Blaby District Council Air Quality Action Plan- Draft 1.0

In fulfilment of Part IV of the Environment Act 1995, as amended by the Environment Act 2021

Local Air Quality Management

2025-2029

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1.0	**01/07/2025**	**Draft for comment**	Draft
2.0	**01/11/2025**	**Final**	Final
3.0	**01/12/2025**	**Final Updates**	Final
4.0	**05/01/2026**	**Final**	Final

Executive Summary

This Air Quality Action Plan (AQAP) has been produced as part of the Council's statutory duties required by the Local Air Quality Management framework. It outlines the actions the Council will take to improve air quality in the district between 2025-2029, setting out how the local authority will exercise its functions to secure the achievement of the Air Quality Objectives.

This AQAP is a draft version and will be adopted upon acceptance by Defra. Implementation of the outlined measures will result in the relevant objectives being attained by 2029.

Part IV of the Environment Act 1995 (as Amended 2021) sets out the National Air Quality Objectives which should be considered as the maximum levels of air pollution to which people should be exposed. These objectives are:

- the *annual* average level of nitrogen dioxide (NO_2) in a location should be no higher than 40µg/m^3, that is, 40 micrograms of NO_2 per cubic metre of air; and
- the *hourly* average level of Nitrogen dioxide (NO_2) in a location should be no higher than 200µg/m^3.

The relevant Air Quality Management Areas (AQMAs) addressed by this AQAP are outlined below, both of which are declared for exceedances of the NO_2 *annual* average Air Quality Objectives:

- AQMA 6: Mill Hill, Enderby:- A residential area located close to industrial sites linking the North-West area of the district to major road networks. A Nitrogen dioxide exceedance was first declared 01/10/2018. The last exceedance was recorded in 2023.
- AQMA 7: Lubbesthorpe Road, Braunstone Town:- A residential area located close to major road networks. A Nitrogen dioxide exceedance was declared 04/11/2024.

This AQAP replaces the previous Action Plan which was adopted in 2021 for the period 2021-2025. Projects delivered and achievements made as a result of the past Action Plan include:

- The revocation of four Air Quality Management Areas due to ongoing compliance with NO_2 Air Quality Objectives for 5 years or more:

  AQMA 1: A5460 Narborough Road South- Declared January 2001; Revoked November 2024.
  AQMA 2: M1 corridor in Enderby and Narborough- Declared January 2001; Revoked November 2024.
  AQMA 3: M1 corridor between Thorpe Astley and Leicester Forest East- Declared January 2001; Revoked November 2024.
  AQMA 4b: Enderby Road, Whetstone- Declared October 2005; Revoked November 2024.
- Promoting Travel Alternatives: The Health and Leisure Team at Blaby District Council worked hard to promote active travel across the district. A new Active Travel Strategy was approved and published in 2024: Active Travel Strategy – Blaby District Council.
- Behavioural change project with businesses in vicinity of AQMA6: This involved Council Officers attending and delivering business breakfast sessions, hosted by Blaby District Council, to raise awareness on Air Quality and how businesses can make a positive difference through employee travel plans and incentives for green travel.
- Behavioural change within schools: The Countdown to Clean Air project concluded in 2023, this involved educational sessions, assemblies and fun activities for children and parents to take part in to encourage active travel to and from schools.
- Work is currently being undertaken to develop a charging network across the district. Flex-D is a current project being run collaboratively with local authorities and Leicestershire County Council. The project will see 63 Electric Vehicle charging points installed across the county including a charging hub at Enderby Leisure Centre comprising of twelve 7kW Electric Vehicle charging points, due to be installed in 2025.

- Engaged with the taxi drivers to encourage the switch to Electric Vehicles*:* The Council approved The Hackney Carriage and Private Hire Licensing Policy for 2022 – 2027. The policy incentivises the use of Ultra Low Emission Vehicles (ULEV) and Electric Vehicles (EV). The Licensing Department offers reductions in the fees for operators and drivers who license a vehicle under either of these categories.
- Improved air quality information on Blaby District Council website: The website was updated in 2024 and is currently awaiting the addition of a 'live portal' which will enable residents and business to view local air quality in real time. This is part of the Particulates Matter project in conjunction with Public Health Leicestershire, of which more detail can be read in below in additional measures.
- Continuing to adhere to the statutory LAQM process of monitoring, reporting and implementing the Action Plan.

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 less affluent[1,2].

The UK Health Security Agency (formally Public Health England) has estimated that the costs of air pollution in England to health and social care services could reach between £5.3 and £18.6 billion between 2018 and 2035 [3]. Blaby District Council is committed to reducing the exposure of people in Blaby District to poor air quality in order to improve health.

[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] Public Health England. Estimation of costs to the NHS and social care due to the health impacts of air pollution: summary report, May 2018

The Council have developed actions that can be considered under six broad topics:

- Promoting the use of low/zero emission transport and supporting infrastructure
- Consistent application of Environmental Permitting and other regulatory measures
- Policy Guidance and Development Management
- Public Health and wellbeing education and behavioural change
- Reducing emissions from domestic heating, industry and services
- Air quality monitoring

In addition, the Council adopted a Climate Change Strategy in 2020 to cover six key themes:

- Reducing CO_2 emissions
- Protecting the environment and enhancing biodiversity
- Reducing waste and resource use and moving to a circular economy
- Support sustainable communities
- Behaviour changes and education
- De-carbonising travel and transport

In this AQAP, it is outlined how the Council plan to effectively tackle air quality issues within its control. However, it is recognised that there are many air quality policy areas that lie outside of local authority influence (such as vehicle emissions standards). Therefore, work will continue with regional and central government on policies and issues beyond the Council's direct influence.

Responsibilities and Commitment

This AQAP was prepared by the Environmental Services Team of Blaby District Council with the support and agreement of the following officers and departments:

Active Travel, Health and Leisure- Blaby District Council

Communications, Consultation and Digital Services Team- Blaby District Council

Economic & Community Development Team- Blaby District Council

Environmental Health Team- Blaby District Council

Information Technology & Transformation Team- Blaby District Council

Licensing Team- Blaby District Council

Neighbourhood Services and Assets Team- Blaby District Council

Net Zero Programme Delivery Officer- Blaby District Council

Parking Services- Blaby District Council

Planning Development Team- Blaby District Council

This draft AQAP has been approved by Caroline Harbour, the Group Manager for Environmental Health, Housing & Community Services.

This AQAP <has/has not> been signed off by a Director of Public Health at Leicestershire County Council.

The following Air Quality Partners / Stakeholders have contributed to the development of the draft AQAP and will be committed to delivery of actions:

- Leicestershire County Council
- Public Health Leicestershire
- County and National Transportation and Highways
- Air Quality and Health Partnership- District Councils and Health bodies in Leicestershire.

This AQAP will be subject to an annual review, appraisal of progress and Blaby District Council Cabinet approval. Progress each year will be reported in the Annual Status Reports (ASRs) produced by Blaby District Council, as part of statutory Local Air Quality Management duties. The ASRs are available on the Council website: Air Quality – Blaby District Council

If you have any comments on this AQAP, please send them to the Environmental Services team at:

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1 Introduction

This Air Quality Action Plan (AQAP) outlines the actions that Blaby District Council and its partners will deliver between 2025-2029 to reduce concentrations of air pollutants and exposure to air pollution; thereby positively impacting on the health and quality of life of residents and visitors to the Blaby District area.

The purpose of this report is to set out how the Council will exercise its functions to achieve the relevant Air Quality Objectives. This AQAP is a draft version and will be adopted from 05/01/2026 (this date is dependent on the timescale of Defra approval and the consultation process).

It has been developed in recognition of the legal requirement on the local authority to achieve and maintain Air Quality Objectives under Part IV of the Environment Act 1995, as amended by the Environment Act 2021, and to meet the requirements of the Local Air Quality Management (LAQM) statutory process.

This AQAP will be subject to an annual review. Progress will be reported in the Annual Status Report (ASR) produced by the Council as part of statutory LAQM duties. This Action Plan will be revised every five years.

This document is a draft version to be subjected to both internal and external consultation, in line with PG (22) guidance.

2 Summary of the Current Air Quality in Blaby District Council Air Quality Management Areas

The main air pollutants of concern in Blaby District, as in most areas of the UK, are associated with road traffic, in particular Nitrogen dioxide (NO_2) and fine Particulate Matter (PM) at locations close to busy, congested roads where people may live or work. Other sources include industrial processes and agriculture. Part IV of the Environment Act 1995 requires the Secretary of State to publish a National Air Quality Strategy which requires local authorities to assess air quality through a set of National Objectives as a statutory duty. These are set out via the LAQM framework.

The LAQM targets are as follows[4]:

- Nitrogen dioxide (NO_2) not to exceed an *annual* mean of 40µg/m^3 *o*r an *hourly* average level of Nitrogen dioxide (NO_2) in a location not to exceed 200µg/m^3.
- Particulate Matter (PM): PM_{10} not to exceed an *annual* mean of 40µg/m^3. $PM_{2.5}$ not to exceed an *annual* mean of 20µg/m^3.

The LAQM process places an obligation on the local authority to regularly assess and review, and to determine if the Air Quality Objectives (AQO) are likely to be achieved. The Council uses Air Quality Monitoring Stations (AQMSs), also known as Continuous Monitors (CM), and Diffusion Tubes to assess if AQOs have been met across the district. The Council has five AQMSs in total, measuring NO_2, two of these also monitor Particulate Matter (PM). There are 28 Diffusion Tubes that measure NO_2 across the district which are exchanged monthly and sent off to an independent laboratory for analysis. Maps illustrating the locations of all of the air quality monitoring sites, can be viewed in Appendix C.

When an exceedance of the AQO occurs, the local authority must declare an Air Quality Management Area (AQMA).

[4] Air_Quality_Objectives_Update_20230403.pdf

In the district there are currently two designated AQMAs, both of which were declared in relation to exceedances of the AQO's annual mean for NO_2.

The AQMAs are currently as follows:

- AQMA 6: Mill Hill, Enderby
- AQMA 7: Lubbesthorpe Road, Braunstone Town

Link to Blaby District Council website: Air Quality

The trend for the past five years is encouraging, and air pollutant concentrations experienced an overall decrease across the district. This improvement over time has seen four out the five previously declared AQMAs remain compliant with the AQOs for five or more years. This has enabled the Council, with approval from Defra, to revoke the following AQMAs:

