ROSSENDALE BOROUGH COUNCIL

AGENDA ITEM: D3

Report Title:	Annual Air Quality Report 2025		
Report to:	Cabinet	**Date:**	18th March 2026
Report of:	Public Protection Manager	**Cabinet Portfolio:**	Environment and Corporate Services
Cabinet Lead Member:	Councillor Lythgoe	**Wards Affected:**	All
Key Decision:	☒ Forward Plan ☒	General Exception ☐	Special Urgency ☐
Integrated Impact Assessment:	Required:	No	Attached: No
Contact Officer:	Susan Chadwick	**Telephone:**	01706 238 648
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Valley Plan Priorities	**Thriving Local Economy:** This involves securing new inward investment, creating a sustainable economy, matching local skills with future job opportunities, and supporting town centres as unique destinations.	☐
	High Quality Environment: This includes having a "clean and green" local environment, reducing the borough's carbon footprint, improving waste and recycling rates, and delivering new homes with a good mix of housing tenures.	☒
	Healthy & Proud Communities: This priority focuses on improving the health and physical/mental wellbeing of residents, reducing health inequalities, ensuring access to better leisure facilities and health services, and fostering a sense of pride in the community.	☒
	Effective & Efficient Council: The aim is to provide good quality and responsive services, embrace new technology, be a financially sustainable council with a commercial outlook, and ensure sound governance.	☒

1. PURPOSE OF THE REPORT AND EXECUTIVE SUMMARY

1.1 The Annual Air Quality Report is a statutory requirement of the Authority.

1.2 Air quality continues to improve in Rossendale.

1.3 There were no breaches of the Air Quality Objective in 2024.

2. RECOMMENDATION

2.1 It is recommended that the contents of the report be noted.

3. BACKGROUND AND REASON FOR THE DECISION

3.1 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.

3.2 Poor air quality is associated with adverse health outcomes, particularly for children, older people, and those with heart and lung conditions. Continued improvement in air quality supports the Council's wider public health and climate change objectives and helps reduce health inequalities.

3.3 District Councils have responsibility for monitoring air quality.

3.4 The Council had previously declared three AQMAs for nitrogen dioxide (NO_2). Two AQMAs were revoked in December 2022 following sustained compliance with national objectives.

3.5 A new AQMA (AQMA 3) was declared in December 2022 along a short section of Grane Road, Haslingden. This covered thirteen pavement-front terraced properties where exceedances of the annual mean NO_2 were identified.

3.6 The 2025 Annual Status Report (ASR) confirms a continued and significant improvement in air quality within AQMA 3.

3.7 Source apportionment indicates that road traffic emissions remain the dominant contributor to NO_2 concentrations at Grane Road, with diesel cars and light goods vehicles being the primary sources. The AQAP therefore focuses on measures aimed at reducing emissions from private vehicles and encouraging behavioural change.

3.8 The AQAP 2025 replaces the previous action plan and sets out actions for the period to 2030. Given that monitored concentrations are now below the objective, the plan focuses primarily on 'soft measures' in line with Defra guidance. These include:

3.8.1 Promoting alternatives to private vehicle use, such as car sharing and car clubs.
3.8.2 Promoting low emission transport, including through council fleet and business travel practices.
3.8.3 Encouraging travel alternatives such as home working and active travel.
3.8.4 Increasing public awareness of air quality issues, including reducing exposure and addressing domestic solid fuel burning.

3.9 While individual measures are expected to have a low direct impact, their cumulative effect over time is anticipated to support continued compliance and wider public health benefits.

3.10 Air quality monitoring will continue, with progress reported annually through the ASR. Should compliance be maintained over a sustained period, officers will consider the future revocation of AQMA 3 in line with national guidance.

4. RISK

4.1 Failure to maintain compliance with air quality objectives could result in regulatory intervention and reputational risk. Ongoing monitoring and annual reporting through the ASR process mitigates this risk.

5. SECTION 151 OFFICER COMMENTS (FINANCE)

5.1 There are no financial implications as a result of this report. Any future financial implications arising from air quality inspections will be assessed as part of the Council's budget setting process.

6. MONITORING OFFICER COMMENTS (LEGAL)

6.1 The Council is required to comply with the Local Air Quality Management framework under the Environment Act 1995. Approval and implementation of the AQAP ensures the Council continues to meet its statutory obligations.

7. INTEGRATED IMPACT ASSESSMENT IMPLICATIONS

7.1 Areas affected by poor air quality often correlate with higher levels of deprivation. Continued improvement in air quality within the AQMA supports positive equality outcomes for affected residents.

8. POLICY/STRATEGY FRAMEWORK IMPLICATIONS

8.1 The continued monitoring of air quality and implementation of the Air Quality Action Plan directly supports the Council's commitment to improving environmental quality and supporting climate resilience. It supports the Local Plan which includes policies that seek to protect health and well-being and it aligns with the wider public health objectives.

9. LOCAL GOVERNMENT REORGANISATION IMPLICATIONS

9.1 There are no direct local government reorganisation implications arising from this report.

10. BACKGROUND PAPERS

10.1 Annual Status Report appended as **Appendix A**.

10.2 Air Quality Action Plan for Grane Road, Haslingden appended as **Appendix B**.

ROSSENDALE BOROUGH COUNCIL

2025 Air Quality Annual Status Report (ASR)

In fulfilment of Part IV of the Environment Act 1995 Local Air Quality Management, as amended by the Environment Act 2021

Date: October 2025

Information	Rossendale Borough Council Details
Local Authority Officer	Lorna Robinson
Department	Public Protection Unit
Address	Environmental Health, Futures Park, Newchurch Road Stacksteads OL13 0BB
Telephone	01706 217777
E-mail	envhealth@rossendalebc.gov.uk
Report Reference Number	ASR 2025
Date	October 2025

Local Responsibilities and Commitment

This ASR was prepared by the Environmental Health Department of Rossendale Borough Council with the support and agreement of the following officers and departments:

This ASR has been approved by:

Susan Chadwick Public Protection Manager

Andrew Taylor Head of Operations

This ASR has been signed off by a Director of Public Health.

If you have any comments on this annual status report please send them to:

Environmental Health, Futures Park, Newchurch Road Stacksteads OL13 0BB
envhealth@rossendalebc.gov.uk
01706 217777

Executive Summary: Air Quality in Our Area

Air quality continues to improve in Rossendale. Two air quality management areas were revoked in 2022 and AQMA3 (which is a small section of Grane Road Haslingden) is showing continued improvement in air quality. There were no breaches of the Air Quality Objective (above 40µg/m³) in 2024. The highest reporting tubes Tube 4 (formerly DT12) located on the façade of 250 Grane Road Haslingen recorded 42.1µg/m³ in 2023 but now in 2024 is 38.8 µg/m³ and tube 5 (formerly DT19) located on the façade between 256-258 Grane Road Haslingden recorded 41.3µg/m³ in 2023 and 36.7 µg/m³ in 2024. Looking at the trajectory and the data in the Air Quality Action Plan the air quality is improving and levels will hopefully continue to decrease to below the air quality objective.

Diffusion tubes 1,2,3,4,5,6,8,9,14,15,16 and 17 were removed from the revoked AQMAs 1 and 2 saving the Council over £600 in analyst costs and saved officer time.
The number of diffusion tubes was reduced to nine and re-numbered as follows:

New tube number	Previous tube number	Current location of diffusion tube
DT1	DT13	30/32 Bacup Road Rawtenstall
DT2	DT7	366-368 Manchester Road, Haslingden
DT3	DT18	222 Grane Road, Haslingden
DT4	DT12	250 Grane Road Haslingden
DT5	DT19	256-8 Grane Road Haslingden
DT6	DT20	264 Grane Road Haslingden
DT7	DT10	277 Grane Road Haslingden
DT8	DT11	450 Bacup Road Waterfoot
DT9	DT1	1 Plantation View, Burnley Road Bacup OL13 8PY

Air Quality in Rossendale Borough Council

Breathing in polluted air affects our health and costs the NHS and our society billions of pounds each year. Air pollution is recognised as a contributing factor in the onset of heart disease and cancer and can cause a range of health impacts, including effects on lung function, exacerbation of asthma, increases in hospital admissions and mortality.

Air pollution particularly affects the most vulnerable in society, children, the elderly, and those with existing heart and lung conditions. Low-income communities are also disproportionately impacted by poor air quality, exacerbating health and social inequalities.

Table ES 1 provides a brief explanation of the key pollutants relevant to Local Air Quality Management and the kind of activities they might arise from.

Table ES 1 - Description of Key Pollutants

Pollutant	Description
Nitrogen Dioxide (NO_2)	Nitrogen dioxide is a gas which is generally emitted from high-temperature combustion processes such as road transport or energy generation.
Sulphur Dioxide (SO_2)	Sulphur dioxide (SO_2) is a corrosive gas which is predominantly produced from the combustion of coal or crude oil.
Particulate Matter (PM_{10} and $PM_{2.5}$)	Particulate matter is everything in the air that is not a gas. Particles can come from natural sources such as pollen, as well as human made sources such as smoke from fires, emissions from industry and dust from tyres and brakes. PM_{10} refers to particles under 10 micrometres. Fine particulate matter or $PM_{2.5}$ are particles under 2.5 micrometres.

Actions to Improve Air Quality

Whilst air quality has improved significantly in recent decades, there are some areas where local action is needed to protect people and the environment from the effects of air pollution. Rossendale Borough Council has done the following in 2024 as it works to continue to improve air quality in the borough:

Diffusion Tube 1 which was in front of Casa Tapas Bacup Road Rawtenstall in a revoked Air Quality Management Area was relocated to Plantation View near Northern Primary school Burnley Road Weir following a resident request.

We promoted Clean Air Night on 22nd January 2024 on our social media channels

We ran a cycling summit on 27th February 2024 see Cycling Summit 2024 | Rossendale Borough Council

Rossendale Cycling summit 2024 – Have your say "*Interested in cycling, active travel and campaigning for a better Rossendale? Join us for a day exploring how to make Rossendale a safer place for anyone to cycle, walk and wheel; a Rossendale that's greener, cleaner and healthier" We are delighted to announce that we will be hosting a cycling summit on Tuesday 27th February 2024 to discuss, share ideas and create a plan for cycling in Rossendale. The focus of the summit will be "greener, cleaner and healthier" by using cycling and active travel to embed into our daily lives. In attendance will be Cycling UK and British Cycling which is a real commitment to Rossendale and our cycling community. The summit will have a series of workshops focussed on the following: How do we build and increase active travel into our everyday lives? Marketing and communications is key to any campaign to engage more people, what can we do to ensure we are getting our message out about cycling? Infrastructure is key; discuss 1) Cycling infrastructure ie on the road / off-road – connecting places and 2) cycling facilities such as pump tracks etc. How will cycling contribute to the physical activity strategy for Rossendale? Understanding our Community – what exists?*

An new electric pool van was purchased for use by the Parks Department Rossendale council unveils new electric van and bin wagons | Lancashire Telegraph

On 17th April 2024 officers attended an online national Air Quality and Climate Change guidance focus group

In June 2024 a new climate change page was added to council website Climate Emergency – Rossendale Borough Council

There was promotion of Cycling Awareness Week 10th to 16th June 2024 on social media

There was promotion of Clean Air Day on 20th June 2024 on social media with a focus on the message that 25% of the car trips we make are under 1 mile which could be walked on average in around 15 minutes. Protect your health and the planet by walking, wheeling, cycling and using public transport when you can

Improvements to the cycle ways in the borough where published see Cycling routes - Lancashire County Council

In autumn work commenced on a Department of Transport funded residential EV infrastructure project in collaboration with Connected Kerb and supported by Energy Saving Trust to install 30 new EV charging points at car parks in Rossendale- Haslingden,

Waterfoot, Rawtenstall and Bacup to create 52 new bays.

