

**Kibworth Air Quality Management Area Action Plan  
for  
Harborough District Council**

**In fulfilment of Part IV of the Environment Act 1995  
Local Air Quality Management**

**Date (February 2019)**

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## Executive Summary

This Air Quality Action Plan (AQAP) has been produced as part of our statutory duties required by the Local Air Quality Management framework. It outlines the action we will take to improve air quality Harborough District between 2019 and 2031.

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<sup>1,2</sup> although this is not the situation with regards to local air quality in the Kibworths.

The annual health cost to society of the impacts of particulate matter alone in the UK is estimated to be around £16 billion<sup>3</sup>. Harborough District Council is committed to reducing the exposure of people in Harborough District to poor air quality in order to improve health.

We have developed actions that can be considered under 5 broad topics:

- Policy guidance and development control
- Promoting travel alternatives
- Public information
- Transport planning and infrastructure
- Traffic management

Our priorities are to:

- tackle emissions due to congestion at peak times
- educate and inform the public of air quality
- ensure air quality is a key consideration in the planning process

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<sup>1</sup> Environmental equity, air quality, socioeconomic status and respiratory health, 2010

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

<sup>3</sup> Defra. Abatement cost guidance for valuing changes in air quality, May 2013

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

## **Responsibilities and Commitment**

This AQAP was prepared by the Regulatory Services department of Harborough District Council with the support and agreement of the following officers and departments:

List departments involved in the preparation of the AQAP

- Development Control
- Property Services
- Commissioning Services
- Strategic Planning
- Leicestershire County Council Highways

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# 1 Introduction

The Air Quality Action Plan is a statutory requirement and part of the Council's continuing Local Air Quality Management responsibilities under Part IV of the Environment Act 1995. The Council is seeking to produce the Action Plan in partnership with other stakeholder organisations and for that purpose is working closely with other agencies. The purpose of the Action Plan, as required by section 84 of the Environment Act, is to outline measures "in pursuit of the achievement of air quality standards and objectives in the designated area, of any powers exercisable by the authority".

This Air Quality Action Plan has been developed in recognition of these legal requirements. It summarises the air quality review and assessments that have been undertaken in Kibworth to date, focussing on exceedences of the Air Quality Standards, and outlining the mechanisms and the targeted measures proposed by Harborough District Council that aim to improve local air quality. The plan focuses on air quality within the Kibworths, where an Air Quality Management Area (AQMA) came into force in 2017 as a result of elevated concentrations of nitrogen dioxide (NO<sub>2</sub>).

## 1.1 Description of The Kibworths

Kibworth Beauchamp and Kibworth Harcourt are adjoining rural villages in the south of Leicestershire. The Parishes have a combined population of 5433 people (2011 census data taken from [www.nomisweb.co.uk](http://www.nomisweb.co.uk))

The A6 runs approximately north to south through the villages forming the boundary between them for a portion of its length . The road is a primary route for traffic heading between Leicester, Oadby, and Wigston to the north and Market Harborough, Kettering and Corby to the south

## 1.2 Purpose of the Action Plan

To set out the actions being taken by Harborough District Council and Leicestershire County Council Highways to improve the local air quality in the Kibworths.

## 1.3 Report Contents and Structure

Policy Guidance LAQM.PG (16) was published by DEFRA in 2016 and provides statutory guidance on the development of air quality action plans.

As a minimum, the AQAP is expected to include the following:

- Quantification of the source contributions (e.g. HGVs, buses, taxis etc.) responsible for the exceedance of the relevant objective. Knowing the source of the problem will allow the Action Plan measures to be effectively targeted;
- Quantification of the impacts of the proposed measures – including, where feasible, data on emissions and concentrations (either locally obtained and/or via national monitoring/modelling statistics). It is important that the local authority shows how it intends to monitor and evaluate the effectiveness of the plan;
- Clear timescales, including milestones and expected outcomes which the authority and other delivery partners propose to implement the measures within the Action Plan; and
- How the local authority, including transport, planning and health departments, and other external delivery partners, will take ownership of the problem and in what capacity they will work together to implement the Action Plan.

