

# Blackpool Council

7 November 2023

To: Councillors Cartmell, Ellison, Fenlon, Hoyle, Humphreys, Jones, Marshall, Mrs Scott and Webb

The above members are requested to attend the:

## **CLIMATE CHANGE AND ENVIRONMENT SCRUTINY COMMITTEE**

Wednesday, 15 November 2023 at 6.00 pm  
in Committee Room A, Town Hall, Blackpool

### **A G E N D A**

#### **1 DECLARATIONS OF INTEREST**

Members are asked to declare any interests in the items under consideration and in doing so state:

(1) the type of interest concerned either a

- (a) personal interest
- (b) prejudicial interest
- (c) disclosable pecuniary interest (DPI)

and

(2) the nature of the interest concerned

If any member requires advice on declarations of interests, they are advised to contact the Head of Democratic Governance in advance of the meeting.

#### **2 MINUTES OF THE LAST MEETING HELD ON 27 SEPTEMBER 2023** (Pages 1 - 6)

To agree the minutes of the last meeting held on 27 September 2023 as a true and correct record.

#### **3 PUBLIC SPEAKING**

To consider any applications from members of the public to speak at the meeting.

**4 FLOOD RISK MANAGEMENT ANNUAL REPORT 2023** (Pages 7 - 36)

To consider the delivery of the Council's statutory duties in respect of flood risk management.

**5 BATHING WATER MANAGEMENT ANNUAL REPORT** (Pages 37 - 44)

To consider the delivery of the Council's statutory and other duties in respect of bathing water management.

**6 GREEN AND BLUE INFRASTRUCTURE STRATEGY UPDATE AND REVIEW** (Pages 45 - 104)

To consider an overview of the refreshed Green and Blue Infrastructure Strategy and its action plan.

**7 PUBLIC SPACE PROTECTION ORDER FOR PARKS, GREEN SPACES AND CEMETERIES**  
(Pages 105 - 142)

To provide a summary of the results of the recent consultation and an overview of the a new Public Space Protection Order (PSPO) for parks, green spaces and cemeteries.

**8 AIR QUALITY ACTION PLAN AND AIR QUALITY STRATEGY** (Pages 143 - 354)

To consider the final draft Air Quality Action Plan (AQAP) and Air Quality Strategy (AQS) prior to Executive consideration, and contribute as appropriate.

**9 SCRUTINY WORKPLAN** (Pages 355 - 374)

To consider the Workplan and to monitor the implementation of Committee recommendations, together with any suggestions that Members may wish to make for scrutiny review topics.

**10 DATE OF NEXT MEETING**

To note the date and time of the next meeting as Wednesday, 7 February 2024 commencing at 6.00pm.

**Venue information:**

First floor meeting room (lift available), accessible toilets (ground floor), no-smoking building.

**Other information:**

For queries regarding this agenda please contact John Greenbank, Senior Democratic Governance Adviser, Tel: 01253 477229, e-mail [john.greenbank@blackpool.gov.uk](mailto:john.greenbank@blackpool.gov.uk)

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# Agenda Item 2

## MINUTES OF CLIMATE CHANGE AND ENVIRONMENT SCRUTINY COMMITTEE MEETING - WEDNESDAY, 27 SEPTEMBER 2023

### **Present:**

Councillor Cartmell (in the Chair)

Councillors

Ellison

Hoyle

Jones

D Mitchell

Fenlon

Humphreys

Marshall

Webb

### **In Attendance:**

Councillor Paul Galley, Chair of the Scrutiny Leadership Board

Councillor Lynn Williams, Leader of the Council

Councillor Paula Burdess, Cabinet Member for Community Safety, Street Scene and Neighbourhoods

Alan Cavill, Director of Communications and Regeneration

Philip Welsh, Head of Tourism and Communications

Scott Butterfield, Strategy and Climate Lead

David Simper, Group Leader (Transport Projects)

John Greenbank, Democratic Governance Senior Adviser (Scrutiny)

### **1 DECLARATIONS OF INTEREST**

There were no declarations of interest made on this occasion.

### **2 MINUTES OF THE LAST MEETING HELD ON 5 JULY 2023**

The Committee agreed that the minutes of the meeting on 5 July 2023 be signed by the Chair as an accurate record.

### **3 PUBLIC SPEAKING**

There were no public speakers on this occasion.

### **4 EXECUTIVE AND CABINET MEMBER DECISIONS**

The Committee noted the Executive and Cabinet Member Decisions taken within its remit since the last meeting.

### **5 ANNUAL PARKING PERFORMANCE REPORT**

Mr Philip Welsh, Head of Tourism and Communications, presented the Annual Parking Performance report. The report outlined the performance of the parking service during 2022-2023 and details of performance between April and August 2023. Mr Welsh

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explained that the levels of patronage and income had been affected by the ongoing regeneration projects in Blackpool that had seen some car parks closed for part of the year. This had caused an improvement in levels of patronage in other car parks within Blackpool, which had meant there had not been a significant reduction in overall numbers during 2022-2023. Between April and August 2023 visitor numbers had risen up to the summer period but had then dropped as the result of the poor weather experienced. However the Air Show and Firework World Championship held in August had assisted in the recovery of patronage towards the end of the period.

Parking Services was also reported as continuing to invest in new infrastructure in car parks. This included ensuring that ticket machines were prepared for Vodafone's switch off of its 3G network. While Mr Welsh confirmed that patrons of car parks would be able to pay in cash, card or phone, he explained that Parking Services had sought to encourage the use of the parking app. The app made parking easier and would mean that less cash was being held in machines, making them less vulnerable to instances of crime. The app also contained a list of Council owned car parks and enabled payment for parking remotely if necessary.

The Committee discussed the possibility of using Council car parks to encourage the use of trains from Blackpool. The possibility of a discounted commuter parking permit for those parking to use trains for travelling to work was raised. This had been considered by officers previously and Mr Welsh noted that parking permits for residents and businesses were already available and could be utilised by commuters.

Mr Alan Cavill, Director of Communication and Regeneration also highlighted the challenge of identifying who was and was not a commuter. He added that the Council's wholly-owned company, Blackpool Transport Services Limited (BTS), had held discussions with the train operator, Northern, to discuss the introduction of single tickets for bus and train journeys. If this work went ahead he advised that the data gained would allow greater understanding of those commuting to and from Blackpool that could support the development of a commuter permit.

The Committee therefore asked that detail of this work and the possibility of creating a commuter parking permit be included in the next Parking Services Annual Report.

The limited Electric Vehicle (EV) Charging Infrastructure within Blackpool's car parks was also discussed. Members highlighted recent Government announcements postponing the ending of petrol and diesel vehicles sales from 2030 to 2035. Mr Scott Butterfield, Strategy and Climate Lead responded to advise that although the national target had been changed, the zero emission vehicle mandate committing car manufacturers to increasing sales of Battery Electric Vehicles had also been confirmed, and Blackpool's target for net zero remained 2030. With respect of EV charging points, additional points had been planned in the short term as part of ongoing regeneration work and through the use of Local Transport Plan funding.

Mr Welsh also explained that the option of EV charging points made Blackpool more attractive to visitors. The Committee suggested that work could be undertaken therefore with large attractions within Blackpool that operated their own car parks regarding the installation of EV infrastructure. The potential for the development of an app to locate

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charging points, book and pre-pay for their use was raised. Although it was recognised that the EV market remained small and that significant challenges existed in developing such an app, such as development time and cost, the Committee asked that the possibility of introducing an app in partnership with large attractions in Blackpool be considered and further details be included in the 2023-2024 annual report.

**The Committee agreed:**

1. That the report be noted; and
2. That the Parking Services Annual report 2023-2024 include the following details;
  - Consideration of adopting a commuter pass for residents to park at Blackpool Train Stations.
  - To explore how existing Apps can be used to improve the EV user experience for visitors.
  - The role of major attractions' car parks in relation to the promotion of EV Charging.
3. That an update on the work to potentially introduce a single tickets for bus and train journeys be provided to the Committee in due course.

**6 STAFF TRAVEL PLAN - PROGRESS AND NEXT STEPS**

Mr David Simper, Group Leader (Transport Projects), presented an update on the work to develop a Staff Travel Plan. He presented the draft Plan to the Committee and explained that this had been developed in order to update an existing document and support the Council's target of achieving net zero carbon emissions.

While recognising that some staff remained dependent on cars in order to undertake their work, there remained a significant proportion of staff who could be encouraged to modally shift to use alternative methods of transport. Mr Simper noted that 64% of staff who lived between 1-3 miles from the Council's offices used a car to travel to work. He further added that the Annual Staff Travel Survey had shown that the top three reasons for using a car for travel to work were:

- Travel Time – The perception that car travel was quicker than other forms of transport such as bus or train.
- Need – The belief that they needed a car in order to do their job.
- Cost – The belief that travel by car was cheaper than alternatives.

These responses showed the challenge that existed in getting staff to change how they travelled to work. Mr Simper advised that the assumption of cars being quicker, cheaper and their being a lack of alternatives was not always the case. He highlighted the existing bus and tram network within Blackpool for which a discounted season ticket was available, in contrast to the rising cost of fuel and car ownership.

Efforts to encourage modal shift included information available on the Council Hub, highlighting public transport offers and cycling to work facilities. It had been recognised however that there was great reluctance among many staff to reduce car usage and therefore the aims and timescales within the Plan were long-term targets. Mr Simper also

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added that ongoing regeneration developments within Blackpool such as the Tramway Extension and the introduction of electric buses, presented an opportunity to promote the benefits of public transport.

The possibility of the introduction of incentives for staff to stop car use and adopt other methods of transport was discussed by the Committee. Mr Simper informed Members that consideration had been given to the promotion of an app that rewarded users for public transport usage in the form of vouchers. It was therefore agreed that details on possible incentives for modal shift be included in future reporting.

Other options that could be considered raised by Members included, discounted gym memberships, car sharing and public transport travel discounts. It was noted that there was a discount for staff car parking and the possibility of removing this to encourage other forms of travel was discussed. Mr Alan Cavill, Director of Communication and Regeneration, noted that due to the current perceptions surrounding car use, removing car permit discounts for staff would be unpopular. He advised that the Council did however charge more for staff parking closer to its offices and that homeworking had made the purchase of discounted permits less desirable. Mr Simper also stated that talks with Blackpool Transport Services Limited, would be undertaken to look at what other incentives could be provided.

The use of E-Scooters was also raised as a possible alternative, although Mr Simper advised that this was a complex issue and highlighted that many such devices were operated illegally and were of low quality. Although it was therefore not recommended that this idea was pursued the Committee recognised the challenges posed by encouraging modal shift in staff travel and expressed its support for the draft Plan and the actions contained within, while emphasising the need for innovative thinking to achieve its aims.

**The Committee agreed:**

1. That the report be noted;
2. That the Committee's support for the aims and actions outlined be noted; and
3. That details of considerations to incentivise staff use of public transport be included in future reporting.

**Councillor Williams and Mr Simper left the meeting following this item.**

**7 ELECTRIC VEHICLE CHARGING IN BLACKPOOL - UPDATE**

Mr Scott Butterfield, Strategy and Climate Lead, presented an update on work to improve Electric Vehicle (EV) Charging Provision within Blackpool. He informed the Committee that the model for improvement envisioned the private sector operating and maintaining EV chargers in Council operated car parks and elsewhere in the town. Up to £1.7m was available from the Government's LEVI programme to develop the existing infrastructure and attract private sector investment and the model being developed would support the Council's bid for this funding.

Work to support this had included discussions with Electricity North West to gain an

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understanding of the impact of increased EV charging and to allow the identification of the best sort of chargers to be installed. In line with the objectives of the LEVI programme, most chargers installed would be "fast" chargers, which required less capacity from the electricity network, although consideration was given to the installation of a limited number of "rapid" chargers on key sites. Other work being undertaken involved the mapping of EV Charging in Blackpool to better understand EV usage and demand, which would then influence the identification of charging locations.

Mr Butterfield referred to the Council's proposed delivery model, which involved using off-street parking wherever possible, aiming for the maximum number of households possible to be within five minutes' walk of a charger. This model was suggested as on-street charging represented a challenge as an increase in people parking on street could impact traffic flow and residential amenity. As these outcomes would not be desirable, delivery of on-street chargers would only be undertaken in exceptional circumstances where it could be proven that there would be no displacement of space used by residents for parking in connection with their own residence. It was also noted by the Committee that residents charging EVs in the street from power outlets in their own homes presented a challenge. This was because of the risk to members of the public caused by trailing wires and issues associated with dated domestic electricity wiring.

Mr Butterfield noted that a number of apps existed where EV owners advertised use of their home chargers for use by visitors. He added that consideration would be needed on how these could be included in plans for EV charging in Blackpool, recognising that currently the market for such apps was small.

The Committee also discussed risk management considerations associated with increased EV charging. Mr Butterfield advised that although appropriate risk assessments would be undertaken for each of the EV charging sites identified, the risk posed by EVs was considered low compared with other forms of personal electric transportation such as scooters due to the safety requirements imposed on car manufacturers. He noted that there was a lower likelihood of vehicle fires in EVs than petrol or diesel vehicles, but acknowledged these could have more serious consequences in the event that they occurred. The main mitigation against such issues was ensuring correct installation and maintenance of vehicles and charging points.

The disposal of car batteries following their use in EVs was raised, with concern regarding the potential impact to the environment being considered. Following their use in EVs the Committee was informed that most batteries would be re-used in other green technology, with technology now emerging which allowed them to be recycled, while noting that battery technology was constantly improving. Mr Alan Cavill, Director of Communications and Regeneration, added that modal shift to greener forms of transport and an increase in eco-programmes would mean changes in supporting infrastructure and greater use of renewable green technology reducing the impact of any waste generated.

Community engagement to increase awareness of EV charging and the benefits of EVs was discussed, with Mr Butterfield advising that this was an area that required greater consideration. He added that the granting of government funding would allow for more engagement to take place and that the Council had sought to appoint an Electric Vehicle Strategy Manager with LEVI funding, part of whose role would be to undertake

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community engagement.

Equalities considerations were raised, with the Committee querying if consideration had been given to how charging bays would affect those with disabilities. Mr Butterfield responded that the PAS 1899 accessible standard for EV charging bays in car parks gave users similar space to regular disabled parking bays, but recognised that greater consideration could be needed in respect of ensuring paying for charging by those with visual disabilities.

It was noted that the proposed model for EV charging would be unlikely to develop additional revenue for the Council. Although the exact income from charging needed to be understood as part of the procurement of a charge point operator, it was envisioned that the private sector as operator of charging points would receive most of any revenue. However Mr Butterfield stated that in return any operator would assume any liabilities for their operation and maintenance, and that the arrangement envisaged returning some funding to the Council to provide staffing for the oversight of the contract

**The Committee agreed:** That the update be noted.

### **8 SCRUTINY WORKPLAN**

The Committee considered its work programme and action tracker for the remainder of the Municipal Year. It was requested that the description of the Circular Economy Item identified in the document be updated to include details of employment opportunities related to climate emergency work and programmes taking place in Blackpool.

**The Committee agreed:**

1. That the Climate Change and Environment Scrutiny Work Programme be noted; and
2. That details of climate emergency employment opportunities be included as part of the Circular Economy item on the work programme.

### **9 DATE OF NEXT MEETING**

The Committee noted the date and time of the next meeting as Wednesday, 15 November 2023 commencing at 6.00pm.

### **Chairman**

(The meeting ended at 7.56 pm)

Any queries regarding these minutes, please contact:  
John Greenbank, Senior Democratic Governance Adviser  
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<b>Report to:</b>	<b>CLIMATE CHANGE AND ENVIRONMENT SCRUTINY COMMITTEE</b>
<b>Relevant Officer:</b>	Clare Nolan- Barnes, Head of Coastal and Environmental Partnership Investments
<b>Date of Meeting</b>	15 November 2023

## FLOOD RISK MANAGEMENT ANNUAL REPORT 2023

### 1.0 Purpose of the report:

1.1 To consider the delivery of the Council’s statutory duties in respect of flood risk management. The report will provide a brief outline of the various statutory duties under the Flood and Water Management Act including the duty to publish the Lancashire Flood Risk management Strategy (Local Strategy) and our agreement to publish an annual monitoring report. The report provides information on proposed legislative changes under the Flood and Water Management Act.

### 2.0 Recommendation(s):

2.1 To scrutinise the delivery of the Council’s Statutory Duties in relation to flood risk management, the actions in the Lancashire Flood Risk management Strategy (Local Strategy) business plan for 2024 and also to consider challenges and highlight any areas for further scrutiny.

### 3.0 Reasons for recommendation(s):

3.1 To ensure constructive and robust scrutiny of the report and provide confirmation that the Council is delivering its statutory duties in respect of flood risk management.

3.2a Is the recommendation contrary to a plan or strategy adopted or approved by the Council? No

3.2b Is the recommendation in accordance with the Council’s approved budget? Yes

3.3 Other alternative options to be considered:

None

#### **4.0 Council Priority:**

4.1 The relevant Council Priority is:

- “The economy: Maximising growth and opportunity across Blackpool”

#### **5.0 Background Information**

5.1 The Council has statutory duties as set out in the Flood Risk Regulations 2009, the Flood and Water Management Act 2010 and the Flood Risk Management Overview and Scrutiny (England) Regulations 2011.

5.2 Following the completion of a Flood Risk Management Scrutiny Review in 2013, the Tourism, Economy and Resources Scrutiny Committee is to receive a report on an annual basis, relating to progress on flood risk management.

5.3 The Flood and Water Management Act has been enacted at various times through secondary legislation since receiving royal assent in 2010. Part of the Act is a duty to cooperate with others at risk management authorities and to share information. As part of this, Blackpool is part of the Lancashire Strategic Flood Risk Partnership (LSP) the LSP is made up of Member and officer representatives from Blackburn with Darwen Council, Blackpool Council and Lancashire County Council, the Environment Agency and United Utilities. The LSP provides updated reports on flooding on a quarterly basis to the Environment Agency’s Regional Flood and Coastal Committee.

5.4 Funding for the delivery of statutory duties is received in the allocation from Department for Levelling up Housing and Communities.

5.5 The Council works proactively with its partner organisations, in particular the Environment Agency and United Utilities to ensure that any available funding to allow studies or contributions is explored.

#### **6.0 Challenges and Communication with residents**

6.1. The National Flood and Coastal Erosion Risk Management Strategy for England was published in Autumn 2020 and recognises that as a result of climate change England will experience wetter winters and drier summers with an increased likelihood of wetter weather and flooding.

6.2 Blackpool has the added challenge of being a coastal town and so one of the biggest challenges is that of ensuring that the town is resilient to future flood events. The asset register and associated mapping will assist in ensuring we understand the areas of flood risk in the town.

6.3 In addition to carrying out our statutory duties and the physical resilience measures such as sea defence, the challenge will be to ensure that we engage with Communities and that they can recognise their own challenges and become resilient.

6.4 Following the allocation of £100k of funding to the Lancashire Strategic Partnership for Quick wins schemes, Blackpool Council have been successful in bidding and receiving £65k of the 2022/23 allocation to implement sustainable drainage systems to assist in the prevention of flooding.

6.5 A further bid in 2023/24 has also been successful and will be used to extend the watercourse at Heron's reach to enable the community group to continue to use the area safely to continue to teach environmental skills as part of the Princes Trust.

6.6 Members will recall in previous reports that staff commenced training and working with Partner organisations across the Fylde Peninsula to provide a flexible and knowledgeable work force to deal with our Statutory flood risk duties, this training has continued throughout 2023.

6.7 A further training exercise is being planned with the Council's Emergency Planning Team and external partners in connection with our reservoir plan

6.8 Blackpool Council, Fylde Council and Wyre Council recognise the challenges of surface water flood management across the Fylde Peninsula and are working together in The Fylde Peninsula Water Management Partnership (which also includes representatives from United Utilities and the Environment Agency) to address common issues and share resources to manage surface water issues.

## **7.0 Consenting and Enforcing on Ordinary Watercourses.**

7.1 The Council has a statutory duty to consent on applications for works which impact on ordinary watercourses. To date, since the implementation of the duty seven applications have been formally received, there were no applications by developers or residents in 2023. In addition, the Council has powers under the Land Drainage Act to enforce action where works have been undertaken without appropriate consent. This is undertaken on a reactive basis upon becoming aware of a problem. The Council have responded to a number of land drainage issues in 2023.

## **8.0 Duty to investigate flood incidents**

8.1 On becoming aware of a flood incident within Blackpool, the Council has a duty to investigate flooding incidents to the extent that it considers appropriate and necessary. A policy has been implemented stating the criteria that would trigger a formal investigation. Other incidents of flooding are investigated when appropriate

but results are not published. In 2024 we will review our Section 19 investigation and reporting methodology.

## 9.0 **Maintenance of asset register**

9.1 Blackpool Council continues to develop the asset register within the Geographical Resource Platform.

The Head of highways will make the asset register publically available on the Council's Flood Risk web site as this is developed in 2023/24. The asset records to accompany the register do contain some sensitive information which cannot be published.

## 10.0 **Lancashire Local Flood Risk Management Strategy (Local Strategy)**

10.1 The Lancashire Flood Risk Management Strategy (Local strategy) and Business Plan was published in October 2021 on the Blackpool Council Flood Risk web site.

10.2 The Local Strategy has a business plan contains 6 themes together with actions, the themes are

- Delivering Effective Flood Risk Management Locally (8 Actions)
- Understanding our Local Risks and Challenges (9 Actions)
- Supporting Sustainable Flood resilient development ( 9 Actions)
- Improving Engagement with our flood family ( 11 Actions)
- Maximising Investment Opportunity to Better Protect our Businesses and Communities (9 actions)
- Contributing towards a Sustainable Climate Resilient Lancashire (7 Actions)

10.3 Regular meetings have been set up between Blackpool Council Lancashire County Council and Blackburn with Council to monitor the actions in the business plan. A quarterly report will also be issued to the LSP so that the delivery of actions is transparent across the Partnership.

10.4 The delivery of the business plan spans the life of the strategy 2022 – 2027 but it is recognised that during its lifetime some changes may be required.

10.5 The business plan requires multi organisational working and relies on the strength of the Partnerships and a copy of the 2023 Annual monitoring report is attached to this report in Appendix A.

## **11.00 Regional Flood and Coast Committee**

- 11.1 Blackpool Council is represented at the Environment Agency's North west Regional Flood and Coastal committee which is attended by Cllr Jane Hugo. This forum forms part of the formal governance for managing flood risk in the regions and Blackpool Council pay an annual levy towards the alleviation of flood in the North west region.
- 11.2 The Authority pay an annual levy to the RFCC and this levy can be used for the Partnership funding of projects in the region, Blackpool has previously used levy funding toward its coast protection projects.
- 11.3 Blackpool Council have been successful in obtaining £65,000 from the £100,000 quick win levy allocation for Lancashire to carry out sustainable drainage systems that not only help provide flood resilience but that also create habitat. These schemes will provide case studies for the Lancashire Strategic Partnership to transfer these projects across the Lancashire County.
- 11.4 Blackpool Council report to Regional Flood and Coastal Committee on flood and coastal erosion risk management actions through the Partnership Officer a shared resource currently based at Lancashire County Council.

## **12.0 Proposed Legislative Changes - Sustainable Drainage Systems Review**

- 12.1 Members may recall that Schedule 3 of the Flood and Water Management Act 2010 was not enacted, however, on the 10<sup>th</sup> January 2023 the government "confirmed plans to ensure new sustainable drainage systems (SuDS) are adopted under Schedule 3 of the Flood and Water Management Act 2010"
- 12.2 Schedule 3 to the Flood and Water Management Act 2010 sets out a framework for the roll out of drainage systems, a sustainable drainage system approving body, the national standards on design, construction, operation, and maintenance. It also makes the right to connect surface water to sewers conditional upon a drainage system being approved before any construction work can start.
- 12.3 How this sits with or alongside the planning process is subject to further consultation. A consultation to collect views on the new proposals will launch later this year as the government seek to finalise the new rules ahead of their implementation throughout 2024"
- 12.4 This proposal should enable the Council to ensure that there is a responsible approach by developers to managing drainage and flood risk on new developments.

Does the information submitted include any exempt information? No

**List of Appendices:**

Appendix 4(a) - Local Flood Risk Management Strategy Business Plan  
Annual Monitoring Report

**13.0 Financial considerations:**

13.1 The Department for Environment Flood and Rural Affairs along with the Department for Communities and Local Government provide some funding to undertake flood risk projects and studies.

**14.0 Legal considerations:**

14.1 None.

**15.0 Risk management considerations**

15.1 Failure to implement the statutory duties could lead to unquantified and unmanaged flood risk to Blackpool.

Blackpool Council needs to retain the expertise and resource to deliver the statutory duties in the Flood and Water Management Act (2010) and the Land Drainage Act. In order to remain resilient, we will continue to extend the expertise and ensure that Council has a flexible workforce, during 2024 more officers will be trained to carry out statutory duties in respect of flood risk management in particular reservoir management and Blackpool will work with partners to provide a cohesive approach to delivering our duties.

This training will continue to be expanded to the Emergency Planning Role

**16.0 Equalities considerations and the impact of this decision for our children and young people:**

16.1 Flooding has the potential to impact on vulnerable residents to a greater extent and will need to be managed accordingly.

**17.0 Sustainability, climate change and environmental considerations:**

17.1 None.

**18.0 Internal/ External Consultation undertaken:**

18.1 Blackpool Council is part of the Lancashire Flood Risk Partnership and also chairs the Fylde Peninsula Water Management Partnership which review flood risk in the wider area.

**19.0 Background papers:**

19.1 None.

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Appendix 4(a)

# Local Flood Risk Management Strategy for Lancashire

**2021 - 2027**

**2023 Annual Monitoring Report**



Blackburn with  
Darwen Council

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Blackpool Council



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## Abbreviations

Table of Abbreviations	
Blackburn with Darwen Council	BwD
Flood and Coastal Erosion Risk Management Partnership	FCERM
Flood Action Groups	FLAGS
Lancashire County Council	LCC
Lead Local Flood Authority	LLFA
Local Flood Risk Management Strategy	LFMRS
Red, Amber, Green	RAG
Regional Flood and Coastal Committee	RFCC
Risk Management Authorities	RMAs

## What is the Local Flood Risk Management Strategy for Lancashire?

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### Our Vision

*By 2027, Lancashire will be a flood resilient place responsive to risks, challenges and opportunities supporting a sustainable future for the people of Lancashire.*

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Following the [Pitt Review](#), in 2010 the Government introduced the [Flood and Water Management Act](#) to give new powers and responsibilities to local authorities to better manage the risk of local flooding in their areas. Under this legislation, County and Unitary Councils became Lead Local Flood Authorities (LLFA).

Blackpool Council, Blackburn with Darwen Council and Lancashire County Council, as Lancashire's Lead Local Flood Authorities, have worked together to produce a joint Local Flood Risk Management Strategy for managing local flood risks in Lancashire.

One of the statutory duties of a Lead Local Flood Authority is to produce a Local Flood Risk Management Strategy (LFRMS), supporting the delivery of the [National Flood and Coastal Erosion Risk Management Strategy](#) ambitions and the Government's [25 Year Environment Plan](#). Links to the Strategy and the Non-Technical Summary can be found on the [County Council's website](#).

## Why are we doing an Annual Monitoring Report?

The Annual Monitoring Report will focus on objectives with a delivery milestone between November 2022 and December 2023. It also includes an update on objectives with milestones, which are ongoing to 2027 as well as an update on 2022 objectives to provide a complete picture of delivery progress.

An annual monitoring report will be produced each year by the Lead Local Flood Authorities, reflecting on actions delivered within the reporting year. The annual monitoring report will hold each Risk Management Authority accountable for delivering their objectives. It will also provide more transparency to our communities who will be able to view our progress.

The annual monitoring report is produced for the following:

- Our communities, including [Flood Action Groups](#)
- Councillors, including scrutiny committees
- [Flood Risk Management Authorities](#)
- [Lancashire Flood and Coastal Erosion Risk Management Partnership](#)
- [North West Regional Flood and Coastal Committee](#)

Successful delivery of our Strategy relies on partnership working. We have and will continue to report on progress and monitor delivery transparently and cooperatively with our partners at the [Lancashire Flood and Coastal Erosion Risk Management Partnership](#) meetings.

## How do I to interpret the Annual Monitoring Report?

The progress of each action will be given a RAG (Red, Amber, Green) status. The RAG status is broken down into four categories:

RAG Status	
	<b>Red</b> - This means the objective has not yet been started.
	<b>Amber</b> – This means the objective is in progress. Work has started but is not yet complete.
	<b>Green</b> – This means the objective has been completed and there is no further action.
	<b>On Hold</b> – The objective is hold. This may be used where the objective owner is awaiting policy updates which may significantly impact on delivery of the objective.

This report presents an overall RAG status, highlighting the progress made by Lancashire's Lead Local Flood Authorities as a collective, shown in the 'progress status' column.

'Delivery milestones' are not deadlines, but a desirable target date for the completion of each business plan objective. Flood risk management authorities in Lancashire will work together to manage local flood risks and deliver the objectives set out in the strategy.

However, it is impossible to predict future events and legislative changes which could impact on the delivery of these objectives, and therefore 'delivery milestones' have been included to allow flood risk management authorities the capacity to respond to local flooding as and when they may occur; this is where the status 'on hold' may be used.

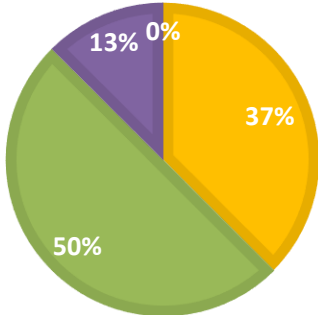
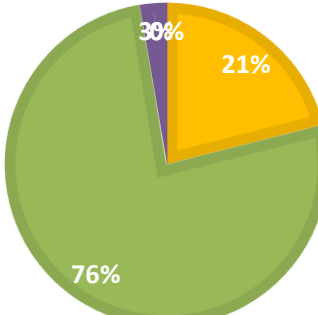
Each delivery objective has an 'objective owner', and it is their responsibility to lead and carry through the action. If the objective owner needs input from others to complete their action, they can contact those listed in the 'support from' column. Partners will work together to deliver the expected objective output or outcome.

The business plan includes objectives which will run the entirety of this strategy, from November 2021 to March 2027. These will be marked with a delivery milestone 'ongoing to 2027' but will be progressed, monitored, and reported on each year. A RAG status for the current years progress will be given.

## What we have delivered

Lancashire's Lead Local Flood Authorities have worked collaboratively with other flood risk management authorities and wider partners to make progress with the delivery of 38 objectives since the adoption of the Strategy in November 2021. 8 of those 38 objectives were programmed for delivery in 2023.

Details of progress of objectives can be found in the subsequent tables. In summary:

2023 Objective Delivery	Overall (2021 – 2023) Objective Delivery																														
<ul style="list-style-type: none"> <li>• <b>0 (0%)</b> objectives have not started</li> <li>• <b>3 (37%)</b> objectives have started and are in progress</li> <li>• <b>4 (50%)</b> objectives have been completed</li> <li>• <b>1 (13%)</b> objective has been put on hold</li> </ul>	<ul style="list-style-type: none"> <li>• <b>0 (0%)</b> objectives have not started</li> <li>• <b>8 (21%)</b> objectives have started and are in progress</li> <li>• <b>29 (76%)</b> objectives have been completed</li> <li>• <b>1 (3%)</b> objective has been put on hold</li> </ul>																														
<p style="text-align: center;"><b>2023 OBJECTIVE STATUS</b></p> <p style="text-align: center;"> <span style="color: red;">■</span> Not Started    <span style="color: yellow;">■</span> In Progress  <span style="color: green;">■</span> Complete    <span style="color: purple;">■</span> On hold         </p>  <table border="1" style="display: none;"> <caption>2023 Objective Status Data</caption> <thead> <tr> <th>Status</th> <th>Count</th> <th>Percentage</th> </tr> </thead> <tbody> <tr> <td>Not Started</td> <td>0</td> <td>0%</td> </tr> <tr> <td>In Progress</td> <td>3</td> <td>37%</td> </tr> <tr> <td>Complete</td> <td>4</td> <td>50%</td> </tr> <tr> <td>On hold</td> <td>1</td> <td>13%</td> </tr> </tbody> </table>	Status	Count	Percentage	Not Started	0	0%	In Progress	3	37%	Complete	4	50%	On hold	1	13%	<p style="text-align: center;"><b>OVERALL OBJECTIVE STATUS</b></p> <p style="text-align: center;"> <span style="color: red;">■</span> Not Started    <span style="color: yellow;">■</span> In Progress  <span style="color: green;">■</span> Complete    <span style="color: purple;">■</span> On hold         </p>  <table border="1" style="display: none;"> <caption>Overall Objective Status Data</caption> <thead> <tr> <th>Status</th> <th>Count</th> <th>Percentage</th> </tr> </thead> <tbody> <tr> <td>Not Started</td> <td>0</td> <td>0%</td> </tr> <tr> <td>In Progress</td> <td>8</td> <td>21%</td> </tr> <tr> <td>Complete</td> <td>29</td> <td>76%</td> </tr> <tr> <td>On hold</td> <td>1</td> <td>3%</td> </tr> </tbody> </table>	Status	Count	Percentage	Not Started	0	0%	In Progress	8	21%	Complete	29	76%	On hold	1	3%
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## A forward look to what we will be delivering in 2024

The annual monitoring report also provides a forward look to the objectives intended for delivery in 2024.

Looking ahead to 2024, there are 9 new objectives which the objective owners will aim to deliver. Objectives which are ongoing to 2027, will have a refreshed RAG status in the 2023 annual monitoring report. An overview of next year's objectives can be found below.

## Objectives delivered in 2021 and 2022

Theme	Objective	Output / Outcome	Objective Owner	Support From	Delivery Milestone	Progress Status
<b>Theme 3:</b> Supporting sustainable flood resilient development	<b>3.3</b> Be represented on the North West RFCC's Planning Sub Group to ensure Lancashire is contributing to and learning from best practice across the region and nationally in relation to planning, development and SuDS.	Nominated representatives represent Lancashire at the group and feed back to the partnership, flood risk management authorities and local planning authorities as required.	Nominated Representative	Partnership Coordinator	June 2022	<b>Complete</b>
<b>Theme 3:</b> Supporting sustainable flood resilient development	<b>3.7</b> Encourage all flood risk management authorities in Lancashire to become members of the Association of SuDS Authorities (ASA).	Increase in member of ASA from flood risk management authorities in Lancashire.	Partnership Coordinator	LLFA	March 2022	<b>Complete</b>
<b>Theme 3:</b> Supporting sustainable flood resilient development	<b>3.9</b> Produce 'LLFA Standing Advice for Minor Planning Applications' to enable Local Planning Authorities to assess minor planning applications in relation to local flood risks without direct LLFA consultation in most circumstances.	LLFA Standing Advice for Minor Applications is produced and issued to all Local Planning Authorities in Lancashire.	LLFA	Local Planning Authorities	September 2022	<b>Complete</b>
<b>Theme 4:</b> Improving engagement with our flood family	<b>4.1</b> Improve the 'The Lancashire Partnership' webpage on The Flood Hub, including by setting	The Lancashire Partnership webpage on The Flood Hub is refreshed and	Partnership Coordinator	Partnership Chair	March 2022	<b>Complete</b>

Theme	Objective	Output / Outcome	Objective Owner	Support From	Delivery Milestone	Progress Status
	out who our flood family is.	improved, including a 'Lancashire Flood Family' section which identifies immediate and wider partners, and key communities and business, as appropriate, that we engage with.				
<b>Theme 4:</b> Improving engagement with our flood family	<b>4.2</b> Update Local Authority 'flooding' webpages and ensure they link to The Flood Hub to support community awareness, engagement and resilience	All Local Authority webpages in Lancashire are refreshed and include a link to The Flood Hub website to support community resilience.	LLFA District Councils	Partnership Coordinator	March 2022	<b>Complete</b>
<b>Theme 4:</b> Improving engagement with our flood family	<b>4.4</b> Ensure Flood Action Groups (FIAGs) in Lancashire who consent to their 'get in touch' details being shared on The Flood Hub are published on the map and on the Partnership webpage.	Following GDPR consent, contact details for FIAGs in Lancashire are published on The Flood Hub so that those at risk in the community can easily find and contact their local FIAG.	Partnership Coordinator	LLFA	June 2022	<b>Complete</b>
<b>Theme 4:</b> Improving engagement with our flood family	<b>4.8</b> Ensure Lancashire is represented at every North West Regional Flood and Coastal Committee's (RFCC) and its sub-groups as formed, to ensure we	The Lancashire FCERM Partnership has an appointed representative(s) to attend every RFCC meeting, and RFCC	Councillor Representative	Partnership Coordinator	December 2021	<b>Complete</b>

Theme	Objective	Output / Outcome	Objective Owner	Support From	Delivery Milestone	Progress Status
	are working effectively with regional partners, sharing best practice and influencing any decisions or recommendations made to the RFCC and sub-regional FCERM Partnerships.	sub-groups as formed. Lancashire shares best practice and learning with colleagues across the North West region, and feeds back to the Partnership from other areas.				
<b>Theme 4:</b> Improving engagement with our flood family	<b>4.9</b> Ensure all flood risk management authorities are proactively engaged with the Lancashire Resilience Forum (LRF) to continually improve our multi-agency and operational responses to flooding incidents.	Continuous improvement is built into both the LRF and operational flood responses.	LLFA, District Councils  Water & Sewerage Companies  Environment Agency  Highways Authority	Partnership Coordinator	June 2022	<b>Complete</b>
<b>Theme 4:</b> Improving engagement with our flood family	<b>4.10</b> Include separate Highway Authority and infrastructure provider representation on the Lancashire FCERM Partnership, at relevant levels, as appropriate, to ensure highway and other infrastructure flood risks are also captured.	Highway and other infrastructure flooding issues are better understood and, where possible, used to inform capital bids in the Investment Programme 2021 – 2027 to increase long term infrastructure resilience to help build a more flood resilient economy.	Highway Authority  Infrastructure Provider	Partnership Coordinator	March 2022	<b>Complete</b>



Theme	Objective	Output / Outcome	Objective Owner	Support From	Delivery Milestone	Progress Status
<b>Theme 4:</b> Improving engagement with our flood family	<b>4.11</b> Promote the educational resources provided on The Flood Hub and United Utilities SuDS for Schools programme via Local Authority Schools Portal / Educational Leads.	Educational material on flood risks are distributed to schools and teachers throughout Lancashire in order to embed into key stage syllabus and lesson plans relation to geography and climate change.	LLFA	Environment Agency  Water & Sewerage Companies  The Flood Hub	March 2022	<b>Complete</b>
<b>Theme 5:</b> Maximising Investment Opportunities to Better Protect our Businesses and Communities	<b>5.2</b> Proactively monitor the delivery of the programme at every level of the Lancashire FCERM Partnership and hold delivery leads accountable and ensure this is consistent with best practice established from across the region and/or other RFCC areas.	A collective monitoring framework is established and shared at all levels of the Partnership and measured against quarterly with a progress report provided. Monitoring must include against delivering efficiencies and achieving the required partnership funding contributions, as well as timescales and outcomes projected.	Partnership Councillors	Project Advisor  Partnership Coordinator	June 2022	<b>Complete</b>
<b>Theme 5:</b> Maximising Investment Opportunities to Better Protect our Businesses and Communities	<b>5.3</b> Share the programme with partners at all levels and with Catchment Partnerships to identify any collaboration	Investment Programme 2021 – 2027 is shared with Catchment Partnerships, and	Partnership Coordinator  Project Advisor	-	June 2022	<b>Complete</b>

Theme	Objective	Output / Outcome	Objective Owner	Support From	Delivery Milestone	Progress Status
	opportunities.	opportunities for collaboration in delivery are identified to drive efficient and successful partnership working projects, as appropriate.				
<b>Theme 5:</b> Maximising Investment Opportunities to Better Protect our Businesses and Communities	<b>5.6</b> Establish a process for the Partnership which facilitates quick allocation, approval and delivery of 'Quick Win' funding allocated annually to the Partnership. This includes governance and a re-allocation of 'Quick Win' funding allocated annually to the Partnership. This includes governance and a re-allocation of funding if not spent as agreed.	A 'Quick Win' Protocol is established for The Lancashire FCERM Partnership and shared with colleagues across the North West as best practice.	Partnership Chair	Project Advisor  Partnership Coordinator	March 2022	<b>Complete</b>
<b>Theme 6:</b> Contributing to a Sustainable and Climate Resilient Lancashire	<b>6.2</b> Ensure a climate change allowance is incorporated into all proposed new sustainable drainage systems on developments consistent with national and/or local planning requirements and published guidance.	All new sustainable drainage systems on developments incorporate an allowance for climate change consistent with national and/or local planning requirements.	Local Planning Authorities	LLFA  Environment Agency  Water & Sewerage Companies  Highway Authority	December 2021	<b>Complete</b>

Theme	Objective	Output / Outcome	Objective Owner	Support From	Delivery Milestone	Progress Status
				District Councils		
<b>Theme 6:</b> Contributing to a Sustainable and Climate Resilient Lancashire	<b>6.6</b> Support Local Planning Authorities in undertaking a climate change review of Planning Policy and the Use and Management of Water in Lancashire to identify actions they can take to better manage flood risks presented by development and urban creep.	Local Plans in Lancashire are reviewed in the context of climate change and development management actions identified to better manage urban creep. Flood risk management authorities will support and engage with the Climate Change and the Use and Management of Water workshop.	Local Planning Authorities	LLFA Environment Agency Water & Sewerage Companies	September 2022	<b>Complete</b>
<b>Theme 6:</b> Contributing to a Sustainable and Climate Resilient Lancashire	<b>6.7</b> Work with The Flood Hub and partner flood risk management authorities to promote property flood resilience measures and land flood resilience measures, and signpost to reputable suppliers if this is possible.	The Flood Hub promotes property flood resilience and land flood resilience campaign via social media at least once a year. Reputable supplier list is provided on The Flood Hub.	The Flood Hub	LLFA Environment Agency Water & Sewerage Companies	September 2022	<b>Complete</b>

## Objectives programmed for delivery in 2023

Theme	Objective	Output / Outcome	Objective Owner	Support From	Delivery Milestone	Progress Status
<b>Theme 1:</b> Delivering effective flood risk management locally	<b>1.5</b> Address the need for a Highway Drainage Connection Policy.	Highway Drainage Connection Policy is created, adopted and implemented by the Highway Authority.	Highway Authority	LLFA	March 2023	<b>In Progress</b>
<b>Theme 2:</b> Understanding our local risks and challenges	<b>2.6</b> Spatially map all historic and new known flooding incidents across Lancashire since 2013 and categorise accordingly e.g. internal / external property / business etc.	GIS mapping system showing locations which have flooded including key details in the attribute table.	LLFA	District Councils Water & Sewerage Companies Environment Agency Highway Authority	March 2023	<b>Complete</b>
<b>Theme 2:</b> Understanding our local risks and challenges	<b>2.8</b> Consider how Council processes can be improved to make it easier to gather information from residents and businesses which are affected /have been flooded from local sources (i.e. from ordinary watercourses, from surface water, from groundwater).	Established and consistent process in place for gathering information from residents and businesses that have been flooded from local sources.	LLFA	Environment Agency	March 2023	<b>Complete</b>
<b>Theme 2:</b> Understanding our local risks and challenges	<b>2.9</b> Benchmark LLFA datasets to ensure all available data is utilised in understand risks.	Baseline LLFA datasets are understood and 'other sources' of data are scoped, considered and implemented into	LLFA	Environment Agency Water & Sewerage Companies	March 2023	<b>Complete</b>

Theme	Objective	Output / Outcome	Objective Owner	Support From	Delivery Milestone	Progress Status
		databases.		District Councils Partnership Coordinator		
<b>Theme 3:</b> Supporting sustainable flood resilient development	<b>3.2</b> Work with Local Planning Authorities to encourage adoption of the SuDS Pro-forma through their Local Planning Validation Checklist for 'Major' development.	Local Planning Authorities will require a locally adapted SuDS pro-forma to be submitted for every major planning application.	Local Planning Authorities	LLFA Partnership Coordinator	December 2023	<b>In Progress</b>
<b>Theme 3:</b> Supporting sustainable flood resilient development	<b>3.4</b> Establish a process which ensures 'as built' SuDS assets are validated and captured in Flood Risk Asset Registers.	'As built' SuDS assets are captured in Flood Risk Asset Register.	LLFA	Local Planning Authorities	March 2023	<b>On Hold</b>
<b>Theme 4:</b> Improving engagement with our flood family	<b>4.7</b> Develop a Communication and Engagement Plan showing clear lines of communication and reporting, within and amongst flood risk management authorities, wider partners and the people of Lancashire. This will include proactive communications and responsive communication to, for example, flood/weather alerts. This	Communication and Engagement Plan for Lancashire.	Partnership Coordinator	Corporate Communications The Flood Hub	March 2023	<b>Complete</b>

Theme	Objective	Output / Outcome	Objective Owner	Support From	Delivery Milestone	Progress Status
	<p>should also include a progress for how good practice is captured from across Lancashire, including from Catchment Partnership and wider partners, and shared appropriately with our flood family and the people of Lancashire.</p>					
<p><b>Theme 5:</b> Maximising Investment Opportunities to Better Protect our Businesses and Communities</p>	<p><b>5.5</b> Develop a 'funding catalogue' of all potential sources of funding from public, private, voluntary, and other sectors. Explore opportunities to collate this for the region, working with other Project Advisors to achieve this.</p>	<p>'Funding catalogue' is created, shared, maintained, and used to enable delivery of identified projects, particularly those which are not viable or borderline.</p>	<p>Project Advisor</p>	<p>Water &amp; Sewerage Companies  Environment Agency  LLFA  Highway Authority  District Councils</p>	<p>March 2023</p>	<p><b>In Progress</b></p>

## Objectives programmed for ongoing delivery to 2027 (2023 update)

Theme	Objective	Output / Outcome	Objective Owner	Support From	Delivery Milestone	Progress Status
Theme 1: Delivering effective flood risk management locally	<b>1.1</b> Maintain, apply and monitor the Lancashire Local Flood Risk Management (LFRM) Strategy 2021 - 2027	A monitoring framework for the Lancashire LFRM Strategy is established and delivery monitored.	LLFA	Lancashire FCERM Partnership <i>(Strategic and Tactical)</i>  Partnership Coordinator	Ongoing to 2027	<b>Complete and ongoing</b>
Theme 1: Delivering effective flood risk management locally	<b>1.4</b> Work proactively with Local Planning Authorities to ensure effective local policies are in place for managing flood risk and coastal erosion through the Land and Marine Planning Processes	Local Plan policy and evidence base review are informed by direct input from flood risk management authorities.	Local Planning Authorities	Environment Agency  LLFA  Water & Sewerage Companies  Coast Protection Authorities	Various and Ongoing	<b>Complete and ongoing</b>
Theme 1: Delivering effective flood risk management locally	<b>1.7</b> Deliver LLFA actions and engage with the delivery of actions that require partnership working contained within the National FCERM Strategy Action Plan.	Relevant actions identified in the National FCERM Strategy Action Plan are delivered.	LLFA	Environment Agency  Water & Sewerage Companies  District Councils  Others as identified	Various	<b>Complete</b>

Theme	Objective	Output / Outcome	Objective Owner	Support From	Delivery Milestone	Progress Status
<b>Theme 2:</b> Understanding our local risks and challenges	<b>2.1</b> Deliver any outstanding Surface Water Management Plans (SWMP), and identify further studies needed.	Surface Water Management Plans are delivered and used to inform bids into the Investment Programme as appropriate. Further SWMPs are added to Investment Programme.	LLFA	Project Advisor District Councils Environment Agency Water & Sewerage Companies	Ongoing to 2027	<b>In Progress</b>
<b>Theme 2:</b> Understanding our local risks and challenges	<b>2.3</b> Bid for funding to map all ordinary watercourses in Lancashire, and feed this mapping and any modelling into national maps to improve all risk management authority understanding of local ordinary watercourse networks	All ordinary watercourses in Lancashire are mapped and fed back into national mapping collated by the Environment Agency.	LLFA	Project Advisor Environment Agency	Ongoing to 2027	<b>In Progress</b>
<b>Theme 2:</b> Understanding our local risks and challenges	<b>2.5</b> Continue to populate the Flood Risk Asset Register and Record and utilise this data in managing local flood risks.	Flood Risk Asset Register will grow in size to include new and existing flood risk assets, and is integrated appropriately for use within each LLFA e.g. through GIS.	LLFA	Asset Management	Ongoing to 2027	<b>In Progress and ongoing</b>



Theme	Objective	Output / Outcome	Objective Owner	Support From	Delivery Milestone	Progress Status
<b>Theme 3:</b> Supporting sustainable flood resilient development	<b>3.1</b> Support and provide input to Local Planning Authorities during plan making to ensure evidence base documents, policies and guidance are suitable and take account of best practice, climate change, biodiversity net gain and amenity aspirations.	Effective Local Plan policies for flood risk, coastal erosion and sustainable drainage are adopted, and informed by high quality evidence provided by flood risk management authorities.	Water & Sewerage Companies Environment Agency LLFA Highway Authority	District Councils	Ongoing to 2027	<b>Complete and ongoing</b>
<b>Theme 4:</b> Improving engagement with our flood family	<b>4.3</b> Continue to support maintenance and development of The Flood Hub, including the launch of a new material.	Lancashire is represented at The Flood Hub website maintenance meetings, and a communications plan is developed for how Lancashire changes, news and issues can be fed up to The Flood Hub team.	Partnership Coordinator	LLFA District Councils Water & Sewerage Companies Highway Authority	Ongoing to 2027	<b>Complete and ongoing</b>
<b>Theme 4:</b> Improving engagement with our flood family	<b>4.6</b> Continue to attend and work proactively with Catchment Partnerships to identify local opportunities to work together to co-fund and co-deliver natural flood management and other schemes within the community and private landownership.	Natural flood management and other schemes and projects are funded and delivered in Partnership where possible.	Partnership Coordinator	LLFA, Environment Agency	Ongoing to 2027	<b>Complete and ongoing</b>

Theme	Objective	Output / Outcome	Objective Owner	Support From	Delivery Milestone	Progress Status
<b>Theme 5:</b> Maximising Investment Opportunities to Better Protect our Businesses and Communities	<b>5.1</b> Deliver schemes within the Investment Programme 2021 – 2027 to time and cost, including meeting partnership funding and efficiency requirements of grant funding.	Schemes in the Investment Programme 2021 – 2027 are delivered by March 2027.	Environment Agency  LLFA  Highway Authority	Water & Sewerage Companies  Project Advisor	Ongoing to 2027	<b>In Progress and ongoing</b>
<b>Theme 5:</b> Maximising Investment Opportunities to Better Protect our Businesses and Communities	<b>5.4</b> Continue to identify opportunities / need for investment in flood risk management infrastructure and ensure these are captured in the Investment Programme 2021 – 2027 at the earliest opportunity to secure an allocation, where viable.	New schemes continue to be identified from flood risk management authority investigations, studies and partnership meetings.	LLFA Environment Agency  Water & Sewerage Companies  Highway Authority  District Councils	Project Advisor  Partnership Coordinator  Catchment Partners	Ongoing to 2027	<b>Complete and ongoing</b>
<b>Theme 5:</b> Maximising Investment Opportunities to Better Protect our Businesses and Communities	<b>5.8</b> Where opportunities arise and where appropriate to do so, make government aware of funding challenges experienced in Lancashire, relating to funding duties of flood risk management authorities and investment in areas at risk of local flooding.	Government are made aware of funding challenges Lancashire experiences, relating to both funding flood risk management authority duties and investment in areas at risk of local flooding (surface water, groundwater and flooding from ordinary watercourses) where it is appropriate to do so.	LLFA	Project Advisor  North West RFCC	Ongoing to 2027	<b>Complete and ongoing</b>

Theme	Objective	Output / Outcome	Objective Owner	Support From	Delivery Milestone	Progress Status
<b>Theme 5:</b> Maximising Investment Opportunities to Better Protect our Businesses and Communities	<b>5.9</b> Ensure The Flood Hub is updated with flood risk schemes in progress and completed on a periodic basis.	The Flood Hub reflects delivery of flood risk management schemes in Lancashire.	Partnership Coordinator	LLFA Project Advisor	Ongoing to 2027	<b>Complete, and ongoing</b>
<b>Theme 6:</b> Contributing to a Sustainable and Climate Resilient Lancashire	<b>6.1</b> Work with climate change action groups set up following Local Authority declaration of a climate emergency to ensure actions to address flood risk and coastal erosion are incorporated within climate change action plans.	Attendance at and input to products and outcomes from climate change action groups. Climate change action plan includes measures to address flood risk and coastal erosion.	LLFA Environment Agency Water & Sewerage Companies District Councils Highway Authority	Partnership Coordinator	March 2027	<b>Complete</b>

## Objectives programmed for delivery in 2024

Theme	Objective	Output / Outcome	Objective Owner	Support From	Delivery Milestone
<b>Theme 1:</b> Delivering effective flood risk management locally	<b>1.2</b> Review and revise existing Section 19 Flood Investigation Policy, incorporating lessons learnt since 2010.	A new Section 19 Flood Investigation Policy is adopted and implemented by LLFAs.	LLFA	Environment Agency  Water & Sewerage Companies  District Councils  Partnership Coordinator	March 2024
<b>Theme 1:</b> Delivering effective flood risk management locally	<b>1.3</b> Review and revise existing Consenting and Enforcement Policy for regulating ordinary watercourses.	A new Ordinary Watercourse Regulation Policy is adopted and implemented by LLFAs, including a clear position on culverting.	LLFA	Environment Agency  Water & Sewerage Companies  District Councils  Partnership Coordinator	March 2024
<b>Theme 1:</b> Delivering effective flood risk management locally	<b>1.6</b> Consider the need for a 'Designation of Flood Risk Features' Policy.	'Designation of Flood Risk Features' Policy considered and, if appropriate, created and adopted.	LLFA  Environment Agency	Partnership Coordinator	March 2024
<b>Theme 1:</b> Delivering effective flood risk management locally	<b>1.8</b> Undertake a mid-term review of the Strategy.	Strategy is reviewed and updated appropriately.	LLFA	Partnership Coordinator  Environment Agency	October 2024
<b>Theme 2:</b> Understanding our local risks and challenges	<b>2.2</b> Bid for funding to install groundwater monitoring	Groundwater monitoring equipment is installed in	LLFA or District Council(s)	Project Advisor	March 2024

Theme	Objective	Output / Outcome	Objective Owner	Support From	Delivery Milestone
	equipment to improve our understanding of groundwater flooding in targeted areas in Lancashire.	targeted areas agreed by flood risk management authorities, and data used to inform decision making.			
<b>Theme 3:</b> Supporting sustainable flood resilient development	<b>3.8</b> Where appropriate, recommend to Local Planning Authorities that developers provide a contribution (S106 / CIL monies) to FCERM schemes that provide benefits to better protecting the development / community from flood risks prior to the grant of planning permission	Where appropriate, developers are required to provide a contribution towards a FCERM scheme through S106 or CIL monies prior to the grant of planning permission.	Local Planning Authorities	Project Advisory LLFA Environment Agency	March 2024
<b>Theme 4:</b> Improving engagement with our flood family	<b>4.5</b> Work better together to deliver more effective, targeted and partner focused asset maintenance regime for those assets owned by flood risk management authorities	Asset maintenance regimes are reviewed, revised and considered in a risk-based manner, and with a partnership focus to identify opportunities to deliver a more efficient multi-agency service.	Environment Agency  Water and Sewerage Companies  Highway Authority  District Councils	Partnership Coordinator	March 2024
<b>Theme 6:</b> Contributing to a Sustainable and Climate Resilient Lancashire	<b>6.3</b> Investigate the feasibility of retrofitting SuDS in schools and other local authority owned buildings across Lancashire to improve their resilience and provide an educational resource.	There is an increase in schools and other public sector across Lancashire with SuDS retro-fitted to better manage surface water and remove, where feasible, existing flows from the public sewer	Education/Asset Departments in Local Authorities (County and District)	United Utilities	March 2024

Theme	Objective	Output / Outcome	Objective Owner	Support From	Delivery Milestone
		network.			
<b>Theme 6:</b> Contributing to a Sustainable and Climate Resilient Lancashire	<b>6.5</b> In contributing towards a climate resilient highway network and economy, consider how Highway Authorities in Lancashire could adopt SuDS components under the Highways Act 1980. Work with United Utilities to share learning following introduction of the Design and Construction Guide (DCG) for Sewers.	Highway SuDS Adoption Code to be considered and, if appropriate, produced. Production to be support by shared learning from United Utilities colleagues.	Highway Authority	United Utilities  LLFA	March 2024

<b>Report to:</b>	<b>CLIMATE CHANGE AND ENVIRONMENT SCRUTINY COMMITTEE</b>
<b>Relevant Officer:</b>	Clare Nolan- Barnes, Head of Coastal and Environmental Partnership Investments
<b>Date of Meeting:</b>	15 November 2023

## BATHING WATER MANAGEMENT ANNUAL REPORT

### 1.0 Purpose of the report:

- 1.1 To consider the delivery of the Council's statutory and other duties in respect of bathing water management. The report will provide a brief outline of the various statutory duties and highlight areas of challenge and concerns and information on the work of Partnership Working through Turning Tides.

### 2.0 Recommendation(s):

- 2.1 To scrutinise the delivery of the Councils statutory and other responsibilities in relation to bathing water management, note the challenges, actions and highlight any areas for further scrutiny.

### 3.0 Reasons for recommendation(s):

- 3.1 To ensure constructive and robust scrutiny of the report and provide confirmation that the Council is delivering its statutory duties and other responsible duties and actions in respect of bathing water management.

3.2a Is the recommendation contrary to a plan or strategy adopted or approved by the Council? No

3.2b Is the recommendation in accordance with the Council's approved budget? Yes

3.3 Other alternative options to be considered:

None

#### **4.0 Council Priority:**

4.1 The relevant Council Priority is:

“The economy: Maximising growth and opportunity across Blackpool”

#### **5.0 Background Information**

5.1 The Council has statutory duties as set out in the Bathing Water Directive 2006 (BWD) implemented through the Bathing Water Regulations 2013 (BWR) in respect of its four bathing waters which are, Blackpool South, Blackpool Central, Blackpool North and Bispham.

5.2 Following the completion of Bathing Water Management Scrutiny Review in 2013, the Scrutiny Committee is to receive a report on an annual basis, relating to progress on its bathing waters.

#### **5.3 Statutory Duties**

5.3.1 The BWD requires Blackpool Council to erect signage at all its bathing waters providing specific details of the bathing water, the quality of the water and any links for the public to enquire at any time during the bathing season about the quality of the water. In addition, the BWD set stricter standards to be adhered to in respect of bathing waters quality compared to previous directives. These stricter standards were imposed following the 2015 bathing season. Blackpool Council responded to the challenges by forming a partnership with Wyre, Fylde and Lancashire County Councils, the Environment Agency United Utilities and Keep Britain Tidy to take collective and collaborative action to ensure our Fylde Peninsula Bathing Waters are the best quality possible and meet the stricter standards directed by the BWD.

In addition to forming a local partnership, Blackpool also embraced a regional approach to improving bathing waters via the Turning Tides Partnership

#### **5.4 Budget Information**

5.4.1 There is no official funding for the delivery of our statutory duties under the BWD. However, the Council works proactively with its partner organisations in particular the Environment Agency and United Utilities to ensure that any available funding to deliver projects or campaigns is explored.

The Turning Tides Partnership are working together to establish funding for a three year period to enable the re-establishment of a Turning tides officer that was previously hosted by Keep Britain Tidy and for project works to improve bathing waters. It is anticipated that funding from partners will allow Blackpool Council to



establish a Turning tides Partnership Officer, Communications Officer and provide the secretariat duties for the Partnership.

## **6.0 Statutory Duty**

6.1.1 Blackpool Council has consistently complied with its duty to erect signage at its four bathing waters, Blackpool South, Blackpool Central Blackpool North and Bispham. The signage provides the relevant information about the sampling point which is used by the Environment Agency when they sample. To date, the Council has not received any adverse comments from the Environment Agency regarding its statutory signage.

6.1.2 Blackpool Council have responded in respect of its statutory duty to advise the public against bathing if there is likely to be increased pollution at a bathing water on a set day, this occurs when the Environment Agency have issued a pollution risk forecast warning.

6.1.3 In 2021 the Environment Agency changed its pollution risk forecasting applications to bathing waters which significantly reduced the number of pollution risk forecasts in Blackpool during the 2021 and 2022 bathing water seasons. The Environment Agency has reviewed it's applications for calculating the risk of pollution for 2023 the pollution risk forecast which resulted in more advisory notices in the 2023 season.

6.1.4 If a pollution risk forecast is given and the signage is erected the results for that day can be discounted from the final results to reflect the fact that advice has been given on that day.

6.1.5 The Environment Agency have also changed their approach to pollution risk forecasting for Blackpool. Previously, the Authority's pollution risk forecast were individually predicted by the Environment Agency (which meant we could be advising against bathing at Blackpool North but not Blackpool Central) in 2023 the Environment Agency combined the predictions for three of Blackpool's four bathing waters, Blackpool South Central and North received the same warnings.

## **6.2 What has changed**

### **6.2.1 Bathing water predictions in 2011**

6.2.2 In 2011, it was predicted that seven of the eight bathing waters along the Fylde Peninsula would be poor at the end of the 2015 bathing water season, which would have meant having to erect signage advising against bathing.

6.2.3 In order to ensure Blackpool Council and its partners achieved the best possible

results, the Fylde Peninsula Water Management Partnership was formed and the Turning Tides Regional Partnership was formed, as it was recognised that more could be achieved to ensure the messages and campaigns to improve bathing waters by working with the wider region.

6.2.4 As described above, Blackpool Council will take on the role of the Turning Tides Partnership secretariat, communications and Partnership officer to drive improvement to bathing waters and engage with other external Partners to ensure we work across all the sectors and organisations that can help us improve bathing waters.

### **6.3 Governance**

6.3.1 The original Governance for the partnerships set up to improve bathing waters and promote the benefits of the beach and bathing waters has changed and a revisions to the Partnership are developing as some organisations are no longer able to support the Partnerships.

6.3.2 During 2024 Blackpool Council will be working with its partner organisations to actively develop a new communications strategy and action plan for the Turning tides Partnership to continue to improve bathing waters through the Partnership Officer.

### **6.4 Challenges**

6.4.1 Blackpool Council needs to retain the expertise and resource to deliver the statutory duties in respect of bathing waters and ensure it works with its partners in developing and implementing the action plan to maintain the quality of the bathing water. The expertise in this area needs to be further expanded and include upskilling officers so that the Council remains resilient.

6.4.2 The most significant challenges to bathing waters are described below in respect of source pollution, however Blackpool also needs to provide the resources to work in partnership and expand the knowledge base.

6.4.3 In respect of the latter, officers from all Directorates have been involved in a workshop to ensure we work across the Council to improve bathing waters using skills from all areas.

6.4.4 Investment from the Environment Agency and United Utilities identified for 2024 to continue the work started by Turning Tides and to re-establish the Love my Beach campaigns.

6.4.5 A Turning Tides conference/workshop is planned for 2024 to re-establish the

priorities for the next 10 years.

- 6.4.6 During the 2023 bathing season an abnormal situation was declared due to a damaged pipe at the United Utilities Fleetwood waste water plant. The Environment Agency have been investigating the impact of this event but there are no available reports from the investigations at the time of drafting this report.



## 6.5 Source pollution

- 6.5.1 Typically the source of pollution is described below, however due to the deterioration in some results in the North West for the 2023 bathing season the Environment Agency have carried out DNA sampling and Blackpool Council are waiting for further information on the source of pollution.

- 6.5.2 1. Misconnections – Blackpool together with its partners the Environment Agency and United Utilities continue to investigate and enforce on any misconnections or pollution directly to sea from piped sources.

- 6.5.3 2. Animals – animal waste in particularly from areas of salt marsh grazing on the river Ribble are regularly reported and the council erects warning signs to prevent bathing during this type of pollution risk forecast. This will continue to be a challenge in maintaining standards.
- 6.5.4 3. Dogs and Birds – Work has continued to monitor the impact of pollution from dogs and birds. Public space protection orders are in place during the bathing season between North Pier and South of South pier in respect of dog control orders. The PSPO will be reviewed in 2024.
- 6.5.5 In respect of birds, the Environment Agency have advised that sea birds continue to present a pollution risk to bathing waters. Blackpool Council has made links to Coast Sense and the University of Liverpool to utilise radar data and analyse bird impact during the bathing season.
- 6.5.6 4. Surface water run off continues to be a challenge in terms of monitoring and will be included in the action plan for monitoring source pollution during 2023
- 6.5.7 5. Combined Sewer outfalls (CSO's) continue to be a challenge for United Utilities (UU) due to the capacity in the sewer and its ability to manage during heavy rainfall. Work is continuing with UU to assist with campaigns to reduce pollution through disposal of wet wipes, plastics etc. into the sewers.

## **6.6 Results at the end of 2023**

- 6.6.1 At the time of drafting this report the results have not been published for 2023 but will be circulated as soon as they are published
- 6.6.2 We will continue to work with Partners at the Environment Agency and United Utilities to understand the source pollution in samples and improve the quality of water.

## **6.7 Awards**

Depending on the results from the 2023 bathing water season Blackpool Council could have the opportunity to seek Seaside Awards.

## **6.8 Motion for the Ocean**

- 6.8.1 Blackpool Council have now declared a motion for the ocean and have had significant interest from external partners including academic institutions who can assist in

studying the source pollution and also assess opportunities to make best use of our critical asset which is in line with our climate emergency response.

6.8.2 A workshop was held in October 2023 and an action plan with 8 themes has been drafted to deliver the pledges of the Motion for the Ocean the themes include

- Health and wellbeing through utilisation of blue spaces
- Sustainable blue economy, tourism & coastal regeneration
- Education and engagement: residents, commercial and tourists
- Coastal protection and climate change
- Biodiversity protection and restoration
- Waste and pollution reduction
- Collaboration with partners locally and across the Northwest

The work of the motion for the ocean partnership will strengthen the work of the Turning Tides Partnership and benefit the improvement of bathing waters and use of our Blackpool Beaches.

Does the information submitted include any exempt information? No

**List of Appendices:**

None

**7.0 Financial considerations:**

7.1 Blackpool Council will receive external Partnership funding from United Utilities of £75,000 to provide the Partnership Officer, Secretariat and Communications roles.

**8.0 Legal considerations:**

8.1 None

**9.0 Risk management considerations:**

9.1 Failure to implement the statutory duties could lead to action from the Environment Agency against Blackpool Council and failure of the bathing water standards resulting in Blackpool having to erect signs advising residents and visitors against bathing in our waters.

**10.0 Equalities considerations and the impact of this decision for our children and young people:**

10.1 There are no equalities or impacts on children and young people arising from this

report.

**11.0 Sustainability, climate change and environmental considerations:**

11.1 Addressed in the main body of the report.

**12.0 Internal/ External Consultation undertaken:**

12.1 Blackpool Council chairs both the Turning Tides Partnership and the Fylde Peninsula Water Management Partnership and Councillor Hugo is the lead representative for the water quality sub-group of the Local Government Association (LGA) Coastal Special Interest Group (SIG). Blackpool also represent the LGA SIG at the National Bathing Waters communications forum, which is chaired by the Environment Agency.

**13.0 Background papers:**

13.1 None

<b>Report to:</b>	<b>CLIMATE CHANGE AND ENVIRONMENT SCRUTINY COMMITTEE</b>
<b>Relevant Officer:</b>	Paul Hodgson, Service Manager for Parks and Green Open Spaces.  Lisa Arnold, Assistant Director of Community and Environmental Services (Community and Wellbeing).
<b>Date of meeting:</b>	15 November 2023

## GREEN AND BLUE INFRASTRUCTURE STRATEGY UPDATE AND REVIEW

### 1.0 Purpose of the report

1.1 To provide the scrutiny committee with an overview of the refreshed Green and Blue Infrastructure Strategy (GBI) and its action plan and provide members with an opportunity to make any relevant recommendations.

### 2.0 Recommendation(s)

2.1 To review and make recommendations to the refreshed Green and Blue Infrastructure Strategy and action plan.

### 3.0 Reason for recommendation(s)

3.1 The Green and Blue Infrastructure strategy and action plan requires an update to take into account new and/or updated legislation, policies and procedures such as biodiversity net gain and local nature recovery strategy requirements. Furthermore, it will take an overarching view on master planning when developing existing or new green and blue infrastructure.

3.2 Is the recommendation contrary to a plan or strategy approved by the Council? No

3.3 Is the recommendation in accordance with the Council's approved budget? Yes

### 4.0 Other alternative options to be considered

4.1 None

### 5.0 Council priority

5.1 The relevant Council priority is:

- ‘The economy: Maximising growth and opportunity across Blackpool’
- ‘Communities: Creating stronger communities and increasing resilience’

## **6.0 Background and key information**

6.1 The Green and Blue Infrastructure Strategy was adopted in 2019 and since that time, it has been utilised to promote and enhance green and blue infrastructure within Blackpool. The strategy has enabled a focus and increased awareness around the importance of green and blue infrastructure and has achieved a significant number of actions outlined in the previous action plan, including:

- The adoption of a Tree Strategy
- The development of a ‘Community Farm’ at @The Grange
- The adoption of a ‘greening’ supplementary planning document (SPD)
- Improvements in influencing and embedding green and blue infrastructure within services such as planning, Highways and Growth and Prosperity.
- Deliver the Common Edge Sports Village Project.
- An increase in improvement to parks and green open spaces, allowing local communities to enjoy outdoor spaces and facilities such as Stanley Park, Boundary Park, Bispham Cliff Tops and Carr Road play area.

6.2 It is a highly significant document and has been utilised by many services within Blackpool Council to inform greening projects, proposed developments, highlight the importance of parks and green open spaces, identify biodiversity has an important aspect when considering urban planning and identifies the importance of community involvement.

6.3 Therefore, to enhance the Green and Blue Infrastructure Strategy further the action plan was reviewed on the 20<sup>th</sup> September with relevant services and external partners attending. Along with further information gained through discussions, research and reference to further Blackpool Council Strategies to create a collaborative and combined approach at achieving the updated actions, whilst taking into account the new and/or updated legislation, best practices and policies.

## **6.4 Blackpool Green and Blue Infrastructure Strategy 2024-2033**

The previous GBI strategy was well considered in the context of the local requirements and aspirations, and set a sensible direction for the development of GBI, which has not drastically changed. However since that strategy was produced, we have gone through the COVID pandemic, recognised the climate emergency, and seen substantial progression of the government’s 25-year environment plan. With this has come the application of new financial mechanisms for GBI such as the Biodiversity Net Gain requirement for developers, and programmes of funding for COVID recovery and Levelling Up. These will be considered in the new strategy, to refresh details and



emphasis as necessary.

We are briefly checking the mapping information and evidence base, although we are not anticipating any change to these. We will update the recommended 'Next Steps' covering the 7 step process for planning application and resourcing details. We will also be updating some of the case studies, as some are still relevant but there are more recent examples of projects that are now available and should be highlighted.

## 6.5 **Blackpool Green Infrastructure Action Plan 2024-2033**

This supersedes the previous Green Infrastructure Action Plan from 2019, but will keep the same 4 Objectives:

- Objective 1: Protect and Enhance Green and Blue Infrastructure
- Objective 2: Create and Restore Green and Blue Infrastructure
- Objective 3: Connect Green and Blue infrastructure
- Objective 4: Promote the Benefits of GBI

Some actions have been removed as they have been completed, in the case of particular projects or development sites, or considered less relevant. Some of the main actions added include an up to date Open Space Assessment from which specific deficiencies and requirements will be identified and resolved. An additional biodiversity audit to identify and assess the quality and value of habitats and wildlife corridors, creating a full parks development plan to pull together some previous actions and timetables for individual parks, and the creation of a communications strategy and plan for all GBI in Blackpool.

The action plan will refer to other plans where GBI is mentioned specifically (e.g. section 1B of the Town Centre Strategy) and will cross reference with other relevant plans and strategies wherever possible. It has also put more of a focus on measurable 'SMART' objectives with a suggested timeline, and measurable outcomes – for example the suggested action for Stanley Park to achieve Green Flag status within 12 months, for all major parks to achieve the same within 2 years. This is intended to make it easy to review progress yearly/ at desired intervals, and provide short, medium and long-term goals.

6.6 Does the information submitted include any exempt information? No

## 7.0 **List of appendices**

- 7.1 Appendix 6(a) – Draft GBI Strategy
- 7.2 Appendix 6(b) – Draft Action Plan

## **8.0 Financial considerations**

8.1 Many of the actions outlined in the plan will require external funding. Any external funding bids will consider the financial commitment required from Blackpool Council on a bid-by-bid basis.

## **9.0 Legal considerations**

9.1 The strategy and action plan has been updated to reflect the authority's requirements to function in accordance with the Environmental Act. 2021 and Natural Environment and Rural Communities Act. 2006.

## **10.0 Risk management considerations**

10.1 None.

## **11.0 Equalities considerations and the impact of this decision for our children and young people**

11.1 None.

## **12.0 Sustainability, climate change and environmental considerations**

12.1 The entire document and its review contributes significantly to sustainability, climate change and environmental considerations and has been updated to reflect and complement the council's ambitions in this area.

## **13.0 Internal/external consultation undertaken**

13.1 Significant consultation has taken place with internal and external partners through the review process via small working groups, individual meetings and a collaborative action-planning day with key partners. The Environmental Partnership – TEP (external consultants) have led the consultation and have provided the draft refreshed strategy and action plan.

## **14.0 Background papers**

14.1 None.



# Blackpool's Green and Blue Infrastructure Strategy 2023 - 2033

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- 1 Key Message
- 2 Vision and Overview
- 3 Setting the Scene
- 4 Goals
- 5 Objectives and Actions
- 6 Next Steps

Annex One: Evidence Base

Annex Two: References

## 1 Key Message

As we write this in 2023, Blackpool has emerged from the COVID-19 pandemic with a sharper understanding of the importance of green and blue spaces for health and wellbeing. In 2019 Blackpool declared a Climate Emergency and has now tracks carbon footprint reduction, increasingly underpinned by efforts to support nature's recovery and ensure fair access to green space for all residents. There are new funding sources emerging from Levelling Up and COVID recovery to accelerate social initiatives to improve health, well-being, skills and employability. We are supporting the hospitality industry to rebuild Blackpool's brand as "the number one family resort with a thriving economy that supports a happy and healthy community who are proud of this unique town<sup>1</sup>."

In the context of the government's 25 year Environment Plan there are

This is a ten year strategy to invest in Blackpool's Green and Blue Infrastructure We will enhance our existing parks and open spaces and deliver new high quality green spaces and public realm. We will see many more residents and visitors experiencing Blackpool's great outdoor spaces.

### **What is Green and Blue Infrastructure?<sup>2</sup>**

**A network of multifunctional green space, urban and rural, which delivers a wide range of environmental and quality of life benefits for local communities. Green and blue infrastructure is not simply an alternative description for conventional open space. As a network it includes parks, open spaces, playing fields, woodlands, but also street trees, allotments and private gardens. It can also include streams, the sea and other water bodies and features such as green roofs and walls.**

The Strategy will be delivered by Blackpool Council in partnership with its own staff, the community, developers, landowners, schools, healthcare providers and infrastructure managers.

Blackpool faces unique challenges due to poor public health, the intensely urban nature of its built form, poor quality housing stock, and high seasonal unemployment.

Yet Blackpool has a lot to offer. It has enthusiastic, skilled and committed volunteers working in our green spaces. Volunteering in the outdoors builds friendships and civic pride; at East Pines Park in Anchorsholme, the local community has made many improvements to the park and put true community life into the heart of the green space. A group of parents have enlisted the help of their local councillor to obtain funding which has rejuvenated the park as a thriving local asset. There are many similar groups across Blackpool. Some completely run by volunteers, others facilitated by the public or voluntary sector.

In 2022, Blackpool's Art Deco Stanley Park was voted England's favourite Park in the UK, for the third time by the Fields in Trust. A national charity which protects open spaces and encourages communities to actively cares for them. This is a tribute to the managers and friends of Stanley Park who have invested their time and creativity to make Stanley Park a place valued locally, regionally and nationally.

We are also proud of our coastline. In Summer 2023, Blackpool Central and Blackpool South Beach were internationally designated as Blue Flag Beaches, by Keep Britain Tidy. All our other

beaches have Seaside Awards; recognition of years of hard work by many partners improving environmental quality.

Our Green and Blue Infrastructure Strategy builds on these successes. We want the town to be known nationally for the quality and attractiveness of its premier open spaces.

Only a few weeks before Stanley Park received its award, another of our parks, Revoe Park, featured on primetime national TV news, because urban park rangers working in our Better Start programme teach parents how to encourage their infants to play creatively.

The rangers also help with skills and self-esteem amongst people who are looking to rebuild their lives and work prospects after setbacks. There is overwhelming evidence of how green and blue infrastructure is essential to quality of life, and how it can be used as a setting for health-enhancing activity.

It is no secret that Blackpool's Inner Area is short of greenery and attractive open spaces. That is why Revoe Park is so important to its local community who have welcomed the Better Start programme.

A shortage of green infrastructure compounds the public health deficit that affects too many of our population. As we regenerate housing areas and restructure the town centre, we will take opportunities to create pocket parks, plant civic trees and improve greenways so people enjoy spending time outdoors. The promenade and beach are also hugely important assets and we will look to expand the use of them through enhancements and organised activities and events.

Blackpool's wildlife and countryside fringe is also prioritised in this Strategy. Marton Mere is Blackpool's only Site of Special Scientific Interest (SSSI) and Local Nature Reserve (LNR) and acts as a centre for an ecological network connecting coast, countryside and urban areas.

Greening the town centre, principal road and rail corridors and our enterprise zones, using a range of horticultural and artistic techniques, will also give confidence to incoming residents, visitors and investors that Blackpool is a town which is serious about its overall vision.

### How to Build Green and Blue Infrastructure – eight Blackpool ways

#### 1 Transform housing quality

New and improved parks and creative greening initiatives in the Inner Area, South Shore and the outer estates will make our housing better for family life.