Officer attendance at the online Environmental Policy Improvement Community (EPIC) inaugural autumn conference on 10th October 2024

On 18th Nov 2024 Rossendale Borough Council did an electric vehicle infrastructure

launch see New electric vehicle charge points installed across the Valley | Rossendale Borough Council

Lancashire County Council who are responsible for roads and public health have issued this report about their work on sustainable forms of travel, supporting the transition to electric vehicles, creating cleaner, healthier road networks, embedding air quality into policy and raising awareness and increasing engagement see Air quality - Lancashire County Council for further information.

Overview of Lancashire County Council's Air Quality Activity

In Lancashire, the strongest evidence we have on the population health impacts of air pollution is provided by the Office for Health Improvement and Disparities within their Public Health Outcomes Framework. The most recently published data estimates that the overall mortality rate from particulate air pollution in Lancashire-12 is 5.1% (2022).

Working with district councils, Lancashire County Council has an important role to play in taking action to reduce the health impacts of air pollution, and improving air quality is a key objective in the County Council's Environment and Climate Strategy 2023-2025. Responsible for transport planning, network management, highway maintenance, public health and procuring local vehicle fleets, there are a number of ways LCC supports local and county-wide efforts to improve air quality:

1. Enabling the use of sustainable forms of travel

Lancashire's cycling and walking strategy, Actively Moving Forward, sets out an ambitious plan for increasing the number of people walking and cycling in the county by 2028. By improving and increasing access to cycling and walking infrastructure, alongside training and promotional activities, it aims to significantly increase the amount of cycling and walking people do across the county. Information on the County Council's ongoing activities in this area can be found on the Active Travel in Lancashire website.

As part of Lancashire's cycling and walking strategy, there are seven supplementary documents: Local Cycling and Walking Infrastructure Plans (LCWIPs). These are:

- Lancaster
- Central Lancashire
- West Lancashire
- Fylde Coast
- Ribble Valley
- Burnley and Pendle
- Rossendale and Hyndburn

As part of the LCWIP process, extensive public and stakeholder engagement was carried out. The LCWIPs were signed off by the county council's Cabinet in May 2024. They include a network plan for cycling and walking infrastructure and an aspirational list of schemes for delivery over short, medium, and long-term timeframes. They will be used to support future infrastructure decisions and to access new funding schemes as they become available.

The county council's Road Safety Team works with schools, workplaces and the community to enable safe and sustainable modes of travel. Initiatives for schools are promoted though the Safer Travel Moodle and include: a series of cycling and walking safety training programmes; guidance and resources for teachers to enable safe and active travel; and support for creating travel plans.

Bus services across Lancashire operate in a deregulated market, meaning the County Council doesn't control the bus network, franchise routes or control fares. Buses in Lancashire are the most popular and well used form of public transport in the county so it's vital we ensure everyone can maintain connections with their friends and family, reach essential services, and access opportunities for education and employment.

As part of our Bus Service Improvement Plan, the county council will continue to work more closely with bus operators, alongside local communities, to create a network that people want and will use. The council has published a ten-year Enhanced Partnership Plan and Scheme alongside its Bus Service Improvement Plan which together will deliver measures to restore confidence and grow patronage across Lancashire.

2. Supporting the transition to electric vehicles

Lancashire County Council has already installed 150 fast and rapid charge points around Lancashire, either on county council car parks or kerbside on our highways. These can typically allow vehicles to charge in less than an hour and are operated on our behalf by BP Pulse. The types of charge points installed will depend on the specific location, power supply and demand.

The Lancashire and Blackburn with Darwen EV Infrastructure Strategy was approved in July 2023 and sets out our plan to provide more EV charge points across the county. It considers the future demand for charging infrastructure and identifies broad locations for different types of charging need, whilst it is modelled data it helps us to understand the size and type of public infrastructure that will be required. Further information on the rollout of the EV infrastructure is available at Installation of electric vehicle chargepoints throughout Lancashire - Lancashire County Council.

This strategy supports the county council's application to the government's Local Electric Vehicle Infrastructure (LEVI) capital fund. The aim of the funding is predominately to deliver local, low power, on-street charging infrastructure, primarily benefiting residents who do not have access to off-street parking at home. A funding allocation of £10.1m has been awarded to Lancashire County Council for EV charging infrastructure. Following a procurement exercise, a chargepoint operator will be appointed to deliver the roll out of this infrastructure. This will help us to scale up the deployment of local charge points and deliver our strategic aims. We will be working closely with district councils and other partners to ensure there is county-wide provision which is suitable for the needs of the local area.

In addition to preparing an application to the LEVI capital fund, the county council is one of 16 English councils to secure funding from the LEVI extended pilot fund. This funding is to trial solutions and is also aimed at supporting residents who do not have access to off-street parking. It includes lamppost integrated chargepoints and pavement cable channels. These EV charging cross pavement channels and lamppost chargepoints provide a low cost and practical solution to support kerbside or close to home charging for Lancashire residents.

The county council's Parking Services Team fleet vehicles are now fully electric, with charging infrastructure installed at the offices and depots where the vehicles are based and regularly visit. The county council's Fleet Services team is committed to switching to electric

commercial vehicles, where possible, as set out in the our Highways Decarbonisation Strategy.

3. Creating cleaner, healthier road networks

Work to develop the next Local Transport Plan (LTP4) for Lancashire Combined County Authority is underway. The Public Health team has submitted an evidence base to inform the process, highlighting transport-related health challenges affecting the population of Lancashire and making recommendations about how local transport planning policy can contribute to addressing these. The local Highways and Transport Masterplans will be refreshed to align with the priorities of LTP4. This will provide an opportunity to identify longer-term network solutions that address issues in AQMAs and have a positive impact on air quality generally.

The county council's Highways and Transport Strategy published in early 2023 provides a helpful explanation of the county council's transport priorities and actions in support of public health improvements.

4. Embedding air quality into policy

We work with district planners to ensure air quality is a key consideration of Local Plans, alongside wider public health issues. It supports district councils in developing policies that seek to ensure new developments do not contribute to increasing levels of air pollutants and that requirements for appropriate mitigation are in place.

The county council, as part of its highways input into planning applications, actively enables measures that aim to promote sustainable forms of travel. Working under the direction of the National Planning Policy Framework, the county council seeks measures that facilitate cycling and walking, increase the use of public transport and provide access to electric vehicle charge points. The county council also seeks funding from developers, through Section 106 contributions, to support existing bus services or to provide new bus services suitable to serve development sites once they are built.

5. Raising awareness and increasing engagement

Lancashire Insight provides information on the sources and health impacts of air pollution across the county. Webpages include a Summary of Emissions Data and Monitoring of Air Quality and Health Impacts.

Conclusions and Priorities

For the first time since monitoring started, many years ago, ALL the diffusion tubes across the borough showed compliance with the air quality objective in 2024. If this continues for a couple more years then AQMA 3 will be revoked.

A priority for the Council will be the installation of more electric vehicle charging points to encourage continued uptake of electric vehicles promoting the uptake of electric vehicles along with increased use of public transport and promoting a reduction in open burning.

How to get Involved

Thinking about air pollution and climate change on a worldwide, or even country scale can be daunting because as individuals we can often feel insignificant. Yet if we all work to reduce the amount of fuel we use and the number of chemicals we use at home, we will improve the quality of the air that we breathe and help the local and global problem. Other ways we can all contribute to improving air quality are as follows:

- Using public transport more
- Reducing car use and doing more car sharing for things like the school runs sorted informally or see https://liftshare.com/uk
- Changing to an electric or hybrid vehicle see https://www.gov.uk/government/organisations/office-for-zero-emission-vehicles
- Cycling and walking where possible
- Using less chemicals and more natural products in the home to reduce the toxic load on your internal air quality see https://www.nice.org.uk/guidance/ng149

- Not having garden bonfires and only burning smokeless fuel on domestic stoves as the whole of Rossendale is a smoke control area (except for a few outlying rural properties see https://www.rossendale.gov.uk/info/210197/environmental_protection/10622/report_pollution/4
- Working from home, if you can, to reduce vehicle movements

There is no local air quality action group to the knowledge of the writer however there is an active Clean Air Parents Network public Facebook group.

The Rossendale Climate Network was created which is a group of like-minded individuals, schools, groups, businesses and organisations who are interested practical action to tackle the climate emergency in Rossendale. Find them on the Facebook page. https://www.facebook.com/groups/rossendaleclimatenetwork. They would like to hear from anyone who is taking local action or has some information to share with others in the area. Client Earth are activist lawyers committed to securing a healthier planet. Their website is

ClientEarth | ClientEarth

Further information on air quality and air pollution forecasts can be found on the DEFRA website UK Air quality Information Resource following this link Home - Defra, UK

The Choked up Campaign is teenagers in London raising awareness of air pollution issues Living Street UK is a charity who want a nation where walking is the natural choice for everyday local journeys see Living Streets | Home Page | Living Streets

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Tables

1 Local Air Quality Management

This report provides an overview of air quality in Rossendale Borough Council during 2024. It fulfils the requirements of Local Air Quality Management (LAQM) as set out in Part IV of the Environment Act (1995), as amended by the Environment Act (2021), and the relevant Policy and Technical Guidance documents.

The LAQM process places an obligation on all local authorities to regularly review and assess air quality in their areas, and to determine whether or not the air quality objectives are likely to be achieved. Where an exceedance is considered likely the local authority must declare an Air Quality Management Area (AQMA) and prepare an Air Quality Action Plan (AQAP) setting out the measures it intends to put in place in order to achieve and maintain the objectives and the dates by which each measure will be carried out. This Annual Status Report (ASR) is an annual requirement showing the strategies employed by Rossendale Borough Council to improve air quality and any progress that has been made.

The statutory air quality objectives applicable to LAQM in England are presented in Table E.1.

2 Actions to Improve Air Quality

2.1 Air Quality Management Areas

Air Quality Management Areas (AQMAs) are declared when there is an exceedance or likely exceedance of an air quality objective. After declaration, the authority should prepare an Air Quality Action Plan (AQAP) within 18 months. The AQAP should specify how air quality targets will be achieved and maintained, and provide dates by which measures will be carried out.

A summary of the AQMA declared by Rossendale Borough Council can be found in Table 2.1. The table presents a description of the AQMA that is currently designated within Rossendale Borough Council. Appendix D: Map(s) of Monitoring Locations and AQMAs provides maps of AQMA and also the air quality monitoring locations in relation to the AQMA. The air quality objectives pertinent to the current AQMA designation is as follows:

- NO_2 annual mean

Table 2.1 – Declared Air Quality Management Areas

AQMA Name	Date of Declaration	Pollutants and Air Quality Objectives	One Line Description	Is air quality in the AQMA influenced by roads controlled by Highways England?	Level of Exceedance: Declaration	Level of Exceedance: Current Year	Number of Years Compliant with Air Quality Objective	Name and Date of AQAP Publication	Web Link to AQAP
AQMA 3	22nd December 2022	NO_2 annual mean	An area encompassing thirteen residential properties between Gas Street and Holden Place numbered 240 to 268 Grane Road Haslingden BB4 4PB	No	50.4 µg/m^3	38.8 µg/m^3	1	Awaiting DEFRA approval	Not published yet

☐ **Rossendale Borough Council confirm the information on UK-Air regarding their AQMA is up to date**

☒ **Rossendale Borough Council confirm that all current AQAPs have been submitted to Defra**

2.2 Progress and Impact of Measures to address Air Quality in Rossendale Borough Council

Defra's appraisal of last year's ASR concluded that trends over the past five years show that concentrations have generally been decreasing, there was an overall increase in concentrations in 2021 following removal of COVID traffic restrictions, but as of 2023 concentrations have decreased to levels below those observed during COVID.