## 1.4 Working Together.

Many organisations and departments were consulted on the draft AQAP prior to public consultation, as the successful delivery of the plan is dependent on inter-department working and mutual support.

The Heads of the following organisation and departments were consulted:

- Asset Management
- Communications
- Environmental Protection
- Leicestershire County Council Highways
- Legal Services
- Strategic Planning
- Development Control
- Director of Public Health at Leicestershire County Council

## 1.5 Action Plan Review Period

Progress toward the action plan will be reported on an annual basis as part of the Annual status report.

The action plan will be reviewed within 10 years to ensure actions within the plan are relevant, likely to be achieved and provide a benefit for air quality.

## 1.6 Links to other Plans and Strategies

The Air Quality Action Plan is clearly linked to other important areas of work including the Local Transport Plan, development planning, energy conservation, community plans and environmental. Some of the key strategies and policies are given below:

### 1.6.1 Local Transport Plan 3

Leicestershire County Council Local Transport Plan 3 outlines the Counties transport strategy from 2011 to 2026. Air Quality forms a key issue in 2 sections of the Local Transport Plan 3 (LTP3)

- Chapter 6: Encouraging active and sustainable travel
- Chapter 10 Managing the impact of our transport system on quality of life

LTP3 states it will be important to develop a better and more robust understanding of how the transport system impacts on air quality. In doing so, the Leicestershire County Council Highways (LCCH) will continue to

work with the district councils, who are responsible for monitoring air quality, and use modelling tools to examine future scenarios. This will enable LCCH to take a more evidenced-based approach to identifying potential solutions that are likely to lead to improvements in air quality within Air Quality Management Areas (AQMA's)

## 1.6.2 Local Development Framework

### 1.6.2.1 Harborough District Core Strategy

Harborough District Council adopted its Core Strategy in November 2011. The Core Strategy is a strategic document setting out the vision and spatial planning framework for the District. It contains core strategic policies that provide for the development needs of the District.

Air quality forms a key policy within the Core Strategy

<b>Policy</b>	<b>Indicator</b>	<b>Target</b>
Policy CS14: Lutterworth	Improvements to air quality within the Lutterworth town centre Air Quality Monitoring Area	Working towards achieving the National Air Quality objectives

Improvement in air quality within Lutterworth forms part of the monitoring framework as Objective 9 to reduce the environmental impacts of road traffic, both private and commercial, and lessen the need for car use by encouraging alternative modes of transport including cycling and walking.

The Core Strategy is now considered out of date in terms of policies relating to housing and economic development following the publication of the National Planning Policy Framework.

A new Local Plan is being prepared for adoption which will replace the policies and proposals in the Core Strategy.

### 1.6.2.2 Kibworth Harcourt and Kibworth Beauchamp (The Kibworths) Neighbourhood Plan

The Kibworths Neighbourhood plan was adopted following a referendum on 25<sup>th</sup> January 2018. The plan includes the following policy

#### POLICY T6: AIR QUALITY

Planning decisions should take account of the impact on air quality in the Plan area, supporting proposals which will result in the improvement of Air Quality or minimise reliance upon less sustainable forms of transport.

### 1.6.2.3 Draft Harborough District Local Plan 2011-2031

The Draft Harborough Local Plan 2011 to 2031 and its supporting documents were submitted to the Secretary of State for Ministry of Housing, Communities and Local Government via the Planning Inspectorate On Friday 16 March 2018

The local plan included the following policy on air quality

#### Policy IN2 Sustainable Transport

2. Residential and commercial development proposals will be permitted, subject to the provision of:

- a. safe access, servicing and parking arrangements in accordance with highway authority guidance and standards;
- b. measures to facilitate and encourage safe access by cycle and on foot;
- c. protection of, connection to, and extension where practicable of existing pedestrian, cycle and equestrian routes;
- d. provision for public transport enhancement where justified, including information and waiting facilities and measures to encourage public transport use;

- e. provision for the transport needs of specific groups in the community, such as the elderly and those with disabilities;
- f. provision of electric vehicle recharging facilities where appropriate; and
- g. mitigation for any adverse impact on air quality, especially in Air Quality Management Areas, and residential amenity, including traffic noise.