#### 2 Work towards 10% tree canopy

Blackpool has the fewest trees of any English town, **and coastal towns tend to have fewer trees across the country**. We will create a legacy for future generations by making the most of potential tree planting opportunities, starting with maintaining our current trees and aiming to reach 10% canopy cover over 10-20 years.

#### 3 A greener centre

As the town centre and resort core are regenerated, we will create new pocket parks and an iconic public realm.

#### 4 The best in the West

We will celebrate Stanley Park as the best park in the UK so it becomes a must-see for any visitor; and then encourage visitors to explore other parks in the town, Lytham St Annes and Fleetwood.

## **5 Take health seriously**

We will help at least 5,000 more local people each week enjoy exercise at our parks, beaches and we will encourage Forest Schools, Green Gyms and nature-based prescriptions.

## **6 Make it easy to get outdoors**

We will establish the “Blackpool Activity Trail”, signpost our green spaces better and remind the world that we are a start point for national coastal and Trans Pennine walking and cycling tours.

## **7 Keep it down to earth**

Blackpool has a great backbone of volunteers and can always call on help from businesses, “Blackpool-exiles” and loyal holiday-makers with an affinity for the town. Local park friends, tree wardens, volunteer rangers and councillors are key to delivering and maintaining GBI.

## **8 Coordinate communication**

We will plan communication around Green and Blue Infrastructure in a way that makes it easy to engage with and celebrate local spaces and community activity.

## **9 Always Think of the Future**

We will ensure Green and Blue Infrastructure forms part of all our decision-making and supports the future proofing of the town.

The remit of the Strategy is not to safeguard every last bit of existing green space in Blackpool, it is to secure the highest possible quality of spaces. Where a proposed development would result in a green space being reduced in size, the Council will ensure that the remaining green space is a higher quality so that the benefits it provides are more far-reaching than the existing green space.

### **“GBI is delivered through a few flagship schemes and 1001 neighbourhood activities”**

This Green and Blue Infrastructure Strategy and its accompanying Action Plan have been developed following comprehensive consultation and review of evidence. We will use the Strategy to guide our actions, large and small, to build a town nationally known for the quality of its open spaces.

We take heart from other northern places, such as Merseyside and Manchester, where sustained environmental regeneration, alongside economic investment and social change has created parks, cycleways, public realm and places where people and businesses thrive. Fears about investment in landscape being wasted due to vandalism, neglect and plant failure are valid but we will study technical evidence to ensure high standards of planting and aftercare are considered from the outset. Investment in GBI is not a “nice to have”, we owe it to our

townspeople and their children to create a healthy and accessible environment on their doorstep.

**“As a long-term project, this Strategy is the start of a journey of transformation – success can only be achieved with the continued support and involvement of local residents, landowners, developers and a wide range of partners.”**

## **2 Vision and Overview**

### **Our Vision – Blackpool in 2027**

Blackpool will be experiencing sustained transformation and its parks, green spaces, coastline and public realm will be locally and nationally renowned. Many more people will be enjoying the health and wellbeing benefits of time spent in Blackpool’s “great outdoors”.

The natural environment will thrive and support Blackpool’s physical regeneration, encouraging economic development and attracting new investors, residents and visitors to Blackpool, Wyre and Fylde.

Blackpool’s housing areas will be greener, and their open spaces will be safe and well-used. The town will be an exemplar of how coastal resorts can turn their fortunes around through social and environmental regeneration.

Blackpool’s Green and Blue Infrastructure (GBI) Strategy will protect and enhance the borough’s urban, coastal and rural environments to ensure the social, economic and environmental benefits derived from them are maximised.

### **National Legislation**

The Government’s 25 Year Environment Plan<sup>3</sup> (2018, updated February 2023) commits to:

- making sure that there are high quality, accessible, natural spaces close to where people live and work, particularly in urban areas, and encouraging more people to spend time in them to benefit their health and wellbeing; and,
- focusing on increasing action to improve the environment from all sectors of society

The National Planning Policy Framework (NPPF) (2023) sets out the Government’s planning policies for England and how these are expected to be applied. The NPPF states that strategic policies should set out an overall strategy for the pattern, scale and design quality of places including for GI (para. 20c). Planning policies should also aim to achieve healthy, inclusive and safe places which includes enabling health life styles through accessibility to GI (para. 92c). New development should avoid increased vulnerability to climate change risk and air pollution through planning GI (para. 154a and 186).

### **Natural England’s Green Infrastructure Framework**

The Natural England (NE) Green Infrastructure (GI) Framework published in 2023 provides ‘Why’, ‘What’ and ‘How’ principles for Green Infrastructure planning, design and implementation. The 5 ‘Why’ principles are concerned with the multiple benefits of GBI in ecosystem management and place-shaping.

- Nature-rich beautiful places;
- Active and healthy places;
- Thriving and prosperous places;
- Improved water management; and
- Resilient and climate positive places.

The 5 ‘What’ principles guide the design and management of new and existing GBI:



- Multifunctional;
- Varied;
- Connected;
- Accessible; and
- Responsive to Local Character.

The 5 'How' Principles set out how to plan for GI effectively, work with communities and ensure partnerships and good governance:

- Partnership and Vision;
- Evidence;
- Plan Strategically;
- Design; and
- Managed, valued and evaluated

Natural England's Guidance provides detailed guidelines of how all 15 principles should be applied at strategic and at local levels. The Natural England framework principles are intertwined into the Blackpool GBI Strategy and key objectives and actions.

## Policy

Blackpool's Local Plan Part 1: Core Strategy (2012-2027, updated in April 2023) includes Green Infrastructure Policy (CS6) which requires planning and development activity to protect, enhance, create and connect networks of GBI. Many other Core Strategy policies (e.g., Housing Provision, Economic Development, Town Centre, Quality of Design, Heritage and Sustainable Neighbourhoods) also rely on GBI to underpin and deliver their aspirations.

Blackpool Council adopted Blackpool's Local Plan: Part 2 Site Allocations and Development Management Policies document in February 2023. The Plan states that new development should incorporate the requirements from Core Strategy CS6 (above but contributing toward the sufficient and meaningful amenity space for residents which contributes to GI and in accordance with guidance with the Greening Blackpool SPD (Policy DM1).

Furthermore, Blackpool's Local Plan: Part 2 Site Allocations and Development Management Policies highlights some key development where GI could be incorporated including Blackpool Airport Enterprise Zone (Policy DM8) and the Promenade and Seafront (Policy DM10)

Blackpool Council adopted 'Greening Blackpool' in May 2022, which is a supplementary planning document (SPD). This SPD provides a direction for new development to fully consider landscaping and green infrastructure, including open space, sports and play facilities, amenity greenspace, public art, biodiversity and trees. It sets out detailed guidance on the implementation of relevant policies in the Blackpool Local Plan which includes Part 1: Core Strategy and Part 2: Site Allocations and Development Management Policies document. Some aims of SPD include the following: ensure Blackpool plays its part in the national effort to tackle climate change, to assist in increasing the tree canopy cover in Blackpool from 4.4% to 10% by 2027, ensure Blackpool's residents and visitors have access to a wide range of high quality landscape and green infrastructure features that meet local green space and play standards to

facilitate quality of life, health and wellbeing, and ensure that every opportunity is taken to provide environmental and biodiversity net gains from development.

Blackpool Council published the Climate Emergency Action Plan in November 2021. The plan commits Blackpool to become carbon neutral by 2039. This Action Plan relates directly to the UK Government setting legally binding targets to ensure the UK is net zero by 2050. The following key themes are included within the Climate Emergency Action Plan and relate directly to green infrastructure, Community Leadership, Communication and Involvement, Natural Environment and Building Knowledge, Capacity and Financial Resources.

## Evidence Base

This Green and Blue Infrastructure (GBI) Strategy for Blackpool and the associated Action Plan has been drawn up following consultation and detailed review of evidence (in the associated Green and Blue Infrastructure Technical Report<sup>4</sup>, 2017) about where investment in GBI will deliver the greatest social benefits, environmental improvements and economic enhancements.

The Blackpool Open Space Assessment<sup>5</sup> was updated in November 2019 and provides evidence on the quantity, quality and accessibility of GBI in the borough.

Chapter 3 provides an overview of the town's outdoor environment and key issues identified during consultation and evidence-gathering. It sets the scene for the GBI strategy. Annex One signposts the reader of this strategy to policy and best practice referenced in the strategy and to key pieces of evidence available in the GBI Technical Report and the 2019 Open Space Assessment.

## Goals and Priorities

Our six strategic goals and implementation priorities for Blackpool's GBI are described in Chapter 4.

- 1 *Engaging People in Health and Wellbeing*
- 2 *Enhancing the Visitor Experience*
- 3 *Greener Housing and Infrastructure*
- 4 *Enabling Productive Businesses and Workers*
- 5 *Promoting a Green Image and Culture*
- 6 *Improving Habitats and Benefitting Pollinators*

## Objectives

Blackpool's GBI Strategy has the following objectives, which align with Core Strategy Policy CS6:

- 1 **Protect and Enhance GBI** *i.e. protecting the best and enhancing the rest*
- 2 **Create and Restore GBI** *i.e. greening the grey and creating new GBI in areas where it is most needed*
- 3 **Connect and Link GBI** *i.e. making the links, improving connectivity and accessibility of GBI*
- 4 **Promote GBI** *i.e. changing behaviour, promoting the benefits of GBI and encouraging greater uptake of outdoor activity and volunteering*

These objectives and a series of headline actions are explained at Chapter 5, along with strategic diagrams and illustrations.

## Action Plan

The GBI Action Plan 2024-2033 is a separate document which provides more detail on the location, content, funding and partnerships needed to implement the Strategy.

## The Need for a GBI Strategy

GBI is multifunctional and consists of many types of open space, with multiple benefits. This means that responsibility for creating, managing, promoting and funding GBI falls to numerous people and organisations, working in partnership. This strategy is a leadership document, setting out a vision, goals, priorities, objectives and actions which will inspire sustained action across the town.

This strategy covers the whole of Blackpool. As GBI does not stop at the borough boundary, the strategy aims to connect with the GBI of the neighbouring authorities, Wyre and Fylde.

## Types of Green and Blue Infrastructure

GBI refers to many different types of green and blue space, in public and private ownership, with and without public access, in urban and rural locations:

Parks and gardens – urban parks, pocket parks, country parks and formal gardens.

Amenity space - play areas, communal gardens, playing fields, civic plazas, street trees, living walls and sustainable drainage installations which rely on vegetation.

Natural and semi-natural green space –Woodland, wetlands, water bodies, nature reserves and other wildlife sites housing a variety of habitats and species.

Beach and Promenade – civic spaces, piers and headlands.

## Benefits of Green and Blue Infrastructure<sup>6</sup>

### 1. Economic benefits

- *Economic growth and employment*
- *Attraction and retention of businesses to the area - creation of attractive environments*
- *Tourism and recreation - enhancement of economy*
- *Staff health and motivation - greener living and working environments*
- *Increased land and property values*

### 2. Social benefits

- *Place-making for family housing and social cohesion*
- *Increased health and wellbeing*
- *Providing recreation and leisure assets*
- *Creation of community resources and a setting for volunteering*

### 3. Environmental benefits

- *Conservation and enhancement of biodiversity, landscape and geodiversity*
- *Protection and enhancement of cultural heritage and a setting for art*



- *Climate change adaptation and mitigation*

### **3 Setting the Scene**

A useful statistical profile of Blackpool's population, economy, health and wellbeing is regularly updated on the Lancashire County website<sup>7</sup>, allowing comparisons with county and national trends.

#### **Urban Fabric**

Blackpool is intensely urban and compact in form. Almost 75% of land is developed. At its heart is the Town Centre and the adjoining Resort Core. Elsewhere in the Inner Area, there is very little open space apart from the promenade and beach. The following nine wards fall seriously short of the standard of 4 hectares of open space per 1,000 population, as proposed in the Open Space Assessment<sup>8</sup> (2019): Clarendon, Talbot, Brunswick, Tyldesley, Victoria, Hawes Side, Waterloo, Highfield and Squires Gate.

Elsewhere, Blackpool is predominantly residential in character and largely built up to its boundaries, apart from small pockets of Green Belt which extend into Fylde and Wyre districts. In Blackpool the designation of Countryside Areas in conjunction with the Green Belt defines the limit of urban development and provides much needed amenity and open space.

Fleetwood has a tree canopy cover of 3.35%, whereas Blackpool has a cover of 4.4%, compared to the national average is 16%<sup>9</sup>. This is a consequence of exposure to coastal weather, the dense Victorian urban fabric, the extent of privately-rented property and the demand for car parking. Over the past few years, the Council's Parks team have planted 3,000 trees in suburban road verges and some parks, but it will require the planting of tens of thousands of trees to bring the town's cover up to even half the national average which will be informed by the Tree Strategy from 2020-2030.

#### **Seascape**

Blackpool's coastline is 7 miles long. Blackpool's promenade and seascape is characterised by coastal defences which have received major investments within the past decade. These give the seafront a characterful urban feel. Whilst the defences limit opportunities to greening the seascape, the designed headlands along the promenade provide civic spaces for congregation and art.

Blackpool North and South beach has Blue Flag status after the Environment Agency classed it as having 'excellent' sea water quality in 2023. Seaside Awards have been granted to three other areas of beach in Blackpool, giving the resort an entire coastline of award-winning beaches. Despite the quality of the seafront, some residents report that they feel somewhat disconnected from the promenade, perhaps because of the stark urban environments in the Inner Area, perhaps because of a perception that the promenade is an area for tourists.

#### **Green and Blue Infrastructure**

A quarter of the town's open space is provided in and around Stanley Park, which is one of the largest parks of its kind in the country. It is historically important and has Grade II\* status on the National Register of Historic Parks and Gardens. It comprises a designed landscape with play areas, a lake and a café. The Park facilitates sport through its provision of outdoor sports space, tennis courts, flat and crown green bowling and all weather pitches. It hosts many regional and national events, for example it is a UK centre of excellence for BMX racing.

In 2017, Stanley Park was voted Best UK Park by Fields in Trust. Parks and Green Spaces Minister, Marcus Jones MP, said: "*Many congratulations to Stanley Park on being voted the*

*UK's Best Park 2017 in the Fields in Trust Awards. The public support shown for this park highlights just how much the residents of Blackpool care about their treasured green space."*

Opposite Stanley Park is a commercially-operated zoo directly to the east and is next to Marton Mere, the town's principal wildlife site.

Blackpool has several other principal parks, numerous playing fields and other small recreation grounds, providing important recreational, sports and visual amenity benefits for local communities.

There is very little GBI in the Inner Area or the Town Centre. Its major GBI resource is the coast and beach.

## **Route 62 of the National Cycle Network runs the length of the promenade and inland to Stanley Park and Heron's Reach.**

### **Health and Wellbeing**

Blackpool has a population of 141,300 and is the seventh most densely populated borough in England and Wales outside Greater London. The population is heavily concentrated in Blackpool's Inner Area which experiences considerable transience as people move in for short-term employment or simply to attempt a new start in life; the inexpensive housing encourages this.

The health of people in Blackpool is generally worse than England's average. Blackpool is one of the 20% most deprived districts/unitary authorities in England with 26.2% (6,855) children living in low income families. Life expectancy for both men and women is lower than England's average. Problems prevalent in Blackpool include alcohol and drug misuse, poor mental health, smoking and obesity. Blackpool has the fourth highest rate of antidepressant prescriptions in the country, and psychological therapy services are very over-subscribed. A high percentage of working age residents claim Incapacity Benefit (over 12.5%), almost double the national average.

Improving the public's health is now a clear responsibility for local authorities. Blackpool Council are developing a range of approaches to tackling the underlying causes of poor health and promoting healthier lives. Examples include linking GPs to social prescribing alternatives for patients to improve their health and wellbeing and reduce social isolation; debt counselling; volunteering opportunities; and Living Streets "Walk to School" projects in primary schools and workplaces.

In 2017, Blackpool Council was the first local authority in England to sign a Local Authority Declaration on Healthy Weight. The Declaration includes a commitment to make the most of planning and infrastructure opportunities to positively impact on physical health.

Revoe Park, is one of the key parks for the Defined Inner Area, has undergone a number of improvements to meet the needs of the community, including a community garden using disused bowling greens; renovation of the park buildings using attractive timber cladding (which has withstood vandalism); and natural play. The Park has benefitted from financial and human resources provided through the Blackpool's Better Start<sup>10</sup> programme.

*"Revoe Park is a really important green space in the heart of a built up area, which we can use to help develop a local community around. These improvements should help make it a safer place to visit, while the park rangers and community garden will help families to get outside,*

*learn new skills and make new friends*" Cllr. Cain, speaking at a Betterstart event in the park in 2016

## Tourism

Blackpool is England's largest and most popular seaside resort attracting 17m tourism visits (13.5 million day visits, 3.5 million staying)<sup>11</sup>. Whilst Blackpool remains at the heart of the UK tourism and visitor economy, it has experienced a significant decline in visitor numbers from the 1980's onwards, a consequence of growing consumer affluence, enhanced consumer choice and perceived obsolescence of the town's visitor offer.

In recent years there have been positive signs that Blackpool is beginning to revitalise the visitor economy and attract a new generation of families and visitors. Significant new public sector investment has improved the quality of the resort offer and the urban environment; however, Blackpool still has some way to go in providing a high quality resort offer which appeals to a 21st century tourist market and supports a sustainable visitor economy.

## Quality of Place

Blackpool's world renowned *British Seaside* has developed around its iconic Victorian architecture including Blackpool Tower, Winter Gardens, theatres, hotels and many other civic buildings. The built heritage of Blackpool is something which people are proud of and identify with.

The downside of the intensive development of visitor and residential accommodation, is that it has resulted in creating many of Blackpool's low income and vulnerable households, in Blackpool's inner area, has a negative effect on forming stable and cohesive communities. The high levels of crime, anti-social behaviour, worklessness and low educational attainment coupled with significant transience presents one of the most testing social and economic challenges in the country.

*"You can't do welfare reform separately from having some sort of place-based economic strategy as well"* Jonathan Portes, Chief Economist, Dept. of Work and Pensions, 2002-2008, (quoted in "On the Edge", a Financial Times article about Blackpool, November 2017)

Although not always causative, the lack of GBI in the Inner Area correlates strongly with wards suffering lowest levels of mental health and physical wellbeing. The Council has strategies to improve the worst quality housing and promote further family based tourism development, reducing the negative connotations associated with day-tripping.

Blackpool is committed to growth and regeneration in several key areas, as expressed in the Core Strategy Key Diagram (figure 10)<sup>12</sup>. The Town Centre, Resort Core and neighbourhoods within the Inner Area are the primary focus for transformation. In terms of housing, this means restricting multiple occupancy and poor landlord behaviour, with targeted demolition and building of new family homes, such as the new Foxhall Urban Village. Outside the Inner Area, housing estates such as Mereside, Grange Farm and Queens Park will be restructured to improve the quality of the housing offer; and new housing in south Blackpool around Whyndyke Farm and Moss House Road.

## Economic Growth and Investment

Blackpool Town Centre is the main retail and cultural centre for the Fylde Coast and employs over 6,000 people, generating a retail turnover of around £300 million per annum. However, the Town Centre is under performing as a sub-regional retail centre. Jobs in Blackpool are generally low skill and low wage, and small businesses predominate. Furthermore, reliance on the tourism industry means there is high seasonal unemployment in the winter months.

Blackpool Airport Enterprise Zone (EZ) is a 144ha site incorporating Blackpool Airport which is now in the control of the Council. The EZ is a key employment site with potential to support nearly 140 new businesses and up to 3,000 new jobs over the next 25 years. The EZ has a strong emphasis on creating a green and attractive environment.

Blackpool Council alongside with Blackpool Housing Company and Blackpool Coastal Housing are also pro-actively enabling development and working with developers and investors to shape and facilitate regeneration and new development.

Gateways are a key economic priority and include Yeadon Way, Preston New Road, and Progress Way leading to the Enterprise Zone. The tourist entry points at Blackpool North Station and Central Corridor also provide potential for introducing added value through GBI.

### Land and Biodiversity

Undeveloped open land in the east of the town is made up of protected public open space, sites of nature conservation value, Green Belt and Countryside Areas. Blackpool's intensely built-up urban area means this open land has important landscape, nature conservation and environmental value.

Marton Mere Local Nature Reserve, located on the eastern edge of the town, is one of the few remaining natural freshwater sites in Lancashire covering an area of 39 hectares. The reserve was once associated with a former rubbish tip but is now a Site of Special Scientific Interest (SSSI) due to its bird populations.

With a wardened visitor centre, Marton Mere is the hub of nature conservation activity and volunteering in the town.

Blackpool has a number of Biological Heritage Sites (BHS); these are part of a network of key wildlife sites across Lancashire. Within Blackpool nearly all the BHS's are ponds which form part of land allocated as open space. The North Blackpool (or Kincaig) Pond Trail is an example of how nature assets are linked together and used as an educational asset.

Fylde's arable growing systems require healthy populations of pollinators and the urban greenspaces within Blackpool can provide a reservoir of plants and habitats suitable for these vital insect species.

Agricultural land on the eastern boundary of Blackpool is level, fertile and open. Extending into neighbouring Wyre and Fylde, the field boundary systems (ditches, hedges and shelterbelts) have become fragmented and have lost distinctiveness due to urbanisation.



## **4 Goals**

The graphic below highlights Blackpool's six main GBI Goals, which have been identified from consultation and a review of evidence. Investment in GBI will of course benefit other areas of public life such as heritage, climatic resilience and education.



## Engaging People in Health and Wellbeing

### Our Goal

Blackpool's Green and Blue Infrastructure is the setting for people to meet, exercise, play and recharge their batteries. Contact with the natural world reduces stress, helps recovery and builds community cohesion, particularly through volunteering together. Our Green and Blue Infrastructure can help Blackpool's residents live long, happy and healthy lives.

### Our Priorities

These are our implementation priorities:

#### Early Years and Family Groups

Through initiatives like Better Start, Blackpool is already diversifying its parks to create natural play opportunities which build mental resilience amongst children<sup>13</sup>. Our parks are used by adults learning parenting skills through horticultural and craft activities in family groups.

#### Schools and Routes to Schools

Greener school grounds and well treed routes to school are shown to improve mental health of children using them<sup>14</sup>.

#### Adult Life and Older Years

Urban parks provide a natural health service which is worth many millions to the local economy<sup>15</sup>.

#### Investing in Parks saves Health Service money

In Sheffield (population 575,000) parks provide a substantial contribution to health, through reduced circulatory disease and reduced burden of depression. In fact, they provide £700 million of savings to the health service through "avoided cost" of physical and mental health treatments. This equates to £1,217 per person. If replicated in Blackpool this is an avoided cost of £173 million. Improving participation levels and investing in measures that encourage people to visit parks and feel secure would result in further savings.

#### Inner Area

The open space audit shows there are massive deficiencies of accessible greenspace in the Inner Area. This has a particularly negative effect on young families, the elderly and those less mobile who may not be able to easily access the parks and promenade. Planning policy can resist any further losses of vegetation and encourage creation of pocket parks, street trees and doorstep green infrastructure in regeneration and new development proposals. Blackpool has a low rate of participation in outdoor activity<sup>16</sup>.

#### Blackpool Outdoors

About 18,500 Blackpool people use the outdoor environment each week. This is 5,000 people less than the national average for a town of our size. To get another 5000 people outdoors each week in Blackpool would mean:

- 17 more "Parkruns"; or
- 167 school groups; or
- 250 new walking groups; or



- 400 new sports teams; or
- 1,250 more families using our parks.

Quite a challenge! Obviously not all these activities need to happen at the same time – nevertheless our parks and promenade are good enough and big enough to deliver!

### **Cycling and Walking**

Blackpool has the opportunity to become a highly walkable and cyclable town. These activities immediately improve health and wellbeing. To encourage more “green travel” for recreation and commuting we can promote:

- The “Blackpool Activity Trail”; a project to establish walking and cycling routes involving the promenade and a chain of parks and open spaces.
- Greenways (walking and cycling routes) to the town centre.
- The “Quality Corridors” where investment in public realm, street scene management and street trees will enhance walkability.

### **Volunteering and Training**

Blackpool has a very active volunteering culture particularly in the fields of social care and rehabilitation and is highly valued. Parks provide extensive volunteering opportunities for businesses and for individuals. GP’s can prescribe green gym therapies and participants report the mental health benefits they gain from social contacts.

### **Case Studies**

#### **Grow Blackpool**

Grow Blackpool is a Groundwork led initiative funded by Blackpool Council to promote the benefits of eating fresh fruit and vegetables daily and enabling people to grow it themselves. Saving money, learning new skills, becoming more active and making new friends are all outcomes of the scheme. One of the achievements from Grow Blackpool is the formation of the Friends of Jubilee Gardens. The group care for the 100 year old Promenade Sunken Gardens by Gynn Square in Blackpool. They want the gardens to be well maintained and to play their part in supporting other Agencies and Council Departments in achieving this aim particularly with cuts to Council budgets and the realisation that the way public spaces are funded and managed in the past has now changed. To make this happen, involvement from the local community is vital and needs to be nurtured and encouraged.

#### **Revoe Park**

Blackpool’s Better Start programme has funded Early Years Park Rangers to promote learning through play. The programme has funded works to improve security, create a natural play area and convert disused bowling greens into training areas for woodwork and horticultural skills. These are used by parent and toddler groups and by adults seeking to rebuild their skills and self-esteem following personal difficulties. The park is a vital green lung in the Inner Area.

#### **East Pines Park, Anchorsholme**

This small greenspace had become prone to antisocial behaviour and drug use until parents joined forces with the local councillor and parks officers to improve security, replace hedges with railings and create better managed play facilities. The group made grant applications to local businesses and charities and the park is now an active hub for the local community.



## Key Policy Links and Partnerships

1. *Resilience*
2. *Local Plan Core Strategy (2012-2027, updated April 2023) - Objectives 4, 5, 8, 11, 12.*
3. *Joint Health and Wellbeing Strategy for Blackpool (2016-2019)*
4. *Blackpool Better Start (N.D)*
5. *"Steps to Health" – Blackpool's community health walking scheme and Living Streets: Walk to 2017-2020*
6. *Active Lives Strategy (2021-2026)Lancashire Rights of Way Improvement Plan (2015-2025)Solaris Centre and links to nature-based health initiatives explored by Lancaster University*



## **Enhancing the Visitor Experience**

### **Our Goal**

Blackpool is renowned for the quality of its parks and public realm which have become visitor destinations in their own right. Landscape quality is enhanced along the main road and rail corridors and at gateways into the town centre. The town becomes a hub for coastal walking and cycling tours.

### **Our Priorities**

These are our implementation priorities:

#### **Stanley Park, Zoo and Marton Mere**

Now the park is recognised as the Best in the UK we can promote it widely within the town and also to broader audiences across the UK. The park development plan will maintain a focus on quality and continuous refreshing of its visitor offer, including events, attractions, festivals, performances, art and horticulture. Connectivity with the town centre, the promenade and other principal parks in Blackpool, Fleetwood and Lytham St Annes will be promoted, which will help visitors navigate throughout Blackpool and encourage a longer visitor stay.

#### **Horticultural Excellence**

The town's tradition of horticultural excellence has been under threat due to public sector funding cuts but the popularity of Royal Horticultural Society Gardens and the Eden Project shows the economic value of having a horticultural attraction. This could be centred on Stanley Park, but in any case maintaining horticultural excellence is critical for the landscapes of our corridors and gateways.

#### **Walking and Cycling**

The promenade is already a national cycle route, part of the England coastal path and the Lancashire Coastal Way. Blackpool is a possible Trans Pennine trail starting route and implementation of the Blackpool Activity Trail would add a local element, perhaps encouraging additional bike hire and café businesses. Implementation of greenways along corridors radiating from the town centre would also add to the visitor experience.

#### **Beside the Seaside**

The Central Business District, the Leisure Quarter and the Resort Core are all areas where green and blue infrastructure would uplift quality and sense of arrival. As noted earlier, the dense and compact urban fabric means innovative and sometimes artist-led approaches are needed to ensure street trees, planters and green walls are seen as assets rather than maintenance liabilities.

#### **Arrival Experience**

There is scope for significant uplift in the presentation and consistency of green infrastructure along the central corridor and some scope for inserting additional greening within the main parking areas without affecting overall capacity (for example pleached trees). This would improve visual quality, civic pride and sense of arrival.

#### **Volunteering, Sponsorship and Partnership**



We can do more to connect local environmental volunteers with additional human resources, finance and equipment that can be provided by the many businesses, expatriates and groups that have a special affinity with the town.

## Case Studies

### Stanley Park and Zoo

As Blackpool's largest and most prestigious Park, Stanley Park provides a wide variety of events and activities throughout the year generating income for the town. In summer 2017 the Park hosted a Dinosaur Festival, the first outdoor festival of its kind in the UK. Life sized replica animatronic dinosaurs were placed around the Park as well as a simulated archaeological dig scene. Other events at Stanley Park and its visitor centre include pumpkin carving, Macmillan coffee mornings, Christmas carols, high ropes course, music events at the bandstand, weekly Parkrun and an annual motorcycle show.

Blackpool Zoo is an award winning zoo housing over 1,500 animals ranging from sea lions to orangutans to giraffes. In 2017, the Zoo celebrated its 45th anniversary which was marked with a number of celebrations including welcoming its 15 millionth visitor.

### **Bank Hey Street Improvements**

Merlin Entertainments who operate the Blackpool Tower complex partnered with the Council to fund streetscene enhancements near the Tower.

### **Key Policy Links and Partnerships**

- 1.
2. *Town Centre Strategy (March 2022)*
3. *Destination Blackpool: Resort Place-Making (2015-17)*



## **Greener Housing and Infrastructure**

### **Our Goal**

New housing has ready access to high-quality green spaces. The historic trend of loss of greenery in the Inner Area and South Shore is reversed and new multifunctional green spaces are opened up for locals to enjoy. Blackpool's transport corridors and built-up areas use green infrastructure to improve the town's resilience to pollution, flooding and climate change.

### **Our Priorities**

These are our implementation priorities:

#### **New Housing**

Blackpool is determined to improve the quality of its overall housing offer. Blackpool is to deliver 4,200 new homes between 2012 and 2027<sup>17</sup>. New housing offers opportunities to create pocket parks, play areas, civic trees, community food-growing areas and other imaginative landscapes. Robust arrangements for long-term landscape management are just as important as good design of housing areas. Developer checklists can stimulate creative approaches to GBI provision.

A key development as an exemplar for other housing developments will be the Whyndyke Garden Village, one of NHS England's Healthy New Towns. Where GBI is designed into the masterplan from the beginning to promote health and wellbeing.

#### **Housing Area Transformation**

Several established residential areas will be renewed over the next decades. Our Core Strategy is clear that the town's housing mix must be rebalanced to make the Inner Area, South Shore and certain other housing estates more attractive for family life. The Inner Area has a significant deficiency in all types of green infrastructure which depresses property values and discourages family life.

The urban fabric can be restructured so it is fit for 21<sup>st</sup> century family life with new green spaces created in areas of deficiency. Elsewhere new development can release funds to make existing green spaces more versatile and user-friendly. All possible policy instruments and funding streams should be deployed to direct resources towards a comprehensive renewal of these neighbourhoods. Foxhall Village and Queens Park are examples of radical housing transformation resulting in much better GBI.

#### **Corridors and Gateways**

The three principal road corridors into the town and the designated Quality Corridors into the town centre are our "shop window" and each has scope for tree-planting and green infrastructure enhancement to create a distinctive and mature setting for the town.

#### **The "Green Line"**

The car parks and public spaces, including George Bancroft Park, that form a pedestrian movement corridor from Blackpool South station towards the town centre could be further enhanced with vegetation, green walls, pleached trees and pocket allotments

#### **Weather Proofing**





Blackpool's dense urban fabric means we have too many "sealed surfaces" which cause flash flooding after heavy rain. In the public realm, parks and road verges can be remodelled slightly to act as rain gardens, soakaways and swales. Gardeners and landowners can play a part in weather-proofing the town through retaining greenery and planting trees.

### **Involving Residents**

Blackpool's people are proud of the town. Alongside physical transformation of our housing areas, we should involve residents in design and management of green infrastructure on their doorstep and in the principal parks.

### **Case Studies**

#### **Queens Park and Layton Rec.**

The redevelopment of Queens Park has enabled the enhancement of Layton Rec, a Blackpool Council owned greenspace. The landscape improvement works are being carried out alongside the second phase of development. Layton Rec now has new pedestrian and cycle paths along with soft and hard landscaping. Within the housing area, quality greenspaces and play facilities are provided.



### West Rhyll Housing Regeneration Project and the Gerddi Heulwen Park

Rhyll's Victorian-era housing in neighbourhoods behind the promenade has similarities to Blackpool in terms of a dense urban fabric, patterns of transient occupancy, and a fierce neighbourhood loyalty amongst long-established residents. In consultation with residents, a new green space, Gerddi Heulwen, was created in 2014 after demolition of a hundred properties, as part of a programme of neighbourhood renewal.

### Manchester City of Trees

Over a sustained period, spanning several transport and public realm projects, Manchester City Council has invested in civic trees, street art and furniture and roadside raingardens to uplift the environmental quality and user-friendliness of Oxford Road and the Town Hall environs.

### Key Policies and Partnerships

1. *Local Plan Core Strategy (2012-2027, updated April 2023) - Objectives 2,5,7,8,9,16,18,19,20,21 and future SPD on design quality*
2. *Financial Inclusion Strategy (2022-2027)Blackpool's Built Heritage Strategy 2016-2020*

Lancashire Flood Risk Management Strategy (2021-27)



## **Enabling Productive Businesses and Workers**

### **Our Goal**

High quality Green Infrastructure adds value to business environments, notably in the Enterprise Zone, the Central Business District and the Leisure Quarter. Our parks are a setting for people to learn skills and gain self-confidence to enter the workplace.

### **Our Priorities**

These are our implementation priorities:

#### **Town Centre and Leisure Quarter**

In this dense and compact setting, green infrastructure needs to be carefully designed into the public realm and sometimes artist-led approaches can turn street trees and planters into an asset rather than a maintenance liability (see London case study). Comprehensive redevelopment can create an opportunity for a rooftop park which can be a versatile space for events or rest and relaxation (see Chavasse Park case study).

#### **Quality Enterprises**

Attracting and retaining quality enterprises to Blackpool is an important component of growing and diversifying the local economy. High-value businesses have an expectation of high quality premises and business environments from which to operate, in order to attract the best staff and to project a leading corporate image. Green spaces within a business park is a key component of this, enabling businesses to operate in an attractive setting and staff having an outdoor lunchtime/recreation location.

Attractive business environments can add a premium to the value of business premises, which benefit the economy and help spur investment in development projects that support employment.

#### **Enterprise Zone**

The Blackpool Airport Enterprise Zone is the principal node for industrial and commercial office growth in Blackpool. This important business park aims to be a leading destination for advanced manufacturing and energy-related businesses. The masterplan for the EZ includes opportunities for green infrastructure along boulevards within the business park and the redevelopment of sporting fields. Using green infrastructure to highlight messages about the circular economy and to create a prestigious environment can attract creative start-ups and mature businesses.

#### **Key Corridors and Gateways**

Green infrastructure can create a sense of arrival and prestige, important in attracting and retaining businesses. Much depends on the quality of landscape management. Fortunately, Blackpool has considerable horticultural expertise and interventions such as wildflower verges, street trees and hedging can all create a sense of destination. Inconsistency of existing roadside landscapes currently creates a slightly disjointed visitor experience on arrival.

#### **Business Involvement**

Volunteering days and corporate social responsibility links can help engage more people in Blackpool's great outdoor spaces. From clean-ups to nature reserve management, volunteering can be promoted widely, to the benefit of the Council and local businesses.

## Benefits of Employee Volunteering

A well-structured business volunteering programme benefits individuals and employers<sup>18</sup>

- 97% of volunteers said activities help develop a strong team
- 95% felt that volunteering had a positive influence on them
- 76% said it had a positive influence on how they feel about their employer
- 87% felt that volunteering improved their understanding of issues affecting their community
- 98% rates enjoyment as excellent or good – volunteering has to be fun!

## Skills Development

Working with local colleges, our parks can offer apprenticeships along with horticultural and construction skills training which boost confidence amongst people seeking to re-enter the workplace.

## Green Travel Routes

Investment in and promotion of the Blackpool Activity Trail and greenways to and from the town centre will enable more people to commute on foot or bike.

## Case Studies

### London: Bringing Creativity and Green Infrastructure Together

In Oxford Street, London some shops have sponsored illuminated tree guards which provide an attractive feature while protecting the tree from vandalism. At London Bridge, a group of young architects designed a pop-up bench/planter system which brought seating and greenery to a busy public space.

### Chavasse Park, Liverpool One

As part of the Liverpool One retail development, a new park was created over an underground carpark. The park features grassed areas for general use along with hard surfaced areas for events, Christmas markets, pop-up restaurants, etc. Situated on rising ground it forms a visual gateway into the retail area from the waterfront and provides vistas over the Albert Dock.

## Business Improvement Districts

Businesses in several towns and cities are establishing Green Infrastructure Strategies for town centres e.g. Northwich, Stockport and Winckley Square, Preston. Greening initiatives, public realm improvements and sustainable drainage schemes are seen as contributing to economic growth and retail footfall.

## Key Policies and Partnerships

1. *Local Plan Core Strategy (2012-2027, updated April 2023) - Objectives 3,8,15,17,21*
2. *A Better Blackpool (prospectus for transformation of the Town Centre and transport links)*

3. *Financial Inclusion Strategy (2022-2027) Walk 2017-2020: Walking and Cycling Access for everyday journeys*



## Promoting a Green Image and Culture

### Our Goal

Blackpool will be known for the quality of its parks and public realm, and they host events and public art of which its townspeople are proud. Green Infrastructure provides a setting for the best of the town's Victorian and Twentieth Century architectural heritage.

### Our Priorities

These are our implementation priorities:

#### Parks Development Plans

We are rightly proud of Stanley Park as the Best UK Park in 2017. We can continue to build on its reputation as a centre of excellence through encouraging niche businesses, education facilities, sports and events that add social value, income streams and training opportunities. By linking Stanley Park to other parks in Blackpool, Lytham St Annes and Fleetwood, we will build civic pride. Park Development Plans for all our parks would include attention to boundaries, gateways, railings, civic trees and other measures which enhance their contribution to quality of place.

#### Arts in the Public Realm

Parks, public realm and the promenade headlands can provide a setting for public art, performance, theatre and community activity.

#### Townscape

Particularly in the Inner Area, policy should resist removal of vegetation and encourage new development to incorporate significant green infrastructure and street trees to improve quality of place and contribute to climatic resilience of the urban fabric.

#### Gateways and Transport Corridors

Green Infrastructure approaches such as green walls at the main point of arrival and civic trees, hedging and wildflower verges alongside road corridors can enhance the sense of arrival.

#### Exemplary Coastal Regeneration

Blackpool is one of many coastal towns in Britain and Ireland addressing long-term decline through physical re-structuring of the urban environment and building a strong cultural brand. As the UK's leading coastal resort, Blackpool can export its expertise in creating and managing Green and Blue Infrastructure as part of a transformation programme.

#### Blackpool Activity Trail

Despite its name, this is in fact a proposal for series of linked footpaths/cycleways that allow people to explore the coast, the town centre, heritage assets, the countryside and Stanley Park. The route is mapped, but there is still much signposting and surfacing and awareness-raising work to do

#### Small Town Big Profile

Blackpool is a small town with a big profile. Millions of people come from all over the United Kingdom every year to enjoy our unique environment and attractions, and tourism continues to



dominate our town like no other place in the country. The Council's Plan (2015-2020) embraces this fact, recognising the increasing contribution which our cultural and creative economy can make to pulling in new types of visitor and providing the fun and spectacle for which we are renowned.

## Case Studies

### Green Walls

Green walls have been established near two British railway stations, Birmingham New Street and Deansgate, Manchester. These help to obscure some unattractive facades and also create a sense of arrival and a point of interest in a confined urban space.

### Stanley Park

The park is known for its national role in various sports and was voted the Best Field Day 2017. It is served by a management team which actively seeks opportunities for revenue generation and involvement of national sports and leisure bodies. More locally it encourages culture and educational events such as the Wordpool Festival aimed at stimulating children's interest in poetry and reading.

## Key Policies and Partnerships

- 1.
2. *Local Plan Core Strategy (2012-2027, updated April 2023) - Objectives 5, 12 and 14*
3. *A Better Blackpool*
4. *Blackpool Town Centre Strategy (March 2022)*
5. *Blackpool's Built Heritage Strategy 2016-2020*

Fields in Trust – Guidance for Outdoor Sport and Play, Beyond the Six Acre Standard (2020)



## Improving Habitats and Benefiting Pollinators

### Our Goal

Blackpool's Wildlife Sites are well-managed and used by volunteers and wildlife-watchers. Our parks, school grounds and main road verges are biodiverse, supporting bees, butterflies and other pollinators which in turn sustain the Fylde's arable farming economy. Vegetation in the town and rural fringe helps filter pollution and improve quality of water before it reaches the Irish Sea. Our parks have healthy soils. Our townspeople can easily get to the coast and countryside. The rural fringe is of high visual quality, with well-managed field edge ditches, verges and hedges typical of open farmland.

### Our Priorities

These are our implementation priorities:

#### Wildlife Sites and Green Corridors

Marton Mere Local Nature Reserve and Site of Special Scientific Interest is the hub of much nature conservation activity and can act as a centre of excellence to ensure all our Biological Heritage Sites (BHS) are well-managed and linked to community volunteers who help with site stewardship. BHS's, urban wildlife, green corridors and coastal habitats are designated in planning policy and new development ensures that their continuity and educational value is protected.

#### Bugs Life!

We will develop a pollinator strategy with actions for main road verges, parks, school grounds, places of worship, farmland and private gardens. The Fylde's agricultural economy is very important with over 3000ha of arable and cereal crops<sup>19</sup>, all dependent on pollination. The UK agricultural economy receives £430m benefit from bee pollination<sup>20</sup>.

Urban environments and private gardens can be a refuge for bees and butterflies. At a local scale, deficiencies in allotments and community orchards are addressed, particularly in the Inner Area. Stanley Park Zoo and Forest Schools curricula offer the opportunity for learning about invertebrates and their value to society.

#### Fylde Farmland Edge

Blackpool's rural edge is visually disjointed and is losing its distinctive landscape character<sup>21</sup>. Restoring "typical" field boundaries such as ditches, reedbeds, hedges, flower-rich verges and shelterbelts would also improve wildlife connectivity and water quality by filtering diffuse source pollution from farmland and roads.

#### What is Natural Capital?

Natural capital is 'the stock of our physical natural assets (such as soil, forests, water and biodiversity) which provide flows of services that benefit people (such as pollinating crops, natural hazard protection, climate regulation or the mental health benefits of a walk in the park). Natural capital is valuable to our economy. Some marketable products such as timber have a financial value that has been known for centuries. In other cases (e.g. the role of bees in pollinating crops), we are only just beginning to understand their financial value.' (Department for the Environment, Food and Rural Affairs, 2011)

#### Retrofitting green and blue infrastructure into the urban fabric





Blackpool has a high proportion of “sealed surface”. Development and estate regeneration offers the opportunity to protect existing vegetation and introduce new green infrastructure, swales and soakaways, thus improving biodiversity, reducing local flood risk and improving the quality of water flowing into the Irish Sea, helping maintain our Blue Flag beach status.

### “Meantime Greening”

Short-term greening of vacant urban land can maintain biodiversity and offer temporary allotments and food-growing. At Revoe Park, disused bowling greens have been taken over for skills training and early years play.

### Case Studies

#### Green Infrastructure Action Plan for Pollinators (GIAPP) in South-east Wales

The GIAPP is a landscape-scale project addressing the decline in biodiversity and providing benefits to the economy and communities through creating the environments that favour the creatures that help to pollinate plants.



## Marton Mere and North Blackpool (Kincraig) Pond Trail

Marton Mere is literally the “natural gateway” to Blackpool. It has a dramatic lake and reedbed with a very diverse birdlife and views of the Tower and the Fylde Countryside. With a Visitor Centre and an adjoining Holiday Park, it is a hub for wildlife-watching and outdoors volunteering. It has walking and cycling links to Stanley Park. With the future development of the nearby Whyndyke urban village its role in the environmental consciousness of the area will increase.

Rangers based at Marton Mere co-ordinate volunteering in many of the town’s other parks and also manage the Kincraig Pond Trail, a locally important wildlife corridor which provides accessible semi-natural greenspace for residents in the north east of Blackpool.

The GIAPP produced long term action plans for publicly-owned land, focussing on how public organisations can embed sustainable management principles in their daily activities. The GIAPP places an emphasis on the intrinsic value of pollinators to the public, aiming to provide a more colourful, artistic and functional environment.

### Key Policy Links and Partnerships

1. *Local Plan Core Strategy (2012-2027, updated April 2023) - Objectives 5,6,11 and 20*
2. *National Pollinator Strategy (2014, updated April 2019)*
3. *Lancashire Landscape Strategy (Lancashire City Council) (2000)*
4. *Federation of City Farms and Community Gardens*
5. *Lancashire Wildlife Trust (e.g., Living Seas and Living Landscapes projects)*
6. *Lancashire Ecological Network Approach and Analysis (2015)*
7. *Fylde Peninsula Water Management Group (2019)*

## 5 Objectives and Actions

Blackpool is an ambitious place and our Green and Blue Infrastructure Strategy is a “call to arms” for the Council, businesses, the community, funders and landowners to play a role in enhancing, creating, connecting and promoting our GBI.

The GBI Strategy aims to create a greener setting for the future growth of Blackpool and address some of the environmental deficiencies which impact on the town’s health, biodiversity and economic performance.

The Key Diagrams for the town and the Inner Area illustrate the principal areas to be affected by the GBI Strategy. The rest of this chapter lists the headline actions, grouped in terms of our four objectives:

- Protect and Enhance GBI
- Create and Restore GBI
- Connect and Link GBI
- Promote GBI and Change Behaviour

A detailed Action Plan sets out our ten-year programme to achieve these objectives.

### Objective 1 Protect and Enhance Green and Blue Infrastructure

#### ‘Protecting the Best, Enhancing the Rest’

##### Actions

1. Celebrate Stanley Park, voted the UK’s Best Park in 2017, as Blackpool’s most prestigious heritage and visitor destination, and promote links to other parks in Blackpool, Fleetwood and Lytham St. Annes.
2. Protect and manage GBI in housing areas, accepting that during housing transformation, greenspaces may be restructured to improve estate design and security, but overall GBI functionality should be enhanced.
3. Invest in Blackpool’s other parks to acknowledge their importance in each local area, and ensure they are meeting Blackpool’s quality benchmark associated with Green Flag criteria.
4. Maintain investment in Marton Mere Site of Special Scientific Interest (SSSI) as the premier site for promoting nature conservation across Blackpool and Fylde Coast.
5. Ensure all Biological Heritage Sites (BHS) and green corridors are actively managed for nature conservation.
6. Invest in the promenade and headlands and links to the seafront to connect people with the natural seascape.
7. Protect and enhance GBI in streetscapes, quality corridors and the town centre.
8. Safeguard and manage GBI in school, college, hospital and healthcare sites.
9. Protect and manage GBI in corporate, business and industrial settings, enhancing it for biodiversity, sustainable drainage, and to create an attractive setting for the Enterprise Zone, the Town Centre, the Inner Area and other corridors and gateways identified in this Strategy
10. Further develop the Community Farm at The Grange as a hub for the work of Grow Blackpool.

## Objective 2 Create and Restore Green and Blue Infrastructure

### ‘Greening the Grey, and Creating new GBI in areas where it is most needed’

#### Actions

11. Incorporate the creation of new GBI into the Town Centre Strategy Update and emerging Sustainability Strategy to ensure a greener town centre where each part of the public realm is considered as an opportunity for civic GBI.
12. Working with the community, deliver a significant uplift in quantity and quality of GBI in the Inner Area, using policy tools (e.g. SPD) and innovative funding approaches in partnership with the health and regeneration sectors.
13. Increase the overall tree canopy in Blackpool to 10%, starting with planting of 10,000 trees in the ten year period 2018 to 2027.
14. Ensure multifunctional GBI is incorporated in new residential developments and during housing transformation projects.
15. Incorporate GBI into the master plan for the Enterprise Zone to create a welcoming place for businesses.
16. Identify opportunities in the Leisure Quarter masterplan for GBI.
17. Use GBI at the gateways and corridors into and around Blackpool (e.g. the ‘Green Line’) to provide attractive routes for residents, commuters, visitors and tourists and to encourage walking and cycling.
18. Adopt a Planning and Development checklist to ensure GBI is incorporated in all new developments, linked to existing assets, and where on-site provision is not possible, an appropriate contribution is made to off-site GBI assets and networks.
19. In the Green Belt and Countryside Areas, restore elements of the landscape that contribute to character and biodiversity.

## Objective 3 Connect and Link Green and Blue Infrastructure

### ‘Making the Links, Improving Connectivity and Accessibility of GBI’

#### Actions

20. Create and/or upgrade the Blackpool Activity Trail which incorporates Gateways and Green Corridors to connect key GBI for people and wildlife, including the walking and cycling route from the Town Centre to Stanley Park, Zoo and Marton Mere.
21. Promote and support initiatives that encourage active travel such as ‘Steps to Health’ and ‘Cycle for Health’ scheme.
22. Promote activities that support connecting people with green spaces including organised events such as ‘Park Run’ and ‘Ride the Lights’.
23. Work with neighbouring local authorities to promote links to cross-boundary GBI provision including gateways to the countryside.
24. Carry out Public Right of Way (PRoW) Improvements to connect people with nature.

## Objective 4 Promote Green and Blue Infrastructure

### ‘Changing behaviour, Promoting the benefits of GBI and Encouraging greater uptake of Outdoor Activity and Volunteering’

#### Actions

25. Provide topical and user-friendly information on GBI, parks, open spaces and nature conservation sites, and how to get involved in activities and volunteering.



26. Encourage and support Parks Friends Groups, Beach Guardians, Park Rangers, Junior Park Rangers, Tree Wardens and other community led environmental stewards.
27. Get at least 5,000 more people active in Blackpool's outdoor spaces (parks, beaches, rights of way).
28. Continue to support and promote the outdoor aspects of the Better Start Programme and work with health professionals throughout the town to promote "green prescribing".
29. Appoint a GBI Officer to take ownership and to deliver the GBI Strategy and Action Plan, forming partnerships with health, housing, town centre, schools, cultural and arts specialists.
30. Continue to deliver GI projects that promote food growing, gardening and stewardship of local green spaces.
31. Promote the use of GBI by educational institutions and incorporate GBI into the curriculum e.g. through Forest Schools.
32. Incorporate GBI into the Blackpool Sport and Physical Activity Strategy 2013-2018 when updated.
33. Encourage GBI implementation through the Arts and Culture Strategy.

## **6 Next Steps**

### **Roles and Responsibilities**

The Strategy diagrams in Chapter 5 show the many opportunities for GBI to transform the quality of the urban environment, the seascape and the countryside of Blackpool. The proposed comprehensive and connected networks of GBI will deliver many benefits to residents, employees, investors and visitors to the town. Some actions will be led by the Council, some by the community, some by the third sector, some by developers, some by health and regeneration specialists and all will need partnership working.

### **Detailed Action Plan**

More detailed actions, funding and stakeholder responsibilities based on the Objectives at Chapter 5 are listed in the GBI Action Plan 2024 - 2033.

### **Green and Blue Checklist**

We have set out below a checklist of requirements for planners and developers to help ensure that GBI is considered in all decisions affecting Blackpool's environment.

GBI should be seen as critical infrastructure in the same way as utilities or local transport networks. If it can be incorporated at the start of a project it is possible to achieve substantial cost savings through combining uses and creating multifunctionality. It can also improve the design, layout and appearance of a scheme.

Developers should be engaged in early discussions with the local authority regarding on site GBI provision so the costs of the expected high standards of quality and quantity of GBI can be accounted for by the developer in their land purchase negotiations.

### **GBI Checklist**

The checklist provides a summary of the Green Infrastructure (GBI) requirements for development in Blackpool. It consists of strategic and site specific considerations. These requirements will contribute to the greening of the urban area and in particular new development. This will stimulate investment and economic growth; contribute to an attractive and healthy living and working environment; enhance biodiversity; and increase opportunities for tourism leisure and recreation. Maintenance of any new and enhanced GBI is integral to its success and implementation plans need to detail how maintenance will be secured in the long term.

### **Overseeing the Implementation of the Strategy and Plan**

**TBC after CLT confirmation of lead Councillor**

### **Resourcing the Plan**

In such difficult financial times for Local Authorities and other Public Sector bodies, we will need to be innovative and work in partnership with business and other funding bodies to piece together resources, action by action, to deliver the Strategy.



<p><b>Step 1: Consider the GBI opportunities and benefits that the proposed development could bring to Blackpool</b></p>	<ul style="list-style-type: none"> <li>• It is important to consider the users of the development and the of GBI benefits that could be provided.</li> <li>• Different types of development provide different opportunities for GBI (including SuDS).</li> <li>• Residential development provides the opportunity for open space creation for recreation, connectivity to wildlife and flood resilience.</li> <li>• Other types of development may present opportunities to link to strategic cycle routes and footpaths to encourage visitors and workers use sustainable modes of transport.</li> </ul>
<p><b>Step 2: Identify the GBI assets within and near the proposed development</b></p>	<ul style="list-style-type: none"> <li>• Identify GBI assets within 1km of the proposed development, including aquatic and terrestrial habitats, ecological designated sites, heritage sites, Public Rights of Ways (PRoW), cycle routes.</li> <li>• Maps of all GBI assets can be found in the GBI Technical Report.</li> </ul>
<p><b>Step 3: Review the Local Plan and it's evidence base e.g. Blackpool GBI Strategy, Blackpool's Open Space Assessment, Supplementary Planning Documents</b></p>	<ul style="list-style-type: none"> <li>• Review the Blackpool Council's local plan and evidence base to understand development requirements as well as opportunities to contribute to projects within local plans and strategies.</li> <li>• Planning policies and strategies can be found here: <a href="https://www.blackpool.gov.uk/Residents/Planning-environment-and-community/Planning/Planning-policy/Planning-policy.aspx">https://www.blackpool.gov.uk/Residents/Planning-environment-and-community/Planning/Planning-policy/Planning-policy.aspx</a></li> <li>• The evidence base is saved here: <a href="https://www.blackpool.gov.uk/Residents/Planning-environment-and-community/Planning/Planning-policy/Blackpool-local-plan/Evidence-base.aspx">https://www.blackpool.gov.uk/Residents/Planning-environment-and-community/Planning/Planning-policy/Blackpool-local-plan/Evidence-base.aspx</a></li> </ul>
<p><b>Step 4: Identify opportunities for meeting Blackpool's GBI goals</b></p>	<ul style="list-style-type: none"> <li>• Consider the information gathered from Steps 1 - 3 to understand how the proposed development can deliver the following GBI goals for Blackpool:</li> <li>• Engaging People in Health and Wellbeing</li> <li>• Attracting Visitors and Tourists</li> <li>• Greener Housing and Infrastructure</li> <li>• Enabling Productive Businesses and Workers</li> <li>• Habitats for Wildlife and Pollinators</li> <li>• Promoting a Green Image and Culture</li> </ul>
<p><b>Step 5: Carry out pre-application discussions with Blackpool Council</b></p>	<ul style="list-style-type: none"> <li>• Blackpool Council recommends applicants engage with the Council prior to submitting a planning application so that they can provide feedback and advice regarding the type of development, design and layout. Pre-application discussions provide the setting to discuss opportunities to improve the quality of GBI where low quality GBI assets are reduced in size due to proposed development. Post implementation maintenance arrangements for GBI schemes should be discussed.</li> <li>• Details about pre-application discussions can be found here: <a href="https://www.blackpool.gov.uk/Residents/Planning-environment-and-community/Planning/Planning-applications/Pre-application.aspx">https://www.blackpool.gov.uk/Residents/Planning-environment-and-community/Planning/Planning-applications/Pre-application.aspx</a>.</li> </ul>
<p><b>Step 6: Carry out pre-application community involvement if the proposed development is significant</b></p>	<ul style="list-style-type: none"> <li>• Consulting with the local community early on in the design stage of significant developments provides the opportunity for feedback about the development and GBI proposals.</li> <li>• Further details about public consultation can be found here: <a href="https://www.blackpool.gov.uk/Residents/Planning-environment-and-community/Planning/Planning-applications/The-planning-application-process.aspx">https://www.blackpool.gov.uk/Residents/Planning-environment-and-community/Planning/Planning-applications/The-planning-application-process.aspx</a></li> </ul>
<p><b>Step 7: Submit planning application</b></p>	<ul style="list-style-type: none"> <li>• GBI proposals should be clearly outlined within the planning application.</li> <li>• Information about what to submit with your application form is here: <a href="https://www.blackpool.gov.uk/Residents/Planning-environment-and-community/Planning/Planning-applications/Local-validation-checklist.aspx">https://www.blackpool.gov.uk/Residents/Planning-environment-and-community/Planning/Planning-applications/Local-validation-checklist.aspx</a></li> </ul>



## **Annex One – Evidence Base**

This section signposts the reader to relevant maps in the Green and Blue Infrastructure Technical Report (TEP Document Reference 6272.030) and the Updated Open Space Assessment 2018 (TEP Document Reference 6272.067).

The evidence is organised in terms of the goals and priorities described at Chapter 4 of the Strategy. In all cases, the maps should be read alongside all the other maps in the technical report as they form part of a suite of evidence. Decisions should not be based solely on one map, given the nature of GIS data underpinning each map, and the fact that GBI is a multi-functional concept.

Similarly, all the maps should be interpreted alongside the commentary in the Technical Report, especially chapters 4 and 5 which summarise consultations and spatial analysis.

### **Goal: Engaging People in Health and Wellbeing**

#### **Evidence Base**

Key maps in the technical report are:

- *Need for Aesthetic Function and Aesthetic Assets Map (G6272.004)*
- *Need for Recreation Function and Recreation Assets Map (G6272.005)*
- *Need for Green Travel Route Function and Green Travel Route Assets Map (G6272.006)*
- *Need for Shading Function and Shading Assets Map (G6272.007)*
- *Need for Evaporative Cooling Function and Evaporative Cooling Assets Map (G6272.010)*
- *Need for Trapping Air Pollutants Function and Trapping Air Pollution Assets Map (G6272.009)*
- *Need for Noise Absorption Function and Noise Absorption Assets Map (G6272.012)*
- *Need for Food Production Function and Food Production Assets Map (G6272.017)*
- *Need for Learning Function and Learning Assets Map (G6272.008)*
- *Health and Wellbeing Needs Map (G6272.023)*
- *Recreation and Leisure Needs Map (G6272.025)*

The 2017 open space audit also highlights areas where parks, play and sports facilities fall below standards for quantity, quality and accessibility, which can impact on health and wellbeing. Key maps in the Open Space Assessment are:

- *Open Space Provision by Ward Map (G6272.065)*
- *Quality of Open Space Spaces (G6272.057)*
- *Play Area Quality Scores (G6272.060)*
- *Accessibility to Parks and Gardens (G6272.055)*
- *Accessibility to Provision for Children and Young People (G6272.056)*
- *Accessibility to Outdoor Sports Facilities (G6272.054)*

### **Goal: Enhancing the Visitor Experience**

#### **Evidence Base**

Key maps in the technical report are:

- *Need for Aesthetic Function and Aesthetic Assets Map (G6272.004)*
- *Need for Recreation Function and Recreation Assets Map (G6272.005)*
- *Need for Green Travel Route Function and Green Travel Route Assets Map (G6272.006)*
- *Need for Heritage Function and Heritage Assets Map (G6272.015)*
- *Need for Culture Function and Culture Assets Map (G6272.016)*
- *Tourism Needs Map (G6272.029)*

The 2018 open space audit also highlights areas where parks, play and sports facilities fall below standards for quantity, quality and accessibility, which can impact on health and wellbeing. Key maps in the Open Space Assessment are:

- *Open Space Provision by Ward Map (G6272.065)*
- *Quality of Open Space Spaces (G6272.057)*
- *Play Area Quality Scores (G6272.060)*
- *Accessibility Maps (G6272.048-55)*



## Goal: Greener Housing and Infrastructure

### Evidence Base

Key maps in the technical report are:

- *Need for Aesthetic Function and Aesthetic Assets Map (G6272.004)*
- *Need for Shading Function and Shading Assets Map (G6272.007)*
- *Need for Evaporative Cooling Function and Evaporative Cooling Assets Map (G6272.010)*
- *Need for Trapping Air Pollutants Function and Trapping Air Pollution Assets Map (G6272.009)*
- *Need for Noise Absorption Function and Noise Absorption Assets Map (G6272.012)*
- *Need for Heritage Function and Heritage Assets Map (G6272.015)*
- *Need for Culture Function and Culture Assets Map (G6272.016)*
- *Need for Wind Shelter Function and Wind Shelter Assets Map (G6272.018)*
- *Quality of Place Needs Map (G6272.024)*

The 2018 open space audit also highlights areas where open spaces fall below standards for quantity, quality and accessibility, which can impact on Quality of Place. Key maps in the Open Space Assessment are:

- *Open Space Provision by Ward Map (G6272.065)*
- *Quality of Open Space Spaces (G6272.057)*
- *Play Area Quality Scores (G6272.060)*
- *Accessibility Maps (G6272.048-56)*
- *Accessibility to Natural Green Space Over 2ha (G6272.058)*
- *Accessibility to Natural Green Spaces Over 20ha (G6272.059)*

## Goal: Enabling Productive Businesses and Workers

### Evidence Base

Key maps in the technical report are:

- *Need for Aesthetic Function and Aesthetic Assets Map (G6272.004)*
- *Need for Recreation Function and Recreation Assets Map (G6272.005)*
- *Need for Learning Function and Function Assets Map (G6272.008)*
- *Economic Growth and Investment Needs Map (G6272.026)*
- *Labour Productivity Needs Map (G6272.028)*

The 2018 open space audit also highlights areas where open spaces fall below standards for quantity, quality and accessibility, which can impact on Productive Businesses and Workers. Key maps in the Open Space Assessment are:

- *Open Space Provision by Ward Map (G6272.065)*
- *Quality of Open Space Spaces (G6272.057)*
- *Play Area Quality Scores (G6272.060)*
- *Accessibility Maps (G6272.048-56)*

## Goal: Promoting a Greener Image and Culture

### Evidence Base

Key maps in the technical report are:

- *Need for Recreation Function and Recreation Assets (G6272.004)*
- *Need for Aesthetic Function and Aesthetic Assets Map (G6272.005)*
- *Need for Heritage Function and Heritage Assets Map (G6272.015)*
- *Need for Culture Function and Culture Assets Map (G6272.016)*
- *Need for Green Travel Route Function and Green Travel Route Assets Map (G6272.006)*
- *Quality of Place Needs Map (G6272.024)*
- *Recreation and Leisure Needs Map (G6272.025)*
- *Tourism Needs Map (G6272.029)*



The 2018 open space audit also highlights areas where open spaces fall below standards for quantity, quality and accessibility, which can impact on Image and Culture. Key maps in the Open Space Assessment are:

- *Open Space Provision by Ward Map (G6272.065)*
- *Quality of Open Space Spaces (G6272.057)*
- *Play Area Quality Scores (G6272.060)*
- *Accessibility Maps (G6272.048-56)*

### Goal: Improving Habitats and Benefitting Pollinators

#### Evidence Base

Key maps in the technical report are:

- *Need for Trapping Air Pollution Function and Trapping Air Pollution Assets Map (G6272.009)*
- *Need for Habitat for Wildlife Function and Habitat for Wildlife Assets Map (G6272.013)*
- *Need for Connectivity for Wildlife Function and Connectivity for Wildlife Assets Map (G6272.014)*
- *Need for Food Production Function and Food Production Assets Map (G6272.017)*
- *Need for Water Infiltration Function and Water Infiltration Assets Map (G6272.021)*
- *Products from the Land Needs Map (G6272.030)*
- *Land and Biodiversity Needs Map (G6272.031)*

The 2017 open space audit also highlights areas where parks, play and sports facilities fall below standards for quantity, quality and accessibility, which can impact on health and wellbeing. Key maps in the Open Space Assessment are:

- *Open Space Provision by Ward Map (G6272.065)*
- *Quality of Open Space Spaces (G6272.057)*
- *Accessibility Maps (G6272.048-56)*

#### Annex Comments Below:

**15** - Sustrans has collected a review of evidence in <https://www.sustrans.org.uk/policy-evidence/related-academic-research/health-and-active-travel>

**17** - Blackpool Council (2016) Public Health Annual Report 2016

**19** - [Data from Employee Volunteering \(a Community Interest Company\)](https://www.employeevolunteering.co.uk/volunteering-business-benefits/)  
<https://www.employeevolunteering.co.uk/volunteering-business-benefits/>

#### 21 – Pollinator Strategy

## Annex Two: References

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1

<sup>2</sup> Department for Communities and Local Government, Planning Practice Guidance on the Natural Environment (January 2016, updated July 2019)(Paragraph: 027 Reference ID: 8-027-2160211)

<sup>3</sup> HM Government (2018, updated February 2023), A Green Future: Our 25 Year Plan to Improve the Environment. Defra.

<sup>4</sup> TEP (2017) Blackpool's Green and Blue Infrastructure Strategy: Technical Report (report reference 6272.030) produced for Blackpool Council)

<sup>5</sup> TEP (2018) Updated Open Space Assessment (report reference 6272.067) produced for Blackpool Council)

<sup>6</sup> Adapted from Department for Communities and Local Government, Planning Practice Guidance on the Natural Environment (Paragraph: 006 Reference ID: 8-006-20190721)

<sup>7</sup> Lancashire County Council Local Authority profiles, at <https://www.lancashire.gov.uk/lancashire-insight/area-profiles/local-authority-profiles/blackpool-unitary/>

<sup>8</sup> TEP (2019) Updated Open Space Assessment – as reference 5 above

<sup>9</sup> Forest Research and Treeconomics (2017) <http://www.urbantreecover.org/comparison-table/>

<sup>10</sup> Better Start Blackpool [www.blackpoolbetterstart.org.uk](http://www.blackpoolbetterstart.org.uk)

<sup>11</sup> Destination Blackpool: Resort Place-Making 2015-2017

<sup>12</sup> Blackpool Local Plan: Core Strategy (2012 to 2027): Policy CS1 Strategic Location of Development

<sup>13</sup> Dadvand, P. et. al. (2015) Green Spaces and Cognitive Development in Primary Schoolchildren <http://www.pnas.org/content/112/26/7937.full.pdf>

<sup>14</sup> Sustrans has collected a review of evidence in <https://www.sustrans.org.uk/policy-evidence/related-academic-research/health-and-active-travel>

<sup>15</sup> Vivid Economics (2017) Natural Capital Accounting in Urban Parks.

<http://www.vivideconomics.com/publications/natural-capital-accounting-in-urban-parks>

<sup>16</sup> Blackpool Council (2016) Public Health Annual Report 2016

<sup>17</sup> Blackpool Council Local Plan Core Strategy Policy CS2 (Housing Provision)

<sup>18</sup> Data from Employee Volunteering (a Community Interest Company)

<https://www.employeevolunteering.co.uk/volunteering-business-benefits/>

<sup>19</sup> Lancashire County Council (2016) Summary of the County Agricultural Sector

<sup>20</sup> Defra (2014, updated 2019) National Pollinator Strategy

<sup>21</sup> Lancashire County Council (2000) Lancashire Landscape Strategy

# Green and Blue Infrastructure Action Plan 2024-2033

This Action Plan:

- Sets out the actions to achieve the four strategic objectives for Blackpool's GBI over the next 10 years
- Identifies responsible parties and stakeholders for each action
- Proposes a timescale for short, medium and long term actions with specific and measurable outcome criteria

Headline Action	Project/Programme	Lead Team	Stakeholders	Timeline	Measurable Outcome
<b>Objective 1: Protect and Enhance Green and Blue Infrastructure 'Protecting the Best, Enhancing the Rest'</b>					
1.1 Enhance and promote Blackpool's parks, delivering 17 Green Flag Award Parks by 2029	1.1.1 Agree requirement for park improvement criteria (e.g. Green Flag Award standard) and assess each of the 8 main parks' status	Parks & Leisure	Parks & Leisure	3-6 months	<ul style="list-style-type: none"> <li>• Understanding of current status and next steps needed for each park, and details added to all action points below to create an action plan for each park.</li> </ul>
	1.1.2 Achieve Green Flag Award status for Stanley Park	Parks & Leisure	Parks & Leisure Friends of Stanley Park	6-12 months	<ul style="list-style-type: none"> <li>• Use Green Flag status in marketing &amp; communications, take steps to measure increased engagement and footfall, increased satisfaction and wellbeing.</li> </ul>
	1.1.3 Achieve Green Heritage Site Accreditation for Stanley Park	Parks & Leisure	Parks & Leisure Friends of Stanley Park Blackpool Conservation Officer	12-18 months	<ul style="list-style-type: none"> <li>• Use Heritage Accreditation in marketing &amp; communications, take steps to measure increased engagement and footfall, and any advantage in funding bid success.</li> </ul>

Headline Action	Project/Programme	Lead Team	Stakeholders	Timeline	Measurable Outcome
	1.1.4 Submit Heritage Lottery Fund Bid for further restoration of Stanley Park	Parks & Leisure	Parks & Leisure Friends of Stanley Park Blackpool Conservation Officer	18-24 months	<ul style="list-style-type: none"> <li>If bid is won deliver improvements through asset restoration, communicate benefits through marketing channels and measure engagement and satisfaction.</li> </ul>
	1.1.5 All 8 major parks to achieve Green Flag Award	Parks & Leisure	Parks & Leisure	12-24 months	<ul style="list-style-type: none"> <li>Use Green Flag status in marketing &amp; communications, take steps to measure increased engagement and footfall, increased satisfaction and wellbeing.</li> </ul>
	1.1.6 All 17 parks to achieve Green Flag Award	Parks & Leisure	Parks & Leisure	3-5 years	<ul style="list-style-type: none"> <li>Use Green Flag status in marketing &amp; communications, take steps to measure increased engagement and footfall, increased satisfaction and wellbeing.</li> </ul>
	1.1.7 Update Open Space Assessment (OSA)	Parks & Leisure	Parks & Leisure	12-18 months	<ul style="list-style-type: none"> <li>Identify key areas within Blackpool with deficiencies in provision, quality, value and accessibility.</li> <li>Establish a realistic but ambitious target for eliminating deficiencies of concern.</li> </ul>
	1.1.8 Prepare a full parks development programme aiming to eliminate the OSA deficiencies.	Parks & Leisure	Parks & Leisure	<ul style="list-style-type: none"> <li>3 months</li> <li>6-12 months</li> </ul>	<ul style="list-style-type: none"> <li>Publish a timeline for the parks development programme and secure Council support in principle</li> <li>Produce a 5 year Parks Development Programme. Monitor and review timeline as</li> </ul>

Headline Action	Project/Programme	Lead Team	Stakeholders	Timeline	Measurable Outcome
				<ul style="list-style-type: none"> <li>5 years</li> </ul>	and when is required to ensure the town's parks are tackling OSA deficiencies. <ul style="list-style-type: none"> <li>Aim to have eliminated deficiencies of concern</li> </ul>
	1.1.9 Complete a review of funding sources	Parks & Leisure	Parks & Leisure and Planning Team	3-6 months	<ul style="list-style-type: none"> <li>Complete a full review of funding sources and create a 'tracker' to be able to review and monitor new and old funding sources. Incorporate into Parks Development Programme</li> </ul>
	1.1.10 All buildings within parks to increase use for council and community led services, especially skills training	Parks & Leisure	Parks & Leisure	6-12 months	<ul style="list-style-type: none"> <li>Monitor and review the use of park for community led services, such as skills training through undertaking questionnaires at the start of every month.</li> </ul>
	1.1.11 Coordinate promotion of all parks and open spaces, starting with review of current advertising	Parks & Leisure	Parks & Leisure	3-6 months	<ul style="list-style-type: none"> <li>Centralised and measurable promotion of all parks and green spaces should increase footfall and wellbeing but also provide useful data on effective campaigns, events and actions.</li> </ul>
1.2 Enhance overall GBI functionality in housing areas	1.2.1 Use OSA and Ecological/ BNG information to inform which green spaces (such as Mereside) should be protected or developed for the Local Plan	M.A.F.I.A Mereside and Friends in Action, Left Coast and Blackpool Coastal Housing Better Start Planning Team	Mereside M.A.F.I. A	12 months	<ul style="list-style-type: none"> <li>Undertake a review of all ecological, BNG and OSA information.</li> <li>This review will be used to decide which green spaces are to be developed and or protected to provide evidence for the Local Plan.</li> <li>Lost green space through development will need to be</li> </ul>

Headline Action	Project/Programme	Lead Team	Stakeholders	Timeline	Measurable Outcome
					created or improved in another suitable location.
	1.2.2 Review Whyndyke Garden Village and NHS guidance to create best practice vision for promoting physical activity with GBI	Whyndyke Partnership Board Fylde Borough and Blackpool Council Planning Team	Whyndyke Partnership Board	6-12 months	<ul style="list-style-type: none"> <li>Once vision is created periodic review should be undertaken to ensure the vision is updated and aligns with the most up to date guidance from the NHS.</li> </ul>
	1.2.3 Create supplementary planning document for green space management and quality assurance of green spaces and habitats	Parks & Leisure	Parks & Leisure	6-12 months	<ul style="list-style-type: none"> <li>Once created, this supplementary planning policy document for green space management should be reviewed periodically to be in-line with up to date national planning policy and legislation.</li> </ul>
1.3 Maintain and enhance all Local Nature Reserves (LNRs) following the template plan for Marton Mere Site of Special Scientific Interest (SSSI)	1.3.1 Use Marton Mere Management Plan (MMMP) objectives and actions to inform this GBI action plan once it is approved by Natural England	Parks & Leisure	Parks & Leisure	6-12 months	<ul style="list-style-type: none"> <li>Ensure resources are in place to implement MMMP once it is approved</li> </ul>
	1.3.2 Use Marton Mere hub to inform coordinated management plan for all LNRs	Lancashire Wildlife Trust and Lancashire County Council	Parks & Leisure	12-18 months	<ul style="list-style-type: none"> <li>Collate relevant baseline ecological data and information required to create all LNR management plans.</li> <li>Once Management Plans (MP) for all LNRs are created the MPs should be periodically reviewed to ensure it aligns with relevant up to date legislation and information.</li> </ul>



Headline Action	Project/Programme	Lead Team	Stakeholders	Timeline	Measurable Outcome
	1.3.3 Assess what water quality data is needed for LNRs and plan for data collection and monitoring	Lancashire Wildlife Trust and Lancashire County Council	Parks & Leisure, United Utilities and Environment Agency	3 months 12 months	<ul style="list-style-type: none"> <li>Initial meeting with stakeholders to determine scope and testing requirements</li> <li>Data collection completed and monitoring plan implemented</li> </ul>
	1.3.4 Appoint full time Wildlife Officer within the council, working with enforcement	Parks & Leisure	Parks & Leisure	12-18 months	<ul style="list-style-type: none"> <li>Periodically review the need for Wildlife Officers (WO) and their role within Blackpool Council (BC). Does their role suit the needs of BC? And review BC's need for more WO's.</li> </ul>
	1.3.5 Ensure promotion of LNRs is included in marketing and promotion activity to residents and visitors	Parks & Leisure	Parks & Leisure	6-12 months	<ul style="list-style-type: none"> <li>Monitor and review the interest within the LNRs.</li> <li>Review the number of visitors to each site and push out more marketing material if numbers are low. Identify best marketing campaign tactics to employ.</li> </ul>
1.4 Protect and manage all wildlife corridors and Biological Heritage Sites	1.4.1 Start specific collaboration with Lancashire Wildlife Trust, Public Protection and Planning to identify green corridors.			12 months	<ul style="list-style-type: none"> <li>Create management plan for BHSs</li> <li>Consider designation for green corridors in local plan</li> </ul>
	1.4.2 Conduct a Biodiversity Audit of quantity, quality and value of habitats and green corridors	Parks & Leisure	Parks & Leisure	6-12 months	<ul style="list-style-type: none"> <li>Arrange a meeting with Lancashire Wildlife Trust, Public Protection and Planning departments to identify key sites for green corridors.</li> </ul>

Headline Action	Project/Programme	Lead Team	Stakeholders	Timeline	Measurable Outcome
	1.4.3 Create Management plan for BHSs and wildlife corridors, ensure it is funded and implemented	Parks & Leisure	Parks & Leisure	5 years	<ul style="list-style-type: none"> <li>Review current legislation and add further emphasis to Biological Heritage Site protection within the Local Plan.</li> <li>Identify key protections levels.</li> </ul>
1.5 Increase local use of coastal GBI	TBC Ref input from coastal team and Fylde Council Coastal Strategy (2015-2032)				<ul style="list-style-type: none"> <li></li> </ul>
1.6 Protect and enhance GBI in streetscapes, quality corridors and the town centre, industrial and commercial/enterprise zones.	1.6.1 Create and implement management plan for wildflower verges to measure total area 'left to grow', starting with community engagement and following up with signage, marketing communications and call for sponsorship	Parks & Leisure	Parks & Leisure	6-12 months	<ul style="list-style-type: none"> <li>Undertake a review of Blackpool's verges identifying those able to be re-wilded as part of biodiversity audit.</li> <li>Identify local residents who are happy to be involved in this plan before setting numerical target.</li> <li>Implement a seeding and management strategy to enable the wildflower verges to be accurately managed.</li> <li>Implement signage and marketing materials to promote the wildflower verges.</li> </ul>
	1.6.2 Protect the existing number of street trees and hedgerows/shrubs in the Defined Inner Area from development and highway works through planning policy. Put Tree Preservation	Planning Parks & Leisure Planning Team	Planning	6-12 months	<ul style="list-style-type: none"> <li>Map/audit existing trees and hedgerows</li> <li>Consider online tools like 'TreePlotter' and complete cost/benefit proposal.</li> <li>Provide a public online register of trees</li> </ul>

Headline Action	Project/Programme	Lead Team	Stakeholders	Timeline	Measurable Outcome
	Orders in place where appropriate to protect the best trees in Blackpool.				<ul style="list-style-type: none"> <li>Consider 'Tree of the Year' schemes, photo competitions and Tree Warden engagement ideas.</li> </ul>
	1.6.3 Create policy to enforce protection of hedgerows and align with design standards	Parks & Leisure	Parks & Leisure and Planning Team	6-12 months	<ul style="list-style-type: none"> <li>Review the information the council currently holds regarding hedgerows and enforcing the retainment of them.</li> <li>Create a new supplementary planning document or policy to enforce the protection of hedgerows and align this with design standards and potentially BNG</li> </ul>
<b>Objective 2: Create and Restore Green and Blue Infrastructure 'Greening the Grey and Creating new GBI in areas where it is most needed'</b>					
2.1 Contribute to accelerated greening of the Town Centre	2.1.1 All actions listed in section 1B of the Town Centre Action Plan			Ongoing	Work towards supporting Town Centre team with current GBI actions <a href="#">Appendix A Town Centre Action Plan - 6th February 2023.xlsx</a> ( <a href="http://blackpool.gov.uk">blackpool.gov.uk</a> )
2.2 Increase tree canopy coverage in Blackpool to at least 10% in all wards by 2040	2.2.1 Engage with local tree groups or Woodland Trusts to determine best way to engage citizens in community tree planting project, identify appropriate sites and deliver community tree planting scheme	Parks & Leisure	Parks & Leisure	6-12 months	<ul style="list-style-type: none"> <li>Produce a list of current tree groups.</li> <li>Engage with the Woodland Trust to determine best way to engage citizens of Blackpool.</li> <li>Push out marketing material and monitor interest within the tree planting project.</li> </ul>

Headline Action	Project/Programme	Lead Team	Stakeholders	Timeline	Measurable Outcome
	2.2.2 Map tree planting opportunity areas to accommodate long term Canopy cover target of >10% in 20 years	Parks & Leisure	Parks & Leisure	2 years	<ul style="list-style-type: none"> <li>Initial mapping and feasibility study could be completed in 2 years.</li> </ul>
	2.2.3 Plant trees to increase tree canopy by 20% from current figure by 2030	Parks & Leisure	Parks & Leisure	5-10 years	<ul style="list-style-type: none"> <li>Confirm resources, planned locations and maintenance requirements within 12 months.</li> <li>Increase canopy cover by 20% from 2023 level by 2030.</li> </ul>
2.3 Multifunctional GBI to be incorporated into all residential developments	2.3.1 Create a design guide for best practice guide for GBI, with GBI Planners checklist to be included in SPD for Open Space provision for new developments.	Parks & Leisure	Parks & Leisure and Planning Team	6-12 months	<ul style="list-style-type: none"> <li>Review current local design guides for GBI relevant details</li> <li>Summarise the framework and create a set of easy wins that can be implemented on all new residential developments.</li> <li>Implement the easy wins within the new SPD for new developments.</li> </ul>
	2.3.2 Create funding plan to show all contributions to GBI (section 106, BNG, etc) and ensure long term maintenance	Parks & Leisure	Parks & Leisure and Planning Team	6-12 months	<ul style="list-style-type: none"> <li>Review current funding for GBI</li> <li>Implement a tracking form to be able to track all forms of contributions to GBI including section 106 and BNG.</li> <li>Ensure some funding is set aside for long term maintenance and management.</li> </ul>
	2.3.3 Coordinate all SPDs to deliver GBI within the Local Plan, consider proposal of	Parks & Leisure	Parks & Leisure and Planning Team	6-12 months	<ul style="list-style-type: none"> <li>Ensure all SPDs align and are implemented within the local plan.</li> </ul>

Headline Action	Project/Programme	Lead Team	Stakeholders	Timeline	Measurable Outcome
	Urban Greening Factor SPD alongside other policies				<ul style="list-style-type: none"> <li>Review the need for more policies and include for an SPD for Urban Greening Factor.</li> </ul>
	2.3.4 Review and update BNG policy for allocated sites and land bank			2 years	
2.4 Incorporate GBI into the master plan for the new Enterprise Zone	TBC – awaiting info from Rob Green				
2.5 Create attractive 'green line' routes for residents, commuters and visitors	2.5.1 CHECK LANCASHIRE LOCAL CYCLING & WALKING PLAN for specific actions				
	Blackpool cultural walking trail – wayfinding and promotion (awaiting input from Jane)				
	How to describe SUDS action promoting CS9 policy and new SPD (awaiting input from Jane)				
2.6 Plan to enhance green belt and countryside areas that contribute to	TBC – ref local Landscape Character Assessment				

Headline Action	Project/Programme	Lead Team	Stakeholders	Timeline	Measurable Outcome
character and biodiversity					
2.7 New developments will contribute to usable green space	2.7.1 All new developments to correct any areas of OSA deficiency identified in action 1.1.7 [check x-ref]				
<b>Objective 3: Connect Green and Blue Infrastructure 'Making the Links, Improving Connectivity and Accessibility of GBI'</b>					
3.1 Connecting all services across the council with GBI	3.1.1 Ensure GBI is specifically included in Social Value element of contract tenders				
	3.1.2 Build GBI into project management and decision-making framework across the council				
3.2 Review and enhance walking, cycling and activity trails	TBC – consider information from other depts				
3.3 Promote active travel	TBC – consider information from other depts				
3.4 Connect with neighbouring authorities	3.4.1 Create wayfinding strategy to link accessibility, health and wellbeing, LNR strategy, wildlife routes, ponds trail and footpaths				
<b>Objective 4: Promote the Benefits of GBI 'Changing Behaviour'</b>					



Headline Action	Project/Programme	Lead Team	Stakeholders	Timeline	Measurable Outcome
4.1 Plan, deliver and monitor a communications strategy and plan for all GBI in Blackpool	4.1.1 Survey residents to determine priorities for GBI and public/play spaces				
	4.1.2 Expand distribution of existing GBI information packs to other community hubs – determine a relevant list of centres and arrange delivery				
	4.1.3 Create website or webpage linked with social media to promote community initiatives and chats, volunteering opportunities.				
	4.1.4 Target for completion of 5x parks development plans each year, Parks dept to conduct annual review of plans				
	4.1.5 Design and launch permeable gardens and driveways programme including community information and engagement, target % permeability, local skills and contractors training/ supply chain engagement				
	4.1.6 Collaborate with healthcare colleagues to				

Headline Action	Project/Programme	Lead Team	Stakeholders	Timeline	Measurable Outcome
	bring social prescribing, green gyms etc into the GBI communications and action plan				
4.2 Build a strong network of volunteer groups to return to pre-COVID levels of engagement	4.2.1 Increase volunteering and stewardship in parks, linking with Parks Development plans and supporting junior park wardens (target for at least one each in all 17 parks)				<ul style="list-style-type: none"> <li>Targeted efforts in those areas which these schemes are mostly likely to be successful can provide improved numbers of businesses sponsoring/ adopting GBI features.</li> <li>Integrate with communications plan to measure engagement and promotion of local businesses (aim for 3 x case studies per year)</li> </ul>
	4.2.2 Review success business stewardship and adoption of green spaces, with recommendations for further sponsorship and promotion of local businesses				
	4.2.3 Use survey feedback to decide on incentive schemes for green volunteering (including non-financial rewards – stickers etc)				
	4.2.4 Collaborate with healthcare colleagues to bring social prescribing, green gyms etc into the GBI communications and action plan				



Headline Action	Project/Programme	Lead Team	Stakeholders	Timeline	Measurable Outcome
	4.2.5 Highlight case study of street scene workers taking on stewardship of green spaces to encourage further uptake.				
	4.2.6 Provide increased support for Friends of Groups by updating the Friends of Handbook, and parks management plans.				
	4.2.7 (check coastal strategy/ feedback for actions on Beach Guardians)				
	4.2.8 GBI activities to be promoted among council staff and local business for CSR/team building days, with case studies to promote			6-12 months 1 year onwards	Launch and promote scheme on council website and media. Produce 3 case studies per year including details of benefits to green spaces, participants and businesses.
4.3 Integrate GBI with Health, Sports, Transport and Education services	4.3.1 – Increase work with Adult services - Paul				
	4.3.2 Expand scheme for shelter residents and street drinkers to take on stewardship and maintenance of Town Centre GBI as part of their recovery – provide case study				

Headline Action	Project/Programme	Lead Team	Stakeholders	Timeline	Measurable Outcome
	4.3.3 Green bus shelters – awaiting info from highways				
4.4 Council Leadership and coordination	4.4.1 Update GBI impact assessment to include BNG opportunities, decide on data and monitoring evidence required				
	4.4.2 Follow up on personal commitments to GBI from councillors and senior officers with actions and examples				
	4.4.3 Consider further education and use of GBI valuation tools and direct links to economic measures like footfall and dwell time.				
	4.4.4 Review Council policy documents for Air Quality, Marine Strategy, Flood Management (check for others to add) to ensure they align				

<b>Report to:</b>	<b>CLIMATE CHANGE AND ENVIRONMENT SCRUTINY COMMITTEE</b>
<b>Relevant Officer:</b>	Lisa Arnold Assistant Director of Community and Environmental Services Jennifer Clayton, Head of Public Protection and Enforcement.
<b>Date of meeting:</b>	15 November 2023

## **PUBLIC SPACE PROTECTION ORDER FOR PARKS, GREEN SPACES AND CEMETERIES**

### **1.0 Purpose of the report**

To provide a summary of the results of the recent consultation regarding a new Public Space Protection Order (PSPO) for parks, green spaces and cemeteries.