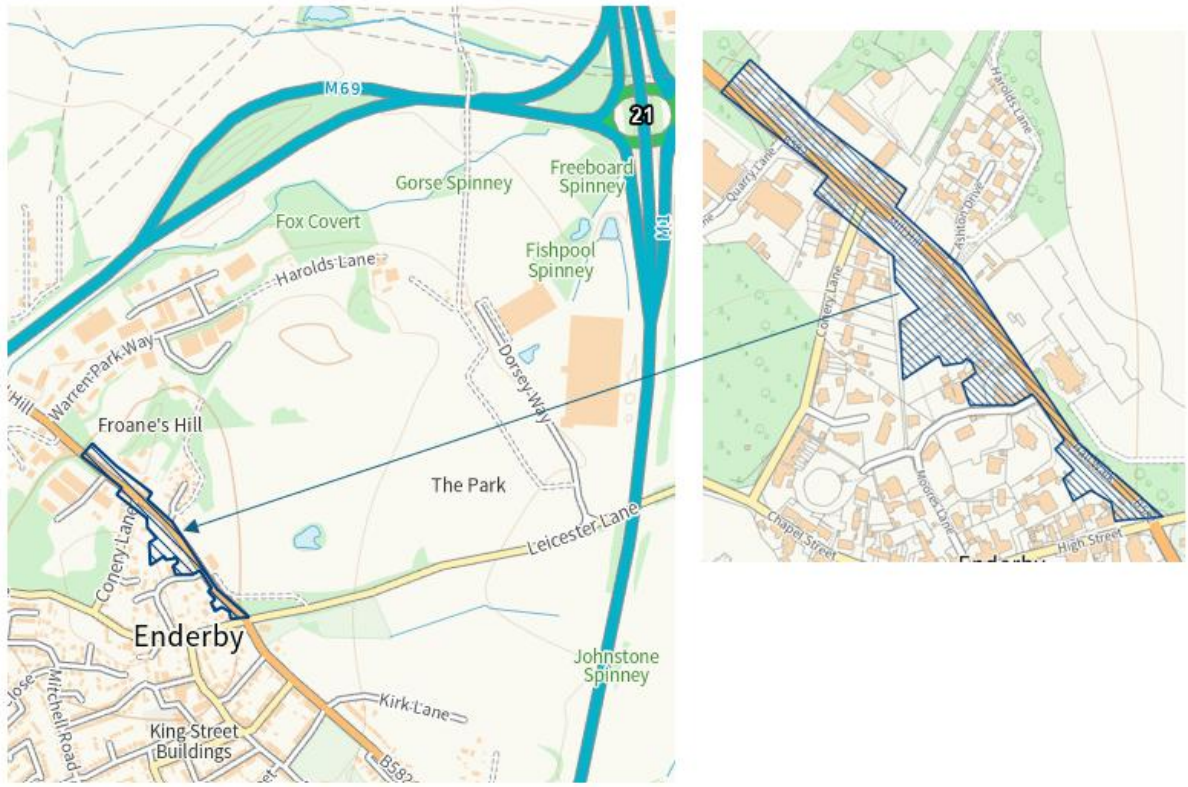
AQMA 1: A5460 Narborough Road South- revoked November 2024
AQMA 2: M1 corridor in Enderby and Narborough- revoked November 2024
AQMA 3: M1 corridor between Thorpe Astley and Leicester Forest East- revoked November 2024
AQMA 4b: Enderby Road, Whetstone- revoked November 2024

2.1 AQMA 6 – Mill Hill, Enderby

AQMA 6 remains in place and is located in a high-volume traffic area. The Mill Hill site is located on a through road that links New Lubbesthorpe, Enderby Industrial Estates and the Parishes to the major road networks that service the west of Blaby District. The district has two motorways which run through it which are part of the UK's Strategic Road Network (SRN), namely the M1 and M69, which are managed by National Highways. Traffic often queues along the AQMA due to light sequencing and a busy crossroads which is made worse due to the historic nature of the road. It is narrow in places and was not originally built for the large traffic volumes it carries. It also has a high walled historic house on one side which causes a canyon type effect that makes dispersion of pollutants in the air more difficult. The former industrial nature of Enderby means that dwellings sit in close proximity to the roadside and may represent sensitive receptors with regards to air pollution exposure.

Figure 1 Map illustrating AQMA 6- Mill Hill in Enderby

The blue hatch box indicates the boundary of the AQMA.



In 2024, there were six Diffusion Tube sites within this AQMA and one CM. Although levels of NO_2 are below the AQOs, it remains an area of concern due to existing and planned developments in the area and requires close monitoring. The last exceedance at the AQMA was in 2023 where an annual average of one of the Diffusion Tubes in the area was recorded at 40.3 µg/m^3. The locations of these monitoring sites are illustrated in Appendix C.

The AQMA will remain in place as advised by Defra and this AQAP will formulate actions to continue to tackle the issues in this area and the district as a whole.

Table 1: AQMA 6 Annual Mean NO2 Concentrations

Site Name	Site Type	X OS Grid Ref	Y OS Grid Ref	Annual mean NO_2 concentration (µg/m^3)				
				2020	2021	2022	2023	2024
CM5, Moores Lane, Mill Hill, Enderby	Roadside	453594	299549	22.9	18.9	24.9	19.1	31.5
Hall Walk, Enderby (near CM5)	Roadside	453605	299564	29.4	29.3	**40.3**	35.6	35.3
9 Mill Hill, Enderby	Roadside	453467	299735	20.2	21	27.8	24.5	22.7
20 Mill Hill, Enderby	Roadside	453435	299743	/	/	33.5	28.6	27.3
LP by walkway, Mill Hill, Enderby	Roadside	453495	299696	/	/	34.6	27.9	26.9
LP 57, Hall Walk, Enderby	Roadside	453673	299481	/	/	**43**	**40.3**	32.8
LP 62, Mill Hill, Enderby	Roadside	453571	299634	/	/	33.0	27.2	25.6

Exceedances of the NO_2 annual mean Objective of 40µg/m^3 are shown in **bold**.

2.2 AQMA 7- Lubbesthorpe Road, Braunstone Town

In 2022, an exceedance of the AQOs was recorded around the junction of Lubbesthorpe Road and Narborough Road South in Braunstone Town. The exceedance was for NO_2 with a measurement of 43 µg/m^3* (*distance corrected), which reduced to 35.7µg/m^3* in 2023. Unfortunately, due to a technical error, there was a delay in the approval of the 2023 ASR, which led to a delay in the official declaration of the AQMA. In November 2024, this area was declared as an AQMA and is known as AQMA 7- Lubbesthorpe Road, Braunstone Town. The Lubbesthorpe Road area is in close proximity to a major junction of the SRN where the M1 and M69 meet and join up with other major road routes leading to all parts of Leicestershire. This part of the SRN also has a high occurrence of accidents which often leads to road closures and congestion which has a huge impact on the Local Road Network (LRN) in the district. National Highways is the relevant transport authority for the SRN and Leicestershire County Council Highways for the LRN.

In 2024, there were three Diffusion Tubes and one CM measuring NO_2 levels in AQMA 7. The last exceedance of the AQO was recorded in 2022, after which time the figures have continued to improve. In 2024, the CM recorded levels had decreased to 29.7µg/m^3, which is a reduction of 13.3 µg/m^3 of the annual mean.

Figure 2: Map illustrating AQMA 7-Lubbesthorpe Road, Braunstone Town

The blue hatch box indicates the boundary of the AQMA.

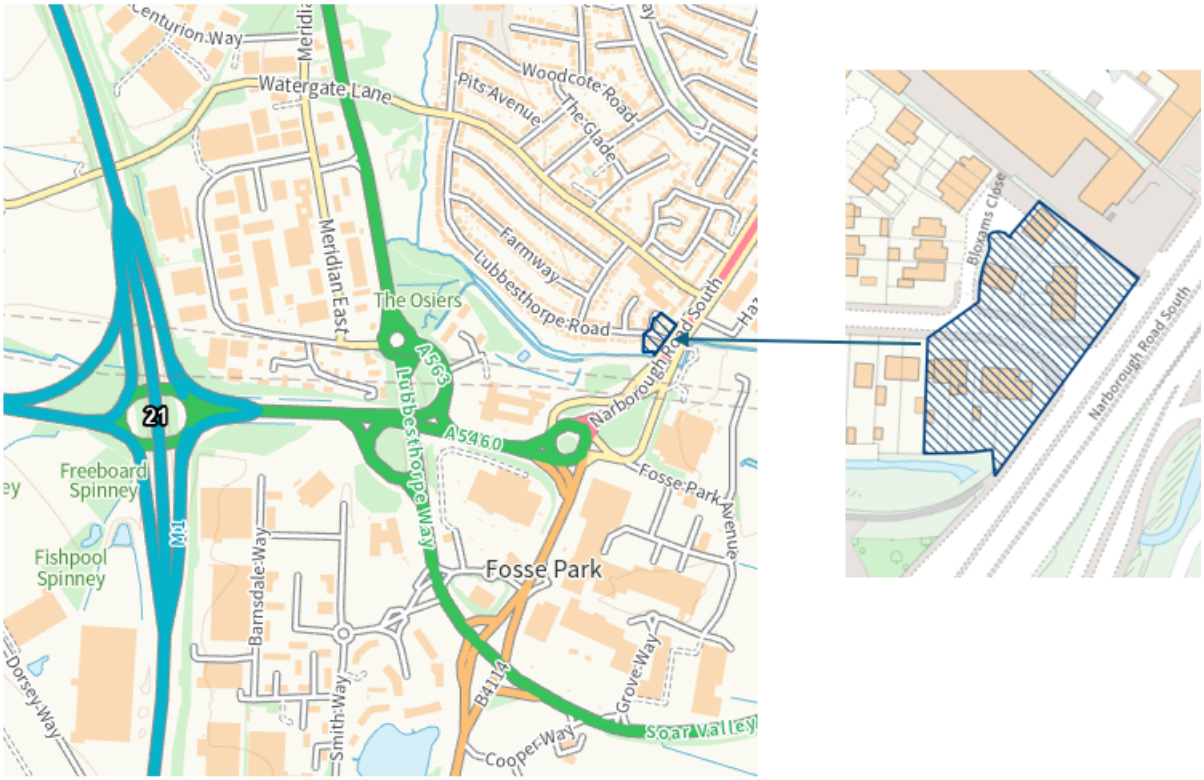


Table 2: AQMA 7- Annual Mean NO_2 Concentrations

Site Name	Site Type	X OS Grid Ref	Y OS Grid Ref	Annual mean NO_2 concentration ($\mu g/m^3$)				
				2020	2021	2022	2023	2024
CM6, Lubbesthorpe Road	Roadside	455722	300782	21	19.8	**43***	**35.7***	29.7
On CM6 Lubbesthorpe Road, Braunstone Town	Roadside	455732	300762	/	19.9	25.7	22.2	22
16 Lubbesthorpe Road, Braunstone Town	Roadside	455702	300762	/	/	/	18.3	15.7
20 Lubbesthorpe Road, Braunstone Town	Roadside	455681	300776	/	/	/	17.9	17.6

*These figures have been distance corrected for relevant exposure.

Exceedances of the NO_2 annual mean Objective of 40µg/m^3 are shown in **bold**.

2.3 Additional Monitoring in the Blaby District

Blaby District Council have made an ongoing commitment to continue the monitoring and management of air quality throughout the district, to not only check compliance, but to ensure the current trend of improving air quality continues.

In 2022 and 2023, the Council successfully applied for air quality grants; Countdown to Clean Air and Particulates Matter, which were used to purchase indicative air

quality monitors called Zephyrs®. These Zephyrs®, although not an approved reference method by Defra, are a good resource to highlight potential problem areas that may require further investigation. They record real time data for NO_2 and PM and are easy to move around. Thirteen of the Zephyrs® were located in fixed locations in 2024. Two additional Zephyrs® are mobile and regularly moved around the district to investigate different locations.

The results for both NO_2 and PM monitoring to date, have not indicated any exceedances of the current annual AQOs:

Table 3: Zephyr® Monitoring results for Annual Mean NO_2

ID	Site Name	Site Type	X OS Grid Ref	Y OS Grid Ref	Annual mean NO_2 concentration (µg/m3)		
					2022	2023	2024
945	Narborough Rd South	Suburban	466102	301332	36.3	26.4	26.3
951	Leisure Centre, Enderby	Roadside	453942	298941	14.1	11.4	10.3
966	Playing Fields, Stoney Stanton	Rural	448856	294497	/	10.6	10.3
967	Pumping Station, Huncote	Roadside	451513	297318	/	15.9	17.0
970	Croft Quarry 1, Croft	Industrial	451509	296215	/	17.1	12.3
1020*	Croft Rec, Croft	Industrial	451760	295783	/	15.6	16.1
1020*	Sharnford School	Other	448098	292190	/	/	19.5
1045	Croft Quarry 2	Industrial	451435	296019	/	/	13.9
1046	Alyssum Way, Narborough	Roadside	452881	298059	17.0	14.8	16.0
1049	Osiers Nature Reserve, Braunstone	Other	455543	300718	/	/	23.8
1283	Stelle Way, Glenfield	Other	454709	306981	/	/	23.0
1324	Brierfield Road, Cosby	Roadside	454809	294565	/	18.6	15.9
1432	Hinckley Road, L.F.E	Roadside	452555	303013	/	21.7	21.6
1484	Mill Hill, Enderby	Roadside	453509	299687	/	27.4	31.9

*Where there are two results showing for Zephyr ID number 1020, the unit was moved within the year, and the results reflect the annual mean for the time in situ.