Together with supporting policy text as set out below:

- 11.3.5 The Council is anxious to ensure that both the occupiers and users of new development, and those elsewhere who may be affected by it indirectly, will not be subjected to below acceptable standards of air quality. Therefore, in controlling the potential impact of development upon air quality, the Council will require an effective air pollution mitigation strategy if a development proposal would be likely to either:
- have a moderate adverse, or worse, impact upon air quality within an existing Air Quality Management Area (AQMA) whether the proposal is inside or outside of that AQMA; or
  - contribute directly or indirectly to the declaration of another AQMA be it in this district or an adjoining one.
- 11.3.6 An AQMA is an area identified as one in which the national air quality objectives are unlikely to be achieved. A moderate adverse impact is defined by Land-Use Planning & Development Control: Planning For Air Quality May 2015 b(v1.1) EPUK & IAQM (or a successor document).

## **2 The Kibworths AQMA**

### **2.1 Description of the AQMA**

The Kibworth AQMA runs along the A6 from the roundabout with Wistow Road south to the junction with Church Road. It includes 20 properties. The area of the AQMA is shown in blue in Figure. 1.

Details of air quality monitoring undertaken in Kibworth area is presented in Table 1

In 2015 the Council felt that there were potentially more sensitive receptors than those in the vicinity to the existing monitoring point (site ID 12n). 2 additional monitoring locations were installed (site ID's 31n and 34n).

In 2016 site 34n exceeded the Air Quality Objective at the nearest receptor. As a result a detailed assessment was commissioned to determine all of the properties along the length of the A6 which have the potential to be exceeding the Annual Average Nitrogen Dioxide Air Quality Objective. Following the result of the detailed assessment and public consultation it was determined that 20 properties have the potential to be exceeding the Air Quality Objective for Nitrogen Dioxide.

3 additional monitoring locations were commissioned in the Kibworth area at the end of 2017, 2 on Church Road, and 1 at the north end of Main Street, following concerns raised by residents in the Kibworth AQMA consultation.

The AQMA was declared on 29<sup>th</sup> November 2017.