To provide an overview of the contents of the proposed PSPO aimed at ensuring our Parks, greens spaces and cemeteries are a welcoming and safe place for residents and visitors to enjoy.

### **2.0 Recommendation(s)**

That the committee consider the contents of the proposed PSPO.

That the committee support the proposed PSPO.

### **3.0 Reason for recommendation(s)**

To give increased enforcement options to officers of the local authority to deal with nuisance and anti-social behaviour in parks, green spaces and cemeteries across Blackpool.

3.1 Is the recommendation contrary to a plan or strategy approved by the Council? No

3.2 Is the recommendation in accordance with the Council's approved budget? Yes

### **4.0 Other alternative options to be considered**

To not support the content of the proposed PSPO, reducing the enforcement options available to both Lancashire Police and local authority officers in dealing with nuisance and antisocial behaviour.

## **5.0 Council priority**

The relevant Council priority is:

- 'Communities: Creating stronger communities and increasing resilience'

## **6.0 Background and key information**

- 6.1 Public Spaces Protection Orders (PSPOs) are intended to deal with a particular nuisance or problem in a specific area that is detrimental to the local community's quality of life, by imposing conditions on the use of that area, which apply to everyone. They are intended to help ensure that the law-abiding majority can use and enjoy public spaces, safe from anti-social behaviour.
- 6.2 Local councils are responsible for making PSPOs. Given that these orders can restrict what people can do and how they behave in public spaces, it is important that the restrictions imposed are focused on specific behaviours and are proportionate to the detrimental effect that the behaviour is causing or can cause, and are necessary to prevent it from continuing, occurring or recurring.
- 6.3 Across Blackpool, a number of different PSPOs are in operation to tackle anti-social behaviour locally.
- 6.4 Public consultation regarding the proposed PSPO was undertaken by Infusion Research from the 19<sup>th</sup> June 2023 – 28<sup>th</sup> August 2023 running for a total of 10 weeks.
- 6.5 This consultation offered an opportunity for visitors to Blackpools' parks, green spaces and cemeteries to tell the council about their experiences and concerns whilst visiting these areas allowing the council to review the current controls in place and to determine whether or not a PSPO should be considered.
- 6.6 A total of 1,483 responses were received to this consultation. 1,440 responses were collected through an open access online survey, 41 responses collated from face-to-face engagement work in Stanley Park and 2 email responses were sent into Blackpool Council. Furthermore, initial consultation has taken place with the Police, via the Chief Inspector for the Blackpool area and formal consultation with Lancashire Constabulary and other statutory consultees, including but not limited to, National Probation Service (NPS), Lancashire Fire and Rescue, Integrated Care Board (ICB) and the Office of the Police Crime Commissioner will take place with the final proposed draft, prior to implementation. A copy of the full public consultation report can be found at Appendix 7(a). A summary of the findings are outlined below.
- 6.7 The consultation found the following proportions of respondents in agreement with the proposed introduction of the protection orders. The table below includes those

respondents who said they ‘strongly agreed’ and ‘tended to agree’ with each proposal:

<b>Parks and green spaces</b>	<b>% of agreement</b>
To give police and council officers powers to deal with anti-social behaviour, including alcohol-related anti-social behaviour	<b>97.8%</b>
To give police and council officers powers to deal with substance misuse, including use of cannabis	<b>95.8%</b>
To give police and council officers powers to deal with unauthorised vehicles driving within the area	<b>94.3%</b>
Commercial activities such as group fitness training; commercial dog walking and training or exercising of horses/ponies to be regulated by the local authority	<b>65.8%</b>
The use of remote controlled water, air or land based vehicles to be banned	<b>58.6%</b>
Illegal or unauthorised camping including the use of tents/caravans and other vehicles to be banned	<b>83%</b>
Dogs on leads near council owned water bodies in Blackpool	<b>82.8%</b>
<b>Cemeteries</b>	<b>% of agreement</b>
To give police and council officers powers to deal with anti-social behaviour, including alcohol-related anti-social behaviour	<b>97.7%</b>
To give police and council officers powers to deal with substance misuse, including use of cannabis	<b>96.5%</b>
To give police and council officers powers to deal with unauthorised vehicles driving within the area	<b>94.8%</b>

\* responses from those who chose the ‘don’t know/no opinion’ were omitted from the calculations

- 6.8 Almost 1,000 people who responded to the consultation, stated that they had personal experience of the issues they had highlighted. Another 300 said they had heard about the issues that they were highlighting from neighbours, friends, family and the media.
- 6.9 The problem of most concern which was reported by respondents was ‘dogs off-lead focusing on the impact to wildlife’. Comments from a significant proportion of respondents have asked for better enforcement including CCTV, more park wardens and a better police presence.
- 6.10 Following results of the public consultation, the proposals are to include additional powers to deal with the following via one PSPO that covers all areas:
- Dogs off leads near council owned water bodies of Blackpool

- Illegal or unauthorised camping including the use of tents/caravans and other vehicles
- People causing harassment, alarm, distress or vandalism
- People causing anti-social behaviour
- Substance and alcohol misuse
- Unauthorised vehicles driving within the area

6.11 The proposals will not include regulation or enforcement regarding the use of remote controlled vehicles or commercial activities due to the lack of support for this, as outlined within the public consultation.

6.12 The proposals will cover the parks, green spaces and cemeteries outlined at Appendix 7(c). Signage will be erected in these locations to inform the public of the PSPO relevant to that area. Additional signage will be placed at key points along the waterbody perimeters outlined in Appendix 7(b), to ensure dog walkers are aware of the 'dogs on leads' restriction within these areas.

6.13 Following consideration of the report by the Climate Change and Environment Scrutiny Committee, the PSPO will be drafted by Blackpool Councils' Legal Department and shared with partners for comment prior to being presented at a future meeting of the Executive and submitted to the courts for approval, before implementation in early 2024.

**7.0** Does the information submitted include any exempt information? No

## **8.0 List of appendices**

8.1 Appendix 7(a) – PSPO Consultation Report;

8.2 Appendix 7(b) – Proposed 'dogs on lead' parameters around water bodies within parks and green spaces;

8.3 Appendix 7(c) – List of Parks, green spaces and cemeteries that the PSPO will apply to.

## **9.0 Financial considerations**

9.1 Finance is available within existing budgets for the installation of appropriate signage. No additional resources are available to carry out additional enforcement, however frontline officers across the council and police be given these additional powers as part of their existing roles.

## **10.0 Legal considerations**

10.1 The Anti-social Behaviour, Crime and Policing Act 2014 provides a broad legal framework within which PSPOs can be implemented. Orders can be introduced in a specific public area where the local authority is satisfied on reasonable grounds that

certain conditions have been met.

**11.0 Risk management considerations**

Not Applicable

**12.0 Equalities considerations and the impact of this decision for our children and young people**

12.1 A separate process is in place whereby any proposed enforcement action against a Blackpool child or young person is reviewed by a multi-agency panel chaired by the Assistant Director of Childrens Services to ensure a proportionate response is taken.

**13.0 Sustainability, climate change and environmental considerations**

13.1 Not applicable

**14.0 Internal/external consultation undertaken**

14.1 Significant consultation has been undertaken with members of the public as outlined within the report. Furthermore, consultation will take place with our partners including Lancashire Constabulary, Lancashire Fire and Rescue, Integrated care board and probation before implementation.

**15.0 Background papers**

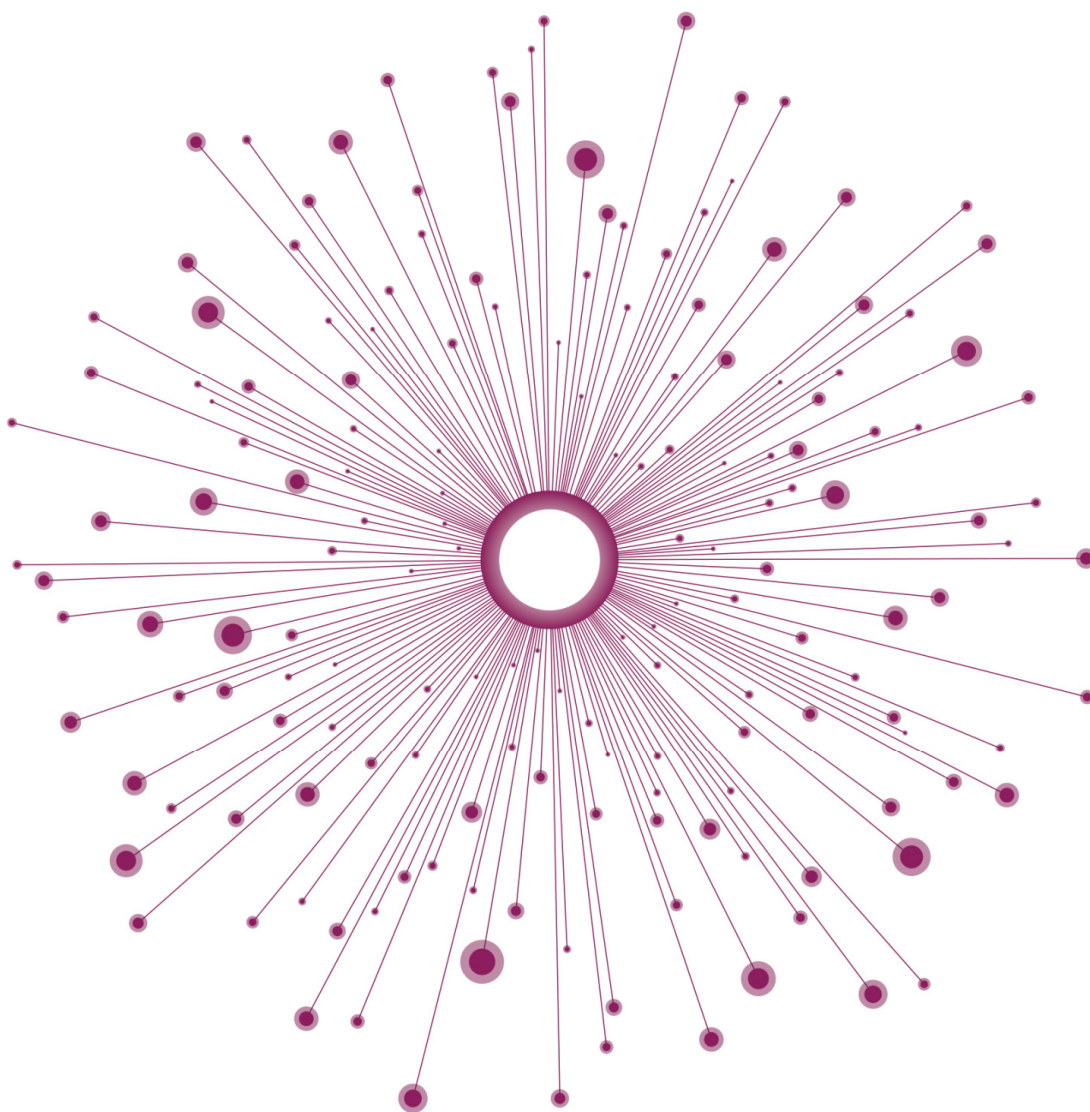
15.1 None

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# Blackpool Council: Parks, Green Open Spaces and Cemeteries Public Space Protection Order Consultation Report

October 2023



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## 1. Executive Summary

Across Blackpool, a number of different Public Spaces Protection Orders (PSPOs) are in operation to tackle anti-social behaviour locally. PSPOs are aimed at ensuring public spaces can be enjoyed free from anti-social behaviour.

This consultation offered an opportunity for visitors to Blackpool's parks, green open spaces and cemeteries to tell the council about their experiences and concerns whilst visiting these areas allowing the council to review the current controls in place and to determine whether or not a PSPO should be considered.

A total of **1,483** responses were received to this consultation. **1,440** responses were collected through an open access online survey, **41** responses collated from face-to-face engagement work in Stanley Park and **2** email responses were sent into Blackpool Council.

The survey went 'live' week commencing the **19<sup>th</sup> June** and closed week commencing **28<sup>th</sup> August**, running for a total of ten weeks.

The visiting frequency by proportion of overall respondents who visited parks, green open spaces and cemeteries was as follows:

- Visiting at least once a week or more:
  - Parks and green open spaces – **78.7%**
  - Cemeteries – **12.3%**
- Visiting at least once a month:
  - Parks and green open spaces – **14.6%**
  - Cemeteries – **15.8%**
- Visiting at least once or twice a year:
  - Parks and green open spaces – **4.9%**
  - Cemeteries – **33%**

### Key findings

Almost 1,000 people, who responded to the consultation, stated they had personal experience of the issues they had highlighted. Another 300 said they had heard about the issues that they were highlighting, from neighbours, friends, family and the media.

The problem of most concern which was reported by respondents as 'dogs off-lead' focussing on the impact to wildlife, the behaviour of irresponsible owners and those dogs approaching other dogs, children and adults. Comments from a significant proportion of respondents have asked for better enforcement including CCTV, more park wardens and better police presence.

An emerging theme was the concern about scooters/cyclists/motor bikes with primarily their speed being unnerving for some.

The consultation found the following proportions of respondents in agreement with the

<b>Parks and green spaces</b>	<b>% of agreement</b>
To give police and council officers powers to deal with anti-social behaviour, including alcohol-related anti-social behaviour	<b>97.8%</b>
To give police and council officers powers to deal with substance misuse, including use of cannabis	<b>95.8%</b>
To give police and council officers powers to deal with unauthorised vehicles driving within the area	<b>94.3%</b>
Commercial activities such as group fitness training; commercial dog walking and training or exercising of horses/ponies to be regulated by the local authority	<b>65.8%</b>
The use of remote controlled water, air or land based vehicles to be banned	<b>58.6%</b>
Illegal or unauthorised camping including the use of tents/caravans and other vehicles to be banned	<b>83%</b>
Dogs on leads near council owned water bodies in Blackpool	<b>82.8%</b>

proposed introduction of the protection orders. The table below includes those respondents who said they 'strongly agreed' and 'tended to agree' with each proposal:

\* responses from those who chose the 'don't know/no opinion' were omitted from the calculations

<b>Cemeteries</b>	<b>% of agreement</b>
To give police and council officers powers to deal with anti-social behaviour, including alcohol-related anti-social behaviour	<b>97.7%</b>
To give police and council officers powers to deal with substance misuse, including use of cannabis	<b>96.5%</b>
To give police and council officers powers to deal with unauthorised vehicles driving within the area	<b>94.8%</b>

\* responses from those who chose the 'don't know/no opinion' were omitted from the calculations

## 2. Background

Across Blackpool, a number of different Public Spaces Protection Orders (PSPOs) are in operation to tackle anti-social behaviour locally. PSPOs are aimed at ensuring public spaces can be enjoyed free from anti-social behaviour.

This consultation offered an opportunity for visitors to Blackpool's parks, green open spaces and cemeteries to tell the council about their experiences and concerns whilst visiting these areas allowing the council to review the current controls in place and to determine whether or not a PSPO should be introduced.

## 3. Methodology

The survey went 'live' week commencing **19<sup>th</sup> June 2023** and closed on the week commencing **28<sup>th</sup> August 2023**, running for a total of ten weeks.

Information regarding the consultation was shared on Blackpool Council's social media pages. The consultation was actively advertised and marketed across Blackpool by interested residents and visitors which also gave additional visibility to the consultation.

A total of **1,483** responses were received to this consultation. **1,440** responses were collected through an open access online survey, **41** responses collated from face-to-face engagement work in Stanley Park and **2** email responses were sent into Blackpool Council.

**1,473** responses were from individuals, and **10** were on behalf of an organisation. **3** responses stated that they were responding on behalf of an organisation but from their comments they highlighted issues only relating to themselves and were reallocated.

The numbers in this report have been rounded to one decimal place. As a result some totals will not equal to 100%. Respondents to the consultation were given the choice whether or not to answer each question, as a result the base numbers to each question may not equal the total response rate to the consultation.

## 4. Results

### 4.1 Respondent Profile

#### 4.1.1 Are you responding as an individual or on behalf of an organisation? [Q2 on survey] (Base = 1,440)

99.3% (1,430) of responses were from individuals, and 0.7% (10) of responses were on behalf of an organisation.

#### 4.1.2 Are you a resident in Blackpool or a visitor? [Q3 on survey] (Base = 1,430)

82.2% (1,176) of respondents either worked or were residents in Blackpool. 6.2% (88) of respondents said that they were a day visitor to Blackpool, 1.6% (23) of respondents said that they were a staying visitor to Blackpool. The remaining respondents choose the 'Other' option (7.3%, 105, responses) or left the option blank (2.7%, 38 responses).

#### 4.1.3 Please let us know which organisation you're responding on behalf of? [Q4 on survey] (Base = 10)

10 respondents identified which organisation they were responding on behalf of, these included four responses from Brambles Wildlife Rescue, two from Friends of Devonshire Road Rock Gardens and one response each from Blackpool RUFC, Friends of Solaris Park, Blackpool BMX Club and Friends of Layton Cemetery.

Respondents were asked a series of demographic questions which enabled us to ensure we were capturing responses from a broad cross-section of the community.

#### 4.1.4 Are you...? [Q17 on survey] (Base = 1,430)

65.9% (943) of responses were from female respondents, 27.4% (392) were from male respondents, 4.8% (69) preferred not to say, 4 respondents identified as non-binary, 3 respondents preferred to self-describe and 19 respondents did not answer the question.

#### 4.1.5 What is your sexual orientation? [Q18 on survey] (Base = 1,430)

82.4% (1,178) of responses were from heterosexual/straight respondents, 9.9% (141) preferred not to say, 2% (28) were from Gay men, 1.7% (25) were from respondents who identified as Bisexual, 1.5% (22) were from Gay women/lesbians, 6 respondents preferred to self-describe and 31 respondents did not answer the question.

**4.1.6 Which age group do you belong to? [Q19 on survey] (Base = 1,430)**

The following table shows the breakdown of responses by age band.

Age band	No of responses	% of responses
18-24	22	1.5%
25-34	121	8.5%
35-44	211	14.8%
45-54	294	20.6%
55-64	358	25%
65-74	278	19.4%
75+	53	3.7%
Prefer not to say	80	5.6%
Blanks	13	0.9%
<b>Total</b>	<b>1,430</b>	<b>100%</b>

**4.1.7 Are your day-to-day activities limited because of a health problem or disability which has lasted, or is expected to last, at least 12 months? [Q20 on survey] (Base = 1,430)**

**69.6%** (994) of respondents reported having no health problem or disability which has lasted or is expected to last at least 12 months, whilst **28.7%** (411) of respondents reported having a health problem or disability which has lasted or is expected to last at least 12 months. 25 respondents did not answer the question.

The following table shows the breakdown of responses by disability status.

Disability	No of responses	% of responses
No disability	994	69.6%
Yes, limited a lot by disability	142	9.9%
Yes, limited a little by disability	269	18.8%
Did not answer	25	1.7%
<b>Total</b>	<b>616</b>	<b>100%</b>

#### 4.1.8 What is your ethnic origin? [Q25 on survey] (Base = 1,430)

The majority of respondents – (92%) – reported their ethnicity as White, which includes English/Welsh/Scottish/Northern Irish/British Irish Gypsy or Irish Traveller, and any other White background.

The following table shows the breakdown of responses by ethnicity.

Ethnicity	No of responses	% of responses
White	1,293	90.4%
Mixed/Multiple ethnic groups	13	0.9%
Black/African/Caribbean/Black British	3	0.2%
Asian/Asian British	6	0.4%
Other ethnic group	3	0.2%
Prefer not to say	88	6.2%
Did not answer	24	1.7%
<b>Total</b>	<b>616</b>	<b>100%</b>

#### 4.1.9 What is your home postcode? [Q22 on survey] (Base = 1,430)

There were responses to the survey from across Blackpool, the North West and the UK.

The following table shows the breakdown of responses by geographical location.

Postcode area	No of responses	% of responses
FY1	185	12.9%
FY2	139	9.7%
FY3	336	23.5%
FY4	200	14%
FY5	109	7.6%
FY6, FY7, FY8	130	9.1%
Other North West areas	62	4.3%
Other areas in the UK	23	1.6%
Did not answer	246	17.3%
<b>Total</b>	<b>1,430</b>	<b>100%</b>



## 4.2 Main Survey Results

How often do you visit the following areas in Blackpool? [Q5 on survey]

**Parks and green open spaces (Base = 1,430)**

**Cemeteries (Base = 1,430)**

The following table shows the breakdown of responses and visiting frequency to Blackpool's parks, green open spaces and cemeteries:

	No of responses	% of responses	No of responses	% of responses
	Parks and green open spaces		Cemeteries	
Almost every day	665	46.5%	60	4.2%
About once a week	460	32.2%	116	8.1%
About once a month	209	14.6%	224	15.8%
Once or twice a year	70	4.9%	472	33%
Never visited	9	0.6%	198	13.8%
Don't know/not sure	4	0.3%	49	3.4%
Other	9	0.6%	55	3.8%
Did not answer	4	0.3%	256	17.9%
<b>Total</b>	<b>1,430</b>	<b>100%</b>	<b>1,430</b>	<b>100%</b>

In July a swan was killed by a dog off-lead in Stanley Park creating a significant increase in responses for the consultation from both the Blackpool area and the wider UK. To ensure the consultation results are fair, balanced and without known bias full response data from the survey is shown alongside an additional analysis which omits three key dates where responses could have been largely influenced by the news of swan's death.

## How much of a problem do you think the following issues are?

**4.2.1** Each of the respondents were asked how much of a problem, if at all, did they think each of the following were in Blackpool's parks and green open spaces. [Question 6 on the survey]

### People causing harassment, alarm, distress or vandalism (Base = 1,358)

**70.7%** (961) of respondents said 'people causing harassment, alarm, distress or vandalism' is a 'very big' or 'fairly big' problem in Blackpool's parks and green open spaces.

**24.6%** (334) of respondents said that 'people causing harassment, alarm, distress or vandalism' is 'not a very big' problem or 'not a problem at all' in Blackpool's parks and green open spaces. **63** respondents said they didn't know or weren't sure.

The following table shows the breakdown of responses in more detail.

Response type	No of responses	% of responses	No of responses	% of responses
	All responses		Excluding 3 days data	
A very big problem	423	31.1%	259	29.2%
A fairly big problem	538	39.6%	357	40.3%
Not a very big problem	295	21.7%	208	23.5%
Not a problem at all	39	2.9%	29	3.3%
Don't know/not sure	63	4.7%	33	3.7%
<b>Total</b>	<b>1,358</b>	<b>100%</b>	<b>886</b>	<b>100%</b>

### Substance misuse, including the use of cannabis (Base = 1,349)

**69.6%** (938) of respondents said that substance misuse is a 'very big' or 'fairly big' problem in Blackpool's parks and green open spaces.

**21.1%** (285) of respondents said that substance misuse is 'not a very big' problem or 'not a problem at all' in Blackpool's parks and green open spaces. **126** respondents said they didn't know or weren't sure.

The following table shows the breakdown of responses in more detail.

Response type	No of responses	% of responses	No of responses	% of responses
	All responses		Excluding 3 days data	
A very big problem	457	33.9%	297	33.6%
A fairly big problem	481	35.7%	307	34.8%
Not a very big problem	247	18.3%	171	19.4%
Not a problem at all	38	2.8%	29	3.3%
Don't know/not sure	126	9.3%	79	8.9%
<b>Total</b>	<b>1,349</b>	<b>100%</b>	<b>883</b>	<b>100%</b>

## How much of a problem do you think the following issues are?

### Alcohol misuse (Base = 1,298)

**65.9%** (855) of respondents said that alcohol misuse is a 'very big' or 'fairly big' problem in Blackpool's parks and green open spaces.

**26.2%** (340) of respondents said that alcohol misuse is 'not a very big' problem or 'not a problem at all' in Blackpool's parks and green open spaces. **103** respondents said they didn't know or weren't sure.

The following table shows the breakdown of responses in more detail.

Response type	No of responses	% of responses	No of responses	% of responses
	All responses		Excluding 3 days data	
A very big problem	394	30.4%	243	28.5%
A fairly big problem	461	35.5%	309	36.2%
Not a very big problem	301	23.2%	213	24.9%
Not a problem at all	39	3%	32	3.7%
Don't know/not sure	103	7.9%	57	6.7%
<b>Total</b>	<b>1,298</b>	<b>100%</b>	<b>854</b>	<b>100%</b>

### Unauthorised vehicles driving within the area (Base = 1,313)

**42.1%** (553) of respondents said that unauthorised vehicles driving within the area is a 'very big' or 'fairly big' problem in Blackpool's parks and green open spaces.

**44.2%** (580) of respondents said that unauthorised vehicles driving within the area is 'not a very big' problem or 'not a problem at all' in Blackpool's parks and green open spaces. **180** respondents said they didn't know or weren't sure.

The following table shows the breakdown of responses in more detail.

Response type	No of responses	% of responses	No of responses	% of responses
	All responses		Excluding 3 days data	
A very big problem	261	19.9%	174	20.2%
A fairly big problem	292	22.2%	195	22.6%
Not a very big problem	446	34%	286	33.2%
Not a problem at all	134	10.2%	101	11.7%
Don't know/not sure	180	13.7%	106	12.3%
<b>Total</b>	<b>1,313</b>	<b>100%</b>	<b>451</b>	<b>100%</b>

## How much of a problem do you think the following issues are?

### Commercial activities such as group fitness training; commercial dog walking and training or exercising of horses/ponies to be regulated by the local authority (Base = 1,344)

**27%** (364) of respondents said that commercial activities are a 'very big' or 'fairly big' problem in Blackpool's parks and green open spaces.

**64.7%** (869) of respondents said that commercial activities are 'not a very big' problem or 'not a problem at all' in Blackpool's parks and green open spaces. **111** respondents said they didn't know or weren't sure.

The following table shows the breakdown of responses in more detail.

Response type	No of responses	% of responses	No of responses	% of responses
	All responses		Excluding 3 days data	
A very big problem	178	<b>13.2%</b>	92	10.4%
A fairly big problem	186	<b>13.8%</b>	126	14.3%
Not a very big problem	443	<b>33%</b>	297	33.7%
Not a problem at all	426	<b>31.7%</b>	305	34.6%
Don't know/not sure	111	<b>8.3%</b>	61	6.9%
<b>Total</b>	<b>1,344</b>	<b>100%</b>	<b>881</b>	<b>100%</b>

### The use of remote controlled water, air or land based vehicles (Base = 1,300)

**16.1%** (210) of respondents said that the use of remote controlled water, air or land based vehicles is a 'very big' or 'fairly big' problem in Blackpool's parks and green open spaces.

**69.4%** (902) of respondents said that the use of remote controlled water, air or land based vehicles is 'not a very big' problem or 'not a problem at all' in Blackpool's parks and green open spaces. **188** respondents said they didn't know or weren't sure.

The following table shows the breakdown of responses in more detail.

Response type	No of responses	% of responses	No of responses	% of responses
	All responses		Excluding 3 days data	
A very big problem	89	6.8%	49	5.7%
A fairly big problem	121	9.3%	65	7.6%
Not a very big problem	485	37.3%	310	36.3%
Not a problem at all	417	32.1%	323	37.8%
Don't know/not sure	188	14.5%	108	12.6%
<b>Total</b>	<b>1,300</b>	<b>100%</b>	<b>855</b>	<b>100%</b>

## How much of a problem do you think the following issues are?

### Illegal or unauthorised camping including the use of tents/caravans and other vehicles

(Base = 1,273)

**29%** (372) of respondents said that illegal or unauthorised camping is a 'very big' or 'fairly big' problem in Blackpool's parks and green open spaces.

**57.4%** (731) of respondents said that illegal or unauthorised camping is 'not a very big' problem or 'not a problem at all' in Blackpool's parks and green open spaces. **170** respondents said they didn't know or weren't sure.

The following table shows the breakdown of responses in more detail.

Response type	No of responses	% of responses	No of responses	% of responses
	All responses		Excluding 3 days data	
A very big problem	165	12.7%	100	11.9%
A fairly big problem	207	16.3%	143	17.0%
Not a very big problem	464	36.4%	307	36.5%
Not a problem at all	267	21%	194	23.1%
Don't know/not sure	170	13.4%	97	11.5%
<b>Total</b>	<b>1,273</b>	<b>100%</b>	<b>841</b>	<b>100.0%</b>

### Dogs off leads near council owned water bodies in Blackpool (Base = 1,418)

**79%** (1,120) of respondents said that dogs off leads near council owned water bodies in Blackpool is a 'very big' or 'fairly big' problem in Blackpool's parks and green open spaces.

**19.1%** (270) of respondents said that dogs off leads near council owned water bodies in Blackpool is 'not a very big' problem or 'not a problem at all' in Blackpool's parks and green open spaces. **28** respondents said they didn't know or weren't sure.

The following table shows the breakdown of responses in more detail.

Response type	No of responses	% of responses	No of responses	% of responses
	All responses		Excluding 3 days data	
A very big problem	959	67.6%	505	55.8%
A fairly big problem	161	11.4%	124	13.7%
Not a very big problem	126	8.9%	118	13%
Not a problem at all	144	10.2%	132	14.6%
Don't know/not sure	28	2%	26	2.9%
<b>Total</b>	<b>1418</b>	<b>100%</b>	<b>905</b>	<b>100.0%</b>

From the options in question six, respondents were asked to state if they thought a particular activity is 'a very big problem' or 'a fairly big problem' and were also asked to identify in which of Blackpool's parks and green open spaces they thought it was a problem. [Q7 on survey] (Base = 1,430)

1,236 comments were received from respondents, some mentioning more than one area in their response. Stanley Park was highlighted in 65.4% (809) of responses, and Lawson's Field was mentioned in 38 responses. Other areas respondents identified as having problematic activities are listed in the table below.

Areas identified	No of times mentioned	Areas identified	No of times mentioned
Stanley Park	809	Bowling Green	9
Unnamed areas	74	Highfield	8
Lawson's Field	43	Salisbury woods	6
Marton Mere	34	George Bancroft	6
Kingscote	30	Fishers Field	6
Devonshire Rock Gardens	22	Mereside Park	5
Moor Park	22	Louie Horrocks	5
Revoe	21	Solaris	4
Layton Cemetery	21	Brunswick	3
Carlton Cemetery	17	Gorton Street	3
East Pines	17	Harold Larwood	2
Pond trail	15	Grange Park	2
Watson Road Park	13	All areas	2
Claremont	13	Astley Park	1
Devonshire Road	11	Bloomfield	1
Golf Course	11		
		<b>Total number of themed responses</b>	<b>1,236</b>

Problematic activities that were identified are listed in the table below: [Q7 on survey] (Base = 1,065)

Activities identified	No of times mentioned	Activities identified	No of times mentioned
Drugs / Alcohol misuse	81	Toilet provision	5
Scooters/motor bikes / cyclists	68	Other / misc	17
Vandalism / Graffiti	56	<b>Dog related comments:</b>	
Harassment / Intimidation	31	Dogs off-lead	454
Litter	24	Negative comments	222
ASB	20	Dog mess	35
Youth ASB	16	Generic comments	6
Skate Park	9	Need more exercise places	5
General unhappiness	6	Positive comments	4
Travellers	6		
		<b>Total number of themed responses</b>	<b>1,065</b>

Respondents were also asked whether they/their family had personally experienced any of the listed issues in question six or had they seen/heard about others' experiences of any of these issues? Problematic activities that were identified are listed in the table below: [Q8 on survey] (Base = 1,285)

	No of responses
Yes, personal experience, without any further detail	353
Yes, personal experience, with some further detail	619
No personal experience but heard of problems - many responses referred to the deceased swan Jesse	313
<b>Total</b>	<b>1,285</b>

Respondents were asked if they thought there are other issues in Blackpool's parks and green spaces that had not identified in question six. [Q9 on survey] (Base = 236)

	No of responses
Litter / glass / Need more bins	67
Dog fouling	62
Bikes / e-bikes / scooters	38
Need more mobile wardens / enforcement/CCTV	21
Youths - intimidation & groups	19
Fishing / hooks	12
Toilets	6
More dog exercise areas	4
Maintenance	2
Carparks	1
Loud music	1
Play areas for dogs	1
Needles	1
Disposable BBQs	1
<b>Total</b>	<b>236</b>

## How much of a problem do you think the following issues are?

### 4.2.2 How much of a problem, if at all, do you think each of the following are in Blackpool's cemeteries? [Q10 on survey]

#### People causing harassment, alarm, distress or vandalism (Base = 941)

**28.8%** (271) of respondents said 'people causing harassment, alarm, distress or vandalism' is a 'very big' or 'fairly big' problem in Blackpool's cemeteries.

**28.1%** (264) of respondents said that 'people causing harassment, alarm, distress or vandalism' is 'not a very big' problem or 'not a problem at all' in Blackpool's cemeteries. **406** respondents said they didn't know or weren't sure.

Response type	No of responses	% of responses	No of responses	% of responses
	All responses		Excluding 3 days data	
A very big problem	95	10.1%	59	9.5%
A fairly big problem	176	18.7%	110	17.7%
Not a very big problem	185	19.7%	124	19.9%
Not a problem at all	79	8.4%	64	10.3%
Don't know/not sure	406	43.1%	266	42.7%
<b>Total</b>	<b>941</b>	<b>100.0%</b>	<b>623</b>	<b>100.0%</b>

#### Substance misuse, including the use of cannabis (Base = 941)

**29.6%** (278) of respondents said that substance misuse is a 'very big' or 'fairly big' problem in Blackpool's cemeteries.

**25.6%** (241) of respondents said that substance misuse is 'not a very big' problem or 'not a problem at all' in Blackpool's cemeteries. **422** respondents said they didn't know or weren't sure.

The following table shows the breakdown of responses in more detail.

Response type	No of responses	% of responses	No of responses	% of responses
	All responses		Excluding 3 days data	
A very big problem	156	16.6%	74	11.9%
A fairly big problem	122	13.0%	95	15.2%
Not a very big problem	164	17.4%	116	18.6%
Not a problem at all	77	8.2%	58	9.3%
Don't know/not sure	422	44.8%	280	44.9%
<b>Total</b>	<b>941</b>	<b>100.0%</b>	<b>623</b>	<b>100.0%</b>



## How much of a problem do you think the following issues are?

### Alcohol misuse (Base = 937)

**30.6%** (286) of respondents said that alcohol misuse is a 'very big' or 'fairly big' problem in Blackpool's cemeteries.

**25%** (234) of respondents said that alcohol misuse is 'not a very big' problem or 'not a problem at all' in Blackpool's cemeteries. **417** respondents said they didn't know or weren't sure.

The following table shows the breakdown of responses in more detail.

Response type	No of responses	% of responses	No of responses	% of responses
	All responses		Excluding 3 days data	
A very big problem	114	12.2%	67	10.8%
A fairly big problem	172	18.4%	109	17.6%
Not a very big problem	161	17.2%	110	17.8%
Not a problem at all	73	7.8%	56	9.0%
Don't know/not sure	417	44.5%	277	44.7%
<b>Total</b>	<b>937</b>	<b>100.0%</b>	<b>619</b>	<b>100.0%</b>

### Unauthorised vehicles driving within the area (Base = 917)

**15.9%** (146) of respondents said that unauthorised vehicles driving within the area is a 'very big' or 'fairly big' problem in Blackpool's cemeteries.

**35.3%** (324) of respondents said that unauthorised vehicles driving within the area is 'not a very big' problem or 'not a problem at all' in Blackpool's cemeteries. **447** respondents said they didn't know or weren't sure.

The following table shows the breakdown of responses in more detail.

Response type	No of responses	% of responses	No of responses	% of responses
	All responses		Excluding 3 days data	
A very big problem	60	6.5%	41	6.7%
A fairly big problem	86	9.4%	56	9.2%
Not a very big problem	203	22.1%	126	20.6%
Not a problem at all	121	13.2%	95	15.5%
Don't know/not sure	447	48.7%	293	48.0%
<b>Total</b>	<b>917</b>	<b>100.0%</b>	<b>611</b>	<b>100.0%</b>

From the options in question ten, where residents were asked to state if they thought a particular activity is 'a very big problem' or 'a fairly big problem', they were also asked to identify in which of Blackpool's cemeteries they thought it was a problem. [Q11 on survey] (Base = 234)

301 comments were received from respondents with 103 comments mentioning problematic activities in Layton cemetery and 57 comments mentioning problematic activities in Carleton cemetery. Activities which respondents identified as being problematic are listed in the table below.

The following table shows the breakdown of responses in more detail.

Activities identified	No of times mentioned	Activities identified	No of times mentioned
Drugs/ Alcohol	32	Litter	5
Harassment/ Intimidation	8	E bikes/ scooters	4
Vandalism	7	cars/ driving/ parking	4
ASB	5	Homeless	3
Dog fouling	5	Urinating	1
		<b>Total</b>	<b>74</b>

Respondents were also asked whether they/their family had personally experienced any of the listed issues in question six or had they seen/heard about others' experiences of any of these issues? Problematic activities that were identified are listed in the table below: [Q12 on survey] (Base = 242)

The following table shows the breakdown of responses in more detail.

	No of responses
Yes, personal experience, without any further detail	122
Yes, personal experience, with some further detail	58
No personal experience but heard of problems	62
<b>Total</b>	<b>242</b>

Respondents identified the problematic behaviours they had experienced. These are listed in the table below. (Base = 92)

Activities identified	No of responses
Drugs / Alcohol	30
Dog related issues (includes off-lead and fouling)	13
Gangs / Intimidatory situations	10
Anti-social behaviour	10
Scooters / e-bikes / speed of vehicles	9
Vandalism (including to graves)	9
Theft of grave items	8
Litter	3
<b>Total</b>	<b>92</b>

**Do you have any additional comments or suggestions to make? [Q16 on survey] (Base = 751)**

Over **700** comments were received from respondents, some repeating and/or mentioning more than one topic area. The majority of comments were focussed on more efficient enforcement processes including park wardens, body cameras and CCTV and better visibility of park or cemetery rules. There were **50** comments suggesting that more areas for dogs off-lead need to be available and over **20** comments expressing concern about the speed of e-bikes/scooters and skate boards.

**Examples of comments to this question are shown below:**

*“All this needs resource to enforce. More people on the ground to enforce coupled with positive community engagement”*

*“I personally think all parks should have CCTV on them to deter anti-social behaviour and any issues that visitors encounter”*

*“There needs to be proper sign posts around the lake and Italian gardens to stop people from letting their dogs off lead”*

*“Dogs need exercise off lead but some are a problem running over to people and dogs. An area should be fenced off to allow exercise but within a controlled area when off lead”*

*“More security/ police in the parks and cemetery. Dispersal of gangs of youths”*

The following table shows the breakdown of responses in more detail.

Activities identified	No of responses
More visibility / enforcement (incl Park Wardens / cctv)	172
Additional areas for dogs off-lead	50
E-bikes/ scooters/ skate boards	21
No more rules	10
More green open spaces	6
Maintenance	6
Horses	6
Fishing	5
More bins	4
Toilets needed	3
Graffiti	3
Restrict access times	3
Problems with parking	2
Gatherings / gangs	1
More effective reporting mechanisms	1
More wildlife areas	1
Other / Misc	29
<b>Total</b>	<b>323</b>
Comments about issues already covered on PSPO	428
<b>Total</b>	<b>751</b>

## Response to proposals to introduce PSPOs?

### 4.2.3 Proposal to introduce the Protection Orders in Blackpool's parks and green open spaces

**Proposals: To take action against people involved in activities outlined below within Blackpool's parks/green spaces and cemeteries; and that a person or persons may be liable to a Fixed Penalty Notice of up to £100 for non-compliance**

To what extent do you agree or disagree with the following proposals with regard to Blackpool's parks/green open spaces? [Q14 on survey]

**To give police and council officers powers to deal with anti-social behaviour, including alcohol-related anti-social behaviour (Base =1,377)**

**97.8%** (1,347) of respondents 'strongly agree' or 'tend to agree' to give police and council officers powers to deal with anti-social behaviour, including alcohol-related anti-social behaviour. **1.2%** (17) of respondents 'strongly disagree' or 'tend to disagree' and **0.9%** (13) of respondents said they neither agreed nor disagreed.

Response type	No of responses	% of responses	No of responses	% of responses
	All responses		Excluding 3 days	
Strongly agree	1,224	88.9%	771	86.6%
Tend to agree	123	8.9%	94	10.6%
Neither agree nor disagree	13	0.9%	9	1.0%
Tend to disagree	6	0.4%	5	0.6%
Strongly disagree	11	0.8%	11	1.2%
<b>Total</b>	<b>1,377</b>	<b>100.0%</b>	<b>890</b>	<b>100.0%</b>
Don't know/no opinion	5	-	3	-

**To give police and council officers powers to deal with substance misuse, including use of cannabis (Base = 1,365)**

**95.8%** (1,308) of respondents 'strongly agree' or 'tend to agree' to give police and council officers powers to deal with substance misuse, including use of cannabis. **1.9%** (26) of respondents 'strongly disagree' or 'tend to disagree' and **2.3%** (31) of respondents said they neither agreed nor disagreed.

Response type	No of responses	% of responses	No of responses	% of responses
	All responses		Excluding 3 days	
Strongly agree	1,160	85.0%	733	82.9%
Tend to agree	148	10.8%	109	12.3%
Neither agree nor disagree	31	2.3%	21	2.4%
Tend to disagree	10	0.7%	8	0.9%
Strongly disagree	16	1.2%	13	1.5%
<b>Total</b>	<b>1,365</b>	<b>100.0%</b>	<b>884</b>	<b>100.0%</b>
Don't know/no opinion	7	-	3	-

## Response to proposals to introduce PSPOs?

### To give police and council officers powers to deal with unauthorised vehicles driving within the area (Base = 1,351)

**94.3%** (1,274) of respondents 'strongly agree' or 'tend to agree' to give police and council officers to deal with unauthorised vehicles driving within the area. **1.7%** (23) of respondents 'strongly disagree' or 'tend to disagree' and **4%** (54) of respondents of respondents said they neither agreed nor disagreed.

Response type	No of responses	% of responses	No of responses	% of responses
	All responses		Excluding 3 days	
Strongly agree	1,125	83.3%	717	82.1%
Tend to agree	149	11.0%	97	11.1%
Neither agree nor disagree	54	4.0%	37	4.2%
Tend to disagree	7	0.5%	6	0.7%
Strongly disagree	16	1.2%	16	1.8%
<b>Total</b>	<b>1,351</b>	<b>100.0%</b>	<b>873</b>	<b>100.0%</b>
Don't know/no opinion	19	-	12	-

### Commercial activities such as group fitness training; commercial dog walking and training or exercising of horses/ponies to be regulated by the local authority (Base = 1,319)

**65.8%** (868) of respondents 'strongly agree' or 'tend to agree' for commercial activities to be regulated by the local authority. **18.9%** (250) of respondents 'strongly disagree' or 'tend to disagree' and **15.2%** (201) of respondents said they neither agreed nor disagreed.

Response type	No of responses	% of responses	No of responses	% of responses
	All responses		Excluding 3 days	
Strongly agree	640	48.5%	384	44.8%
Tend to agree	228	17.3%	150	17.5%
Neither agree nor disagree	201	15.2%	130	15.2%
Tend to disagree	123	9.3%	87	10.2%
Strongly disagree	127	9.6%	106	12.4%
<b>Total</b>	<b>1,319</b>	<b>100.0%</b>	<b>857</b>	<b>100.0%</b>
Don't know/no opinion	45	-	26	-

## Response to proposals to introduce PSPOs?

### The use of remote controlled water, air or land based vehicles to be banned (Base = 1,277)

**58.6%** (749) of respondents 'strongly agree' or 'tend to agree' for the use of remote controlled water, air or land based vehicles to be banned. **19.5%** (249) of respondents 'strongly disagree' or 'tend to disagree' and **21.8%** (279) of respondents said they neither agreed nor disagreed.

Response type	No of responses	% of responses	No of responses	% of responses
	All responses		Excluding 3 days	
Strongly agree	539	42.2%	323	38.9%
Tend to agree	210	16.4%	140	16.8%
Neither agree nor disagree	279	21.8%	172	20.7%
Tend to disagree	124	9.7%	87	10.5%
Strongly disagree	125	9.8%	109	13.1%
<b>Total</b>	<b>1,277</b>	<b>100.0%</b>	<b>831</b>	<b>100.0%</b>
Don't know/no opinion	67	-	41	-

### Illegal or unauthorised camping including the use of tents/caravans and other vehicles to be banned (Base = 1,305)

**83%** (1,084) of respondents 'strongly agree' or 'tend to agree' for illegal or unauthorised camping including the use of tents/caravans and other vehicles to be banned. **6.3%** (83) of respondents 'strongly disagree' or 'tend to disagree' and **10.6%** (138) of respondents said they neither agreed nor disagreed.

Response type	No of responses	% of responses	No of responses	% of responses
	All responses		Excluding 3 days	
Strongly agree	855	65.5%	542	63.9%
Tend to agree	229	17.5%	155	18.3%
Neither agree nor disagree	138	10.6%	86	10.1%
Tend to disagree	45	3.4%	35	4.1%
Strongly disagree	38	2.9%	30	3.5%
<b>Total</b>	<b>1305</b>	<b>100.0%</b>	<b>848</b>	<b>100.0%</b>
Don't know/no opinion	35	-	22	-

## Response to proposals to introduce PSPOs?

### Dogs to be on leads near council owned water bodies in Blackpool (Base = 1,388)

**82.8%** (1,150) of respondents 'strongly agree' or 'tend to agree' that dogs should be on leads near council owned water bodies in Blackpool. **13.3%** (185) of respondents 'strongly disagree' or 'tend to disagree' and **3.8%** (53) of respondents said they neither agreed nor disagreed.

Response type	No of responses	% of responses	No of responses	% of responses
	All responses		Excluding 3 days	
Strongly agree	1,051	75.7%	572	65.1%
Tend to agree	99	7.1%	88	10.0%
Neither agree nor disagree	53	3.8%	47	5.3%
Tend to disagree	52	3.7%	50	5.7%
Strongly disagree	133	9.6%	122	13.9%
<b>Total</b>	<b>1,388</b>	<b>100.0%</b>	<b>879</b>	<b>100.0%</b>
Don't know/no opinion	12	-	12	-

#### 4.2.4 Proposal to introduce the Protection Orders in Blackpool's Cemeteries

To what extent do you agree or disagree with the following proposals with regard to Blackpool's cemeteries? [Q15 on survey]

### To give police and council officers powers to deal with anti-social behaviour, including alcohol-related anti-social behaviour (Base =862)

**97.7%** (842) of respondents 'strongly or 'tend to agree' to give police and council officers powers to deal with anti-social behaviour, including alcohol-related anti-social behaviour. **0.8%** (7) of respondents 'strongly disagree' or 'tend to disagree' and **1.5%** (13) of respondents said they neither agreed nor disagreed.

Response type	No of responses	% of responses	No of responses	% of responses
	All responses		Excluding 3 days	
Strongly agree	767	89.0%	493	87.7%
Tend to agree	75	8.7%	53	9.4%
Neither agree nor disagree	13	1.5%	10	1.8%
Tend to disagree	1	0.1%	1	0.2%
Strongly disagree	6	0.7%	5	0.9%
<b>Total</b>	<b>862</b>	<b>100.0%</b>	<b>562</b>	<b>100.0%</b>
Don't know/no opinion	86	-	63	-

## Response to proposals to introduce PSPOs?

### To give police and council officers powers to deal with substance misuse, including use of cannabis (Base = 861)

96.5% (831) of respondents 'strongly agree' or 'tend to agree' to give police and council officers powers to deal with substance misuse, including use of cannabis. 1.2% (11) of respondents 'strongly disagree' or 'tend to disagree' and 2.2% (19) of respondents said they neither agreed nor disagreed.

Response type	No of responses	% of responses	No of responses	% of responses
	All responses		Excluding 3 days	
Strongly agree	735	85.4%	472	84.3%
Tend to agree	96	11.1%	65	11.6%
Neither agree nor disagree	19	2.2%	14	2.5%
Tend to disagree	3	0.3%	2	0.4%
Strongly disagree	8	0.9%	7	1.3%
<b>Total</b>	861	100.0%	560	100.0%
Don't know/no opinion	85	-	62	-

### To give police and council officers powers to deal with unauthorised vehicles driving within the area (Base = 856)

94.8% (811) of respondents 'strongly agree' or 'tend to agree' to give police and council officers to deal with unauthorised vehicles driving within the area. 1.3% (11) of respondents 'strongly disagree' or 'tend to disagree' and 4% (34) of respondents of respondents said they neither agreed nor disagreed.

Response type	No of responses	% of responses	No of responses	% of responses
	All responses		Excluding 3 days	
Strongly agree	689	80.5%	448	80.3%
Tend to agree	122	14.3%	79	14.2%
Neither agree nor disagree	34	4.0%	20	3.6%
Tend to disagree	3	0.4%	3	0.5%
Strongly disagree	8	0.9%	8	1.4%
<b>Total</b>	856	100.0%	558	100.0%
Don't know/no opinion	88	-	65	-



## 5 Response from organisations.

### Organisation were asked to comment on problematic activities for their organisation.

#### Responses from respondents who say they are responding on behalf of Brambles Wildlife Rescue (4 responses)

- Stanley Park Blackpool regular dog attacks on swans, ducks etc. that rescues are having to deal with on a regular basis now and sometimes are fatal. Quite aggressive attacks in and around the lake area Not only that, I do think dogs should be on leads in the park as some people and children are actually quite scared of dogs and other dogs are nervous of dogs off lead. My own dog is on a lead and reacts negatively and with stress when approached by an off lead dog. Dogs that have a high prey drive or a liking to attacking swans should in my view be on lead and muzzled.
- I hear constantly about dog attacks on swans I have been approached by dogs off leads in Stanley Park and it makes me very nervous and reluctant to visit. Also antisocial behaviour on Stanley Park and in some cemeteries in the area is unacceptable. Noise, litter, intimidation, vandalism etc. is all a problem
- People fishing on Stanley Park with no licence. People taking fish from the lake away from the park. Anglers killing pigeons to use for bait for fishing. Anglers fishing in areas densely populated with wildlife. Significant problems with fishing line causing injuries to wildlife due to the pond weed - fishing needs to be banned from the lake given the line is being caught on pondweed and nothing can be done to remove the pond weed.
- Our parks should be a pleasant experience for all but a minority of adults and children spoil this for everyone else. I must admit I do not visit parks and open spaces often as can sometimes find other people's behaviour stressful. It does make me sad when I see vandalism and bad behaviour. It seems no one is brought to task over it and there is no deterrent.
- Please consider making specific areas where dogs can be off lead on Stanley Park and not just make changes near the lake. The amount of people who contact us to say they cannot use the park because they don't feel their dog is safe on there because of other dogs off leads is astonishing. Make this a park everyone can use by creating specific areas where they can be off lead such as the disused bowling green or lower field, not just not by the lake. Please consider removing fishing permits from the lake. Given you can't afford to remove the pondweed, innocent wildlife are being frequently severely injured by fishing line and hooks because it gets caught on the weed. You cannot expect wildlife charities to pick up the bill for this whilst the concession who runs the fishing makes a profit from this. It is utterly ridiculous. If there is no solution to the pondweed, please remove the fishing. As a rescue we can't continue to attend using our time, vet bills and fuel while your concession cashes in and does little to address the problem. Finally, this park needs its rangers back. If any PSPO is to work it needs policing. Years ago you chose to pay for PCSOs instead of rangers- the PCSOs are never there. There is little point having a PSPO if there is no one present to police it. When Jesse the swan was killed you had the cctv footage. Yet neither you, nor the police have circulated the images of the dog owner. There is no deterrent and a PSPO will have no impact unless someone is there to

enforce it. Fylde Council have rangers to enforce PSPOs. Why can't you? Please get rangers back on the park, this is crucial if this is to have any effect.

**Responses from respondents who say they are responding on behalf of Friends of Devonshire Road Rock Gardens (2 responses)**

- Devonshire road rock gardens is a beautiful tranquil space spoilt by a minority of drinkers, drug users and irresponsible dog owners. As a friend's group we try to encourage more families to use the park but they are put off by the number of dogs allowed to run loose and leave mess.
- We need more patrols of wardens, police and other officers. Most of the anti-social behaviour is not within the 9 to 5
- Dogs off leads. Dog mess spoiling it for families to enjoy the park
- Dog dirt left by irresponsible dog owners
- Late night drinking and drugs in the rock gardens.
- Dogs off leads leaving mess in picnic areas, chasing wildlife, deterring a large number of non-dog people from using the park. Vandalism in and around the pond area. Late night drink and drugs.
- Been attacked a few times by dogs off leads

**Responses from respondents who say they are responding on behalf of Blackpool BMX Club (1 response)**

- The BMX Club based at Stanley Park is entirely voluntary. We do all the upkeep of the track including resurfacing and cutting the grass. We have massive problems with dog walkers using the track as an exercise course damaging the track and leaving dog mess everywhere. We also have problems with remote control cars ripping the track up and a huge problem with motorbikes using the track and doing massive damage we have to repair. It's not just this damage we have to put up with abuse and threats from the riders of these motorbikes as they think they have a right to use them on there, the police do absolutely nothing to stop them. They are usually on the park in the evenings when there is not a police officer in sight. I have no idea what the point of the CCTV is as that doesn't act as a deterrent.
- I have been personally threatened by users of motorbikes in Stanley Park when I have told them to get off the BMX track. I was threatened that I would be cut up.
- Unless there is enforcement of any new powers it will be pointless. As a stakeholder in Stanley Park being a club we feel powerless to stop these things. It would be a shame for a volunteer group to walk away due to these issues.

**Responses from respondents who say they are responding on behalf of Blackpool RUFC (1 response)**

- Dogs fouling on blackpool RUFC pitches

### **Responses from respondents who say they are responding on behalf of Friends of Layton Cemetery (1 response)**

- We regularly have groups of people drinking alcohol, smoking cannabis and littering within Layton Cemetery. We often have tents which people live in. Youths in balaclavas ride around the streets of layton on bikes and/or mopeds, this can be intimidating
- The usual men who drink in the cemetery are actually quite decent chaps. However, when joined by women or younger lads they get nasty. I have been called names & threatened with violence.

### **Responses from respondents who say they are responding on behalf of Friends of Solaris Park (1 response)**

- Additional issue of “Dogs off lead in play areas”

## **6 Face to face engagement in Stanley Park**

**41** face to face mini-interviews were conducted in Stanley Park on 4<sup>th</sup> September by Infusion’s fieldworkers.

**28** respondents said they were residents/ worked in the area; **8** said they were on a staying-trip in Blackpool and **5** said they were on a day trip to Blackpool.

**19** respondents were male and **22** were female across a wide age range.

**31** respondents were White, **5** were of Mixed race, **2** were Black and **2** were Asian with **1** respondent preferring us not to use their data in the report.

The respondents were asked whether they had recently experienced or seen any activities from a pre-determined list, based on Question six in the survey, within Stanley Park.

Activities mentioned as follows:

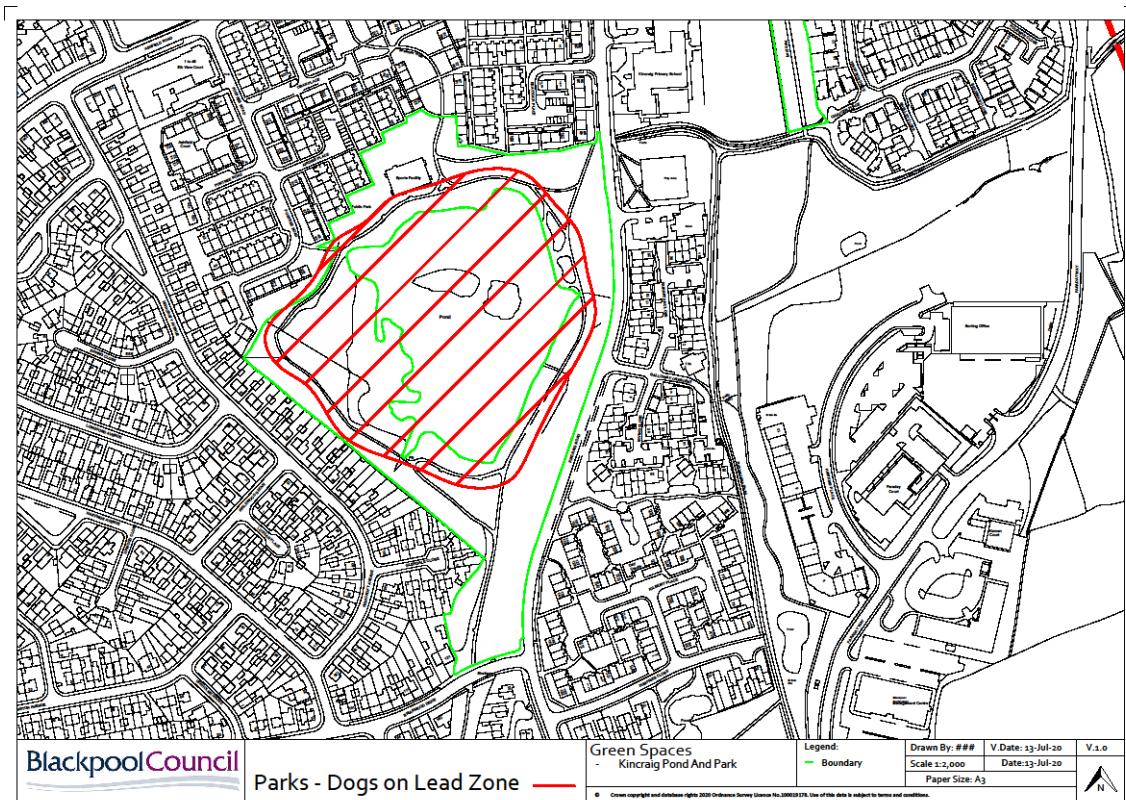
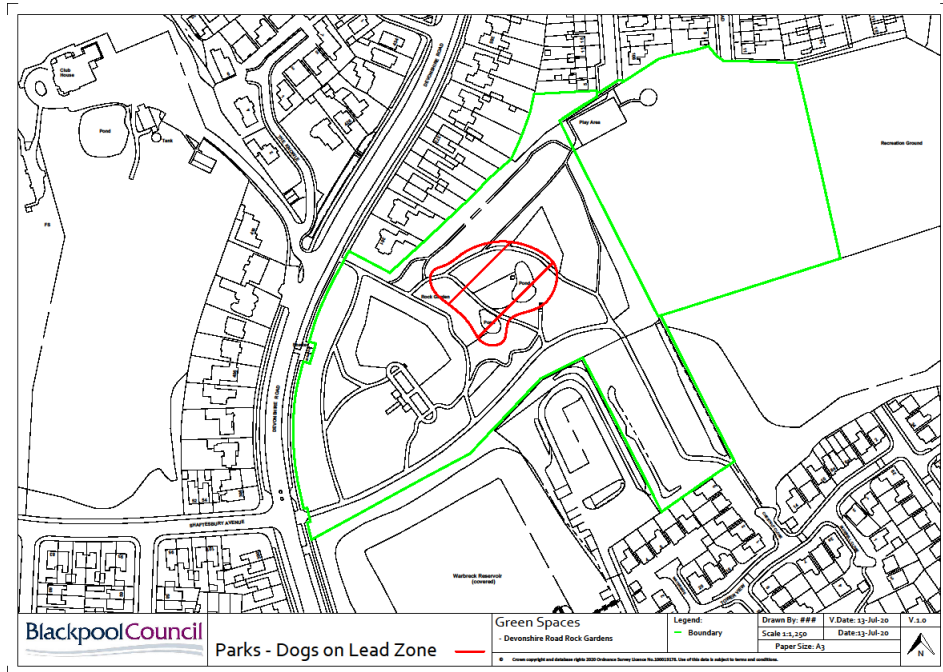
- Alcohol – 5 mentions
- Commercial activities – 3 mentions
- Substance misuse – 2 mentions
- Dogs off-lead – 3 mentions
- Anti-social behaviour – 4 mentions

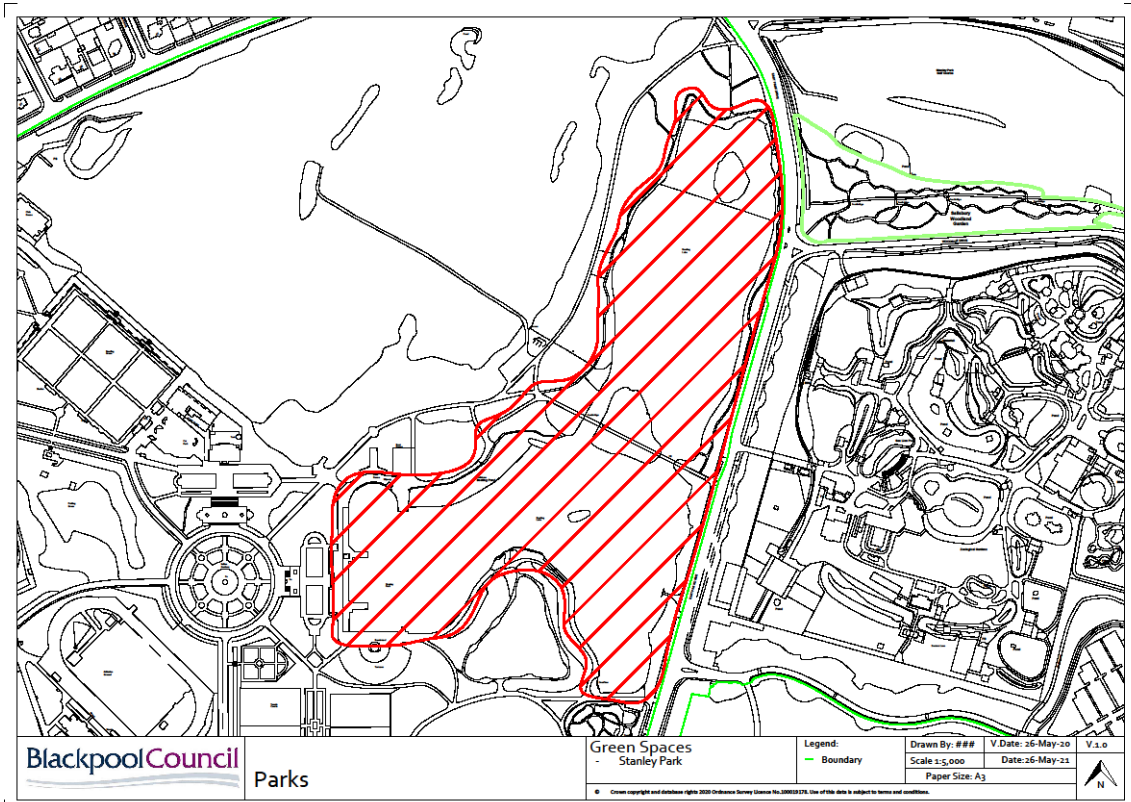
Additional activities such as fast cyclists, scooters, loud young people in groups, anglers leaving a mess sometimes were mentioned a few times but nothing was significant.

Conversely many of the respondents said that the park was absolutely beautiful, a pleasure to be there and were impressed with the scale and the activities provided.

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Appendix 7(b) – Proposed ‘dogs on lead’ parameters around water bodies within parks and green spaces





**Appendix 7(c)** – List of Parks, green spaces and cemeteries that the PSPO will apply to

<b>Parks/Green Spaces</b>	<b>Cemeteries</b>
Anchorsholme Park	Carlton Cemetery
Bancroft Park	Layton Cemetery
Bispham, Cliff Tops	
Bispham Recreational Gardens	
Boundary Park	
Bridges Farm	
Carr Road	
Cavendish Road Recreational Gardens	
Champagne Close	
Claremont	
Common Edge Playing Fields	
East Pines Park	
Fisher Field	
Fleetwood Road Rec	
Grange Park	
Gynn Sunken Gardens	
Highfield Recreational Gardens	
Kincraig Lake and Park	
Kingscote Park	
Lawson's Field	
Louie Horrocks	
Marton Mere	
Mereside	
Moor Park	
Moor Park Extension Pitches	
Mossam Lane	
North Blackpool Pond Trail	
Revoe Park	
Crossland Road Park/ Vicarage Lane Park	
Solaris	
Stanley Park	
Watson Road Park	
Salisbury Woodland	
Devonshire Road Rock Gardens	

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<b>Report to:</b>	<b>CLIMATE CHANGE AND ENVIRONMENT SCRUTINY COMMITTEE</b>
<b>Relevant Officer:</b>	Jennifer Clayton, Head of Public Protection and Enforcement
<b>Date of Decision/ Meeting:</b>	15 November 2023

## AIR QUALITY ACTION PLAN AND AIR QUALITY STRATEGY

### 1.0 Purpose of the report:

1.1 To consider the final draft Air Quality Action Plan (AQAP) and Air Quality Strategy (AQS) prior to Executive consideration, and contribute as appropriate.

### 2.0 Recommendation(s):

2.1 To review and make suggestions on the AQAP and AQS where appropriate and identify areas for further Scrutiny.

### 3.0 Reasons for recommendation(s):

3.1 The AQAP and AQS set out plans to improve air quality in Blackpool, reduce the effects of air pollution on public health and the environment, and comply with statutory requirements and DEFRA Technical Guidance.

3.2 Is the recommendation contrary to a plan or strategy adopted or approved by the Council? No

3.3 Is the recommendation in accordance with the Council's approved budget? Yes

### 4.0 Other alternative options to be considered:

4.1 None.

### 5.0 Council priority:

5.1 The work supports both of the Council's priorities:

- "The economy: Maximising growth and opportunity across Blackpool"
- "Communities: Creating stronger communities and increasing resilience"

## 6.0 Background information

- 6.1 Ricardo were commissioned by Blackpool Council to produce a ten-year Air Quality Strategy (AQS) for Blackpool that also focuses on wider outcomes, in addition to an Air Quality Action Plan (AQAP) and Annual Status Report (ASR) to ensure compliance with statutory requirements and DEFRA Technical Guidance. These three documents are complementary, each contributing towards improving Blackpool's air quality.
- 6.2 Under the Environment Act 1995 for Local Air Quality Management (LAQM), councils are legally required to monitor air quality to understand whether air quality standards and objectives are being reached. Under statutory duties, councils are required to implement an Air Quality Management Area (AQMA) when monitored air pollutant concentrations are not compliant with the national air quality objectives. After declaring an AQMA, a local authority is required to prepare a remedial Air Quality Action Plan (AQAP) to improve air quality in that area.
- 6.3 In Blackpool, air quality is generally good. Since 2005, Blackpool has been subject to AQMA due to nitrogen dioxide (NO<sub>2</sub>) levels exceeding national objectives, primarily caused by traffic congestion. The AQMA extends along the Town Centre, including Dickson Road, Church Street, Grosvenor Street, and Talbot Square. Although no exceedances were monitored between 2018-2022, the revocation of an AQMA can be considered following three consecutive years of annual mean concentrations being lower than 10% of the annual mean NO<sub>2</sub> objective. Monitoring at this site has been temporarily suspended since 2020 due to ongoing construction works and will be reinstated once the construction site hoarding has been removed. Three full years of monitoring data at this site (2024-2026) will provide evidence as to whether the Blackpool AQMA can be revoked.
- 6.4 In the meantime the AQAP outlines the actions that Blackpool Council will deliver between 2023-2028 to reduce concentrations of air pollutants and exposure to air pollution in the AQMA. The priorities of the AQAP are to:
1. Improve air quality in Blackpool AQMA and provide evidence to demonstrate this, so that the AQMA can be revoked in the future
  2. Improve air quality monitoring and communications, to ensure our residents and visitors are informed about local air quality
  3. Reducing particulate matter (PM<sub>2.5</sub>) emissions
- 6.5 The development of the AQS is included as an action in the Climate Emergency Action Plan. Blackpool's 10-year AQS sets out the council's approach to achieve healthy air and improved quality of life for all in Blackpool. The strategy outlines the current air quality in Blackpool and the key sources of emissions, details of the actions that Blackpool Council will take to reduce emissions and improve air quality, and raise public awareness around the importance of improving air quality in Blackpool.

The AQS sets out current and future actions in Blackpool that will contribute to air quality improvements. These actions are grouped under the following six themes:

1. Reducing emissions
2. Encouraging Active travel
3. Domestic heating and burning
4. Green infrastructure
5. Reducing the impact of new developments
6. Public engagement

6.6 The ASR is an annual requirement showing the strategies employed by Blackpool to improve air quality and any progress that has been made.

6.7 The AQAP will be reviewed every five years at the latest and progress on measures set out within the AQAP will be reported on annually within Blackpool Council's air quality ASR. The AQS will be reviewed halfway through the course to assess the success of the implementation of the strategy.