Table 4: Zephyr® Monitoring results for Annual Mean PM2.5

ID	Site Name	Site Type	X OS Grid Ref	Y OS Grid Ref	Annual mean $PM_{2.5}$ concentration (µg/m3)		
					2022	2023	2024
945	Narborough Rd South	Suburban	466102	301332	9.2	8.3	7.8
951	Leisure Centre, Enderby	Roadside	453942	298941	7.5	6.6	6.4
966	Playing Fields, Stoney Stanton	Rural	448856	294497	/	7.4	9.4
967	Pumping Station, Huncote	Roadside	451513	297318	/	6.2	6.1
970	Croft Quarry 1, Croft	Industrial	451509	296215	/	7.0	7.1
1020	Croft Rec, Croft	Industrial	451760	295783	/	3.4	4.4
1020	Sharnford School	Other	448098	292190	/	/	5.2
1045	Croft Quarry 2	Industrial	451435	296019	/	/	7.2
1046	Alyssum Way, Narborough	Roadside	452881	298059	7.7	8.2	5.7
1049	Osiers Nature Reserve, Braunstone	Other	455543	300718	/	/	4.1
1283	Stelle Way, Glenfield	Other	454709	306981	/	/	5.9
1324	Brierfield Road, Cosby	Roadside	454809	294565	/	6.1	6.1
1432	Hinckley Road, L.F.E	Roadside	452555	303013	/	6.1	2.6
1484	Mill Hill, Enderby	Roadside	453509	299687	/	5.6	5.6

*Where there are two results showing for Zephyr ID number 1020, the unit was moved within the year, and the results reflect the annual mean for the time in situ.

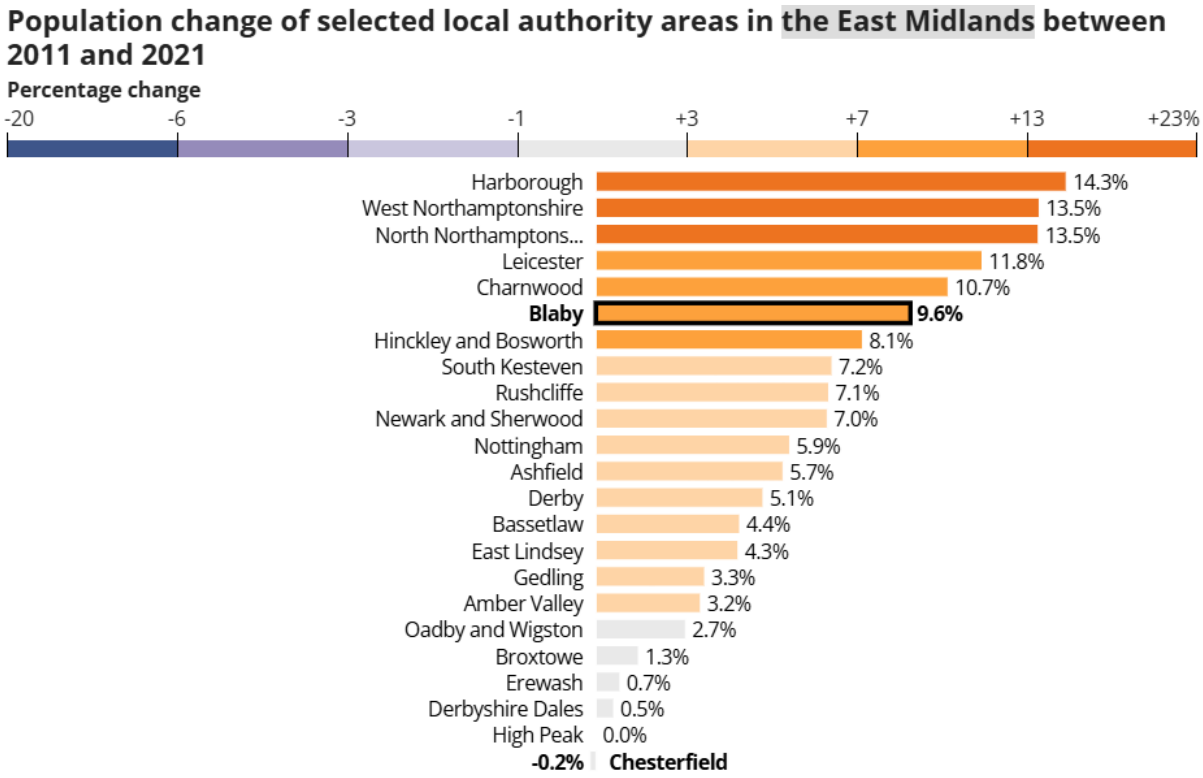
Table 5: Relevant Declared Air Quality Management Areas

AQMA Name	Date of Declaration	Pollutants and Air Quality Objectives	One Line Description	Is air quality within the AQMA influenced by National Highways roads?	Level of Exceedance: Declaration	Level of Exceedance: Current Year	Number of Years Compliant with Air Quality Objective
AQMA 6- Mill Hill, Enderby	Declared 2018	Nitrogen dioxide	Residential properties along Hall Walk and Mill Hill, Enderby	No	43 µg/m^3	35.6 µg/m^3	1
AQMA 7- Lubbesthorpe Road, Braunstone Town	Declared 2024	Nitrogen dioxide	Residential properties on and near to Lubbesthorpe Road, Braunstone Town	No	43 µg/m^3	36 µg/m^3	2

2.4 Public Exposure

In Blaby District, the population size was recorded at 102,900 in 2021[5] and was estimated to be 105,278 in 2023[6]. During the last census period, the population of England and Wales grew by around 6.3% according to the Office for National Statistics (ONS). The population in the district grew by more than the national average and increased by 9.6%.

Figure 3: Population change in Blaby 2011 to 2021[7]



The local population is generally older than the national average with a higher growth experienced in older age groups due to the post war population boom. There has

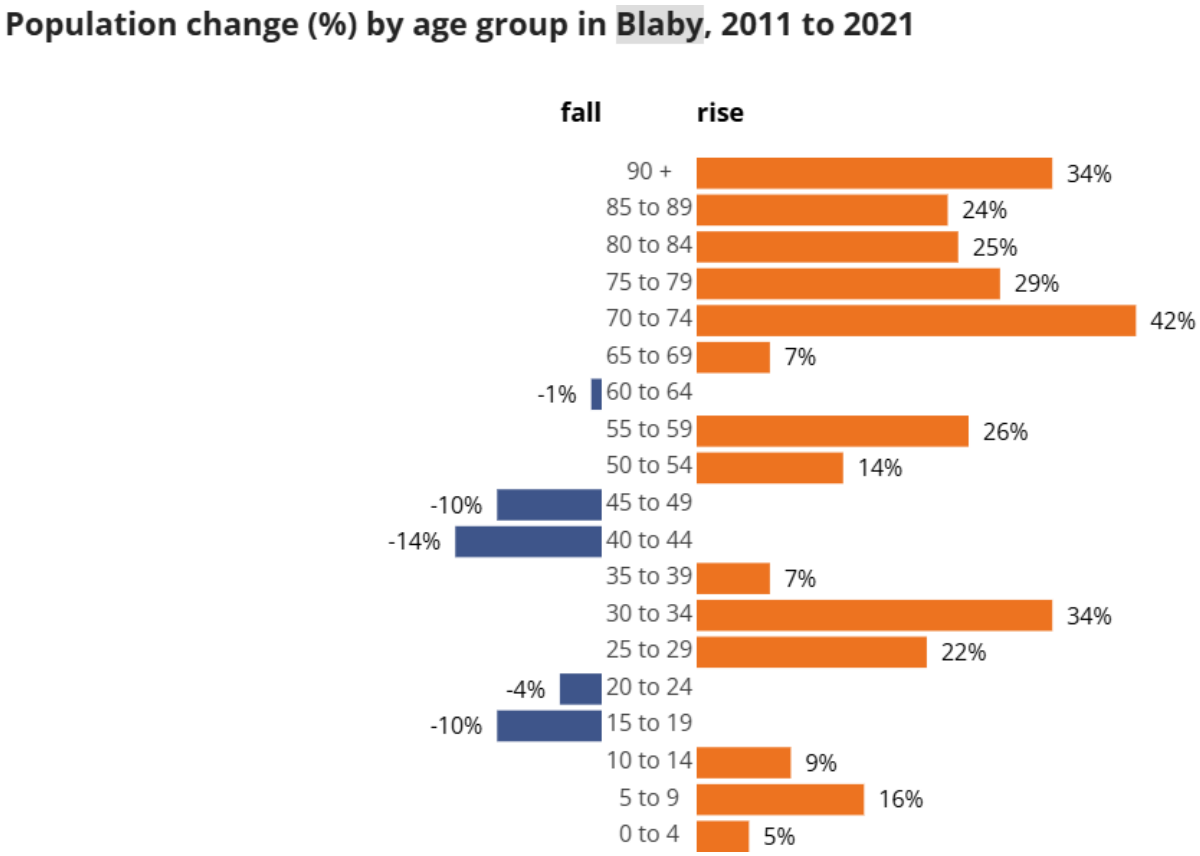
[5] Blaby population change, Census 2021 – ONS

[6] Population - 2023 Mid-year estimates for Local Authorities | Tableau Public

[7] Home - Office for National Statistics

been an increase of 25% in people aged 65 and over[8]. This could potentially lead to a more vulnerable population within the district with regards to air quality.

Figure 4: Population change (%) by age group in Blaby District[9]



In order to understand the population that is exposed to poor air quality, a review of the estimated population of each AQMA has been undertaken. This has been done using the ONSs 'Lower Super Output Area' (LSOA) database[10].

AQMA 6, Mill Hill Enderby covers approximately 40 residential properties, which is estimated to have an approximate population of 92 residents.

AQMA 7, Lubbesthorpe Road Braunstone Town is a small area comprising of 12 properties with an estimated population of 28 residents.

[8] Blaby population change, Census 2021 – ONS

[9] Home - Office for National Statistics

[10] - Office for National Statistics

3 Blaby District Council's Air Quality Priorities

3.1 Public Health Context

Poor air quality represents the largest environmental risk to public health. Long-term exposure to air pollution can cause chronic conditions such as cardiovascular and respiratory diseases as well as lung cancer, leading to reduced life expectancy. According to Public Health England[11], it is estimated that long-term exposure to man-made air pollution in the UK has an annual effect equivalent to between 28,000-36,000 deaths.

Research shows that the most common pollutants of concern are NO_2 and PM. NO_2 is a gas that is produced from combustion processes. Defra estimates that the most common condition associated with NO_2 is thought to be asthma. Between 2007-2017, there was an increase of 25% in annual asthma deaths in the UK[12].

In 2013, a nine-year-old child died following an asthma attack in the London Borough of Lewisham. The girl, Ella Adoo-Debrah, lived in close proximity to a main road, and had been admitted to hospital 27 times in the three years prior to her death. An inquest in 2020 ruled that the girl had been exposed to excessive levels of pollution, that there had been a recognised failure to reduce the levels of NO_2 and that the lack of information provided to her mother possibly contributed to her death. This was the first case in the UK to have ruled air pollution as the cause of death (Coroner of Inner South London, 2021)[13].