Figure. 1. Map of the The Kibworths AQMA



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Legend  
AQMA

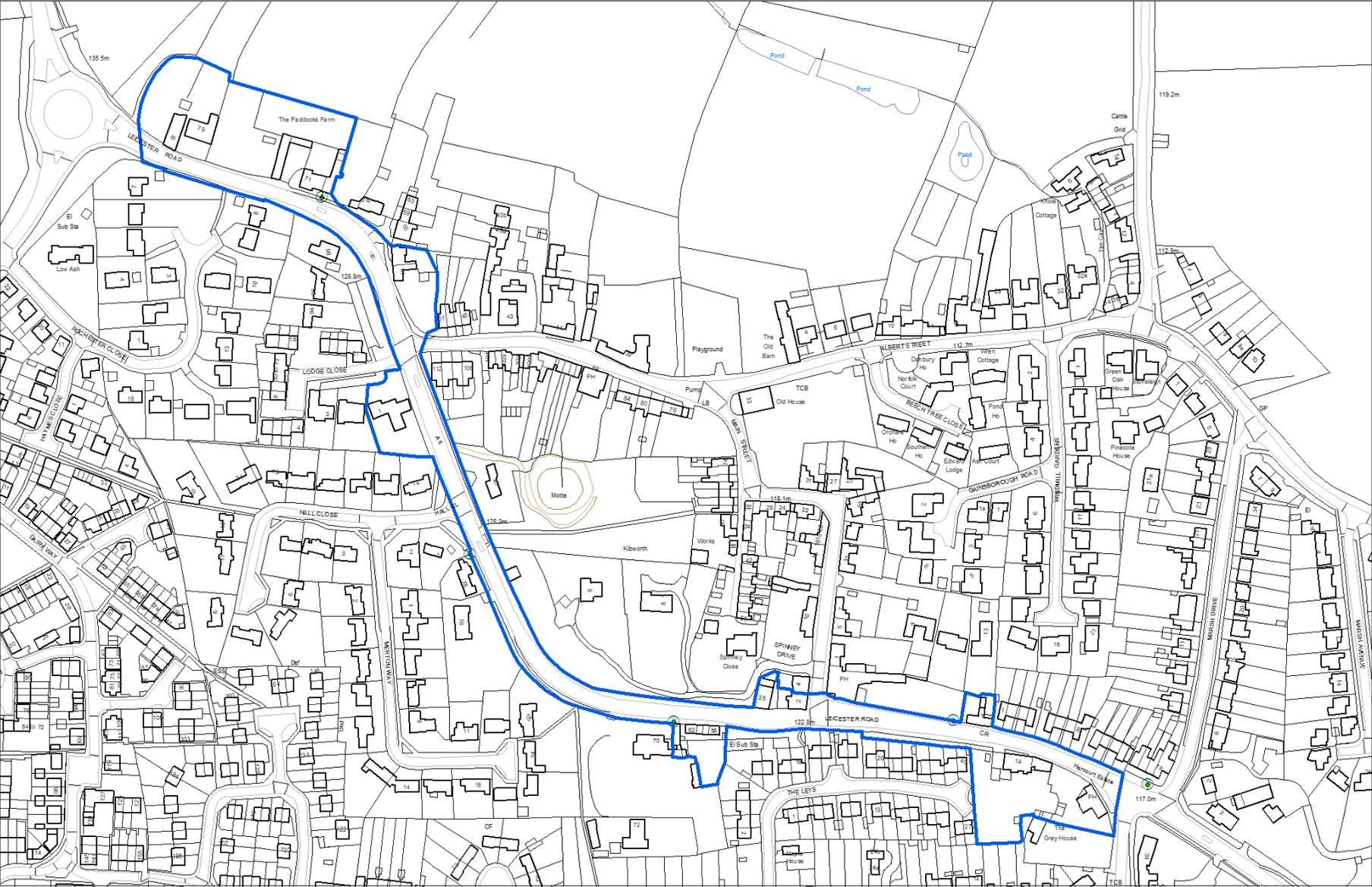


Table 1. Overview of Diffusion Tube Data

Site ID	location	area	Site Type	Grid Reference		Our Tube No.	Year	Bias adjusted yearly arithmetic Mean					
				X	Y			2012	2013	2014	2015	2016	2017
								BAF	0.87	0.83	0.80	0.81	0.77
12n	A6 Kibworth	Kibworth	Roadside	468425	294314	11		32.19	30.43	28.20	36.69	30.11	34.10
31n	lamppost outside 69 leicester road kibworth	Kibworth	Roadside	467933	294660	8					40.88	34.32	37.90
34n	sign outside 64 Leicester Road Kibworth	Kibworth	Roadside	468143	294351	14					55.00	54.89	59.14
35n	lamppost outside 78 leicester road kibworth	Kibworth	Roadside	468022	294450	12						36.42	35.46
36n	signpost just north of 11 Leicester road Kibworth	Kibworth	Roadside	468309	294352	15						42.67	44.31

	annualised mean (see box 3.2 of LAQM.TG(09))
	no monitoring data
XXXX	Value exceeds Annual Mean Air Quality Standard
XXXX	Value exceeds 36µgm <sup>-3</sup>
	Insufficient data for annualisation

## 2.2 Source Apportionment

The detailed assessment included a source apportionment assessment. The worst-case location with relevant exposure predicted from the modelling (identified to be 14 Leicester Road) has been used to provide an overview of source contributions which is shown in Table 2, relevant traffic data is shown in Table 3.

Source apportionment found that

- HGV's make up ~9% of traffic and contribute 31% of total NO<sub>2</sub>
- LDV (cars and vans) make up ~90% of traffic and contribute 37% of total NO<sub>2</sub>

Table 2. Source apportionment, taken from Air Quality Consultants report Detailed Assessment of Air Quality for Harborough District Council May 2017

	Source Apportionment					
	Background	LDV	Rigid HGV	Arctic HGV	Bus	Total
<b>Concentration (µg/m<sup>3</sup>)</b>	13.5	19.1	13.5	2.6	3.0	51.7
<b>% Contribution to Total</b>	26%	37%	26%	5%	6%	100%

Table 3. Traffic data, taken from Air Quality Consultants report Detailed Assessment of Air Quality for Harborough District Council May 2017

	Annual average Daily Traffic (AADT)	Vehicle type (% of AADT)			
		LDV	Rigid HGV	Arctic HGV	Bus
<b>Leicester Road (A6) south of Wistow Road</b>	17052	90.1	7.7	1	1.2

## 2.3 Outcome of the AQMA consultation

### 2.3.1 Method of Consultation

Prior to the declaration of the Air Quality Management Area, the Council undertook a comprehensive consultation process to obtain feedback on the extent of the proposed AQMA and to establish any local knowledge and information which would be useful in the development of the action plan.