6.8 Does the information submitted include any exempt information? No

#### **7.0 List of Appendices:**

- 7.1 Appendix 8(a) - Blackpool Council Air Quality Action Plan (2023 – 2028)
- Appendix 8(b) - Blackpool Air Quality Strategy (2023 – 2033)
- Appendix 8(c) - Blackpool 2023 Air Quality Annual Status Report
- Appendix 8(d) - Air Quality Equality Analysis Record Form
- Appendix 8(e) - Air Quality Consultation Report

#### **8.0 Financial considerations:**

8.1 Air pollution negatively affects the economy through a range of indirect impacts, such as decreased productivity, the reduction in the number of healthy working people, and the cost to the social care system and NHS. The actions within the document aim to improve air quality, which intend to reduce these financial costs.

8.2 A number of the actions within the document are already underway, while others are future ambitions. Budget and resources will be drawn from existing council and service provision where possible, and external funding will be sought if necessary.

#### **9.0 Legal considerations:**

9.1 The AQAP was 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.

9.2 The ASR (attached at Appendix 8(c)) was developed in fulfilment of Part IV of the Environment Act 1995 Local Air Quality Management, as amended by the Environment Act 2021.

**10.0 Risk management considerations:**

10.1 Air pollution is the largest environmental health risk in the UK. By developing an AQAP and AQS, the council can work towards protecting the health of our communities, tourists, local environment, and economy. Without these documents, the risk of air pollution would be higher.

**11.0 Equalities considerations and the impact of this decision for our children and young people:**

11.1 As detailed throughout the Equality Analysis Record Form (attached at Appendix 8(d)).

11.2 It is acknowledged that children and young people are disproportionately affected by air pollution due to their age. The AQS and AQAP seeks to implement actions that improve air quality for everyone, reducing the disproportionate impact on children and young people. The council is currently working with primary schools in the town to review road safety at all primary schools located in Blackpool, as part of the Blackpool Community Safety Plan 2022-2025. Under the AQS, we will support the primary schools in pursuing the recommendations of the road safety review that will help to improve air quality and reduce children's exposure to air pollution.

**12.0 Sustainability, climate change and environmental considerations:**

12.1 Air quality and climate change are inextricably linked, as often sources of air pollutants are also a source of greenhouse gas emissions. This means that actions to mitigate air pollutants can also have a benefit for climate change, and vice versa. Improved air quality will be a key outcome of committing to the climate emergency action plan.

**13.0 Internal/external consultation undertaken:**

13.1 In November 2022, an online stakeholder workshop was held to seek input from relevant officers to inform the development of the AQS. The draft AQS was shared with workshop attendees and the Climate Action Partnership for feedback, and the comments received were considered and the document was amended accordingly.

13.2 Members of the Tourism, Economy and Communities Scrutiny Committee held a Review Panel Meeting in December 2022 to discuss the development of the AQS. The Review Panel discussed each of the six themes for the actions, and made recommendations which were

taken into consideration.

13.3 The Blackpool Council AQAP Steering Group was established in March 2023. An online workshop was held for the Steering Group to provide an overview of air quality in Blackpool, and to discuss the longlist of AQAP measures. This included discussion of the potential measures which had been compiled from existing regional and local policy as well as discussion on future ambition measures. Following the workshop, the longlist of AQAP measures was refined to the shortlist.

13.4 In addition to the above engagement, a public consultation took place to seek views on the proposed draft AQAP and AQS. The consultation was open between 17th July to 20th September 2023. There were 119 responses, 6 of which were from businesses. The survey found that the majority of respondents agreed that air quality is an important issue but that it is also relatively less important than other areas of statutory responsibility. Overall, respondents agreed with the vision and the actions of the AQAP and AQS.

A copy of the consultation findings and the council's response to those findings can be found in Appendix 8(e).

**14.0 Background papers:**

14.1 None.

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# Blackpool Council



## Blackpool Council Air Quality Action Plan 2023 – 2028

In fulfilment of Part IV of the Environment Act 1995

Local Air Quality Management

October 2023

# Executive Summary

This Air Quality Action Plan (AQAP) has been produced as part of our statutory duties required by the Local Air Quality Management framework. It outlines the action we will take to improve air quality in Blackpool Council between 2023 and 2028.

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

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

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

- Traffic Management
- Alternatives to private vehicle use
- Promoting Low Emission Transport
- Promoting Travel Alternatives
- Policy Guidance and Development Control
- Public Information

Our priorities are:

1. Improving air quality in Blackpool AQMA and providing evidence to demonstrate this, so that the AQMA can be revoked in the future

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

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

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



2. Improving air quality monitoring and communications, to ensure our residents and visitors are informed about local air quality
3. Reducing particulate matter (PM<sub>2.5</sub>) emissions

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 Blackpool Council's direct influence.

This AQAP was prepared by Ricardo for Blackpool Council.

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## Introduction

This report outlines the actions that Blackpool Council will deliver between 2023-2028 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 Borough of Blackpool.

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 Blackpool Council's air quality ASR.

# Summary of Current Air Quality in Blackpool Council.

A summary of the current air quality situation in Blackpool is provided below. At the time of writing, the 2023 Annual Status Report (ASR) was being finalised for submission to Defra in October 2023. This document provides further information on air quality in Blackpool.

## 1.1 Air Quality Management Area

There is an Air Quality Management Area (AQMA) being addressed in Blackpool Town Centre. This was implemented under LAQM statutory duties in 2005 as a result of monitored annual mean NO<sub>2</sub> concentrations exceeding the national objective of 40 µg/m<sup>3</sup>, which was primarily caused by traffic congestion. The AQMA extends along the Town Centre, including Dickson Road, Church Street, Grosvenor Street, and Talbot Square (Figure 1).

## 1.2 Monitoring Network

In 2022, Blackpool Council undertook non-automatic monitoring of NO<sub>2</sub> at 17 sites within and around Blackpool Town Centre AQMA. Figure 2 shows that there have been no measured exceedances of the NO<sub>2</sub> national air quality objective of 40 µg/m<sup>3</sup> in the AQMA between 2018-2022. In 2022, the highest recorded NO<sub>2</sub> concentration recording across Blackpool Council's monitoring network was at DF14 (6 Grosvenor Street) with a value of 21.7 µg/m<sup>3</sup>.

Air quality monitoring data for NO<sub>2</sub> in and around Blackpool Town Centre AQMA is presented in Figure 2. All diffusion tubes were compliant with the annual mean NO<sub>2</sub> air quality objective between 2018-2022. In 2018, DF5 (located at the former Talbot Road Bus Station) measured the annual mean NO<sub>2</sub> concentration to be a value of 39 µg/m<sup>3</sup> in 2018, which is within 10% of the annual mean NO<sub>2</sub> objective.

Figure 1: Map of NO<sub>2</sub> monitoring sites within and around Blackpool AQMA

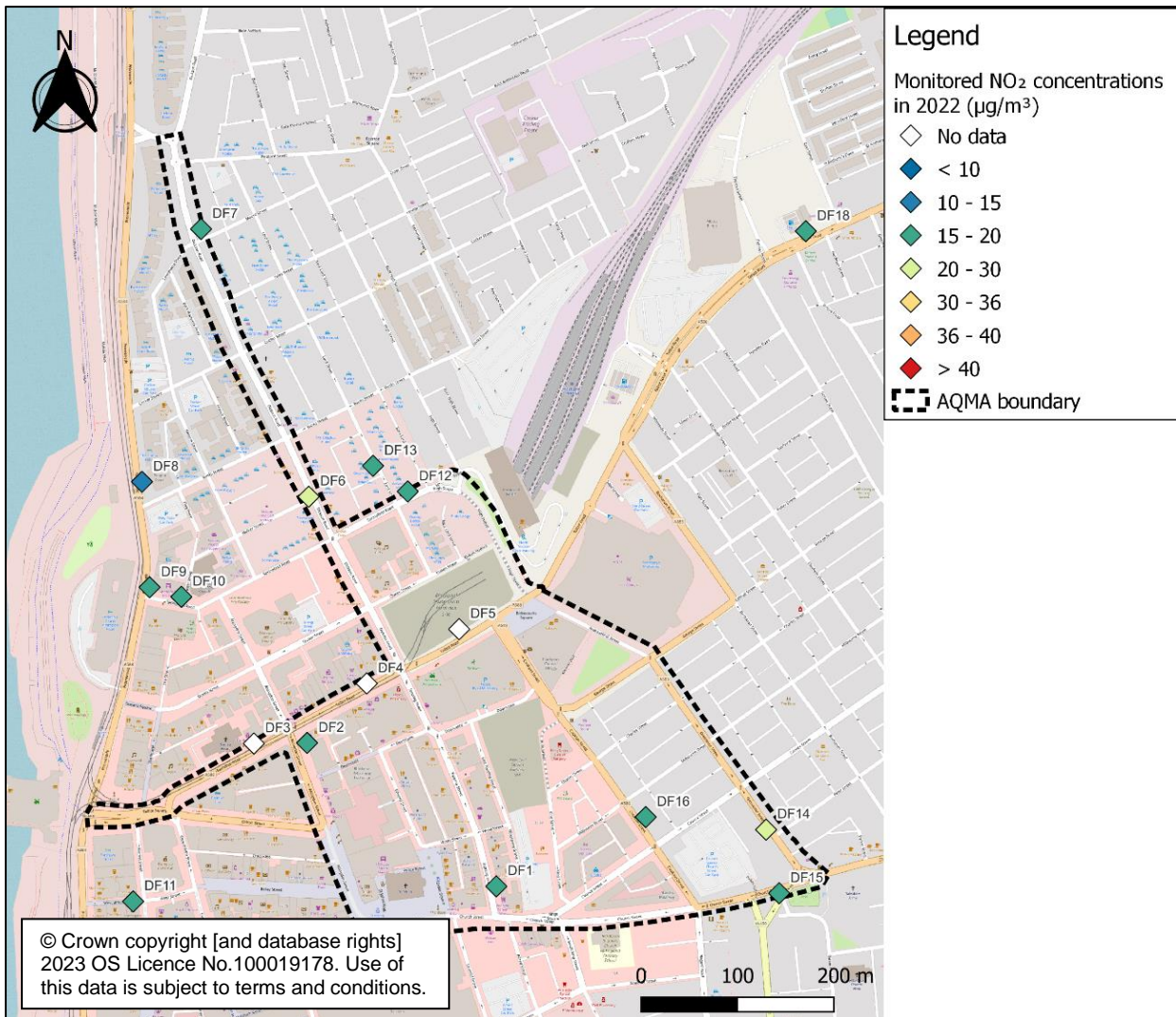
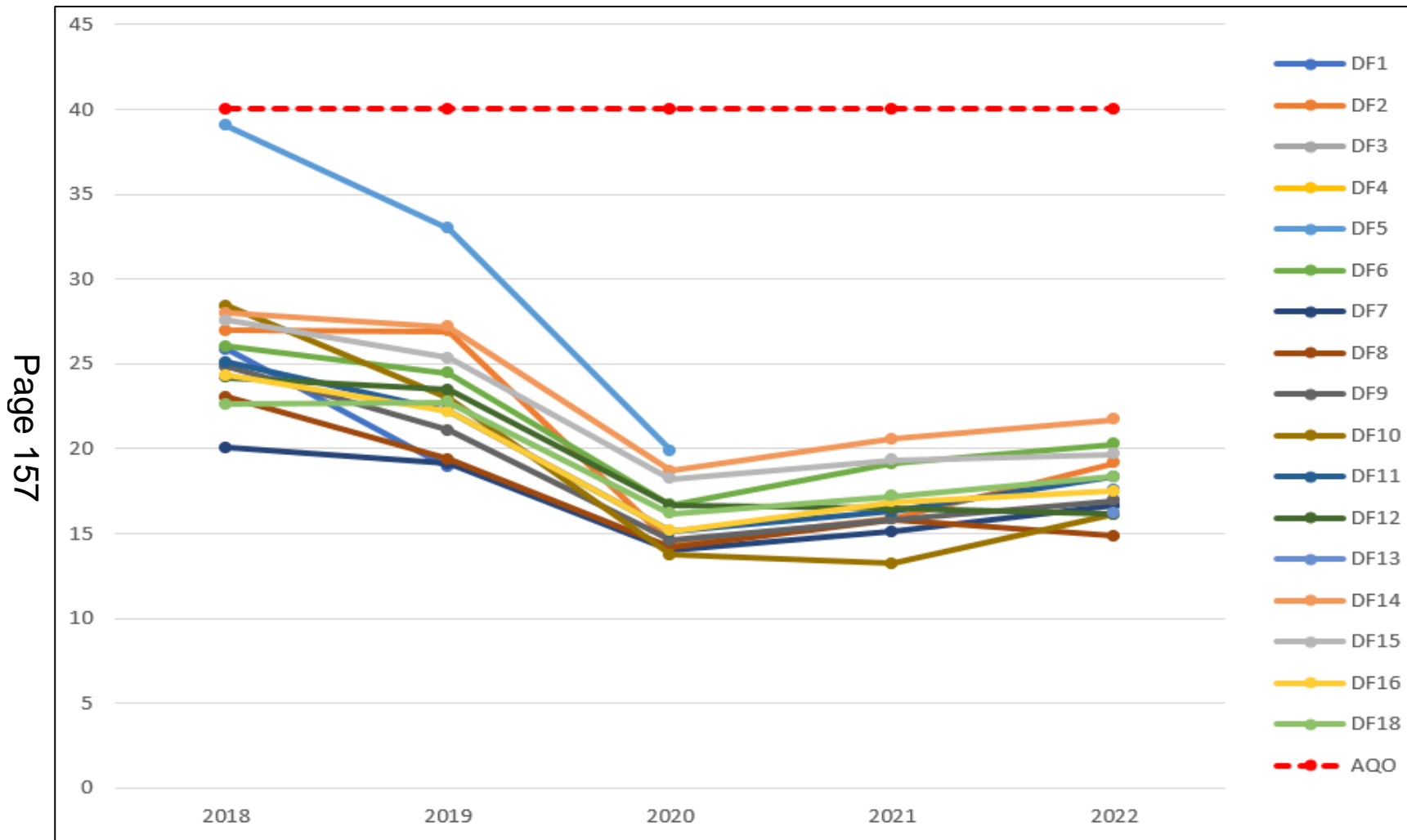


Figure 2: Annual mean NO<sub>2</sub> concentrations for Blackpool AQMA 2018-2022



## 1.3 Considerations for revoking the Blackpool Town Centre AQMA

Although no exceedances were monitored between 2018-2022, DF5 (located at the former Talbot Road Bus Station) measured the annual mean NO<sub>2</sub> concentration to be a value of 39 µg/m<sup>3</sup> in 2018, which is within 10% of the annual mean NO<sub>2</sub> objective. The LAQM Technical Guidance (LAQM.TG22 Section 3.53 – 3.65)<sup>4</sup> states that the revocation of an AQMA can be considered following three consecutive years of annual mean concentrations being lower than 36 µg/m<sup>3</sup> (i.e. within 10% of the annual mean NO<sub>2</sub> objective).

Monitoring at this site has been temporarily suspended since 2020 due to ongoing construction works and will be reinstated once the construction site hoarding has been removed. Three full years of monitoring data at this site (2024-2026) will provide evidence as to whether the Blackpool AQMA can be revoked.

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<sup>4</sup> Defra. Local Air Quality Management Technical Guidance (TG22), August 2022



# Blackpool Council's Air Quality Priorities

## 1.4 Public Health Context

In the UK, air pollution is the largest environmental health risk, and poses substantial risks to human health, the natural environment, and the global economy<sup>5,6</sup>.

In Blackpool, air quality is generally good and in compliance with the legal concentration levels set by the UK Government. However, there are still potential improvements to be made in light of the air quality targets for 2040 established under the Environment Act 2021<sup>7</sup> and to lower concentrations closer to the World Health Organisation's (WHO) Global Air Quality Guidelines<sup>8</sup>.

In Blackpool, the primary pollutant of concern is nitrogen dioxide (NO<sub>2</sub>) which is primarily caused by traffic congestion and is concentrated along roadsides. Frequent exposure to high NO<sub>2</sub> concentrations increases risk of respiratory illnesses, cardiopulmonary effects, asthma attacks, and decreased lung function.

Another pollutant of concern in Blackpool is fine particulate matter (PM<sub>2.5</sub>), which is largely caused by emissions from domestic and commercial combustion. Blackpool Council has reviewed the fraction of mortality attributable to particulate air pollution

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<sup>5</sup> Office for Health Improvement & Disparities, Air Pollution: applying All Our Health, 2022.

<https://www.gov.uk/government/publications/air-pollution-applying-all-our-health>

<sup>6</sup> European Environment Agency, Air pollution is the biggest environmental health risk in Europe.

<https://www.eea.europa.eu/themes/air/air-pollution-is-the-single>

<sup>7</sup> Air Quality Targets in the Environment Act, Defra, <https://uk-air.defra.gov.uk/library/air-quality-targets>

<sup>8</sup> World Health Organisation, WHO global air quality guidelines: particulate matter (PM<sub>2.5</sub> and PM<sub>10</sub>), ozone, nitrogen dioxide, sulfur dioxide and carbon monoxide, 2021.

<https://www.who.int/publications/i/item/9789240034228>

(indicator D01) as published by Public Health England<sup>9</sup>. The fraction of mortality attributable to particulate air pollution in Blackpool in 2021 (the most recent year of data) was 5.9%. This is slightly higher than the regional and national averages of 5.3% and 5.5%, respectively.

There are some groups of people that are more vulnerable to poor air quality, such as young children, elderly people, pregnant women, and people with pre-existing heart or lung conditions. In Blackpool, 21% of the population are over the age of 65, and 16% of the population are under the age of 15, compared to the national averages of 18% and 17%, respectively<sup>10,11</sup>. This means that a higher proportion of Blackpool residents are more vulnerable to poor air quality compared to the national average.

## 1.5 Planning and Policy Context

### 1.5.1 National Context

The UK Air Quality Strategy published by the Department for Environment, Food, and Rural Affairs (Defra) and Devolved Administrations, provides the policy framework for air quality management and assessment in the UK. It provides air quality standards and objectives for key air pollutants, which are designed to protect human health and the environment. It also sets out how the different sectors: industry, transport, and local government, can contribute to achieving the air quality objectives. Local authorities play a particularly important role. The strategy describes the Local Air Quality Management (LAQM) regime that has been established, whereby every authority has to carry out regular reviews and assessments of air quality in its area to identify whether the objectives have been, or will be, achieved at relevant locations, by the applicable date. If this is not the case, the authority must declare an Air Quality Management Area

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<sup>9</sup> Office for Health Improvement and Disparities, Public Health Outcomes Framework, May 2023

<sup>10</sup> Office for National Statistics, Population estimates, 2021.

<https://www.ons.gov.uk/peoplepopulationandcommunity/populationandmigration/populationestimates>

<sup>11</sup> JSNA Blackpool, Population, 2022. <https://www.blackpooljsna.org.uk/Blackpool-Profile/Population.aspx>

(AQMA) and prepare an action plan which identifies appropriate measures that will be introduced in pursuit of the objectives.

The 2019 Clean Air Strategy sets out the case for action, with goals even more ambitious than EU requirements to reduce exposure to harmful pollutants. The Road to Zero sets out the approach to reduce exhaust emissions from road transport through a number of mechanisms; this is extremely important given that the majority of Air Quality Management Areas (AQMA) are designated due to elevated concentrations heavily influenced by transport emissions.

### 1.5.2 Regional Context

Air Quality is a regional issue; air pollutants released in one area may be transported in the atmosphere and contribute or result in poor air quality elsewhere. This applies across regions too. Therefore, it's important that districts across Lancashire are aligned in their approach and work together to improve air quality in the region.

The following regional policies, strategies, plans, and reports are relevant to air quality and have been used in the development of the air quality actions within this action plan:

- [Air Quality and Public Health, Reducing deaths and ill-health caused by poor air quality in Lancashire and Cumbria](#)
- [Lancashire Rights of Way Improvement Plan 2015-2025](#)
- [Actively Moving Forward: A ten year strategy for Cycling and Walking](#)
- [Lancashire County Council Highway Decarbonisation Strategy](#)
- [Lancashire Net Zero Pathways Options: Main Document](#)
- [National Bus Strategy: Lancashire County Council & Blackburn with Darwen Council Joint Bus Service Improvement Plan](#)

### 1.5.3 Local Context

The following local policies, strategies and plans are relevant to air quality and have been used in the development of the air quality actions within this action plan:

- [Blackpool's Climate Emergency Action Plan](#)
- [Blackpool Borough Council Active Lives Strategy 2021](#)

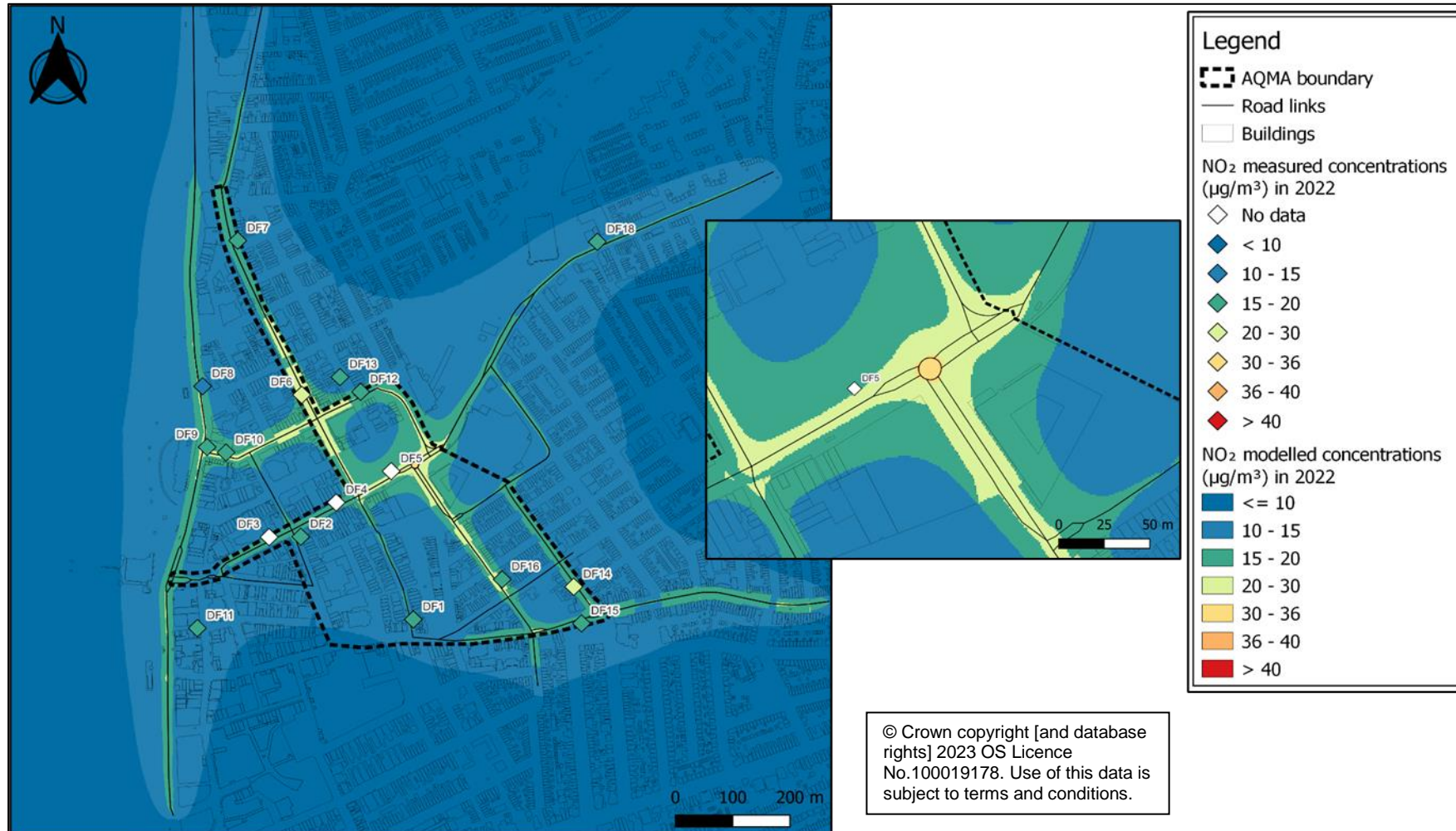
- [Blackpool Strategic Parking Review](#)
- [Blackpool Green and Blue Infrastructure Action Plan 2019-2029](#)
- [Blackpool Town Centre Strategy & Action Plan](#)
- [Blackpool Council Plan 2019-2024 Progress Update](#)
- [Blackpool Tree Strategy 2020-2030](#)
- [Blackpool Council Local Transport Plan: Implementation Plan 2018-2021](#)
- [Blackpool Local Plan Part 1: Core Strategy](#)
- [Blackpool Local Plan Part 2: Site Allocations and Development Management Policies](#)
- Blackpool Air Quality Strategy (not yet published)
- 2023 Blackpool Annual Status Report (not yet published)

## 1.6 Source Apportionment

The AQAP measures presented in this report are intended to be targeted towards the predominant sources of NO<sub>x</sub> emissions within Blackpool. By using a combination of local modelling inputs and Defra background concentration maps, a dispersion modelling study and source apportionment exercise was carried out by Blackpool Council in 2023 to better understand the pollution scene in Blackpool.

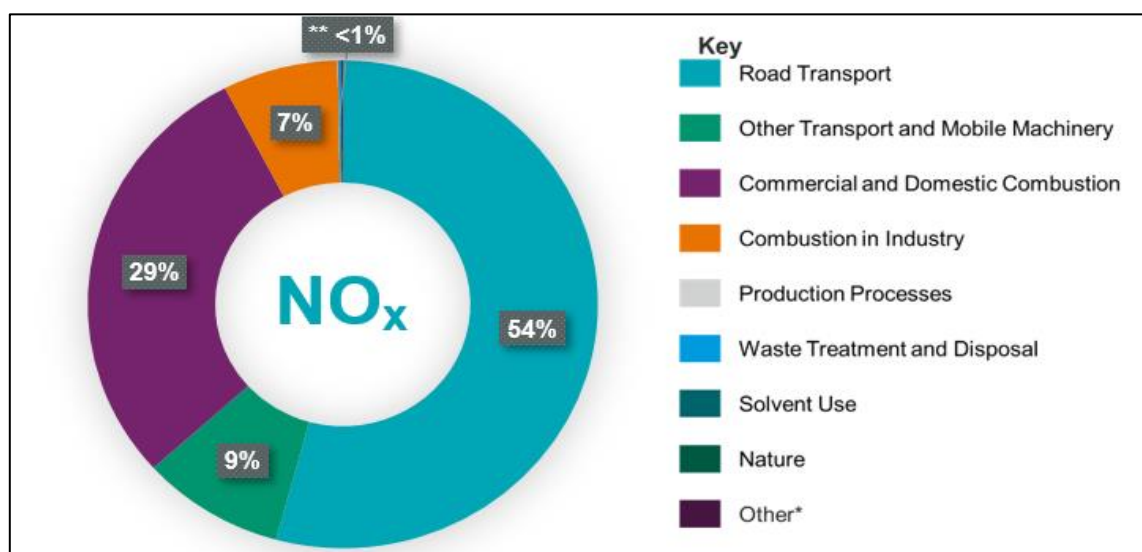
Figure 3 shows a map of modelled NO<sub>2</sub> concentrations across Blackpool in 2022. Modelled NO<sub>2</sub> concentrations are all below 36 µg/m<sup>3</sup>, with the highest concentrations being found along points of congestion, such as the Cookson Street - Talbot Road roundabout as depicted in the inset map in Figure 3, as well as the junction at Topping Street – Talbot Road – Dickson Road where high vehicle volume and congestion due to traffic control is likely to contribute to elevated NO<sub>2</sub> concentrations.

Figure 3: Modelled NO<sub>2</sub> concentrations across Blackpool in 2022



Emissions source apportionment was calculated for Blackpool using the most recent emission maps published by the National Atmospheric Emissions Inventory (NAEI)<sup>12</sup>. This data provides source emissions aggregated to a 1 km<sup>2</sup> grid covering the Blackpool AQMA. Figure 4 shows that 54% of NO<sub>x</sub> emissions in Blackpool are sourced from road transport, followed by 29% from commercial and domestic combustion, which is where Blackpool Council can focus their AQAP measures.

**Figure 4: Primary emissions (NO<sub>x</sub>) source apportionment for Blackpool AQMA**



(\*) Other relates to emissions from agriculture, forestry and land use change, and combustion in energy production and transformation.

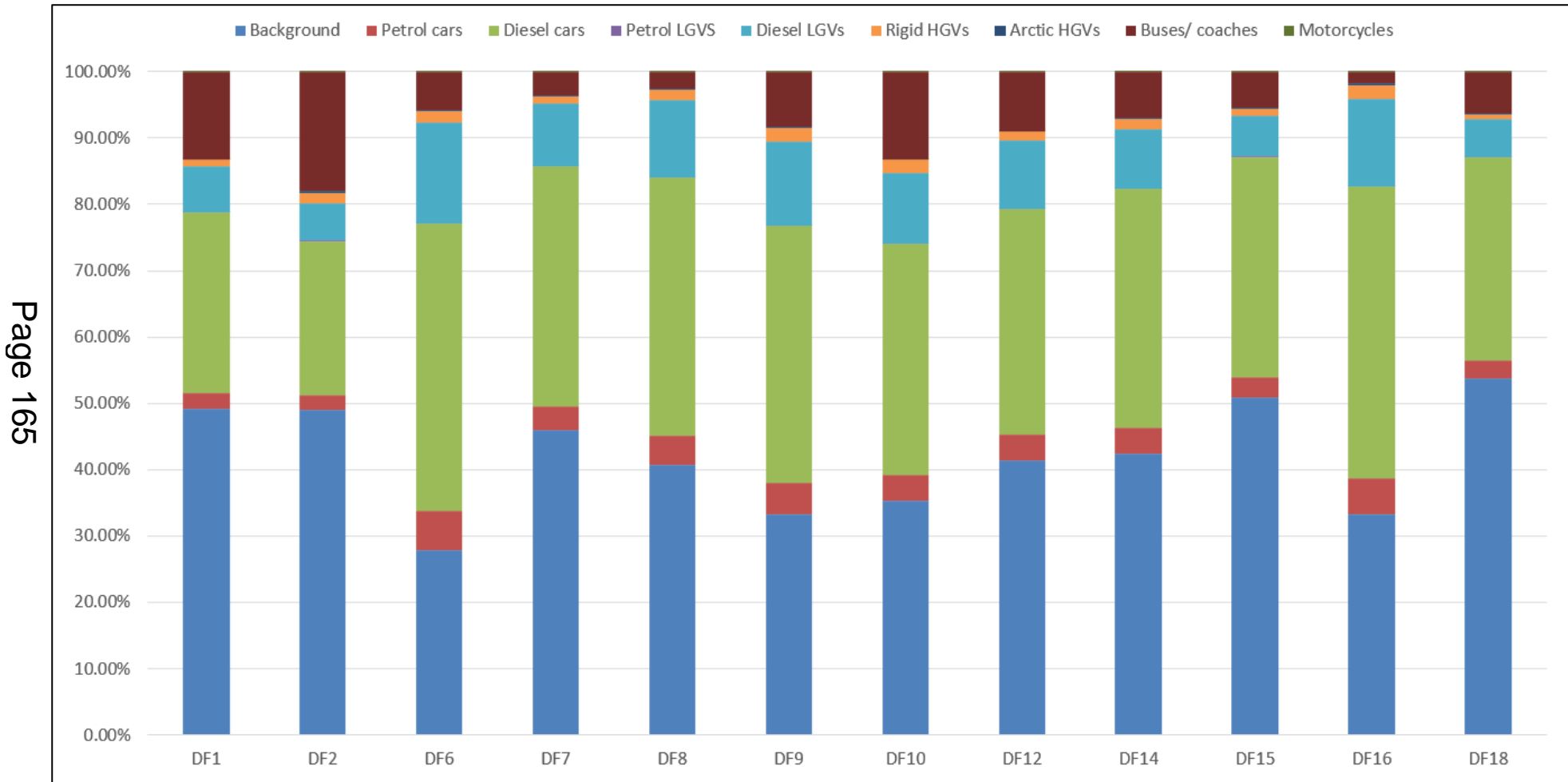
(\*\*) The following sectors contribute <1% to NO<sub>x</sub> emissions: production processes, waste treatment and disposal, solvent use, nature, other

As road transport was the largest source of NO<sub>x</sub> emissions in Blackpool AQMA, a detailed source apportionment study was carried out at each monitoring site located in the AQMA in 2022 to understand the percentage contributions of road vehicle types to NO<sub>x</sub> emissions.

Figure 5 shows the NO<sub>x</sub> source apportionment for all road transport and background sources at roadside monitoring sites within Blackpool AQMA for the baseline fleet in 2022. NO<sub>x</sub> source apportionment by background and vehicle types in absolute modelled concentrations (µg/m<sup>3</sup>) and percentage contribution (%) are displayed in further detail in Table 1 and Table 2, respectively.

<sup>12</sup> NAEI, Emissions Maps 2020. [https://naei.beis.gov.uk/data/map-uk-das?pollutant\\_id=6&emiss\\_maps\\_submit=naei-20230611212042](https://naei.beis.gov.uk/data/map-uk-das?pollutant_id=6&emiss_maps_submit=naei-20230611212042)

**Figure 5: Stacked bar chart showing NOx source apportionment for all road transport and background for monitoring locations within Blackpool AQMA (%), for the baseline fleet, 2022**



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**Table 1: NOx source apportionment by background and vehicle type (road transport emissions from major roads) at monitoring locations within Blackpool AQMA ( $\mu\text{g}/\text{m}^3$ ) for the baseline fleet, 2022 (modelled NO<sub>2</sub> concentrations derived from the NOx to NO<sub>2</sub> calculator)**

Site ID	Modelled background NOx concentration ( $\mu\text{g}/\text{m}^3$ )	Modelled road transport NOx concentration broken down by vehicle type ( $\mu\text{g}/\text{m}^3$ )								Total modelled NOx concentration ( $\mu\text{g}/\text{m}^3$ )	Total modelled NO <sub>2</sub> concentration ( $\mu\text{g}/\text{m}^3$ )	Total monitored NO <sub>2</sub> concentration ( $\mu\text{g}/\text{m}^3$ )
		Petrol cars	Diesel cars	Petrol LGVS	Diesel LGVs	Rigid HGVs	Arctic HGVs	Buses/coaches	Motorcycles			
DF1	10.96	0.52	6.08	0.002	1.55	0.22	0.01	2.95	0.01	22.29	14.07	17.6
DF2	10.99	0.46	5.23	0.002	1.28	0.34	0.06	4.02	0.01	22.40	13.99	19.18
DF6	11.23	2.36	17.45	0.01	6.07	0.71	0.05	2.32	0.03	40.22	23.33	20.26
DF7	10.48	0.84	8.24	0.003	2.16	0.25	0.02	0.82	0.01	22.82	14.57	16.64
DF8	11.07	1.19	10.58	0.004	3.15	0.40	0.06	0.69	0.02	27.17	16.87	14.85
DF9	11.20	1.60	13.05	0.01	4.26	0.67	0.05	2.80	0.03	33.66	19.94	16.94
DF10	11.20	1.26	11.06	0.004	3.38	0.66	0.01	4.18	0.02	31.77	18.82	16.15
DF12	11.29	1.03	9.28	0.004	2.80	0.37	0.004	2.44	0.02	27.23	16.7	16.13
DF14	11.39	1.02	9.66	0.003	2.40	0.44	0.03	1.86	0.01	26.80	16.52	21.72
DF15	11.34	0.66	7.43	0.002	1.37	0.23	0.04	1.20	0.01	22.29	14.23	19.69
DF16	11.25	1.82	14.85	0.01	4.47	0.71	0.08	0.59	0.01	33.80	20.27	17.51
DF18	11.13	0.56	6.33	0.001	1.18	0.14	0.03	1.30	0.01	20.68	13.37	18.35



**Table 2: NOx source apportionment by background and vehicle type (road transport emissions from major roads) at monitoring locations within Blackpool AQMA (%) for the baseline fleet, 2022 (modelled NO<sub>2</sub> concentrations derived from the NOx to NO<sub>2</sub> calculator)**

Site ID	Modelled background NOx concentration (%)	Modelled road transport NOx concentration broken down by vehicle type (%)								Total modelled NOx concentration (µg/m <sup>3</sup> )	Total modelled NO <sub>2</sub> concentration (µg/m <sup>3</sup> )	Total monitored NO <sub>2</sub> concentration (µg/m <sup>3</sup> )
		Petrol cars	Diesel cars	Petrol LGVs	Diesel LGVs	Rigid HGVs	Arctic HGVs	Buses/coaches	Motorcycles			
DF1	49.2%	2.3%	27.3%	0.01%	7.0%	1.0%	0.04%	13.2%	0.03%	22.29	14.07	17.60
DF2	49.1%	2.1%	23.3%	0.01%	5.7%	1.5%	0.3%	17.9%	0.1%	22.40	13.99	19.18
DF6	27.9%	5.9%	43.4%	0.02%	15.1%	1.8%	0.1%	5.8%	0.1%	40.22	23.33	20.26
DF7	45.9%	3.7%	36.1%	0.01%	9.4%	1.1%	0.1%	3.6%	0.1%	22.82	14.57	16.64
DF8	40.7%	4.4%	39.0%	0.01%	11.6%	1.5%	0.2%	2.5%	0.1%	27.17	16.87	14.85
DF9	33.3%	4.8%	38.8%	0.02%	12.7%	2.0%	0.1%	8.3%	0.1%	33.66	19.94	16.94
DF10	35.2%	4.0%	34.8%	0.01%	10.7%	2.1%	0.03%	13.1%	0.1%	31.77	18.82	16.15
DF12	41.4%	3.8%	34.1%	0.01%	10.3%	1.4%	0.02%	8.9%	0.1%	27.23	16.70	16.13
DF14	42.5%	3.8%	36.0%	0.01%	9.0%	1.6%	0.1%	6.9%	0.03%	26.80	16.52	21.72
DF15	50.9%	3.0%	33.3%	0.01%	6.1%	1.1%	0.2%	5.4%	0.04%	22.29	14.23	19.69
DF16	33.3%	5.4%	43.9%	0.02%	13.2%	2.1%	0.2%	1.8%	0.04%	33.80	20.27	17.51
DF18	53.8%	2.7%	30.6%	0.01%	5.7%	0.7%	0.1%	6.3%	0.04%	20.68	13.37	18.35

The source apportionment results show that diesel cars (average 35.1%) were the largest contributing vehicle type to NO<sub>x</sub> emissions at diffusion tube monitoring sites in Blackpool AQMA, followed by diesel LGVs (average 9.7%) and buses/coaches (7.8%).

## 1.7 Required Reduction in Emissions

### 1.7.1 NO<sub>x</sub> and NO<sub>2</sub> emissions reductions

In 2022, there were no monitoring sites which measured the annual mean NO<sub>2</sub> concentration to be above the national air quality objective of 40 µg/m<sup>3</sup> in Blackpool. Therefore, no required reduction in NO<sub>x</sub> emissions has been calculated.

### 1.7.2 Scenario Modelling

To understand the impact that different policy measures could have on air quality in Blackpool, three scenarios were modelled using the 2022 baseline model to calculate the likely reduction in emissions. The modelled scenarios are outlined below:

1. Upgrade Blackpool Council fleet to low-emission alternatives
2. Upgrade Blackpool Council bus fleet to electric vehicles (EVs)
3. Model a reduction in cars to represent a modal shift to public transport and active travel

For each scenario, pollutant emissions were calculated and compared to the baseline scenario to understand the impact of the measure on local air quality in Blackpool. The impact of Scenarios 2 and 3 were also shown on NO<sub>2</sub> concentrations across monitoring sites in Blackpool. The three scenarios are detailed further below.

#### **Scenario 1: Upgrading Blackpool Council fleet**

This scenario assumes the purchase of low emission vehicles to replace existing Blackpool Council-owned cars, LGVs (inclusive of minibuses), and HGVs. It was assumed that the oldest vehicles would be upgraded first and that vehicles would be upgraded to the best available emission standard (either Euro 6d or EV for cars and LGVs depending on the scenario, and Euro 6 for HGVs). For each scenario, total annual emissions of NO<sub>2</sub>, PM<sub>10</sub>, PM<sub>2.5</sub>, and CO<sub>2</sub> in tonnes per year were calculated to demonstrate the emissions reductions that could be achieved within Blackpool AQMA

by upgrading council-owned vehicles due for replacement with low-emission alternatives. Emission reductions were calculated using the Emissions Factors Toolkit (EFT) (v.11.0).

The analysis was performed using current Blackpool Council fleet data which details vehicle make/model, registration number, registration year, fuel type, and mileage of the vehicle fleet between 01/08/2022 and 31/03/2023. The mileage was extrapolated to be representative of a 12-month period. This information was applied to quantify the impact of the following scenarios:

1. **'Baseline' scenario** – Annual emissions from the current council fleet comprising of 92 vehicles

Vehicle Standard	Car	LGV	HGV
Euro 3	0	0	2
Euro 4	1	1	0
Euro 5	0	26	6
Euro 6	7	46	3

2. **'Anticipated' scenario** – in total 13 vehicles were upgraded, representing 14.1% of the total Council fleet. Two anticipated scenarios were modelled to compare the impacts of upgrading the cars and LGVs in the fleet to new petrol/diesel vehicles (A) and electric vehicles (B):

- A – upgrade all vehicles registered before 2014 to Euro 6 / Euro 6d, depending on vehicle type
- B – upgrade all vehicles registered before 2014 to EV or Euro 6, depending on vehicle type

Vehicle Standard	Car	LGV	HGV
Euro 3	0	0	0
Euro 4	0	0	0
Euro 5	0	20	3
Euro 6	7	46	8
Euro 6d (Scenario A) or EV (Scenario B)	1	7	NA

3. **'Ambitious' scenario** – in total 36 vehicles were upgraded, representing 39.1% of the Council fleet. Two ambitious scenarios were modelled to compare the impacts of upgrading the cars and LGVs in the fleet to new petrol/diesel vehicles (A) and EVs (B):

- A – upgrade all vehicles registered before 2017 to Euro 6 / Euro 6d, depending on vehicle type
- B – upgrade all vehicles registered before 2017 to EV or Euro 6, depending on vehicle type

Vehicle Standard	Car	LGV	HGV
Euro 3	0	0	0
Euro 4	0	0	0
Euro 5	0	0	0
Euro 6	7	46	11
Euro 6d (Scenario A) or EV (Scenario B)	1	27	NA

### Results

The results of Scenario 1: Upgrading Blackpool Council fleet are outlined in Table C-1 (Appendix C) and show the total annual pollutant emissions for NO<sub>x</sub>, PM<sub>2.5</sub>, PM<sub>10</sub>, and CO<sub>2</sub> in tonnes per year.

For all scenarios, upgrading the Council vehicle fleet had the largest impact on NO<sub>x</sub> compared to PM<sub>2.5</sub> and PM<sub>10</sub> in terms of percentage change in emissions.

For the 'Anticipated' scenarios, upgrading all vehicles registered before 2014 to new petrol/diesel equivalents resulted in an emissions saving of 147.6 tonnes per year of NO<sub>x</sub>, 2.2 t/y of PM<sub>2.5</sub> and 2.2 t/y of PM<sub>10</sub>, representing a percentage change of -34.3%, -13.9% and -8.3%, respectively. The upgrade also saves 757.7 t/y of CO<sub>2</sub>.

For the 'Anticipated' scenarios, the upgrade to EVs (-36.2%) resulted in a larger NO<sub>x</sub> pollutant reduction compared to the upgrade to Euro 6d (-34.3%). For the 'Ambitious' scenarios, the upgrade to EVs (-75.9%) resulted in a larger NO<sub>x</sub> pollutant reduction compared to the upgrade to Euro 6d (-69.5%). The same trend applies for PM<sub>2.5</sub>, PM<sub>10</sub>, and CO<sub>2</sub>.

### **Scenario 2: Upgrade Blackpool Council bus fleet to electric vehicles**

Blackpool Council and Blackpool Transport Services have collaborated to gain funding under round two of the Government's Zero Emissions Bus Regional Areas (ZEBRA) scheme. This will provide state-of-the-art electric buses together with a depot rebuild and refurbishment.

Scenario 2 aims to understand the impact that this may have on air quality in the Blackpool AQMA through modelling of the NO<sub>2</sub> concentration reduction at monitoring sites within and in close proximity to the Blackpool AQMA as a result of upgrading a proportion of the bus fleet to EVs. Two scenarios were modelled to compare the impact of upgrading different proportions of the current bus fleet:

1. **'Medium' scenario (2a)** – 50% of buses upgraded to electric.
2. **'High' scenario (2b)** – 75% of buses upgraded to electric.

### Results

The results of Scenario 2 are displayed in Table C-2 and show the impact of the bus upgrade on NO<sub>2</sub> concentrations at monitoring sites within and in close proximity to the Blackpool AQMA.

Both scenarios resulted in a reduction in NO<sub>2</sub> concentrations across all sites. The 'Medium' scenario (2a), where 50% of the bus fleet is electrified, results in an average 3.40% reduction in NO<sub>2</sub> at the Blackpool AQMA monitoring sites. The 'High' scenario (2b), where 75% of the bus fleet is electrified, results in an average 5.12% reduction in NO<sub>2</sub> at the Blackpool AQMA monitoring sites.

For both scenarios, the greatest reduction in NO<sub>2</sub> concentration was observed at DF2, 58 Abingdon Street (Medium scenario: 13.1 µg/m<sup>3</sup>, -6.7% change; High scenario: 12.6 µg/m<sup>3</sup>, -10.1% change), followed by DF1, 92 Topping Street (Medium scenario: 13.4 µg/m<sup>3</sup>, -5.1% change; High scenario: 13.0 µg/m<sup>3</sup>, -7.6% change) and DF10, Springfield Road Market (Medium scenario: 18.0 µg/m<sup>3</sup>, -4.5% change; High scenario: 17.6 µg/m<sup>3</sup>, -6.8% change).

### **Scenario 3: Model a reduction in cars to represent a modal shift to public transport and active travel**

Modal shift to active travel and public transport are a common theme across the list of shortlisted measures, as well as in the current Blackpool Council plans and policies such as the Active Lives Strategy, Local Neighbourhood Plans, Local Transport Plans, and the Town Centre Strategy.

Scenario 3 models the impact of a decrease in car volume to represent a modal shift towards public transport and active travel. Impacts are again shown in terms of NO<sub>2</sub> concentration reductions at the monitoring sites within and in close proximity to the

Blackpool AQMA. The following three scenarios were modelled to provide a comparison of the impact of different magnitudes of shift towards public transport and active travel.

- **'Low' scenario (3a)** – 5% car volume decrease
- **'Medium' scenario (3b)** – 10% car volume decrease
- **'High' scenario (3c)** – 15% car volume decrease

### Results

The results of Scenario 3 are displayed in Table C-2 in terms of annual average NO<sub>2</sub> concentration change at monitoring locations.

The 'Low' scenario (3a), where 5% of car volume is reduced, results in an average 1.32% reduction in NO<sub>2</sub> at the Blackpool AQMA monitoring sites. The 'Medium' scenario (3b), where 10% of car volume is reduced, results in an average 2.67% reduction in NO<sub>2</sub> at the Blackpool AQMA monitoring sites. The 'High' scenario (3c), where 15% of car volume is reduced, results in an average 4.00% reduction in NO<sub>2</sub> at the Blackpool AQMA monitoring sites.

For all scenarios, the greatest reduction in NO<sub>2</sub> concentration was observed at DF16, 48 Cookson Street, (Low scenario: 20.0 µg/m<sup>3</sup>, -1.8% change, Medium scenario: 19.6 µg/m<sup>3</sup>, -3.6% change; High scenario: 19.2 µg/m<sup>3</sup>, -5.3% change), followed by DF6, 46 Dickson Road (Low scenario: 22.9 µg/m<sup>3</sup>, -1.7% change, Medium scenario: 22.5 µg/m<sup>3</sup>, -3.5% change; High scenario: 22.1 µg/m<sup>3</sup>, -5.2% change) and DF9, Springfield (Promenade) (Low scenario: 19.6 µg/m<sup>3</sup>, -1.6% change, Medium scenario: 19.3 µg/m<sup>3</sup>, -3.2% change; High scenario: 19.0 µg/m<sup>3</sup>, -4.8% change).

## 1.8 Key Priorities

The most significant source of NO<sub>x</sub> emissions in Blackpool AQMA is road transport. As discussed in Section 1.6, the source apportionment results show that diesel cars (average 35.1%) were the largest contributing vehicle type to NO<sub>x</sub> emissions at diffusion tube monitoring sites in Blackpool AQMA, followed by diesel LGVs (average 9.7%) and buses/coaches (7.8%).

The key priorities for this AQAP have been determined by Blackpool Council and the AQAP Steering Group.

- Priority 1 – Reducing NO<sub>2</sub> concentrations in the Blackpool AQMA and providing evidence to demonstrate this to allow the AQMA to be revoked in the future.
- Priority 2 – Improving air quality communications and providing evidence for revocation of the Blackpool AQMA to ensure our residents and visitors are informed about local air quality.
- Priority 3 – Reducing emissions of particulate matter PM<sub>2.5</sub>.

# Development and Implementation of Blackpool Council AQAP

## 1.9 Consultation and Stakeholder Engagement

In developing this AQAP, we have worked with other local authorities, agencies, businesses, and the local community to improve local air quality. Schedule 11 of the Environment Act 1995 requires local authorities to consult the bodies listed below.

- The Secretary of State
- The Environment Agency
- The highways authority
- All neighbouring local authorities
- Other public authorities as appropriate, such as Public Health officials
- Bodies representing local business interests and other organisations as appropriate

## 1.10 Steering Group

The Blackpool Council AQAP Steering Group was established in March 2023.

An online workshop was held for the Steering Group to provide an overview air quality in Blackpool, and to discuss the longlist of AQAP measures. This included discussion of the potential measures which had been compiled from existing regional and local policy as well as discussion on future ambition measures.

Following the workshop, the longlist of AQAP measures was refined to the shortlist.

## 1.1 Public Consultation

In addition to the above engagement, a public consultation took place to seek views on the overall vision and the action proposed in the draft AQAP. The consultation was open between 17<sup>th</sup> July and 20<sup>th</sup> September 2023. There were 119 online responses; six of which were from businesses.



Overall, 52% of residents agreed air quality is an important issue and 66% of businesses agreed.

Residents generally agreed with the overall vision for the AQAP and agreed with the actions being proposed. Agreement was strongest for reducing emissions from new developments, improving public information, and for improving green infrastructure.

The survey asked for additional actions to be suggested which included: planting trees, encouraging remote working, relocating offices away from town centre, improving cycle infrastructure, improve signage for pedestrians and increasing CCTV coverage on buses. Most of these actions are aligned to the six priority areas, or already listed within the action plans.

The full report on the consultation can be found in Appendix A.

## AQAP Measures

Table 3 shows the Blackpool Council AQAP measures which were outlined by the AQAP Steering Group. 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 (overall cost and cost to the local authority);
- expected benefit in terms of pollutant emission and/or concentration reduction
  - “Low” – measures with a low target pollution reduction in the AQMAs are considered “soft” actions which may not directly cause reductions of pollutants but may indirectly result in a positive impact on air quality. Effectiveness of the measures may be constrained by engagement and/or enforcement
  - “Medium” – measures with a medium target pollution reduction in the AQMAs include “technical” measures which will directly cause reductions of pollution, but the effectiveness of the measures may be constrained by engagement and/or enforcement
  - “High” – measures with high target pollution reduction in the AQMAs include “technical” actions over which the lead authority has control and are unlikely to be constrained by engagement and/or enforcement;
- the timescale for implementation; and
- how progress will be monitored.

**NB:** Please see future ASRs for regular annual updates on implementation of these measures.

Table 3: Air Quality Action Plan Measures

Category	Measure	Estimated Year Measure to be Introduced	Estimated / Actual Completion Year	Funding Source	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
Traffic Management	Optimise Blackpool's traffic network	Under implementation	Ongoing				Implementation	Medium. Projects delivered optimising the traffic network will likely reduce exhaust emissions of NOx and PM, as a result of reduced congestion and idling.	Delivery of traffic network optimisation projects. Reduction in congestion.	Two integrated schemes implemented in Blackpool focusing on variable message signage, traffic guidance and queue management.	Action will look to continue traffic management work and align with the Government's Transport Technology Forum on future projects.
Alternatives to private vehicle use	Implement the Enhanced Bus Partnership Scheme & Plan	Under implementation	2028				Implementation	Low. The Enhanced Bus Partnership will not directly reduce pollutant emissions, but paves the way for aligned efforts by bus service providers to reduce their emissions.		The Enhanced Bus Partnership Scheme is now in place, and the <a href="#">Enhanced Bus Partnership Plan</a> was published in January 2023. A new officer for this Scheme was recently appointed.	Blackpool did not receive Bus Service Improvement Plan (BSIP) funding, but will still update the BSIP annually. The Plan will be reviewed should any funding become available.
Promoting Low Emission Transport	Blackpool Transport Services electrification / support round two of ZEBRA work	Under implementation	2025	Department for Transport's Zero Emission Bus Regional Area (ZEBRA) fund	Partially funded		Implementation	High. Introduction of zero-emission buses to replace traditional buses in the BTS fleet will directly reduce exhaust	No. of zero-emission buses introduced into the fleet.	The business case was submitted to the Department for Transport in January 2022.	115 new buses are set to be introduced over a 3-year period.

								emissions of NOx and PM.			
Promoting Low Emission Transport	Deliver the vision in Blackpool's Electric Vehicle Strategy	Under implementation	2027				Implementation	Low. Provision of EV charging and other incentives to switch to EVs will not directly reduce air pollutant concentrations, but will help facilitate EV uptake.	Proportion of EVs in the fleet travelling in and around Blackpool / no. of EVs owned by residents in Blackpool.	<a href="#">Blackpool's EV Strategy</a> was adopted in February 2023.	Provision of EV charging infrastructure will be demanded.
Promoting Low Emission Transport	Provision of EV charging infrastructure throughout Blackpool	Under implementation	2027				Implementation	Low. Provision of EV charging in Blackpool will not directly reduce air pollutant concentrations, but will help facilitate uptake of EVs.	No. of EV charge points installed across Blackpool.	<a href="#">Blackpool's EV Strategy</a> was adopted in February 2023.	Provision of EV charging infrastructure will be demanded.
Promoting Low Emission Transport	Move Council Fleet away from Petrol/Diesel towards alternative fuels such as Electric or Hydrogen	2024	Ongoing				Planning	Medium. Upgrading vehicles in the Council's fleet will directly reduce exhaust emissions of NOx and PM, however, the scale of improvements may not be high.	Vehicles in the Council fleet replaced with low-emission alternatives.	Looking at a new telematics system for all fleet vehicles, focused on driver behaviour.	Upgrades to fleet are dependent on funding. There are also requirement for certain vehicles that may mean they cannot be upgraded.
Promoting Travel Alternatives	Publish Local Cycling and Walking Infrastructure Plan (LCWIPs)	Under implementation	2023	Active Travel England's Capability and Ambition Fund	Partially funded		Implementation	Low. The LCWIP will not directly reduce pollutant emissions, however, should encourage more	LCWIP published.	LCWIP Stage 2 Engagement taking place during Spring 2023. Update to plans due to	Blackpool falls within the Fylde Coast LCWIP.

								people to walk/cycle more often, indirectly improving air quality.		take place Summer 2023.	
Promoting Travel Alternatives	Adopt a 'pedestrian first' approach to planning during the Town Centre realignment	Under implementation		Safer Roads Fund	Partially funded		Implementation	Low. Making the Town Centre more attractive to pedestrians will not directly reduce pollutant emissions, however, should encourage more people to journey to the Town Centre on foot more often, indirectly improving air quality.	Projects implemented in the Town Centre that are beneficial to pedestrians.	Town Centre Quality Corridors scheme was implemented, delivering improvements to the town centre public realm; Church Street, Cookson Street, Dickson Road, Topping Street, Edward Street, Deansgate and Talbot Road were identified as priority areas for this investment.	Implementing measures in the Town Centre Action Plan.
Promoting Travel Alternatives	Enforce pedestrianisation within the Town Centre	2023	Ongoing	Safer Roads Fund			Planning	Medium. Enforcing pedestrianisation in relevant areas will directly reduce exhaust emissions of NOx and PM, however, the success of this measure depends on the enforcement.		Pedestrianisation already on parts of Market Street, Church Street, Corporation Street, and Talbot Road.	Consider enforcement cameras to prevent illegal vehicles going up Talbot Road where the tramway is.
Promoting Travel Alternatives	Encourage and support local employers and education establishments to develop	2024	Ongoing				Planning	Low. Supporting development of these initiatives will not directly reduce pollutant	No. of local establishments producing active travel plans / workplace	The Living Streets initiative works with schools and businesses in	Focus on active travel plans and incentives provided by businesses and educational

	active travel plans, workplace promotions and journey planning							emissions, however, should encourage local establishments to make changes to their travel, indirectly improving air quality.	promotions / journey planning.	Blackpool on active travel.	establishments to encourage commuting via active travel.
Promoting Travel Alternatives	Work with businesses and educational establishments to implement travel plans	2024	Ongoing				Planning	Medium. Implementation of travel plans can directly reduce pollutant emissions; however, success of this measure depends on uptake.	No. of local establishments implementing travel plans.	At the concept stage.	Wider travel plans to encourage mode shift, hybrid working, etc. Potential to build on Living Streets' work on active travel.
Promoting Travel Alternatives	Develop Modal Shift Action Plan	2024	2024				Planning	Low. Development of a Modal Shift Action Plan will not directly reduce pollutant emissions, but may encourage people to change their travel habits, indirectly improving air quality.	Development and publication of the action plan.	Initial discussions between Active Blackpool and Strategy and Climate.	Focus on incentivisation and encouraging mode shift towards public transport / active travel.
Promoting Travel Alternatives	Bike storage in Blackpool Town Centre						Planning	Low. Increasing bike storage will not directly reduce pollutant emissions, however, should encourage more people to cycle into the Town Centre more	No. of bike storage spaces available in the Town Centre.	There is already some bicycle parking in the Town Centre, but research is being carried out into the best option for additional, secure storage.	Implementation will be dependent on funding.

								often, indirectly improving air quality.			
Promoting Travel Alternatives	Improve facilities on the cycle / footpath network such as benches and toilets						Planning	Low. Improving these facilities will not directly reduce pollutant emissions, however, should encourage more people to walk/cycle more often, indirectly improving air quality.	No. of new facilities / upgraded or replaced facilities on the cycle / footpath networks.		Implementation will be dependent on funding.
Promoting travel alternatives	Improve the level of provision of multi-user routes						Planning	Low. Increasing multi-user routes will not directly reduce pollutant emissions, however, should encourage more people to walk/cycle more often, indirectly improving air quality.	No. of additional multi-user routes created.		There may be limitations on which routes the Council can make multi-user, including due to who is responsible for the road(s). Make use of DfT guidance on cycle infrastructure design.
Policy Guidance and Development Control	Protect and enhance Green Infrastructure in streetscapes, quality corridors and town centre	Under implementation	Ongoing				Implementation	Low. While there is some evidence that plants / trees absorb air pollutants, the main purpose of this measure is to encourage people to walk / cycle more often, and also to reduce pollution exposure by	Maintenance and restoration activities of green areas in Blackpool.	The Tree Strategy's ongoing actions include reviewing planting locations, encouraging the planting of trees on private land, and protecting existing trees and woodland.	Aligns with the Tree Strategy 2020-2030, Green and Blue Infrastructure Plan 2019-2029, and the Town Centre Action Plan.

								creating barriers to roadside pollution.			
Policy Guidance and Development Control	Incorporate creation of new green infrastructure into the Town Centre Strategy Update	Under implementation					Implementation	Low. While there is some evidence that plants / trees absorb air pollutants, the main purpose of this measure is to encourage people to walk / cycle more often, and also to reduce pollution exposure by creating barriers to roadside pollution.	No. of new green infrastructure projects in the Town Centre.	Public realm improvements in the Town Centre are ongoing, and with respect to green infrastructure may include the introduction of trees, planters, and other vegetation suitable for Blackpool.	Aligns with the Tree Strategy 2020-2030, Green and Blue Infrastructure Plan 2019-2029, and the Town Centre Action Plan.
Policy Guidance and Development Control	Consider green infrastructure opportunities for reduction of residual emissions		Ongoing				Planning	Medium. Restoration and planting of broad-leaved woodland can help to reduce background concentrations of pollutants.	No. of restoration and planting projects for broad-leaved woodland.	At the concept stage.	Aligns with the Tree Strategy 2020-2030.
Policy Guidance and Development Control	Work with developers to ensure electric vehicle charging is included in all new developments	Under implementation	Ongoing				Planning	Low. Provision of EV charging and other incentives to switch to EVs will not directly reduce air pollutant concentrations, but will help facilitate EV uptake.	Proportion of new developments with EV charging included.	There is a requirement for EV provision in all developments as well as planning for future EV levels (Local Plan Part 2 adoption).	
Policy Guidance and	Preparation of a Summary Document (or	2024	2024				Planning	Medium. The document will set out	Preparation and publication of	Discussions have been held within the	The document will ensure developers



Development Control	similar) on Control of Dust and Emissions during Construction and Demolition							requirements for control of dust emissions during construction / demolition, which will directly reduce PM emissions. However, success will be limited by enforcement.	document. No. of developments that have made use of the document.	Environmental Protection team about what this might look like.	understand what is expected of them to control dust emissions.
Policy Guidance and Development Control	Deliver the Cosy Homes In Lancashire programme	Under implementation	Ongoing				Implementation	Medium. The programme helps household to access the Green Home Grant which is put towards installation of insulation, upgraded windows and doors and renewable technologies; these all help to reduce domestic emissions of NOx and PM (as heating needs decrease), but success depends on uptake.	No. of homes that have received support from Cosy Homes in Lancashire.	The Cosy Homes in Lancashire programme is in place and the team are currently based in Public Health at Blackpool Council. In 2021/22 and 2022/23 Cosy Homes helped 2400 households to access the Green Home Grant.	Cosy Homes in Lancashire was developed by the 14 Local Authorities in Lancashire following a comprehensive energy efficiency study commissioned by Blackpool Public Health in 2013. The scheme has the backing of all the Chief Executives and the Directors of Public Health.
Policy Guidance and Development Control	Develop a bonfire policy	2024	2024				Planning	Low. Development of a bonfire policy will not directly reduce pollutant emissions, but may encourage people to change their open burning habits, indirectly	Development and publication of policy.	To be produced by the Environmental Protection team.	Focus will be on education around the issues and impacts, rather than an outright ban.

								improving air quality.			
Policy Guidance and Development Control	Support improved insulation of all housing		Ongoing				Planning	Medium. Improving insulation helps to reduce domestic emissions of NOx and PM (as heating needs decrease), but success depends on uptake.	No. of houses with improved insulation.		
Policy Guidance and Development Control	Review of air quality monitoring locations	2023	2024				Planning	Low. Reviewing / amending the monitoring locations will not directly improve air quality, but will support delivery of other air quality actions that will help to improve air quality.	Review of monitoring locations completed. Changes made to diffusion tube locations.		Review of existing locations and re-allocation of monitoring resource to new locations of relevant exposure.
Policy Guidance and Development Control	Investigate potential for a sensor study	2024	2024				Planning	Low. A sensor study will not directly improve air quality, but could support delivery of other air quality actions that will help to improve air quality.	Delivery of a sensor study.	At the concept stage.	Potential for a low-cost sensor study will be considered, for example, to measure the impact of air quality action(s).
Public Information	Engagement with schools / youth groups	Ongoing	Ongoing				Completed	Low. Engagement will not directly reduce pollutant emissions, but may encourage people to	No. of local educational establishments engaged with.	The Living Streets initiative works with schools and businesses in Blackpool on active travel.	Consider further engagement by Strategy and Climate and Environmental Protection teams with schools and

								change their habits, indirectly improving air quality.			youth groups. Can link to other communications activities (such as AQ monitoring data).
Public Information	Engagement with local businesses	Ongoing	Ongoing				Completed	Low. Engagement will not directly reduce pollutant emissions, but may encourage people to change their habits, indirectly improving air quality.	No. of local businesses engaged with.	The Living Streets initiative works with schools and businesses in Blackpool on active travel.	Consider further engagement by Strategy and Climate and Environmental Protection teams with local businesses. Can link to other communications activities (such as AQ monitoring data).
Public Information	Expand Air Quality Communications and align with other relevant topics	2023	Ongoing				Planning	Low. Air quality communications will not directly improve air quality, but will raise awareness and may encourage people to change their behaviour, indirectly improving air quality.		Air quality and climate emergency information is somewhat linked on the Council website. AQAP, AQS and ASR(s) will be available online once published.	Tailor communications to reach the widest audience; ensure co-benefits (e.g. climate, public health) are clear.
Public Information	Make information about local air quality more transparent and accessible	2023	Ongoing				Planning	Low. Making this information more accessible will not directly improve air quality, but will raise awareness and may	Availability of local air quality information to the public. E.g., monitoring data, documents.	AQAP, AQS and ASR(s) will be available online once published.	Focus on bringing air quality information online, especially air quality monitoring data, the new AQS, AQAP and ASR.

								encourage people to change their behaviour, indirectly improving air quality.			
Public Information	Highlight DEFRA's Solid Fuel Burning Campaign (Burn Better)	2023	Ongoing				Planning	Low. Highlighting the Burn Better campaign will not directly reduce pollutant emissions, but may encourage people to change their open burning habits, indirectly improving air quality.	No. of materials produced / disseminated.		The Burn Better campaign is available here: <a href="https://uk-air.defra.gov.uk/library/burnbetter/">https://uk-air.defra.gov.uk/library/burnbetter/</a>
Public information	Host / attend events to raise awareness and education around air quality	2025	Ongoing				Planning	Low. Engagement will not directly reduce pollutant emissions, but may encourage people to change their habits, indirectly improving air quality.	No. of events hosted / attended.	Currently starting to return to schools for informative sessions; looking to build on this long term.	

## Appendix A: Consultation report

### Air Quality Strategy Consultation Report

A consultation survey was available between 17<sup>th</sup> July 2023 and 20<sup>th</sup> September 2023. Paper copies were available in Family Hubs and Libraries as well as an online survey which was accessible on the Council's Engagement and Consultation page. No responses were received from paper surveys.

The survey collected 119 online responses; 6 of which were from businesses.

#### How important do you think the issue of air quality is in Blackpool?

Residents	Businesses
Very Important = 28%	Very Important = 33%
Important = 23%	Important = 33%
Not Important = 46%	Not Important = 33%
Skipped = 2%	Skipped = 0%

There is a difference in prioritisation between residents and businesses. The issues surrounding local air quality, the proposed strategy and its action plans, which aim to improve it, were marginally regarded as important. 52% of residents agreed air quality is an important issue and 66% of businesses agreed. However, it is fair to state the issue was viewed as relatively less important than other areas of statutory responsibility.

#### Please rank the priorities you feel will improve air quality in the air quality management zone the most.

Rank	Residents	Businesses
1 <sup>st</sup>	Offering alternative transport to private vehicles	Public information
2 <sup>nd</sup>	Traffic management	Offering alternative transport to private vehicles
3 <sup>rd</sup>	Promoting low emission transport	Traffic management
4 <sup>th</sup>	Promoting active travel	Promoting active travel
5 <sup>th</sup>	Policy Guidance and Development	Promoting low emission transport
6 <sup>th</sup>	Public information	Policy Guidance and Development

Residents and businesses responded that investing in transport was a top priority area which could improve local air quality and that policy guidance was a low priority.

	Agree or Strongly agree	Disagree or strongly disagree
<b>13% more responses agreed</b> with the overall vision	44%	30%
<b>8% more responses agreed</b> reducing emissions from traffic will improve air quality	46%	38%
As many responses agreed as disagreed that encouraging active travel will improve air quality	37%	37%
<b>8% more responses agreed</b> reducing emissions from heating and burning domestic fuels will improve air quality	44%	36%

<b>29% more responses agreed</b> reducing emissions from new developments will improve air quality	55%	25%
As many responses agreed as disagreed that more public information and communication will improve air quality	39%	39%
<b>8% more responses agreed</b> with the proposed actions to reduce traffic emissions	43%	35%
<b>10% more responses agreed</b> the proposed actions to encourage active travel	43%	33%
<b>8% more responses agreed</b> the proposed actions to reduce emissions from heating and burning domestic fuels	42%	34%
<b>31% more responses agreed</b> the proposed actions to improve green infrastructure	52%	21%
<b>34% more responses agreed</b> with the proposed actions to reduce emissions from new developments	53%	19%
<b>34% more responses agreed</b> with the proposed actions for more public information and communication	57%	23%
<b>8% more responses agreed</b> that these 6 priorities will help improve air quality in the management zone	37%	29%

Overall, residents agreed with the overall vision and agreed with the action plans. Agreement was strongest for reducing emissions from new developments improving public information and for improving green infrastructure. However as many responses agreed as disagreed that encouraging more active travel and providing more public information would improve local air quality.

Residents were also asked about actions they were likely to take to improve local air quality. Planting trees was a key behaviour. Interestingly despite the overall divide whether active travel will improve local air quality, a large minority of respondents reported they are likely to walk and cycle more in the local area.

**What actions are you likely to take to improve air quality??**

- 42% = Plant trees
- 37% = Walk or cycle for local journeys
- 29% = Improve home insulation
- 27% = Take the bus or tram more often
- 25% = Keep up to date with local air quality by visiting relevant websites regularly
- 24% = Reduce car idling
- 20% = Update home boiler to an ultra-low emission one
- 12% = Replace your current vehicle with an electric vehicle
- 10% = Car share
- 10% = Install an electric charging point at your property

The survey asked for additional actions to be suggested which included: planning trees, encouraging remote working, relocating offices away from town centre, improving cycle infrastructure, improve signage for pedestrians and increasing CCTV coverage on buses.

Green Infrastructure	<p><i>"Plant native trees"</i></p> <p><i>"Pay the Leader of the Council less and spend the money on trees"</i></p> <p><i>"How about an annual Blackpool prize in our town day or annual front garden tidy?"</i></p>
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Offering alternative transport to private vehicles	<p><i>"Continue to support working from home which stops the need for any car journey at all."</i></p> <p><i>"Work with Blackpool Transport to create new routes that service major employment areas, such as the Enterprise Zones and Industrial Estates."</i></p> <p><i>"Trams should have more routes added".</i></p>
Policy Guidance and Development	<p><i>"Relocate council workers from high pollution areas i.e. Town Centre, thus reducing commuting into town centre"</i></p> <p><i>"Ban bonfires on Guy Fawkes night and stop the international firework displays on the prom to reduce the significant smoke they create."</i></p> <p><i>"Ban garden fires whilst stopping the tip from being too selective on the types of rubbish being accepted."</i></p> <p><i>"Establish smoking/ vaping ban at tram and bus stops".</i></p>
Promoting active travel	<p><i>"Make the Promenade safer for cyclists by enforcing rule 56 of the Highway Code".</i></p> <p><i>"Talbot road is not at all cycle friendly. There are no cycle lanes, and the tram lines are not only a hazard to cross but also very slippery when wet. The cobbles on the road surrounding the roundabout is also make riding a road bike over very difficult. The new DWP building will undoubtedly bring more cyclists commuting in to the same area. More thought should be given to how the road is designed".</i></p>
Public information	<p><i>"Use local radio to give handy hints and tips."</i></p> <p><i>"Encourage rainwater harvesting for gardening and washing car. Waste less food. Reuse and recycle more. Buy second hand items, such as furniture. Plant and grow more own fruit/veg. Reduce utility consumption at home."</i></p> <p><i>"Highlight which pavements are designated for shared use and which are solely for pedestrian use".</i></p>
Traffic management	<p><i>"Blackpool has historically worked on slowing down traffic, but a focus on reversing this policy and maintaining traffic flow is more crucial than ever."</i></p> <p><i>"Sort out the zebra crossing on Talbot Road that brings the town to a standstill every weekend."</i></p> <p><i>"More cameras on bus lanes."</i></p>

The survey asked for overall comments, most comments related to electrification of private and public transport, this included some comments about London's Ultra Low Emissions Zone. A number of comments related to financial considerations of implementing the actions and personal finances to travel locally, particularly as costs to households are rising. A number of comments highlighted their satisfaction with Blackpool's current air quality.

Topic raised	Council Response
<p><b>Electrification of Vehicles</b></p> <p>16 comments relating to ULEZ zones, issues with lithium battery safety and recycling as well as costs for residents to adopt private EVs and private EV charging infrastructure themselves were raised.</p>	<p>The air quality strategy and its proposed action plans does not include an Ultra Low Emission Zone. Electrification of cars in the strategy is related to council owned vehicles rather than residents own vehicles.</p>
<p><b>Financial Considerations</b></p> <p>12 comments relating to the cost of electrification of the council fleet as well as costs to residents to be able to make changes to their transport or domestic heating circumstances in the current</p>	<p>The air quality strategy and proposed action plans did not include indicative costs; however the council has a successful track record in securing external funding from the national government for levelling up local infrastructure and improving public health.</p>

economic climate were raised.	
<p><b>Happy with current air quality</b></p> <p>10 comments relating to the coastal location offering comparatively better air quality than other towns and cities were raised.</p>	<p>The department for environment, food and rural affairs has set a challenge to every local authority to reduce the levels of particulate matter in the air. This is because air pollution impacts public health. Therefore whilst Blackpool's coastal location can help particulate matter levels disperse; there is still a statutory requirement to take actions further improve air quality.</p>

**A detailed breakdown of the responses from 113 residents shows:**

To what extent do you agree or disagree with...	Strongly Agree	Agree	Neither Agree nor Disagree	Disagree	Strongly Disagree	Skipped
The overall vision?	26%	18%	23%	18%	13%	3%
reducing emissions from traffic will improve air quality?	27%	19%	12%	20%	19%	3%
encouraging active travel will improve air quality?	19%	17%	25%	20%	17%	2%
reducing emissions from heating and burning domestic fuels will improve air quality?	19%	23%	18%	16%	20%	4%
reducing emissions from new developments will improve air quality?	26%	28%	18%	16%	11%	2%
more public information and communication will improve air quality?	20%	19%	19%	22%	18%	2%
the proposed actions to reduce traffic emissions?	24%	18%	21%	16%	20%	1%
the proposed actions to encourage active travel?	19%	24%	23%	13%	20%	1%
the proposed actions to reduce emissions from heating and burning domestic fuels?	19%	22%	24%	13%	20%	1%
the proposed actions to improve green infrastructure?	23%	29%	25%	12%	10%	2%
the proposed actions to reduce emissions from new developments?	26%	27%	27%	8%	12%	1%
the proposed actions for more public information and communication?	26%	31%	19%	7%	16%	1%
that these 6 priorities will help improve air quality in the management zone?	14%	22%	19%	15%	15%	14%



## A detailed breakdown of the responses from 6 business shows:

To what extent do you agree or disagree with...	Strongly Agree or agree	Agree	Neither Agree nor Disagree	Disagree	Strongly Disagree	Skipped
The overall vision?	0%	50%	17%	0%	17%	17%
reducing emissions from traffic will improve air quality?	50%	0%	33%	0%	17%	0%
encouraging active travel will improve air quality?	50%	0%	17%	33%	0%	0%
reducing emissions from heating and burning domestic fuels will improve air quality?	50%	17%	0%	17%	17%	0%
reducing emissions from new developments will improve air quality?	33%	33%	33%	0%	0%	0%
more public information and communication will improve air quality?	17%	17%	33%	33%	0%	0%
the proposed actions to reduce traffic emissions?	17%	50%	17%	0%	17%	0%
the proposed actions to encourage active travel?	33%	17%	33%	17%	0%	0%
the proposed actions to reduce emissions from heating and burning domestic fuels?	33%	17%	17%	33%	0%	0%
the proposed actions to improve green infrastructure?	17%	33%	33%	17%	0%	0%
the proposed actions to reduce emissions from new developments?	33%	33%	17%	17%	0%	0%
the proposed actions for more public information and communication?	17%	50%	17%	17%	0%	0%
that these 6 priorities will help improve air quality in the management zone?	17%	33%	33%	17%	0%	0%

## Full comments

## Electrification = 16

Do not charge people to use their cars! We pay tax, the electric infrastructure is not good enough to support electric cars, we can not afford another tax on our lives. The council get enough tax from us already. My suggestion is to not agree to charge your local people to have freedom.

We pay enough road tax as it is. If you did this like most cities. It will put tourists off coming for holidays or day trips etc. Electric cars are a no from me.

Do not jump on the ULEZ bandwagon just to raise more money from motorists.

I worry about the way London has gone. This is going too far

I am buying an electric car to help but Blackpool council can't even be bothered to send an application form for having dropped kerb so I can have my electric charger put on the front of my house I have contacted highways department several times but no joy very very frustrated so how are we supposed to do our not when the council can't do theirs?
I work in the industry. Electric vehicles are totally unsuitable on cost, range and replacement. If you think a tax such as ULEZ is the answer then you are insane. It will not save lives, what will are getting Doctors back to work.
Would prefer the council to get the basics right before fancy electric cars.
Elec vehicles have Lithium (mined) batteries that have no safe disposal plan, so land fill it is. The batteries have a limited shelf life, are expensive to replace so people will replace the car and given the blackouts, even with charging ports, we haven't got the electricity to charge them. Crazy!
Why do politicians and councils think electric vehicles are the planet's saviour? Don't you realise the pollution and harm it takes to produce the batteries for these vehicles?
Never own an electric car. Dangerous
I am all for it but as someone with a disability relying on my car I find it harder to follow my beliefs. I hope to be able to move to a hybrid vehicle when my Motability lease is up.
Just so long as Blackpool Council don't make the same mistake as London and impose a punitive emissions tax. If an emissions tax is in the pipeline I would suggest £10 for a whole week, with Blackpool Transport contributing for its non- hybrid vehicles. That way the public would see that the Council is also contributing and it's not just 'Joe Public' who is paying the emissions tax. Cycle lanes would be a good idea as the majority of cyclists cycle illegally on the pavement and are a hazard to pedestrians.
Any ULEZ type options could be damaging to businesses.
Cheaper parking for hybrid and electric vehicles compared to diesel and petrol in Council car parks.
Electric cars are expensive and if you live on a terraced street with no off road parking how do you charge your vehicle? Should public EV charging points be put outside certain properties on a terraced street this will cause problems with neighbours insisting that it is their charging point and i believe this will cause disputes that may get out of hand.
Electric vehicle is out of reach financially so stuck with my diesel.