Rossendale Borough Council has taken forward a number of direct measures during the current reporting year of 2024 in pursuit of improving local air quality. Details of all measures in progress or planned are set out in Table 0.1. Six measures are included within Table 0.1, with the type of measure and the progress Rossendale Borough Council have made during the reporting year of 2024 presented. Where there have been, or continue to be, barriers restricting the implementation of the measure, these are also presented within Table 0.1.

More detail on these measures can be found in the respective Action Quality Action Plan.

Rossendale Borough Council's priorities for the coming year are promoting the uptake of electric vehicles, increased use of public transport and reduction in open burning.

Rossendale Borough Council anticipates that the measures stated above and in Table 0.1 will achieve continued compliance in AQMA 3 and in the next couple of years enable the revocation of AQMA 3.

Table 0.1 – Progress on Measures to Improve Air Quality

Measure No.	Measure Title	Category	Classification	Year Measure Introduced in AQAP	Estimated / Actual Completion Date	Organisations Involved	Funding Source	Funding Status	Estimated Cost of Measure	Measure Status	Reduction in Pollutant / Emission from Measure	Key Performance Indicator	Progress to Date	Comments / Barriers to Implementation
1	Promotion of Car and lift sharing schemes	Alternatives to private vehicle use	Car and lift sharing schemes	2024	**N/A**	**Local Authority** **Lancashire County Council**	Not funded	<£10k / £10k		Planning phase	Likely only a small reduction in emissions, emissions reduction can be maximised by targeting workplace schemes. Likely <1% reduction in NOx emissions.	Increased uptake of schemes (if possible to track)	Planning phase	There may be no schemes to promote
2	Promotion of car clubs / encouraging car clubs to operated in Rossendale	Alternatives to private vehicle use	Car and lift sharing schemes	2024	**N/A**	**Local Authority**	Not funded	<£10k / £10k		Planning phase	Likely only a small reduction in emissions, emissions eg 1-2% reduction in NOx emissions.	numbers of members of car clubs	Planning phase	There may be no car clubs to promote or operators willing to start schemes in Rossendale
3	Prioritising low emission transport	Promoting low emission transport	Company vehicle procurement	2024	**N/A**	**Local Authority** **Lancashire County Council**	Not funded	unknown		Ongoing implementation	Council fleet represents a small proportion of vehicles on the network – likely very small reduction in total emissions.	Reduction in business mileage travelled by staff in diesel or petrol vehicles – shown as a percentage	Planning phase	Resources
4	Encourage/facilitate home working	Promoting Travel Alternatives	Encourage/facilitate home working	2021	**N/A**	**All organisations**	Not funded	Nil		Ongoing implementaion	Potential reduction in emissions due to reduction in car trips. Likely to be small.	Increase in days of home-working	Ongoing	N/A

5	Active travel campaign and infrastructure	Promoting Travel Alternatives	Active travel campaign and infrastructure	Already in place	**N/A**	**Lancashire County Council**	Funding will likely come from ATE,LTG, s106, LUF, PfN and/or other Government funding	N/A	Ongoing implementation	Potential reduction in emissions from moving trips from cars to active modes. Difficult to quantify.	Number of public campaigns run, reduction in emissions, increase in cycling and walking, increase in health outputs.	Ongoing	Lack of political support to fund active travel schemes, lack of funding, planning issues (private land, ecological issues, physical constraints), lack of planning, design and construction resource
6	Increase Public Awareness of air quality issues, including reducing exposure, focus on active travel and domestic solid fuel burning.	Public Information		2024	**N/A**	**Local Authority**	Not funded	Nil	Planning phase	Difficult to quantify as over long time period and will work in collaboration with other actions	Number of campaigns launched	Occurring	
7	Encouraging the use of Electric Vehicles	Promoting Low Emission Vehicles	Procuring Alternative Refuelling Infrastructure to Promote Low Emission vehicles, EV Recharging, Gas Fuel Recharging	2030	**N/A**	**Office for Zero Emissions (OZEV) Lancashire County Council, Rossendale Borough Council**	Department for Transport, Office for Zero Emissions plus finding from the appointed chargepoint operator	£10 million LEVI fund award secured for Lancashire-12 districts, subject to procurement approvals from OZEV	Installations anticipated to begin in Spring 2026	Difficult to quantify as over long time period and will work in collaboration with other actions	Increased level of public EV charging infrastructure for residents without off street parking	Awaiting approvals	Charge point site selections will include resident engagement/inputs in collaboration with stakeholders and the appointed charge point operator

2.3 $PM_{2.5}$ – Local Authority Approach to Reducing Emissions and/or Concentrations

As detailed in Policy Guidance LAQM.PG22 (Chapter 8) and the Air Quality Strategy[1], local authorities are expected to work towards reducing emissions and/or concentrations of fine particulate matter ($PM_{2.5}$)). There is clear evidence that $PM_{2.5}$ (particulate matter smaller 2.5 micrometres) has a significant impact on human health, including premature mortality, allergic reactions, and cardiovascular diseases.

Using the Defra background mapping resource the maximum background annual mean $PM_{2.5}$ concentrations within the Local Authority was 5.6µg/m³. This is a reduction from the year below as Rossendale in 2023 had a maximum background mean of 7.4µg/m³. This is slightly higher than the regional northern area which has a maximum of 4.8 µg/m³

Rossendale Borough Council is taking the following measures to address $PM_{2.5}$:

In 2024 Environmental Health investigated 91 requests for service about open burning and smoky domestic chimneys, given advice and sent warning letters. Open burning is becoming more anti-social and we discourage it wherever possible. We've promoted National Clean Air Day and National Clean Air Night on social media.

[1] Defra. Air Quality Strategy – Framework for Local Authority Delivery, August 2023

3 Air Quality Monitoring Data and Comparison with Air Quality Objectives and National Compliance

This section sets out the monitoring undertaken within 2024 by Rossendale Borough Council and how it compares with the relevant air quality objectives. In addition, monitoring results are presented for a five-year period between 2020 and 2024 to allow monitoring trends to be identified and discussed.

3.1 Summary of Monitoring Undertaken

Non-Automatic Monitoring Sites

Rossendale Borough Council undertook non- automatic (i.e. passive) monitoring of NO_2 at 9 sites during 2024. Table A.1 in Appendix A presents the details of the non-automatic sites.

Maps showing the location of the monitoring sites are provided in Appendix D. Further details on Quality Assurance/Quality Control (QA/QC) for the diffusion tubes, including bias adjustments and any other adjustments applied (e.g. annualisation and/or distance correction), are included in Appendix C.

3.2 Individual Pollutants

The air quality monitoring results presented in this section are, where relevant, adjusted for bias, annualisation (where the annual mean data capture is below 75% and greater than 25%), and distance correction. Further details on adjustments are provided in Appendix C.

3.2.1 Nitrogen Dioxide (NO_2)

Error! Reference source not found. and Table A.2 in Appendix A compare the ratified and adjusted monitored NO_2 annual mean concentrations for the past five years with the air quality objective of 40µg/m^3. Note that the concentration data presented represents the concentration at the location of the monitoring site, following the application of bias adjustment and annualisation, as required (i.e. the values are exclusive of any consideration to fall-off with distance adjustment).

For diffusion tubes, the full 2024 dataset of monthly mean values is provided in Appendix B. Note that the concentration data presented in Table B.1 includes distance corrected values, only where relevant.

Appendix A: Monitoring Results

Table A.1 – Details of Non-Automatic Monitoring Sites

Diffusion Tube ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	In AQMA? Which AQMA?	Distance to Relevant Exposure (m) (1)	Distance to kerb of nearest road (m) (2)	Tube Co-located with a Continuous Analyser?	Tube Height (m)
DT1	30/32 Bacup Road Rawtenstall	Kerbside	381394	422756	NO2	N/A	0.0	2.0	No	1.8
DT2	366-368 Manchester Road Haslingden	Kerbside	379193	422210	NO2	AQMA 3	0.0	1.0	No	1.8
DT3	222 Grane Road Haslingden	Kerbside	378094	422560	NO2	N/A	0.0	4.0	No	1.8
DT4	250 Grane Road Haslingden	Kerbside	377909	422488	NO2	AQMA 3	0.0	1.0	No	1.8
DT5	256-258 Grane Road Haslingden	Kerbside	377896	422488	NO2	AQMA 3	0.0	1.0	No	1.8
DT6	264 Grane Road Haslingden	Kerbside	377899	422488	NO2	AQMA 3	0.0	1.0	No	1.8
DT7	277 Grane Road Haslingden	Kerbside	377879	422502	NO2	N/A	0.0	4.0	No	1.8
DT8	450 Bacup Road Waterfoot	Kerbside	382845	421978	NO2	N/A	0.0	1.0	No	1.8
DT9	1 Plantation View Weir	Kerbside	386925	424575	NO2	N/A	0.0	2.0	No	1.8

Notes:

(1) 0m if the monitoring site is at a location of exposure (e.g. installed on the façade of a residential property).

(2) N/A if not applicable.

Table A.2 – Annual Mean NO_2 Monitoring Results: Non-Automatic Monitoring (µg/m^3)

Diffusion Tube ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) (1)	Valid Data Capture 2024 (%) (2)	2020	2021	2022	2023	2024
DT1 formerly DT13	381394	422756	Kerbside	N/A	100.5	28.4	32.7	31.2	30.6	25.3
DT2 Formerly DT7	379193	422210	Kerbside	N/A	93.0	26.3	30.0	28.3	26.8	24.1
DT3 Formerly DT18	378094	422560	Kerbside	N/A	108.1	20.4	23.2	21.3	18.4	17.3
DT4 Formerly DT12	377909	422488	Kerbside	N/A	91.4	**44.9**	**50.4**	**46.7**	**42.1**	38.8
DT5 Formerly DT19	377896	422488	Kerbside	N/A	100.8	**41.6**	**46.9**	**42.2**	**41.3**	36.7
DT6 Formerly DT20	377899	422488	Kerbside	N/A	100.8	34.8	36.1	36.2	34.5	32.3
DT7 formerly DT10	377879	422502	Kerbside	N/A	93.5	34.8	36.1	36.2	34.5	14.4
DT8 Formerly DT11	382845	421978	Kerbside	N/A	93.3	N/A	N/A	29.9	29.6	24.9
DT9	386925	424575	Kerbside	N/A	75.0	NA	NA	NA	NA	18.9

☐ **Annualisation has been conducted where data capture is <75% and >25% in line with LAQM.TG22**

☒ **Diffusion tube data has been bias adjusted**

☒ **Reported concentrations are those at the location of the monitoring site (bias adjusted and annualised, as required), i.e. prior to any fall-off with distance correction**

Notes:

The annual mean concentrations are presented as µg/m^3.

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

NO_2 annual means exceeding 60µg/m^3, indicating a potential exceedance of the NO_2 1-hour mean objective are shown in **bold and underlined**.