The other main pollutant of concern, PM, is thought to cause a wider range of conditions such as coronary heart disease, stroke and cancers. PM is a term used to describe a mix of solid and liquid particles of different size, shape and make-up. The main sources of man-made PM is caused by the combustion of fuels and brake and tyre wear. In addition, there are also natural sources of PM, which include wind-

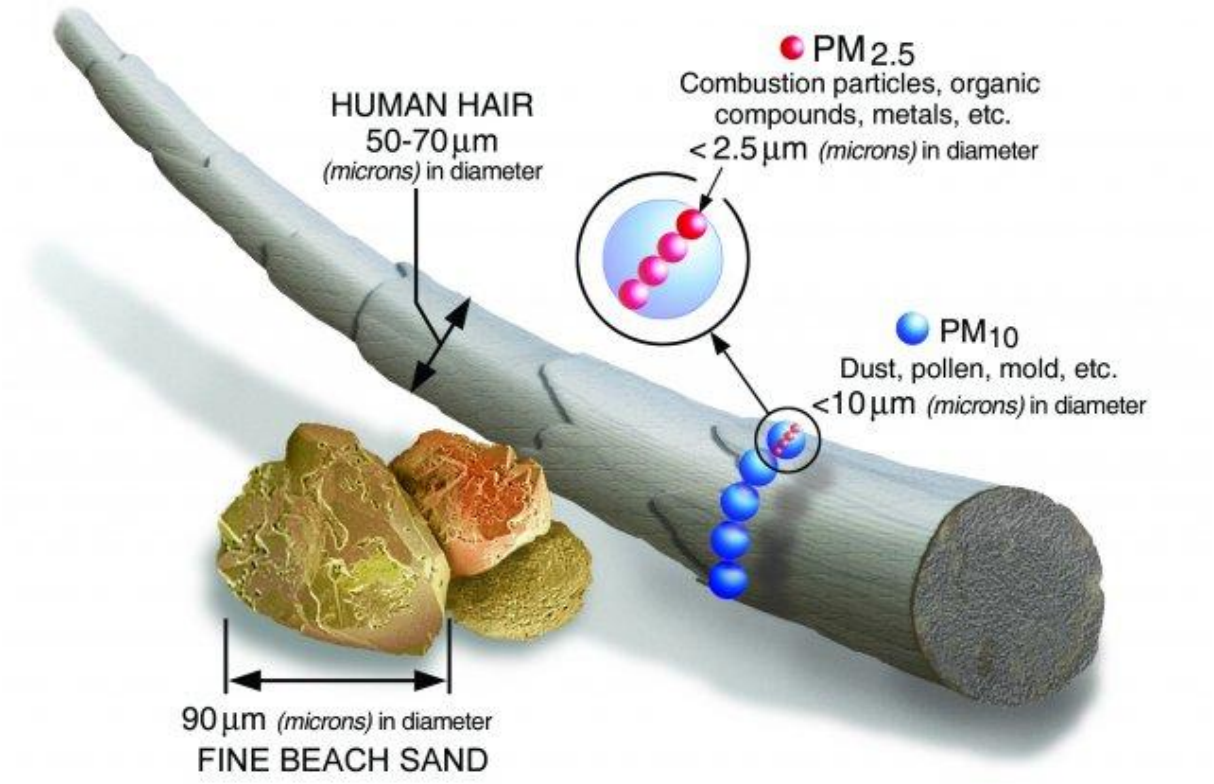
[11] Health matters_ air pollution - GOV.UK

[12] www.asthmaandlung.org.uk

[13] Committee on the Medical Effects of Air Pollutants (COMEAP): 2023 Annual Report

blown dust and soil, spray from the sea and fires that involve the burning of vegetation. There are different sizes of PM, but it is thought that $PM_{2.5}$ (fine particles) have the strongest evidence for adverse effects on health. Public Health England predict that if there were to be a reduction in fine Particulate Matter of just 1µg/m^3, it could prevent around 50,900 cases of coronary heart disease, 16,500 stokes, 9,300 cases of asthma and 4,200 cases of lung cancer[14].

Figure 5: Size Comparisons for Particulate Matter (PM)[15]

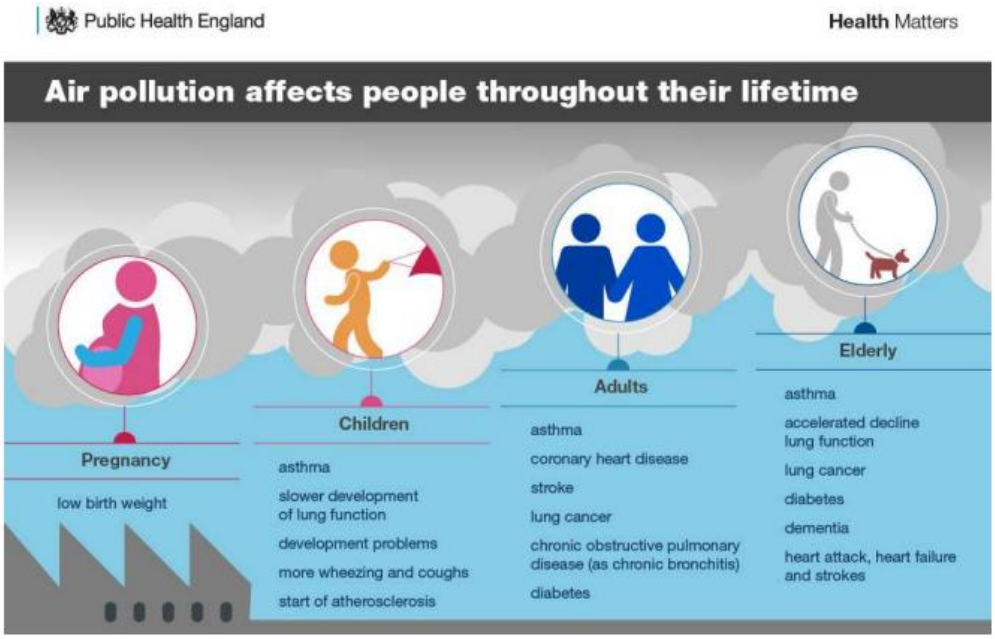


Air pollution can be harmful to anyone, but some people are more impacted as a result of where they live, or their vulnerability to health problems caused by air pollution. This can include groups such as children, pregnant women, older adults and those with pre-existing health conditions:

[14] Health matters air pollution - GOV.UK

[15] Particulate Matter (PM) Basics | US EPA

Figure 6: How Air pollution affects people throughout their lifetime[16]



It is also important to consider when implementing measures to improve air quality, whether they could put low-income residents at an increased disadvantage as they may be less able to take individual action to reduce their exposure to air pollutants.

Some examples of this are as follows[17]:

Employment and Travel- Some workers may not be able to choose to work from home or be able to travel at non- peak times to avoid congestion. Those living on lower incomes are less likely to have choice over their transport options and therefore less capacity to change how they travel.

Fuel-Poverty- Those living in fuel poverty are less likely to choose environmentally friendly options over lower cost options.

[16] Health matters air pollution - GOV.UK

[17] LAQM-Policy-Guidance-2022.pdf

Schools- People living on lower incomes are less likely to be able to choose where their children attend school and consequently the air pollution that they are exposed to.

It is therefore important to consider methods of communication and to think about how to reach all groups, including those most vulnerable.

3.2 Planning and Policy Context

This AQAP outlines the Council's plan of actions to effectively tackle air quality issues that are within its control. This section provides an outline of the strategies and policies that have the most potential to impact upon pollutant concentrations.

3.2.1 Local Plan

A Local Plan is a document that outlines policies and proposals for future development in a specific area, Blaby District. It covers aspects such as housing, shops, employment and provides guidelines on where developments should take place and areas where it should be restricted.

Blaby District Council is currently in the process of writing a new Local Plan following a review of local government proposals to change the national planning system, the National Planning Policy Framework (NPPF). The new Plan will include compulsory housing targets and policies that have changed. The next version (regulation 19 version) is expected to be produced in draft ready for consultation in November 2025. Once consultation has been completed, it will be put to the Planning Inspectorate for examination by an independent reviewer. A Strategic Air Quality Assessment is currently being undertaken of the potential impacts of the emerging plan, the results of which will be fed into the consultation draft.

3.2.2 Leicestershire's Local Transport Plan 2026- 2040

The Local Transport Plan (LTP)[18] is a statutory requirement of the Local Transport Act 2008. It is on its fourth version (LTP4), and it was adopted in November 2024. It sets out Leicestershire's vision for delivering integrated transport at a local level up until 2040. It is developed by Leicestershire County Council and sets out how transport can continue to play an important part in Leicestershire's success.

One of the key points raised in the LTP4, is the impact transport has on air quality. Between 2005 and 2019, the emissions share generated by transport within Leicestershire grew from 24% to 35%. It is noted a significant contributor to air pollution are Heavy Goods Vehicles (HGV's), and that there will be an estimated 30% increase in freight demand across the county up to 2043.

Some of the transport demands can be met by investing county wide in the Electric Vehicle (EV) charging infrastructure. It is expected that the demand for EV's will grow from 13,100 cars in 2023 up to 415,800 in 2040, which in turn could reduce emissions by 29%. However, HGV's pose a bigger problem as electric power is not a reliable fuel for large vehicles. LTP4 is looking at ways to support alternative fuels options which will help to reduce the impact on air quality from these larger vehicle types.

3.2.3 Active Travel Strategy 2024-2034

The Blaby District Council Active Travel Strategy (ATS)[19] focuses on actions that aim to increase the provision of infrastructure to encourage and promote the usage of non-motorized transport options such as walking and cycling. The ATS links to the Local Cycling and Walking Infrastructure Plan (LCWIP), which is a blueprint that outlines the methodology for identifying improvements to cycling and walking infrastructure at the local level. The goal of the strategy is: *"… to make transportation more accessible, lower carbon emissions, improve air quality, promote Active Travel*

[18] A Local Transport Plan for Leicestershire - Core Document 2026 - 2040

[19] Blaby District Council Active Travel Strategy

options like cycling and walking, enhance road safety and maintain our transport assets".

3.2.4 National legislation: Zero Emission Vehicle mandate

The UK government and devolved administrations are taking action to meet Net Zero targets, specifically regarding speeding up the decarbonisation of road transport. The UK is committed to ensure that all new cars and vans should be zero emissions from the year 2035. The Zero Emission Vehicle (ZEV) mandate[20] is the most ambitious regulation of its kind in any country and sets out a clear pathway to achieve the ending of the sale of non-ZEV cars and vans. This should help reduce pollution from NO_x in some areas, although it is noted that this does not include HGV's.

3.2.5 Climate Change

The Blaby District Council Net Zero Action Plan was adopted in December 2023 and sets out the Council's strategy for achieving Net Zero for its own operational emissions by 2030. The Action Plan sets out 50 completed, current and future Net Zero actions undertaken or potentially undertaken by the Council. A number of these projects are directly linked to air quality and will be actioned in conjunction with air quality initiatives or will contribute to achieving Air Quality Objectives. In particular, the Flex-D EV charging points project and 'Let's Go Electric' Defra funded project to purchase an electric road sweeper, and an electric refuse collection vehicle (eRVC) conversion kit are included in the air quality measures below.

The Council has also adopted a Climate Change Strategy 2020-2030. Whilst this strategy covers the Council's own operations, it also focusses on where the Council can influence a reduction across the district. There are six key overarching aims of the strategy: reducing CO_2 emissions, protecting the environment, travel and transport, waste and resources, sustainable communities and behaviour change and education. Travel and transport and behaviour change, and education are the two

[20] Zero emission vehicle (ZEV) mandate consultation: summary of responses and joint government response - GOV.UK

aims which overlap most closely to proposed air quality measures. Therefore, these will provide the best opportunities for collaboration with the Net Zero Programme Delivery Officer.

3.3 Source Apportionment

Source apportionment is the gathering of information about the origin of a pollutant and the amount it contributes to ambient air pollution levels.

A report from 2021 from Leicestershire County Council highlights issues from the SRN causing local traffic to be impacted as a result:

"Capacity issues at M1 Junction 21 affect wider local road network. This is exacerbated by a general lack of route resilience, particularly around Leicester, which is just off the junction. The congestion resulting from frequent incidents at or near the junction have major economic and environmental impacts on much of the western part of the Leicester area, particularly as the junction forms the main SRN access to the City of Leicester. The junction is highlighted in our Local Transport Plan 3 (LTP3) as affecting inter-urban travel, as well as connectivity to Leicester and the southern suburbs, at peak times"[21]

As a result of the SRN, this can have an impact on background pollution levels and behavioural actions using local roads when the SRN becomes congested and or blocked. Queuing traffic is particularly relevant at AQMA 6 when the SRN becomes congested.