### Financial considerations = 12

I think blackpool council should; 1 show us the people of blackpool how they have spent the government tory money labour council got, 2 how can people in low paid jobs pay fares for kids when cheaper in a car so making poverty for children ,3 show the people of blackpool the new contracts that are being sought to cut prices as the old contract have no competition and who decides who gets the contracts who get the benefits blackpool doesn't have bad pollution I believe the council looking to collect cash as they have overspend and need to be accountable.
Unfortunately with the current cost of living crisis, for me personally, using public transport is out of the question as it is too expensive. The issues around heating my house are more predominant, I couldn't afford to replace my boiler so again this isn't an option for me. I think a lot of people are in a similar situation so whilst this is an important issue being able to eat and heat take priority at the moment.
It's very important to improve air quality and reduce health problems associated with poor air quality, however this should not create any new burden on residents struggling

with the cost of living and reduced services. There is a risk that health and wellbeing improved by some measures would be diminished and cancelled out by any new financial burden on average families and all residents.
All these suggests are costly, therefore people are unlikely to be able to afford to implement them.
Would love to afford to tick all boxes!
None are cost effective for me.
I'd suggest introducing performance related pay to council tax whereby residents can withhold payment until the council actually improve demonstrably for all rather than jumping on bandwagons.
Much of this I'd like to do, but finances will dictate what I'm able to do.
Blackpool air quality must be good as it's by the sea, so to implement things like cycling/walking which are in place already, is a waste of money, especially when people are suffering with the cost of living crisis, is ridiculous, but with Blackpool council it'll go ahead anyway.
I don't support WEF puppets & policies.
I, and anybody else, for that matter cannot answer these questions without the cost to the council taxpayer being revealed. I seem to be one of the minority in this town paying the full amount.
Do the council have the money to replace all their vehicles with electric overpriced ones Blackpool is known as breezy Blackpool , so it seems to me that people in the town hall are jumping on the ULEZ bandwagon in order to spend money we don't have and more to the point cant afford right now.

#### Happy with current air quality = 10

None. The air quality in Bleekpool is better than most towns in the UK, just look it up on websites
Blackpool is on the west side of the UK with westerly winds being the most prevailing. Blackpool does not have a problem with air quality but it does have a problem with a virtue signalling council, that in one breath comes out with "strategies" like this then actively tries to sell dozens of acres of public land for profit pure hypocrisy!
I have not read anywhere that this is a problem in Blackpool. Is this bandwagon politics?
Air quality on the Fylde Coast is already excellent. Blackpool has always been famous for fresh air. There is no need to waste effort and money on any schemes to improve air quality. The only useful thing would be monitoring, to demonstrate just how clean the air is already on this coast.
We live in a seaside resort and have no industry and possibly one of the best air qualities in the country.
I believe the air quality here is better than other towns in the North West as we are next to the sea. To discourage vehicles will decrease tourism to the town, which is its main source of income. We are battered with fresh air, all the way from the Americas, on a daily basis. We don't need to do anything, except cut down on the amount of hot air from the Town Hall!
We should recognise that the coastal winds and gales that Blackpool is always exposed to will have a significant positive impact on air quality across the Blackpool area. Not so long ago in our past history people were sent to seaside towns to convalesce because the sea air would help improve their health, we have some of the cleanest air in

the country. My problem with the net zero narrative is that it is one side of the argument and this current government and most likely successive governments and local councils are hell bent on enforcing all these measures through because in my opinion it is virtue signalling, "look at what we are doing, aren't we great".

Air quality in Blackpool is hard to improve as it is already very good.

Living by the sea, we already have good air quality. Investment needs to be made on more important issues like crime, ANti Social Behaviour, improving services, improving employment opportunities, cleaner streets

I don't think you should be imposing any restrictions due to "a theory" we live by the Irish Sea not an inner city! Even if the small % of pollutants dose actually affect the health of a small amount Blackpool residents there are so many other things that affect our health and lives on a daily basis. Imposing tax and restrictions is not the way to treat the people you are paid to serve.

Read about as all 100 percent true

### Town Centre regeneration / sprawl = 9

Slow moving traffic due to congestion causes more emissions so you need to keep the traffic flowing. Building new houses in areas that already have a problem with congestion for example, on the routes to Lytham / St Annes, should be stopped at least until the new road is completed. Instead of allowing the big developers to build overpriced new properties that a lot of Blackpool residents cannot afford, why not invest in improving the existing properties so they can be used for affordable or social housing?

It's not air quality we need to be tackling but redevelopment and regeneration of the town as a whole in its current state it is an undesirable location to visit it has lost its former glory of yesteryear how very sad. It has become a poor relationship of what once was a fabulous place to live and work in

promote non central zones to take pressure off the town centre such as Waterloo Road and Bond Street, Bispham and Cleveleys and Highfield Rd and cherry Tree Road

What a load of rubbish this is a holiday town do you propose to ask visitors to leave their vehicles at the end of the M55 and catch a bus?

Get a grip and sort yourselves out. Leave the motorist alone or we will continue to spend our money in St. Annes, Lytham and beyond. This is why I and other residents don't shop in the town centre - the roads conditions are atrocious, there's insufficient parking, the roadworks increase frustration - all resulting in the slow death of the centre.

I will no longer come into Blackpool if this is the decision of the town. I might also add I feel this will be the final nail in the seaside town which has become a disgrace over the last few decades. The local council should hang their heads in shame and stop wasting huge amounts of money on useless ideas and get back to supporting the town. There are far too many creaming off the town's resources

Blackpool Town centre is already a No Go area for many residents, as it is too difficult to park, too expensive to park or too difficult to navigate. This town is already struggling as a shopping destination like most other town centres in the country, your idea to pedestrianise the areas mentioned would just be a nail in the coffin for the town and many local businesses

Fresh air scheme will do nothing to improve the state of Blackpool just annoy residents who need to travel into the town centre. But if you want to make it deader than it already is carry on.

People like me already walk and cycle in restricting car access will not increase this and if you haven't noticed we have some dreadful weather to contend with on a frequent basis. People will just stay out of the town centre leaving it to the carless underemployed and holidaymakers.

#### Traffic = 8

The other high area on your imaginary data points is down by the Prom, the corridor ending behind the hotel and by the war memorial. Again, unsurprising given the appalling junctions, ridiculous traffic light sequencing and abundance of Landau's plying their trade, slowly (and perform u-turns randomly), on a stretch of road that the council reduced the width of, removed barriers in the name of pedestrianisation -which now means the day trippers just cross the road anywhere they like en masse. And you're surprised your actions have resulted in increased emissions?

Keep traffic moving, not sat idling in traffic jams created by a badly thought out traffic policy!

Don't close roads!

Not to introduce more traffic calming measures such as the Promenade as this causes more pollution to our air quality!

It's time to stop the motor vehicle being the priority - encourage use of alternatives and discourage using motor vehicles .

Reduce car idling

Stop speeding cars coming down Talbot road

Travelling by car is often worse than frustrating particularly between North and Central pier and back almost as far as Park Road. The regular heavy traffic and gridlock is a significant cause of vehicle emissions

#### Calls to take no actions = 8

None of the above

Stop virtue signalling

None of the above ; Long live fast petrol sports cars

Ignore all. My life my choice.

Remember that before the election in May Labour sent a letter saying no policy would be done in the near future! Lies, lies, lies!

None of the above

Waste of time and money.

These are all minor changes that won't impact a problem that isn't a problem!

## National and international considerations = 7

As I fill in this questionnaire China India and the USA are still constructing coal fired power stations. Even if the UK went 100% carbon free tomorrow China alone will emit into the atmosphere in three weeks the total years saving made by the UK. The Mayor of London has ignored the fact that after 2 years the ULEZ programme has only reduced the air quality within inner London by 3%. The wind alone coming off the sea will keep Blackpool's air quality at a very comfortable level. The Mayor London will lose his seat and it will all be down to this indecent and forceful pressure to clean the air quality when it's not needed.
Clean air is important, but we already have that. We have multiple epidemics that need prior attention.
It may have skipped the councils notice but Blackpool is situated on the West coast of England. The prevailing wind in England comes from the South West and has done as long as the wind has blown. Could you please explain from whence cometh all this pollution. The USA maybe? I would bet that there are very few places in the country with air as clean.
The amount of air pollution we contribute is nothing compared to such countries are China, India, Russia and the USA to name but a few. Why should we not feel free to use our cars as and when we wish, because I feel sure that the pollution that other countries make goes into the atmosphere and floats all other the word.
None. The main problem with pollution is that there are too many humans on the planet. Less humans would lead to less pollution. Pop over to China or Northern Vietnam. They are huge polluters with burning millions of tons of brown coal. Doing any of the above is like emptying a swimming pool with a thimble.
The national government must decarbonise the grid for any of this to work

## Pedestrianised areas = 6

Blackpool council should look at permanently pedestrianising the prom, pier to pier and the entire length of the prom (where there are illuminations) during the illuminations season when dark. There is so much congestion on the prom and is dangerous for both pedestrians and cyclists. Also, we should be encouraging people to cycle, walk or use trams to see the lights, rather than cars. This would also encourage tourists to hire bikes and promote local businesses.
Yes I believe Blackpool town centre should be close totally to Diesel/petrol vehicles with the exception of buses which are being changed to electric, bans should include taxi's, motorbikes, private cars, delivery vehicles should have open windows between 0600-0800 & 1800-2000, taxi ranks could be moved to the likes of Queen St, Dickson Rd & top of church st & the likes just outside the town centre, yes this would more than likely ruffle some feathers from the off set, however if this serious situation is ever to be addressed then serious action needs to be taken - local councils & central government need to get a back bone instead of sitting around a table discussing as it won't address the issue... action is what is needed.
No traffic on the prom at anytime seems like a good start to cut emissions. I dare you!
If a street/road is pedestrian only why isn't it; St John Square, Bank Hey Street, Cedar Square, To include electric bikes mopeds etc.?
Also we need more pedestrianisation and better pedestrian areas. Clean, safe and attractive.

Stop all motor transport into St John's square and near any pedestrian areas in Blackpool
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#### Domestic emissions = 6

With a house with an energy rating of D, some double glazing where the seals have failed and a boiler over 10 years old, I have found Cosy Homes completely impossible to get any support, despite having medical issues.
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I have seen many councils installing solar panels on social housing. This should be available to private dwellings also where the owners are not claiming means tested benefits but as a result of having to pay for all services, have little left in their pockets to cover green initiatives.
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Blackpool is a cul de sac and the roads around it are permanently congested as the centre is largely pedestrian only. Fortunately we are blessed with the Westerly winds and relatively we have good air quality things to maintain and improve on this include: I believe you should be offering free grants to all people to upgrade housing stock to between A and C rates. Domestic homes and appliances are the biggest issue not vehicle use. Spend money on housing stock
---

I think it is absolutely ridiculous to have these types of projects before you have a solution. It is just another example of the cart before the horse. The counties infrastructure cannot possibly cope with electrification for all things such as cars. getting people to reduce what they burn in their homes IE wood burning stoves, fires is just going to close business down and put households in to more financial hardship as they will have to change their heating arrangements or what they burn which will no doubt be more expensive.
---

Blackpool is one of the most deprived wards in the UK the money is better spent on clearing poor housing and discarded rubbish and holding absentee landlords and tenants who make the environment unpleasant to account.
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Target wood burners which are using polluting materials - pallets, old decking.
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#### Actions residents are taking already = 5

None of the above as i have trees in my garden already so I'm doing my bit!
---

I do all I can, being disabled I can't walk or cycle any longer, or use public transport but I don't drive either. I get a lift or taxi when I need to go to medical appointments.
--

I had my home I insulation renewed within the last 12 years and also had solar panels installed on my roof 12 years ago. I have a modern gas boiler but don't use it much, I usually use electric heating when I need to.
---

I have 9 trees in my medium sized garden, no room for more.
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Hybrid car
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#### Tourism = 5

Yes if the council want to improve air quality that much scrap the illuminations!! To start picking little areas to improve air quality when the coast is barely a half mile away is a joke! Ban the illuminations!
---

People don't care to be honest. You don't really care for residents, as a council and the rest of the people that come to Bleekpool, come here for a good time not air quality.
---

Most pollution comes from traffic. Millions travel here by car how much of the pollution comes from them compared to locals. Where is that information? Why build so many car parks in the town centre? Why put an office block and university in the middle of the most
--

polluted areas. Why not put a large open green space where the closed shops and poor housing is.

We live at the seaside with plenty fresh clean air. You positively encourage millions of vehicles to visit the town to spend money and increase the population. Why is this council encouraging motorists to travel up and down the promenade for four months of the year in their polluting vehicles? Surely you as an elected body should be striving for a zero carbon footprint?

How do you reconcile this with Blackpool's biggest events and tourist attractions e.g. the lights?

#### Road maintenance = 5

As keen active cyclists in the 76 age group we need our roads, side roads and main roads to be made safe to actually cycle along. Biggest problem we find is broken road surfaces, with loose chippings, potholes, sunken grids and poor or none existent road markings.

Look after the residents and fix our residential roads and don't let abnb pop up in our residential streets

You want people to cycle more. Repair the roads properly. Not a bucket of tarmac filling potholes. Repair width of road then road will last longer. Not winter to winter. Improve oneway system for vehicles to cross town, more cameras on bus lanes i.e. Central drive from Albert Rd to Chapel St.

Long term, plan to build underpasses or overpasses to create fast North-South routes to bypass promenade congestion, especially between Gynn and Manchester Squares.

No more cycle paths waste of money like the one on Clifton drive, just causes more congestion which causes more pollution. I travel nationwide and in small towns like Blackpool it happens all the time, cycle lanes tend to add to pollution in some instances not reduce pollution, the one on Clifton drive is an absolute joke.

#### Signage = 4

Poorly planned and timer based traffic lights in Blackpool create so much standing traffic, this standing traffic creates more NOX than anything. Start to create fast flowing North-South through routes by replacing ineffective traffic lights with roundabouts or one way flows, replace all timer based traffic lights with intelligent electronic based ones where there is no room to build a roundabout.

ENCTS is being pushed further away, now 67, introduce a residents pass to give discounted travel and encourage bus and tram use.

Change traffic lights system so that pedestrians get to cross at each change of signal not once every two changes.

One main problem is the struggle to find parking. It is deeply disappointing that having asked a good few years ago about having the council car park availability online, there has been no progress. Live parking space data exists in a digital format to power the matrix signs around town. Having the same data on a publicly available platform could easily remove a percentage of people from the physical trial of finding a space causing congestion if not mayhem in the process, with some resorting to extreme measures and risk taking to get a space. On a number of occasions people have said to me that it will be years before they try Blackpool again after their experiences trying to park.

#### Mobility = 3

Pedestrian and cycle access is all well and good for some, but not at the expense of car



access for the old or disabled.
Some of us cannot even walk to a bus or tram stop
Mobility is an issue for us and bus services are slow and inaccessible

### Green infrastructure = 3

It would also be nice if the council actually left some literal green areas.
More trees and green space ..
Plant more Trees in Residential areas like Claremont wards. We need Trees, it's better for the environment and peoples mental health, Trees have a lot of Benefits to residents who live here

### General = 3

Ban fires in back gardens! Stop the tip from being too selective on the types of rubbish being accepted.
Everyone wants cleaner air, and that will be achieved over time using technology and educating people to walk and cycle more where practically possible, to keep vehicles well serviced and to remove vehicles from the road that are not.
Air quality is not an issue that needs action by local government. Manufacturers and natural cycle of replacement will perform the function the best, effort if wanted should be in funding the "scrapping " of older items with newer more efficient ones

### Smoking and vaping = 2

Reduce the pollution from smoking and vaping in Blackpool particularly on public transport including at bus and tram stops.
Stopping people smoking and throwing there cigarettes on the floor.

### Demography

28% of respondents did not identify their age band, and from the 72% of respondents that did, there were no responses from residents aged 16-24. Therefore, the results are not wholly representative of the general adult Blackpool population. 6 responses were from businesses of which 66% were businesses in the FY1 area and 50% were from hospitality / hotels. Therefore, the results are not wholly representative of Blackpool businesses.

For respondents who shared their demographic information. More than 1 in 5 responses were from the FY4 area. This survey was completed by slightly more males than females and mostly by residents who were aged over 55 years old. There was representation across a range of different sexual orientations. No respondents identified a non-white ethnic identity.

### Postcode

17%	FY1
12%	FY2
15%	FY3
22%	FY4
9%	FY5
1%	FY6
0%	FY7
1%	FY8

4%	Outside FY.
20%	<i>Skipped</i>

**Sex**

40%	Male
32%	Female
7%	Preferred not to say
4%	Self-described
17%	<i>Skipped</i>

**Age**

8%	25-34
6%	35-44
10%	45-54
25%	55-64
19%	65-74
4%	75+
11%	Preferred not to say
18%	<i>Skipped</i>

**Sexual Orientation**

47%	Heterosexual / Straight
2%	Gay man
1%	Gay woman / Lesbian
1%	Other
10%	Self-described
19%	Preferred not to say
21%	<i>Skipped</i>

**Ethnic identity**

58%	White - includes English/Welsh/Scottish/Northern Irish/British Irish Gypsy or Irish Traveller, Any other White background
3%	Self-described
18%	Preferred not to say
19%	<i>Skipped</i>

**Disability**

10%	Disabled and limited a lot
12%	Disabled and limited a little
5%	Disabled and not limited
42%	Not Disabled
12%	Preferred not to say
19%	<i>Skipped</i>

## 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	Produce a comprehensive, long-term parking strategy	During AQAP Steering Group Workshop, it was discussed that a long-term parking strategy is not a priority; however, the level of parking will be kept at where it is now. There is not considered to be a major excess or lack of parking in Blackpool, including within the AQMA.
Promoting Travel Alternatives	Consider opportunities to pedestrianise within the Town Centre	Amended to enforcing current pedestrianisation, rather than extending the pedestrianised areas, following the AQAP Steering Group Workshop. The priority will be to enforce what is already in place, particularly around George Street.
Policy Guidance and Development Control	Develop a solid fuels policy	
Public Information	Solid fuel burning public information campaign	Amended to 'Highlight DEFRA's Solid Fuel Burning Campaign (Burn Better)'
Policy Guidance and Development Control	Preparation of an Air Quality Supplementary Planning Document	Two Supplementary Planning Document actions were proposed, only taking forward the one on construction and demolition. This has been looked at previously, however, as Blackpool are below our target emissions and do not receive any concerns from the public when developments have taken place, it has not been explored further.

Action category	Action description	Reason action is not being pursued (including Stakeholder views)
		General air quality requirements for developers are contained in the Local Plan policies.
Public Information	Provide dedicated messaging on what local people can do to help improve air quality	It was felt that this has been included within existing documents (such as the Air Quality Strategy and this Air Quality Action Plan) as well as the actions to expand the air quality communications and make information about local air quality more transparent and accessible.
Public Information	Develop an Air Quality Communications Plan	Following the AQAP Steering Group Workshop, this action was amended to 'Expand Air Quality Communications and align with other relevant topics'. As air quality crosses over with so many other areas (for example, climate change, public health, transport) it was felt that an overarching communications plan was not the best use of resources.
Public Information	Host regular events to raise awareness and education around air quality	Following the AQAP Steering Group Workshop, this action was amended to 'Host / attend events to raise awareness and education around air quality' as this is a more realistic approach based on the resource within the Climate Strategy and Environmental Protection teams.
Policy Guidance and Development Control	Sensor study	Following the AQAP Steering Group Workshop, this action was amended to 'Investigate potential for a sensor study' as there are not currently any actions / locations that stand out as being suitable for a sensor study. This could be explored again in the future, for example, to measure the impact of specific actions or projects on air quality.

## Appendix C: Scenario Modelling Results

Table C-1: Pollutant emissions for NO<sub>x</sub>, PM<sub>2.5</sub>, PM<sub>10</sub>, and CO<sub>2</sub> resulting from Scenario 1 – Upgrading Blackpool Council fleet.

Pollutant	Baseline (tonnes/yr)	Anticipated Scenario: Upgrade all vehicles registered before 2014 (14.1% of the council fleet)		Anticipated Scenario: Upgrade all vehicles registered before 2014 (14.1% of the council fleet)		Ambitious Scenario: Upgrade all vehicles registered before 2017 (39.1% of the council fleet)		Ambitious Scenario: Upgrade all vehicles registered before 2017 (39.1% of the council fleet)	
		Euro 6d / Euro 6		EV / Euro 6		Euro 6d / Euro 6		EV / Euro 6	
		tonnes/yr	% change	tonnes/yr	% change	tonnes/yr	% change	tonnes/yr	% change
NO <sub>x</sub>	430.1	282.5	-34.3%	274.3	-36.2%	131.4	-69.5%	103.8	-75.9%
PM <sub>2.5</sub>	15.9	13.7	-13.9%	13.6	-14.3%	12.8	-19.4%	12.6	-20.8%
PM <sub>10</sub>	26.6	24.4	-8.3%	24.3	-8.5%	23.5	-11.6%	23.3	-12.4%
CO <sub>2</sub>	126190.3	125432.6	-0.6%	117755.1	-6.7%	125388.2	-0.6%	97590.0	-22.7%

Table C-2: Scenario 2 and Scenario 3 testing results for NO<sub>2</sub> concentrations across monitoring sites in Blackpool Council.

Site ID	Measured 2022 (µg/m <sup>3</sup> )	Modelled baseline 2022 (µg/m <sup>3</sup> )	Scenario 2a: 50% bus electrification		Scenario 2b: 75% bus electrification		Scenario 3a: 5% car reduction		Scenario 3b: 10% car reduction		Scenario 3c: 15% car reduction	
			µg/m <sup>3</sup>	% change	µg/m <sup>3</sup>	% change	µg/m <sup>3</sup>	% change	µg/m <sup>3</sup>	% change	µg/m <sup>3</sup>	% change
DF1	17.60	14.07	13.36	-5.05%	13.00	-7.60%	13.94	-0.92%	13.80	-1.92%	13.67	-2.84%
DF2	19.18	13.99	13.06	-6.65%	12.58	-10.08%	13.88	-0.79%	13.76	-1.64%	13.65	-2.43%
DF6	20.26	23.33	22.64	-2.96%	22.29	-4.46%	22.93	-1.71%	22.52	-3.47%	22.12	-5.19%
DF7	16.64	14.57	14.32	-1.72%	14.19	-2.61%	14.38	-1.30%	14.19	-2.61%	14.00	-3.91%
DF8	14.85	16.87	16.55	-1.90%	16.40	-2.79%	16.62	-1.48%	16.36	-3.02%	16.11	-4.51%
DF9	16.94	19.94	19.30	-3.21%	18.98	-4.81%	19.62	-1.60%	19.31	-3.16%	18.99	-4.76%
DF10	16.15	18.82	17.97	-4.52%	17.55	-6.75%	18.55	-1.43%	18.28	-2.87%	18.01	-4.30%
DF12	16.13	16.70	16.07	-3.77%	15.74	-5.75%	16.48	-1.32%	16.26	-2.63%	16.04	-3.95%
DF14	21.72	16.52	15.98	-3.27%	15.71	-4.90%	16.30	-1.33%	16.07	-2.72%	15.84	-4.12%
DF15	19.69	14.23	13.84	-2.74%	13.64	-4.15%	14.07	-1.12%	13.90	-2.32%	13.73	-3.51%
DF16	17.51	20.27	19.91	-1.78%	19.73	-2.66%	19.91	-1.78%	19.55	-3.55%	19.19	-5.33%
DF18	18.35	13.37	12.93	-3.29%	12.72	-4.86%	13.23	-1.05%	13.09	-2.09%	12.95	-3.14%

## 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 <sub>2</sub>	Nitrogen Dioxide
NO <sub>x</sub>	Nitrogen Oxides
PM <sub>10</sub>	Airborne particulate matter with an aerodynamic diameter of 10µm (micrometres or microns) or less
PM <sub>2.5</sub>	Airborne particulate matter with an aerodynamic diameter of 2.5µm or less

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## 1. Blackpool Air Quality Strategy.

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## 1.1 Introduction

Blackpool is a vibrant coastal town based along the Fylde coast within Lancashire, home to approximately 140,000 residents. As a popular tourist destination in the north west of England, Blackpool's town centre and seafront see around 18 million visits a year, both for the famous golden mile in the warmer months and the impressive Blackpool illuminations during the cooler months.

Air pollution is the largest environmental health risk in the UK, and an air quality management area in Blackpool has been declared due to concentrations of nitrogen dioxide, mainly coming from road traffic, that have exceeded the legal limits set by the UK government.

Air pollution can influence everybody that lives in, works in, or visits Blackpool, and Blackpool council are committed to improving our air quality to protect the health of our communities and tourists, our local environment, and our economy.

### 1.1.1 Our vision and aims

This Air Quality Strategy sets out our approach to achieve healthy air and improved quality of life for all in Blackpool. By engaging with a range of stakeholders across Blackpool, we have adopted a collaborative and inclusive approach to ensure that our commitments and actions in the Air Quality Strategy are fair and for everybody.

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**Our vision for the Blackpool Air Quality Strategy is healthy air and improved quality of life for all in Blackpool**

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This Air Quality Strategy aims to:

- Outline the current air quality in Blackpool and the key sources of emissions
- Detail the actions that Blackpool council will take to reduce emissions and improve air quality
- Raise public awareness around the importance of improving air quality in Blackpool

The strategy sets out current and future actions in Blackpool that will contribute to air quality improvements. These actions are grouped under the following six themes.

1. Reducing emissions
2. Active travel
3. Domestic heating and burning
4. Green infrastructure
5. New developments
6. Public engagement

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Figure 1: Air Quality Strategy themes

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### 1.1.2 Collaboration with other plans and policies

It is critical that the Blackpool Air Quality Strategy aligns with other strategies, plans, and policies to ensure that the council's commitments are consistent. The preparation of this Air Quality Strategy included a literature review of the relevant national, regional, and local plans and policies, which have been used to inform the selection of the actions.

Figure 2: local, regional and national policy, guidance and plans linked to this Air Quality Strategy

<b>National</b>				
<a href="#">Clean Air Strategy 2019</a>		<a href="#">Defra local air quality management policy guidance</a>		
<b>Regional (lancashire)</b>				
<a href="#">Actively Moving Forward: a ten-year strategy for cycling and walking</a>	<a href="#">Lancashire Rights of way Improvement - lan 2015-2025 consultation draft</a>	<a href="#">Lancashire County Council Highway Decarbonisation Strategy</a>	<a href="#">Lancashire net zero pathways options: main document</a>	<a href="#">Lancashire County Council &amp; Blackburn with Darwen council joint bus service improvement plan</a>
<b>Local</b>				
<b>Transport:</b>	<b>Built environment:</b>	<b>Health:</b>	<b>Natural environment:</b>	
<a href="#">Local Transport Plan</a>  <a href="#">EV Strategy</a>	<a href="#">Town Centre Strategy &amp; Action Plan</a>  <a href="#">Local Plan Part 1: Core Strategy</a>  <a href="#">Local Plan Part 2: site allocations and development management policies</a>  <a href="#">Council Plan 2019-2024 progress update</a>	<a href="#">Active Lives Strategy</a>	<a href="#">Climate Emergency Action Plan</a>  <a href="#">Green and Blue Infrastructure Action Plan / Strategy</a>  <a href="#">Tree strategy 2020-2030</a>	

### 1.1.3 The case for improving air quality

In the UK, air pollution is the largest environmental health risk, and poses substantial risks to human health, the natural environment, and the global economy<sup>1,2</sup>.

Advances in legislation and technology over recent decades have led to considerable improvement in air quality across England, with emissions of nitrogen oxides decreasing by 69% and particulate matter emissions by 73% between 1970-2017<sup>3</sup>. In Blackpool, air quality is generally good and in compliance with the legal concentration levels set by the UK government. However, there are still potential improvements to be made in light of the air quality targets for 2040 established under the environment act 2021<sup>4</sup> and to lower concentrations closer to the World Health Organisation's (WHO) global air quality guidelines.<sup>5</sup> The WHO guidelines represent a significant challenge, for example they recommend an ultimate goal for concentrations of pm<sub>2.5</sub> of 10 µg/m<sup>3</sup>. This is less than half the current EU limit and the WHO therefore recommend a step-by-step approach to achieve progressive reductions.

### 1.1.4 Health impacts

There are a large range of air pollutants emitted from human activities such as road vehicles, industry, and domestic combustion. The key pollutants that have an impact on our health are nitrogen dioxide (no<sub>2</sub>) and particulate matter (pm).

#### Nitrogen dioxide (no<sub>2</sub>)

- Made up of one nitrogen atom and two oxygen atoms
- Formed from nitrogen oxides (NOx)
- Emitted by burning fossil fuels and wood, e.g. From combustion engines
- Diluted in the atmosphere to be a colourless and odourless gas
- High concentrations often around roadsides
- Frequent exposure to high no<sub>2</sub> concentrations increases risk of respiratory illnesses, cardiopulmonary effects, asthma attacks, and decreased lung function

#### Particulate matter (pm)

- Solid particles and liquid droplets suspended in the air
- Made up of a huge range of chemicals, some of which can be toxic to human health
- Pm<sub>10</sub>, pm<sub>2.5</sub>, pm<sub>0.1</sub> are all particulate matter. The number refers to the size of the particles in micrometers (µm)
- Larger particles can irritate the eyes, nose and throat and can lead to increased risk of respiratory and cardio-respiratory illnesses
- Smaller particles can enter the lungs and into the bloodstream, affecting the heart and the brain, and have been associated with numerous health impacts

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<sup>1</sup> Office for Health Improvement & Disparities, Air Pollution: applying All Our Health, 2022. <https://www.gov.uk/government/publications/air-pollution-applying-all-our-health>

<sup>2</sup> European Environment Agency, Air pollution is the biggest environmental health risk in Europe. <https://www.eea.europa.eu/themes/air/air-pollution-is-the-single>

<sup>3</sup> Local Government Association, Air Quality: a briefing for directors of public health, 2017. <https://www.local.gov.uk/publications/air-quality-briefing-directors-public-health>

<sup>4</sup> Air Quality Targets in the Environment Act, Defra, <https://uk-air.defra.gov.uk/library/air-quality-targets>

<sup>5</sup> World Health Organisation, WHO global air quality guidelines: particulate matter (PM<sub>2.5</sub> and PM<sub>10</sub>), ozone, nitrogen dioxide, sulfur dioxide and carbon monoxide, 2021. <https://www.who.int/publications/i/item/9789240034228>

There are also other important pollutants that can increase the risk of human health impacts, such as sulphur dioxide (so<sub>2</sub>), carbon monoxide (co), ammonia (nh<sub>3</sub>), non-methane volatile organic compounds (nmvoc), and ozone (o<sub>3</sub>).

The severity of human health impacts is influenced by the length of exposure to poor air quality. Short-term exposure to poor air quality often causes temporary effects, such as irritation to the nose, throat, eyes, or skin. It can also cause headaches and nausea, or lead to illnesses such as bronchitis and pneumonia. Long-term exposure to poor air quality has been linked to increased mortality due to respiratory and cardiovascular diseases<sup>6</sup>. In Blackpool in 2019, 5.2% of deaths were attributed to pm<sub>2.5</sub> air pollution, equivalent to 95 people<sup>7</sup>.

There are some groups of people that are more vulnerable to poor air quality, such as young children, elderly people, pregnant women, and people with pre-existing heart or lung conditions. In Blackpool, 21% of the population are over the age of 65, and 16% of the population are under the age of 15, compared to the national averages of 18% and 17%, respectively<sup>8,9</sup>. This means that a higher proportion of Blackpool residents are more vulnerable to poor air quality compared to the national average.

### 1.1.5 Economic and environmental impacts

Air pollution negatively affects the economy through a range of indirect impacts, such as decreased productivity, the reduction in the number of healthy working people, and the cost to the NHS and social care system. In the UK, air pollution causes between 28,000 to 36,000 deaths every year, and it is estimated that this will cost the NHS and social care system £1.6 billion between 2017-2025<sup>1</sup>.

Poor air quality also influences the environment as air pollutants can contaminate the ground and surface waters, affecting ecosystems and wildlife. Air pollution can lead to reduced crop productivity which brings a risk to food security. Pollutants from power stations and motor vehicles can also lead to acid rain, which can cause buildings to erode.

### 1.1.6 Air quality legislations

Pollutant concentrations in the UK are required to meet air quality standards, which reflect the European air quality directive. The EU directive 2008/50/ec<sup>10</sup> for ambient air quality and cleaner air for Europe sets legally binding limit values for several pollutants, which were implemented into UK law through the air quality standards regulations<sup>11</sup>. In 2021, the world health organisation (who) set out updated guidelines for air quality that are based on the latest body of evidence on the effects of different air pollutants on human health<sup>12</sup>, however these are not a mandatory requirement in the UK.

Table 1 provides a summary of the WHO guidelines, European directive limit values and UK air quality standards for annual mean concentrations of no<sub>2</sub>, pm<sub>10</sub> and pm<sub>2.5</sub>.

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<sup>6</sup> European Environment Agency, Air pollution: how it affects our health, 2022. <https://www.eea.europa.eu/themes/air/health-impacts-of-air-pollution>

<sup>7</sup> Office for Health Improvements & Disparities, Public Health Outcomes Framework: D01 – Fraction of mortality attributable to particulate air pollution (new method), 2021 <https://fingertips.phe.org.uk/profile/public-health-outcomes-framework/data#page/4/gid/1000043/pat/6/par/E12000002/ati/402/are/E06000009/iid/93861/age/230/sex/4/cat/-1/ctp/-1/yr/1/cid/4/tbm/1>

<sup>8</sup> Office for National Statistics, Population estimates, 2021.

<https://www.ons.gov.uk/peoplepopulationandcommunity/populationandmigration/populationestimates>

<sup>9</sup> JSNA Blackpool, Population, 2022. <https://www.Blackpooljsna.org.uk/Blackpool-Profile/Population.aspx>

<sup>10</sup> EU Directive 2008/50/EC. <https://eur-lex.europa.eu/legal-content/en/ALL/?uri=CELEX%3A32008L0050>

<sup>11</sup> Defra, National air quality objectives and European Directive limit and target values for the protection of human health, 2005. [https://uk-air.defra.gov.uk/assets/documents/Air\\_Quality\\_Objectives\\_Update.pdf](https://uk-air.defra.gov.uk/assets/documents/Air_Quality_Objectives_Update.pdf)

<sup>12</sup> World Health Organisation, WHO global air quality guidelines: particulate matter (PM<sub>2.5</sub> and PM<sub>10</sub>), ozone, nitrogen dioxide, sulfur dioxide and carbon monoxide, 2021. <https://www.who.int/publications/i/item/9789240034228>

Table 1: annual mean pollutant concentration limit values in micrograms per cubic metre ( $\mu\text{g}/\text{m}^3$ ) based on the 2021 who guidelines<sup>12</sup>, the EU directive 2008/50/ec<sup>10</sup>, and the UK air quality standards regulations 2010<sup>11</sup>.

Pollutant	World health organisation guideline (2021)	European directive limit value (2008)	Uk air quality standard (2010)
Nitrogen dioxide ( $\text{no}_2$ )	10	40	40
Particulate matter ( $\text{pm}_{10}$ )	15	40	40
Particulate matter ( $\text{pm}_{2.5}$ )	5	20	20

At the time of writing, the UK air quality standards for  $\text{pm}_{2.5}$  are in the process of being reviewed to reflect the new who guidelines under the UK environment act 2021<sup>13</sup>. The proposed annual mean  $\text{pm}_{2.5}$  concentration target is  $10 \mu\text{g}/\text{m}^3$  to be met across England by 2040<sup>14</sup>, a 50% decrease from the current UK  $\text{pm}_{2.5}$  air quality standard. Therefore, we expect to see a larger focus on actions to reduce particulate matter emissions in the coming years.

### 1.1.7 Social equity

There is clear evidence that communities with higher levels of deprivation are more vulnerable to poor air quality compared to affluent communities<sup>15,16</sup>. This is because there is a higher chance that they:

- Live in areas with higher levels of pollution, both outdoors (by busy roads or near industry) and indoors (in buildings with inefficient domestic appliances or poor ventilation).
- Have underlying health conditions, particularly respiratory and cardiovascular diseases.
- Have reduced accessibility to healthy lifestyle choices or amenities, such as a healthy diet, frequent exercise, green spaces, employment, good quality housing.

Blackpool is one of the most deprived local authorities in England, with around 25% of all neighbourhoods in Blackpool being in most deprived (1%) in England<sup>17</sup>. This social inequality effects people throughout their whole lives, which has an impact on the local economy and the entire community.

<sup>13</sup> UK Environment Act 2021. <https://www.legislation.gov.uk/ukpga/2021/30/contents/enacted>

<sup>14</sup> Defra, Air quality targets in the Environment Act, 2022. <https://uk-air.defra.gov.uk/library/air-quality-targets>

<sup>15</sup> Public Health England, Health matters: air pollution, 2018. <https://www.gov.uk/government/publications/health-matters-air-pollution/health-matters-air-pollution>

<sup>16</sup> Brunt et al., Air pollution, deprivation and health: understanding relationships to add value to local air quality management policy and practice in Wales, UK, 2017. <https://academic.oup.com/pubhealth/article/39/3/485/3076806>

<sup>17</sup> Ministry of Housing, Communities & Local Government, English indices of deprivation 2019, 2019. <https://www.gov.uk/government/statistics/english-indices-of-deprivation-2019>



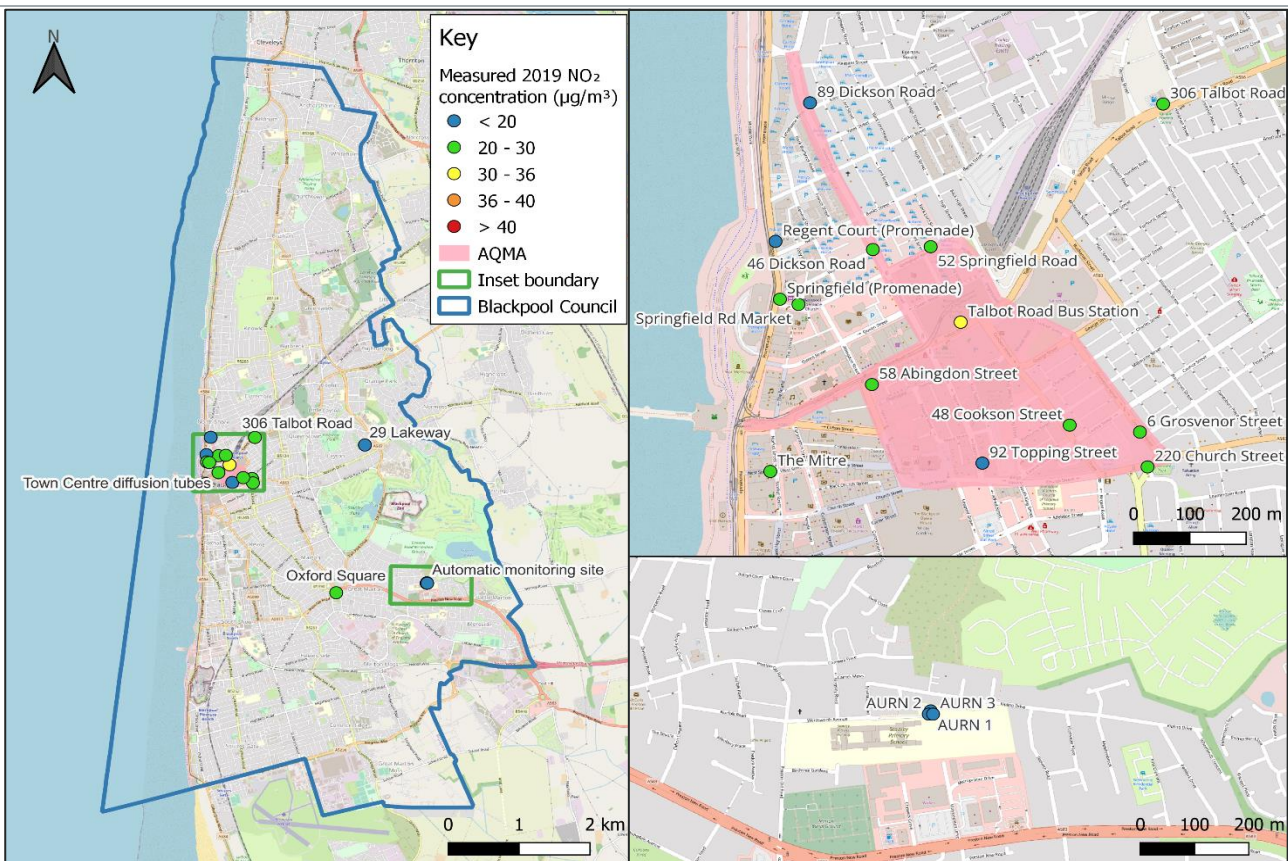
## 1.2 Air quality in Blackpool

### 1.2.1 Monitoring air quality in Blackpool

Air quality monitoring is an essential element of air quality management. Under the environment act 1995 for local air quality management (laqm), councils are legally required to monitor air quality to understand whether air quality standards and objectives are being reached. Blackpool council monitors air quality across key areas of Blackpool to understand current air pollution concentrations and where it is necessary to take action to protect human health and the environment. This also means that long-term trends can be assessed, to understand if policies are being effective or need to be improved.

In 2019, Blackpool measured nitrogen dioxide (no<sub>2</sub>) at 17 air quality monitoring sites. One of the sites is an automatic urban and rural network (aurn) monitoring site co-located with three diffusion tubes, positioned in an urban background residential area within Stanley primary School's grounds. This site measures several pollutants, including no<sub>2</sub>, particulate matter, and ozone. The remaining monitoring sites are no<sub>2</sub> diffusion tubes, which are spread mainly across the town centre air quality management area<sup>18</sup> (aqma) as shown in Figure 3. It highlights each tube's concentrations were under 36µg/m<sup>3</sup>.

Figure 3: map of Blackpool showing the locations of the AQMA and air quality monitoring sites in 2019. The site marker colours correspond to the annual average no<sub>2</sub> concentrations measured at the sites in 2019. In the area all concentrations were under 36 µg/m<sup>3</sup>.



Location	Range (36µg/m <sup>3</sup> )
92 topping street, regent court (promenade) and 89 Dickson road	Less than 20µg/m <sup>3</sup>
46 Dickson road, 52 Springfield road, 58 Abingdon street, the mitre, 6 Grosvenor street and 222 church street	Less than 30µg/m <sup>3</sup>
Talbot road bus station	Less than 36µg/m <sup>3</sup>

<sup>18</sup> AQMA Details – Blackpool AQMA, Defra, [https://uk-air.defra.gov.uk/aqma/details?aqma\\_ref=348](https://uk-air.defra.gov.uk/aqma/details?aqma_ref=348)

Under statutory duties, councils are required to implement an AQMA when monitored air pollutant concentrations are not compliant with the national air quality objectives. The AQMA in Blackpool was implemented in 2005 when annual  $\text{no}_2$  concentrations were exceeding the objective.

Since 2005, Blackpool has seen large improvements in air quality, with all monitoring sites in 2019 being compliant with the UK's national air quality objective of  $40 \mu\text{g}/\text{m}^3$ . Here, we refer to the 2019 monitoring data because this was the most recent full year of monitoring data that has not been influenced by changes in activity due to the covid-19 pandemic.

The maps in figure 3 show how air pollution concentrations vary across Blackpool, particularly in the town centre. This is due to different local activities that are taking place. For example, the monitoring site with the highest annual average  $\text{no}_2$  concentration in 2019 was  $33 \mu\text{g}/\text{m}^3$  at Talbot Road Bus Station, which would likely be impacted by road traffic congestion. Due to ongoing construction works, monitoring at this site has been temporarily suspended and will be reinstated once the construction site hoarding has been removed.

We are taking action to review the locations of the monitoring stations and to increase the number of diffusion tubes and aurns across Blackpool. This will provide us with a better representative of real-time data, and we will be able to extend the monitoring of air pollution more widely across residential areas in Blackpool.

Blackpool council are also in the process of improving the accessibility of the air pollution monitoring data. This increased transparency means that those who live in, work in, and visit Blackpool will be able to check for updates on the status of local air quality. This is important to allow those in Blackpool to make informed decisions around how their own behaviour impacts air quality in Blackpool, and how they can reduce the air pollution that they or their family members are exposed to.

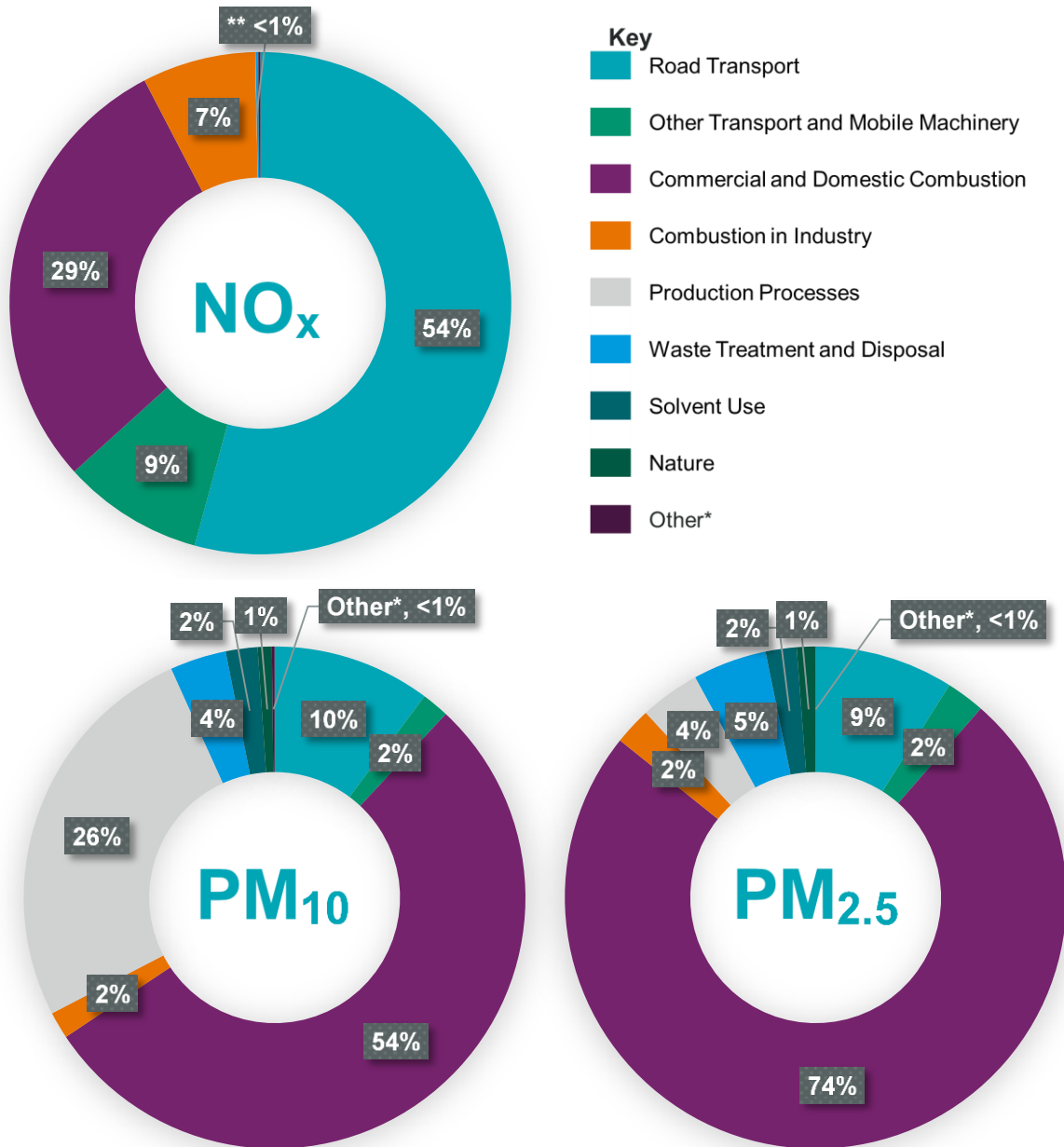
### **1.2.2 Where is the air pollution coming from?**

A successful Air Quality Strategy will develop policies that have the greatest effect on reducing emissions in the area. This means that we need to understand exactly where Blackpool's air pollutants are coming from so that we can tackle air pollution at the source. There are many air pollutants that have an impact on human health and the environment. The most important pollutants in Blackpool are nitrogen dioxide ( $\text{no}_2$ , formed from nitrogen oxides ( $\text{no}_x$ )), and particulate matter ( $\text{pm}_{10}$  and  $\text{pm}_{2.5}$ ). Air pollution comes from emission sources both within and outside of the Blackpool council boundary.

The emission sources of  $\text{nox}$ ,  $\text{pm}_{10}$ , and  $\text{pm}_{2.5}$  in Blackpool are displayed in Figure 4. Just over half of the  $\text{nox}$  in Blackpool comes from vehicles on the road. Other activities that contribute to  $\text{nox}$  pollution include commercial and domestic combustion, industry, and other modes of transport. In contrast, the largest source of particulate matter is commercial and domestic combustion from gas, oil, and coal, forming around half of the emissions of  $\text{pm}_{10}$ , and three-quarters of the emissions of  $\text{pm}_{2.5}$ . Road transport is also an important source for particulate matter, forming around 10% of emissions of both  $\text{pm}_{10}$  and  $\text{pm}_{2.5}$  and just over a quarter of  $\text{pm}_{10}$  emissions are due to production processes.

Air pollution in Blackpool can also be transported from outside of the council border. This is known as transboundary pollution. It is important that we work collaboratively with our neighbouring leaders and communities across Fylde coast, Lancashire, and the north west of England to manage our air quality and commit to meet the UK's national air quality standards to ensure healthy air for everyone.

Figure 4: primary emissions sources within Blackpool for no<sub>x</sub>, pm<sub>10</sub>, and pm<sub>2.5</sub>. Sourced from the 2020 national atmospheric emissions inventory data<sup>19</sup>.



(\*) other relates to emissions from agriculture, forestry and land use change, and combustion in energy production and transformation.  
 (\*\*) the following sectors contribute <1% to no<sub>x</sub> emissions in Blackpool: production processes, waste treatment and disposal, solvent use, nature, other

<sup>19</sup> National Atmospheric Emissions Inventory, Emissions Maps 2020. <https://naei.beis.gov.uk/data/map-uk-das>

### 1.2.3 Air quality and climate change

Air quality and climate change are inextricably linked, as often sources of air pollutants are also a source of greenhouse gas (ghg) emissions. This means that actions to mitigate air pollutants can also have a benefit for climate change, and vice versa.

For this reason, it is important to approach air quality and climate change policy in an integrated way, as this is more cost effective, it links local priorities to global challenges, and it means unintended trade-offs can be avoided.

#### Air quality

- Air pollutants (nitrogen dioxide, particulate matter, sulphur dioxide)
- Short lifetime in atmosphere
- High air pollutant concentrations increase risk of human health impacts
- Children and elderly people are more vulnerable
- Cardiovascular and respiratory illnesses

#### Climate change

- Greenhouse gases, ghgs (carbon dioxide, methane, nitrous oxide)
- Long lifetime in atmosphere
- Increased ghg emissions from humans cause global temperatures to rise
- Increased frequency and intensity of flooding, drought, water shortages, sea level rise

Blackpool council declared a climate emergency in June 2019. This means that we are committed to make Blackpool council net zero by 2030, and to work towards achieving this across the whole town. Blackpool's climate emergency action plan<sup>20</sup> sets out the actions that we are being taken to reduce carbon emissions, which fall under categories such as green development, affordable warmth, and clean transport. There are also actions committed to climate change resilience and adaptation to reinforce our sea defences and protect our people and their households, the built environment, and our heritage assets at our coastal locations.

Improved air quality will be a key outcome of committing to the climate emergency action plan.

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<sup>20</sup> Blackpool Council, Climate Action Plan, 2021. <https://www.Blackpool.gov.uk/Residents/Planning-environment-and-community/Climate-emergency/Climate-Action-Plan.aspx>

## 1.3 Reducing emissions from vehicles

Road transport is the greatest contributor to emissions of nitrogen oxides (nox) in Blackpool, and therefore also contributes significantly to local nitrogen dioxide (no<sub>2</sub>) concentrations. Reducing emissions from vehicles is vital in improving concentrations of air pollutants in Blackpool and making the air we breathe much safer.

The regulation of air pollution emitted from motor vehicle exhausts is a national challenge, and fully addressing this source requires stringent action to be taken at a national level. However, the actions Blackpool council are taking, and those planned for the future, will help to directly reduce emissions from road transport in our local area. In addition, these actions will make it easier for everyone to have the opportunity to play a part in improving our local air quality, by making changes to the way that we travel.

### 1.3.1 What are we doing now?

The council's intention is to increase the number of residents and visitors using the bus, in line with the local transport plan. Blackpool benefits from a high-quality bus network, with services provided by [Blackpool Transport Services](#), [Stagecoach Bus](#), [Preston Bus](#) and [Coastliner Buses](#). Timetables, smartphone apps and other information can be found on these companies' websites, including bus service real time information. Stagecoach bus and Blackpool transport services operate contactless card payments on their vehicles, and season and flexible bus fare products are available across the service providers, which can reduce the cost of bus travel significantly in comparison to walk-up fares.

Trams are also an important part of the public transport network in Blackpool. Blackpool council and Lancashire County Council have worked together to renew the tramway from Blackpool to Fleetwood, enabling a fleet of modern trams to help people travel between Fylde coast destinations. The two councils have also collaborated to extend the tramway system, benefiting the entire Fylde coast. The Blackpool tramway extension scheme – phase 2 of the Talbot Gateway, connecting the tramway to Blackpool north railway station from the promenade, improving public transport links to Blackpool's seafront hotels and attractions, particularly the pleasure beach, as well as easier commuting for residents, workers and visitors. The tramway extension will provide a valuable light rail complement to the bus network and can help reduce congestion and parking pressures on the town centre. Updates on the progress of the Talbot Gateway can be found on the Blackpool council website.<sup>21</sup>

Blackpool has taken measures to make public transport usage across the network as integrated and easy as possible. To provide information for transport hub services, a trial real time information (rti) screen has been installed in the former Blackpool transport services shop on Market Street.

To integrate the bus, tram, and train networks, when travelling into Blackpool, the [plusbus](#) system offers seamless interchange between rail and bus/tram services. The plusbus add-on can be purchased when buying a train ticket, or take up the prompt if buying online or via an operator's app. With the completion of the Talbot gateway phase 2, the tramway will come right to the railway station's door and plusbus will allow passengers to transfer smoothly from train to tram for their onward journey. Additionally, northern railway now offers through ticketing from train to Blackpool transport services operated bus and tram services – this can also be added on when purchasing a train ticket.

As well as supporting improvements to the public transport network, there have been wider improvements made to Blackpool's traffic network to increase its resilience as the amount of traffic in the town grows. Two integrated schemes have been successfully implemented, using external funding:

- Variable message signage is now directing drivers to the car park spaces that are available, reducing the need to search multiple car parks for spaces, therefore saving driver's time and fuel, and reducing congestion.
- An integrated traffic management scheme project has been completed, enabling a state-of-the-art traffic guidance and queue management systems to be installed. The use of Bluetooth technology to monitor and manage traffic flows has allowed information to be gathered, to improve traffic flow around the town.

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<sup>21</sup> Talbot Gateway, <https://www.Blackpool.gov.uk/Your-Council/Creating-a-better-Blackpool/Talbot-Gateway.aspx>

Blackpool's transport policies, from maintaining and improving highways assets, public realm improvements, and encouraging sustainable development, to supporting local public transport, coach, cycling, and rail travel, are summarised on the council website.<sup>22</sup>

## 1.4 What are we doing next?

Reducing emissions from vehicles in Blackpool requires an approach that targets all vehicle types, as well as the wider road network. Our priorities for action are to continue to optimise Blackpool's traffic network and minimise congestion, to increase public transport service usage and quality, and to encourage the use of low-emission vehicles throughout Blackpool.

For a full list of actions to reduce emissions from vehicles in Blackpool, please see [appendix 1](#).

### 1.4.1 Optimising Blackpool's traffic network

Following the successful implementation of the two integrated traffic management schemes described above, the council will continue to work in alignment with the government's transport technology forum intent upon promoting digital traffic management technology, particularly smart parking guidance. This is a continuing process and is anticipated to play a growing role in Blackpool's traffic network management, for example improving overall traffic management, improving public transport service operation, and assisting with management of events.

Parking is a source of traffic network issues in many towns and cities, and Blackpool is no exception. While the variable message signage aims to reduce the congestion from cars searching for a parking space, there are wider parking issues that need to be addressed, including parking capacity, Electric Vehicle (EV) charging, and mode shift from private vehicles to public transport and/or active travel. Blackpool council aims to produce a comprehensive, long-term parking strategy that considers these challenges and looks to the future needs of the town. Actions within the parking strategy are likely to include a review and update of council car parks, reallocation of car parking space for more productive uses, and provision of EV charge points.

Travel plans are a method of integrating sustainable travel options into an organisation's journeys, for example workplaces or schools. The overall aim of a travel plan is to reduce car usage by the organisation, which can lead to improved health and wellbeing of its members, and contribute positively to the local community. Options for inclusion in travel plans include public transport offers, facilities to support active travel, carpooling, and hybrid working, among others. Blackpool council will lead by example by preparing and implementing its own travel plan, which will be reviewed annually. The council wishes to work with local businesses and educational establishments to help and encourage the preparation of their own travel plans.

"car-free" days are used all around the world to allow people to experience streets free of motor traffic and associated air pollution emissions. [World car free day](#) is held annually on 22<sup>nd</sup> September and encourages people to live without their car for a day, with the aim of showing how relatively small changes in lifestyle can cumulatively make a big difference. Blackpool already puts on traffic-free events such as [ride the lights](#) and [run the lights](#), and will consider including other traffic-free events in its calendar. Such events can be used to raise awareness of local air quality, and how people can help make a difference via their travel choices.

### 1.4.2 Public transport

Blackpool transport services currently has a fleet of euro 6 emissions standards compliant 'palladium' branded vehicles, which offer a very high ride quality and passenger environment. Electric buses will replace these vehicles; operator partners have plans to transition to electric buses from the next purchase cycle, and discussions with vehicle manufacturers have been held. The council and Blackpool transport services have worked together to gain funding under round two of the government's zero emission bus regional areas (zebra) scheme. This success means that 115 state-of-the-art electric buses will be provided, together with a depot rebuild and refurbishment. The first electric buses are scheduled to arrive in autumn 2024, with the project fully completed in 2025.

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<sup>22</sup> Transport policy, Blackpool Council website. <https://www.Blackpool.gov.uk/Residents/Parking-roads-and-transport/Transport/Transport-policy.aspx>

The government has presented a national bus strategy intended to force the pace of improvement in bus services and increase usage; at the local level, bus service improvement plans (bsips) set out how this will be achieved. Blackpool's [bus service improvement plan](#) is available to view on the council website. The key aims of Blackpool's bsip are:

- Investment in bus priority schemes for faster and more reliable bus journeys. Bus service frequencies will increase, including evenings & weekends, and route reviews. Buses will have priority within the road network, for example via new bus lanes, as a means to improve punctuality and reliability.
- Coordination and simplification of ticketing, such as a multi-operator ticket to simplify travel experience, and a standardised young person half fare ticketing offer. It is proposed multi-operator tickets are introduced following further discussion and agreement with lcc and operators; key corridors would to be identified for a pilot.
- Inclusion of higher specification buses in the bus network to improve the user experience. Investment will focus on provision of zero-emission and low-emission buses.
- Review and improvement of bus stops covering accessibility, real-time passenger information (especially in the town centre), walking access routes, safety, and more.

The plan forms the basis of an [enhanced bus partnership](#) that is now in place; this is a formal agreement with bus operators to improve local bus services. The enhanced partnership will be responsible for directing available funding from central government and elsewhere to deliver improvements to bus services and infrastructure to help achieve the ambition, objectives, and targets in the bsip. As Blackpool's bsip did not receive any funding, the measures it proposed cannot be implemented at this stage. However, it is hoped that further resources will become available and the commitment by the operators through the enhanced bus partnership will enable improvements to the bus network to be made. The bsip will be revised on an annual basis to reflect the situation and needs of the town.

#### **1.4.3 Taxis and coaches**

Taxis and private hire vehicles are important travel options that provide links between transport hubs, hotels and attractions, reduce the need for car ownership for occasional car users, and allow for travel flexibility. Blackpool council recognises the importance of taxis and private hire vehicles in supporting, in particular, visitor and night-time economies. Regular dialogue occurs between representatives of the trade and council officers concerning network and ranking issues, ensuring that appropriate ranks are available.

Taxis and private hire vehicles travel vast distances throughout their workdays, so it is vital that the vehicle fleets are as clean as possible. New development and regeneration projects will be required to provide sufficient taxi ranks in favourable locations.

The coach industry is particularly valuable in bringing visitors to the resort. Coaches can provide an alternative and reasonably priced arrival mode for visitors who do not drive. The need for new and better coach facilities is kept under ongoing review and is being addressed within the Blackpool central project. Blackpool central coach station within Blackpool central car park supports year-round scheduled national express services and scheduled seasonal services. More information on coach facilities can be found on the [visitBlackpool](#) website.

To ensure the continued success of coach travel into and out of the resort, high-quality passenger facilities and a permanent layover facility, with adequate space for coaches and good facilities for drivers, are required. Regeneration proposals, especially the leisure quarter development, significantly increase the demand for coach drop-off, pick-up and layover. The council will continue to work with coach operators and developers to provide sufficient, high quality, conveniently located coach passenger facilities and coach parking.

#### **1.4.4 Encouraging the use of low-emission vehicles**

Not all car journeys can be replaced with other modes of transport, so finding ways to reduce emissions from car journeys is a priority for the council. To help facilitate change, the focus is on encouraging cleaner driving behaviours, and providing infrastructure and incentives to help residents to switch to low-emission vehicles. Alongside this, it is vital that the council lead by example, implementing the same changes it is encouraging residents and visitors to make.

The council wishes to do all it can to move its fleet of vehicles away from traditional fuels like petrol and diesel, towards alternative fuels such as electric. This could be achieved during the procurement cycles already in place (ensuring vehicles due for replacement are replaced with an appropriate low-emission alternative), and accelerated uptake in vehicle fleets (council and supplier fleets, community transport, etc. Where possible). The council will aim to trial and promote new vehicle technology when it arrives on the market.

The council will also lead by example by aiming to increase Electric Vehicle (EV) use amongst staff. Options including a business case for a staff EV carpool, and Blackpool council's staff lease car offer, will be considered among other appropriate incentives and support for council employees to make the switch to an EV.

Key in encouraging the use of EVs in the long-term in the town is Blackpool's EV strategy which underwent consultation during October to December 2022<sup>23</sup> and was subsequently approved on 6<sup>th</sup> February 2023.<sup>24</sup> The EV strategy is now available to view on the council website.<sup>25</sup> The strategy has a vision as follows:

1. Support and enable delivery of charge points on council owned land
2. Leverage funding and financing from public and private sector to maximise charge point delivery
3. Harness planning influence to ensure developments sites commit and deliver adequate number of charge points
4. Raise awareness about electric vehicle transition and secure buy0in from stakeholders to support charge point delivery.

The council will work towards delivering the vision in the EV strategy and ensure provision of adequate EV charging infrastructure throughout Blackpool over the strategy's forecast period, the next five years. Rapid development of charging infrastructure will be required to support the switch to EVs. Planning for this includes the mapping and review of the provision of charge points and their usage data, to support a spatial and strategic approach to charge point provision that can be tweaked where required. To ensure residents and visitors have the most up-to-date information on available charge points in the area, the council website pages on [parking](#) will continue to be updated to show which car parks have EV charging available, as more becomes available.

In terms of charge point delivery, the EV strategy sets out actions over the next five years to significantly increase the number of charge points available in the town, provide a range of charge point infrastructure and build internal knowledge and expertise on charge points:

- Council-owned car parks – the council will continue to engage with charge point operators (CPOS) to explore business models to support charge point roll out at car park sites. Blackpool will aim to provide at least 40 additional charge point sockets across at least four council-owned car parks by March 2025.
- On-street parking bays – the council will continue conversations with CPOS to explore installing fast charge points at visible and strategic locations across Blackpool, through the leasing business model option. Blackpool will aim to deliver at least one live on-street residential charge point trial by end 2023.
- Bus depot – after securing funding from the department for transport zebra fund for 115 new e-buses, Blackpool is now aiming to leverage additional government funding to enable the sharing of grid infrastructure that will support the ultra-rapid charge points for buses.
- On-street residential parking – Blackpool will consider trialling both conventional on-street residential charging options (e.g. Lamp post chargers) and the emerging on-street home charging solutions (e.g. Gulley solutions) to determine which solutions best meet user needs. Blackpool will engage

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<sup>23</sup> Electric Vehicle (EV) Strategy 2022-2027 Consultation: Summary Report, Blackpool Council, December 2022, <https://democracy.Blackpool.gov.uk/documents/s79397/Appendix%2010c%20-%20EV%20consultation%20report%20final.pdf>

<sup>24</sup> Decision Number EX14/2023, Electric Vehicle Charging Strategy, 6 February 2023, <https://democracy.Blackpool.gov.uk/documents/s79847/EX14%20Electric%20Vehicle%20Strategy.pdf>

<sup>25</sup> [Blackpool Council EV Strategy 2023-28](#) Final Report, City Science, September 2022, <https://democracy.Blackpool.gov.uk/documents/s79395/Appendix%2010a%20-%20Blackpool%20EV%20Strategy%20Final%20Report.pdf>



with residents to identify areas where there is demand for on-street residential charging solutions, and which type of on-street residential charging solutions appeal to residents. This will enable the initial roll out of provision to be informed by demand.

- Blackpool will facilitate and monitor privately-funded charge point provision in the town, with a goal of three large-scale privately-funded sites in Blackpool by March 2025.
- New developments – Blackpool council planning team will work closely with developers and other key stakeholders to ensure that new developments commit to and deliver an adequate number of charge points. More information can be found in section 1.15 of this air quality strategy.

#### **1.4.5 Air travel**

One area where Blackpool is already leading by example is at [Blackpool airport](#), which is owned by the council. The airport is the centre of one of Lancashire's four [enterprise zones](#) and a key part of our local economy as an aviation and employment hub. The airport is looking to incorporate low-carbon, sustainable air travel into its development plans, firstly by preparing to replace scheduled vehicles, including ground support equipment & support vehicles, with hybrid and electric equivalents. Going forward, the airport is looking to support innovation such as electric and hydrogen-powered aircraft by ensuring the airport can provide the associated fuelling infrastructure as these technologies develop.

## 1.5 Encouraging active travel

As well as directly reducing emissions from vehicles, shifting journeys away from motor vehicles and towards active travel (mainly walking and cycling) is an important way of improving emissions from road transport. Transferring journeys from driving to walking or cycling helps to reduce congestion, reducing air pollutant emissions, and also making those forms of travel more pleasant, incentivising more people to partake in active travel.

Active travel also has many co-benefits, including reducing greenhouse gas emissions and improving health and wellbeing. Blackpool already has some well-established cycle routes on the promenade, but the council wants to go further in improving active travel infrastructure and ensuring everyone has access to alternative forms of transport that are not driving.

For a full list of actions to encourage active travel in Blackpool, please see [appendix 2](#).

### 1.5.1 What are we doing now?

Blackpool's active lives strategy,<sup>26</sup> published in 2021, outlines a whole systems change in the way that Blackpool council (and partners) look at the issue of, and opportunities presented by, physical activity. The strategy aims to build 'personal locomotion' into people's daily lives by ensuring these opportunities are taken into account in all planning and investment decisions, transport plans, and health, social, and education services. Many of the recent projects encouraging active travel in Blackpool relate directly back to the active lives strategy:

- Living streets and other walking initiatives – including wow, the walk to school challenge for primary schools; next steps for post primary/further education settings; and walking works for workplaces. The council has also worked collaboratively with both Blackpool and the Fylde College and Blackpool Victoria Hospital on walking initiatives.
- Cycling UK-funded projects – including programmes like community cycling clubs, big bike revival and cycle for health.
- Love to ride partnership – active Blackpool have recently started a partnership with love to ride for them to run their initiative locally in Blackpool.
- Wheels4all – cycling sessions are delivered by active Blackpool to young people and adults all year round.
- Skateboard coaching – team Rubicon deliver skateboarding and scooter coaching sessions in a number of schools, and Blackpool is looking to expand this scheme.
- Business grants for active travel – successful projects include new bike lockers at the Blackpool sports centre and obtaining funding for e-bikes for local police.
- Bike mechanic / cycle recycle – bicycles have been donated via active Lancashire. Participants on low incomes can help fix up a bike with the mechanic, have a cycling lesson with an instructor, and keep the bicycle at the end of the session.
- Sports4champs / sustainable sport leaders – an ongoing scheme delivered by active Blackpool which teaches primary school children about the role sport can have in addressing and tackling climate change, and also includes tree planting.

[Active Blackpool](#) and [Active Lancashire](#) play a big role in supporting physical activity in Blackpool, including by partnering with other organisations on some of the projects above such as walk to school / walk to work, and the big bike revival.

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<sup>26</sup> Blackpool Borough Council Active Lives Strategy 2021, Knight, Kavanagh & Page Ltd, 2020, <https://democracy.Blackpool.gov.uk/documents/s59441/Appendix%206a%20Final%20Active%20Lives%20Strategy%202020.pdf>

Cycling maps and routes in north<sup>27</sup> and south<sup>28</sup> Blackpool can be found on active lives' "active travel" webpage. The maps show which routes are on-road, traffic-free, footpaths, cycle lanes, and proposed cycle routes, as well as signposting where cycle parking and cycle crossings can be found.

For tourists, the [visit Blackpool](https://www.visitBlackpool.com) website encourages exploration of Blackpool via active travel options, providing information on getting around Blackpool by foot,<sup>29</sup> and by bicycle,<sup>30</sup> including ebike hire.<sup>31</sup>

Image 1: a bicycle fixing event held as part of big bike revival



## 1.6 What are we doing next?

Blackpool is encouraging more people, who are able to, to consider active travel for their journeys. We are committed to putting walking and cycling first in our upcoming plans and policies, as well as the redevelopment of the town centre. Through prioritising active travel we will make walking and cycling safer, more practical, and accessible to all, and more of an attractive option, especially for shorter journeys.

### 1.6.1 Including active travel in upcoming plans and policies

To prioritise walking and cycling, it's vital to include active travel in our plans and policies, including local and neighbourhood plans, local transport plans, and the town centre strategy.

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<sup>27</sup> North Blackpool British Cycling Map, Active Blackpool, [https://www.britishcycling.org.uk/zuvvi/media/bc\\_files/travel/Blackpool\\_cycle\\_network\\_north\\_version\\_1.pdf](https://www.britishcycling.org.uk/zuvvi/media/bc_files/travel/Blackpool_cycle_network_north_version_1.pdf)

<sup>28</sup> South Blackpool British Cycling Map, Active Blackpool, [https://www.britishcycling.org.uk/zuvvi/media/bc\\_files/travel/Blackpool\\_cycle\\_network\\_south\\_version\\_1.pdf](https://www.britishcycling.org.uk/zuvvi/media/bc_files/travel/Blackpool_cycle_network_south_version_1.pdf)

<sup>29</sup> Getting Around Blackpool: By Foot, Visit Blackpool, <https://www.visitBlackpool.com/plan-your-trip/getting-around/by-foot/>

<sup>30</sup> Getting Around Blackpool: By Bicycle, Visit Blackpool, <https://www.visitBlackpool.com/plan-your-trip/getting-around/by-bike/>

<sup>31</sup> Blackpool eBike Hire, <https://www.Blackpoolebikehire.com/>

At the regional level, Lancashire county council and Blackpool council have set a target for 2028 to double the number of people cycling, increase the number of people who walk at least once a week by 10%, and reduce levels of physical inactivity to below the national average.<sup>32</sup> A key part of achieving this is publishing a number of local cycling and walking infrastructure plans (lcwips), with Blackpool falling within the Fylde coast lcwip. In other areas of the country, lcwips have been used as an evidence base to introduce long term, fit-for-purpose cycling and walking schemes. The Fylde coast lcwip will include proposals to join up the gaps in the existing network of footpaths and cycle routes and provide safer, direct, and more convenient routes. There are a number of options being explored for Blackpool, one such proposal being the 'Blackpool wheel' scheme, a 24-mile-long active travel route which would link the promenade to other open spaces in the town.

From summer 2021 to spring 2022, the scope and information gathering stage of the lcwips was determined. The development of the plans and public engagement is now in progress. Stage 1 engagement, which aimed to gather feedback from residents on their experience of cycling and walking in Lancashire and where any improvements are needed, was implemented during spring 2022. The results of the engagement are available online, and stage 2 engagement is due to occur in spring 2023. On the current timeline, the final plans are due to be taken to the county council's cabinet for approval in autumn 2023, with funding and delivery between 2023 – 2032. All information on this process can be found on the [Lancashire county council lcwips webpage](#).

At the local level, our [local plan part 2: site allocations and development management policies](#) has recently undergone examination and will be adopted in 2023. The local plan ensures active travel is considered from the earliest stages of the design process for new developments. In particular, policy dm41: transport requirements for new development, specifies that convenient, safe, and pleasant pedestrian access and cycle routes are provided in new developments, and traffic management measures are incorporated to reduce traffic speeds and give pedestrians, people with impaired mobility, and cyclists, priority.

Finally, the council will continue to work to embed Blackpool's [active lives strategy](#)-related objectives into the local and neighbourhood plans. This includes taking account of active lives strategy objectives when considering all proposed local development and using the strategy to identify common ground and shared priorities with partners. [Active Blackpool](#) will be vital in achieving the strategy's objectives; it is proposed to review and 'uprate' the remit, role, status, and structure of active Blackpool, to develop it into a more proactive, influential body that agrees policy priorities. A modal shift action plan, linked to the active lives strategy, will also be developed to focus on mode shift away from private vehicles and towards active travel, as well as public transport.

### **1.6.2 Improving and expanding our current walking and cycling infrastructure**

To facilitate active travel, the council will work across the whole of Blackpool to improve and expand the current walking and cycling infrastructure. The two main areas for action are improving the facilities available on the cycle and footpath networks, and increasing the provision of multi-user routes, working together to make active travel accessible for all.

The council will look for opportunities to improve facilities on the existing cycle and footpath networks, as well as the condition of parks and green spaces within our communities, making use of the guidance provided within the Department for Transport (DfT)'s gear change: a bold vision for cycling and walking<sup>33</sup> and Local Transport Note (LTN) 1/20: cycle infrastructure design.<sup>34</sup> Inclusion of, for example, additional benches, toilets, lighting, and signage, will increase the safety and accessibility of these routes so that they are suitable for use by the elderly, very young, or disabled.

The council will also work to improve the level of provision of multi-user routes. The overall aim is for Blackpool to have a high quality, integrated network with suitable routes and facilities serving transport interchanges and enabling active travel to be included as part of multi-modal journeys. All new highways

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<sup>32</sup> Play your part in a new plan to drive forward walking and cycling in Lancashire, Lancashire County Council, March 2022, <https://news.lancashire.gov.uk/news/play-your-part-in-a-new-plan-to-drive-forward-walking-and-cycling-in-lancashire>

<sup>33</sup> Gear Change: A bold vision for walking and cycling, Department for Transport, July 2020, [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/904146/gear-change-a-bold-vision-for-cycling-and-walking.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/904146/gear-change-a-bold-vision-for-cycling-and-walking.pdf)

<sup>34</sup> Cycle Infrastructure Design (Local Transport Note 1/20), Department for Transport, July 2020, [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/951074/cycle-infrastructure-design-ltn-1-20.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/951074/cycle-infrastructure-design-ltn-1-20.pdf)

should have suitable provision for cycling and walking. Routes should allow for comfortable active travel, with clear and consistent signage, well-signed routes (including for visitors), sufficient lighting, and appropriate surfacing for all users, such as children, elderly people, disabled, cyclists, horse riders, etc. Infrastructure can be used to support these multi-user routes, including lower speed limits, clear lanes for walking and cycling, free cycle parking, safe crossings, provision of advanced stop lines (asls) and more, where appropriate. The council will look for opportunities for bike, e-bike and e-scooter hire schemes to further enhance [what is already on offer](#).

### 1.6.3 Incorporating active travel into the redevelopment of the town centre

The town centre strategy and action plan, which was updated in 2022, aims to adopt a 'pedestrian first' approach to planning. This will ensure pedestrian routes feel safe to follow and explore, they are marked with wayfinding directionals and a pleasant way to travel into and around the town centre.

The council has recently worked with the Lancashire Enterprise Partnership to implement the town centre quality corridors scheme, which has delivered improvements to the town centre public realm; church street, Cookson street, Dickson road, topping street, Edward street, Deansgate and Talbot road were identified as priority areas for this investment of local growth deal and local transport plan resources. The town centre quality corridors project also included the Blackpool property improvement fund, intended to finance shop front improvements, subject to approval and a match funding contribution. Using this fund, properties in Talbot road, topping street, Edward Street, and deans gate have been improved. Further such opportunities will be sought, including to obtain further funding from the government's levelling up programme.

Image 2: town centre public realm improvements made to Edward street (left) and church street (right)



As part of adopting a 'pedestrian first' approach, the council has been and will continue to consider opportunities to pedestrianise parts of the town centre, as these allow for the development of pleasant and attractive urban spaces which are not dominated by cars. Such schemes may include pedestrianisation for the majority of the day, with limited access for service vehicles and taxis / buses outside of these hours. In the town centre there has already been a progressive pedestrianisation programme which has closed many

former through routes, and some bus routes. Most recently, the pedestrianisation of Saint John's square over the summer months was considered, and the road currently remains open only for bus and taxi access. The council will continue to seek other potential opportunities for semi- or total pedestrianisation.