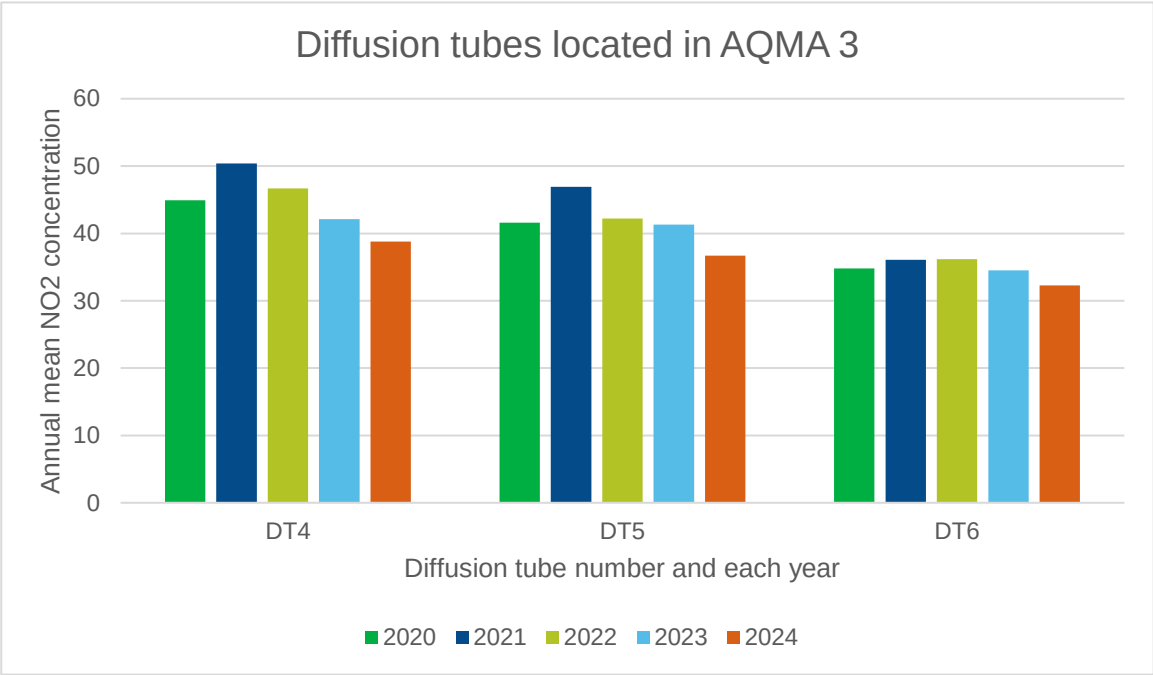
Means for diffusion tubes have been corrected for bias. All means have been "annualised" as per LAQM.TG22 if valid data capture for the full calendar year is less than 75%. See Appendix C for details.

Concentrations are those at the location of monitoring and not those following any fall-off with distance adjustment.

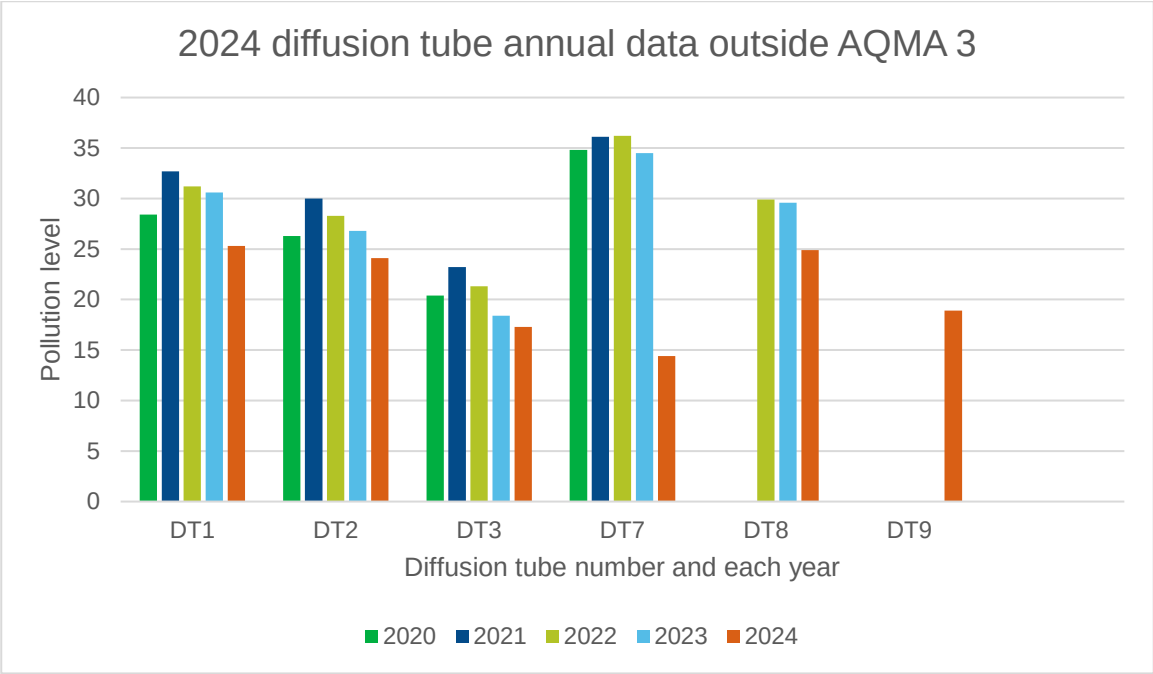
(1) Data capture for the monitoring period, in cases where monitoring was only carried out for part of the year.

(2) Data capture for the full calendar year (e.g. if monitoring was carried out for 6 months, the maximum data capture for the full calendar year is 50%).

Figure A.1 – Trends in Annual Mean NO_2 Concentrations



Figures A.1 presents NO_2 annual mean concentrations for sites DT4 to DT 6 between years 2020 to 2024. There are no exceedances of the annual mean objective of 40µg/m^3 in 2024 and there is a general trend of reduction experienced across the sites.



This graph shows that all the remaining diffusion tubes located across the borough where within the range of 14.4µg/m³ to 25.3µg/m³

There are no exceedances of the annual mean objective in 2024 and there is a general trend of reduction experienced across the sites.

Appendix B: Full Monthly Diffusion Tube Results for 2024

Table B.1 – NO_2 2024 Diffusion Tube Results ($\mu g/m^3$)

DT ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Mean: Raw Data	Annual Mean: Annualised and Bias Adjusted 0.78	Annual Mean: Distance Corrected to Nearest Exposure	Comment
DT1	381394	422756	35.1	39.3	35.8	29.0	44.6	35.9	32.8	30.0		32.9	39.9	17.5	32.5	25.3		
DT2	379193	422210	29.0	28.0	35.7	31.4	32.6			22.3	36.7	37.2	37.2	26.4	31.0	24.1		
DT3	378094	422560	29.0	24.8	24.6	22.3	24.0	15.9	19.9	16.1	25.0	23.2	30.9	17.1	22.1	17.3		
DT4	377909	422488		68.2	47.0	45.7	55.6	48.2	53.4		32.7	56.4	54.8	39.7	49.7	38.8		
DT5	377896	422488		53.3	48.7	37.6	53.9	41.6	48.9	45.0	48.1	53.0	59.0	36.9	47.0	36.7		
DT6	377899	422488		45.3	39.2	39.5	41.7	37.8	39.3	36.0	35.2	47.4	54.8	40.0	41.4	32.3		
DT7	377879	422502		25.8	17.2	17.6	17.9	13.3	14.2	12.9	19.6	21.3		20.8	18.5	14.4		
DT8	382845	421978		30.8	32.4	38.1	31.6	27.8	23.9	18.1		39.6	34.1	37.3	31.9	24.9		
DT9	386925	424575			17.1	16.8	14.4	10.9	12.2		30.2	37.6	23.7	36.9	24.2	18.9		

☒ **All erroneous data has been removed from the NO_2 diffusion tube dataset presented in Table B.1**

☐ **Annualisation has been conducted where data capture is <75% and >25% in line with LAQM.TG22**

☐ **Local bias adjustment factor used**

☒ **National bias adjustment factor used**

☐ **Where applicable, data has been distance corrected for relevant exposure in the final column**

☒ **Rossendale Borough Council confirm that all 2024 diffusion tube data has been uploaded to the Diffusion Tube Data Entry System**

Notes:

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

NO_2 annual means exceeding 60µg/m^3, indicating a potential exceedance of the NO_2 1-hour mean objective are shown in **bold and underlined**.

See Appendix C for details on bias adjustment and annualisation.

Appendix C: Supporting Technical Information / Air Quality Monitoring Data QA/QC

New or Changed Sources Identified Within Rossendale Borough Council During 2024

Rossendale Borough Council has not identified any new sources relating to air quality within the reporting year of 2024

QA/QC of Diffusion Tube Monitoring

The air quality monitoring has been completed in adherence with the 2024 Diffusion Tube Monitoring Calendar.

The supplier used for the provision and analysis of the diffusion tubes continued to be SOCOTEC, Didcot,

The samples have been analysed in accordance with SOCOTEC's standard operating procedure ANU/SOP/1015. This method meets the guidelines set out in DEFRA's 'Diffusion Tubes For Ambient NO2 Monitoring: Practical Guidance.'

The tubes were prepared by spiking acetone:triethanolamine (50:50) onto the grids prior to the tubes being assembled. The tubes were desorbed with distilled water and the extract analysed using a segmented flow autoanalyser with ultraviolet detection. All samples were received in good condition, unless otherwise stated in the comments field of results table. Please note:

i) As set out in the practical guidance, the results were initially calculated assuming an ambient temperature of 11^{o}C, the reported values **have** been adjusted to 20^{o}C to allow for direct comparison with EU limits.

(ii) The reported results have not been bias adjusted.

This analysis of diffusion tube samples to determine the amount of nitrogen dioxide present on the tube is within the scope of our UKAS schedule. Any further calculations and assessments requiring exposure details and conditions fall outside the scope of our accreditation. In the AIR PT intercomparison scheme for comparing spiked Nitrogen Dioxide diffusion tubes, SOCOTEC currently holds the highest rank of a **Satisfactory** laboratory.

Diffusion Tube Annualisation

All diffusion tube monitoring locations within Rossendale Borough Council recorded data capture of 75% therefore it was not required to annualise any monitoring data. In addition, any sites with a data capture below 25% do not require annualisation.

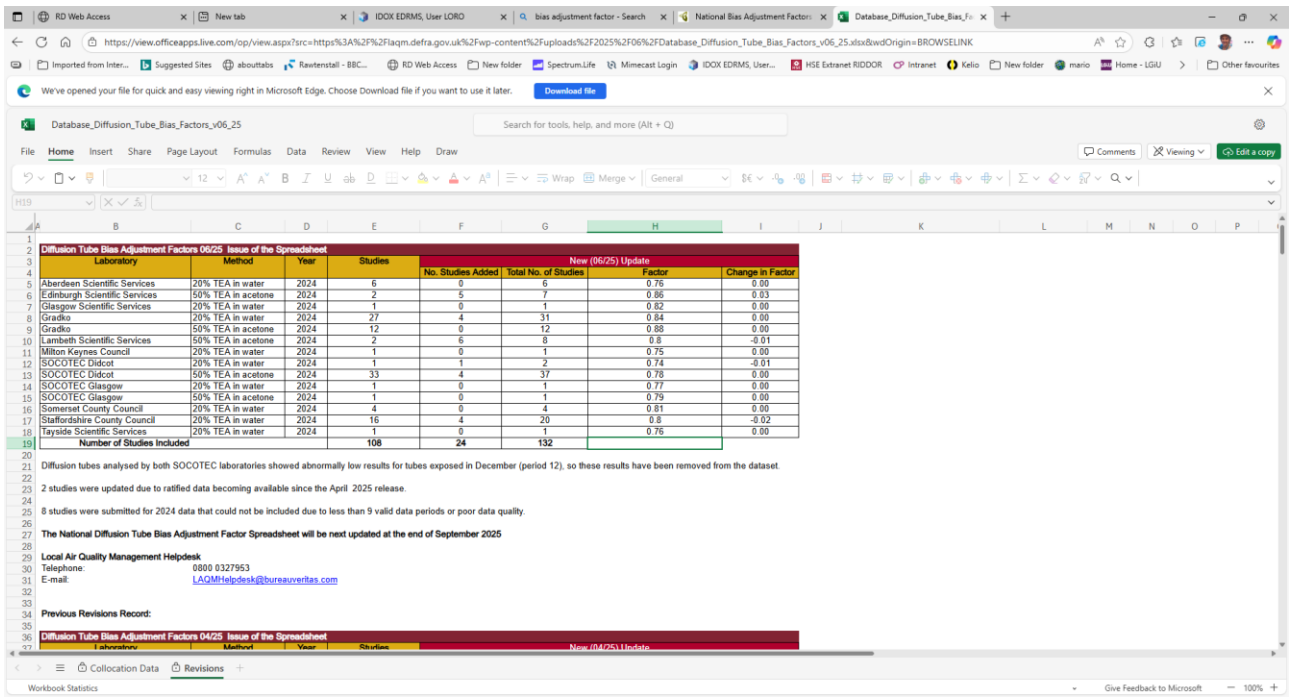
Diffusion Tube Bias Adjustment Factors

The diffusion tube data presented within the 2024 ASR have been corrected for bias using an adjustment factor. Bias represents the overall tendency of the diffusion tubes to under or over-read relative to the reference chemiluminescence analyser. LAQM.TG22 provides guidance with regard to the application of a bias adjustment factor to correct diffusion tube monitoring. Triplicate co-location studies can be used to determine a local bias factor based on the comparison of diffusion tube results with data taken from NO_x/NO_2 continuous analysers. Alternatively, the national database of diffusion tube co-location surveys provides bias factors for the relevant laboratory and preparation method.