Whilst it is important to discuss the SRN, the AQAP measures presented in this report are intended to be targeted towards the predominant sources of emissions within the Council's local area, focusing on the LRN.

A source apportionment exercise was carried out by Blaby District Council officers in May 2025. The Defra Emissions Factor Toolkit v13.1 was used to calculate the source apportionment. The following two charts illustrate how each vehicle type contributes to the total composition of NO_x emissions.

[21] democracy.leics.gov.uk/documents/s165652/Appendix.pdf

Figure 7: AQMA 6- Mill Hill NO_x Source Apportionment

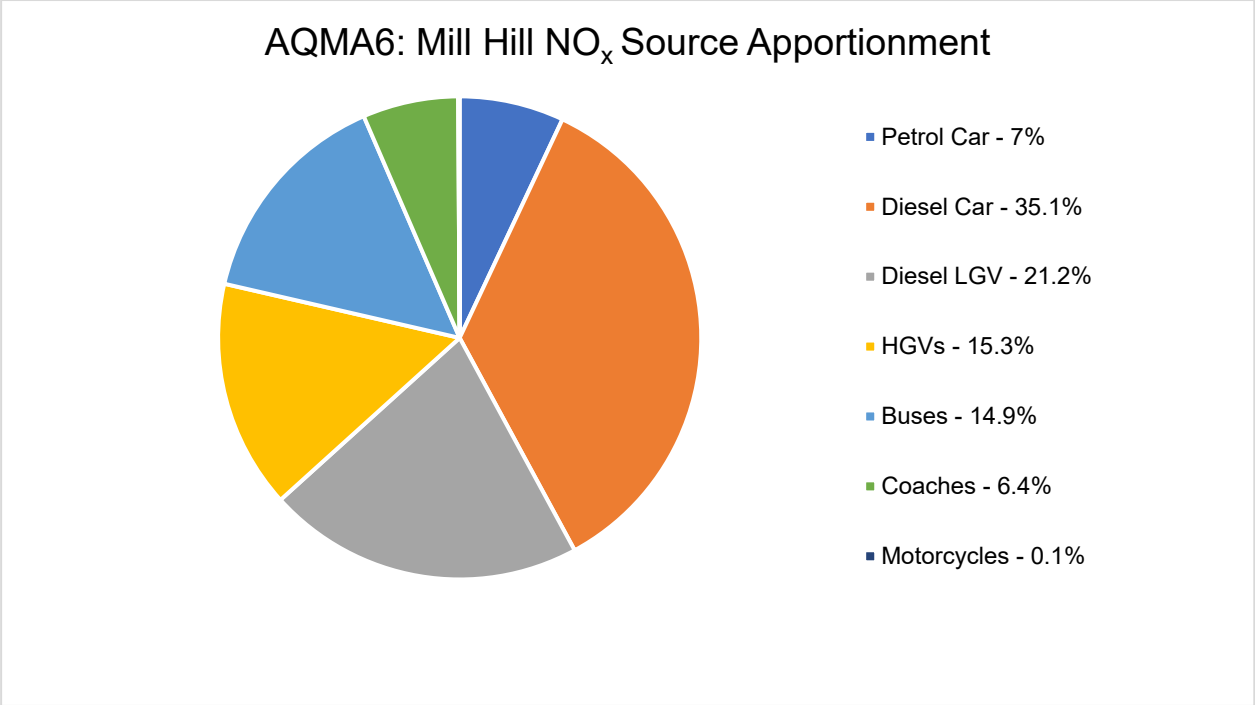
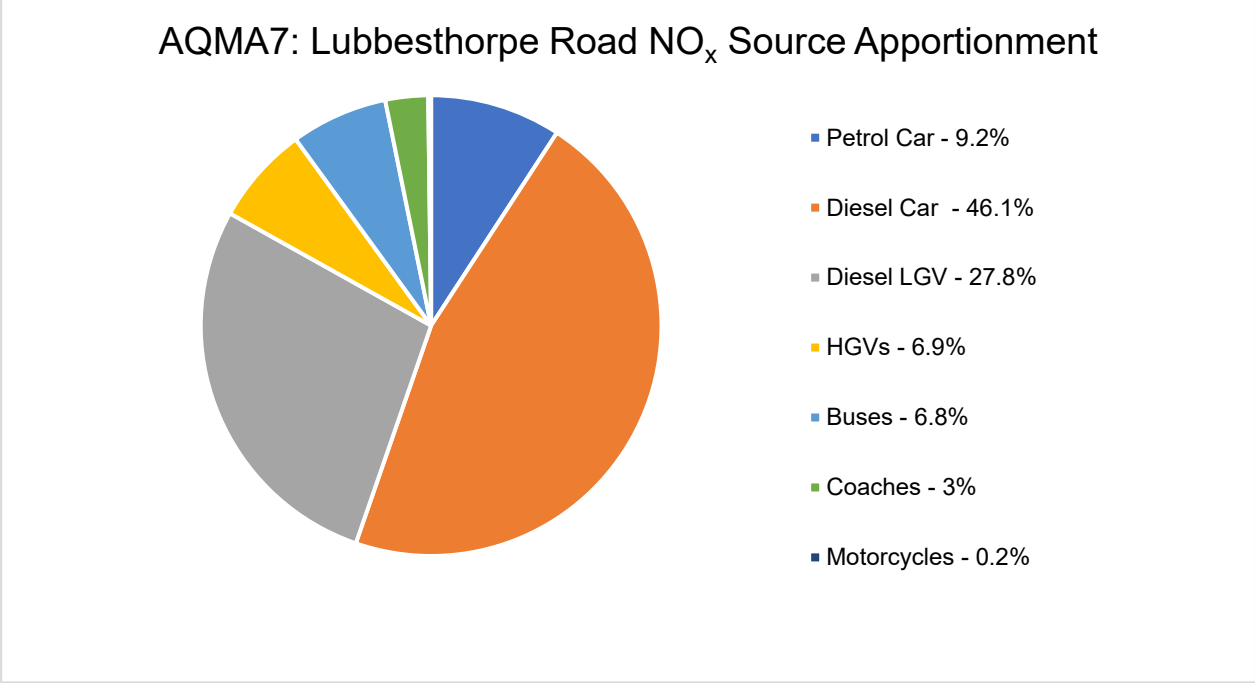


Figure 8: AQMA 7- Lubbesthorpe Road NO_x Source Apportionment



Diesel cars are a significant contributor to NO_2 levels, with diesel LGVs providing the second largest contribution. A higher proportion of HGVs is shown in AQMA6, which was expected due to its proximity to several industrial estates and processes.

Measures will therefore focus on reducing the number of diesel vehicles and encouraging EVs.

It should be noted that detailed dispersion modelling was not used to calculate the source apportionment above. The process used is limited and therefore the results are largely indicative.

The main risk to exposure from air pollution in both AQMAs will be to residents and anyone working in the area. In addition, some people will be exposed, albeit for a short period of time, by walking, biking, scooting and driving through the areas.

3.4 Required Reduction in Emissions

In 2024, both AQMA 6 and AQMA 7 were compliant with the annual AQO for NO_2. The most recent exceedance in AQMA 6 was in 2023, where DT118 recorded an exceedance of 40.3 µg/m^3. The most recent years of exceedance for AQMA7 was in 2022 where CM6 recorded 47.8 µg/m^3, once distance corrected this exceedance was 43.0 µg/m^3.

The required reduction in NO_2 and NO_x is shown below in Table 6 based on the most recent exceedances of the AQOs. Guidance from Chapter 7 in TG22 and the NO_x to NO_2 calculator was used to determine these figures.

Table 6: Required reduction in NO_2 and NO_x

AQMA	Most recent exceedance (µg/m^3)	Required reduction in NO_2 (µg/m^3)	Required reduction in NO_x (µg/m^3)	Percentage decrease required in NO_x (%)
AQMA 6	40.3	0.3	1.06	1.3
AQMA 7	43.0	3.0	10.68	13.2

3.5 Key Priorities

Based on the information provided overleaf, the following key areas have been defined for action, although there is some overlap between the categories. The focus is to achieve and maintain compliance with the National Air Quality Objectives and this is proposed to be achieved through the following priorities:

- **Priority 1**: **Promoting the use of low/ zero emission transport and infrastructure**
    - Installation of EV charging infrastructure throughout the district through collaboration with partners.
    - Leading by example and continuing to improve the Council's own vehicle fleet using alternative fuel options and upgrading to EV's where possible. Seeking out additional funding sources to assist when available.
    - Encouraging the use of sustainable travel options, such as on demand bus services, EV bus services, Park and Ride, and car sharing.
    - Incentivising and promoting the benefits of using EV's for Hackney Carriage and Private Hire Licence holders.
    - Ensuring existing Section 106 agreements are adhered to, such as the building of bypasses and bridges to divert traffic away from potential areas of concern.
- **Priority 2: Environmental Permitting and other regulatory measures**
    - To use legislation and enforcement actions to control air pollution.
    - To ensure all inspections are completed within statutory timeframes and actions followed up and addressed.
- **Priority 3: Policy Guidance and Development Management**
    - To use the Local Plan to shape the future development of the district's towns and villages, whilst considering the impacts on air quality.

  - Using Section 106 agreements to require developers to contribute towards the mitigation of adverse air quality impacts and contribute positively to the district's infrastructure.
  - To continue collaborative work to build a strong network of air quality advice and support within the district and neighbouring authority districts.
  - Scrutinizing planning applications to ensure any air quality impact of development is minimised and aligns with actions within this AQAP.

- **Priority 4: Public Health and wellbeing education and behavioural change**
  - To continue to work with the Air Quality and Health Partnership and to take actions forward to improve air quality and health throughout the county.
  - To engage with schools and businesses across the district to promote active travel.
  - To promote Clean Air Day activities and lead by example.
- **Priority 5: Reducing emissions from domestic heating, industry and services**
  - To conduct a review of the district's Smoke Control Areas and update the enforcement policy to ensure adherence.
  - To educate residents and businesses through website, newsletters, business events and social media.
- **Priority 6: Air Quality Monitoring**
  - To continue to assess and review NO_2, NO_x and PM levels throughout the district in order to achieve and maintain compliance of the AQOs.
  - To carry out additional investigatory works to help identify any new areas of concern in order to take proactive actions to prevent levels exceeding the AQOs.
  - To proactively seek out funding options and grants to enable further improvements to the air quality within the district.

4 Development and Implementation of Blaby District Council AQAP

4.1 Consultation and Stakeholder Engagement

In developing/updating this AQAP, the Council have worked with other local authorities, agencies, businesses and the local community to improve local air quality. Schedule 11 of the Environment Act 1995, as amended by the Environment Act (2021), requires local authorities to consult the bodies listed in Table 6

Following approval of this AQAP as a draft by the Cabinet Executive, the below stakeholder engagement will be undertaken:

- Website
- Social media
- Blaby District Council Newsletter
- Parish Councils and elected members
- Other interested parties that have previously contacted us regarding air quality
- Local businesses
- Universities
- Residents in AQMA6 and AQMA7

The consultation will commence once the draft is approved by Defra and will last for approximately 8 weeks.

The response to our consultation stakeholder engagement will be given in Appendix A: Response to Consultation.