Incorporating active travel into Blackpool's culture is an excellent way to promote walking and cycling and to enhance those experiences. For example, the Blackpool illuminations are most commonly accessed via car, bus, coach, or tram. However, red bank road offers a chance for people to walk a section of the lights along the promenade, and events such as [ride the lights](#) and [run the lights](#) allow the whole route to be viewed on bicycle or foot. Further promotion of these opportunities will encourage people to explore the promenade and may also get people walking or cycling into the town centre. In addition, the council would like to explore opportunities for walking and/or cycling heritage tours, with town centre partners working together to host tours of heritage assets in town centre. Such tours could be on foot, by bicycle, e-bike, e-scooter, or other similar modes of transport to allow accessibility for all.

Image 3: ride the lights 2019 (image credit: visitBlackpool)



#### 1.6.4 Work with local employers and education establishments

Similar to the ambition for workplace travel plans, the council wishes to work with local businesses and educational establishments to aid the preparation of active travel plans. Ideally, workplaces should provide secure clothing storage, changing and washing facilities, and a drying room, as well as secure cycle parking and storage, to ensure that employees can commute to work via active travel modes. The council will engage with local businesses to encourage this behaviour, with emphasis on how it can benefit the business and its employees, and potential incentives (e.g. Business grants). The council already has some facilities in place for employees, such as shower, changing, and bike storage facilities, and will continue lead by example by implementing these policies across its departments.

## 1.7 Domestic heating and burning / indoor air quality

Domestic solid fuel is the largest source of pm<sub>2.5</sub> in the UK, with 38% of primary pm emissions attributed to burning wood and coal in domestic open fires and solid fuel stoves.<sup>35</sup> Domestic and commercial combustion contributes significantly to emissions of particulate matter in Blackpool – more than half of pm<sub>10</sub> emissions and 74% of pm<sub>2.5</sub> emissions (see section 1.2.2).

Domestic emissions of air pollution are also incredibly important for indoor air quality. People living in urban areas spend up to 90% of their time indoors.<sup>36</sup> Sources of indoor air pollutants include<sup>37</sup>:

- Domestic appliances that burn carbon-containing fuels, such as some boilers, heaters, fires or wood burners, stoves, and ovens, emit co, no<sub>2</sub>, and pm.
- Many cleaning and personal care products, air fresheners, scented candles, building materials, and home improvement products (e.g. Paints, carpets, laminate furniture, polishing) emit volatile organic compounds (voc).
- Environmental tobacco smoke (ets) and second-hand smoke (shs).

Many people are unaware of just how many everyday items in their homes and workplaces emit harmful pollutants. Levels of air pollutants inside, where there is little ventilation, can be much higher than outside. Increasing awareness, and providing guidance on how to improve indoor air quality can have significant benefits for health and wellbeing.

For a full list of actions to reduce emissions from domestic heating and burning and improve indoor air quality in Blackpool, please see [appendix 3](#).

## 1.8 What are we doing now?

Under its [climate emergency action plan](#), Blackpool is already undertaking a number of actions to improve the energy efficiency of homes in our town, in order to reduce carbon emissions; these actions will also have benefits for air pollution as the need for heating is reduced. Improving the energy efficiency of domestic properties in Blackpool has co-benefits for residents, such as reducing energy bills whilst allowing people to live more warmly and comfortably, especially in winter.

Short-term actions within the climate emergency action plan, that Blackpool already has the funding and resources to deliver, and will support the reduction of pollutant emissions from the domestic sector, include:

- Building 30 new council houses and retrofitting 120 existing council houses with enhanced insulation and air-source heat pumps.
- “Eco coach” training on energy saving techniques.
- Encouraging the take-up of low energy demand appliances and light emitting diode (led) lighting solutions, via marketing and publicity.
- Undertaking pilot work to quantify the cost of delivering housing refurbishment to higher energy efficiency standards.
- Raising the issue of energy efficiency standards in new housing with the government, ensuring that Blackpool is able to implement planning regulations that are consistent with a net zero target.
- Campaigning to raise the minimum energy efficiency standard for private landlords to band c.
- Campaigning for the government to improve regulations, increase the ability to enforce and resources around commercial property energy performance certificates (epcs).
- Exploring the resources required to enforce epc ratings via the landlord licensing scheme.

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<sup>35</sup> Clean Air Strategy 2019, Defra, [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/770715/clean-air-strategy-2019.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/770715/clean-air-strategy-2019.pdf)

<sup>36</sup> The National Human Activity Pattern Survey (NHAPS): a resource for assessing exposure to environmental pollutants, <https://www.ncbi.nlm.nih.gov/pubmed/11477521>

<sup>37</sup> Guidance, Health matters: air pollution, UK Government, November 2018, <https://www.gov.uk/government/publications/health-matters-air-pollution/health-matters-air-pollution>

- Delivery of the cosy homes in Lancashire programme.

This Air Quality Strategy will support these actions in the climate emergency action plan, in particular, focusing on enforcement around epcs and helping to deliver the cosy homes in Lancashire programme.

Following Defra's clean air strategy 2019, in 2022 the ecodesign regulations were introduced, which require all new solid fuel burning room heater appliances to have been independently tested to show that they meet minimum seasonal efficiency standards and maximum emission limits for a range of pollutants.<sup>38</sup> This is expected to have wide scale benefits for background air quality levels.

Regarding emissions from open burning, the council is currently able to investigate complaints of smoke nuisance and can serve a nuisance abatement notice, with further action taken if the notice is not followed. The Blackpool council website provides information and guidance on how to make a complaint about a bonfire, and alternative ways of disposing of domestic waste.<sup>39</sup>

## 1.9 What are we doing next?

Blackpool wishes to address the issues of open burning and indoor air quality in tandem, primarily by educating people so they can make informed decisions. The two areas of focus are addressing open burning, and reducing the need for domestic heating by increasing insulation and energy efficiency.

### 1.9.1 Reducing the need for heating

In line with the Blackpool climate emergency action plan, the council is exploring the resources needed to enforce epc ratings via a landlord licensing scheme. This is set to be addressed via the levelling up funding targeting inner Blackpool, the package of measures which will include a "*crackdown on rogue landlords*".<sup>40</sup> The scheme will allow for additional resources for category 1 hazards – those that pose a serious and immediate risk to a person's health and safety – to be enforced. Such hazards can include damp and mould growth, and excess cold.<sup>41</sup>

The council continues to work to deliver [cosy homes in Lancashire](#) (CHiL) programme which aims to tackle fuel poverty by offering an accessible and straightforward means of accessing grants from energy companies and other sources to fund new heating measures, insulation, and renewable technologies in domestic properties.<sup>42</sup> The council will ensure it contributes all it can to reducing emissions and increasing demand for zero-emissions heating.

The council also plans to help eligible residents and landlords to make use of the government's recently announced<sup>43</sup> eco+ (energy company obligation) scheme, which will run from spring 2023 for three years. The eco+ scheme is aimed at improving the UK's least energy-efficient homes, supporting households that are in lower council tax band areas and whose homes have an epc rating of d or below. Grants from the eco+ scheme will cover installation of insulation and low-carbon heating, such as internal wall insulation, loft insulation, and air source heat pumps.<sup>44</sup> Part of the scheme includes a public information campaign, offering advice on how households can effectively cut down on their energy use; Blackpool council will support and publicise this information alongside its own educational campaigns (see section below).

The council's longer-term strategy includes supporting improved insulation of all housing. The estimated cost for the whole of Lancashire is around £7.8 billion, the ambition being to accelerate delivery of insulation and glazing of all housing, reducing net energy demand and therefore reducing the need for heating.

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<sup>38</sup> Implementation of Ecodesign Regulations from 1 January 2022 is an important step on the path to banning wood burning, <https://cleanair.london/health/implementation-of-ecodesign-regulations-from-1-january-2022-is-an-important-step-on-the-path-to-banning-wood-burning/>

<sup>39</sup> Household bonfires and smoke nuisance, Blackpool Council website. <https://www.Blackpool.gov.uk/Residents/Planning-environment-and-community/Environmental/Household-bonfires-and-smoke-nuisance.aspx>

<sup>40</sup> New plans to level up Blackpool unveiled, UK Government Press Release, March 2022, <https://www.gov.uk/government/news/new-plans-to-level-up-Blackpool-unveiled>

<sup>41</sup> Housing health and safety rating system (HHSRS): guidance for landlords and property-related professionals, UK Government, <https://www.gov.uk/government/publications/housing-health-and-safety-rating-system-guidance-for-landlords-and-property-related-professionals>

<sup>42</sup> About Cosy Homes, <https://www.chil.uk.com/about-cosy-homes>

<sup>43</sup> Government joins with households to help millions reduce their energy bills, UK Government Press Release, November 2022, <https://www.gov.uk/government/news/government-joins-with-households-to-help-millions-reduce-their-energy-bills>

<sup>44</sup> The Complete Guide to the ECO+ Scheme, So Eco, November 2022, <https://so-eco.co.uk/eco-plus-scheme-guide/>



### 1.9.2 Addressing open burning and indoor air quality

Addressing emissions from the domestic sector, particularly the burning of solid fuels, is a challenge for many local authorities. Blackpool council will focus on providing reliable information so that people can make educated decisions regarding burning inside and outside the home. In addition to this, the council will consider policies that can be used to enforce restrictions on burning where it has become a concern for air quality and health.

Not all forms of domestic burning are equally polluting, and making careful choices about the type of appliance, its maintenance, how it is used, and the fuel burnt, can help to minimise emissions. Blackpool's priority action to address open burning and indoor air quality is to prepare a solid fuel burning public information campaign. Such a campaign will aim to:

- Raise awareness on open burning and indoor air quality.
- Describe the issue of burning solid fuels (both inside and outside the home), including the types of fuels that are most problematic and how the way that fuels are burnt can influence emissions.
- Explain how burning these fuels can affect human and environmental health, with a focus on air quality.
- Provide information on how people can reduce their emissions contribution, for example by considering what is being burnt, the weather conditions, ventilation, etc.

The council will also consider how information and advice on the burning of solid fuels can be incorporated into the existing webpage on ['household bonfires and smoke nuisance'](#) in order to raise awareness on the issue.

Alongside educational campaigns, the council will consider options for greater restrictions on open burning and bonfires. A dedicated bonfire policy would combine information with enforcement under the environmental protection act 1990 as a nuisance. Providing guidance will help residents to make better decisions around when, where, and how to have their bonfires; as with the more general public information campaign, it would look to inform residents about the human and environmental health impacts of bonfires, how to minimise the air quality impacts of bonfires, and reduce the occurrence of bonfires through personal choice.

The council will also consider publishing a solid fuel policy, following the air quality (domestic solid fuels standards) (England) regulations 2020<sup>45</sup> at a local level. The regulations are to be enforced by local authorities at the point of sale and enable local authorities to inspect suppliers' goods, make test purchases, inspect documentation, and question suppliers regarding the solid fuels on sale, to prevent the sale of prohibited solid fuels. A domestic solid fuel policy could make enforcement of the regulations easier, and help to ensure that residents are not being sold prohibited, highly-polluting solid fuels. The policy would be accompanied by information and education around the topic, both for suppliers, and for consumers.

Finally, the council will consider declaring the whole or part of Blackpool to be a smoke control area (sca). In a sca, only authorised<sup>46</sup> or 'smokeless' fuels can be burnt (for example in open fireplaces and wood burners), and the burning of coal, wood, or other non-authorised fuels on open fires is banned. The full set of rules is published on the government's website.<sup>47</sup> Enforcement of sca rules is in the form of an initial written warning or 'improvement notice', followed by issuing a notice of intent, and eventually a final notice with a financial penalty of up to £300 if the violation is continued.<sup>48</sup>

Defra have produced useful [guidance on smoke control areas](#), including advice on what you can do to reduce your impact from burning. It is the council's preference that our domestic emissions are reduced primarily through information communication and engagement with our residents and visitors, rather than enforcement.

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<sup>45</sup> The Air Quality (Domestic Solid Fuels Standards) (England) Regulations 2020, <https://www.legislation.gov.uk/uksi/2020/1095/made>

<sup>46</sup> Authorised/Certified Fuels, Defra, <https://smokecontrol.defra.gov.uk/fuels.php>

<sup>47</sup> Smoke control areas: the rules, UK Government, <https://www.gov.uk/smoke-control-area-rules>

<sup>48</sup> Statutory guidance, Smoke control area enforcement by local authorities in England, UK Government, <https://www.gov.uk/government/publications/smoke-control-area-enforcement-local-authorities-in-england/smoke-control-area-enforcement-by-local-authorities-in-england>

## 1.10 Green infrastructure

Green infrastructure refers to the network of green spaces and other green features within both urban and rural communities. High quality green infrastructure is a network of green spaces that are multi-functional and can provide environmental and health benefits, including improvements in air quality, reductions in carbon, and increased biodiversity, among others.

Green infrastructure can reduce the amount of air pollution people are exposed to. It does this by changing the distance emissions must travel from the source to reach people, and the extent to which they are diluted with cleaner air along the way– this process is known as dispersion. Green infrastructure can also remove a low percentage of emissions by a process called deposition, which is when pollution sticks to the surface of a leaf and is removed from the air.

Green infrastructure is also an important way of linking facilities and services in a way that provides opportunities for everyone to access a healthy lifestyle, such as natural green spaces, physical activity, and active travel. Green infrastructure can help Blackpool's residents live long, happy and healthy lives. For example, Greener school grounds and well treed routes to school are shown to improve mental health of children using them, and urban parks provide a natural health service which is worth many millions to the local economy. Parks provide excellent volunteering opportunities for businesses and for individuals. GP's can prescribe green gym therapies and participants report the mental health benefits they gain from social contacts.

For a full list of actions to enhance green infrastructure in Blackpool, please see [appendix 4](#).

## 1.11 What are we doing now?

Tree planting occurs annually and includes small to large-scale projects with a variety of tree sizes. One of the focuses of tree planting is to provide a diverse mix of species to provide multiple benefits for the environments and the local communities. Planned programmes occur throughout the spring/summer period and are implemented throughout the planting season, October to March inclusive. Access to tree planting project funds come from a variety of sources and include a multitude of external partners and businesses.

In tackling air quality issues, trees can absorb and intake particulate matter during their active periods with a lower intake during their dormancy periods, with the rate very much dependant on species. Therefore, coniferous species and evergreen broadleaves are now planted at a much higher rate in Blackpool. Their higher rate of growth, ability to maintain leaf/needle cover throughout the year and generally hardy nature, make them an ideal tree type to assist in improving air quality along with deciduous broadleaves in the spring/summer periods.

Blackpool's [Tree Strategy 2021 – 2031](#) has the aim of increasing the overall tree canopy in Blackpool to 10%, starting with planting of 10,000 trees over the plan's ten-year period. With careful consideration as to the type and siting of trees, they can have significant benefits for air quality and climate change; trees provide attractive green spaces, which can make active travel more attractive, and they can act as barriers between pedestrians and road traffic emissions. According to the strategy, over a 50-year period, 10% tree cover could provide around £178 million worth of air pollution control; the same tree cover could also offset the carbon of a single person within 44 days.

The tree strategy's ongoing actions include reviewing planting locations, encouraging the planting of trees on private land, and protecting existing trees and woodland. In the planting season of 2022-2023, 3570 trees were planting in parks, adjacent to roads and schools with current plans to plant a further 749 trees in the planting season of 2023-2024, focusing on larger specimens. In addition to planting projects, the tree strategy includes specifying requirements for planning and developments covering several requirements and includes the ratio in which developers must replace trees i.e. 2:1 ratio if tree retention cannot be achieved. This specification has led to the revised edition of the Supplementary Planning Document (SPD), which adds further requirements and specifications on developers.

Blackpool has a [Green and Blue Infrastructure Action Plan 2019 – 2029](#) and a [Green and Blue Infrastructure Strategy](#). The council is working towards implementing the actions within the strategy and action plan, which will fulfil the following green and blue infrastructure (GBI) objectives:

- Protect and enhance GBI;
- Create and restore GBI;

- Connect and link GBI; and
- Promote GBI.

The GBI strategy for Blackpool has mapped existing green infrastructure, biodiversity, and local ecological networks in the town, and will be used to coordinate improvements, maintenance, and investment in these networks going forward. Blackpool's Open Spaces Assessment, which highlights the current condition of all Blackpool Parks and open spaces, has been used to direct future priorities and create Park Development Plans. Further monitoring, research and an update to the Open Spaces Assessment will be used to inform other work. Additionally, as part of the GBI action plan and strategy, the council work with health professionals throughout the town to promote 'green prescribing'.

## 1.12 What are we doing next?

The council's priorities are to continue to protect and enhance existing green infrastructure in Blackpool and to work to improve the provision of green infrastructure in areas that are lacking (such as the inner parts of the town). We will also work with our neighbouring local authorities to link up green infrastructure across Lancashire. There are considerable plans in place to add further improvements which link to biodiversity net gain (BNG), Local Nature Recovery Strategies (LNRs) and whilst taking in to account local nature reserves (LNR), biological heritage site (BHS) and Sites of Special Scientific Interest (SSSIs). All these projects and mapping plans will improve air quality considerably.

### 1.12.1 Protecting and enhancing green infrastructure in our town centre

The council is committed to protecting and enhancing the green infrastructure in its streetscapes, quality corridors, and in inner areas such as the town centre. The council will also look to create new accessible green infrastructure, such as using green infrastructure at gateways and corridors into and/or around Blackpool (e.g. the green line).

A particular focus is to incorporate creation of new green infrastructure into the Town Centre Strategy and Action Plan update. Public realm improvements in the town centre are ongoing, and with respect to green infrastructure may include the introduction of trees, planters, and other vegetation suitable for Blackpool. Innovative solutions will be explored, such as incorporating green or living roofs and walls into new development, or retro-fitting to existing buildings and potentially bus stops. Within the town centre realignment, the council aims to find opportunities to engineer open space, to use greenery to enhance areas and make new open spaces. As well as benefits for air quality, climate change and ecology, green infrastructure will improve the desirability and attractiveness of Blackpool which can help support other objectives, such as increasing active travel by linking cycle routes with tree lines and to green spaces.

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Image 4: Blackpool's Stanley Park (image credit: Claire Griffiths)



### 1.12.2 Working with neighbouring local authorities

Within Blackpool, the ambition is to have a network of good quality green infrastructure, and this ambition should not end at the local authority boundary. We will work with our neighbouring local authorities, Wyre and Fylde, to promote links to cross-boundary green infrastructure provision. The council is putting green infrastructure at the forefront of development in Blackpool, for example in improvements to the town centre; through our experience in implementing our GBI Strategy we can support our neighbours and exchange ideas to increase green infrastructure across Lancashire.

Finally, the council will explore opportunities to use green infrastructure to reduce residual pollutant emissions. For example, restoration and planting of broad-leaved woodland can help to reduce background concentrations of pollutants. Increase biodiversity with tree species chosen to provide the most benefits, whilst being able to cope within an urban environment, there is also plans to link planting to potential microhabitats and link trees to the town centre using green corridors, which will increase particulate matter intake and absorption. An indicator for improved air quality is the establishment of lichen species, which take their nutrients from the atmosphere and therefore, can provide a basic and cost effective measure of the air quality linked to the increase in green infrastructure. A new mobile app using lichens to assess atmospheric nitrogen pollution effects has been developed by the Centre for Ecology & Hydrology (CEH)<sup>49</sup>.

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<sup>49</sup> Air pollution Information System: [Monitoring air quality using lichens - field guide and app](#) | [Air Pollution Information System \(apis.ac.uk\)](#)

## 1.13 Reducing the impact of new developments on air quality

The planning of a new development has a direct influence on local air quality, and as Blackpool continues to grow and change, it's vital that all the hard work carried out to mitigate existing pollution sources isn't wiped out by new sources of pollution being built. The best way to do this is to address those pollution sources ahead of time, working with developers to ensure they are designed and constructed in ways that minimise emissions and create sustainable developments.

The air quality impacts of new developments must be addressed from the planning stage, including the siting of developments, the construction and demolition phase, and how the development will function once it has been completed.

For a full list of actions to reduce the air quality impacts of new developments in Blackpool, please see [appendix 5](#).

## 1.14 What are we doing now?

Transport is a huge contributor to emissions from new developments during constructions as well as once they are up and running. In order to determine its transport planning and investment priorities including those linked to new developments, Lancashire county council has produced a set of five highways and transport masterplans that cover all 12 districts of Lancashire, as well as the two unitary authorities, Blackpool, and Blackburn with Darwen. These masterplans help to make the case for multi-million-pound investments in the transport infrastructure needed to support future housing and business developments. The council is supporting support preparation and implementation of the highways and transport masterplans across Lancashire.

The proactive management of developments from the beginning of the planning process is outlined in many of the policies in our [local plan part 2: site allocations and development management policies](#), such as policy dm1: design requirements for new build housing developments, policy dm21: landscaping, policy dm36: controlling pollution and contamination, and policy dm41: transport requirements for new development. Our local plan is due to be adopted in early 2023 and the sections below provide more information on how the council will work to minimise the impacts of new developments going forward.

## 1.15 What are we doing next?

The council aims to address air pollution impacts from all aspects of development by influencing the planning of new developments from the beginning, ensuring sustainable transport provision, incorporating green infrastructure into new developments, and providing guidance to developers to help them minimise their air quality impacts.

### 1.15.1 Influencing the planning of new developments from the beginning

To influence the planning of new developments from their inception, a priority is to leverage locations for development, aiming to reduce the need to travel while ensuring adequate accessibility. Ideally, developments should be sited in locations that are easily accessible by sustainable modes of transport, and the regional transport infrastructure should be in place to connect them to other existing developments. Any new structures on the transport network will take into account the needs of multi users, manage congestion, and minimise air pollution emissions and future carbon emissions. The local plan part 2<sup>50</sup> identifies sites for development within policies hsa1 (housing site allocations), musa1 (town centre mixed use site), asa1 (allotment site), and sla1 (land safeguarded for future development needs). The locations of these sites for development can be viewed on the publication policies map.<sup>51</sup> Blackpool's compact urban form is beneficial in that developments are able to be sited in locations that are well-connected to other existing developments, and can make use of the existing transport networks.

The council will engage developers from the beginning to ensure high quality of design and sustainability in new developments. We are committed to only allowing development that is well designed, enhances the

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<sup>50</sup> Blackpool Local Plan Part 2: Site Allocations and Development Management Policies, Publication Version (Proposed Submission) Regulation 19, January 2021, <https://www.Blackpool.gov.uk/Residents/Planning-environment-and-community/Documents/Local-plan-2021/CONSULTATION-VERSION-Publication-merged-with-Appendices.pdf>

<sup>51</sup> Blackpool Local Plan 2012-2027 Publication Policies Map Blackpool Borough, <https://www.Blackpool.gov.uk/Residents/Planning-environment-and-community/Documents/Local-plan-2021/Local-Plan-Publication-Policies-Map-2012-27-Blackpool.pdf>

character and appearance of the local area, and provides sustainable communities. Development will not be permitted that causes unacceptable effects to the environment, including air pollution, or any other adverse local impact on local character or amenity.

### **1.15.2 Ensuring sustainable transport in new developments**

Blackpool has excellent strategic transport links, connecting the town to the Fylde coast and other parts of the North West, as well as good public transport facilities and active travel infrastructure. Therefore, the priority for sustainable transport within new developments is to ensure they are well-connected to the existing transport networks, and provide good access to local services, jobs, and community facilities.

Policy dm41 in the local plan part 2 sets out Blackpool's transport requirements for new development. Blackpool council will work with developers and operators to ensure suitable public transport provision in all new developments, including to connect between developments. New developments must be well-integrated into the existing public transport network, with reliable, high quality, affordable services providing connections between key locations. Design proposals should accommodate bus (and where appropriate, tram) movements and operations, including bus stop siting and supporting on-road parking controls. One example where Blackpool aims to provide sustainable transport links to new developments is the proposed internal link road designed to accommodate a bus route through the Blackpool airport enterprise zone, as outlined in the local plan part 1 (policy cs5) and local plan part 2 (policy dm8). The link road would provide improved public transport accessibility to the enterprise zone to, along with better walking and cycling connectivity. Another area that will be the focus of much development is south Blackpool, which comprises a mixture of developed and undeveloped land on the edge of the urban area close to the Blackpool/Fylde boundary. The local plan part 2 outlines a number of sites in south Blackpool that are opportunities for sustainable development; ensuring sustainable transport links to these new developments will be key in complementing the ongoing inner area regeneration in the town.

Sustainable transport does not only comprise public transport infrastructure; Blackpool will build on its existing active travel infrastructure to ensure new developments are joined up to the walking and cycling networks. The compact urban form of Blackpool, along with its flat topography, lends itself to walking and cycling and it is vital these networks continue throughout new developments. The council will work with developers to prioritise active travel infrastructure in all new developments, connecting between developments where possible. As described in the local plan part 1 (policy cs5), opportunities to promote walking and cycling should be prioritised to reduce congestion and maximise environmental quality. Pedestrian access should be well designed, as outlined in the active travel chapter. New developments' pedestrian networks should connect to the surrounding built and natural environment, providing effective connectivity to community facilities and to public transport to allow for multi-modal journeys. Highway design must facilitate cycling by all potential users, making use of appropriate measures like cycle lanes, low speed limits, and asls. Appropriate covered and secure cycle storage for potential residents, staff and visitors will be required for new developments. Other complementary facilities including lockers, changing rooms, showers and drying rooms should be provided where appropriate (e.g. Commercial developments).

Finally, the council will ensure that developers include EV charging in all new developments, as outlined in the EV strategy. While car ownership in Blackpool is relatively low, and EV ownership is currently very low, new developments provide an opportunity to promote the use of EVs and make use of the latest available technology at the time of construction. As outlined in the local plan part 2 (policy dm41) new development proposals must provide car, cycle, and motorcycle parking in accordance with parking standards, including the provision of EV charging infrastructure – which is being updated to include a requirement for all new build houses to have an EV charge point. Such charging provision should be made both within the properties' curtilage and in public parking areas. In the case of commercial or retail premises, staff and visitors should reasonably expect to be able to re-charge an EV. The provision of new private EV charging infrastructure will complement the increase in public charging infrastructure as set out in the Blackpool EV strategy.

### **1.15.3 Ensuring green infrastructure in new developments**

Blackpool boasts a number of parks and open spaces including Stanley Park (pictured below), jubilee gardens, Kingscote Park, Devonshire road rock gardens, the north Blackpool pond trail, among others. There is also the Marton Mere, which is designated as a site of special scientific interest (sssi) and a local nature reserve (lnr) owing to its ecological attributes. It is important that these green spaces are protected whilst new developments are created, that new developments can easily access our existing parks and have their own green spaces provided within the new developments.

In line with the GBI Strategy and Action Plan, the council will ensure provision of green infrastructure in new developments. New open space and green infrastructure, including areas of public realm, and more formal sports and play provision will need to be fully provided for in all new residential developments, in accordance with the council's approved standards. All developments, residential or commercial, should incorporate new or enhance existing green infrastructure of an appropriate size, type, and standard. Where on-site provision is not possible, financial contributions will be sought to make appropriate provision for open space and green infrastructure.

Image 5: Stanley park playground (image credit: Claire Griffiths)



#### 1.15.4 Guidance for developers to minimise their air quality impacts

The council will directly control air pollution from new developments as per the [national planning policy framework](#) (nppf) and its associated policies. Planning policies should seek opportunities to improve or mitigate impacts on air quality, and the nppf is clear that responsibility for securing a safe development rests with the developer and/or landowner. In accordance with the nppf, development in Blackpool will only be permitted where it can be demonstrated that it will not lead to adverse effects on health, amenity, safety, and the operation of surrounding uses and for occupants or users of the development itself, with reference to a number of types of pollution including dust and air pollution. Applications must be accompanied, where appropriate, by the relevant impact assessments and mitigation proposals, and must not give rise to a deterioration of air quality in our AQMA, or result in the declaration of a new AQMA in Blackpool. In some cases (usually determined using guidance from the Institute of Air Quality Management (IAQM) and Environmental Protection UK (EPUK), an Air Quality Impact Assessment (AQIA) will be required to support development proposals, and where development will result in, or contribute to, a deterioration in air quality, permission for the development will only be granted in certain defined cases.

To help apply the policies within the nppf and ensure all developers are following the same set of guidance, the council will consider the preparation of an air quality supplementary planning document (spd). The spd will adopt a common set of principles/guidance for planning policy with respect to air quality, and ensure these are considered as part of any new development application. The spd would provide guidance on the relevant policies within the local plan in relation to air quality, ensure any required AQIAs are undertaken, and provide guidance on when these are needed, and identify suitable mitigation measures that can be included at the planning stage.

The construction and demolition phase of new development provides different challenges with respect to air pollutant emissions, including construction traffic, construction dust, and odours. The council will also consider preparation of a spd on the control of dust and emissions during construction and demolition. This spd would provide developers with a set of guidance and instructions on how to minimise emissions of dust and other air pollutants during the construction and demolition phase of a development, by applying best available techniques (bat).



## 1.16 Public engagement and communication

Much of the ambition within this Air Quality Strategy relies on behavioural change and encouraging everyone to do their part to reduce air pollutant emissions. However, public awareness about air quality, its importance, and health effects, is often low. It is vital that we successfully communicate the risks of air pollution to those that work, live, and visit Blackpool, so that they have the tools and information that they need to understand how they can reduce their air pollution exposure and protect their health.

Good air quality and fresh sea air is one of the reasons many people travel to the resort, and why it is a wonderful place to live. Our ambition is that our residents and visitors are aware of how their actions may impact air quality, and that we have pride in our clean air and the sustainable lifestyle that helps maintain it.

For a full list of actions on public engagement and communication regarding air quality in Blackpool, please see [appendix 6](#).

## 1.17 What are we doing now?

The council works with our residents, educational establishments, community groups, and public health to encourage sustainable lifestyle habits. However, we know more can be done to frame this engagement in terms of air quality benefits, and the importance of good local air quality. The sections below outline how we will enhance our ongoing engagement and communication within our community and improve the information available about air quality in Blackpool.

## 1.18 What are we doing next?

Our three priority areas to improve public engagement and communication on air quality are to ensure air quality information is informative and accessible, increase engagement with the local community, and promote what actions Blackpool is taking to protect and improve our air quality.

### 1.18.1 Ensuring air quality information is clear, informative, and accessible

The council will aim to implement an overarching air quality communications plan to ensure clear and effective messaging and information to local and national audiences. The air quality communications plan will identify a dedicated communications lead for each of the six themes within this AQS. The communications leads will provide clarity on who should be providing what information, with overall responsibility for coordination of messages sitting with the communications team. The communications plan would also bring together key partners within Blackpool to align messaging – for example on planning, transport, public health, and more. Alongside the communications plan, the Blackpool council website will be better utilised to present air quality information where it currently sits within the 'environmental and community' section. These sections of the website will link to and direct users to other related departments, for example, public health and climate change. The links between these topics (e.g. Air quality, climate change, health) will be highlighted to readers. It's also important that residents of Blackpool and visitors to the resort have clear, separate channels of communication regarding air quality and the actions that can be taken to minimise our air pollution impacts. The council will primarily make use of the visitBlackpool website to promote air quality information for tourists, while residents' guidance will sit within the Blackpool council website.

In order to raise awareness of air quality, information about local air quality needs to be more transparent and accessible. The council will aim to include local air quality information (for example, diffusion tube and/or continuous air quality station measurements) online. Data that is already available will be used to enhance the quality of data, and effectively identify and direct marketing and promotional effort to facilitate effective change – for example to vulnerable groups, or highly-polluting sectors. In the future, it may be possible to present live air quality information in and around the town, for example at bus stops or within the town centre.

To help people understand the impacts of air quality on health, we will clarify and communicate the health messages and advice available. The council will work with the public health department to provide information on the health risks of air pollution, and both indoor and outdoor air quality. We will work with public health and/or the NHS to target vulnerable and inactive patients who are more susceptible to air quality-related health conditions, via a range of their contact routes.

The council aims to carry out one or more air quality sensor studies to better understand the impacts of potential measures to reduce air pollution in specific areas. For example, air quality sensors could be used to measure the impact of pedestrianisation of part of the town centre, or to better understand the impact of the Blackpool illuminations on local air quality. Sensor studies are also a great opportunity to engage with local schools, who could assist with the project and analyse air quality data.

Finally, the council is considering a review of its air quality monitoring locations. We currently monitor air quality at a number of locations, mainly in the town centre and the AQMA. Since these monitoring locations were chosen, the town has changed significantly and so a review of the air quality monitoring locations is appropriate. The review of air quality monitoring locations will result in a monitoring network that reflects current activity and exposure to air pollution in Blackpool, with the monitoring network being expanded if possible.

### **1.18.2 Increase engagement with the local community**

Providing more information on air quality is the first step to raising awareness, and engagement with the local community is vital to ensure that information is heard and absorbed.

The council will engage with schools and youth groups to educate them about air quality and encourage change. Engagement with schools on the topic of the climate emergency is ongoing as per the climate emergency action plan, and the council will continue to promote and support the eco schools initiative, with the aim of 100% of schools in the area achieving an award by 2024. The council is currently working with primary schools in the town to review road safety at all 33 primary schools located in Blackpool, as part of the implementation of the Blackpool community safety plan 2022-2025.<sup>52</sup> Following the reviews, individual proposals will be made for each school; under this AQS, we will support the primary schools in pursuing the recommendations of the road safety review that will help to improve air quality and reduce children's exposure to air pollution. The use of green infrastructure by educational institutions will be encouraged and incorporated into the curriculum, for example through [forest schools](#). The council will explore educational offers, e.g. Science and air quality workshops, citizen science campaigns, and more, to get students involved and learning about air quality from a young age.

The council will also engage with local businesses and their employees to inform them about air quality issues and encourage behavioural change. To help facilitate some of the actions outlined in this Air Quality Strategy, emphasis will be on workplace travel plans, how changes can benefit the business and its employees, and potential incentives (e.g. Business grants). Rail travel will be promoted through workplace travel plans and visitBlackpool will continue to work with train operating companies to promote rail services as a sustainable alternative to car borne tourism. The council will support its bus operator partners' promotion efforts on a network basis, pointing out the links between more sustainable transport modes (e.g. Tram and active travel).

To help encourage people to do their part in reducing pollutant emissions, we will provide dedicated messaging on what local people and visitors can do to help improve air quality. Examples of potential areas for dedicated messaging include:

- Improved information on local public transport options (bus, tram and train), regularly updated and collated in one location, available both online and printed. Information about wider access in and out of Blackpool, concessionary routes, and how mobile apps can be used to plan efficient door to door, short trip and multi-modal travel journeys.
- Development of a council webpage and marketing campaign dedicated to raising awareness about EVs, charging infrastructure, and grant funding.
- Providing topical and user-friendly information on green infrastructure, parks, open spaces and nature conservation sites, and how to get involved in activities and volunteering.
- Guidance about what people can do to improve air quality in their homes (e.g. How cleaning products and candles affect indoor air quality, information about solid fuel burning and how to reduce the need for heating in the home).

The council will promote existing support available to implement lifestyle changes that benefit air quality, and consider the introduction of a programme of behaviour change initiatives to encourage adoption of

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<sup>52</sup> Blackpool Council reviewing road safety for local schoolchildren, News Release, Blackpool Council, February 2023

environmentally-positive lifestyle changes. Examples could include subsidies for home improvements, public transport concessions and offers, and grants to assist in acquiring an EV. The council will continue promote and support existing initiatives, for example those that encourage active travel, such as the 'steps to health' and 'cycle for health' schemes.

### **1.18.3 Promoting what Blackpool is doing to improve air quality**

Promotion of the work being done to positively influence air quality, and sharing experiences with our neighbours and others, will help to ensure the continued success of air quality actions in Blackpool. We will identify opportunities to promote Blackpool's work and air quality approach to sub-regional, regional, and national organisations and partnerships, especially looking to celebrate and promote our successful active travel routes, facilities and experiences, and their health and economic benefits. One ambition is to work with Lancashire county council to refresh the 'cycle Lancashire' brand and website with marketing Lancashire and the Lancashire enterprise partnership, to maximise opportunities for the visitor economy. Alongside this, we will also work with Lancashire county council to develop 'walk Lancashire' as a brand to promote the extensive walking routes available across Lancashire.

We will aim to host regular events to raise awareness and education around air quality, as well as promoting what we are doing in Blackpool to facilitate change. Educational offers, for example science and air quality workshops, will be explored, as well as the use of online and in-person (for example in the town centre) events. With our strong active travel network, there is potential for the town to host and promote national and local events to further raise the profile of active travel, and grow the local cycle and walking tourism market.

The council aims to establish an approach to community involvement in air quality, including theme leads and liaison with community groups and community champions, enabling grass roots action, and positive change. Where possible, we will upskill community groups to allow them to support the cause better. Community-led stewards such as the parks friends groups, beach guardians, and tree wardens are doing incredible work and we will support and encourage them as much as possible. The council also wishes to engage with local cycling and walking groups to inform the design and delivery of cycling and walking infrastructure, and to continue to deliver and promote the existing active travel projects. We will look to collaborate with active travel providers and disability related groups (e.g. Cycling UK, living streets, Sustrans, Disability First and Galloways) to promote our active travel initiatives and hopefully, implement further schemes.

## 1.19 Monitoring and evaluation

Monitoring and evaluating the actions detailed in the Blackpool Air Quality Strategy is essential for tracking performance, to provide stakeholders with transparency about the process, and to inspire trust in the community that the council are committed to improving air quality. It will also evaluate whether the actions are achieving the aims of the Air Quality Strategy and where further improvements are required.

Monitoring and evaluation is a continuous process of data gathering, assessment against objectives, and making changes to allow for improvement. The impacts brought about by our air quality actions will be compared with the original objectives and a baseline, where possible, to assess their performance. If actions are found to be underperforming, changes can be implemented to get the actions back on track.

A combination of air quality monitoring data and secondary data collected for the air quality actions will be used to monitor and evaluate the actions within the Air Quality Strategy. While monitoring air pollution concentrations provides an overview of the local air quality situation, it doesn't provide information on how each action is performing or how the actions are contributing changes in air pollution. Therefore, indirect or secondary indicators will also be used to track the progress of the Air Quality Strategy and its actions. Such data can also be more accessible and relatable when reporting to the public and other stakeholders.

The following provides an overview of the monitoring and evaluation plan for the Air Quality Strategy.

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### Figure 5: Air Quality Strategy monitoring & evaluation plan

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Each of the 6 themes will have annual air quality management reviews and in 5 year a review of the strategy will take place, which considers wider indicators such as energy use, transport numbers.

Themes:

1. Reducing emissions
2. Active travel
3. Domestic heating and burning
4. Green infrastructure
5. New developments
6. Public engagement

The Air Quality Strategy will be reviewed and reported on at regular intervals to keep stakeholders up to date with our progress and any amendments being made. We will publish regular air quality reports to communicate progress on air pollutant concentrations and air quality management progress across the borough:

- Annual monitored air quality concentrations across the borough will be reported in Blackpool's annual status reports which will be published on the Blackpool council website, starting from summer 2023.
- Every five years, progress of actions in the Blackpool Air Quality Strategy will be reviewed. This will determine if actions have been completed, are on track to reach the outcome, or need to be adjusted. Stakeholders will be updated with progress and any changes that are made.

## 1.20 Appendices

Appendix 1 smart actions to reduce emissions from vehicles

Appendix 2 smart actions to encourage active travel

Appendix 3 smart actions to reduce pollutant emissions from domestic heating and burning

Appendix 4 smart actions to increase green infrastructure

Appendix 5 smart actions to reduce the impacts of new developments in Blackpool

Appendix 6 smart actions for public engagement and communication

### 1.20.1 Appendix 1 smart actions to reduce emissions from vehicles

The following provides a complete list of actions to reduce emissions from vehicles in Blackpool. These are designed to be specific, measurable, assignable, realistic and time-related (smart), and have been grouped according to their status: ‘ongoing’, ‘under implementation’ or ‘future ambition’.

Action stage	Action	Description	Implementing department(s)	Related plans / policies	Outcomes
Ongoing	Talbot gateway phase 2 - development of new tram hub & retail element	<ul style="list-style-type: none"> <li>Progress on the £35m Talbot gateway phase 2 continues, with delivery of the second phase due to complete in 2022. This phase includes opening the new tram extension and connecting the tramway with Blackpool north rail station to make the town centre one of the most sustainable locations for new investment and jobs.</li> </ul>	Growth and prosperity	Blackpool local plan part 1: core strategy ; Lancashire County Council highway decarbonisation strategy	Encourages mode shift from private vehicles to public transport. Co-benefits for businesses and the town centre via the new development.
Under implementation	Blackpool transport services electrification / support round two of zebra work	<ul style="list-style-type: none"> <li>Operator partners have plans to transition to electric buses from the next purchase cycle, discussions with vehicle manufacturers having been held.</li> <li>The council and Blackpool transport services have worked together to gain funding under round two of the government's zero emission bus regional areas (zebra) scheme. A fleet of 115 electric buses will be provided, together with a depot rebuild and refurbishment. The first electric buses are scheduled to arrive in autumn 2024, with the project completed in 2025.</li> </ul>	Blackpool transport services	Blackpool's climate emergency action plan; Blackpool transport policy; Blackpool council bus service improvement plan; Lancashire County Council highway decarbonisation strategy	Directly reduces emissions from vehicles (public transport buses) which travel a great distance in and around Blackpool. Purchase of new, higher quality buses may also encourage mode shift from private vehicles to public transport.
Under implementation	Implement an enhanced bus partnership scheme	<ul style="list-style-type: none"> <li>Subject to funding, this scheme will deliver improvements to bus services and infrastructure in Lancashire to encourage a model shift towards sustainable transport and to align with our bus service improvement plan.</li> </ul>	Transport policy	Blackpool transport policy; Blackpool council bus service improvement plan; Blackpool local plan part 1: core strategy	Improvements to bus services and infrastructure in Blackpool will encourage mode shift from private vehicles to public transport.
Under implementation	Optimise Blackpool's traffic network	<ul style="list-style-type: none"> <li>Network management improvements through the optimisation of traffic signals, introduction of road schemes, and consideration of speed limits to reduce pollution from static traffic.</li> <li>Two integrated schemes have been implemented. Variable message signage directs drivers to available car park spaces to minimise parking search trips, increasing visitor dwell time and</li> </ul>	Highway and traffic management	Blackpool's climate emergency action plan; Blackpool Council Local Transport Plan: implementation plan 2018 to 2021;	Network optimisation will reduce road congestion by eliminating identified 'pinch-points'; providing long-term solutions to structural issues; and providing advanced

Action stage	Action	Description	Implementing department(s)	Related plans / policies	Outcomes
		<p>reducing traffic congestion. Bluetooth technology to monitor and manage traffic flows is in use.</p> <ul style="list-style-type: none"> <li>Following the successful implementation of the two integrated traffic management schemes described above, the council will continue to work in alignment with the government's transport technology forum intent upon promoting digital traffic management technology, particularly smart parking guidance.</li> </ul>		Blackpool local plan part 1: core strategy	directional signage on all main routes. An optimised road network also provides co-benefits such as less stressful journeys and makes it easier for public transport services to run on time which may help encourage mode shift from private vehicles to public transport.
Under implementation	Implement bus service improvement plan to encourage use of public transport	<ul style="list-style-type: none"> <li>Subject to funding, investment in bus priority schemes for faster and more reliable bus journeys will be implemented. Bus service frequencies will increase, including evenings &amp; weekends, and route reviews. Buses will have priority within the road network, for example via new bus lanes, as a means to improve punctuality and reliability.</li> <li>Ticketing will be coordinated and simplified; such as a multi-operator ticket to simplify travel experience, and a standardised young person half fare ticketing offer. It is proposed multi-operator tickets are introduced following further discussion and agreement with lcc and operators.</li> <li>Higher specification buses will be included in the bus network to improve the user experience. Investment will focus on provision of zero-emission and low-emission buses.</li> <li>Bus stops will be improved, covering accessibility, real-time passenger information (especially in the town centre), walking access routes, safety.</li> <li>The council will maintain the enhanced bus partnership and liaise with individual operators as appropriate.</li> </ul>	Transport policy	National bus strategy: Lancashire County; Council & Blackburn with Darwen council joint bus service improvement plan; Blackpool council bus service improvement plan; Blackpool local plan part 1: core strategy	Reduces vehicular emissions. Purchase of new, higher quality buses and having a more reliable bus service is likely to encourage mode shift from private vehicles to public transport.
Under implementation	Work with coach operators and developers to provide sufficient, high quality, conveniently located coach passenger	<ul style="list-style-type: none"> <li>Regeneration proposals, especially the leisure quarter development, significantly increase the demand for coach drop-off, pick-up, and layover.</li> <li>High quality passenger facilities and a permanent layover facility, that has adequate space for coaches and good facilities for drivers, are required.</li> <li>Blackpool council will continue to work with coach operators to ensure sufficient infrastructure is available to provide high-quality services.</li> </ul>	transport policy	Blackpool local plan part 1: core strategy	Provision of a high-quality fleet of coaches provides another transport option for those who may wish to no longer own a private vehicle, as well as encouraging visitors to Blackpool to not bring a private vehicle.

Action stage	Action	Description	Implementing department(s)	Related plans / policies	Outcomes
	facilities and coach parking				
Under implementation	Deliver the vision in Blackpool's Electric Vehicle Strategy	<ul style="list-style-type: none"> <li>The Blackpool EV strategy has a vision as follows:                             <ol style="list-style-type: none"> <li>Support and enable delivery of charge points on council owned land.</li> <li>Leverage funding and financing from the public and private sector to maximise charge point delivery.</li> <li>Harness planning influence to ensure that development sites commit to and deliver an adequate number of charge points.</li> <li>Raise awareness about the ev transition and secure buy-in from key stakeholders to support charge point delivery.</li> </ol> </li> </ul>	Strategy and climate	Blackpool's Climate Emergency Action Plan; Blackpool EV Strategy	Directly reduces emissions from vehicles (public transport vehicles).purchase of new, higher quality buses may also encourage mode shift from private vehicles to public transport. Also encourages those with a private vehicle to switch to an ev.
Under implementation	Provision of ev charging infrastructure throughout Blackpool	<ul style="list-style-type: none"> <li>Map and review (annually) the provision of charge points and their usage data, to support a spatial and strategic approach to charge point provision. Continue to update council website pages on parking to show which car parks have EV charging available as more becomes available.</li> <li>Council-owned car parks - the council will continue to engage with charge point operators (CPOS) to explore business models to support charge point roll out at car park sites.</li> <li>On-street parking bays - the council will continue conversations with CPOS to explore installing fast charge points at visible and strategic locations across Blackpool through the leasing business model option.</li> <li>Bus depot - after securing funding from the DfT zebra fund for 115 new buses, Blackpool is now aiming to leverage additional government funding to enable the sharing of grid infrastructure that will support the ultra-rapid charge points for buses. This infrastructure has the potential to provide Blackpool with a significantly sized rapid charging hub site for visitors, commuters and commercial driver's on-the-go.</li> <li>On-street residential parking - Blackpool will consider trialling both conventional on-street residential charging options (e.g. Lamp post chargers) and the emerging on-street home charging solutions (e.g. Gulley solutions) to determine which solutions best meet user needs. Blackpool will engage with residents to identify areas where there is demand for on-street residential</li> </ul>	Strategy and climate	Blackpool EV strategy; Lancashire County Council Highway Decarbonisation Strategy	Provision of ev infrastructure supports the conversion of both the public and private fleet of vehicles to switch to EVs.



Action stage	Action	Description	Implementing department(s)	Related plans / policies	Outcomes
		<p>charging solutions, and which type of on-street residential charging solutions appeal to residents.</p> <ul style="list-style-type: none"> <li>Blackpool will facilitate and monitor privately-funded charge point provision in the town, with a goal of three large-scale privately-funded sites in Blackpool by March 2025.</li> <li>New developments - Blackpool council planning team will work closely with developers and other key stakeholders to ensure that new developments commit to and deliver an adequate number of charge points.</li> </ul>			
Future ambition	Explore incentives for taxi trade to switch to low emission vehicles	<ul style="list-style-type: none"> <li>New development and regeneration projects will be required to provide sufficient taxi ranks in favourable locations.</li> <li>The council will explore incentives for taxi trade to switch to low emission vehicles, for example infrastructure requirements, financial incentives, and trial options. Any appropriate incentives would likely be introduced in the next update to the taxi policy.</li> </ul>	Trading standards and licensing	Blackpool local plan part 1: core strategy Lancashire county council highway decarbonisation strategy	Directly reduces emissions from vehicles (taxis) which travel a great distance in and around Blackpool. Provision of a high-quality fleet of taxis provides another transport option for those who may wish to no longer own a private vehicle.
Future ambition	Support bus operators in switching to low-emission vehicles	<ul style="list-style-type: none"> <li>The council will explore appropriate incentives to support bus operators in switching to low-emission vehicles, in addition to the fleet of 115 electric buses.</li> <li>Explore potential of joint bus and (general public) private vehicle charging infrastructure at the Rigby Road depot.</li> </ul>	Transport policy; strategy and climate	Blackpool council bus service improvement plan Lancashire county council highway decarbonisation strategy	Reduces vehicular emissions purchase of new, higher quality buses may also encourage mode shift from private vehicles to public transport.
Future ambition	Work with businesses and educational establishments to implement travel plans	<ul style="list-style-type: none"> <li>The council will lead by example by preparing its own travel plan.</li> <li>Travel plans will be implemented to improve and encourage more sustainable access (by walking, cycling and public transport, and through car sharing) to workplaces and educational establishments.</li> <li>Review all travel plans at least annually.</li> </ul>	Active Blackpool; transport policy; Strategy and climate	Blackpool local plan part 1: core strategy	Encourages mode shift from private vehicles to public transport, active transport, car sharing, etc. Particularly for commuting.
Future ambition	Explore options to increase ev use amongst	<ul style="list-style-type: none"> <li>The council will lead by example by working to increase EV use amongst staff.</li> </ul>	Strategy and climate	Blackpool's climate emergency action plan	Directly reduces emissions from vehicles (council-owned vehicles)

Action stage	Action	Description	Implementing department(s)	Related plans / policies	Outcomes
	staff, including staff EV carpool and staff lease car offer	<ul style="list-style-type: none"> <li>The council will explore options including a business case for a staff EV carpool, Blackpool council's staff lease car offer, and investigate other support and incentives.</li> </ul>			and staff-owned vehicles). Provision of a high-quality fleet of EVs for use by council staff provides another transport option for those who may wish to no longer own a private vehicle.
Future ambition	Move council fleet away from petrol/diesel towards alternative fuels such as electric	<ul style="list-style-type: none"> <li>Aim to accelerate uptake in vehicle fleets e.g. Council &amp; supplier fleets, taxi fleets, bus &amp; community transport, car club fleets, corporate fleets. For example, transition bridge inspectors to electric vehicles.</li> <li>Rapid development of charging / fuelling infrastructure will be required to support the switch to alternative fuels.</li> <li>Aim to trial and promote new vehicle technology when it arrives on the market</li> </ul>	Integrated transport services; strategy and climate	Lancashire county council highway decarbonisation strategy Lancashire net zero pathways options: main document	Directly reduces emissions from vehicles (council-owned vehicles and staff-owned vehicles).
Future ambition	Masternaut introduction for council fleet	<ul style="list-style-type: none"> <li>Masternaut is a fleet telematics software used in some council vehicles.</li> <li>The latest version of Masternaut influences driver behaviour and can help make vehicle use more economic, thereby reducing fuel use and limiting exhaust pollution.</li> </ul>	Integrated transport services	Lancashire county council highway decarbonisation strategy	Directly reduces emissions from vehicles (council-owned vehicles and staff-owned vehicles).
Future ambition	Produce a comprehensive, long-term parking strategy	<ul style="list-style-type: none"> <li>Address parking capacity issues by providing sufficient, high quality and conveniently located car parks, to support the town centre and resort economy and address wider issues of parking provision across the borough.</li> <li>If significant modal shift from car to train, coach and inter-urban bus for tourist travel is to be achieved, then car parking land might be released for more productive uses. The council will then move to reallocate car parking space following careful consideration, with particular care in the town centre.</li> <li>Review and update of council car parks.</li> <li>Incorporate support for EV parking into the parking strategy, including enforcing the dedicated use of bays for EVs, working alongside the EV strategy.</li> </ul>	Tourism; communications; highways	Blackpool local plan part 1: core strategy; Blackpool EV strategy	Encourages mode shift away from private vehicles to public transport and active travel. Encourages uptake of EVs.
Future ambition	Campaign for government to take measures	<ul style="list-style-type: none"> <li>The council will campaign to encourage the government to take measures to decarbonise and reduce road haulage.</li> </ul>	Strategy and climate	Blackpool's climate emergency action plan;	Reduces emissions from freight vehicles, which

Action stage	Action	Description	Implementing department(s)	Related plans / policies	Outcomes
	to decarbonise and reduce road haulage	<ul style="list-style-type: none"> <li>For example, suitable measures might include provision of rail freight, hgv charging, promotion of zero emission “last mile” deliveries.</li> <li>The council will lead by example by considering use of these initiatives in Blackpool where relevant and feasible.</li> </ul>		Lancashire county council highway decarbonisation strategy	can be highly polluting. Co-benefits for climate.

### 1.20.2 Appendix 2 smart actions to encourage active travel

The following provides a complete list of actions to encourage active travel in Blackpool. These are designed to be specific, measurable, assignable, realistic and time-related (smart), and have been grouped according to their status: ‘ongoing’, ‘under implementation’ or ‘future ambition’.

Action stage	Action	Description	Implementing department(s)	Related plans / policies	Outcomes
Ongoing	Living streets and other walking initiatives	<ul style="list-style-type: none"> <li>3 living streets initiatives in Blackpool - wow – the walk to school challenge for primary schools; next steps for post primary/fe settings; walking works for workplaces.</li> <li>Walk to school initiatives are offered to the majority of Blackpool’s primary schools.</li> <li>The council has worked collaboratively with both Blackpool and the Fylde College and Blackpool Victoria hospital on walking initiatives.</li> </ul>	Active Blackpool	Active lives strategy	Encourage walking to school, work, and other short journeys by creating local communities at schools and workplaces. Increases the safety of walkers. Reduces number of trips made by private vehicle / other polluting vehicles. Co-benefits for physical and mental health.
Ongoing	Cycling uk-funded projects	<ul style="list-style-type: none"> <li>Bikeability, the national standard cycle training programme, will continue to be offered.</li> <li>A cycling development officer was appointed in December 2021.</li> <li>Programmes funded include: community cycling clubs, big bike revival and cycle for health.</li> </ul>	Active Blackpool	Active lives strategy	Give people access to practical skills and opportunities to be able to cycle more often. Reduces number of trips made by private vehicle / other polluting vehicles. Co-benefits for physical and mental health.
Ongoing	Love to ride partnership	<ul style="list-style-type: none"> <li>Love to ride run quarterly events to encourage, incentivise and reward cycling.</li> <li>Active Blackpool have recently started a partnership with love to ride for them to run their initiative locally in Blackpool.</li> </ul>	Active Blackpool	Active lives strategy	Encourage cycling especially for short to medium journeys, by creating an online community. Reduces number of trips made by private vehicle / other polluting vehicles. Co-benefits for physical and mental health.
Ongoing	Wheels4all	<ul style="list-style-type: none"> <li>Wheels4all engage disabled people in cycling activities.</li> </ul>	Active Blackpool	Active lives strategy	Provide cycling equipment to those who need it. Give people access to practical

Action stage	Action	Description	Implementing department(s)	Related plans / policies	Outcomes
		<ul style="list-style-type: none"> <li>Cycling sessions are delivered by active Blackpool to young people and adults all year round.</li> <li>Provides a range of adapted equipment from two wheeled bikes to trikes and quads to wheelchair supporting bikes and hand-cycles.</li> </ul>			skills and opportunities to be able to cycle more often. Reduces number of trips made by private vehicle / other polluting vehicles. Co-benefits for physical and mental health.
Ongoing	Business grants for active travel	<ul style="list-style-type: none"> <li>Bike lockers at leisure centre/ bike storage at ENVECO - ordered an initial 5 velo safe cycle lockers to prevent theft at the leisure centre; received a quote to provide new cycle storage at the local waste management depot.</li> <li>Police funding for 12 e-bikes to reduce the need for motor vehicles on callouts</li> </ul>	Active Blackpool	Active lives strategy	Provide infrastructure for local businesses to make use of active travel options. Reduces number of trips made by private vehicle / other polluting vehicles. Co-benefits for physical and mental health.
Ongoing	Bike mechanic / cycle recycle	<ul style="list-style-type: none"> <li>36 bikes have been donated from active Lancashire and looking to source more bikes from the local waste management centre and a donation point at Palatine leisure centre.</li> <li>Hold sessions where participants on low incomes can come along, fix up a bike with the mechanic, go for a bike ride with an instructor. Participants get to keep the bike at the end of the session.</li> <li>Bike mechanic being recruited will also assist on repairs in other programs including wheels4all and bikeability.</li> </ul>	Active Blackpool	Active lives strategy	Provide cycling equipment & skills to those who need it, giving people opportunity to cycle more often. Reduces number of trips made by private vehicle / other polluting vehicles. Co-benefits for physical and mental health.
Under implementation	Skateboard coaching	<ul style="list-style-type: none"> <li>Team Rubicon deliver skateboarding and scooter coaching sessions in schools.</li> <li>Rolled out initially to eight schools, looking to roll this out to all Blackpool schools.</li> </ul>	Active Blackpool	Active lives strategy	Give young people access to practical skills and opportunities to be able to use active travel methods to get to school. Reduces number of trips made by private vehicle / other polluting vehicles. Co-benefits for physical and mental health.
Under implementation	Identify key pedestrian routes with safe access & prioritise for public realm improvements	<ul style="list-style-type: none"> <li>The quality corridors project has implemented improvements to the public realm on key roads in the town centre, such as Church Street, creating a better environment for walking.</li> <li>Join up the gaps in our existing network and provide crossing points that offer safe, direct, and convenient routes.</li> </ul>	Planning; growth and prosperity; transport policy; highway and traffic management	Blackpool local plan part 1: core strategy Blackpool town centre strategy & action plan	Reduces number of trips made by private vehicle / other polluting vehicles. Co-benefits for physical and mental health.

Action stage	Action	Description	Implementing department(s)	Related plans / policies	Outcomes
		<ul style="list-style-type: none"> <li>Focus our efforts on connecting homes and transport interchanges to key employment sites, education and retail and leisure destinations.</li> </ul>			
Under implementation	Adopt a 'pedestrian first' approach to planning during the town centre realignment	<ul style="list-style-type: none"> <li>Ensure pedestrian routes feel safe to follow and explore, they are well-lit, marked with wayfinding directionals, and a pleasant way to travel into/around the town centre.</li> </ul>	Growth and prosperity; transport policy; highway and traffic management	Blackpool town centre strategy & action plan	Reduces number of trips made by private vehicle / other polluting vehicles. Co-benefits for physical and mental health, as well as safety.
Under implementation	Publish local cycling and walking infrastructure plans (lcwips)	<ul style="list-style-type: none"> <li>The council is working with Lancashire councils to establish cycling and walking plans in line with government policy. Lcwips provide long term plans for our future cycling and walking networks.</li> <li>Publish lcwips online. Provide an interactive map of footpaths and cycle paths within the 'parking, roads and transport' page on the Blackpool council website. Include facilities such as toilets, benches, cycle parking, etc. In the interactive foot/cycle path network map.</li> </ul>	Transport policy; highway and traffic management	Active lives strategy	Ensures the public can be well-informed about walking and cycling infrastructure available to them, making these routes more accessible. Reduces number of trips made by private vehicle / other polluting vehicles. Co-benefits for physical and mental health.
Future ambition	Develop modal shift action plan	<ul style="list-style-type: none"> <li>Develop a modal shift action plan linked to the active lives strategy.</li> <li>The action plan will focus on mode shift away from private vehicles and towards active travel, as well as public transport.</li> </ul>	Active Blackpool	Active lives strategy	Reduces number of trips made by private vehicle / other polluting vehicles.
Future ambition	Bike storage in Blackpool town centre	<ul style="list-style-type: none"> <li>Install more secure cycle storage in Blackpool town centre to prevent bike theft.</li> <li>This will enable the public and people working in town to cycle in and have a secure facility to lock their bike in.</li> </ul>	Active Blackpool	Active lives strategy	Encourage cycling and reduce the number of trips made by private vehicles and other polluting vehicles. Co-benefits for physical and mental health.
Future ambition	Embed active lives strategy-related objectives in local and neighbourhood plans	<ul style="list-style-type: none"> <li>Take account of active lives strategy objectives when considering all proposed local development. Use the strategy to identify common ground and shared priorities with partners.</li> </ul>	Active Blackpool	Active lives strategy	Reduces number of trips made by private vehicle / other polluting vehicles. Co-benefits for physical and mental health.

Action stage	Action	Description	Implementing department(s)	Related plans / policies	Outcomes
		<ul style="list-style-type: none"> <li>Review and 'uprate' the remit, role, status, and structure of active Blackpool, developing it into a more proactive, influential body that agrees policy priorities.</li> </ul>			
Future ambition	Extend introductory 'back to sport' offers to targeted groups	<ul style="list-style-type: none"> <li>For example, to adults who have low income or non-swimmers and who cannot ride a bike.</li> </ul>	Active Blackpool	Active lives strategy	Reduces number of trips made by private vehicle / other polluting vehicles. Co-benefits for physical and mental health.
Future ambition	Consider opportunities to semi- or fully pedestrianise areas	<ul style="list-style-type: none"> <li>Develop pleasant and attractive urban spaces which are not dominated by the motor car. In the town centre there has been a progressive pedestrianisation programme, for example at St John's Square, which has closed many former through routes and some bus routes.</li> <li>Consider pedestrianisation of new areas between 10am-5pm; outside these hours limit to service access &amp; taxis.</li> </ul>	Growth and prosperity; transport policy; highway and traffic management	Blackpool town centre strategy & action plan	Reduces number of trips made by private vehicle / other polluting vehicles. Co-benefits for physical and mental health.
Future ambition	New walking / cycling heritage tours	<ul style="list-style-type: none"> <li>Town centre partners to work together to host tours of heritage assets in town centre. Ensure walking, bike and e-bike tours are offered, whilst remaining accessible.</li> </ul>	Active Blackpool; growth and prosperity	Blackpool town centre strategy & action plan	Reduces number of trips made by polluting vehicles. Co-benefits for businesses as footfall increases.
Future ambition	Improve facilities on the cycle / footpath network such as benches and toilets	<ul style="list-style-type: none"> <li>Look for opportunities to improve facilities and the condition of parks and green spaces within communities (e.g. additional benches, toilets) so that they are suitable for use by the elderly, very young, or disabled.</li> </ul>	Active Blackpool	Active lives strategy Blackpool local plan part 1: core strategy	Reduces number of trips made by private vehicle / other polluting vehicles. Co-benefits for physical and mental health, especially of vulnerable groups / those who need extra support in order to partake in active travel.
Future ambition	Improve the level of provision of multi-user routes	<ul style="list-style-type: none"> <li>Create a high quality, integrated network. Design new highways with suitable provision for cycling and walking.</li> <li>Improve routes and facilities serving transport interchanges and multi-modal journeys.</li> <li>Provide comfortable routes with clear and consistent signage, well signed routes (including for visitors) and appropriate surfacing for all users, such as children, elderly people, disabled, cyclists, horse riders, etc.</li> </ul>	Active Blackpool; highway and traffic management	Blackpool local plan part 1: core strategy	Makes all forms of active travel more accessible. Reduces number of trips made by private vehicle / other polluting vehicles. Co-benefits for physical and mental health. Increases road safety.

Action stage	Action	Description	Implementing department(s)	Related plans / policies	Outcomes
		<ul style="list-style-type: none"> <li>• Ensure provision of advanced stop lines (asls) and other cycle friendly infrastructure, where appropriate.</li> <li>• Provide bike / e-bike / e-scooter hire schemes. The council will support the safe use of powered-two-wheelers by ensuring free parking is provided in the town's car parks.</li> </ul>			
Future ambition	Encourage and support local employers and education establishments to develop active travel plans, workplace promotions and journey planning	<ul style="list-style-type: none"> <li>• Workplaces should provide secure clothing storage, changing/washing facilities and a drying room, as well as cycle parking / storage.</li> <li>• The council will engage with local businesses to encourage this behaviour, with emphasis on how it can benefit the business and its employees, and potential incentives (e.g. Business grants).</li> <li>• The council already have shower and changing facilities in place for staff and will continue to lead by example by implementing these policies across the departments.</li> </ul>	Active Blackpool; strategy and climate	Active lives strategy	Reduces number of trips made by private vehicle / other polluting vehicles, especially for commuting. Reduces congestion. Co-benefits for physical and mental health.

### 1.20.3 Appendix 3 smart actions to reduce pollutant emissions from domestic heating and burning

The following provides a complete list of actions to reduce pollutant emissions from domestic heating and burning in Blackpool. These are designed to be specific, measurable, assignable, realistic and time-related (smart), and have been grouped according to their status: ‘ongoing’, ‘under implementation’ or ‘future ambition’.

Action stage	Action	Description	Implementing department(s)	Related plans / policies	Outcomes
Under implementation	Explore resources needed to enforce epc ratings via Landlord licensing scheme	<ul style="list-style-type: none"> <li>Under the Blackpool climate emergency action plan, the council will explore the resources needed to enforce epc ratings via a landlord licensing scheme.</li> <li>This is set to be addressed via the levelling up funding targeting inner Blackpool, the package of measures which will include a “crackdown on rogue landlords”. The scheme will allow for additional resources for category 1 hazards – those that pose a serious and immediate risk to a person’s health and safety – to be enforced.</li> </ul>	Public protection	Blackpool’s climate emergency action plan	Reduce pollutant emissions from domestic heating and burning by increasing the energy efficiency of homes so that the need for heating is minimised.
Under implementation	Deliver the cosy homes in Lancashire programme	<ul style="list-style-type: none"> <li>The council will continue to help deliver the cosy homes in Lancashire programme to tackle fuel poverty, making sure it contributes all it can to reducing emissions and increasing demand for zero emissions heating.</li> <li>The council also plans to help eligible residents and landlords to make use of the government’s recently announced eco+ scheme, which will run from spring 2023 for three years. The eco+ scheme is aimed at improving the UK’s least energy-efficient homes, supporting households that are in lower council tax band areas and whose homes have an epc rating of d or below.</li> </ul>	Public health/cosy homes in Lancashire	Blackpool’s climate emergency action plan	Reduce pollutant emissions from domestic heating and burning by insulating and increasing the energy efficiency of homes so that the need for heating is minimised.
Future ambition	Develop a bonfire policy	<ul style="list-style-type: none"> <li>The council will consider options for greater restrictions on open burning and bonfires. A bonfire policy could enable residents to make better decisions around when, where, and how to have their bonfires, by providing guidance. It could also inform residents about the human and environmental health impacts of bonfires, and reduce the occurrence of bonfires.</li> <li>The council will also improve the website page on 'household bonfires and smoke nuisance' to educate people on this topic.</li> </ul>	Environmental protection; public protection	n/a	Reduce pollutant emissions from domestic heating and burning by restricting bonfires and open burning in Blackpool.
Future ambition	Develop a solid fuels policy	<ul style="list-style-type: none"> <li>Blackpool council will consider publishing a solid fuel policy, following the air quality (domestic solid fuels standards) (England) regulations which was published in 2020; at a local level.</li> <li>The regulations are to be enforced by local authorities at the point of sale and enable local authorities to inspect suppliers’ goods, make test purchases, inspect documentation, and question</li> </ul>	Environmental protection	n/a	Reduce pollutant emissions from domestic heating and burning by preventing the burning of unauthorised fuels in Blackpool.

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Action stage	Action	Description	Implementing department(s)	Related plans / policies	Outcomes
		<p>suppliers regarding the solid fuels on sale, to prevent the sale of prohibited solid fuels.</p> <ul style="list-style-type: none"> <li>• A domestic solid fuel policy could make enforcement of the regulations easier, and help to ensure that residents are not being sold prohibited, highly-polluting solid fuels.</li> <li>• Any policy will be accompanied by information and education around the topic.</li> </ul>			
Future ambition	Consider classifying Blackpool as a smoke control area	<ul style="list-style-type: none"> <li>• Blackpool council will consider declaring the whole or part of Blackpool to be a smoke control area (sca).</li> </ul>	Environmental protection	n/a	Reduce pollutant emissions from domestic heating and burning by preventing the burning of unauthorised fuels in Blackpool.
Future ambition	Solid fuel burning public information campaign	<ul style="list-style-type: none"> <li>• The council will consider how information and advice on the burning of solid fuels can be incorporated into the website page on 'household bonfires and smoke nuisance' in order to raise awareness on the issue.</li> <li>• Blackpool's priority action to address open burning and indoor air quality is to prepare a solid fuel burning public information campaign. Such a campaign will aim to:                             <ul style="list-style-type: none"> <li>○ Raise awareness on open burning and indoor air quality.</li> <li>○ Describe the issue of burning solid fuels (both inside and outside the home), including the types of fuels that are most problematic and how the way that fuels are burnt can influence emissions.</li> <li>○ Explain how burning these fuels can affect human and environmental health, with a focus on air quality.</li> <li>○ Provide information on how people can reduce their emissions contribution, for example by considering what is being burnt, the weather conditions, ventilation, etc.</li> </ul> </li> </ul>	Environmental protection	N/a	Reduce pollutant emissions from domestic heating and burning by educating the public about the impacts of burning solid fuels on air quality.
Future ambition	Support improved insulation of all housing	<ul style="list-style-type: none"> <li>• Under the Blackpool climate emergency action plan, the council will aim to accelerate delivery of insulation and glazing of all housing, reducing net energy demand.</li> </ul>	Environmental protection	Blackpool's climate emergency action plan	Reduce pollutant emissions from domestic heating and burning by insulating homes so that the need for heating is minimised.

#### 1.20.4 Appendix 4 smart actions to increase green infrastructure

The following provides a complete list of actions to increase green infrastructure in Blackpool. These are designed to be specific, measurable, assignable, realistic and time-related (smart), and have been grouped according to their status: 'ongoing', 'under implementation' or 'future ambition'.

Action stage	Action	Description	Implementing department(s)	Related plans / policies	Outcomes
Ongoing	Schools tree planting scheme	<ul style="list-style-type: none"> <li>The initial projects under the schools tree planting scheme planted trees at two schools, with pupils helping to dig a hole and having a small tree each to plant individually. The council will aim roll out this offer to many more schools during the planting season (October-march).</li> <li>The development of a business plan for the full implementation of the community project to give every child at school a tree to plant is one of the actions within the Green and Blue Infrastructure (GBI) Action Plan, which aims to increase the overall tree canopy in Blackpool to 10%.</li> </ul>	Leisure, parks and catering	Blackpool Green and Blue Infrastructure (GBI) Action Plan;  Active lives strategy	Increases green infrastructure in Blackpool. Engages with students, providing educational opportunities on air quality and climate. Co-benefits for mental health.
Ongoing	Young leaders, sustainable sport programme	<ul style="list-style-type: none"> <li>This programme addresses different primary schools across Blackpool. It focuses on the climate emergency and the implications that it has and suggests practical measures that students can take to lower their emissions, linking to the role that sport can have on reducing emissions.</li> <li>The programme also involves tree planting either on their school grounds or in their closest green space.</li> <li>This programme has delivered one session to date, with the aim of providing at least four more sessions.</li> </ul>	Active Blackpool	Active lives strategy	Increasing green infrastructure in Blackpool. Encouraging use of local green spaces. Engages with students, providing educational opportunities on air quality and climate.
Ongoing	Continue to implement green & blue infrastructure strategy for Blackpool	<ul style="list-style-type: none"> <li>A green infrastructure strategy for Blackpool will be prepared to map green infrastructure, biodiversity and local ecological networks, and to co-ordinate improvements, maintenance and investment in these networks.</li> <li>Blackpool's green and blue infrastructure action plan was published in 2019; the council is working towards implementing the actions within it and updated actions will be complete by December 2023. Many of the actions in the green and blue infrastructure action plan link closely to the AQS.</li> </ul>	Leisure, parks and catering	Blackpool Green and Blue Infrastructure (GBI) Action Plan; Blackpool local plan part 1: core strategy; Greening Blackpool supplementary planning document	Increases green infrastructure in Blackpool. Co-benefits for climate, public realm improvements, and biodiversity.
Under implementation	Implement the tree strategy	<ul style="list-style-type: none"> <li>The tree strategy has the aim of increase the overall tree canopy in Blackpool to 10%, starting with planting of 10,000 trees in the ten-year period 2019 to 2029.</li> <li>The strategy includes reviewing planting locations, encouraging trees on private land, and protecting existing trees and woodland.</li> </ul>	Active Blackpool	Tree strategy 2020-2030; Blackpool Green and Blue Infrastructure (GBI) Action Plan; Council Plan 2019-2024 progress update;	Increases green infrastructure in Blackpool. Co-benefits for climate, public realm improvements, and biodiversity.

Action stage	Action	Description	Implementing department(s)	Related plans / policies	Outcomes
		<ul style="list-style-type: none"> <li>The council also aims to conclude the ERDF-funded grange park tree planting programme.</li> <li>Opportunities for urban greening, particularly within Blackpool's inner areas, will be explored and incorporated where possible.</li> </ul>		Blackpool local plan part 1: core strategy	
Under implementation	Protect and enhance green infrastructure in streetscapes, quality corridors and town centre	<ul style="list-style-type: none"> <li>Protect existing green infrastructure and create new accessible green infrastructure, such as using green infrastructure at gateways and corridors into/around Blackpool (e.g. the green line).</li> </ul>	Leisure, parks and catering	Blackpool Green and Blue Infrastructure (GBI) Action Plan; Greening Blackpool supplementary planning document	Increases green infrastructure in Blackpool. Co-benefits for climate, public realm improvements, and biodiversity.
Under implementation	Incorporate creation of new green infrastructure into the town centre strategy update	<ul style="list-style-type: none"> <li>Public realm improvements in the town centre could include the introduction of trees, planters, living walls, and other vegetation suitable for Blackpool.</li> <li>Within the town centre realignment, the council aims to find opportunities to engineer open space in the town centre, to use greenery to enhance areas and make open space.</li> <li>Improve the desirability and attractiveness of Blackpool, with investment in the town's green infrastructure as a priority, particularly in the inner neighbourhoods and the town centre. Consideration will be given to incorporating green or living roofs or walls into new development, or retro-fitting to existing buildings in cases of change of use developments.</li> </ul>	Leisure, parks and catering	Blackpool town centre strategy & action plan; Blackpool local plan part 2: site allocations and development management policies; Greening Blackpool supplementary planning document	Increases green infrastructure in Blackpool. Co-benefits for climate, public realm improvements, and biodiversity.
Future ambition	Work with neighbouring local authorities to promote links to cross-boundary green infrastructure provision	<ul style="list-style-type: none"> <li>The council is putting green infrastructure at the forefront of development in Blackpool, for example in improvements to the town centre.</li> <li>The council will aim to support its neighbours and exchange ideas to increase green infrastructure across Lancashire.</li> <li>The council is putting green infrastructure at the forefront of development in Blackpool, for example in improvements to the town centre; through our experience in implementing our GBI strategy we can support our neighbours and exchange ideas to increase green infrastructure across Lancashire.</li> </ul>	Leisure, parks and catering; planning	Blackpool Green and Blue Infrastructure (GBI) Action Plan;	Increases green infrastructure in Blackpool and beyond. Co-benefits for climate and biodiversity.
Future ambition	Consider green infrastructure opportunities for reduction of	<ul style="list-style-type: none"> <li>The council will explore opportunities to use green infrastructure to reduce residual pollutant emissions. For example, restoration and planting broad-leaved woodland can help to reduce background concentrations of pollutants.</li> </ul>	Leisure, parks and catering; strategy and climate	Lancashire net zero pathways options	Increases green infrastructure in Blackpool. Co-benefits for climate and biodiversity.

Action stage	Action	Description	Implementing department(s)	Related plans / policies	Outcomes
	residual emissions				

### 1.20.5 Appendix 5 smart actions to reduce the impacts of new developments in Blackpool

The following provides a complete list of actions to reduce the impacts of new developments in Blackpool. These are designed to be specific, measurable, assignable, realistic and time-related (smart), and have been grouped according to their status: ‘ongoing’, ‘under implementation’ or ‘future ambition’.

Action stage	Action	Description	Implementing department(s)	Related plans / policies	Outcomes
Ongoing	Support preparation and implementation of highways and transport masterplans across Lancashire	<ul style="list-style-type: none"> <li>In order to determine its transport planning and investment priorities, Lancashire county council produced a set of five highways and transport masterplans to cover all 12 districts of Lancashire, as well as the two unitary authorities of Blackpool and Blackburn with Darwen.</li> <li>The masterplans help to make the case for multi-million-pound investments in the transport infrastructure needed to support future housing and business development.</li> </ul>	Transport policy	Blackpool council local transport plan: implementation plan 2018 to 2021	Reduce the air pollution impacts of new developments by planning suitable transport infrastructure to support sustainable, low-emission transport.
Under implementation	Ensure provision of green infrastructure in new developments	<ul style="list-style-type: none"> <li>All developments should incorporate new or enhance existing green infrastructure of an appropriate size, type and standard. Where on-site provision is not possible, financial contributions will be sought to make appropriate provision for open space and green infrastructure. New open space and green infrastructure, including areas of public realm, and more formal sports and play provision will need to be fully provided for in all new residential development in accordance with the council’s approved standards.</li> </ul>	Leisure, parks and catering; planning; growth and prosperity	Blackpool Green and Blue Infrastructure (GBI) Action Plan; Blackpool local plan part 1: core strategy Blackpool local plan part 2: site allocations and development management policies Greening Blackpool supplementary planning document	Reduce the air pollution impacts of new developments by ensuring that green infrastructure is included in all new developments, and no existing green infrastructure is lost as a result of new developments.