Rossendale Borough Council have applied a national bias adjustment factor of 0.78 to the 2024 monitoring data. It has 33 studies applicable to it. A summary of bias adjustment factors used by Rossendale Borough Council over the past five years is presented in Table C.1.

Table C.1 – Bias Adjustment Factor

Monitoring Year	Local or National	If National, Version of National Spreadsheet	Adjustment Factor
2024	National	06/25	0.78
2023	National	09/24	0.78
2022	National	03/23	0.76
2021	National	03/22	0.78
2020	National	03/21	0.77



Database_Diffusion_Tube_Bias_Factors_v06_25

Diffusion Tube Bias Adjustment Factors 06/25 Issue of the Spreadsheet							
Laboratory	Method	Year	Studies	New (06/25) Update			
				No. Studies Added	Total No. of Studies	Factor	Change in Factor
Aberdeen Scientific Services	20% TEA in water	2024	6	0	6	0.76	0.00
Edinburgh Scientific Services	50% TEA in acetone	2024	2	5	7	0.86	0.03
Glasgow Scientific Services	20% TEA in water	2024	1	0	1	0.82	0.00
Gradko	20% TEA in water	2024	27	4	31	0.84	0.00
Gradko	50% TEA in acetone	2024	12	0	12	0.88	0.00
Lambeth Scientific Services	50% TEA in acetone	2024	2	6	8	0.8	-0.01
Milton Keynes Council	20% TEA in water	2024	1	0	1	0.75	0.00
SOCOTEC Didcot	20% TEA in water	2024	1	1	2	0.74	-0.01
SOCOTEC Didcot	50% TEA in acetone	2024	33	4	37	0.78	0.00
SOCOTEC Glasgow	20% TEA in water	2024	1	0	1	0.77	0.00
SOCOTEC Glasgow	50% TEA in acetone	2024	1	0	1	0.79	0.00
Somerset County Council	20% TEA in water	2024	4	0	4	0.81	0.00
Staffordshire County Council	20% TEA in water	2024	16	4	20	0.8	-0.02
Tayside Scientific Services	20% TEA in water	2024	1	0	1	0.76	0.00
Number of Studies Included			108	24	132		

Diffusion tubes analysed by both SOCOTEC laboratories showed abnormally low results for tubes exposed in December (period 12), so these results have been removed from the dataset.

2 studies were updated due to ratified data becoming available since the April 2025 release.

8 studies were submitted for 2024 data that could not be included due to less than 9 valid data periods or poor data quality.

The National Diffusion Tube Bias Adjustment Factor Spreadsheet will be next updated at the end of September 2025

Local Air Quality Management Helpdesk
Telephone: 0800 0327953
E-mail: LAQMHelpdesk@bureauveritas.com

Previous Revisions Record:

Diffusion Tube Bias Adjustment Factors 04/25 Issue of the Spreadsheet				
Laboratory	Method	Year	Studies	New (04/25) Update

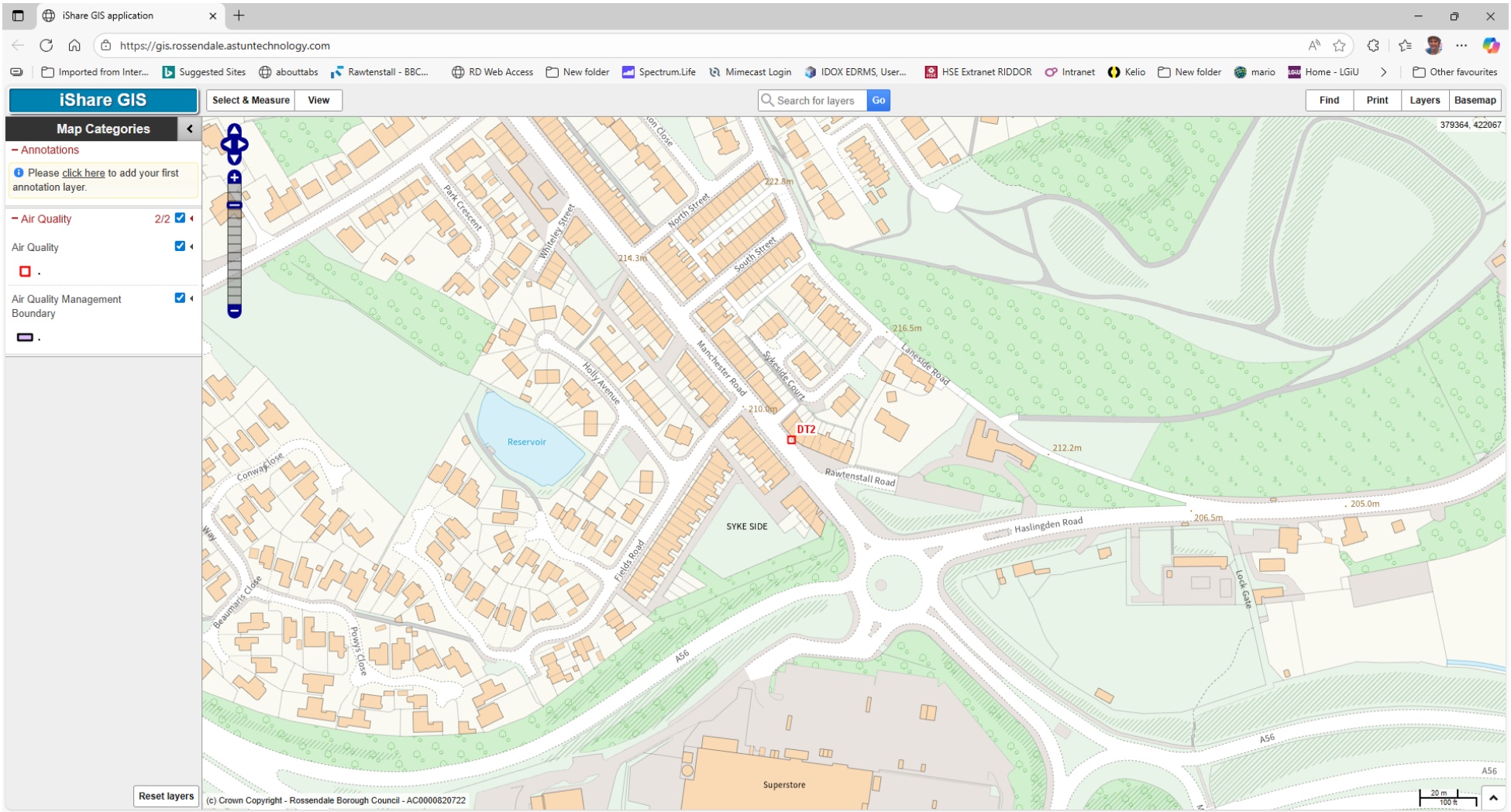
NO_2 Fall-off with Distance from the Road

All monitoring locations are representative of exposure so no fall-off with distance calculations were necessary.

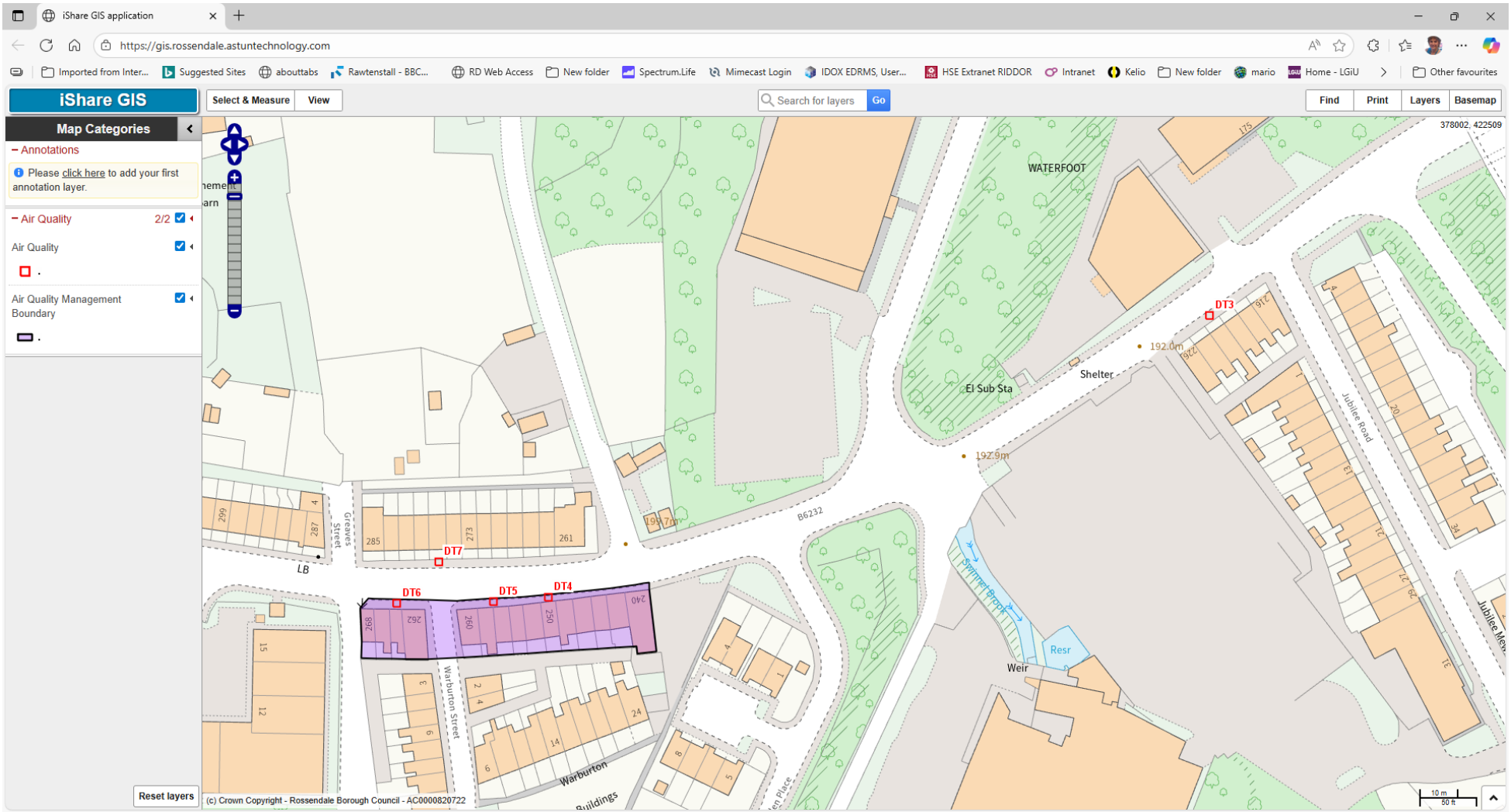
Appendix D: Map(s) of Monitoring Locations and AQMAs