Table 7: Consultation to be Undertaken

Consultee	Consultation to be Undertaken
The Secretary of State	Yes
The Environment Agency	Yes

Consultee	Consultation to be Undertaken
National Highways	Yes
All neighbouring local authorities	Yes
The County Council	Yes
Other public authorities as appropriate, such as Public Health officials	Yes
Bodies representing local business interests and other organisations within the AQMAs	Yes

4.2 Steering Group

A working group of officers, including representatives from Environmental Services (Blaby District Council); Highways and Public Health (Leicestershire County Council) and representatives from the seven districts within Leicestershire is established. The group is known as the Air Quality and Health Partnership and meets every six weeks to discuss concerns, actions, share ideas and any information relating to air quality and health, as well as co-ordinated work on shared projects. The key roles of the partnership are as follows:

- To provide strategic direction for reducing air pollution and its harmful effects on health.
- To provide clear leadership and vision in activities that seek to improve air quality in Leicestershire.
- To identify actions that prioritise and respond to local need and the groups most vulnerable to the impact of poor air quality.

5 AQAP Measures

Table 8 shows the Blaby District Council AQAP measures. It contains:

- A list of the actions that form part of the plan;
- The departments/organisations responsible for delivering this action;
- Estimated cost of implementing each action;
- Expected benefit in terms of pollutant emission and/or concentration reduction;
- The timescale for implementation; and
- How progress will be monitored.

NB: Please see future Annual Status Reports (ASRs) for regular annual updates on implementation of these measures.

Table 7 8 – Air Quality Action Plan Measures

Measure No.	Measure	Category	Classification	Estimated Year Measure to be Introduced	Estimated / Actual Completion Date	Organisations Involved	Funding Source	Defra AQ Grant Funding	Funding Status	Estimated Cost of Measure	Measure Status	Target Reduction in Pollutant / Emission from Measure	Key Performance Indicator	Progress to Date	Comments/Potential Barriers to Implementation
1	Publication of updated Local Plan	Policy Guidance and Development Control	Air Quality Planning and Policy Guidance	2025	2026	BDC	BDC	NO	Funded	< £10k	Implementation	The aim of this measure is to ensure air quality is thoroughly considered in future development	Introduction of new Local Plan with air quality addressed	The new Local Plan is currently being developed, with a draft expected November 2025. Environmental Services have been involved to ensure air quality is thoroughly considered	
2	Air quality monitoring; including investigatory indicative monitoring and detailed source apportionment	Other	Other	2025	2026	BDC	BDC	NO	Funded	£10k - 50k	Implementation	Not quantifiable	Monitoring completed and information gained	The Council currently monitors across the district however more investigatory monitoring and a detailed source apportionment exercise at more locations would be beneficial	
3	Continued installation of EV Charging Points and improving EV charging infrastructure	Promoting Low Emission Transport	Other	2025	2026	BDC, LCC, neighbouring local authorities	Partial government fund and remaining from local authorities	NO	Funded	£1 million - £10 million	Implementation	Up to 1µg/m^3	EV Chargers installed	Harborough District Council secured funding in 2023. The contractors have been appointed and the planning application approved. Works are expected to commence in 2025	

Measure No.	Measure	Category	Classification	Estimated Year Measure to be Introduced	Estimated / Actual Completion Date	Organisations Involved	Funding Source	Defra AQ Grant Funding	Funding Status	Estimated Cost of Measure	Measure Status	Target Reduction in Pollutant / Emission from Measure	Key Performance Indicator	Progress to Date	Comments/Potential Barriers to Implementation
														to install EV Chargers across the County	
4	Increase and improve air quality information and advice	Public Information	Via the Internet	2025	2026	BDC	BDC	NO	Funded	< £10k	Planning	Up to 0.5 µg/m^3	Information improved	A review is scheduled for the information available to the public. Particular attention will be paid to information on what the public can do to improve air quality	
5	Review and increase enforcement of existing Smoke Control Areas (SCAs)	Policy Guidance and Development Control	Other policy	2025	2026	BDC	Defra, BDC	YES	Funded	£10k - 50k	Planning	Up to 0.5 µg/m^3	Increase of enforcement action in SCAs	BDC has received a grant from Defra to review our current Smoke Control Policy. Officers are currently in the planning stage for this project	
6	Implementation of Active Travel Strategy 2024	Promoting Travel Alternatives	Intensive active travel campaign & infrastructure	2024	2034	BDC	BDC	NO	Funded	£50k - £100k	Implementation	Up to 1µg/m^3	Strategy Actions implemented	Both an Active Travel Strategy and Active Travel Action Plan were introduced in 2024	
7	Collaborative partnership working and Information sharing	Policy Guidance and Development Control	Regional Groups Co-ordinating programmes to develop Area wide	2025	Ongoing	BDC, LCC, neighbouring local authorities	BDC, LCC, neighbouring local authorities	NO	Funded	< £10k	Implementation	Not quantifiable	Continued collaboration and effective information sharing	BDC regularly meets with other stakeholders	

Measure No.	Measure	Category	Classification	Estimated Year Measure to be Introduced	Estimated / Actual Completion Date	Organisations Involved	Funding Source	Defra AQ Grant Funding	Funding Status	Estimated Cost of Measure	Measure Status	Target Reduction in Pollutant / Emission from Measure	Key Performance Indicator	Progress to Date	Comments/Potential Barriers to Implementation
			Strategies to reduce emissions and improve air quality												
8	Control of Industrial Emissions	Environmental Permits	Measures to reduce pollution through IPPC Permits going beyond BAT	2025	Ongoing	BDC	BDC	NO	Funded	< £10k	Planning	0.5µg/m^3	Inspections completed and a decrease in risk rating for processes	BDC currently conducts EPR inspections, a review will be conducted to ensure these are all up to date	
9	Upgrading of the Council's own vehicle fleet to greener alternatives	Vehicle Fleet Efficiency	Vehicle Retrofitting programmes	2024	Ongoing	BDC	Defra, BDC	YES	Funded	£100k - £500k	Implementation	0.5µg/m^3	New vehicles in operation	Electric road sweeper is now operational and the retro-fitted electric RCV is expected to be operational in 2025. A vehicle naming competition was held with prizes given out between November 2024 - February 2025	
10	Promote uptake of sustainable transport, such as EVs and buses	Promoting Travel Alternatives	Intensive active travel campaign & infrastructure	2025	Ongoing	BDC, LCC	BDC, LCC, s106 agreements	NO	Not Funded	£10k - 50k	Planning	0.5µg/m^3	Alternatives promoted and provided	Enderby Hub s106 agreement in place to provide all Hub employees with a bus pass. Other ways to promote alternative travel will be explored	

Measure No.	Measure	Category	Classification	Estimated Year Measure to be Introduced	Estimated / Actual Completion Date	Organisations Involved	Funding Source	Defra AQ Grant Funding	Funding Status	Estimated Cost of Measure	Measure Status	Target Reduction in Pollutant / Emission from Measure	Key Performance Indicator	Progress to Date	Comments/Potential Barriers to Implementation
11	Promote benefits of car sharing schemes/bus routes and alternative modes of transport to local businesses	Alternatives to private vehicle use	Car & lift sharing schemes	2025	2026	BDC	BDC	NO	Funded	< £10k	Planning	Up to 0.5 $\mu g/m^3$	Meeting attended and alternatives promoted	Intention to engage with local businesses through the BDC Business Breakfasts	
12	Complete anti-idling campaign	Public Information	Via other mechanisms	2026	2026	BDC	BDC	NO	Not Funded	< £10k	Planning	Not quantifiable	Campaign delivered	Currently in early planning stages	
13	Delivery of highway improvements associated with the Lubbesthorpe Development	Traffic Management	UTC, Congestion management, traffic reduction	2025	Ongoing	BDC Planning, LCC, local developer	LCC, s106 agreements	NO	Not Funded	£1 million - £10 million	Planning	Up to 1$\mu g/m^3$	Highway improvements delivered resulting in a decrease in traffic and queuing	Lubbesthorpe Development s106 agreement to improve junctions at Foxhunter roundabout, Desford road junction and to build a bridge over M69.	
14	Encourage / Facilitate home-working	Promoting Travel Alternatives	Encourage / Facilitate home-working	2025	Ongoing	BDC	BDC	NO	Funded	< £10k	Planning	Not quantifiable	Less journeys into work	BDC currently has a flexible working policy in place that allows for home working	
15	Taxi Licensing schemes	Promoting Low	Taxi emission incentives	2025	2028	BDC	BDC	NO	Funded	< £10k	Planning	Up to 0.5$\mu g/m^3$	Increase in number of	Current Hackney Carriage and Private Hire Policy 2022-	

Measure No.	Measure	Category	Classification	Estimated Year Measure to be Introduced	Estimated / Actual Completion Date	Organisations Involved	Funding Source	Defra AQ Grant Funding	Funding Status	Estimated Cost of Measure	Measure Status	Target Reduction in Pollutant / Emission from Measure	Key Performance Indicator	Progress to Date	Comments/Potential Barriers to Implementation
	and promotion	Emission Transport											PHVs/HCVs using scheme	2027 provides financial incentives. Ways to promote this scheme will be explored and a new policy will need to be published for 2027	

Notes:

Measures are presented in priority order, based on cost-benefit analysis. The potential effectiveness of the measure was weighted against the potential cost and timescale of the measure.

More information on each measure can be found in Timescales of the AQAP measures section below.

5.1 Timescales of the AQAP Measures

Measure 1 – Publication of updated Local Plan

The new Local Plan is currently being produced. The Plan sets out the future for Blaby District development and where future housing, retail and employment sites can expect to be built. A full draft is expected in November 2025, which will be consulted on with residents, businesses and communities asking their views on the proposals.

The Environmental Services Team has been consulted during the drafting process to comment on the potential effects to air quality, and a Strategic Air Quality Assessment is currently being undertaken.

Measure 2 – Air quality monitoring, including investigatory indicative monitoring and detailed source apportionment

The Council currently measures air quality across the district through Continuous Monitors (CM), Diffusion Tubes and using indicative low-cost monitoring devices, Zephyrs®.

The Council works closely with the Air Quality and Health Partnership to share information and reports produced using all types of monitoring including mobile and fixed devices. The Council is taking a leading role in pushing through the Public Health Leicestershire public portal, in order to make air quality data accessible to the public in real time, aiding them to make informed decisions.

The Council will continue to conduct investigatory monitoring to identify any new areas of concern with the use of Zephyrs, CM's and Diffusion Tubes and officers will monitor source apportionment on a bi-annual basis.

This is a continuous action and will be achieved throughout the lifetime of the AQAP and beyond.

Measure 3 – Continued installation of EV Charging Points and improving EV charging infrastructure

Flex-D is a project led by Harborough District Council which includes installation of solar powered charging hubs in each district or borough in Leicestershire. As part of

this scheme, an EV charging hub will be installed at Enderby Leisure Centre. Enderby Leisure Centre is situated very close to AQMA 6 so it is hoped this will help to reduce vehicle emissions. This project is partially funded through a government grant, which was awarded in 2023.

The planning application for the installation has been approved and works are expected to commence at Enderby Leisure Centre during 2025. The charging points are expected to be operational for the public to use by 2026.

Measure 4 – Increase and improve air quality information and advice

The Council's air quality webpages are regularly reviewed by both the Environmental Services and Communications teams, however there is little information on actions residents can do to improve air quality. A review of the information and advice available to residents will be conducted by the Council's Environmental Services Team. This is likely to take place after the consultation of this draft AQAP and should therefore be completed in 2026.

Measure 5 – Review and increase enforcement of existing Smoke Control Areas (SCAs)

Both AQMAs are also within Smoke Control Areas (SCAs) and therefore ensuring the Smoke Control Orders are enforced appropriately is essential to improving air quality. In 2024, the Council received a grant from Defra known as a 'New Burdens' fund. The grant was awarded to provide support to improve the enforcement and management of smoke emissions in smoke control areas. It is expected this review of the Councils Smoke Control Areas will be conducted and implemented through 2025 and 2026.

Measure 6 – Implementation of Active Travel Strategy 2024

Both the Active Travel Strategy and Active Travel Action Plan were published in 2024. They contain actions the Council will implement through to 2034 to increase active travel infrastructure and to promote an increase in active travel.

