harm. Action is necessary if areas like Golden Hill, Turpin Green and Station Road et al. are not to suffer unacceptable levels of poor air quality.

. Encourage people to dispose of waste responsibly rather than burning it by having Skip Days, subsidising the cost of brown bins further to make it cheaper and providing and encouraging the use of compost bins.

2. Continue to provide wildlife friendly trees and plants - this was a great idea

3. More schemes to improve and promote sense of ownership of green spaces e.g. community growing spaces and wildlife habitats