Figure D.1 – Maps of Non-Automatic Monitoring Site

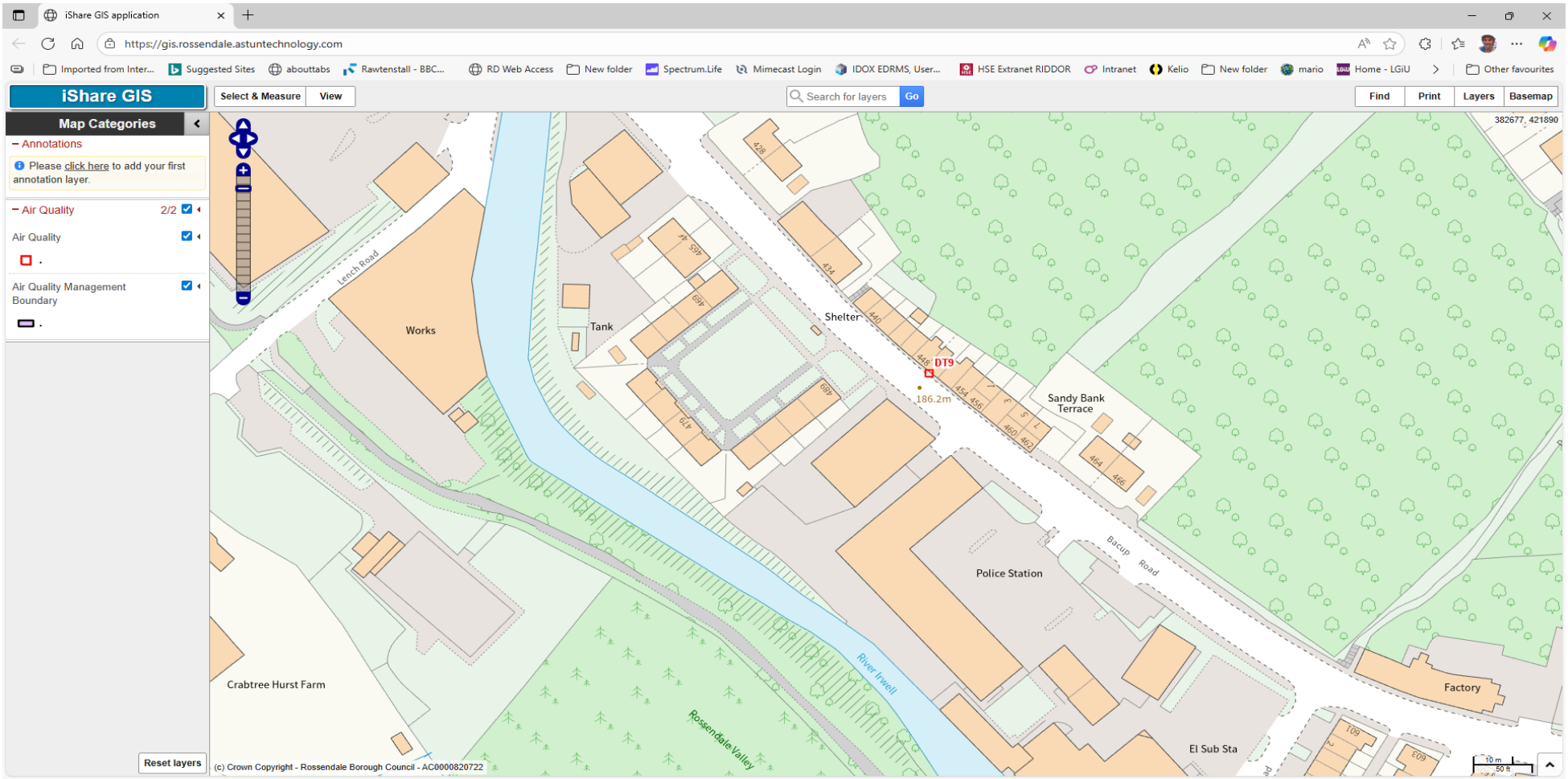
Diffusion tube 2



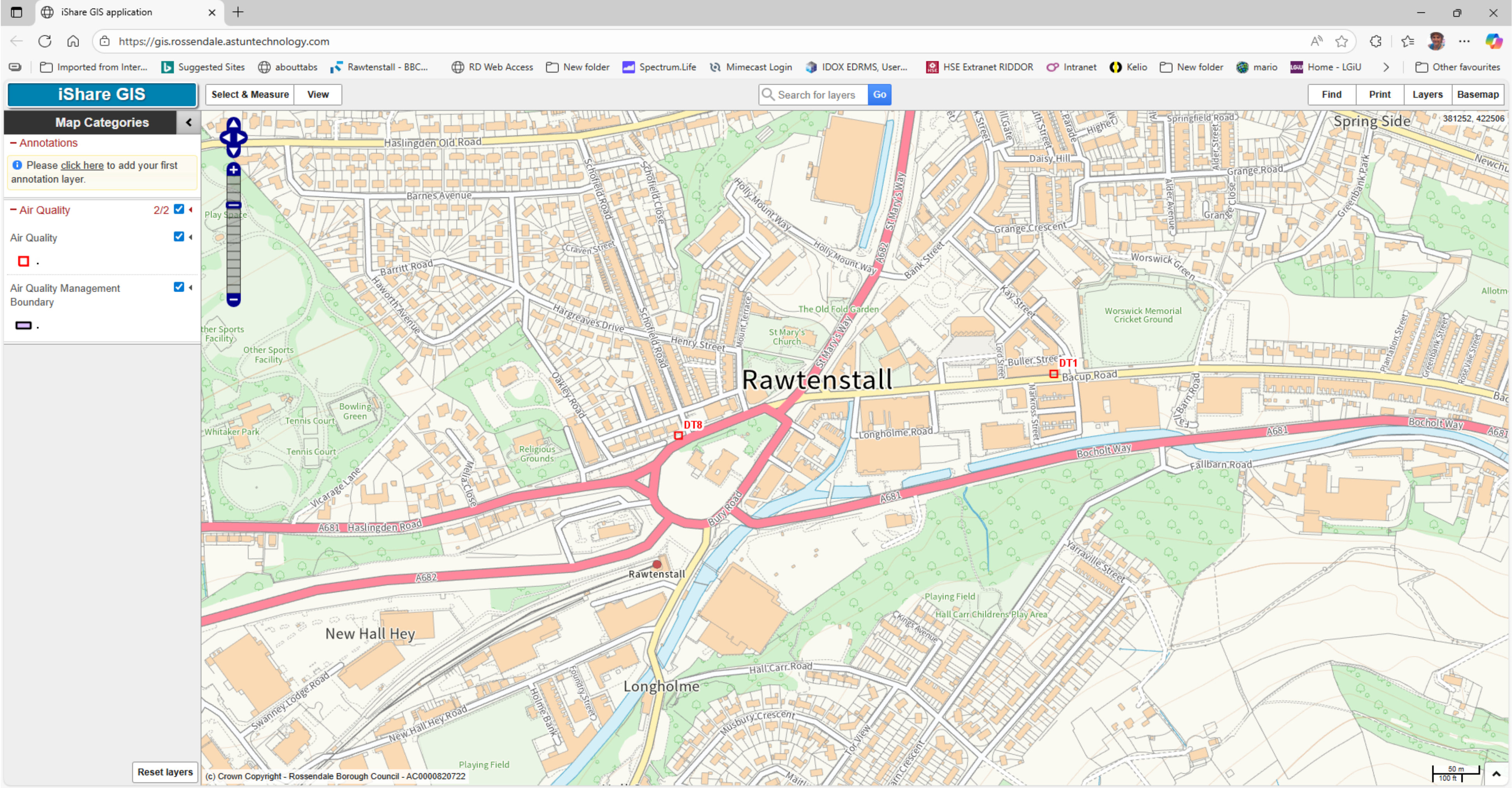
Diffusion tubes 3,4,5,6 and 7



Diffusion tube 9



Diffusion tubes 1 and 8


iShare GIS application
https://gis.rossendale.astuntechnology.com
iShare GIS
Select & Measure
View
Search for layers
Go
Find
Print
Layers
Basemap
Map Categories
Annotations
Please click here to add your first annotation layer.
Air Quality 2/2
Air Quality
Air Quality Management Boundary
Reset layers
381252, 422506
Rawtenstall
DT1
DT8
Bacup Road
Haslingden Old Road
A681 Haslingden Road
A682
Bocholt Way
Longholme Road
Bury Road
St Mary's Way
New Hall Hey
Longholme
Spring Side
Worswick Memorial Cricket Ground
Hall Carr Road
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Appendix E: Summary of Air Quality Objectives in England

Table E.1 – Air Quality Objectives in England[2]

Pollutant	Air Quality Objective: Concentration	Air Quality Objective: Measured as
Nitrogen Dioxide (NO_2)	200µg/m^3 not to be exceeded more than 18 times a year	1-hour mean
Nitrogen Dioxide (NO_2)	40µg/m^3	Annual mean
Particulate Matter (PM_{10})	50µg/m^3, not to be exceeded more than 35 times a year	24-hour mean
Particulate Matter (PM_{10})	40µg/m^3	Annual mean
Sulphur Dioxide (SO_2)	350µg/m^3, not to be exceeded more than 24 times a year	1-hour mean
Sulphur Dioxide (SO_2)	125µg/m^3, not to be exceeded more than 3 times a year	24-hour mean
Sulphur Dioxide (SO_2)	266µg/m^3, not to be exceeded more than 35 times a year	15-minute mean

[2] The units are in microgrammes of pollutant per cubic metre of air (µg/m^3).

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
ASR	Annual Status Report
Defra	Department for Environment, Food and Rural Affairs
DMRB	Design Manual for Roads and Bridges – Air quality screening tool produced by National Highways
LAQM	Local Air Quality Management
NO_2	Nitrogen Dioxide
NO_x	Nitrogen Oxides
PM_{10}	Airborne particulate matter with an aerodynamic diameter of 10µm or less
$PM_{2.5}$	Airborne particulate matter with an aerodynamic diameter of 2.5µm or less
QA/QC	Quality Assurance and Quality Control
SO_2	Sulphur Dioxide

References

- Local Air Quality Management Technical Guidance LAQM.TG22. August 2022. Published by Defra in partnership with the Scottish Government, Welsh Assembly Government and Department of the Environment Northern Ireland.
- Local Air Quality Management Policy Guidance LAQM.PG22. August 2022. Published by Defra in partnership with the Scottish Government, Welsh Assembly Government and Department of the Environment Northern Ireland.
- Chemical hazards and poisons report: Issue 28. June 2022. Published by UK Health Security Agency
- Air Quality Strategy – Framework for Local Authority Delivery. August 2023. Published by Defra.