Measure 7 – Collaborative partnership working and information sharing

The Council already regularly meets and collaborates with neighbouring local authorities and stakeholders including through the Air Quality and Health Partnership

and the Children and Young People Respiratory Working Group. This measure will be ongoing and the Council will continue to explore additional ways to collaborate with these groups and to build on existing information sharing.

Measure 8 – Control of Industrial Emissions

Blaby District Council Environmental Services Team currently conduct Environmental Permit Regulation inspections for 34 active processes. This measure aims to go beyond Best Available Technique (BAT) for emission controls within these processes. Five of these processes are located off Mill Hill in Enderby (AQMA6). These inspections will be ongoing however it is anticipated that all inspections will be up to date by March 2026.

Measure 9 – Upgrading of the Council's own vehicle fleet to greener alternatives

In 2024, the Council's own fleet travelled approximately 264,794 miles delivering services to the residents and businesses in the district. The refuse vehicles already use Hydrogenated Vegetable Oils (HVOs) as a fuel source, which is a greener form of diesel and accounts for 198,130 of those miles. The Council aims to convert the remaining fleet vehicles to HVOs where possible.

In 2023, the Council was awarded an air quality grant from Defra of £573,701 for the 'Let's Go Electric' project. The project used the grant monies to purchase an electric road sweeper and to convert an existing diesel Refuse Collection Vehicle (RCV) to fully electric. The road sweeper is already in use in the district, and the Council took receipt for the converted RCV in December 2024.

A vehicle naming competition was held for both the road sweeper and the RCV to increase awareness of the project. Local children were asked to submit potential names for each vehicle in November 2024, with winners announced in December 2024.

It is planned that the converted RCV will be used within the AQMAs to help reduce emissions in these areas. This project is expected to be completed with the final report submitted to Defra in October 2025.

Measure 10 – Promote uptake of sustainable transport, such as EVs and buses

Encouraging the use of sustainable transport and therefore reducing the number of petrol and diesel cars on the road will directly reduce NO_2 emissions in the district. The Council will explore campaigns to promote the EV charging bays already in existence in the district and the bus routes available for residents to use.

In addition, the Council will look to promote ownership of EV's through social media, campaigns and promoting incentive schemes that become available. It is estimated 67.2% of households in the UK have a driveway and that 5.26% of those households have an EV charging point installed. It is therefore estimated that in the district (44105 households), 29,640 have a driveway and of those approximately 1560 households will have an EV charger installed[22]. The Council will use these statistics as a baseline to measure future success.

It is hoped initial projects can be completed in 2026 however this will be an ongoing measure.

Measure 11 – Promote benefits of car sharing schemes/bus routes and alternative modes of transport to local businesses

The Council regularly hosts breakfast meetings with local businesses. The aim of the measure is to attend one of these breakfasts and interact more closely with local businesses to inform them on the benefits of car sharing schemes for their employees. The Environmental Services Team expect to attend a local business meeting in 2025.

Measure 12 – Complete anti-idling campaign

The Council will complete an anti-idling campaign to encourage drivers to turn off their engines when queuing for long periods in traffic or waiting in their vehicle. It is expected this work will commence and be completed in 2026.

[22] Home and community EV charging stats

Measure 13 – Delivery of highway improvements associated with the Lubbesthorpe Development

The Lubbesthorpe Development is a large sustainable urban development, proposing over 4,000 new residential dwellings along with other infrastructure such as schools, businesses and retail units. An S106 agreement is in place, meaning the developers have committed to provide funds to improve both the Foxhunter roundabout junction and the Desford Road junction. This should help alleviate congestion, particularly for AQMA 6. The developers have also committed to building a new M69 link and bridge which should also ease congestion locally.

These commitments are not expected until Phase 3 and Phase 4 of the development. Phase 1 is now close to completion.

Measure 14 – Encourage and facilitate home working

Blaby District Council has already adopted a Flexible Working Policy which allows employees hybrid-working, enabling them to work at both the office and at home. Home working reduces the number of commuters and journeys. This measure will be ongoing as the Council continues to explore ways to expand and promote this policy.

Measure 15 – Taxi Licensing schemes and promotion

The current Hackney Carriage and Private Hire Policy 2022 – 2027 provides financial incentives for both EVs and ULEVs for licensed drivers and operators. EVs receive a 50% discount on licensing fees and ULEVs receive a 25% discount on licensing fees. The uptake for the scheme has been low and no more than two EVs or ULEVs have been licensed at one time. It is thought this is because of the high upfront costs of purchasing an ULEV or EV. The Council will explore ways to promote this scheme to increase its uptake. An updated Hackney Carriage and Private Hire Policy will be due in 2027 and therefore increased incentives can be explored during the drafting of this policy.

5.2 Maintaining Safe Air Quality

It is important to ensure that the district remains compliant with Air Quality Objectives even after the revocation of the AQMAs. Several of the proposed measures in this AQAP will ensure AQOs are maintained in the long term.

Specifically, the introduction of the Local Plan (measure 1) will ensure that air quality is considered when deciding where future development will be located. The continuation of air quality monitoring, particularly investigative monitoring, (measure 2) will ensure the Council will be aware of any exceedances of the AQOs in the future. This will then allow for immediate action to improve air quality levels again.

Several measures, specifically measures 3, 4, 5, 6, 7, 8, 10, 11, 12, and 14 are aimed at changing behaviour of the public and therefore these measures are expected to reap long term benefits.

6 Quantification of Measures

Blaby District Council expects the implementation of the outlined measures will result in the relevant objective(s) being attained by:

- 2028 within AQMA 6: Mill Hill
- 2027 within AQMA 7: Lubbesthorpe Road, Braunstone Town

Many of the measures in this Action Plan focus on encouraging behaviour change and therefore the potential uptake is unknown. Quantifying the potential impact in terms of NO_2 reduction is therefore challenging and unlikely to be accurate.

The below table details a qualitative assessment of the potential impacts of the proposed measures. An estimate has also been made for the potential reduction in NO_2 for several of the measures at both of the AQMAs. As many of the measures are difficult to quantify, this estimation is largely based on Officers' professional judgement.

Table 9 – Estimated impact of proposed measures

Measure	Qualitative assessment of impact	Assumptions/limitations for Quantitative assessment of impact	Potential reduction in NO_2: AQMA 6	Potential reduction in NO_2: AQMA 7
1	The publication of the new Local Plan will ensure air quality is thoroughly considered during future development in the district.	It is not possible to quantify the potential reduction in NO_2 as a result of the publication of the new Local Plan. The measure is proposed to ensure compliance with AQOs in the future opposed to reducing current NO_2 levels.	Not applicable	Not applicable
2	Investigatory indicative monitoring and detailed source apportionment across the district will allow the Council to gain insights and better target measures.	This is an information gathering measure to support other projects and works and is therefore not expected to directly cause a reduction in NO_2.	Not applicable	Not applicable
3	Installing more EV charging points in the district will encourage and enable the move to hybrid and electric vehicles which is hoped to contribute to a	An additional 12 charging points are due to be installed at Enderby Leisure Centre, which is relatively close to both AQMAs. The additional chargers are likely to only have a negligible direct effect on the	Up to 1µg/m^3	Up to 1µg/m^3

Measure	Qualitative assessment of impact	Assumptions/limitations for Quantitative assessment of impact	Potential reduction in NO_2: AQMA 6	Potential reduction in NO_2: AQMA 7
	reduction in petrol and diesel vehicles on the road and reduce NO_2 emissions.	reduction in emissions, however it encourages the move to EVs in general. The potential reduction is based on officers' professional judgement.		
4	An improvement of the information available to the public can lead to residents making better decisions for air quality.	This measure having an impact is dependent upon the number of individuals that choose to change their behaviour to improve air quality. It is not possible to accurately estimate a potential reduction, but an estimate has been made based on officer's professional judgment.	Up to 0.5 $\mu g/m^3$	Up to 0.5 $\mu g/m^3$
5	A review and increase in SCA enforcement could result in a reduction in log burner use and domestic bonfires. Enforcement action could encourage behaviour change.	Both AQMAs are within Smoke Control Areas and therefore this measure would contribute to AQMA compliance with AQOs. It is difficult to assess the effects of this measure.	Up to 0.5 $\mu g/m^3$	Up to 0.5 $\mu g/m^3$
6	The Active Travel Strategy and Action Plan proposed several initiatives to encourage use of active travel alternatives, increase the number of cycle routes in the district and empower each school in the district to adopt an Active Travel Plan.	The measures within the Active Travel Action Plan are wide ranging and many of them rely on other stakeholders taking action with support from the Council. It is therefore difficult to assess the impact, however an assessment has been made using officers' professional judgement.	Up to 1 $\mu g/m^3$	Up to 1 $\mu g/m^3$
7	Collaborating with other local authorities and stakeholders will allow more information to be gained and explore additional overlap of projects and initiatives.	This measure focusses more on information gaining and partnership building rather than directly causing a reduction in NO_2 emissions.	Not applicable	Not appliable
8	Ensuring all inspections are up to date and encouraging processes go beyond BAT will reduce NO_2 emissions. It is also expected the measure will allow processes to look at other areas of their operations to reduce emissions.	There are several industrial processes with environmental permits adjacent to AQMA 6 and therefore potential reductions are expected at AQMA 6. However, AQMA 7 is not in close proximity to any permitted processes. The estimated reduction has been made by officers' professional judgment.	Up to 0.5 $\mu g/m^3$	Negligible

Measure	Qualitative assessment of impact	Assumptions/limitations for Quantitative assessment of impact	Potential reduction in NO_2: AQMA 6	Potential reduction in NO_2: AQMA 7
9	Upgrading the Council's own vehicle fleet will have a direct impact on NO_2 emissions. Whilst current upgrades are limited to a road sweeper and RCV, it is anticipated in the future all Council vehicles will be upgraded. The Council also hopes to lead by example and that this measure will encourage other businesses and individuals to change to EVs.	The current number of Council vehicle journeys within the AQMAs is not known. It is also unknown how many vehicles will be upgraded and in what timescale. Therefore, the potential reduction has been made using officers' professional judgement.	Up to 0.5 $\mu g/m^3$	Up to 0.5 $\mu g/m^3$
10	An increase in the number of people using sustainable transport will result in less vehicles.	This measure resulting in a reduction in NO_2 is dependent on the number of individuals that choose to move to sustainable transport and therefore the potential reduction has been made using officer's professional judgement.	Up to 0.5 $\mu g/m^3$	Up to 0.5 $\mu g/m^3$
11	Providing businesses with the benefits of car schemes and other air quality initiatives could have a direct impact on NO_2 emissions. It is also hoped this will encourage businesses to assess their operations as a whole to find additional methods of reducing NO_2 emissions.	Similar to measure 10, this measure is dependent on how many businesses decide to act on the advice and options provided. There are no businesses within AQMA 7 and therefore this measure is expected to have a negligible effect. However, there are several businesses within and adjacent to AQMA 6 and therefore the Council will attempt to work with these businesses specifically.	Up to 0.5 $\mu g/m^3$	Negligible
12	An awareness campaign on the effects of vehicle idling is hoped to reduce the amount of idling a reduce the levels of NO2 in the district.	A study on current idling levels in the district and the effects of this on NO_2 levels has not been carried out. The effects of the campaign would also depend on the number of individuals who decide to reduce the amount of time idling. Therefore, is not possible to quantify an accurate potential reduction in emissions from this measure.	Not applicable	Not applicable
13	Junction improvements and an additional flyover for the M69 would reduce the amount of traffic driving through the	The s106 agreements are dependent on a significant number of additional houses being built and occupied and therefore it is difficult to accurately assess the potential reduction in emissions from the	Up to 1 $\mu g/m^3$	Up to 1 $\mu g/m^3$

Measure	Qualitative assessment of impact	Assumptions/limitations for Quantitative assessment of impact	Potential reduction in NO_2: AQMA 6	Potential reduction in NO_2: AQMA 7
	AQMAs and therefore reduce emissions.	proposed junction improvements. The estimations have therefore been made using officers' professional judgement.		
14	Encouraging employees to work from home would reduce the number of vehicle journeys to the Council Offices and therefore reduce NO_2 emissions.	A study has not been carried out to assess the current number of journeys to the Council offices at present and therefore it is difficult to estimate the potential reduction. Additionally, the effect on the AQMAs would depend on how many employees drive through AQMA 6 or AQMA 7 and therefore this is work that can be explored in the future.	Not applicable	Not applicable
15	If the majority of Taxis and Private Hire Vehicles transferred to ULEV or EVs, this would have a direct reduction in NO_2 emissions.	This measure having an impact is dependent upon operators and drivers choosing to upgrade their vehicles to electric and therefore the exact reduction is difficult to quantify. It is currently unknown how many journeys Taxis and Private Hire Vehicles currently do, and therefore this information would be needed too. An estimate has been made using officers' professional judgement.	Up to 0.5 $\mu g/m^3$	Up to 0.5 $\mu g/m^3$
		Total potential reduction in NO_2	**Up to 6.5 $\mu g/m^3$**	**Up to 5.5 $\mu g/m^3$**

Appendix A: Response to Consultation

This is a draft report to be consulted on and therefore responses to the consultation will be included following this.