Action stage	Action	Description	Implementing department(s)	Related plans / policies	Outcomes
Under implementation	Ensure high quality of design and sustainability in new developments	<ul style="list-style-type: none"> <li>The council will ensure high quality of design in new developments, to minimise their environmental impact and provide sustainable communities.</li> </ul>	Planning; growth and prosperity	Blackpool local plan part 1: core strategy	Reduce the air pollution impacts of new developments by ensuring developments are of high quality, minimal impact, and sustainable.
Under implementation	Work with developers to influence locations for new development, aiming to reduce the need to travel and ensure adequate accessibility	<ul style="list-style-type: none"> <li>The council will identify opportunities to influence provision in new developments, with the aim of siting development in locations that are easily accessible by sustainable modes of transport. Any new structures on the transport network will take into account the needs of multi users, manage congestion, and minimise air pollution emissions and future carbon emissions.</li> </ul>	Planning; growth and prosperity	Blackpool local plan part 2: site allocations and development management policies	Reduce the air pollution impacts of new developments by influencing their location so as to minimise the need for travel, and where travel is required, provide sustainable transport options.
Under implementation	Work with developers and operators to ensure suitable public transport provision and active travel infrastructure in all new developments	<ul style="list-style-type: none"> <li>The council will work with developers and operators to ensure that suitable public transport is provided for all new developments, including to connect between developments.</li> <li>Design proposals should accommodate bus (and where appropriate tram) movements and operations including bus stop siting and supporting on-road parking control.</li> <li>Pedestrian access should be well designed to ensure that footways and crossing-points are safe, particularly for use by children and those with mobility impairments. New developments' pedestrian networks should connect to the surrounding built and natural environment, providing effective connectivity to public transport and other community facilities.</li> <li>Highway design should facilitate cycling by all potential users. This will mean in appropriate cases the provision of specific cycling facilities, or a speed limiting highway design. Such designs must be integrated with the surrounding road network, which should be improved if necessary, providing easy cycling to and from the site. Appropriate provision for secure cycle storage and facilities within buildings for potential residents, staff and visitors will be required.</li> </ul>	Planning; transport policy; growth and prosperity	Blackpool local plan part 1: core strategy Blackpool local plan part 2: site allocations and development management policies	Reduce the air pollution impacts of new developments by providing suitable infrastructure for encouraging mode shift from private vehicles to public transport, and by providing suitable infrastructure for encouraging mode shift from private vehicles to active travel, and making this accessible for everyone.
Under implementation	Work with developers to ensure electric	<ul style="list-style-type: none"> <li>New development proposals must ensure that car, cycle and motorcycle parking is provided in accordance with parking standards, including the provision of EV charging</li> </ul>	Strategy and climate; planning;	Blackpool local plan part 2: site allocations and	Reduce the air pollution impacts of new developments by providing

Action stage	Action	Description	Implementing department(s)	Related plans / policies	Outcomes
	vehicle charging is included in all new developments	<p>infrastructure. To promote the use of EVs, appropriate infrastructure should be accommodated in new development using the latest technology. Such charging provision should be made both within the properties' curtilage and in public parking areas. In the case of housing, all units must be fitted with the infrastructure to facilitate the charging of EVs. In the case of commercial or retail premises, staff and visitors should reasonably expect to be able to re-charge an EV.</p> <ul style="list-style-type: none"> <li>While this is already a requirement for new developments, Blackpool will look at increasing the percentage of EV charging required as part of a new development.</li> </ul>	transport policy; growth and prosperity	development management policies Blackpool ev strategy	suitable infrastructure for encouraging the switch to electric vehicles.
Under implementation	Direct control of air pollution from new developments	<ul style="list-style-type: none"> <li>The council will directly control air pollution from new developments as per the nppf. Development will only be permitted where it can be demonstrated that the development will not lead to adverse effects on health, amenity, safety and the operation of surrounding uses and for occupants or users of the development itself, with reference to noise, vibration, odour, light, dust, other pollution or nuisance.</li> <li>Applications will be required to be accompanied, where appropriate by relevant impact assessments and mitigation proposals, and will not give rise to a deterioration of air quality in our AQMA or result in the declaration of a new AQMA. Where appropriate, an air quality impact assessment will be required to support development proposals, and where development will result in, or contribute to, a deterioration in air quality, permission will only be granted where any such harm caused is significantly and demonstrably outweighed by other planning considerations and appropriate mitigation measures are provided to minimise any such harm.</li> </ul>	Development management; environmental protection	Blackpool local plan part 2: site allocations and development management policies	Reduce the air pollution impacts of new developments by enforcing obligations under the nppf so that any new developments seek opportunities to improve or mitigate impacts on air quality, and undertake the required air quality impact assessments.
Future ambition	Preparation of a supplementary planning document on control of dust and emissions during construction and demolition	<ul style="list-style-type: none"> <li>The council will consider preparation of a supplementary planning document (spd) on control of dust and emissions during construction and demolition.</li> <li>This spd would provide developers with a set of guidance and instructions on how to minimise emissions of dust and other air pollutants during the construction and demolition phase of a development, by applying best available techniques (bat).</li> </ul>	Development management; environmental protection		Reduce the air pollution impacts of new developments by ensuring developers have a set of guidance and rules to follow during the construction period, to make use of bat and minimise their impact on air quality.

Action stage	Action	Description	Implementing department(s)	Related plans / policies	Outcomes
Future ambition	Preparation of an air quality supplementary planning document	<ul style="list-style-type: none"> <li>The council will consider preparation of an air quality spd. The spd would adopt a common set of principles/guidance for planning policy with respect to air quality, and ensure these are considered as part of any new development application.</li> <li>The spd would also ensure any required air quality impact assessments are undertaken and provide guidance on when these are needed.</li> </ul>	Development management; development control; environmental protection		Reduce the air pollution impacts of new developments by ensuring developers have a set of guidance and rules to follow during the planning and construction of new developments (pulling together all policies on reducing the impacts of new developments).

### 1.20.6 Appendix 6 smart actions for public engagement and communication

The following provides a complete list of actions relating to public engagement and communication on air quality issues in Blackpool. These are designed to be specific, measurable, assignable, realistic and time-related (smart), and have been grouped according to their status: ‘ongoing’, ‘under implementation’ or ‘future ambition’.

Ongoing	Install community air quality champions	<ul style="list-style-type: none"> <li>The council has installed community air quality champions, who are volunteers that engage with members of the local community to help in raising awareness of local air quality issues, and encourage others and assist in the reduction of local air pollution.</li> </ul>	communications; environmental protection	n/a	Engage with the public through local volunteers with a passion for air quality. Increase interest in local air quality and educate residents so they feel well-informed.
Ongoing	Provide dedicated messaging on what local people can do to help improve air quality	<ul style="list-style-type: none"> <li>Highlight existing information available, for example on bus and tram information via the Blackpool transport application, and information centre on Market Street.</li> <li>Improve information about local bus services, regularly updated and available both online and printed. Improve information on wider access in and out of Blackpool, concessions, and highlight how mobile apps can be used to plan efficient door to door, short trip, and multi-modal travel journeys.</li> <li>Develop a council webpage and marketing campaign dedicated to raising awareness about EVs, charging infrastructure, and grant funding.</li> <li>Provide topical and user-friendly information on green infrastructure, parks, open spaces and nature conservation sites, and how to get involved in activities and volunteering.</li> <li>Provide information online about what people can do to improve air quality in the home (e.g. How cleaning products and candles affect indoor air quality, information about solid fuel burning and how to reduce the need for heating in the home).</li> </ul>	Communications; environmental protection	Blackpool ev strategy	Engage with the public by providing clear, thorough and aligned messaging on ways that people can make a difference. Increase interest in local air quality and educate residents so they feel well-informed.
Ongoing	Engagement with schools / youth groups	<ul style="list-style-type: none"> <li>The council will engage with schools, youth groups, etc. To educate them about air quality and encourage change.</li> <li>The council will promote and support the eco schools initiative, with the aim of 100% of schools in the area achieving an award by 2024.</li> <li>The use of green infrastructure by educational institutions will be encouraged and incorporated into the curriculum e.g. through forest schools.</li> </ul>	Strategy and climate; environmental protection		Increase interest in local air quality and educate residents (in particular, young people) so they feel well-informed. Interest is also likely to pass up to parents/guardians.



		<ul style="list-style-type: none"> <li>The council will explore educational offers, e.g. Science and air quality workshops, citizen science campaigns, and more.</li> <li>The council will work with local school/college/university students to produce large scale public art for any air quality campaigns.</li> </ul>			
Ongoing	Engagement with local businesses	<ul style="list-style-type: none"> <li>The council will engage with local businesses and their employees to inform them about air quality issues and encourage behavioural change. Emphasis will be on workplace travel plans, how changes can benefit the business and its employees, and potential incentives (e.g. Business grants).</li> <li>Rail travel will be promoted through workplace travel plans and visitBlackpool will continue to work with train operating companies to promote rail services as a sustainable alternative to car borne tourism.</li> <li>The council will support its bus operator partners' promotion efforts on a network basis, pointing out the links between more sustainable transports modes (e.g. Tram and active travel).</li> </ul>	Communications; environmental protection	Blackpool council local transport plan: implementation plan 2018 to 2021	Increase interest in local air quality and educate residents (particularly, those who work in Blackpool), so they feel well-informed.
Under implementation	Clarify and communicate the health messages and advice available	<ul style="list-style-type: none"> <li>The council will work with the public health department to provide information on the health risks of air pollution, and both indoor and outdoor air quality.</li> <li>The council will work with public health/the NHS to target vulnerable and inactive patients, via a range of their contact routes.</li> </ul>	Public health; communications; environmental protection		Engage with the public by providing clear, thorough and aligned messaging on the health aspects of air quality, in a way that is accessible to all. This will allow residents to feel well-informed and amend their choices / behaviour to reduce personal exposure to air pollution.
Under implementation	Engage with community groups on air quality	<ul style="list-style-type: none"> <li>The council aims to establish an approach to community involvement in air quality, including theme leads and liaison with community groups and community champions, enabling grass roots action, and positive change. Where possible, the council will upskill community groups to allow them to support the cause better.</li> <li>Encouraging and supporting parks friends groups, beach guardians, tree wardens and other community led environmental stewards.</li> <li>Engaging with local cycling and walking groups to inform the design and delivery of cycling and walking infrastructure and to deliver and promote cycle training courses.</li> </ul>	Engagement manager; environmental protection; strategy and climate		Engage with the public through existing community groups. Increase interest in local air quality and support community groups.

		<ul style="list-style-type: none"> <li>Collaborate with active travel providers and disability related groups e.g. Cycling UK, Living Streets, Sustrans, Disability First and Galloways to promote active travel initiatives.</li> </ul>			
Future ambition	Help primary schools to pursue road safety review recommendations relating to air quality	<ul style="list-style-type: none"> <li>The council is currently working with primary schools in the town to review road safety at all primary schools located in Blackpool, as part of the Blackpool community safety plan 2022-2025.</li> <li>Under this AQS, we will support the primary schools in pursuing the recommendations of the road safety review that will help to improve air quality and reduce children's exposure to air pollution.</li> </ul>	Communications; environmental protection		Increase interest in local air quality and educate residents (in particular, young people) so they feel well-informed. Interest is also likely to pass up to parents/guardians. Co-benefits for road safety.
Future ambition	Develop an air quality communications plan	<ul style="list-style-type: none"> <li>The council will implement an overarching air quality communications plan to ensure clear and effective messages and information to local and national audiences. The plan will bring together key partners within Blackpool to align messaging - for example on planning, transport, public health, and more.</li> <li>The air quality communications plan will include identification of a dedicated communications lead for each of the six themes within this AQS. The communications leads will provide clarity on who should be providing what information, with overall responsibility for coordination of messages sitting with the communications team.</li> <li>The air quality information on the Blackpool council website will be expanded within the 'environmental and community' section). These sections of the website will link to and direct users to other related departments, for example, public health and climate change, as well as operators' websites and applications (giving access to journey planning and fare information). The links between these topics (e.g. Air quality, climate change, health) will be highlighted to readers.</li> <li>The council will ensure clear, separate channels of communication for residents and tourists. The council will make use of the visitBlackpool website to promote air quality information for tourists.</li> </ul>	Communications; strategy and climate; environmental protection	Blackpool council local transport plan: implementation plan 2018 to 2021	Engage with the public by providing clear, thorough and aligned messaging across all aspects of air quality, in a way that is accessible to all. Increase interest in local air quality and educate residents so they feel well-informed.
Future ambition	Make information about local air quality more transparent and accessible	<ul style="list-style-type: none"> <li>The council will provide more local air quality information to the public, so they can feel well-informed about air quality in their area.</li> <li>The council will aim to include local air quality information (e.g. Diffusion tube or continuous air quality station measurements)</li> </ul>	Environmental protection	n/a	Engage with the public by providing local data on air quality, in a way that is accessible to all. Increase interest in local air quality and

		<p>within the 'transparency and open data' section of the Blackpool council website, and/or within the air quality section of the website.</p> <ul style="list-style-type: none"> <li>• Data that is already available will be used to enhance the quality of data and effectively identify and direct marketing and promotional effort to facilitate effective change - for example to vulnerable groups, or highly-polluting sectors.</li> <li>• In the future, it may be possible to present live air quality information in and around the town, for example at bus stops or within the town centre.</li> </ul>			educate residents so they feel well-informed.
Future ambition	Sensor study	<ul style="list-style-type: none"> <li>• The council aims to carry out more or more sensor studies to better understand the impacts of potential measures to reduce air pollution in specific areas.</li> <li>• For example, air quality sensors could be used to measure the impact of pedestrianisation of part of the town centre, or to better understand the impact of the Blackpool illuminations on local air quality.</li> <li>• Sensor studies are also a great opportunity to engage with local schools, who could assist with the project and analyse air quality data.</li> </ul>	Environmental protection	n/a	Help monitor and evaluate potential air quality actions. Increase interest in local air quality and educate residents so they feel well-informed - e.g. Schools.
Future ambition	Review of air quality monitoring locations	<ul style="list-style-type: none"> <li>• The council currently monitors air quality at a number of locations, mainly in the town centre and the air quality management area. Since these monitoring locations were chosen, the town has changed significantly and so a review of the air quality monitoring locations is appropriate.</li> <li>• The review of air quality monitoring locations will result in a monitoring network that reflects current activity and exposure to air pollution in Blackpool, with the monitoring network being expanded if possible.</li> </ul>	Environmental protection	n/a	Reviewing the monitoring locations will provide a representative, useful picture of local air quality in Blackpool. Promotion of air quality monitoring locations may increase interest in local air quality and making data available online can educate residents, so they feel well-informed.
Future ambition	Identify opportunities to promote Blackpool's work and approach to sub-regional, regional and national	<ul style="list-style-type: none"> <li>• Blackpool council will celebrate and promote successful active travel routes, facilities and experiences, and their health and economic benefits.</li> <li>• Work with Lancashire county council to refresh the 'cycle Lancashire' brand and website with marketing Lancashire and the Lancashire enterprise partnership, to maximise opportunities for the visitor economy.</li> </ul>	Public health; communications; environmental protection	n/a	Engage with the public locally and regionally, by showing that Blackpool is leading by example in air quality action. Increase interest in local air quality.

	organisations and partnerships	<ul style="list-style-type: none"> <li>Work with Lancashire county council to develop 'walk Lancashire' as a brand to promote the extensive walking routes available in Lancashire.</li> </ul>			
Future ambition	Introduce programme of behaviour change initiatives	<ul style="list-style-type: none"> <li>The council aims to introduce a programme of behaviour change initiatives to encourage adoption of environmentally-positive lifestyle changes, e.g. Subsidies for home improvements, public transport concessions and offers, grants to assist in acquiring an EV, etc.</li> <li>The council will promote and support existing initiatives, for example those that encourage active travel, such as the 'steps to health' and 'cycle for health' schemes.</li> </ul>	Strategy and climate; communications	Blackpool ev strategy	Increase interest in local air quality by demonstrating what benefits and support is available to those who wish to make lifestyle changes. Educate residents so they feel well-informed.
Future ambition	Host regular events to raise awareness and education around air quality	<ul style="list-style-type: none"> <li>The council aims to host regular events to raise awareness and education around air quality. Educational offers, for example science and air quality workshops, will be explored, as well as the use of online and in-person (for example in the town centre) events.</li> <li>Blackpool has a strong active travel network, so there is potential for the town to host and promote national and local events to further raise the profile of active travel, and grow the local cycle and walking tourism market.</li> </ul>	Communications; strategy and climate; Public health; Environmental protection	n/a	Engage with the public through promotional and educational events to increase interest in local air quality and educate residents so they feel well-informed.

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# Blackpool Council



## 2023 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

October 2023

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## Executive Summary: Air Quality in Our Area

### Air Quality in Blackpool

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, the elderly, and those with existing 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 areas<sup>1,2</sup>.

The mortality burden of air pollution within the UK is equivalent to 29,000 to 43,000 deaths at typical ages<sup>3</sup>, with a total estimated healthcare cost to the NHS and social care of £157 million in 2017<sup>4</sup>.

Blackpool Council works with a partners including Public Health, Environment Agency and Blackpool Transport to improve local air quality.

There is one Air Quality Management Area within the Borough of Blackpool which expands across Blackpool Town Centre. This was declared in 2005 due to the exceedance in the annual mean nitrogen dioxide (NO<sub>2</sub>) concentration above the national air quality objective. Details of the AQMA declaration can be found on the UK AIR website: [Blackpool AQMA Details](#).

NO<sub>2</sub> concentrations are measured primarily within and around the Blackpool AQMA, and the monitoring data between 2018-2022 shows that NO<sub>2</sub> concentrations are in compliance with the NO<sub>2</sub> national air quality objective of 40 µg/m<sup>3</sup>. In 2022, the highest recorded NO<sub>2</sub> concentration recording across Blackpool Council's monitoring network was at DF14 (6 Grosvenor Street) with a value of 21.7 µg/m<sup>3</sup>, and there were no measured exceedances of the annual mean NO<sub>2</sub> objective.

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<sup>1</sup> Public Health England. Air Quality: A Briefing for Directors of Public Health, 2017

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

<sup>3</sup> Defra. Air quality appraisal: damage cost guidance, January 2023

<sup>4</sup> Public Health England. Estimation of costs to the NHS and social care due to the health impacts of air pollution: summary report, May 2018

Although no exceedances were monitored between 2018-2022, DF5 (located at the former Talbot Road Bus Station) measured the annual mean NO<sub>2</sub> concentration to be a value of 39 µg/m<sup>3</sup> in 2018, which is within 10% of the annual mean NO<sub>2</sub> objective. The LAQM Technical Guidance (LAQM.TG22 Section 3.53 – 3.65)<sup>5</sup> states that the revocation of an AQMA can be considered following three consecutive years of annual mean concentrations being lower than 36 µg/m<sup>3</sup> (i.e. within 10% of the annual mean NO<sub>2</sub> objective). Monitoring at this site has been temporarily suspended since 2020 due to ongoing construction works and will be reinstated once the construction site hoarding has been removed. Three full years of monitoring data at this site (2024-2026) will provide evidence as to whether the Blackpool AQMA can be revoked.

Monitoring data from the diffusion tube monitoring sites within the Blackpool Council area show a downward trend in NO<sub>2</sub> concentrations between 2018-2022. In general, NO<sub>2</sub> concentrations in 2022 are slightly increased compared to 2021 and 2020, but monitoring data from 2020 and 2021 do not represent standard years due to the COVID-19 pandemic and associated lockdowns. The monitoring data in 2022 shows a reduction in NO<sub>2</sub> concentrations from the year 2019 and the year 2022 at all monitoring sites. This is reflective of national trends.

At the time of writing, Blackpool Council conducted a public consultation in Summer 2023 on the Blackpool Air Quality Strategy (AQS) and the Air Quality Action Plan (AQAP) 2023-2028.

## 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.

The Environmental Improvement Plan<sup>6</sup> sets out actions that will drive continued improvements to air quality and to meet the new national interim and long-term PM<sub>2.5</sub> targets. The National Air Quality Strategy, due to be published in 2023, will provide more information on local authorities' responsibilities to work towards these new targets and

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<sup>5</sup> Defra. Local Air Quality Management Technical Guidance (TG22), August 2022

<sup>6</sup> Defra. Environmental Improvement Plan 2023, January 2023

reduce PM<sub>2.5</sub> in their areas. The Road to Zero<sup>7</sup> details the approach to reduce exhaust emissions from road transport through a number of mechanisms; this is extremely important given that the majority of Air Quality Management Areas (AQMAs) are designated due to elevated concentrations heavily influenced by transport emissions.

Two key areas of ongoing action in Blackpool are:

- There are many ongoing active travel projects in Blackpool such as Walk to School / Walk to Work, and The Big Bike Revival. Such projects encourage residents and visitors to travel in and around Blackpool on foot or by bicycle. [Active Blackpool](#) and [Active Lancashire](#), as well as other partner organisations, play a big role in implementing these projects.

**Image 1. A bicycle fixing event held as part of Big Bike Revival.**



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<sup>7</sup> DfT. The Road to Zero: Next steps towards cleaner road transport and delivering our Industrial Strategy, July 2018

**Image 2. Example of a guided bicycle ride.**



- The council has recently worked with the Lancashire Enterprise Partnership to implement the Town Centre Quality Corridors scheme, which has delivered improvements to the town centre public realm. The Town Centre Strategy and Action Plan, which was updated in 2022, also aims to adopt a 'pedestrian first' approach to planning. This will encourage residents and visitors to travel in to and around the Town Centre on foot, instead of by car.

**Image 3. Town centre public realm improvements made to Edward Street (left) and Church Street (right).**



## Conclusions and Priorities

There is currently one AQMA in place within Blackpool Council that extends across Blackpool Town Centre. Monitoring data from 2022 shows that there were no exceedances of the annual mean NO<sub>2</sub> objectives at the monitoring site locations in Blackpool Council. In 2022, the highest recorded NO<sub>2</sub> concentration recording across Blackpool Council's monitoring network was 21.7 µg/m<sup>3</sup>.

Monitoring data between 2018-2022 shows that NO<sub>2</sub> concentrations have generally reduced. In general, NO<sub>2</sub> concentrations in 2022 are slightly increased compared to 2021 and 2020, reflective of national trends due to the COVID-19 pandemic and associated lockdowns. However, the monitoring data in 2022 shows a reduction in NO<sub>2</sub> concentrations from 2019 to 2022 at all monitoring sites.

Although no exceedances were monitored between 2018-2022, DF5 (the former Talbot Road Bus Station), measured the annual mean NO<sub>2</sub> concentration to be a value of 39 µg/m<sup>3</sup> in 2018, which is within 10% of the annual mean NO<sub>2</sub> objective. The LAQM Technical

Guidance (LAQM.TG22 Section 3.53 – 3.65)<sup>5</sup> states that the revocation of an AQMA can be considered following three consecutive years of annual mean concentrations being lower than  $36 \mu\text{g}/\text{m}^3$  (i.e. within 10% of the annual mean  $\text{NO}_2$  objective). Monitoring at this site has been temporarily suspended since 2020 due to ongoing construction works and will be reinstated once the construction site hoarding has been removed. Three full years of monitoring data at this site (2024-2026) will provide evidence as to whether the Blackpool AQMA can be revoked.

To improve air quality, Blackpool Council are committed to implementing and reviewing the actions in Blackpool Air Quality Strategy and Blackpool Air Quality Action Plan 2023-2028. This will be done by cross-collaboration between the Environmental Protection and the Strategy and Climate teams.

## Local Engagement and How to get Involved

Everyone can contribute to improving the air we breathe by making simple changes to we carry out our daily activities. Below are some changes that members of the public in Blackpool Council could make to their daily routine to reduce air pollutant emissions and to improve their exposure to poor air quality.

### Road vehicles

- Switch your engine off when you are parked or waiting in traffic for long periods of time.
- Switch to public transport alternatives as often as possible. Blackpool's bus fleet is newly upgraded with smart new technology, and there is free Wi-Fi on buses and trams.
- If you are buying a new vehicle, switch to a less polluting option such as a hybrid or electric vehicle.
- Be conscious of your fuel-efficiency whilst driving, by accelerating gently and maintaining a steady speed.

### Active transport

- Travel via less busy roads where air pollution is concentrated.
- If possible, travel before rush hour before air pollution builds up, or after rush hour when it is less congested.
- As much as possible, leave your car at home and switch to public transport, cycling, or walking.

- Walk on the inside of the pavement which is further away from polluting sources.
- Check air pollution forecasts in your area to know when air quality is poor
- For tourists, the [Visit Blackpool](#) website encourages exploration of Blackpool via active travel options, providing information on getting around Blackpool by foot,<sup>8</sup> and by bicycle,<sup>9</sup> including eBike hire.<sup>10</sup>

### Indoor air quality

- Ensure that fuel-burning appliances are efficient, well-maintained, and frequently serviced.
- Open your windows for ventilation when you are cooking, cleaning, or smoking inside your home.
- Burn less fuel in your home by insulating your home or turning your thermostat down.
- Reduce wood-burning in your home and garden, and ensure that your stove is Defra-approved, and your wood is well-seasoned.

The following table provides a list of useful resources which can be used to gain further information on air quality, climate change and active travel.

**Table 1.1: Useful resources on air quality, climate change, and active travel.**

Tool / resource	Description	Link
Blackpool Council Air Quality Management	Information on Blackpool Council's Local Air Quality Management Activities	<a href="https://www.blackpool.gov.uk/Residents/Planning-environment-and-community/Environmental/Air-quality-management.aspx">https://www.blackpool.gov.uk/Residents/Planning-environment-and-community/Environmental/Air-quality-management.aspx</a>
JSNA Blackpool	Information on air quality and associated health impacts in Blackpool	<a href="https://www.blackpooljsna.org.uk/People-and-Places/Wider-determinants-of-health/Air-Quality.aspx">https://www.blackpooljsna.org.uk/People-and-Places/Wider-determinants-of-health/Air-Quality.aspx</a>
NICE Indoor Air Quality Guidance	Guidance on the importance of good air quality in people's homes and how to achieve this	<a href="https://www.nice.org.uk/guidance/ng149">https://www.nice.org.uk/guidance/ng149</a>

<sup>8</sup> Getting Around Blackpool: By Foot, Visit Blackpool, <https://www.visitblackpool.com/plan-your-trip/getting-around/by-foot/>

<sup>9</sup> Getting Around Blackpool: By Bicycle, Visit Blackpool, <https://www.visitblackpool.com/plan-your-trip/getting-around/by-bike/>

<sup>10</sup> Blackpool eBike Hire, <https://www.blackpoolebikehire.com/>

Tool / resource	Description	Link
Defra Air Pollution Forecast	Defra's air pollution forecast tool provides the latest outlook for air quality across the UK	<a href="https://uk-air.defra.gov.uk/forecasting/">https://uk-air.defra.gov.uk/forecasting/</a>
Public Health England	Information about the health impacts of air pollution	<a href="https://www.gov.uk/Government/publications/health-matters-air-pollution/health-matters-air-pollution">https://www.gov.uk/Government/publications/health-matters-air-pollution/health-matters-air-pollution</a>
The Carbon Trust	Organisations such as The Carbon Trust help business and the public sector cut emissions	<a href="https://www.carbontrust.com/">https://www.carbontrust.com/</a>
Visit Blackpool	Guidance on getting around Blackpool on foot, by bicycle, and using public transport	<a href="https://www.visitblackpool.com/">https://www.visitblackpool.com/</a>
Bicycle and e-bicycle hire	Information on hiring bikes in Blackpool	<a href="https://www.blackpoolebikehire.com/">https://www.blackpoolebikehire.com/</a>
Sustrans	Provides information on the National Cycle Network and resources to help with taking up cycling	<a href="https://www.sustrans.org.uk/national-cycle-network">https://www.sustrans.org.uk/national-cycle-network</a>
Cosy Homes in Lancashire	Provides information on the Cosy Homes in Lancashire scheme, including how to apply and what's available in your area	<a href="https://www.chil.uk.com/">https://www.chil.uk.com/</a>
Household bonfires and smoke nuisance	Provides information on household bonfires and how to report them as a nuisance	<a href="https://www.blackpool.gov.uk/Residents/Planning-environment-and-community/Environmental/Household-bonfires-and-smoke-nuisance.aspx">https://www.blackpool.gov.uk/Residents/Planning-environment-and-community/Environmental/Household-bonfires-and-smoke-nuisance.aspx</a>

## Local Responsibilities and Commitment

This ASR was prepared by Ricardo for Blackpool Council.

If you have any comments on this ASR please send them to [climate@blackpool.gov.uk](mailto:climate@blackpool.gov.uk)



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# 1 Local Air Quality Management

This report provides an overview of air quality in the Borough of Blackpool during 2022. 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 Blackpool 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 AQMAs declared by Blackpool Council can be found in Table 2.1. The table presents a description of the AQMA that is currently designated within Blackpool Council. Appendix D: Map(s) of Monitoring Locations and AQMAs provides maps of the AQMA and also the air quality monitoring locations in relation to the AQMA. The air quality objectives pertinent to the current AQMA designation are as follows:

- NO<sub>2</sub> annual mean.

Although no exceedances were monitored between 2018-2022, DF5 (Talbot Road Bus Station, located at the former site of the bus station), measured the annual mean NO<sub>2</sub> concentration to be a value of 39 µg/m<sup>3</sup> in 2018, which is within 10% of the annual mean NO<sub>2</sub> objective. The LAQM Technical Guidance (LAQM.TG22 Section 3.53 – 3.65)<sup>5</sup> states that the revocation of an AQMA can be considered following three consecutive years of annual mean concentrations being lower than 36 µg/m<sup>3</sup> (i.e. within 10% of the annual mean NO<sub>2</sub> objective). Monitoring at this site has been temporarily suspended since 2020 due to ongoing construction works and will be reinstated once the construction site hoarding has been removed. Three full years of monitoring data at this site (2024-2026) will provide evidence as to whether the Blackpool AQMA can be revoked.

**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
Blackpool AQMA	01/07/2005	NO <sub>2</sub> Annual Mean	Located on school grounds next to playing fields with some nearby residential properties.	NO	>40 µg/m <sup>3</sup>	21.7 µg/m <sup>3</sup>	Five years	Visit the AQAP for Blackpool AQMA	Visit the AQAP for Blackpool AQMA

Blackpool Council confirm the information on UK-Air regarding their AQMA(s) is up to date.

Blackpool Council confirm that all current AQAPs have been submitted to Defra.

Nb. Blackpool Council are in the process of finalising the draft AQAP at the time of publishing the ASR.

## 2.2 Progress and Impact of Measures to address Air Quality in Blackpool Council

Blackpool Council has recently delivered a number of measures to improve air quality including:

The Blackpool Tramway Extension Scheme – Phase 2 of the Talbot Gateway, connects the tramway to Blackpool North railway station from the promenade, improving public transport links to Blackpool's seafront hotels and attractions, particularly the Pleasure Beach, and making commuting easier for residents, workers, and visitors. The tramway extension provides a valuable light rail complement to the bus network and can help reduce congestion and parking pressures on the town centre. Updates on the progress of the Talbot Gateway can be found on the Blackpool Council website.<sup>11</sup>

Two integrated traffic management schemes have been delivered. Variable message signage is now directing drivers to the car park spaces that are available, reducing the need to search multiple car parks for spaces and saving drivers time and fuel, whilst reducing congestion. State-of-the-art traffic guidance and queue management systems have also been installed. Both schemes reduce congestion and idling, thereby reducing exhaust emissions of air pollutants.

[Active Blackpool](#) and [Active Lancashire](#) play a big role in supporting physical activity in Blackpool, including by partnering with other organisations on some of the many ongoing active travel projects in Blackpool such as Walk to School / Walk to Work, and The Big Bike Revival.

Cosy Homes in Lancashire was developed by the 14 Local Authorities in Lancashire following a comprehensive energy efficiency study commissioned by Blackpool Public Health. The Cosy Homes in Lancashire team are currently based in Public Health at Blackpool Council and during 2021/22 and 2022/23 Cosy Homes helped 2,400 households to access the Green Home Grant.

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<sup>11</sup> Talbot Gateway, <https://www.blackpool.gov.uk/Your-Council/Creating-a-better-Blackpool/Talbot-Gateway.aspx>

Under the [Climate Emergency Action Plan](#), a number of actions to improve the energy efficiency of homes in our town are being undertaken, in order to reduce carbon emissions; these actions will also have benefits for air pollution as the need for heating is reduced.

[Blackpool's EV Strategy](#) underwent consultation during October to December 2022<sup>12</sup> and was subsequently approved in February 2023.<sup>13</sup> The EV Strategy sets out the vision for provision of adequate EV charging infrastructure throughout Blackpool over the Strategy's forecast period, to 2027.

The [Local Plan Part 2: Site allocations and development management policies](#) has been adopted and the proactive management of developments from the beginning of the planning process is outlined in many of its policies. This includes requirements to ensure suitable public transport provision and active travel networks in all new developments, including to connect between developments, and provision of EV charging infrastructure in all new developments.

Blackpool Council's priorities for the coming year are:

- Improving air quality in the AQMA and providing evidence to demonstrate this, so that the AQMA can be revoked in the future.
- Improving air quality monitoring and communications, to ensure our residents and visitors are informed about local air quality.
- Reducing particulate matter (PM<sub>2.5</sub>) emissions.

Blackpool Council worked to implement these measures in partnership with the following stakeholders during 2022:

- Lancashire County Council
- Fylde Council
- Blackpool Transport Services
- Cosy Homes in Lancashire

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<sup>12</sup> Electric Vehicle (EV) Strategy 2022-2027 Consultation: Summary Report, Blackpool Council, December 2022, <https://democracy.blackpool.gov.uk/documents/s79397/Appendix%2010c%20-%20EV%20consultation%20report%20final.pdf>

<sup>13</sup> Decision Number EX14/2023, Electric Vehicle Charging Strategy, 6 February 2023, <https://democracy.blackpool.gov.uk/documents/s79847/EX14%20Electric%20Vehicle%20Strategy.pdf>

The principal challenges and barriers to implementation that Blackpool Council anticipates facing include future disruption or delays that block full data collection across the AQMA sites. Progress on has been slower than expected due to data collection temporary suspension whilst regeneration works are taking place in the AQMA.

However, Blackpool Council anticipates that the measures stated above and those included in the upcoming Blackpool AQAP 2023-2028 will achieve continued compliance in Blackpool AQMA, so that monitoring data over the next few years (2024-2027) can provide sufficient evidence to revoke the AQMA.

## **2.3 PM<sub>2.5</sub> – Local Authority Approach to Reducing Emissions and/or Concentrations**

As detailed in Policy Guidance LAQM.PG22 (Chapter 8), local authorities are expected to work towards reducing emissions and/or concentrations of PM<sub>2.5</sub> (particulate matter with an aerodynamic diameter of 2.5 µm or less). There is clear evidence that PM<sub>2.5</sub> has a significant impact on human health, including premature mortality, allergic reactions, and cardiovascular diseases.

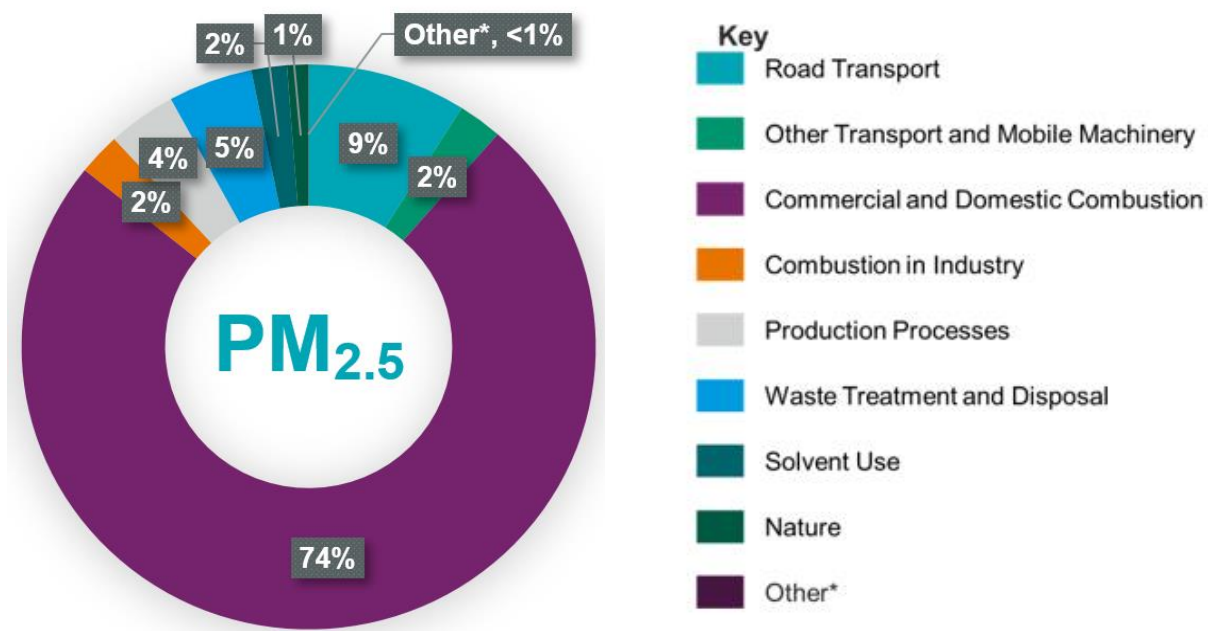
Blackpool Council has one automatic monitoring station which measures annual mean PM<sub>2.5</sub> concentration. Blackpool Marton monitoring site is an urban background site located on school grounds next to playing fields with some nearby residential properties. The annual mean PM<sub>2.5</sub> concentration was measured at a value of 7.9 µg/m<sup>3</sup> in 2022.

Source apportionment of PM<sub>2.5</sub> emissions within Blackpool from the National Atmospheric Emissions Inventory data<sup>14</sup> show that the largest source of PM<sub>2.5</sub> is emitted from commercial and domestic combustion from gas, oil, and coal, forming around three-quarter of emissions of PM<sub>2.5</sub> (Figure 2.1). Emissions from domestic combustion are often from appliances that burn carbon-containing fuels, such as some boilers, heaters, fires or wood burners, stoves, and ovens. Road transport is also an important source, forming 9% of PM<sub>2.5</sub> emissions.

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<sup>14</sup> National Atmospheric Emissions Inventory, Emissions Maps 2020. <https://naei.beis.gov.uk/data/map-uk-das>



**Figure 2.1 – Primary emissions sources within Blackpool for PM<sub>2.5</sub>**

(\* Other relates to emissions from agriculture, forestry and land use change, and combustion in energy production and transformation.

Sourced from the 2020 National Atmospheric Emissions Inventory data<sup>14</sup>.

Blackpool Council has reviewed the fraction of mortality attributable to particulate air pollution (indicator D01) as published by Public Health England<sup>15</sup>. The fraction of mortality attributable to particulate air pollution in Blackpool in 2021 (the most recent year of data) was 5.9%. This is slightly higher than the regional and national averages of 5.3% and 5.5%, respectively.

Blackpool Council is taking the following measures to address PM<sub>2.5</sub>, particularly in the domestic sector.

**Reduce the need for heating by increasing energy efficiency of homes to reduce pollutant emissions from domestic heating and burning.**

- As set out in the Climate Emergency Action Plan, Blackpool Council are exploring resources needed to enforce EPC ratings via landlord licensing scheme. This is set to be addressed via the Levelling Up funding targeting inner Blackpool, the package of measures which will include a “crackdown on rogue landlords”. The scheme will allow for additional resources for Category 1 Hazards – those that pose a serious and immediate risk to a person's health and safety – to be enforced.

<sup>15</sup> Office for Health Improvement and Disparities, Public Health Outcomes Framework, May 2023

- Blackpool Council will continue to help deliver the Cosy Homes In Lancashire programme to tackle fuel poverty, making sure it contributes all it can to reducing emissions and increasing demand for zero emissions heating. The Council also plans to help eligible residents and landlords to make use of the Government's recently announced ECO+ Scheme, which will run from Spring 2023 for three years. The ECO+ Scheme is aimed at improving the UK's least energy-efficient homes, supporting households that are in lower Council Tax band areas and whose homes have an EPC rating of D or below.
- Under the Blackpool Climate Emergency Action Plan, the Council will also aim to accelerate delivery of insulation and glazing of all housing, reducing net energy demand.

**Reduce pollutant emissions from domestic heating and burning by discouraging bonfires and open burning in Blackpool.**

- Blackpool Council will develop a Bonfire Policy to inform residents about the human and environmental health impacts of bonfires. The focus of this policy will be on education around the issues and impacts, rather than an outright ban. This will enable residents to make better decisions around when, where, and how to have their bonfires, and potentially reduce the occurrence of bonfires.
- Blackpool Council will highlight Defra's Solid Fuel Burning Campaign (Burn Better) which aims to:
  - Raise awareness on open burning and indoor air quality.
  - Describe the issue of burning solid fuels (both inside and outside the home), including the types of fuels that are most problematic and how the way that fuels are burnt can influence emissions.
  - Explain how burning these fuels can affect human and environmental health, with a focus on air quality.
  - Provide information on how people can reduce their emissions contribution, for example by considering what is being burnt, the weather conditions, ventilation, etc.
- The Council will also consider how information and advice on the burning of solid fuels can be incorporated into the website page on 'Household bonfires and smoke nuisance' to raise awareness on the issue.

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

This section sets out the monitoring undertaken within 2022 by Blackpool Council and how it compares with the relevant air quality objectives. In addition, monitoring results are presented for a five-year period between 2018 and 2022 to allow monitoring trends to be identified and discussed.

### 3.1 Summary of Monitoring Undertaken

#### 3.1.1 Automatic Monitoring Sites

Bureau Veritas operated automatic (continuous) monitoring at one site in Blackpool Council during 2022. Table A.1 in Appendix A shows the details of the automatic monitoring site. The automatic monitoring results for Blackpool Council are available through the UK-Air website: [https://uk-air.defra.gov.uk/data/flat\\_files?site\\_id=BLC2](https://uk-air.defra.gov.uk/data/flat_files?site_id=BLC2).

Maps showing the location of the monitoring sites are provided in Appendix D. Further details on how the monitors are calibrated and how the data has been adjusted are included in Appendix C.

#### 3.1.2 Non-Automatic Monitoring Sites

Blackpool Council undertook non- automatic (i.e. passive) monitoring of NO<sub>2</sub> at 19 sites during 2022. Table A.2 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<sub>2</sub>)

Table A.3 and Table A.4 in Appendix A compare the ratified and adjusted monitored NO<sub>2</sub> annual mean concentrations for the past five years with the air quality objective of 40 µg/m<sup>3</sup>. 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 2022 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.

Table A.5 in Appendix A compares the ratified continuous monitored NO<sub>2</sub> hourly mean concentrations for the past five years with the air quality objective of 200 µg/m<sup>3</sup>, not to be exceeded more than 18 times per year.

Between 2018-2022, there were no measured exceedances on the annual mean NO<sub>2</sub> air quality objective of 40 µg/m<sup>3</sup>. There were also no measured instances of NO<sub>2</sub> 1-Hour mean being above 200 µg/m<sup>3</sup> between 2018-2022.

Monitoring data from the diffusion tube monitoring sites within the Blackpool Council area show a downward trend in NO<sub>2</sub> concentrations between 2018-2022. In general, NO<sub>2</sub> concentrations in 2022 are slightly increased compared to 2021 and 2020, but monitoring data from 2020 and 2021 do not represent standard years due to the COVID-19 pandemic and associated lockdowns and reduced traffic congestion. The monitoring data in 2022 shows a reduction in NO<sub>2</sub> concentrations from the year 2019 and the year 2022 at all monitoring sites, which is reflective of national trends.

Although no exceedances were monitored between 2018-2022, DF5 (located at the former Talbot Road Bus Station) measured the annual mean NO<sub>2</sub> concentration to be a value of 39 µg/m<sup>3</sup> in 2018, which is within 10% of the annual mean NO<sub>2</sub> objective. The LAQM Technical Guidance (LAQM.TG22 Section 3.53 – 3.65)<sup>16</sup> states that the revocation of an AQMA can be considered following three consecutive years of annual mean concentrations being lower than 36 µg/m<sup>3</sup> (i.e. within 10% of the annual mean NO<sub>2</sub> objective). Monitoring at this site has been temporarily suspended since 2020 due to ongoing construction works and will be

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<sup>16</sup> Defra. Local Air Quality Management Technical Guidance (TG22), August 2022

reinstated once the construction site hoarding has been removed. Three full years of monitoring data at this site (2024-2026) will provide evidence as to whether the Blackpool AQMA can be revoked.

The council intends to review the locations of the monitoring stations and to increase the number of diffusion tubes and AURNs across Blackpool. This will provide a better representative of real-time data, and we will be able to extend the monitoring of air pollution more widely across residential areas in Blackpool.

### **3.2.2 Particulate Matter (PM<sub>10</sub>)**

Table A.6 in Appendix A: Monitoring Results compares the ratified and adjusted monitored PM<sub>10</sub> annual mean concentrations for the past five years with the air quality objective of 40µg/m<sup>3</sup>. This was carried out by Bureau Veritas who operates the AURN site in Blackpool Council

Table A.7 in Appendix A compares the ratified continuous monitored PM<sub>10</sub> daily mean concentrations for the past five years with the air quality objective of 50 µg/m<sup>3</sup>, not to be exceeded more than 35 times per year.

PM<sub>10</sub> was measured between 2019-2022 at one automatic monitoring site in Blackpool Council. Blackpool Marton monitoring site is an urban background site located on school grounds next to playing fields with some nearby residential properties, just under 3 km from Blackpool Town Centre. There were no exceedances of the annual mean and 24-Hour objectives.

The annual mean PM<sub>10</sub> concentration was measured at a value of 13.6 µg/m<sup>3</sup> in 2022, and there were four occasions where PM<sub>10</sub> 24-Hour mean concentrations was above 50 µg/m<sup>3</sup> in 2022, which is well below the national air quality objective. There is no significant trend in the monitored annual mean and 24-Hour PM<sub>10</sub> concentration between 2019-2022.

### **3.2.3 Particulate Matter (PM<sub>2.5</sub>)**

Table A.8 in Appendix A presents the ratified and adjusted monitored PM<sub>2.5</sub> annual mean concentrations for the past five years. This was carried out by Bureau Veritas who operates the AURN site in Blackpool Council.

Blackpool Council has one automatic monitoring station which measures annual mean PM<sub>2.5</sub> concentration. Blackpool Marton monitoring site is an urban background site located on school grounds next to playing fields with some nearby residential properties. The annual

mean PM<sub>2.5</sub> concentration was measured at a value of 7.9 µg/m<sup>3</sup> in 2022, and there were no monitored exceedances. The 2022 annual mean shows a slight increase from the years 2020 (8.2 µg/m<sup>3</sup>) and 2021 (7.3 µg/m<sup>3</sup>) but shows a reduction from the year 2019 (9.2 µg/m<sup>3</sup>).

The recently published Environmental Targets (Fine Particulate Matter) (England) Regulations 2023<sup>17</sup> requires the annual average PM<sub>2.5</sub> concentration to not exceed 10 µg/m<sup>3</sup> at any monitoring station in England by the end of 2040. The monitoring data over the past five years at Blackpool Marton monitoring site suggests that Blackpool Council are on track to achieve this target.

### 3.2.4 Sulphur Dioxide (SO<sub>2</sub>)

SO<sub>2</sub> was not monitored in 2022.

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<sup>17</sup> Defra, 2023, Particulate matter (PM10/PM2.5) <https://www.gov.uk/government/statistics/air-quality-statistics/concentrations-of-particulate-matter-pm10-and-pm25>

## Appendix A: Monitoring Results

Table A.1 – Details of Automatic Monitoring Sites

Site ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	In AQMA? Which AQMA?	Monitoring Technique	Distance to Relevant Exposure (m) <sup>(1)</sup>	Distance to kerb of nearest road (m) <sup>(2)</sup>	Inlet Height (m)
UKA00488	Blackpool Marton AURN	Urban Background	333768	434759	NO <sub>2</sub> , PM <sub>10</sub> , PM <sub>2.5</sub> , O <sub>3</sub> , NO, NO <sub>x</sub> as NO <sub>2</sub>	No	Chemiluminescence	40	40	2.9

**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 – 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) <sup>(1)</sup>	Distance of kerb to nearest road (m) <sup>(2)</sup>	Tube Co-located with a Continuous Analyser?	Tube Height (m)
DF1	92 Topping Street	Kerbside	331007	436283	NO <sub>2</sub>	Yes - Blackpool AQMA	2.0	0.9	No	2.7
DF2	58 Abingdon Street	Kerbside	330810	436432	NO <sub>2</sub>	Yes - Blackpool AQMA	16.0	3.1	No	2.9
DF3	15 Talbot Road	Roadside	330755	436431	NO <sub>2</sub>	Yes - Blackpool AQMA	11.0	1.0	No	2.7
DF4	Flashmans/Taboo Talbot Road	Roadside	330872	436494	NO <sub>2</sub>	Yes - Blackpool AQMA	2.3	1.1	No	2.6
DF5	Talbot Road Bus Station	Roadside	330968	436550	NO <sub>2</sub>	Yes - Blackpool AQMA	48.0	1.5	No	2.6
DF6	46 Dickson Road	Roadside	330812	436688	NO <sub>2</sub>	Yes - Blackpool AQMA	4.3	2.2	No	2.4
DF7	89 Dickson Road	Roadside	330700	436965	NO <sub>2</sub>	Yes - Blackpool AQMA	2.8	2.4	No	2.7
DF8	Regent Court (Promenade)	Roadside	330639	436703	NO <sub>2</sub>	No	11.0	0.8	No	2.7
DF9	Springfield (Promenade)	Kerbside	330647	436593	NO <sub>2</sub>	No	2.8	1.1	No	2.7
DF10	Springfield Rd Market	Roadside	330680	436584	NO <sub>2</sub>	No	14.0	1.0	No	2.9
DF11	The Mitre	Urban background	330630	436268	NO <sub>2</sub>	No	-	6.7	No	2.3
DF12	52 Springfield Road	Roadside	330915	436693	NO <sub>2</sub>	Yes - Blackpool AQMA	3.2	2.1	No	2.1



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) <sup>(1)</sup>	Distance to kerb of nearest road (m) <sup>(2)</sup>	Tube located with a Continuous Analyser?	Co-located with a Continuous Analyser?	Tube Height (m)
DF13	11 Lord Street	Kerbside	330879	436719	NO <sub>2</sub>	No	9.6	0.8	No		2.6
DF14	6 Grosvenor Street	Roadside	331287	436342	NO <sub>2</sub>	Yes - Blackpool AQMA	4.2	1.8	No		2.6
DF15	220 Church Street	Roadside	331300	436276	NO <sub>2</sub>	Yes - Blackpool AQMA	-	2.3	No		2.4
DF16	48 Cookson Street	Roadside	331162	436355	NO <sub>2</sub>	Yes - Blackpool AQMA	0.8	3.9	No		2.6
DF17	29 Lakeway	Roadside	332890	436849	NO <sub>2</sub>	No	6.0	1.1	No		2.1
DF18	306 Talbot Road	Roadside	331328	436963	NO <sub>2</sub>	No	18.6	3.6	No		2.4
DF19	Oxford Square	Roadside	332482	434614	NO <sub>2</sub>	No	-	1.3	No		2.9
DF20	AURN 1	Urban background	333771	434764	NO <sub>2</sub>	No	17.8	N/A	Yes		2.1
DF21	AURN 2	Urban background	333767	434758	NO <sub>2</sub>	No	19.3	N/A	Yes		2.1
DF22	AURN 3	Urban background	333775	434758	NO <sub>2</sub>	No	23.5	N/A	Yes		2.1

**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.3 – Annual Mean NO<sub>2</sub> Monitoring Results: Automatic Monitoring (µg/m<sup>3</sup>)**

Site ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) <sup>(1)</sup>	Valid Data Capture 2022 (%) <sup>(2)</sup>	2018	2019	2020	2021	2022
UKA00488	333768	434759	Urban Background	99	99	12.5	12.2	9.2	10.1	9.8

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

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

**Notes:**

The annual mean concentrations are presented as µg/m<sup>3</sup>.

Exceedances of the NO<sub>2</sub> annual mean objective of 40µg/m<sup>3</sup> are shown in **bold**.

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%).

**Table A.4 – Annual Mean NO<sub>2</sub> Monitoring Results: Non-Automatic Monitoring (µg/m<sup>3</sup>)**

Diffusion Tube ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Period (%) <sup>(1)</sup>	Valid Data Capture 2022 (%) <sup>(2)</sup>	2018	2019	2020	2021	2022
DF1	331007	436283	Kerbside	100	34.6	25.8	18.9	-	-	17.6
DF2	330810	436432	Kerbside	92	90.4	27.0	26.9	14.5	15.9	19.2
DF3	330755	436431	Roadside	-	-	-	-	-	-	-
DF4	330872	436494	Roadside	-	-	-	-	-	-	-
DF5	330968	436550	Roadside	-	-	39.0	33.0	19.9	-	-
DF6	330812	436688	Roadside	92	90.4	26.0	24.5	16.7	19.1	20.3
DF7	330700	436965	Roadside	92	90.4	20.1	19.1	14.0	15.1	16.6
DF8	330639	436703	Roadside	50	50.0	23.1	19.4	14.2	15.8	14.9
DF9	330647	436593	Kerbside	50	50.0	24.8	21.1	14.6	15.8	16.9
DF10	330680	436584	Roadside	92	90.4	28.4	23.0	13.7	13.2	16.1
DF11	330630	436268	Urban background	92	90.4	25.1	22.2	15.1	16.3	18.4
DF12	330915	436693	Roadside	92	90.4	24.2	23.5	16.6	16.5	16.1
DF13	330879	436719	Kerbside	92	90.4	-	-	-	-	16.2
DF14	331287	436342	Roadside	92	90.4	28.0	27.2	18.7	20.6	21.7
DF15	331300	436276	Roadside	100	100.0	27.6	25.3	18.2	19.3	19.7
DF16	331162	436355	Roadside	100	100.0	24.3	22.2	15.1	16.8	17.5
DF17	332890	436849	Roadside	91	84.6	15.6	14.7	10.3	10.6	11.1
DF18	331328	436963	Roadside	92	90.4	22.6	22.8	16.2	17.2	18.3
DF19	332482	434614	Roadside	92	90.4	28.5	25.8	21.4	23.5	21.6
DF20	333771	434764	Urban background	100	100.0	13.2	14.2	10.5	12.1	13.3
DF21	333767	434758	Urban background	100	100.0	14.0	14.9	10.6	11.2	12.7
DF22	333775	434758	Urban background	92	90.4	14.9	14.4	10.0	12.7	13.6

☒ 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<sup>3</sup>.

Exceedances of the NO<sub>2</sub> annual mean objective of 40µg/m<sup>3</sup> are shown in **bold**.

NO<sub>2</sub> annual means exceeding 60µg/m<sup>3</sup>, indicating a potential exceedance of the NO<sub>2</sub> 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<sub>2</sub> Concentrations

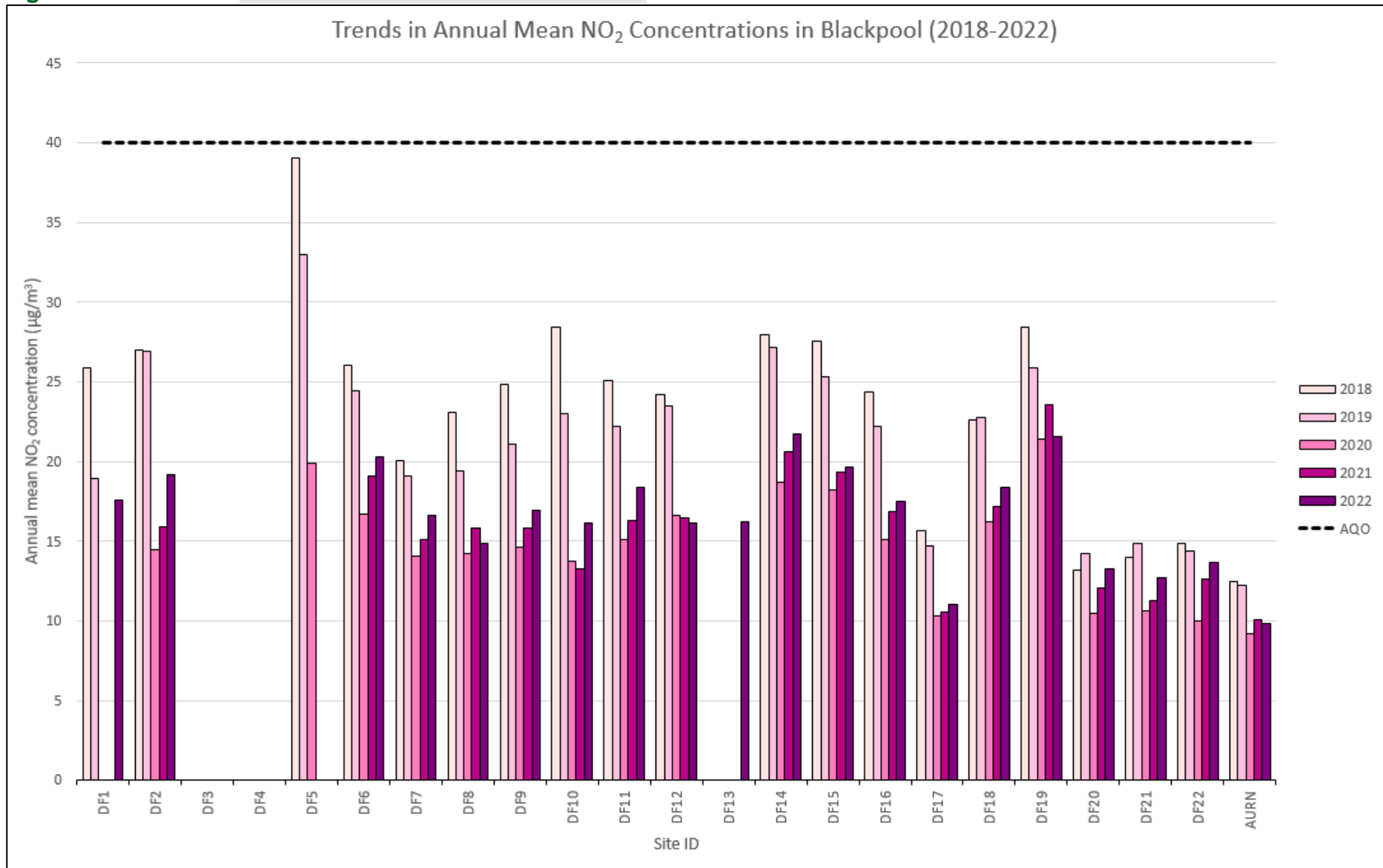
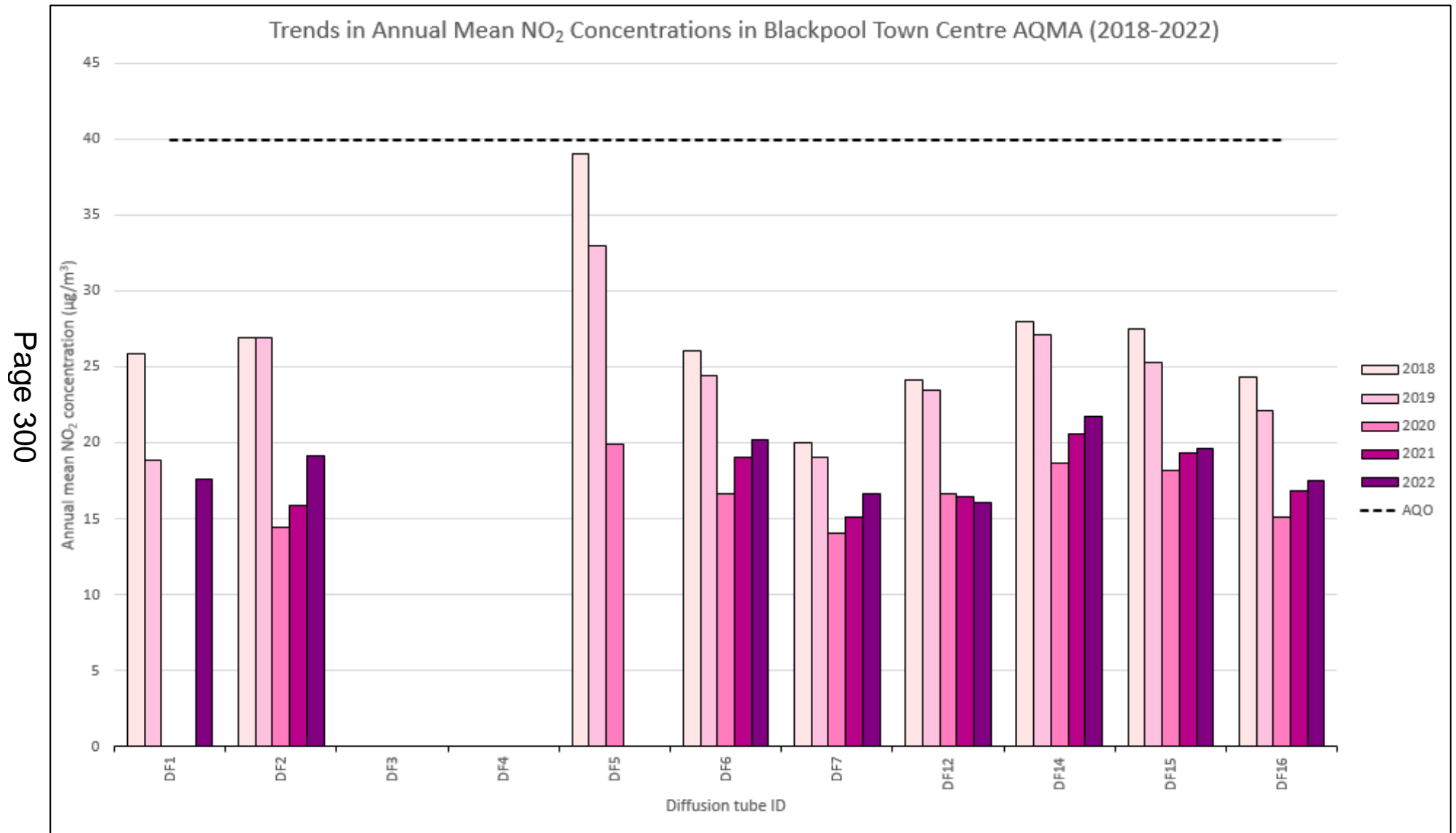


Figure A. 2 – Trends in Annual Mean NO<sub>2</sub> Concentrations in Blackpool Town Centre AQMA



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**Table A.5 – 1-Hour Mean NO<sub>2</sub> Monitoring Results, Number of 1-Hour Means > 200µg/m<sup>3</sup>**

Site ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) <sup>(1)</sup>	Valid Data Capture (%) <sup>(2)</sup>	2018	2019	2020	2021	2022
UKA00488	333768	434759	Urban Background	99	99	0	0	0	0	0

**Notes:**

Results are presented as the number of 1-hour periods where concentrations greater than 200µg/m<sup>3</sup> have been recorded.

Exceedances of the NO<sub>2</sub> 1-hour mean objective (200µg/m<sup>3</sup> not to be exceeded more than 18 times/year) are shown in **bold**.

If the period of valid data is less than 85%, the 99.8th percentile of 1-hour means is provided in brackets.

(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%).

**Table A.6 – Annual Mean PM<sub>10</sub> Monitoring Results (µg/m<sup>3</sup>)**

Site ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) <sup>(1)</sup>	Valid Data Capture (%) <sup>(2)</sup>	2018	2019	2020	2021	2022
UKA00488	333768	434759	Urban Background	99	99	-	13.4	14.8	12.2	13.6

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

**Notes:**

The annual mean concentrations are presented as µg/m<sup>3</sup>.

Exceedances of the PM<sub>10</sub> annual mean objective of 40µg/m<sup>3</sup> are shown in **bold**.

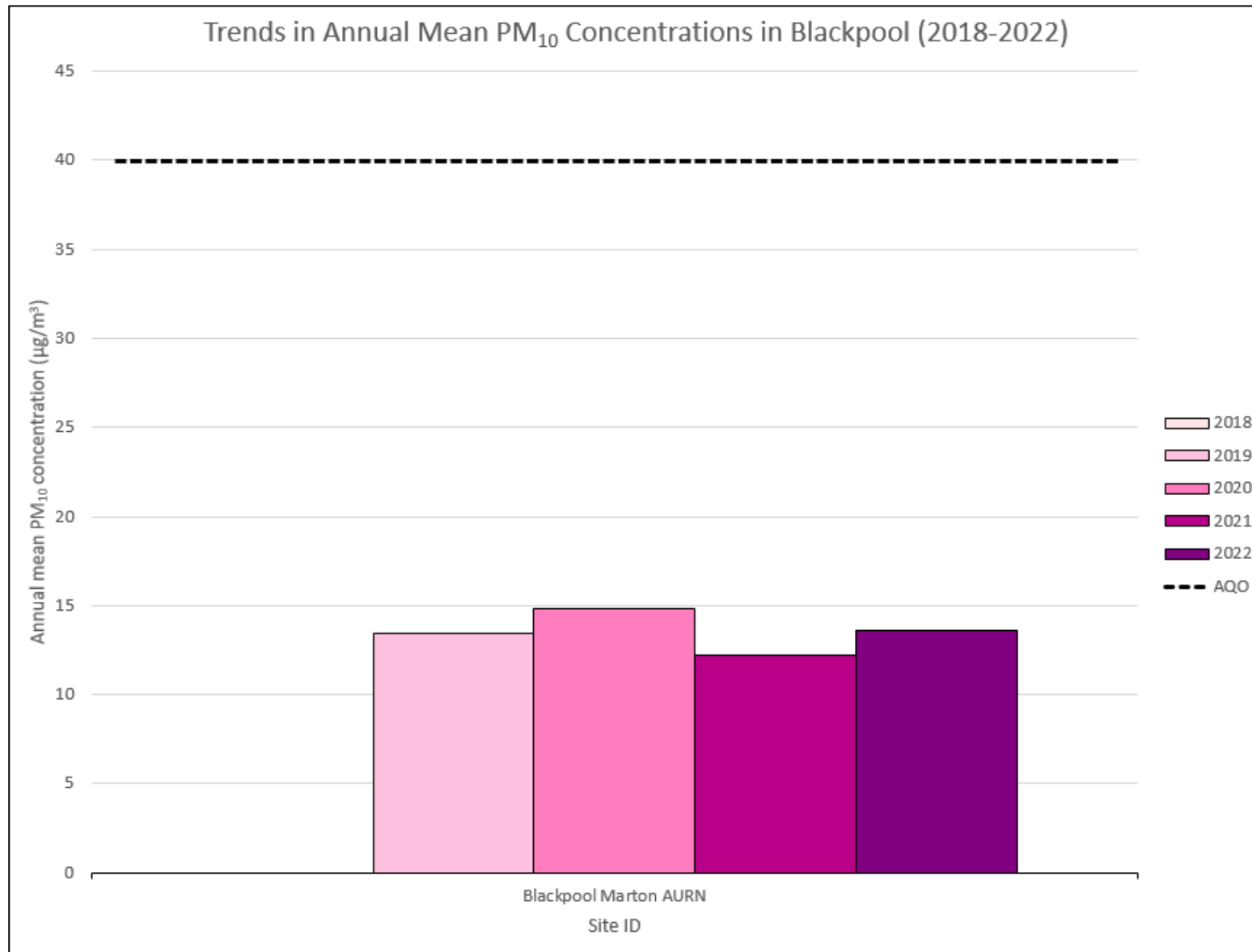
All means have been “annualised” as per LAQM.TG22 if valid data capture for the full calendar year is less than 75%. See Appendix C for details.

(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. 3 – Trends in Annual Mean PM<sub>10</sub> Concentrations in Blackpool**



**Table A.7 – 24-Hour Mean PM<sub>10</sub> Monitoring Results, Number of PM<sub>10</sub> 24-Hour Means > 50µg/m<sup>3</sup>**

Site ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) <sup>(1)</sup>	Valid Data Capture (%) <sup>(2)</sup>	2018	2019	2020	2021	2022
UKA00488	333768	434759	Urban Background	99	99	-	0	0	0	4

**Notes:**

Results are presented as the number of 24-hour periods where daily mean concentrations greater than 50µg/m<sup>3</sup> have been recorded.

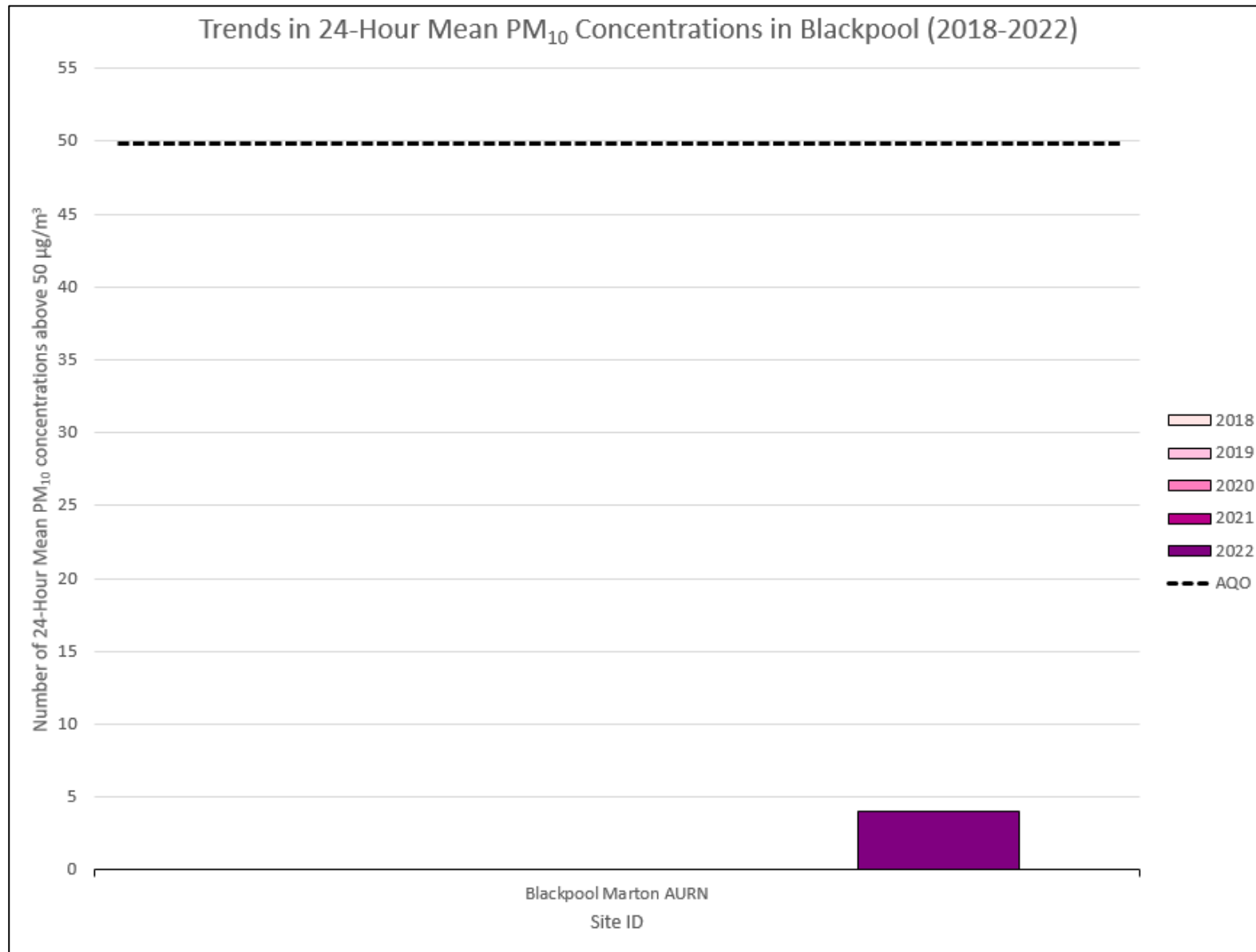
Exceedances of the PM<sub>10</sub> 24-hour mean objective (50µg/m<sup>3</sup> not to be exceeded more than 35 times/year) are shown in **bold**.

If the period of valid data is less than 85%, the 90.4th percentile of 24-hour means is provided in brackets.

(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. 4 – Trends in Number of 24-Hour Mean PM<sub>10</sub> Results > 50µg/m<sup>3</sup>



**Table A.8 – Annual Mean PM<sub>2.5</sub> Monitoring Results (µg/m<sup>3</sup>)**

Site ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) <sup>(1)</sup>	Valid Data Capture (%) <sup>(2)</sup>	2018	2019	2020	2021	2022
UKA00488	333768	434759	Urban Background	99	99	8.5	9.2	8.2	7.3	7.9

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

**Notes:**

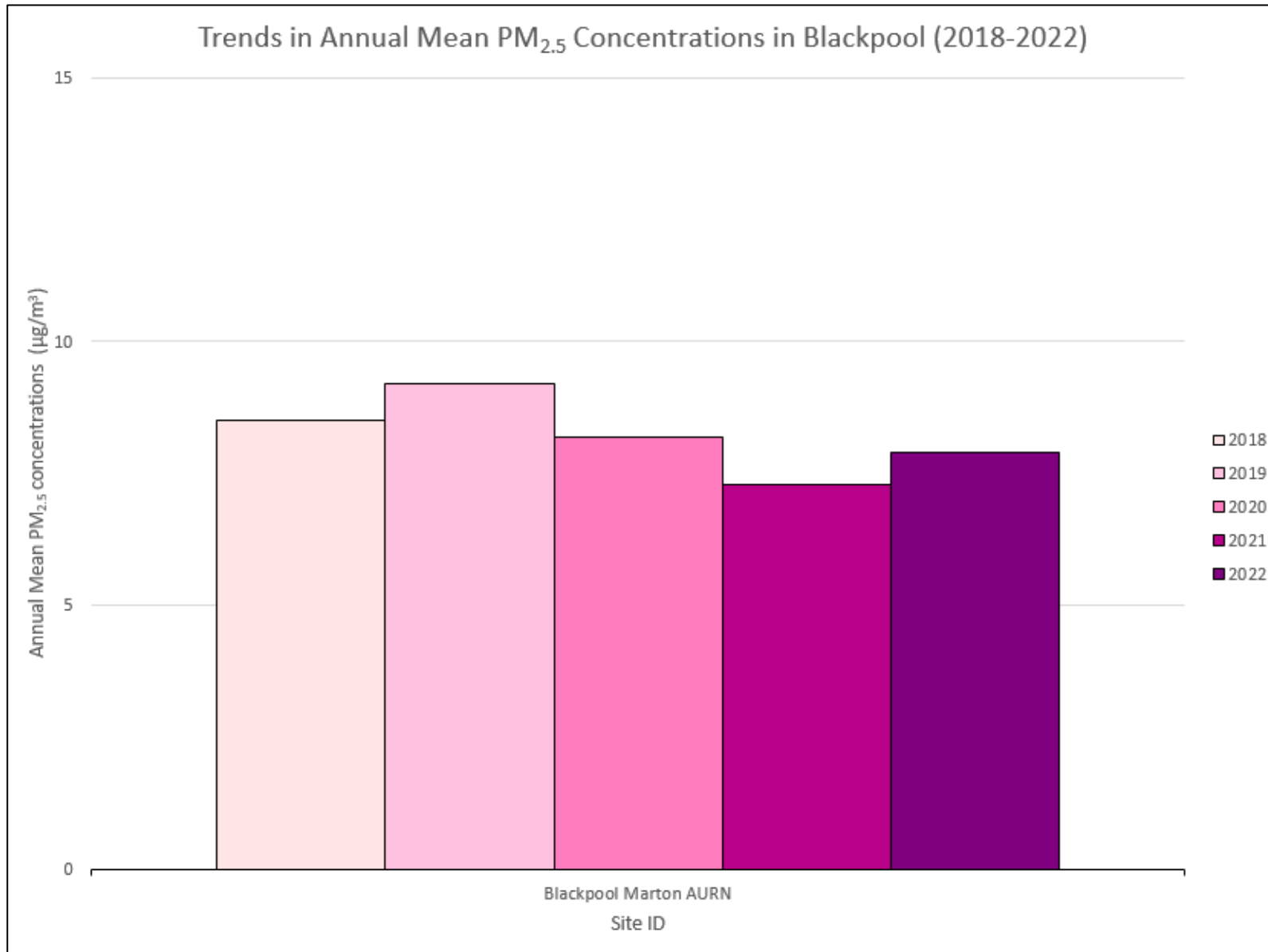
The annual mean concentrations are presented as µg/m<sup>3</sup>.

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.

(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. 5 – Trends in Annual Mean PM<sub>2.5</sub> Concentrations in Blackpool



## Appendix B: Full Monthly Diffusion Tube Results for 2022

Table B.1 – NO<sub>2</sub> 2022 Diffusion Tube Results (µg/m<sup>3</sup>)

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 Raw Data Mean:	Annual Mean: Annualised and Bias Adjusted 0.83	Annual Distance Corrected Nearest Exposure	Mean: to	Comment
DF1	331007	436283	-	-	-	-	-	-	-	-	19.3	22.3	26.0	33.6	25.3	17.6	-		
DF2	330810	436432	28.9	21.6	30.3	21.3	-	10.4	14.8	20.1	19.5	28.0	25.4	34.1	23.1	19.2	-		
DF3	330755	436431	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
DF4	330872	436494	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
DF5	330968	436550	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
DF6	330812	436688	29.9	24.9	30.2	19.1	-	16.1	18.7	21.5	21.8	23.9	28.5	33.9	24.4	20.3	-		
DF7	330700	436965	26.6	23.7	27.3	15.4	-	10.0	11.6	15.2	16.2	18.9	24.7	31.0	20.0	16.6	-		
DF8	330639	436703	21.5	20.3	-	-	-	-	-	-	17.4	18.0	22.8	31.1	21.8	14.9	-		
DF9	330647	436593	27.3	18.1	-	-	-	-	-	-	19.2	22.2	26.2	36.5	24.9	16.9	-		
DF10	330680	436584	25.8	22.5	26.6	18.1	-	10.9	12.6	17.1	16.0	16.2	20.2	28.2	19.5	16.1	-		
DF11	330630	436268	28.6	26.1	27.8	19.4	-	14.1	16.7	19.5	16.2	19.1	25.0	30.9	22.1	18.4	-		
DF12	330915	436693	25.8	27.6	25.6	15.8	-	10.3	11.8	15.4	15.5	17.5	20.8	27.7	19.4	16.1	-		
DF13	330879	436719	23.5	21.3	24.6	17.1	-	11.2	14.3	18.4	15.4	19.7	21.9	27.8	19.6	16.2	-		
DF14	331287	436342	33.2	31.8	29.5	21.5	-	18.7	21.4	22.0	20.7	25.2	29.2	34.7	26.2	21.7	-		
DF15	331300	436276	30.1	28.3	31.1	21.8	8.0	15.3	18.5	20.8	21.4	25.3	28.5	35.6	23.7	19.7	-		
DF16	331162	436355	28.1	21.2	29.7	19.9	13.8	10.7	13.1	19.9	18.8	19.6	24.6	33.9	21.1	17.5	-		
DF17	332890	436849	-	13.5	20.5	10.9	8.0	6.3	7.7	-	10.9	13.5	16.9	25.3	13.3	11.1	-		
DF18	331328	436963	31.6	22.6	29.5	18.6	-	12.0	14.2	17.4	17.4	21.7	25.5	32.6	22.1	18.3	-		
DF19	332482	434614	30.7	30.6	33.3	16.0	-	20.3	20.4	26.4	23.9	24.4	27.5	32.4	26.0	21.6	-		
DF20	333771	434764	23.9	23.0	19.8	10.1	19.4	7.1	8.9	9.9	10.4	16.5	20.1	22.6	16.0	13.3	-		
DF21	333767	434758	30.0	21.0	20.5	10.0	9.5	8.4	7.0	9.1	9.8	14.2	19.6	24.9	15.3	12.7	-		
DF22	333775	434758	23.9	29.6	25.9	11.8	-	7.1	7.5	9.0	9.4	14.6	18.5	23.6	16.4	13.6	-		

- All erroneous data has been removed from the NO<sub>2</sub> 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.
- Blackpool Council confirm that all 2022 diffusion tube data has been uploaded to the Diffusion Tube Data Entry System.