Rossendale Borough Council

Air Quality Action Plan for Grane Road Haslingden

In fulfilment of Part IV of the Environment Act 1995

Local Air Quality Management

September 2025

Information	Rossendale Borough Council Details
Local Authority Officer	Lorna Robinson
Department	Environmental Health Public Protection Unit
Address	Rossendale Borough Council Futures Park Newchurch Road Bacup OL13 OBB
Telephone	01706 217777
E-mail	envhealth@rossendalebc.gov.uk
Report Reference Number	AQAP 2025
Date	October 2025

3 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 and others will take to improve air quality in Rossendale Borough Council between 2023 and 2030.

This action plan replaces the previous action plan which ran from 2017 to 2022. The two previous Air Quality Management Areas have been revoked due to a satisfactory reduction in NO2. Projects delivered through the past action plan include: renewing road signage, deprioritising roads, installation of electric charge points and a new taxi licensing policy.

A new Air Quality Management Area was declared in December 2022. This covers thirteen pavement fronted terraced properties between 240 to 268 Grane Road Haslingden BB4 4PB

Air pollution is associated with a number of adverse health impacts. It is recognised as a contributing factor in the onset of heart disease and cancer. Additionally, air pollution particularly affects the most vulnerable in society: children and older people, and those with heart and lung conditions. There is also often a strong correlation with equalities issues, because areas with poor air quality are also often the less affluent areas[1,2].

The annual health cost to society of the impacts of particulate matter alone in the UK is estimated to be around £16 billion[3]. Rossendale Borough Council is committed to

[1] Environmental equity, air quality, socioeconomic status and respiratory health, 2010

[2] Air quality and social deprivation in the UK: an environmental inequalities analysis, 2006

[3] Defra. Abatement cost guidance for valuing changes in air quality, May 2013

reducing the exposure of people in Rossendale Borough Council to poor air quality in order to improve health.

We have developed proposed actions that can be considered under 4 broad topics:

- Alternatives to private vehicle use
- Promoting low emission transport
- Promoting travel alternatives
- Public information

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 Rossendale Borough Council's direct influence.

Responsibilities and Commitment

This AQAP was prepared by the Public Protection Unit of Rossendale Borough Council with the support and agreement of the following officers and departments:

Susan Chadwick Public Protection Manager

Ann Storah Rossendale Borough Council Forward Planning

Kwabena Poku Rossendale Borough Council Climate Change Officer

This AQAP has been approved by:

Andy Taylor Head of Operations Rossendale Borough Council

This AQAP has not been signed off by a Director of Public Health.

This AQAP will be subject to an annual review and appraisal of progress. Progress each year will be reported in the Annual Status Reports (ASRs) produced by Rossendale Borough Council, as part of our statutory Local Air Quality Management duties.

If you have any comments on this AQAP please send them to envhealth@rossendalebc.gov.uk

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1 Introduction

This report outlines the soft actions that Rossendale Borough Council will deliver in order to reduce concentrations of air pollutants and exposure to air pollution; thereby positively impacting on the health and quality of life of residents.

It has been developed in recognition of the legal requirement on the local authority to work towards Air Quality Strategy (AQS) objectives under Part IV of the Environment Act 1995 and relevant regulations made under that part and to meet the requirements of the Local Air Quality Management (LAQM) statutory process.

This Plan will be reviewed every five years at the latest and progress on measures set out within this Plan will be reported on annually within Rossendale Borough Council's air quality ASR. The air quality management area will be revoked if levels reduce to 10% under the annual objective of 40µg/m^3 for 3 years or more.

All the 2024 monitoring data is below the objective.

2 Summary of Current Air Quality in Rossendale Borough Council

Air quality in Rossendale Borough Council is improving. Two previous Air Quality Management Areas where revoked December 2022 when the nitrogen dioxide levels fell below the Government level for action.

During 2023 the air quality in Air Quality Management Area 3 along a small section of Grane Road in Haslingden has shown a dramatic improvement from 50.4 µg/m^3 in 2022 at declaration to 38.8µg/m^3 in 2024 and the trajectory is promising for continued reduction. The 2024 results are all under the objective.

3 Rossendale Borough Council's Air Quality Priorities

3.1 Public Health Context

It is a statutory requirement for local authorities to regularly review and assess air quality in their area and take action to improve air quality when objectives set out in regulation are not met.

3.2 Planning and Policy Context

The following are supporting planning and policy documents that will contribute toward improvements in air quality in our local authority area.

East Lancashire Strategic Cycle network see East Lancashire Cycle Way - Lancashire Enterprise Partnership (lancashirelep.co.uk)

East Lancashire Highways and Transport Plan The East Lancashire highways and transport masterplan - Lancashire County Council

Rossendale Borough Council Climate Change Strategy Climate Change | Rossendale Borough Council

Local Plan – Rossendale Borough Council see Rossendale Local Plan 2019 to 2036 | Rossendale Borough Council

3.3 Source Apportionment

The AQAP measures presented in this report are intended to be targeted towards the predominant sources of emissions within Rossendale Borough Council's area.

Primary source of NO_2 is emission from road vehicles. In order to mitigate the problem, Rossendale Borough Council is tasked with identifying options that will aim to reduce emissions of nitrogen oxides (as a precursor to the formation of nitrogen dioxide) and primary NO_2 from vehicles, and therefore reduce concentrations of NO_2 experienced locally. The primary contributors to NO_2 in this main road location are cars and taxis and light goods vehicles (LGV).

The latest annual average daily flow traffic data for Grane Road B6232 is 2019 and is made up of the following:

Table 1 DfT traffic count data for Grane Road (2019)

Count Method	2 wheeled motor vehicles	Cars and taxis	Buses and coaches	Light Good Vehicles	Heavy Goods Vehicles	All motor vehicles
Manual count	75	11134	37	2946	212	14405

A source apportionment exercise was carried out in support of this action plan for 2023. The 2019 data above was used with 2023 emission factors. Whilst this data is pre-COVID pandemic, it is assumed that the fleet splits will still be valid even if the total count may have changed. The analysis is undertaken on a proportional basis, and thus the total traffic count is not as important as the fleet mix. The source apportionment identified that within the AQMA, the percentage source contributions were as shown in Figure 1:

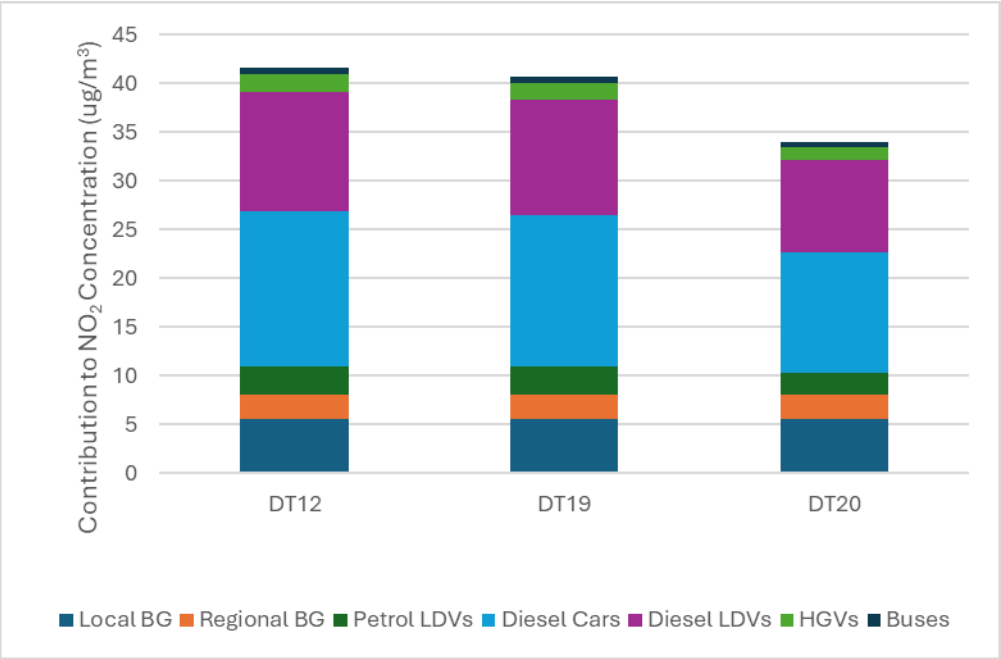

Figure 1 Source Apportionment (2023) for the diffusion tubes in the AQMA (2019 traffic data)

Diesel cars are the highest contributor to NO_2 concentration, with diesel LDVs being the next highest contributor. Actions within this plan should be therefore targeted at private vehicles, particularly (in the case of NO_2) the diesel fleet.

3.4 Required Reduction in Emissions

A calculation has been undertaken at the highest diffusion tube DT4 (formerly DT12) to understand the percentage reduction in NO_x required to meet the objective of 40 $\mu g/m^3$, following guidance in LAQM.TG(22) (Box 7-6). Using the 2023 emission factors, a 6.4% reduction in road NOx is required to meet the air quality objective, as shown in 2.

Table 2 Emission reduction calculation for 2023 (DT12) now DT 4

	Total NO_2	Background NO_2	Road NO_x (from Defra calculator)
2023	41.6	8.1	92.33
Objective	40	8.1	86.38
Road NO_x reduction required ($\mu g/m^3$)			5.95
Road NO_x reduction required - %			6.44

Using the emissions factor toolkit with the traffic for Grane Road as shown in Table 1, the natural reduction in emissions between 2023 and 2024 is found to be 10% due to fleet improvements. As such it would be expected that concentrations at DT4 (formerly DT12) for 2024 (not taking into consideration any changes in meteorological conditions) will be below the objective and this is correct. The annual mean value was 38.8 $\mu g/m^3$.

However, although compliance with air quality objectives is important, from a health perspective, a general reduction in emissions of the key pollutants (including PM_{10} and $PM_{2.5}$) may provide better health outcomes than focussing on hotspot locations. For this reason, wider, more strategic measures have been included, including those tackling $PM_{2.5}$ such as those aimed at changing behaviour in relation to solid fuel burning through increasing awareness, and the Council will be working towards ongoing improvements in pollutant concentrations below the current air quality objectives.