All residents living within the proposed AQMA in the Kibworths were directly contacted by the Council. In addition there was consultation through the website, locality based drop in sessions and a public meeting with representatives from Public Health, Leicestershire County Council and the District Council in attendance.

### 2.3.2 Response to the Consultation

The public meeting was well attended by approximately 90 people

The drop-in sessions were attended by approximately 40 people

The council received 33 responses from residents, 1 response from a political party and 1 response from a Parish Council.

### 2.3.3 Causes of Air Quality Problems

Within the responses 23 causes of air quality problems were identified, 20 of which directly identified traffic issues. The remaining 3 responses identified development in and around Kibworth and the traffic related to the development as a cause.

<b>Causes</b>	<b>No. of responses</b>
Identified increases in / to much traffic	10
Traffic bad during Peak-times. Difficulty of pulling out onto A6	2
Increase in HGV use	4
Too much development in and around the Kibworths	3

<b>Causes</b>	<b>No. of responses</b>
Speeding traffic	3
Idling traffic	1

### 2.3.4 Potential Solutions to Air Quality Problems

Within the responses 47 potential solutions were identified.

<b>Possible solution</b>	<b>No. of responses</b>
Bypass	15
Identify traffic capable of using alternative route and promote their use	5
Stop building houses	4
Radar speed monitoring (driver information signs) and speed enforcement	4
Alterations to speed limit	3
Reduce/refund council tax for affected properties	2
Electrical charge points	2
Electric vehicle charging points	2
Ban HGVs from Kibworth	2
Redesign road junctions	2
Low emissions zone	1
Extend weight limit to whole of the Kibworths	1
Remove receptor	1
Traffic charging zone	1
Traffic calming	1
Properly police weight limits	1

### 2.3.5 Statements Identifying Further Work

6 responses requested further air quality monitoring, 1 response requested 'automatic' monitoring and 5 responses requested monitoring of roads leading to the A6 and other parts of the Kibworths such as:

- Church Road

- Main Street
- The Square
- New Street
- A6 north of Wistow Road roundabout
- Warwick road
- Wistow road

### 2.3.6 Statements not Relating to Air Quality in the Kibworths

Several of the responses identified issues and/or solutions that either did not relate to air quality or air quality around the proposed AQMA such as

- Stopping the expansion of Magna Park
- Electrification of midland main line
- Improvement of train services
- Comparing noise monitoring data with air quality data

### 2.3.7 Key Findings Arising From the Consultation

- Source of air quality problem is generally understood to be traffic related though the impact of small changes in traffic volumes is perceived to be larger than is likely to occur
- People are concerned about air quality on smaller roads leading to the A6
- People are concerned of the effect of short term exposure on health

## 3 Actions

The Action Plan sets out work that would directly influence the local air quality within the Kibworths. A number of other initiatives have also been considered

The actions are presented in Table 4 Actions overview.. Each action is the responsibility of the Lead Officer, who will update the Air Quality Officer annually in January, so that the AQAP can be updated in June each year in the Annual Status Report, submitted to the DEFRA.

Table 4. Actions overview.