Summary of Responses to Consultation and Stakeholder Engagement on the AQAP

Consultee	Category	Response
The Secretary of State		
DEFRA/ LAQM		
Leicestershire County Council Highways		
Leicestershire County Council Public Health		
Environment Agency		
National Highways		
All neighbouring authorities		
Parish Councils		
Universities		
Leicestershire Police		
Local Businesses		

Consultee	Category	Response
UK Health Security Agency		
Residents in AQMAs		
Licensed Hackney Carriages and Private Hire operators		
Bus operators		

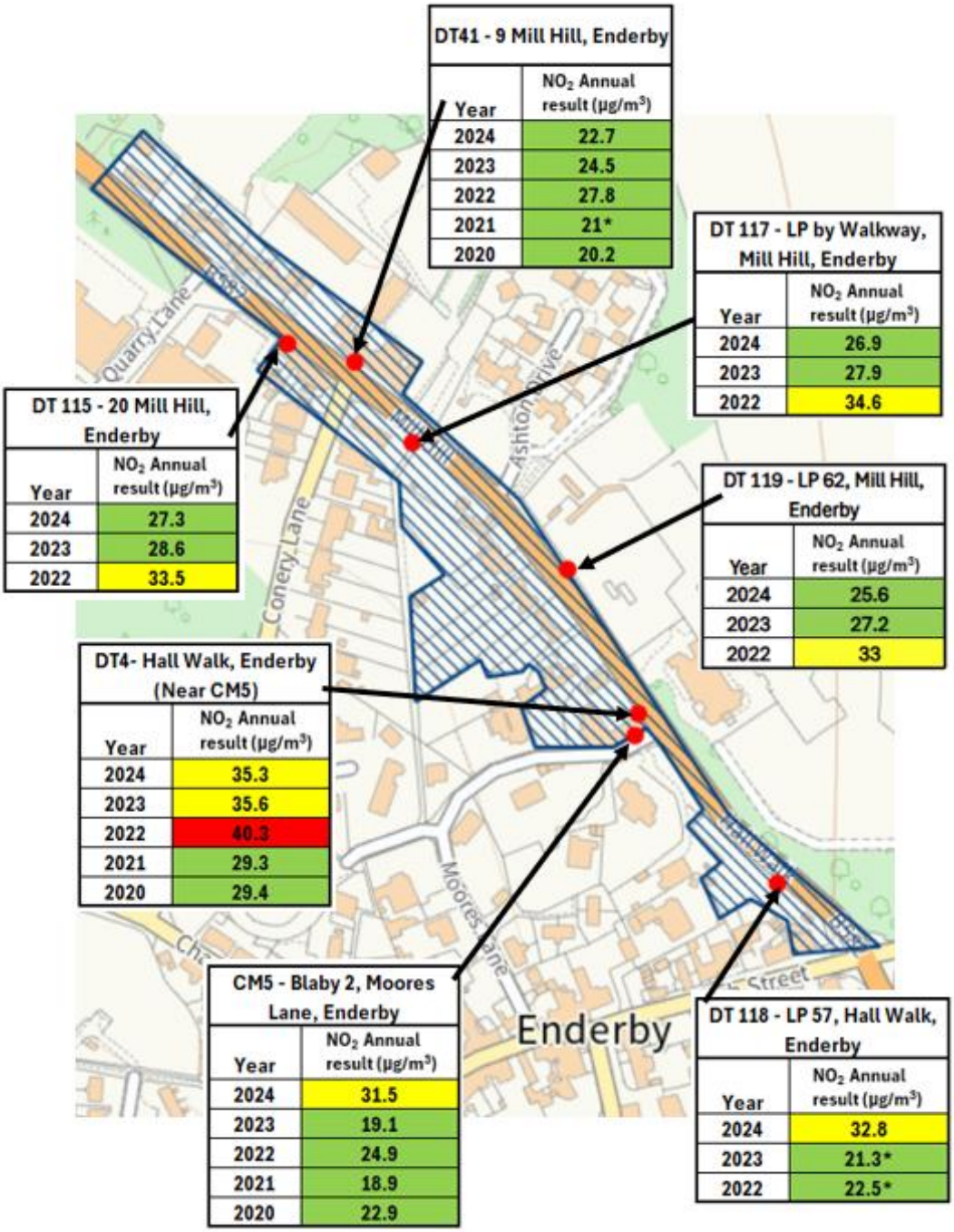
Appendix B: Reasons for Not Pursuing Action Plan Measures

Action Plan Measures Not Pursued and the Reasons for that Decision

Action category	Action description	Reason action is not being pursued (including Stakeholder views)

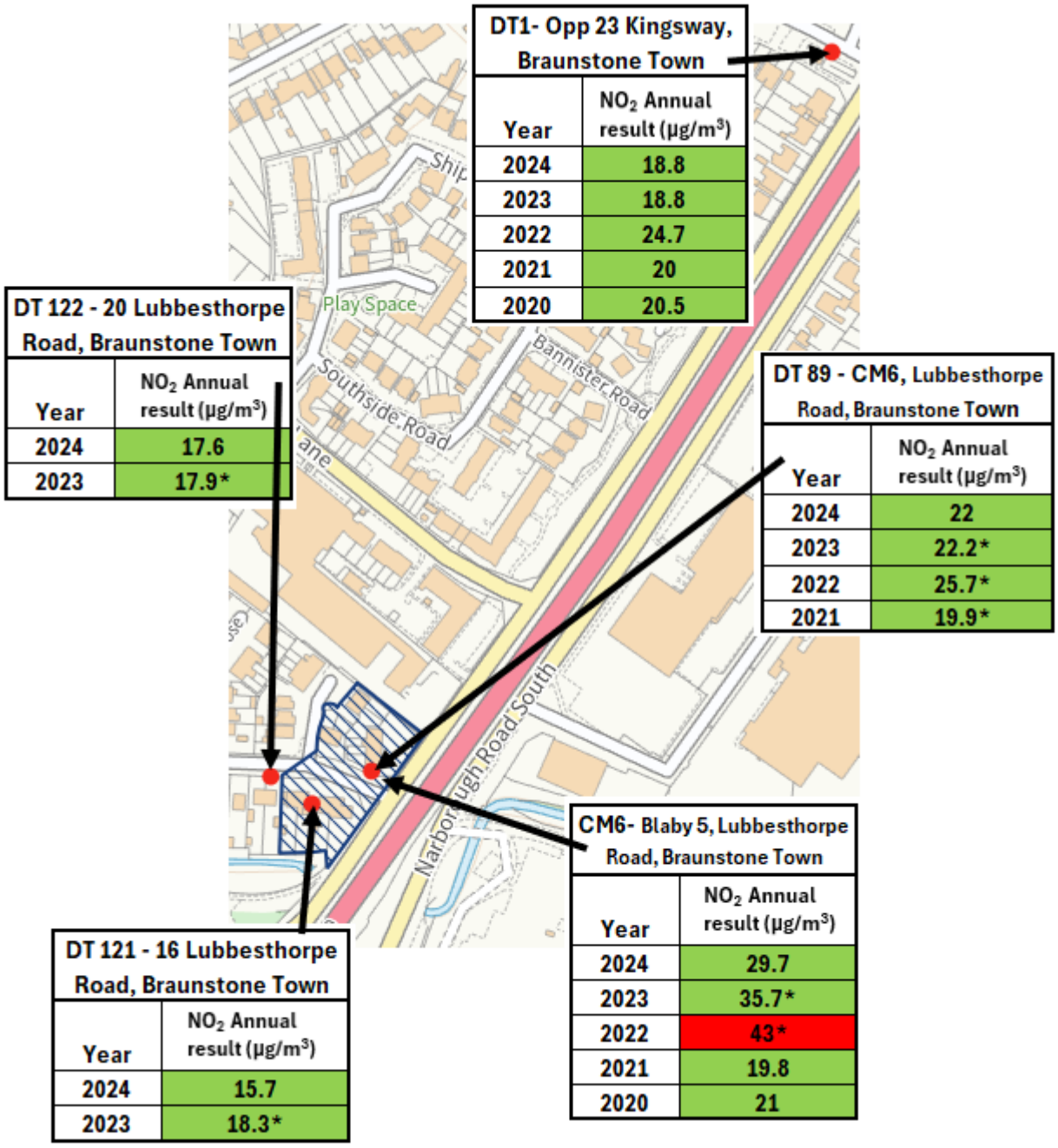
Appendix C : Maps of Air Quality Monitoring

Figure 9: AQMA 6- Mill Hill in Enderby



The map shows the locations and results of the Diffusion Tubes and CM5 in AQMA 6, Mill Hill, Enderby. The AQMA boundary is represented by the blue grid lines. 40µg/m^3 is the National Air Quality Objective for this pollutant. Numbers with a * represent a figure that has been annualised and/or distance corrected. ©Crown Copyright. All rights reserved.

Figure 10: AQMA 7 – Lubbesthorpe Road, Braunstone Town



The map shows the locations and results of the Diffusion Tubes and CM6 in AQMA 7, Lubbesthorpe Road, Braunstone Town. The AQMA boundary is represented by the blue grid lines. 40µg/m^3 is the National Air Quality Objective for this pollutant. Numbers with a * represent a figure that has been annualised and/or distance corrected.

Glossary of Terms

Abbreviation	Description
AQAP	Air Quality Action Plan - A detailed description of measures, outcomes, achievement dates and implementation methods, showing how the local authority intends to achieve air quality limit values'
AQMA	Air Quality Management Area – An area where air pollutant concentrations exceed / are likely to exceed the relevant air quality objectives. AQMAs are declared for specific pollutants and objectives
AQO	Air Quality Objective
AQS	Air Quality Strategy
ASR	Air Quality Annual Status Report
BDC	Blaby District Council
CM	Continuous Monitor
Defra	Department for Environment, Food and Rural Affairs
DT	Diffusion Tube
EV	Electric Vehicle
HGV	Heavy Goods Vehicle
LAQM	Local Air Quality Management
LCC	Leicestershire County Council
LGV	Light Goods Vehicle
LRN	Local Road Network

LTP	Local Transport Plan
NO_2	Nitrogen dioxide
NO_x	Nitrogen oxides
PM	Airbourne Particulate Matter
$PM_{2.5}$	Airborne Particulate Matter with an aerodynamic diameter of 2.5µm (micrometres or microns) or less
PM_{10}	Airborne Particulate Matter with an aerodynamic diameter of 10µm (micrometres or microns) or less
RCV	Refuse Collection Vehicle
SCA	Smoke Control Area
SO_2	Sulphur dioxide
SRN	Strategic Road Network
ULEV	Ultra Low Emission Vehicle
LEV	Low Emission Vehicle

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