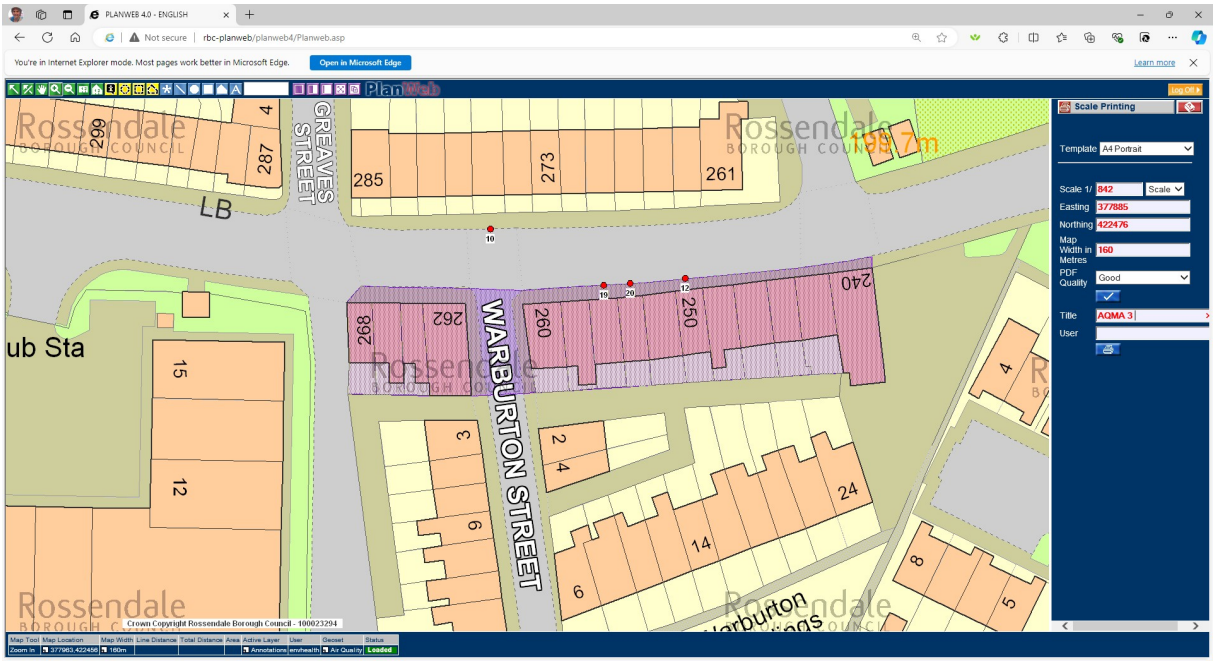

Figure 2 Location of AQMA 3 and the diffusion tubes within it

3.5 Key Priorities

- Priority 1 – Promoting Low Emission Transport
- Priority 2 – Promoting Travel Alternatives
- Priority 3 – Public Information
- Priority 4- Alternatives to Private Vehicle Use

4 Development and Implementation of Rossendale Borough Council AQAP

4.1 Consultation and Stakeholder Engagement

In developing this AQAP, we have worked with the local community to improve local air quality. Schedule 11 of the Environment Act 1995 requires local authorities to consult the bodies listed in Table 5

A summary of the consideration of the impact of the measures, and whether they can be quantified is set out in table 3 below, with the criteria used as follows:

Impact **Very Low** – No indirect or direct impacts on air quality

Low- would reduce emissions, but not measurable by air quality monitoring and would be termed 'negligible' using industry standard guidance for modelling the impacts of development

Medium- a change could be predicted using an air quality model such as ADMS, but unlikely to be measurable by air quality monitoring, for example an improvement of up to 5% of the annual mean objective for NO_2 (2 $\mu g/m^3$)

High- a change would potentially be monitored using standard monitoring techniques ie an improvement of more than 5% of the annual mean objective for NO_2 (2 $\mu g/m^3$). It should be noted that the impact is largely based on NO_2

In order to provide an indication of cost effectiveness Table 4 has been determined using best professional judgement to clearly set out impact from table 3 (ie effectiveness) and cost in a qualitative way. Although the impacts for all the actions is judged to be low individually, as a package, and over a number of years, the impacts of the measures will cumulatively be larger.

Table 3 Summary of considerations

Action No.	Action	Assumptions for Quantification	Assumed air quality impact
1	Promotion of Car and lift sharing schemes	Unclear how many cars would be taken off the road by an increased use of lift sharing, therefore difficult to quantify, but judged to be low.	Low
2	Promotion of car clubs	Unclear how many cars would be taken off the road by an increased use in car clubs, therefore difficult to quantify.	Low
3	Prioritising low emission transport	There is currently no data on what shift this might entail as will be dependent on level of interventions.	Low
4	Encourage/facilitate home working	Unclear how many cars would be taken off the road by an increased home-working, therefore difficult to quantify.	Low
5	Active travel campaign and infrastructure	Difficult to estimate the effectiveness of active travel campaigns. While there is some research undertaken	Low

Action No.	Action	Assumptions for Quantification	Assumed air quality impact
		for low traffic neighbourhoods in London[4], there are no data within Rossendale which can be used to base any quantification, and low traffic neighbourhoods are just one type of measure to increase active travel. Significant investment would be required to have a medium impact on emissions.	
6	Increase Public Awareness of air quality issues, including reducing exposure, focus on active travel and domestic solid fuel burning.	Providing information on air quality to the public would be with the aim to change behaviour, but difficult to quantify what that change might be (and hence resulting changes in emissions). Behaviour change	Low

[4] See http://rachelaldred.org/research/low-traffic-neighbourhoods-evidence/

Action No.	Action	Assumptions for Quantification	Assumed air quality impact
		would generally require sustained awareness campaigns, with consistent clear messaging.	

Table 4 Cost effectiveness and feasibility of AQAP actions

Action No.	Action	Impact on Air Quality	Cost	Feasibility
1	Promotion of Car and lift sharing schemes	Low	Low	High
2	Promotion of car clubs	Low	Low	High
3	Prioritising low emission transport	Low	Low	High
4	Encourage/facilitate home working	Low	Low	High

Action No.	Action	Impact on Air Quality	Cost	Feasibility
5	Active travel campaign and infrastructure	Low	Low	High
6	Increase Public Awareness of air quality issues, including reducing exposure, focus on active travel and domestic solid fuel burning.	Low	Low	High

The analysis and Table 4 also accounts for the feasibility of implementing the measures, with those likely to progress given a higher priority than those which are acknowledged to be a challenge to implement. The feasibility score factors in influences such as accessibility to funding, resources being available and political backing.

Criteria to allow for the analysis of cost and feasibility are included below

Cost **Low** <£50k, **Medium** £50k-£500k, **High** >£500k

Feasibility High – measure has already been started, good political will and likely to be sufficient resources

Medium- possible to implement but may require some further feasibility work and/or additional support and resources

Low- difficult to implement, lack of political will to implement, time and resource intensive.

Table 4 – Consultation Undertaken

Consultee	Consultation Undertaken
Residents living in the AQMA	Y
The Secretary of State	Y
The Environment Agency	Y
The Highways Authority	Y
All neighbouring local authorities	Y
Other public authorities as appropriate, such as Public Health officials	Y
Bodies representing local business interests and other organisations as appropriate	Y

4.2 Steering Group

The Steering group consisted of Environmental Health, Public Protection Manager, Head of Environmental Services, Forward Planning, Principal Planner, Climate Change Officer and local councillors.

5 AQAP Measures

Table 5 shows the Rossendale Borough Council AQAP measures. It contains:

- a list of the actions that form part of the plan
- the responsible individual and departments/organisations who will deliver this action
- estimated cost of implementing each action if known or applicable (overall cost and cost to the local authority)
- expected benefit in terms of pollutant emission and/or concentration reduction
- the timescale for implementation
- how progress will be monitored

NB: Please see future Annual Status Reports for regular annual updates on the implementation of these measures

As the 2024 concentrations within the AQMA are now below the objective, the majority of the actions are categorised as “soft measures” according to Defra guidance[5]. Soft measures are the interventions that focus on individual / group behavioural change and do not involve measures that directly impact infrastructure with physical changes. Soft measures are usually flexible, lower in cost, and wide-reaching in their focus. Soft measures can focus on reducing source contributions and/or exposure to air pollution, commonly involving raising awareness and/or encouraging or facilitating behavioural change.

It is usually difficult to make assumptions of the impacts of soft measures on vehicle numbers (and ages of vehicles used), and therefore they are more difficult to quantify in terms of emission reductions and as such, this has been undertaken in a

[5] LAQM.TG(22) Supplementary Guidance England excl. London - Determining the impact of air quality improvement measures (September 2024)

qualitative manner. Because of difficulties in quantification and 2024 compliance with air quality objectives, undertaking detailed modelling of actions is not considered proportional.

Table 5 – Air Quality Action Plan Measures

Measure No.	Measure	Category	Classification	Estimated Year Measure to be Introduced	Estimated / Actual Completion Year	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	Promotion of Car and lift sharing schemes	Alternatives to private vehicle use	Car and lift sharing schemes	2024	ongoing	**Local Authority** **Lancashire County Council**	N/A	No	Not funded	<£10k / £10k	Planning phase	Likely only a small reduction in emissions, emissions reduction can be maximised by targeting workplace schemes. Likely <1% reduction in NOx emissions.	Increased uptake of schemes (if possible to track)	Planning phase	There may be no schemes to promote
2	Promotion of car clubs / encouraging car clubs to operated in Rossendale	Alternatives to private vehicle use	Car and lift sharing schemes	2024	ongoing	**Local Authority** **Lancashire County Council**	N/A	No	Not funded	<£10k / £10k	Planning phase	Likely only a small reduction in emissions, emissions eg 1-2% reduction in NOx emissions.	numbers of members of car clubs	Planning phase	There may be no car clubs to promote or operators willing to start schemes in Rossendale
3	Prioritising low emission transport	Promoting low emission transport	Company vehicle procurement	2024	ongoing	**Local Authority** **Lancashire County Council**	N/A	No	Not funded	unknown	Planning phase	Council fleet represents a small proportion of vehicles on the network – likely very small reduction in total emissions.	Reduction in business mileage travelled by staff in diesel or petrol vehicles – shown as a percentage	Planning phase	Resources
4	Encourage/facilitate home working	Promoting Travel Alternatives	Encourage/facilitate home working	2021	ongoing	**All organisations**	N/A	No	Not funded	Nil	Ongoing implementaion	Potential reduction in emissions due	Increase in days of home-working	Ongoing	N/A

Measure No.	Measure	Category	Classification	Estimated Year Measure to be Introduced	Estimated / Actual Completion Year	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 reduction in car trips. Likely to be small.			
5	Active travel campaign and infrastructure	Promoting Travel Alternatives	Active travel campaign and infrastructure	Already in place	ongoing	**Lancashire County Council**	N/A	No	Not funded	N/A	Ongoing implementation	Potential reduction in emissions from moving trips from cars to active modes. Difficult to quantify.	Number of public campaigns run.	Ongoing	None
6	Increase Public Awareness of air quality issues, including reducing exposure, focus on active travel and domestic solid fuel burning.	Public Information		2024	Ongoing	**Local Authority**	N/A	No	Not funded	Nil	Planning phase	Difficult to quantify as over long time period and will work in collaboration with other actions	Number of campaigns launched	Occurring	None

Appendix A: Response to Consultation

Table A.1 – Summary of Responses to Consultation and Stakeholder Engagement on the AQAP

Consultee	Category	Response
Forward Planning	Local Authority	Suggested some action plan measures
Principal Planner	Local Authority	Suggested some action plan measures
Local Councillors	Residents Living in the AQMA	Suggested some action plan measures
Residents	Residents living in the AQMA	Suggested some action plan measures

Appendix B: Reasons for Not Pursuing Action Plan Measures

Table B.1 – Action Plan Measures Not Pursued and the Reasons for that Decision

Action category	Action description	Reason action is not being pursued (including Stakeholder views)
Traffic Management	Turn the whole length of Grane Road to 30mph	Financially unviable
Traffic Management	Make a small section of Grane Road outside the properties one way	Financially unviable
Traffic Management	Make parking available outside the properties to widen the distance to the traffic	Not feasible
Traffic Management	Add sleeping policemen speed humps on Grane Road	Not feasible
Traffic Management	Close the access from the A56 onto Grane Road	Not feasible
Traffic Management	Add a roundabout at the Holcombe Road and the Grane Road junction	Not feasible

Traffic Management	Introduce an additional average speed camera before the exit to Holcombe Road, as drivers exiting there from the Haslingden direction are able to speed without hitting the second camera which is much further up beyond the junction	Not feasible
Traffic Management	Install a zebra crossing near the bus stops near Gas Street/Greaves Street	Not feasible
Traffic Management	Plant pollution absorbing trees on council land in the vicinity	No suitable land in the vicinity of the AQMA

6 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
AQS	Air Quality Strategy
ASR	Air quality Annual Status Report
Defra	Department for Environment, Food and Rural Affairs
EU	European Union
LAQM	Local Air Quality Management
NO_2	Nitrogen Dioxide
NO_x	Nitrogen Oxides
PM_{10}	Airborne particulate matter with an aerodynamic diameter of 10µm (micrometres or microns) or less
$PM_{2.5}$	Airborne particulate matter with an aerodynamic diameter of 2.5µm or les