Measure No.	Measure	EU Category	EU Classification	Lead Authority	Planning Phase	Implementation Phase	Key Performance Indicator	Target Pollution Reduction in the AQMA	Progress to Date	Estimated Completion Date	Comments
1	<p><b>Impact assessment of local traffic management options</b></p> <ol style="list-style-type: none"> <li>1. Detailed traffic surveys</li> <li>2. Undertake traffic simulation of proposed junction improvements</li> <li>3. Undertake air quality impact assessment of junction improvements</li> </ol>	Transport Planning and Infrastructure	Other	Harborough District Council	01/01/2018	Autumn 2018	To publish findings	Cannot be quantified as work is to identify works and the potential benefit	Work commissioned	Summer 2019	A review of the action plan will be undertaken following this piece of work to incorporate any findings into the relevant work programme subject to funding.
2	<p><b>Continue consultation between Regulatory Services and Development Management</b></p> <p>Establish mechanism for consultation between the two parties to ensure Regulatory Services are consulted on all relevant planning applications and policy documents</p>	Policy Guidance and Development Control	Air Quality Planning and Policy Guidance	Harborough District Council	N/A	Quarter 1 2018/19	N/A	Unlikely to provide improvements to air quality but will limit potential negative impacts	Close links with Development Management are already in place	Ongoing	

Measure No.	Measure	EU Category	EU Classification	Lead Authority	Planning Phase	Implementation Phase	Key Performance Indicator	Target Pollution Reduction in the AQMA	Progress to Date	Estimated Completion Date	Comments
3	<p><b>Provide Guidance and Training to members</b> Provide guidance and training to the members on assessing air quality impacts and their significance when considering planning applications</p>	Policy Guidance and Development Control	Air Quality Planning and Policy Guidance	Harborough District Council	Quarter 4 2018/19	Spring 2019	To have published a guidance note to councillors and undertaken training of planning committee members	Unlikely to provide improvements to air quality but will limit potential negative impacts		On going	Linked to the approval of the new Local Plan due Spring 2019
4	<p><b>Ensure air quality policies in Local Plan documents and evidence base</b> Review draft Local Plan to ensure adequate policies included Review drafts of all future local planning documents</p>	Policy Guidance and Development Control	Air Quality Planning and Policy Guidance	Harborough District Council	01/01/2017	N/A	N/A	N/A	The submitted Local Plan currently under review by Secretary of State includes policies on air quality	N/A	This is dependant on the process of adopting a new Local Plan due in Spring 2019

Measure No.	Measure	EU Category	EU Classification	Lead Authority	Planning Phase	Implementation Phase	Key Performance Indicator	Target Pollution Reduction in the AQMA	Progress to Date	Estimated Completion Date	Comments
5	<p><b>Provide information about the AQMA to local residents</b> Provide information on air quality to residents in an accessible format.</p>	Public Information	Via the Internet	Harborough District Council	N/A	01/06/2017	N/A	N/A	All of the Council's air quality data and reports produced to date are available on the council website.	Ongoing	
6	<p><b>Development of local air quality monitoring</b> Retain monitoring at relevant locations within and adjacent to the AQMA and to install real time monitoring within the AQMA</p>	Public Information	Via the Internet	Harborough District Council	01/01/2018	Quarter 3 2018	N/A	N/A	Procurement of the real time monitor complete. Expected commissioning Autumn 2018	On going	

### **3.1 Impact Assessment of Local Traffic Management**

#### **Options**

Junctions in the AQMA are currently considered to be at or near capacity and require improvement.

Working in partnership with the Highway Authority (Leicestershire County Council) the project will ensure that any improvements in road infrastructure within the AQMA will as a minimum not cause a worsening of air quality and will preferably cause an improvement in air quality

The project involves the modelling and microsimulation of junctions within the AQMA and the surrounding area to determine the impact queuing, traffic flow, and congestion and the subsequent impact of vehicle emissions.

Where schemes are identified to reduce emissions, dispersion modelling will be undertaken on the schemes to determine the impact on air quality concentrations of the proposed scheme.

### **3.2 Continue Consultation Between Regulatory Services and Development Management.**

Regulatory Services currently have good working relationship with Development Management, this relationship has been built over several years working together on issues such as noise, light, odour, land contamination and air quality.

We will continue to develop this relationship to ensure that air quality is considered on all relevant planning applications that may be considered to impact on the Kibworth AQMA

### **3.3 Provide Guidance and Training to Members**

It is important that relevant elected members are fully equipped with the knowledge and information to enable them to fully consider the impact of development on local air quality. We will work to develop a training

package and guidance for all members to assist them in the decision making process for future development within the district as a whole and especially where there is an impact on the AQMA.

### **3.4 Ensure Air Quality Policies in Local Plan Documents and Supporting Evidence**

The Councils Strategic Planning Team has consulted Regulatory Services on the draft Local Plan. Air quality policies have been included in the draft Plan (Policy IN2 Sustainable Transport) and going forward Regulatory Services will continue to work with Strategic Planning to ensure that appropriate policies relating to air quality are included in future policy documents.

### **3.5 Provide Information About the AQMA to Local Residents**

The council has placed all relevant reports and monitoring data on the councils website.

The council will continue to publish annual reports and monitoring data on its website.

Where documents require consultation the council will directly consult affected residents, the parish councils and publish information on the consultation on social media.

### **3.6 Continue Air Quality Monitoring**

Air quality monitoring in the vicinity of the Kibworth AQMA consists of 5 existing diffusion tube monitoring locations and 3 new locations commissioned in 2017.

The council will be undertaking real time Nitrogen Dioxide monitoring within the AQMA. All of the councils monitoring data is available on the councils website.

The monitoring will be conducted inline with the technical guidance LAQM.TG(16)

## **4 Actions Considered but Not Included in the Action Plan**

During the creation of this action plan several potential actions have been assessed but not deemed applicable to be included in the Action Plan at this stage. The reasons they have not been included are as follows

### **4.1 Bypass**

A bypass would likely deliver the required improvements in air quality to meet the Air Quality Objectives within the AQMA however the building of a bypass is an extremely expensive and long processes. Planning for and securing funding for such a scheme would likely be beyond the projected lifetime of this action plan. It should be noted that during the Local Plan process a proposal was considered during the options stage for 1200 dwellings and employment provision to the north and east of Kibworth, including provision of a bypass for The Kibworths, however this option was not taken forward.

### **4.2 Public Transport Promotion and Improvements**

The use of public transport has the potential to improve air quality and reduce green house gas emissions within the district as a whole however a significant proportion of the traffic within the Kibworth AQMA is from traffic originating outside of the district.

In 2015 the Council took part in a Countywide Ultra Low Emission Taxi Feasibility study however due to the nature of the district and the availability of suitable charging points it was not deemed appropriate to consider further at that time. As the number of charging points increases the Council will review the situation in the future. However as the proportion of taxi vehicle movements within the AQMA is low, the requirement to replace all taxis with ULEV would not at the current time have a significant impact on the local air quality emissions.

Whilst the Council will support the improvement and promotion of public transport it is unlikely to provide any measurable improvement in local air quality within the Kibworth AQMA.

### 4.3 Provision of Electric Charging Points

Electric vehicles have lower air quality and green house gas emissions than petrol/diesel vehicles and in order to promote the uptake of electric vehicles the Council is undertaking a piece of work to install a number of vehicle charging points across the district, including the Kibworth area.

The usage of the charging points will be reviewed over the first 12 months from installation and subject the necessary take up of the scheme and the availability of funding the Council will look to develop a further phased roll out across the district. As the significant proportion of the traffic within the Kibworth AQMA is through traffic originating outside of the district it is not anticipated that promoting and facilitating the uptake of electric vehicles is unlikely to provide any measurable improvement in air quality within the Kibworth AQMA directly.

### 4.4 Ensuring Emissions are Considered During Procurement

Improvements to the Council's own assets have resulted in a reduction of emissions by 28% since 2008. The waste service has delivered almost 25% reductions in emissions through vehicle upgrades, driver training and route optimisation. As the availability of alternative fuel types becomes more widespread across the district, this will be considered as part of any vehicle related procurement process.

Where possible the Council will always consider environmental impacts as part of the procurement process however the current services procured by the Council are unlikely to significantly impact directly traffic movements in the Kibworth AQMA and therefore have a positive impact on local air quality emissions.

#### 4.5 HGV / Vehicle Weight Restrictions

The A6 is a primary route as such it is not possible to apply any such restrictions to the road without providing an alternative route such as the requirement of the building of a bypass.

#### 4.6 Traffic Calming

Traffic calming was suggested in the consultation as an action to improve air quality however it is know that traffic calming measure increase acceleration events and therefore increase vehicle emissions and would potentially cause a worsening in local air quality.

## 5 References

### 5.1 Legislation and Statutory instruments

- [1] *Environment Act 1995 Part IV s80 - 91*, Ch 25. London: HMSO.  
Available at:  
[http://www.legislation.gov.uk/acts/acts1995/ukpga\\_19950025\\_en\\_1](http://www.legislation.gov.uk/acts/acts1995/ukpga_19950025_en_1)  
[accessed 21/02/2019]
- [2] *Air Quality (England) Regulations 2000* (SI2000/No.0928) London: HMSO. Available at:  
<http://www.legislation.gov.uk/si/si2000/20000928.htm>  
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**6 Appendices**

## Appendix A. “EU Category” and “EU Classification” of actions

EU Measure Category	EU Measure Classification
Alternatives to private vehicle use	Bus based Park & Ride
	Car & lift sharing schemes
	Car Clubs
	Rail based Park & Ride
	Other
Environmental Permits	Introduction/increase of environment charges through permit systems and economic instruments
	Introduction/increase of environmental funding through permit systems and economic instruments
	Large Combustion Plant Permits and National Plans going beyond BAT
	Measures to reduce pollution through IPPC Permits going beyond BAT
	Other measure through permit systems and economic instruments
	Tradable permit system through permit systems and economic instruments
	Other
Freight and Delivery Management	Delivery and Service plans
	Freight Consolidation Centre

EU Measure Category	EU Measure Classification
	Freight Partnerships for city centre deliveries
	Quiet & out of hours delivery
	Route Management Plans/ Strategic routing strategy for HGV's
	Other
Policy Guidance and Development Control	Air Quality Planning and Policy Guidance
	Low Emissions Strategy
	Other policy
	Regional Groups Co-ordinating programmes to develop Area wide Strategies to reduce emissions and improve air quality
	Sustainable Procurement Guidance
Promoting Low Emission Plant	Emission control equipment for small and medium sized stationary combustion sources / replacement of combustion sources
	Low Emission Fuels for stationary and mobile sources in Public Procurement
	Other measure for low emission fuels for stationary and mobile sources
	Public Procurement of stationary combustion sources
	Regulations for fuel quality for low emission fuels for stationary and mobile sources

EU Measure Category	EU Measure Classification
	Shift to installations using low emission fuels for stationary and mobile sources
	Other Policy
Promoting Low Emission Transport	Company Vehicle Procurement -Prioritising uptake of low emission vehicles
	Low Emission Zone (LEZ) or Clean Air Zone (CAZ)
	Priority parking for LEV's
	Procuring alternative Refuelling infrastructure to promote Low Emission Vehicles, EV recharging, Gas fuel recharging
	Public Vehicle Procurement -Prioritising uptake of low emission vehicles
	Taxi emission incentives
	Taxi Licensing conditions
	Other
Promoting Travel Alternatives	Encourage / Facilitate home-working
	Intensive active travel campaign & infrastructure
	Personalised Travel Planning
	Promote use of rail and inland waterways
	Promotion of cycling

EU Measure Category	EU Measure Classification
	Promotion of walking
	School Travel Plans
	Workplace Travel Planning
	Other
Public Information	Via leaflets
	Via other mechanisms
	Via radio
	Via television
	Via the Internet
	Other
Traffic Management	Anti-idling enforcement
	Emission based parking or permit charges
	Reduction of speed limits, 20mph zones
	Road User Charging (RUC)/ Congestion charging
	Strategic highway improvements, Re-prioritising road space away from cars, inc Access management, Selective vehicle priority, bus priority, high vehicle occupancy lane

EU Measure Category	EU Measure Classification
	Testing Vehicle Emissions
	UTC, Congestion management, traffic reduction
	Workplace Parking Levy, Parking Enforcement on highway
	Other
Transport Planning and Infrastructure	Bus route improvements
	Cycle network
	Public cycle hire scheme
	Public transport improvements-interchanges stations and services
	Other
Vehicle Fleet Efficiency	Driver training and ECO driving aids
	Fleet efficiency and recognition schemes
	Promoting Low Emission Public Transport
	Testing Vehicle Emissions
	Vehicle Retrofitting programmes
	Other