### Notes:

Exceedances of the NO<sub>2</sub> annual mean objective of 40µg/m<sup>3</sup> are shown in **bold**.

NO<sub>2</sub> annual means exceeding 60µg/m<sup>3</sup>, indicating a potential exceedance of the NO<sub>2</sub> 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 Blackpool Council During 2022

Blackpool Council has not identified any new sources relating to air quality within the reporting year of 2022.

### Additional Air Quality Works Undertaken by Blackpool Council During 2022

Blackpool Council has not completed any additional air quality works within the reporting year of 2022.

### QA/QC of Diffusion Tube Monitoring

Blackpool Council's diffusion tubes are prepared and analysed by Gradko using the 20% TEA in water method.

The concentrations of nitrite ions and hence NO<sub>2</sub> chemically adsorbed are quantitatively determined by UV/ Visible Spectrophotometry with reference to a calibration curve derived from the analysis of standard nitrite solutions (UKAS Accredited Methods). Gradko takes part in several national quality schemes such as the QA/QC Field Intercomparison, operated on behalf of Defra, Air PT, and LEAP.<sup>18</sup>

Blackpool Council confirms that monitoring has been completed in adherence with the 2022 Diffusion Tube Monitoring Calendar.

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<sup>18</sup> Gradko International, Nitrogen Dioxide Diffusion Tubes,

<https://www.gradko.com/environmental/environmental-products/nitrogen-dioxide-diffusion-tubes.shtml>

### Diffusion Tube Annualisation

Annualisation was required for three diffusion tube sites in Blackpool Council area as recorded data capture for the three sites was less than 75% but greater than 25% during 2022. These sites were DF1 (92 Topping Street), DF8 (Regent Court (Promenade)), and DF9 (Springfield (Promenade)).

Data from three AURN monitoring sites; Blackpool Marton, Preston, and Wigan Centre, was used to provide location specific diffusion tube average annualisation factors to apply to the raw data annual mean, giving an annualised annual mean for each location. Details on annualisation methodology is presented in Table C.1.

**Table C.1 – Annualisation Summary (concentrations presented in  $\mu\text{g}/\text{m}^3$ )**

Site ID	Annualisation Factor Blackpool Marton	Annualisation Factor Preston	Annualisation Factor Wigan Centre	Average Annualisation Factor	Raw Data Annual Mean	Annualised Annual Mean
DF1	0.8392	0.8750	0.8008	0.8383	25.3	21.2
DF8	0.8233	0.8135	0.8206	0.8191	21.8	17.9
DF9	0.8233	0.8135	0.8206	0.8191	24.9	20.4

### Diffusion Tube Bias Adjustment Factors

The diffusion tube data presented within the 2023 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  $\text{NO}_x/\text{NO}_2$  continuous analysers. Alternatively, the national database of diffusion tube co-location surveys provides bias factors for the relevant laboratory and preparation method.

Blackpool Council have applied a national bias adjustment factor of 0.83 to the 2022 monitoring data. A summary of bias adjustment factors used by Blackpool Council over the past five years is presented in Table C.2. Blackpool Council determined the appropriate national bias adjustment factor using Version 03/23 of the Defra published National Diffusion Tube Bias Adjustment Spreadsheet using 27 Gradko studies for the relevant diffusion tubes (20% TEA in water) for 2022.

Blackpool Council has chosen to use the national bias adjustment factor of 0.83 for 2022, rather than the local bias adjustment factor for 2022 (0.63). This is because the local co-location study occurred in an urban background, residential area outside of Blackpool Town



Centre, however, the majority of the diffusion tubes are located within the Town Centre. Therefore, the local bias adjustment factor would not be representative of the diffusion tubes in Blackpool Town Centre and the AQMA.

**Table C.2 – Bias Adjustment Factor**

Monitoring Year	Local or National	If National, Version of National Spreadsheet	Adjustment Factor
2022	National	03/23	0.83
2021	National	03/23	0.84
2020	National	03/23	0.81
2019	National	03/23	0.91
2018	National	03/23	0.92

### **NO<sub>2</sub> Fall-off with Distance from the Road**

Wherever possible, monitoring locations are representative of exposure. However, where this is not possible, the NO<sub>2</sub> concentration at the nearest location relevant for exposure has been estimated using the Diffusion Tube Data Processing Tool/NO<sub>2</sub> fall-off with distance calculator available on the LAQM Support website. Where appropriate, non-automatic annual mean NO<sub>2</sub> concentrations corrected for distance are presented in Table B.1.

No diffusion tube NO<sub>2</sub> monitoring locations within Blackpool Council required distance correction during 2022.

### **QA/QC of Automatic Monitoring**

Bureau Veritas operates the Blackpool Marton AURN who are responsible for routinely calibrating and servicing the equipment in order to ensure accurate data quality.

Live information on air quality captured by the AURN is available via the website. [Graph of hourly measurements for Blackpool Marton - Defra, UK](#)

### **PM<sub>10</sub> and PM<sub>2.5</sub> Monitoring Adjustment**

The PM<sub>10</sub>/PM<sub>2.5</sub> monitor(s) utilised within Blackpool Council do not require correction factors to be applied.

### **Automatic Monitoring Annualisation**

All automatic monitoring locations Within Blackpool Council recorded data capture of greater than 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.

### **NO<sub>2</sub> Fall-off with Distance from the Road**

Wherever possible, monitoring locations are representative of exposure. However, where this is not possible, the NO<sub>2</sub> concentration at the nearest location relevant for exposure has been estimated using the NO<sub>2</sub> fall-off with distance calculator available on the LAQM Support website. Where appropriate, non-automatic annual mean NO<sub>2</sub> concentrations corrected for distance. No automatic NO<sub>2</sub> monitoring locations within Blackpool Council required distance correction during 2022.

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

Figure D.1 - Map of Non-Automatic and Automatic Monitoring Sites

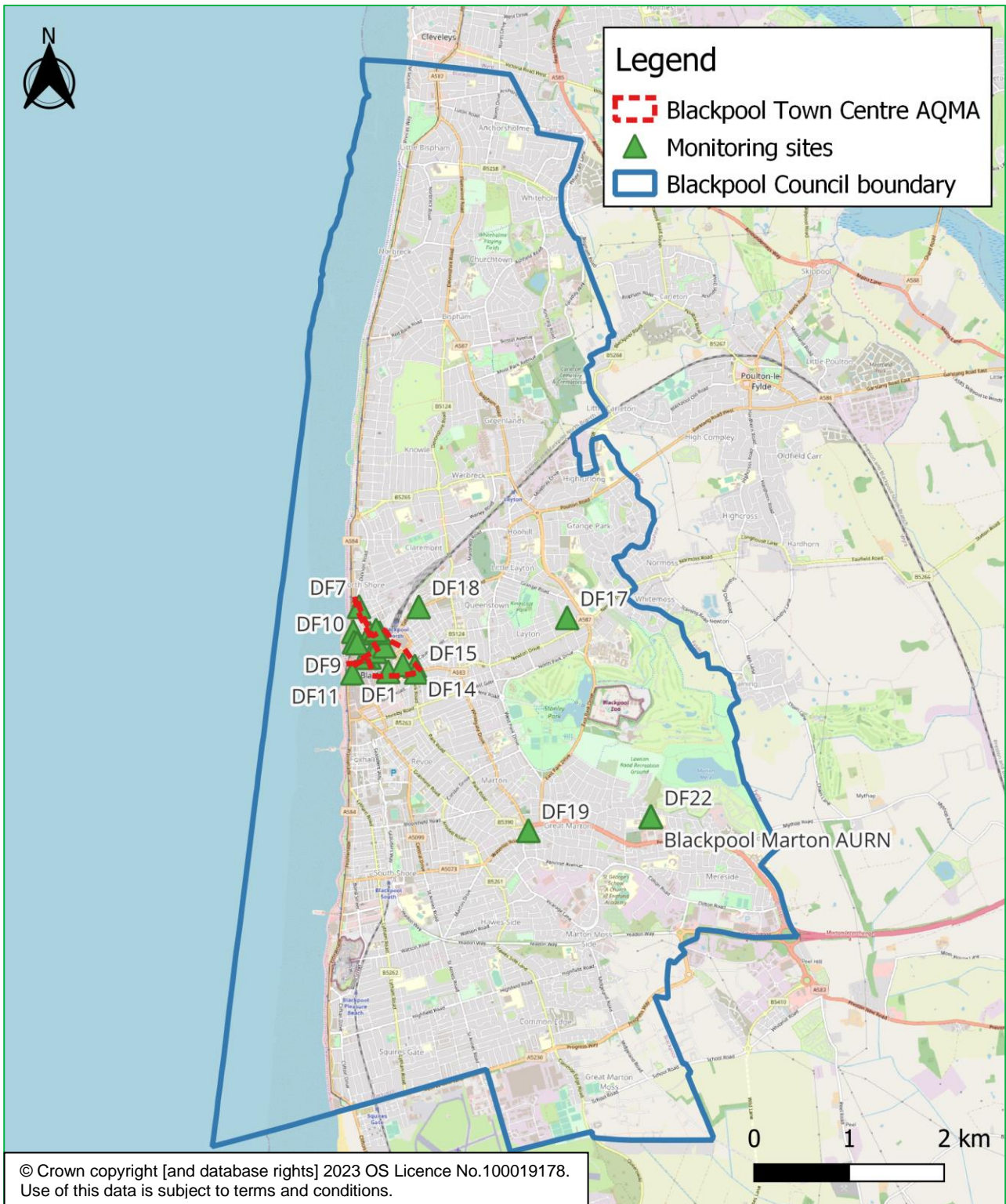


Figure D.2 - Map of Monitoring Sites in and surrounding Blackpool Town Centre AQMA



Figure D.3 - Map of DF17 (29 Lakeway) monitoring site

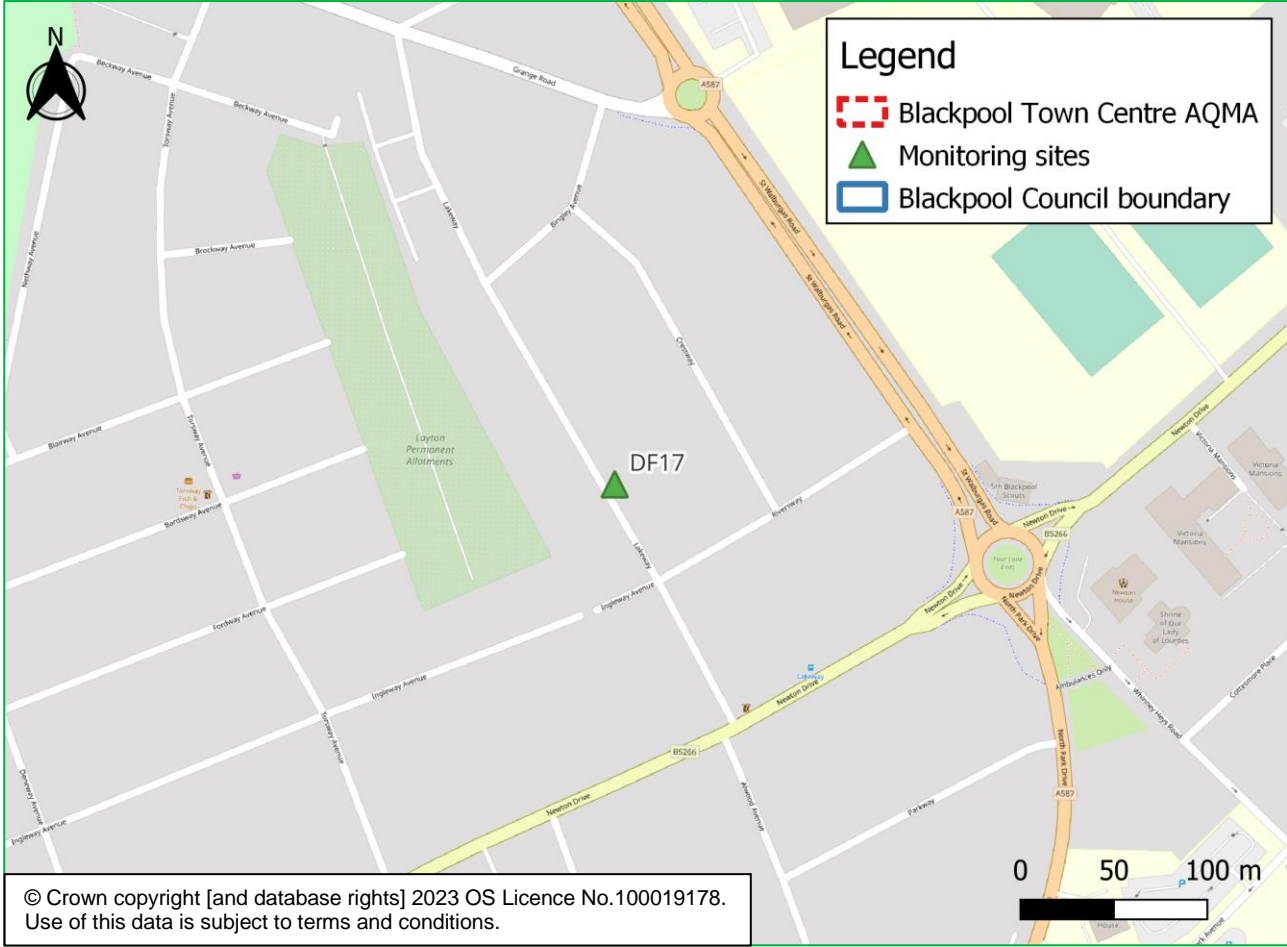


Figure D.4 - Map of DF20, DF21, DF22 non-automatic monitoring sites and Blackpool Marton AURN

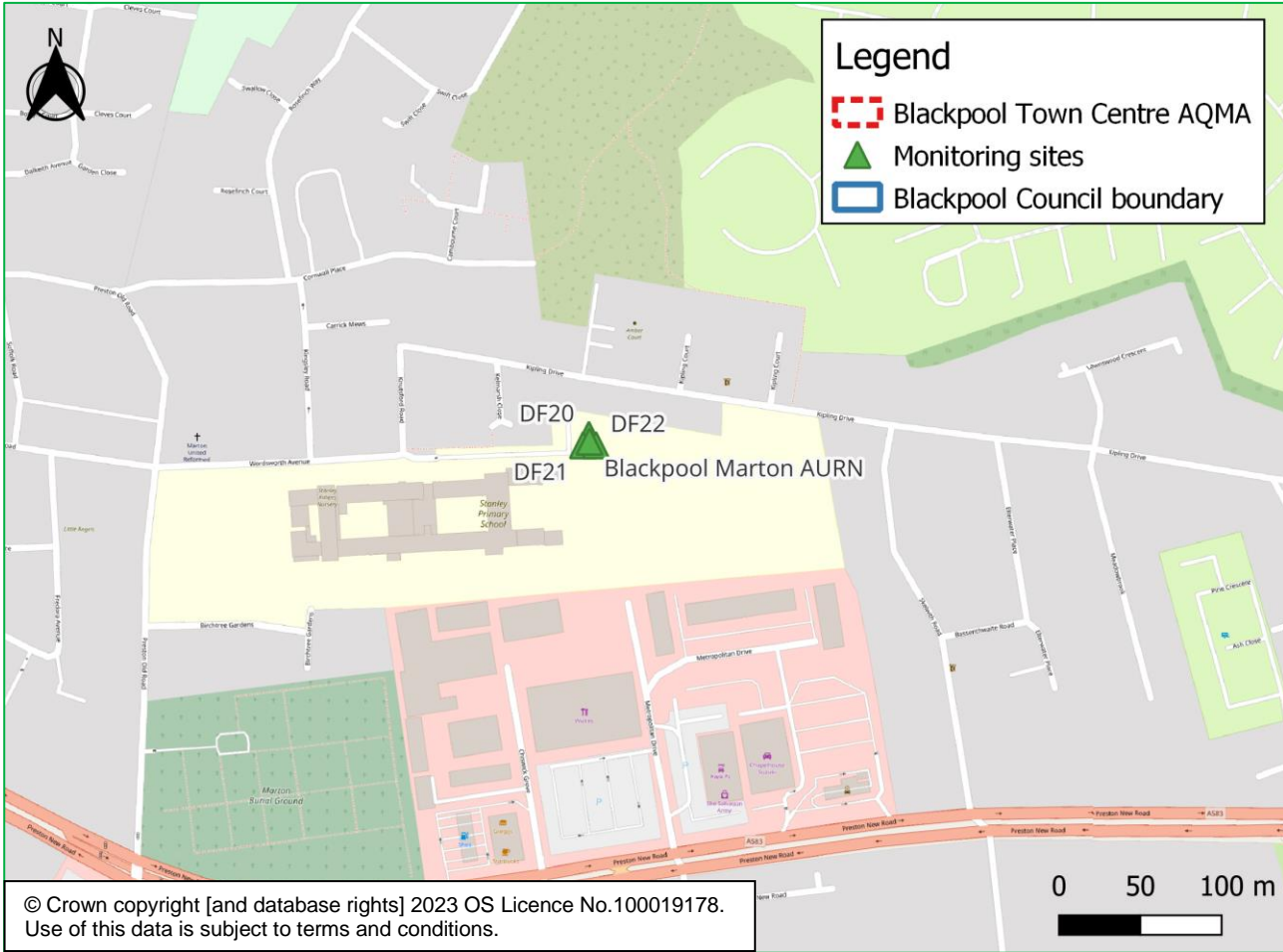
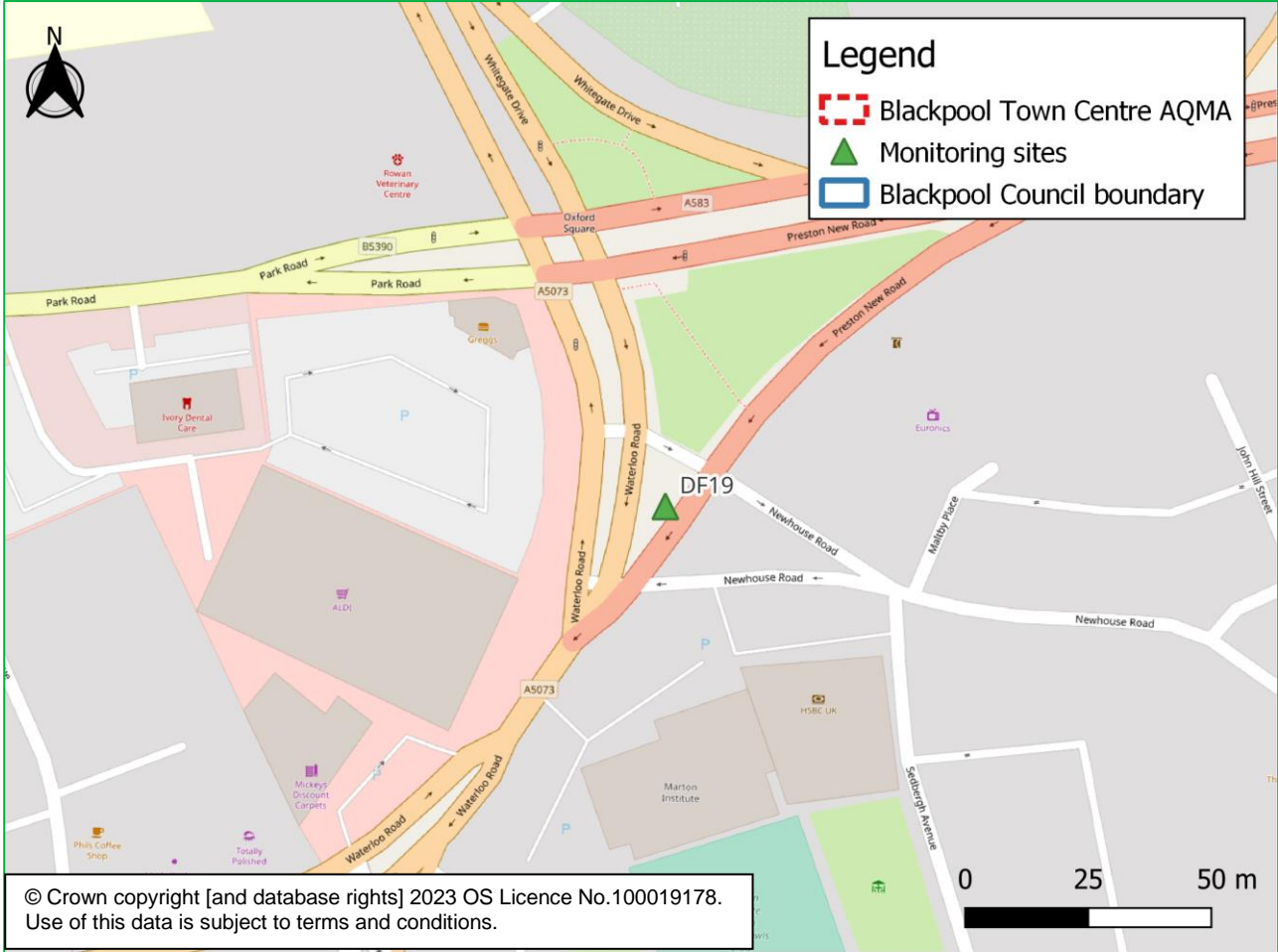


Figure D.5 - Map of DF19 (Oxford Square) monitoring site



## Appendix E: Summary of Air Quality Objectives in England

**Table E.1 – Air Quality Objectives in England<sup>19</sup>**

Pollutant	Air Quality Objective: Concentration	Air Quality Objective: Measured as
Nitrogen Dioxide (NO <sub>2</sub> )	200µg/m <sup>3</sup> not to be exceeded more than 18 times a year	1-hour mean
Nitrogen Dioxide (NO <sub>2</sub> )	40µg/m <sup>3</sup>	Annual mean
Particulate Matter (PM <sub>10</sub> )	50µg/m <sup>3</sup> , not to be exceeded more than 35 times a year	24-hour mean
Particulate Matter (PM <sub>10</sub> )	40µg/m <sup>3</sup>	Annual mean
Sulphur Dioxide (SO <sub>2</sub> )	350µg/m <sup>3</sup> , not to be exceeded more than 24 times a year	1-hour mean
Sulphur Dioxide (SO <sub>2</sub> )	125µg/m <sup>3</sup> , not to be exceeded more than 3 times a year	24-hour mean
Sulphur Dioxide (SO <sub>2</sub> )	266µg/m <sup>3</sup> , not to be exceeded more than 35 times a year	15-minute mean

<sup>19</sup> The units are in micrograms of pollutant per cubic metre of air (µg/m<sup>3</sup>).



## 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
EU	European Union
FDMS	Filter Dynamics Measurement System
LAQM	Local Air Quality Management
NO <sub>2</sub>	Nitrogen Dioxide
NO <sub>x</sub>	Nitrogen Oxides
PM <sub>10</sub>	Airborne particulate matter with an aerodynamic diameter of 10 µm or less
PM <sub>2.5</sub>	Airborne particulate matter with an aerodynamic diameter of 2.5 µm or less
QA/QC	Quality Assurance and Quality Control
SO <sub>2</sub>	Sulphur Dioxide

## References

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- Getting Around Blackpool: By Foot, Visit Blackpool, <https://www.visitblackpool.com/plan-your-trip/getting-around/by-foot/>
- Getting Around Blackpool: By Bicycle, Visit Blackpool, <https://www.visitblackpool.com/plan-your-trip/getting-around/by-bike/>
- Blackpool eBike Hire, <https://www.blackpoolebikehire.com/>
- Talbot Gateway, <https://www.blackpool.gov.uk/Your-Council/Creating-a-better-Blackpool/Talbot-Gateway.aspx>
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- Decision Number EX14/2023, Electric Vehicle Charging Strategy, 6 February 2023, <https://democracy.blackpool.gov.uk/documents/s79847/EX14%20Electric%20Vehicle%20Strategy.pdf>
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<https://www.gov.uk/government/statistics/air-quality-statistics/concentrations-of-particulate-matter-pm10-and-pm25>
- Gradko International, Nitrogen Dioxide Diffusion Tubes,  
<https://www.gradko.com/environmental/environmental-products/nitrogen-dioxide-diffusion-tubes.shtml>

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**Equality Analysis (EA) Record Form**  
Formerly Equality Impact Assessment

**November 2023**

Department: Environmental Protection (Public Protection), Community and Environmental Services

Team or Service Area Leading Assessment: Corporate Delivery Team

Title of Policy/ Service or Function: Air Quality Strategy and Air Quality Action Plan

Lead Officer: Scott Butterfield, Strategy and Climate Lead

**STEP 1 - IDENTIFYING THE PURPOSE OR AIMS**

1. What type of policy, service or function is this?

New/proposed ✓

2. What is the aim and purpose of the policy, service or function?

The Air Quality Action Plan (AQAP) and Air Quality Strategy (AQS) set out the council's plans to improve air quality in Blackpool, reduce the effects of air pollution on public health and the environment, and comply with statutory requirements and Department for Environment Food and Rural Affairs (DEFRA) Technical Guidance.

3. Please outline any proposals being considered.

The AQAP outlines the actions that Blackpool Council will deliver between 2023-2028 to reduce concentrations of air pollutants and exposure to air pollution in the Air Quality Management Area (AQMA) in the Town Centre. Blackpool Council have developed actions that can be considered under six broad topics:

1. Traffic Management
2. Alternatives to private vehicle use
3. Promoting Low Emission Transport
4. Promoting Travel Alternatives
5. Policy Guidance and Development Control
6. Public Information

The AQS sets out the council's approach for the next ten years to achieve healthy air and improved quality of life for all in Blackpool. The strategy sets out current and future actions in Blackpool that will contribute to air quality improvements. These actions are grouped under the following six themes:

1. Reducing emissions
2. Active travel
3. Domestic heating and burning
4. Green infrastructure

- 5. New developments
- 6. Public engagement

4. What outcomes do we want to achieve?

The priorities of the AQAP are:

- Improving air quality in Blackpool AQMA and providing evidence to demonstrate this, so that the AQMA can be revoked in the future
- Improving air quality monitoring and communications, to ensure our residents and visitors are informed about local air quality
- Reducing particulate matter (PM2.5) emissions

The AQS aims to:

- Outline the current air quality in Blackpool and the key sources of emissions
- Detail the actions that Blackpool council will take to reduce emissions and improve air quality
- Raise public awareness around the importance of improving air quality in Blackpool

5. Who is the policy, service or function intended to help/ benefit?

Air pollution can influence everybody that lives in, works in, or visits Blackpool, and through the AQAP and AQS Blackpool council are committed to improving Blackpool's air quality to protect the health of our communities and tourists, our local environment, and our economy.

6. Who are the main stakeholders/ customers/ communities of interest?

- Residents of Blackpool
- Visitors to Blackpool
- People who work in Blackpool
- Blackpool Council

7. Does the policy, service or function have any existing aims in relation to Equality/ Diversity or community cohesion?

No

## STEP 2 - CONSIDERING EXISTING INFORMATION AND WHAT THIS TELLS YOU

8. Please summarise the main data/ research and performance management information in the box below.

### ***Data/ information***

#### **General**

Census 2021 indicates the population of Blackpool is around 141,000.

**Sex**

Blackpool's population is composed of 49.1% males and 50.9% females. This is very similar to both the national and regional composition.

**Age**

Blackpool has a slightly older demographic in comparison to the regional and national average with 19.47% of people over the age of 65 compared to 17.63% for the North West and 17.37% for England. The percentage of people who are of working age in Blackpool marginally below that of the regional and national averages with 63.02% of people aged between 16 and 65 compared to 63.6% in the North West and 64.05% for England. The number of people aged under 16 in Blackpool is also slightly lower than average at 17.51% compared to 18.76% in the North West and 18.56% for England.

**Ethnic Groups**

Blackpool has a predominantly white population with 94.7% of people describing themselves as White. 1.6% of residents describe themselves as Mixed. Blackpool residents who describe themselves as Asian or Black make up 3.1% of Blackpool's total population, whilst another 0.6% of the population describe themselves as other groups such as Arab.

For households with more than 1 person; 2% of households are composed of residents whose ethnic groups differ between generations but not within partnerships, 4% of households are composed of residents whose ethnic groups differ within partnerships.

**Religion**

The majority of the Blackpool population are Christian, with 50.8% of people describing themselves as Christian compared with 52.5% in the North West and 46.3% in England. 41% of people in Blackpool describe themselves as having no religion. This is higher than to the national figure of 36.7%. The remaining population is relatively small with 1.4% of people describing themselves as Muslim, This is considerably lower than the figures for both the North West and England with 7.6% and 6.7% respectively. Blackpool also has lower proportions of its population who describe themselves as Buddhist, Hindu, Jewish and Sikh compared with the rest of the country.

**Marriage and Civil Partnership**

Blackpool has a higher proportion of residents who are described single 40.9% compared to the England average of 37.9% and smaller proportion of residents, 35.2% who are married to someone of the opposite sex, compared to the average for England at 44.2%. Blackpool has a slightly higher proportion of same sex couples who are married or in civil partnerships than the England and regional averages.

**Sexual Orientation**

Blackpool has a higher proportion of residents (nearly double) who describe themselves as gay or lesbian than the regional and national averages. Blackpool has a similar proportion of gay and lesbian residents as Manchester and Salford. 0.8% of the Blackpool population aged 16 and over are in same sex relationships either as married or civil partners.

**Gender Identity**

Blackpool has a higher proportion of residents (nearly double) who describe themselves as gay or lesbian than the regional and national averages. Blackpool has a similar proportion of gay and lesbian residents as Manchester and Salford. 0.8% of the Blackpool population aged 16 and over are in same sex relationships either as married or civil partners.

**Health and Disability**

9509 (5.74% of residents aged over 16 are economically inactive due to long term health or disability.

Blackpool has poor life expectancy, with life expectancy at birth for males the poorest in England at 74.5 years compared to 79.6 years for the rest of England. Life expectancy for females is equally poor, at 79.5 years, compared to 83.2 years for the rest of England.

In Blackpool, from July 2021 to June 2022, 24.7% of working age people are classed as economically inactive, this higher figure than average for England which has 21.2% of working age people classified as economically inactive in the same period. From July 2021 to June 2022, 40.7% of economically inactive people in Blackpool were classed as being 'long-term sick' which is higher than the average for England 24.4%

As of December 2022, there were a total of 663 children or young people with a statement of SEN (Special Educational Needs) or EHC (Education, Health and Care) plans. This is approximately 4.9% of pupils in Blackpool and is slightly higher with the proportions the North West (4.2%).

The Blackpool adult population has a higher prevalence of learning disabilities compared to the national figure with 4.44 adults per 1,000 people with a learning disability getting long-term support from local authorities compared to 3.38 per 1,000 people in England and 3.84 per 1,000 people in the North West.

***Research or comparative information*****General**

Public Health England (PHE) state that, although air pollution can be harmful to everyone, some people are more affected because they live in a polluted area, are exposed to higher levels of air pollution in their day-to-day lives, or are more susceptible to health problems caused by air pollution. The most vulnerable face all of these disadvantages.

Groups that are more affected by air pollution include:

- older people



- children
- individuals with existing Cardio Vascular Disease or respiratory disease
- pregnant women
- communities in areas of higher pollution, such as close to busy roads
- low-income communities

### **Age**

The World Health Organisation (WHO) state the babies and children are disproportionately affected from air pollution due to the following:

- Their lungs are still developing, and air pollution can interfere with this biological process
- Their bodies are less able to metabolize, detoxify, and excrete the toxicants contained in air pollution
- Their brains are still developing, and neurotoxic compounds in air pollution can affect children's cognitive development
- They inhale more air per unit of bodyweight than adults
- They are more active and therefore breathe in more air pollution
- Babies born to women who were exposed to air pollution during their pregnancy are more likely to be premature and low birthweight.

DEFRA state that older people are more vulnerable to air pollution as they are more likely to suffer from heart and lung conditions which means they are at greater risk of symptoms.

### **Health and Disability**

PHE state that the risk of heart failure, myocardial infarction (heart attacks), arrhythmias (abnormal rhythms of the heart) and stroke is increased by both short and long-term exposure to air pollution in susceptible individuals. This includes older people and individuals with pre-existing cardiovascular and respiratory conditions.

The 3 main conditions associated with air pollution are respiratory conditions (such as asthma), cardiovascular disease and lung cancer, and there is emerging evidence for associations with dementia, low birth weight and Type 2 diabetes.

### **Pregnancy and Maternity**

The Royal College of Obstetricians and Gynaecologists states that air pollution exposure during fetal development and early childhood can have long-term impacts on health in childhood in beyond. Air pollution exposure may also increase risks for maternal health, and has been linked to increased risk of pre-eclampsia, a serious cardiovascular condition of pregnancy.

Air pollution exposure has a unique impact during pregnancy, both on the health of the pregnant woman, on fetal development, and can even influence the future health of her baby after birth.

According to PHE, as well as potential effects on foetal growth, air pollution exposure is associated with low birth weight and premature birth.

**Low-income communities**

PHE state that there is clear evidence that people with a low income are affected by air pollution in a number of different ways.

This is because they are more likely to:

- have existing medical conditions
- live in areas with poorer outdoor and indoor environments, including the quality of air (for example, near to industry or busy roads)
- have less access to jobs, healthy food, decent housing and green spaces, which all contribute to poorer health

The disadvantages that come about as a result of poor income add up, putting deprived populations who are more likely to be in poor health at greater risk from air pollution and its adverse health impacts. These inequalities can also affect people throughout their lives, from the prenatal stage through to old age, particularly as deprived communities often have limited opportunities to improve their environment.

***Key findings of consultation and feedback***

**Public Survey Consultation**

A public consultation took place to seek views on the proposed draft AQAP and AQS. The consultation was open for 9 weeks between July and September 2023. There were 119 responses, 6 of which were from businesses. The survey found that the majority of respondents agreed that air quality is an important issue but that it is also relatively less important than other areas of statutory responsibility. Overall, respondents agreed with the vision and the actions of the AQAP and AQS.

Respondents were asked to provide comments on the AQAP and AQS. Three responses discussed mobility and inaccessibility of public transport. The AQS includes an action to improve the level of provision of multi-user routes, with the intention of making all forms of active travel more accessible.

As part of the AQS we will look to collaborate with active travel providers and disability related groups (e.g. Cycling UK, living streets, Sustrans, Disability First and Galloways) to promote our active travel initiatives and hopefully, implement further schemes.

Blackpool Transport states on their website that all of their modern light rail trams are wheelchair accessible and their low floor buses are designed to allow wheelchair users to access our services.

The council acknowledge that there are challenges to making all forms of public transportation and active travel accessible and is committed to working with partners to address these challenges.

9. What are the impacts or effects for Key Protected Characteristics?

<b>Age</b>
No overall negative impacts of the AQS and AQAP have been identified associated

with age. It is acknowledged that older and younger people are disproportionately affected by air pollution due to their age. The AQS and AQAP seeks to implement actions that improve air quality for everyone, reducing the disproportionate impact on older and younger people.
<b><i>Disability</i></b>
No overall negative impacts of the AQS and AQAP have been identified associated with age. It is acknowledged individuals with existing Cardio Vascular Disease or respiratory disease are disproportionately affected by air pollution. The AQS and AQAP seeks to implement actions that improve air quality, reduce exposure to poor air quality, and aim to have a positive impact on health, thereby reducing the disproportionate impact on people with pre-existing health conditions.
<b><i>Gender Reassignment</i></b>
No overall negative impacts of the AQS and AQAP have been identified associated with Gender Reassignment.
<b><i>Marriage and Civil Partnership</i></b>
No overall negative impacts of the AQS and AQAP have been identified associated with Gender Reassignment.
<b><i>Pregnancy and Maternity</i></b>
No overall negative impacts of the AQS and AQAP have been identified associated with Pregnancy and Maternity. It is acknowledged that pregnant women are disproportionately affected by air pollution. The AQS and AQAP seeks to implement actions that improve air quality for everyone, reducing the disproportionate impact on pregnant women.
<b><i>Race</i></b>
No overall negative impacts of the AQS and AQAP have been identified associated with Race.
<b><i>Religion and Belief</i></b>
No overall negative impacts of the AQS and AQAP have been identified associated with Religion and Belief.
<b><i>Sex</i></b>
No overall negative impacts of the AQS and AQAP have been identified associated with Sex.
<b><i>Sexual Orientation</i></b>
No overall negative impacts of the AQS and AQAP have been identified associated with Sexual Orientation.

10. What do you know about how the proposals could affect community cohesion?

<p>The AQS and AQAP seeks to implement actions that improve air quality and reduce exposure to poor air quality. The actions aim to have a positive impact on health. It is anticipated that the AQAP and AQS will strengthen community cohesion as improved air quality can lead to a number of benefits including:</p> <ul style="list-style-type: none"> <li>• Reduce health problems associated with poor air quality</li> <li>• Increased productivity</li> <li>• Improved quality of life</li> </ul> <p>The AQS and AQAP also aim to improve public awareness of air quality issues and</p>
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encourage active travel which should also benefit community cohesion.

11. What do you know about how the proposals could impact on levels of socio –economic inequality, in particular Poverty?

It is acknowledged that the greatest burden of air pollution often falls on the most deprived communities and the most vulnerable individuals. It is often (though not always) the most deprived communities that live closest to the busiest roads, therefore increasing their exposure to air pollution. Health effects of air pollution may be worse for people in deprived areas due to higher rates of existing cardiovascular and lung diseases, and interacting impacts of wider determinants of health (e.g. housing, employment).

Air pollution negatively affects the economy through a range of indirect impacts, such as decreased productivity, the reduction in the number of healthy working people, and the cost to the social care system and NHS.

The AQS and AQAP seeks to implement actions that improve air quality for everyone, and as a result aims to reduce the impacts of air quality pollution on those disproportionately affected by socio-economic inequality, in particular poverty.

### STEP 3 - ANALYSING THE IMPACT

12. Is there any evidence of higher or lower take-up by any group or community, and if so, how is this explained?

In total there were 119 responses to the public consultation survey. For respondents who shared their demographic information, the survey was completed by slightly more males (40%) than females (32%), and mostly by residents who were aged over 55 years old (48%). There was representation across a range of different sexual orientations. No respondents identified a non-white ethnic identity. 28% of respondents did not identify their age band, and from the 72% of respondents that did, there were no responses from residents aged 16-24. Therefore, the results are not wholly representative of the general adult Blackpool population.

It is not clear why there were higher or lower take-up by any group or community. However, the council will consider ways to encourage more people from all backgrounds to participate in future engagement and consultation exercises. Future consultations will consider additional ways to engage with children, young people, and younger adults.

13. Do any rules or requirements prevent any groups or communities from using or accessing the service?

No

14. Does the way a service is delivered/ or the policy create any additional barriers for any groups of disabled people?

No

15. Are any of these limitations or differences “substantial” and likely to amount to unlawful discrimination?

Not applicable.

**STEP 4 - DEALING WITH ADVERSE OR UNLAWFUL IMPACT**

16. What can be done to improve the policy, service, function or any proposals in order to reduce or remove any adverse impact or effects identified?

No adverse impact has been identified for the proposed AQS and AQAP.

17. What would be needed to be able to do this? Are the resources likely to be available?

Not applicable.

18. What other support or changes would be necessary to carry out these actions?

Not applicable

**STEP 5 - CONSULTING THOSE AFFECTED FOR THEIR VIEWS**

19. What feedback or responses have you received to the findings and possible courses of action? Please give details below.

Not applicable

20. If you have not been able to carry out any consultation, please indicate below how you intend to test out your findings and recommended actions.

Not applicable

**STEP 6- ACTION PLANNING**

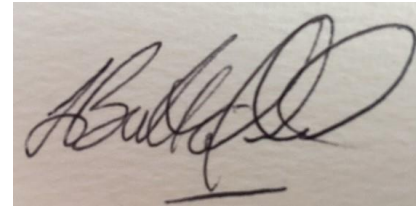
No additional actions have been identified on top of existing approaches to address equalities issues.

**STEP 7 - ARRANGEMENTS FOR MONITORING AND REVIEW**

To be reviewed in line with the governance arrangements detailed in the strategy action plan

Date completed: 31<sup>st</sup> October 2023

Signed:

A photograph of a handwritten signature in black ink on a light-colored surface. The signature is cursive and appears to read 'Scott Butterfield'.

Name: Scott Butterfield

Position: Strategy and Climate Lead

# Air Quality Action Plan (2023 – 2028) and Air Quality Strategy (2023 – 2033) Consultation: Summary Report

October 2023



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## Executive Summary

A survey was available for **9 weeks** across July and September. The aim of the survey was to gain feedback from residents and organisations across Blackpool to understand their views on Blackpool Council's draft Air Quality Action Plan (AQAP) and Air Quality Strategy (AQS).

The survey collected **119** responses, **6** of which were from businesses.

The issues surrounding local air quality and the proposed AQS and AQAP were marginally regarded as important.

**52%** of residents agreed air quality is an important issue and **66%** of businesses agreed. However, based on feedback from other strategy consultation activity, it is fair to state the issue was viewed as relatively less important than other areas of statutory responsibility.

Residents and businesses responded that investing in transport was a top priority area which could improve local air quality and that policy guidance was a low priority.

Overall, residents agreed with the overall vision for air quality and agreed with the AQS and AQAP. Agreement was strongest for reducing emissions from new developments improving public information and for improving green infrastructure.

However as many responses agreed as disagreed that encouraging more active travel and providing more public information would improve local air quality.

The survey asked for additional actions to be suggested which included: planting trees, encouraging remote working, relocating offices away from town centre, improving cycle infrastructure, improve signage for pedestrians and increasing CCTV coverage on buses.

The survey asked for overall comments, most comments related to electrification of private and public transport, this included some comments about Ultra Low Emissions Zones. Whilst some of these comments may reference the national news which was running through the consultation window, the Blackpool AQS and AQAP does not include any proposed actions or measures relating to congestion charges or Low Emission Zones.

A number of comments related to financial considerations of implementing the actions and personal finances to travel locally, particularly as costs to households are rising. A number of comments highlighted their satisfaction with Blackpool's current air quality.



## Introduction

The aim of the survey was to gain feedback from residents and organisations across Blackpool to understand views on Blackpool Council’s draft AQAP and AQS.

The AQAP outlines the actions that Blackpool Council will deliver between 2023-2028 to reduce concentrations of air pollutants and exposure to air pollution in the Air Quality Management Area (AQMA) in the Town Centre.

The AQS sets out the council’s approach for the next ten years to achieve healthy air and improved quality of life for all in Blackpool.

The survey ran between **17th July 2023 and 20th September 2023**. In addition to an online survey, which was accessible on the council’s Engagement and Consultation webpage, paper copies were also made available in Libraries and Family Hubs.

## The Respondents (Demography)

It total there were **119** responses to the survey. All responses to the survey were carried out online. 6 responses came from businesses.

For respondents who shared their demographic information, at least 66% of responses were from areas FY1- FY4, with some respondents choosing to skip the question. This survey was completed by slightly more males than females, and mostly by residents who were aged over 55 years old. There was representation across a range of different sexual orientations. No respondents identified a non-white ethnic identity.

### Postcode

17%	FY1
12%	FY2
15%	FY3
22%	FY4
9%	FY5
1%	FY6
0%	FY7
1%	FY8
4%	Outside FY.
20%	<i>Skipped</i>

### Sex

40%	Male
32%	Female
7%	Preferred not to say
4%	Self-described
17%	<i>Skipped</i>

### Age

8%	25-34
6%	35-44
10%	45-54
25%	55-64
19%	65-74
4%	75+
11%	Preferred not to say
18%	<i>Skipped</i>

### Sexual Orientation

47%	Heterosexual / Straight
2%	Gay man
1%	Gay woman / Lesbian
1%	Other
10%	Self-described
19%	Preferred not to say
21%	<i>Skipped</i>

### Ethnic identity

58%	White - includes English/Welsh/Scottish/Northern Irish/British Irish Gypsy or Irish Traveller, Any other White background
3%	Self-described
18%	Preferred not to say
19%	<i>Skipped</i>

### Disability

10%	<i>Disabled and limited a lot</i>
12%	<i>Disabled and limited a little</i>
5%	<i>Disabled and not limited</i>
42%	<i>Not Disabled</i>
12%	<i>Preferred not to say</i>
19%	<i>Skipped</i>

## Limitations

There was an issue with Question 3.4 of the survey, meaning it is not possible to assess how respondents scored green infrastructure's importance relative to local air quality improvement.

28% of respondents did not identify their age band, and from the 72% of respondents that did, there were no responses from residents aged 16-24. Therefore, the results are not wholly representative of the general adult Blackpool population.

With 6 responses from businesses, 3 of which were from hotels, we cannot interpret this as being representative of Blackpool businesses in general.

## The Results

The issue of air quality is not overwhelmingly viewed as an important one.

How important do you think the issue of air quality is in Blackpool?

Residents	Businesses
Very Important = 28%	Very Important = 33%
Important = 23%	Important = 33%
Not Important = 46%	Not Important = 33%
<i>Skipped = 2%</i>	<i>Skipped = 0%</i>

There is a difference in prioritisation between residents and businesses. The issues surrounding local air quality, the proposed strategy and its action plans, which aim to improve it, were marginally regarded as important. 52% of residents agreed air quality is an important issue and 66% of businesses agreed. However, it is fair to state the issue was viewed as relatively less important than other areas of statutory responsibility.

Please rank the priorities you feel will improve air quality in the air quality management zone the most.

Rank	Residents	Businesses
1 <sup>st</sup>	Offering alternative transport to private vehicles	Public information
2 <sup>nd</sup>	Traffic management	Offering alternative transport to private vehicles
3 <sup>rd</sup>	Promoting low emission transport	Traffic management
4 <sup>th</sup>	Promoting active travel	Promoting active travel
5 <sup>th</sup>	Policy Guidance and Development	Promoting low emission transport
6 <sup>th</sup>	Public information	Policy Guidance and Development

Residents and businesses responded that investing in transport was a top priority area which could improve local air quality and that policy guidance was a low priority.

	Agree or Strongly agree	Disagree or strongly disagree
<b>13% more responses agreed</b> with the overall vision	44%	30%
<b>8% more responses agreed</b> reducing emissions from traffic will improve air quality	46%	38%

As many responses agreed as disagreed that encouraging active travel will improve air quality	37%	37%
<b>8% more responses agreed</b> reducing emissions from heating and burning domestic fuels will improve air quality	44%	36%
<b>29% more responses agreed</b> reducing emissions from new developments will improve air quality	55%	25%
As many responses agreed as disagreed that more public information and communication will improve air quality	39%	39%
<b>8% more responses agreed</b> with the proposed actions to reduce traffic emissions	43%	35%
<b>10% more responses agreed</b> the proposed actions to encourage active travel	43%	33%
<b>8% more responses agreed</b> the proposed actions to reduce emissions from heating and burning domestic fuels	42%	34%
<b>31% more responses agreed</b> the proposed actions to improve green infrastructure	52%	21%
<b>34% more responses agreed</b> with the proposed actions to reduce emissions from new developments	53%	19%
<b>34% more responses agreed</b> with the proposed actions for more public information and communication	57%	23%
<b>8% more responses agreed</b> that these 6 priorities will help improve air quality in the management zone	37%	29%

Overall, residents agreed with the overall vision and agreed with the action plans. Agreement was strongest for reducing emissions from new developments improving public information and for improving green infrastructure. However as many responses agreed as disagreed that encouraging more active travel and providing more public information would improve local air quality.

Residents were also asked about actions they were likely to take to improve local air quality. Planting trees was a key behaviour. Interestingly despite the overall divide whether active travel will improve local air quality, a large minority of respondents reported they are likely to walk and cycle more in the local area.

#### What actions are you likely to take to improve air quality?

42% = Plant trees

37% = Walk or cycle for local journeys

29% = Improve home insulation

27% = Take the bus or tram more often

25% = Keep up to date with local air quality by visiting relevant websites regularly

24% = Reduce car idling

20% = Update home boiler to an ultra-low emission one

12% = Replace your current vehicle with an electric vehicle

10% = Car share

10% = Install an electric charging point at your property

The survey asked for additional actions to be suggested which included:

Green Infrastructure	<p><i>"Plant native trees"</i></p> <p><i>"Pay the Leader of the Council less and spend the money on trees"</i></p> <p><i>"How about an annual Blackpool prize in our town day or annual front garden tidy?"</i></p>
Offering alternative transport to private vehicles	<p><i>"Continue to support working from home which stops the need for any car journey at all."</i></p> <p><i>"Work with Blackpool Transport to create new routes that service major employment areas, such as the Enterprise Zones and Industrial Estates."</i></p> <p><i>"Trams should have more routes added".</i></p>
Policy Guidance and Development	<p><i>"Relocate council workers from high pollution areas i.e. Town Centre, thus reducing commuting into town centre"</i></p> <p><i>"Ban bonfires on Guy Fawkes night and stop the international firework displays on the prom to reduce the significant smoke they create."</i></p> <p><i>"Ban garden fires whilst stopping the tip from being too selective on the types of rubbish being accepted."</i></p> <p><i>"Establish smoking/ vaping ban at tram and bus stops".</i></p>
Promoting active travel	<p><i>"Make the Promenade safer for cyclists by enforcing rule 56 of the Highway Code".</i></p> <p><i>"Talbot road is not at all cycle friendly. There are no cycle lanes and the tram lines are not only a hazard to cross but also very slippery when wet. The cobbles on the road surrounding the roundabout is also make riding a road bike over very difficult. The new DWP building will undoubtedly bring more cyclists commuting in to the same area. More thought should be given to how the road is designed".</i></p>
Public information	<p><i>"Use local radio to give handy hints and tips."</i></p> <p><i>"Encourage rainwater harvesting for gardening and washing car. Waste less food. Reuse and recycle more. Buy second hand items, such as furniture. Plant and grow more own fruit/veg. Reduce utility consumption at home."</i></p> <p><i>"Highlight which pavements are designated for shared use and which are solely for pedestrian use".</i></p>
Traffic management	<p><i>"Blackpool has historically worked on slowing down traffic, but a focus on reversing this policy and maintaining traffic flow is more crucial than ever."</i></p> <p><i>"Sort out the zebra crossing on Talbot Road that brings the town to a standstill every weekend."</i></p> <p><i>"More cameras on bus lanes."</i></p>

**A detailed breakdown of the responses from 113 residents shows:**

To what extent do you agree or disagree with...	Strongly Agree	Agree	Neither Agree nor Disagree	Disagree	Strongly Disagree	Skipped
The overall vision?	26%	18%	23%	18%	13%	3%
reducing emissions from traffic will improve air quality?	27%	19%	12%	20%	19%	3%
encouraging active travel will improve air quality?	19%	17%	25%	20%	17%	2%
reducing emissions from heating and burning domestic fuels will improve air quality?	19%	23%	18%	16%	20%	4%
reducing emissions from new developments will improve air quality?	26%	28%	18%	16%	11%	2%
more public information and communication will improve air quality?	20%	19%	19%	22%	18%	2%
the proposed actions to reduce traffic emissions?	24%	18%	21%	16%	20%	1%
the proposed actions to encourage active travel?	19%	24%	23%	13%	20%	1%
the proposed actions to reduce emissions from heating and burning domestic fuels?	19%	22%	24%	13%	20%	1%
the proposed actions to improve green infrastructure?	23%	29%	25%	12%	10%	2%
the proposed actions to reduce emissions from new developments?	26%	27%	27%	8%	12%	1%
the proposed actions for more public information and communication?	26%	31%	19%	7%	16%	1%
that these 6 priorities will help improve air quality in the management zone?	14%	22%	19%	15%	15%	14%

A detailed breakdown of the responses for 6 businesses shows:

To what extent do you agree or disagree with...	Strongly Agree or agree	Agree	Neither Agree nor Disagree	Disagree	Strongly Disagree	Skipped
The overall vision?	0%	50%	17%	0%	17%	17%
reducing emissions from traffic will improve air quality?	50%	0%	33%	0%	17%	0%
encouraging active travel will improve air quality?	50%	0%	17%	33%	0%	0%
reducing emissions from heating and burning domestic fuels will improve air quality?	50%	17%	0%	17%	17%	0%
reducing emissions from new developments will improve air quality?	33%	33%	33%	0%	0%	0%
more public information and communication will improve air quality?	17%	17%	33%	33%	0%	0%
the proposed actions to reduce traffic emissions?	17%	50%	17%	0%	17%	0%
the proposed actions to encourage active travel?	33%	17%	33%	17%	0%	0%
the proposed actions to reduce emissions from heating and burning domestic fuels?	33%	17%	17%	33%	0%	0%
the proposed actions to improve green infrastructure?	17%	33%	33%	17%	0%	0%
the proposed actions to reduce emissions from new developments?	33%	33%	17%	17%	0%	0%
the proposed actions for more public information and communication?	17%	50%	17%	17%	0%	0%
that these 6 priorities will help improve air quality in the management zone?	17%	33%	33%	17%	0%	0%

## Response to consultation findings

The survey asked for overall comments, most comments related to electrification of private and public transport, this included some comments about Ultra Low Emissions Zones (ULEZ). A number of comments related to financial considerations of implementing the actions and personal finances to travel locally, particularly as costs to households are rising. A number of comments highlighted their satisfaction with Blackpool's current air quality.

All comments made in the public consultation survey have been reviewed and considered for inclusion in the final AQAP and AQS. Recurring themes and key comments have been addressed where appropriate (please refer to the table below).

Key Comments	Frequency	Council Response
Comments relating to ULEZ zones, issues with lithium battery safety and recycling, as well as costs for residents to adopt private EVs and private EV charging infrastructure themselves were raised.	16	<p>The proposed AQAP and AQS does not include an ULEZ.</p> <p>Electrification of cars in the AQS is related to council owned vehicles rather than residents own vehicles. However, the council have developed an Electric Vehicle (EV) Strategy which sets out how we will ensure that there are enough charge points provided to meet the demand in the next 5 years.</p> <p>Concerns around cost and quality of EV charging infrastructure will be considered as part of the procurement and contract management processes to select charge point providers.</p>
Comments relating to the cost of electrification of the council fleet as well as costs to residents to be able to make changes to their transport or domestic heating circumstances in the current economic climate were raised.	12	<p>The proposed AQAP and AQS do not include indicative costs. Blackpool Council has received £360,000 of funding spread over three years from the government's LEVI (Local Electric Vehicle Infrastructure) fund. A bid for capital funding is due to be submitted by the end of November, with £1.7m pre-allocated and which is expected to leverage in additional private sector investment.</p> <p>There are a number of energy efficiently grants available to Blackpool Residents. For example, Blackpool Council is working with local authorities in Lancashire to help households access funding for energy-related improvements to their homes through Cosy Homes in Lancashire initiative. The government's Home Upgrade Grant is now available to Blackpool Residents. The Council has also allocated funding to develop an Eco-Coaches scheme based at Palatine Library but operating across the town, which commenced in October 2023.</p> <p>The Department for Transport has announced the extension of the £2 fare cap for bus travel until 31<sup>st</sup> December 2024.</p>



Key Comments	Frequency	Council Response
Comments relating to the coastal location offering comparatively better air quality than other towns and cities were raised.	10	In Blackpool, air quality is generally good. However, there are still potential improvements to be made in light of the air quality targets for 2040 established under the Environment Act 2021 <sup>1</sup> and to lower concentrations closer to the World Health Organisation's (WHO) Global Air Quality Guidelines <sup>2</sup> .
Comments relating Town Centre Regeneration/Sprawl	9	The council recognises the tension between air quality and enabling accessibility of the town centre to visitors and motorists. The measures in the AQS and AQAP have been carefully considered to be proportionate to our local context.
Comments relating to traffic	8	Blackpool Council is working with local transport bodies to update the Local Transport Plan which aims to address the needs of all transport modes and their users. Also, the council has worked with Lancashire County Council to develop a Fylde Coast transport masterplan which includes measures to improve traffic conditions after recent development across the region.
Comments calling for no action to be taken	8	The council believe that it is important to take action to improve air quality in Blackpool in order to achieve healthy air and improved quality of life for all in Blackpool. The council are already taking a number of actions to do so.
Comments relating to impact of global air pollution	7	The council acknowledge that there are countries with worse air pollution and that we intend to do our part in lowering concentrations closer to the World Health Organisation's (WHO) Global Air Quality Guidelines.
Comments relating to pedestrianisation of areas	6	The Town centre strategy and action plan, which was updated in 2022, aims to adopt a 'pedestrian first' approach to planning. This will ensure pedestrian routes feel safe to follow and explore, they are marked with wayfinding directionals and a pleasant way to travel into and around the town centre. This action is included in the AQS action plan and AQAP.
Comments relating to actions residents are taking already	6	The council acknowledge the individual actions that residents are taking to improve air quality.
Comments relating to competing priorities around tourism and air quality.	5	The council acknowledge the comments regarding the competing nature between improving air quality and encouraging tourism. The AQS includes a number of measures to reduce the number of visitors arriving by private vehicle and encourages the use of public transportation whenever possible.

<sup>1</sup> Air Quality Targets in the Environment Act, Defra, <https://uk-air.defra.gov.uk/library/air-quality-targets>

<sup>2</sup> World Health Organisation, WHO global air quality guidelines: particulate matter (PM2.5 and PM10), ozone, nitrogen dioxide, sulfur dioxide and carbon monoxide, 2021.

Key Comments	Frequency	Council Response
Comments relating to the need for road maintenance improvements	5	Blackpool has a Road Asset Management Strategy (2015-2045) in place which set out how road infrastructure in Blackpool will be managed over the medium term (5 years) and long term (10-30 years).
Comments relating to signage	4	The network currently benefits from Variable Message Signage, a car park management system and Bluetooth technology, which monitors traffic flow. Traffic control systems are regularly reviewed for ongoing improvements.
Comments relating to the need for more green infrastructure in Blackpool	3	<p>Blackpool has a Tree Strategy (2021-2030) in place with the aim of increasing the overall tree canopy in Blackpool to 10%, starting with planting of 10,000 trees over the plan's ten-year period.</p> <p>Blackpool also has a Green and Blue Infrastructure Action Plan 2019 – 2029 and Strategy, which is currently under review. This will fulfil the following green and blue infrastructure (GBI) objectives:</p> <ul style="list-style-type: none"> <li>▪ Protect and enhance GBI;</li> <li>▪ Create and restore GBI;</li> <li>▪ Connect and link GBI; and</li> <li>▪ Promote GBI.</li> </ul> <p>The Tree Strategy and GBI strategy and action plan are referenced in the AQS and AQAP</p>
Comments relating to inaccessibility of public transport	3	<p>Within the AQS there is an action to improve the level of provision of multi-user routes, with the intention of making all forms of active travel more accessible.</p> <p>We will also look to collaborate with active travel providers and disability related groups (e.g. Cycling UK, living streets, Sustrans, Disability First and Galloways) to promote our active travel initiatives and hopefully, implement further schemes.</p> <p>Blackpool Transport state on their website that all of their modern light rail trams are wheelchair accessible and their low floor buses are designed to allow wheelchair users to access our services.</p> <p>Whilst there are no legal requirements to carry mobility scooters, Blackpool Transport are keen to welcome customers who use one, whenever it is safe to do so.</p> <p>Blackpool Transport Trams run roughly every 10 – 15 minutes. All trams (Excluding Heritage Trams) have level boarding and step-free interiors. All except the Heritage trams have both visual &amp; audible announcers to inform passengers of the next stops.</p>

Key Comments	Frequency	Council Response
		The council acknowledge that there are challenges to making all forms of public transportation and active travel accessible and is committed to working with partners to address these challenges.
General Comments	3	Not applicable
Comments relating to reducing smoking and vaping on public transport and preventing tobacco litter	2	<p>Smoking is prohibited on any Blackpool Transport buses or trams. This includes the use of electronic cigarettes.</p> <p>In June 2023, the Blackpool Health and Wellbeing Board approved the Tobacco Free Lancashire and South Cumbria Strategy 2023-2028. While smoking and vaping is not covered under the AQAP and AQS, the Tobacco Free Lancashire and South Cumbria Strategy acknowledged the negative effects of smoking on the environment and had 4 key priorities for tobacco control, and a section on vapes and vaping:</p> <ul style="list-style-type: none"> <li>▪ Working together as a system for a smoke free tomorrow</li> <li>▪ Action to address health inequalities</li> <li>▪ Making Smoke Free the new normal</li> <li>▪ Lancashire and South Cumbria - A United Voice against tobacco harm</li> </ul>

## Appendix – Full list of comments

Electrification = 16

Do not charge people to use their cars! We pay tax, the electric infrastructure is not good enough to support electric cars, we can not afford another tax on our lives. The council get enough tax from us already. My suggestion is to not agree to charge your local people to have freedom.
We pay enough road tax as it is. If you did this like most cities. It will put tourists off coming for holidays or day trips etc. Electric cars are a no from me.
Do not jump on the ULEZ bandwagon just to raise more money from motorists.
I worry about the way London has gone. This is going too far
I am buying an electric car to help but Blackpool council can't even be bothered to send an application form for having dropped kerb so I can have my electric charger put on the front of my house I have contacted highways department several times but no joy very very frustrated so how are we supposed to do our not when the council can't do theirs?
I work in the industry. Electric vehicles are totally unsuitable on cost, range and replacement. If you think a tax such as ULEZ is the answer then you are insane. It will not save lives, what will be getting Doctors back to work.
Would prefer the council to get the basics right before fancy electric cars.
Electric vehicles have Lithium (mined) batteries that have no safe disposal plan, so land fill it is. The batteries have a limited shelf life, are expensive to replace so people will replace the car and given the blackouts, even with charging ports, we haven't got the electricity to charge them. Crazy!
Why do politicians and councils think electric vehicles are the planet's saviour? Don't you realise the pollution and harm it takes to produce the batteries for these vehicles?
Never own an electric car. Dangerous
I am all for it but as someone with a disability relying on my car I find it harder to follow my beliefs. I hope to be able to move to a hybrid vehicle when my Motability lease is up.
Just so long as Blackpool Council don't make the same mistake as London and impose a punitive emissions tax. If an emissions tax is in the pipeline I would suggest £10 for a whole week, with Blackpool Transport contributing for its non- hybrid vehicles. That way the public would see that the Council is also contributing and it's not just 'Joe Public' who is paying the emissions tax. Cycle lanes would be a good idea as the majority of cyclists cycle illegally on the pavement and are a hazard to pedestrians.
Any ULEZ type options could be damaging to businesses.
Cheaper parking for hybrid and electric vehicles compared to diesel and petrol in Council car parks.
Electric cars are expensive and if you live on a terraced street with no off road parking how do you charge your vehicle? Should public EV charging points be put outside certain properties on a terraced street this will cause problems with neighbours insisting that it is their charging point and I believe this will cause disputes that may get out of hand.
Electric vehicle is out of reach financially so stuck with my diesel.

## Financial Considerations = 12

<p>I think blackpool council should; 1 show us the people of blackpool how they have spent the government tory money labour council got, 2 how can people in low paid jobs pay fares for kids when cheaper in a car so making poverty for children ,3 show the people of blackpool the new contracts that are being sought to cut prices as the old contract have no competition and who decides who gets the contracts who get the benefits blackpool doesn't have bad pollution I believe the council looking to collect cash as they have overspend and need to be accountable.</p>
<p>Unfortunately with the current cost of living crisis, for me personally, using public transport is out of the question as it is too expensive. The issues around heating my house are more predominant, I couldn't afford to replace my boiler so again this isn't an option for me. I think a lot of people are in a similar situation so whilst this is an important issue being able to eat and heat take priority at the moment.</p>
<p>It's very important to improve air quality and reduce health problems associated with poor air quality, however this should not create any new burden on residents struggling with the cost of living and reduced services. There is a risk that health and wellbeing improved by some measures would be diminished and cancelled out by any new financial burden on average families and all residents.</p>
<p>All these suggests are costly, therefore people are unlikely to be able to afford to implement them.</p>
<p>Would love to afford to tick all boxes!</p>
<p>None are cost effective for me.</p>
<p>I'd suggest introducing performance related pay to council tax whereby residents can withhold payment until the council actually improve demonstrably for all rather than jumping on bandwagons.</p>
<p>Much of this I'd like to do, but finances will dictate what I'm able to do.</p>
<p>Blackpool air quality must be good as it's by the sea, so to implement things like cycling/ walking which are in place already, is a waste of money, especially when people are suffering with the cost of living crisis, is ridiculous, but with Blackpool council it'll go ahead anyway.</p>
<p>I don't support WEF puppets &amp; policies.</p>
<p>I, and anybody else, for that matter cannot answer these questions without the cost to the council taxpayer being revealed. I seem to be one of the minority in this town paying the full amount.</p>
<p>Do the council have the money to replace all their vehicles with electric overpriced ones Blackpool is known as breezy Blackpool , so it seems to me that people in the town hall are jumping on the ULEZ bandwagon in order to spend money we don't have and more to the point cant afford right now.</p>

Happy with current air quality = 10

None. The air quality in Bleekpool is better than most towns in the UK, just look it up on websites
Blackpool is on the west side of the UK with westerly winds being the most prevailing. Blackpool does not have a problem with air quality but it does have a problem with a virtue signalling council, that in one breath comes out with "strategies" like this then actively tries to sell dozens of acres of public land for profit pure hypocrisy!
I have not read anywhere that this is a problem in Blackpool. Is this bandwagon politics?
Air quality on the Fylde Coast is already excellent. Blackpool has always been famous for fresh air. There is no need to waste effort and money on any schemes to improve air quality. The only useful thing would be monitoring, to demonstrate just how clean the air is already on this coast.
We live in a seaside resort and have no industry and possibly one of the best air qualities in the country.
I believe the air quality here is better than other towns in the North West as we are next to the sea. To discourage vehicles will decrease tourism to the town, which is its main source of income.  We are battered with fresh air, all the way from the Americas, on a daily basis. We don't need to do anything, except cut down on the amount of hot air from the Town Hall!
We should recognise that the coastal winds and gales that Blackpool is always exposed to will have a significant positive impact on air quality across the Blackpool area.  Not so long ago in our past history people were sent to seaside towns to convalesce because the sea air would help improve their health, we have some of the cleanest air in the country. My problem with the net zero narrative is that it is one side of the argument and this current government and most likely successive governments and local councils are hell bent on enforcing all these measures through because in my opinion it is virtue signalling, "look at what we are doing, aren't we great".  Air quality in Blackpool is hard to improve as it is already very good.
Living by the sea, we already have good air quality. Investment needs to be made on more important issues like crime, ANti Social Behaviour, improving services, improving employment opportunities, cleaner streets
I don't think you should be imposing any restrictions due to "a theory" we live by the Irish Sea not an inner city! Even if the small % of pollutants dose actually affect the health of a small amount Blackpool residents there are so many other things that affect our heath and lives on a daily basis. Imposing tax and restrictions is not the way to treat the people you are paid to serve.
Read about as all 100 percent true

Town Centre regeneration/sprawl = 9

<p>Slow moving traffic due to congestion causes more emissions so you need to keep the traffic flowing. Building new houses in areas that already have a problem with congestion for example, on the routes to Lytham / St Annes, should be stopped at least until the new road is completed. Instead of allowing the big developers to build overpriced new properties that a lot of Blackpool residents cannot afford, why not invest in improving the existing properties so they can be used for affordable or social housing?</p>
<p>It's not air quality we need to be tackling but redevelopment and regeneration of the town as a whole in its current state it is an undesirable location to visit it has lost its former glory of yesteryear how very sad. It has become a poor relationship of what once was a fabulous place to live and work in</p>
<p>promote non central zones to take pressure off the town centre such as Waterloo Road and Bond Street, Bispham and Cleveleys and Highfield Rd and cherry Tree Road</p>
<p>What a load of rubbish this is a holiday town do you propose to ask visitors to leave their vehicles at the end of the M55 and catch a bus?</p>
<p>Get a grip and sort yourselves out. Leave the motorist alone or we will continue to spend our money in St. Annes, Lytham and beyond. This is why I and other residents don't shop in the town centre - the roads conditions are atrocious, there's insufficient parking, the roadworks increase frustration - all resulting in the slow death of the centre.</p>
<p>I will no longer come into Blackpool if this is the decision of the town. I might also add I feel this will be the final nail in the seaside town which has become a disgrace over the last few decades. The local council should hang their heads in shame and stop wasting huge amounts of money on useless ideas and get back to supporting the town. There are far too many creaming off the town's resources</p>
<p>Blackpool Town centre is already a No Go area for many residents, as it is to difficult to park, to expensive to park or to difficult to navigate. This town is already struggling as a shopping destination like most other town centres in the country, your idea to pedestrianise the areas mentioned would just be a nail in the coffin for the town and many local businesses</p>
<p>Fresh air scheme will do nothing to improve the state of Blackpool just annoy residents who need to travel into the town centre. But if you want to make it deader than it already is carry on.</p>
<p>People like me already walk and cycle in restricting car access will not increase this and if you haven't noticed we have some dreadful weather to contend with on a frequent basis. People will just stay out of the town centre leaving it to the carless underemployed and holidaymakers.</p>

Traffic = 8

<p>The other high area on your imaginary data points is down by the Prom, the corridor ending behind the hotel and by the war memorial. Again, unsurprising given the appalling junctions, ridiculous traffic light sequencing and abundance of Landau's plying their trade, slowly (and perform u-turns randomly), on a stretch of road that the council reduced the width of, removed barriers in the name of pedestrianisation -which now means the day trippers just cross the road anywhere they like en masse. And you're surprised your actions have resulted in increased emissions?</p>
<p>Keep traffic moving, not sat idling in traffic jams created by a badly thought out traffic policy!</p>
<p>Don't close roads!</p>

Not to introduce more traffic calming measures such as the Promenade as this causes more pollution to our air quality!

It's time to stop the motor vehicle being the priority - encourage use of alternatives and discourage using motor vehicles .

Reduce car idling

Stop speeding cars coming down Talbot road

Travelling by car is often worse than frustrating particularly between North and Central pier and back almost as far as Park Road. The regular heavy traffic and gridlock is a significant cause of vehicle emissions

Calls to take no actions = 8

None of the above

Stop virtue signalling

None of the above ; Long live fast petrol sports cars

Ignore all. My life my choice.

Remember that before the election in May Labour sent a letter saying no policy would be done in the near future! Lies, lies, lies!

None of the above

Waste of time and money.

These are all minor changes that won't impact a problem that isn't a problem!

Comments relating to the impact of global air pollution= 7

As I fill in this questionnaire China India and the USA are still constructing coal fired power stations. Even if the UK went 100% carbon free tomorrow China alone will emit into the atmosphere in three weeks the total years saving made by the UK. The Mayor of London has ignored the fact that after 2 years the ULEZ programme has only reduced the air quality within inner London by 3%. The wind alone coming off the sea will keep Blackpool's air quality at a very comfortable level. The Mayor London will lose his seat and it will all be down to this indecent and forceful pressure to clean the air quality when it's not needed.

Clean air is important, but we already have that. We have multiple epidemics that need prior attention.

It may have skipped the councils notice but Blackpool is situated on the West coast of England. The prevailing wind in England comes from the South West and has done as long as the wind has blown. Could you please explain from whence cometh all this pollution. The USA maybe? I would bet that there are very few places in the country with air as clean.



The amount of air pollution we contribute is nothing compared to such countries as China, India, Russia and the USA to name but a few. Why should we not feel free to use our cars as and when we wish, because I feel sure that the pollution that other countries make goes into the atmosphere and floats all over the world.

None. The main problem with pollution is that there are too many humans on the planet. Less humans would lead to less pollution. Pop over to China or Northern Vietnam. They are huge polluters with burning millions of tons of brown coal. Doing any of the above is like emptying a swimming pool with a thimble.

The national government must decarbonise the grid for any of this to work

#### Pedestrianised areas = 6

Blackpool council should look at permanently pedestrianising the prom, pier to pier and the entire length of the prom (where there are illuminations) during the illuminations season when dark. There is so much congestion on the prom and is dangerous for both pedestrians and cyclists. Also, we should be encouraging people to cycle, walk or use trams to see the lights, rather than cars. This would also encourage tourists to hire bikes and promote local businesses.

Yes I believe Blackpool town centre should be close totally to Diesel/petrol vehicles with the exception of buses which are being changed to electric, bans should include taxi's, motorbikes, private cars, delivery vehicles should have open windows between 0600-0800 & 1800-2000, taxi ranks could be moved to the likes of Queen St, Dickson Rd & top of church st & the likes just outside the town centre, yes this would more than likely ruffle some feathers from the off set, however if this serious situation is ever to be addressed then serious action needs to be taken - local councils & central government need to get a back bone instead of sitting around a table discussing as it won't address the issue... action is what is needed.

No traffic on the prom at anytime seems like a good start to cut emissions. I dare you!

If a street/road is pedestrian only why isn't it; St John Square, Bank Hey Street, Cedar Square, To include electric bikes mopeds etc.?

Also we need more pedestrianisation and better pedestrian areas. Clean, safe and attractive.

Stop all motor transport into St John's square and near any pedestrian areas in Blackpool

#### Domestic Emissions = 6

With a house with an energy rating of D, some double glazing where the seals have failed and a boiler over 10 years old, I have found Cosy Homes completely impossible to get any support, despite having medical issues.

I have seen many councils installing solar panels on social housing. This should be available to private dwellings also where the owners are not claiming means tested benefits but as a result of having to pay for all services, have little left in their pockets to cover green initiatives.

Blackpool is a cul de sac and the roads around it are permanently congested as the centre is largely pedestrian only. Fortunately we are blessed with the Westerly winds and relatively we have good air quality things to maintain and improve on this include:

I believe you should be offering free grants to all people to upgrade housing stock to between A and C rates. Domestic homes and appliances are the biggest issue not vehicle use. Spend money on housing stock

I think it is absolutely ridiculous to have these types of projects before you have a solution. It is just another example of the cart before the horse. The counties infrastructure cannot possibly cope with electrification for all things such as cars.

getting people to reduce what they burn in their homes IE wood burning stoves, fires is just going to close business down and put households in to more financial hardship as they will have to change their heating arrangements or what they burn which will no doubt be more expensive.

Blackpool is one of the most deprived wards in the UK the money is better spent on clearing poor housing and discarded rubbish and holding absentee landlords and tenants who make the environment unpleasant to account.

Target wood burners which are using polluting materials - pallets, old decking.

#### Actions residents are taking already = 5

None of the above as i have trees in my garden already so I'm doing my bit!

I do all I can, being disabled I can't walk or cycle any longer, or use public transport but I don't drive either. I get a lift or taxi when I need to go to medical appointments.

I had my home I insulation renewed within the last 12 years and also had solar panels installed on my roof 12 years ago. I have a modern gas boiler but don't use it much, I usually use electric heating when I need to.

I have 9 trees in my medium sized garden, no room for more.

Hybrid car

#### Tourism = 5

Yes if the council want to improve air quality that much scrap the illuminations!! To start picking little areas to improve air quality when the coast is barely a half mile away is a joke! Ban the illuminations!

People don't care to be honest. You don't really care for residents, as a council and the rest of the people that come to Bleekpool, come here for a good time not air quality.

Most pollution comes from traffic. Millions travel here by car how much of the pollution comes from them compared to locals. Where is that information? Why build so many car parks in the town centre? Why put an office block and university in the middle of the most polluted areas. Why not put a large open green space where the closed shops and poor housing is.

We live at the seaside with plenty fresh clean air. You positively encourage millions of vehicles to visit the town to spend money and increase the population.

Why is this council encouraging motorists to travel up and down the promenade for four months of the year in their polluting vehicles? Surely you as an elected body should be striving for a zero carbon footprint?

How do you reconcile this with Blackpool's biggest events and tourist attractions e.g. the lights?

#### Road Maintenance = 5

As keen active cyclists in the 76 age group we need our roads, side roads and main roads to be made safe to actually cycle along. Biggest problem we find is broken road surfaces, with loose chippings, potholes, sunken grids and poor or none existent road markings.

Look after the residents and fix our residential roads and don't let abnb pop up in our residential streets

You want people to cycle more. Repair the roads properly. Not a bucket of tarmac filling potholes. Repair width of road then road will last longer. Not winter to winter. Improve oneway system for vehicles to cross town, more cameras on bus lanes i.e. Central drive from Albert Rd to Chapel St.

Long term, plan to build underpasses or overpasses to create fast North-South routes to bypass promenade congestion, especially between Gynn and Manchester Squares.

No more cycle paths waste of money like the one on Clifton drive, just causes more congestion which causes more pollution. I travel nationwide and in small towns like Blackpool it happens all the time, cycle lanes tend to ad to pollution in some instances not reduce pollution, the one on Clifton drive is an absolute joke.

#### Signage = 4

Poorly planned and timer based traffic lights in Blackpool create so much standing traffic, this standing traffic creates more NOX than anything. Start to create fast flowing North-South through routes by replacing ineffective traffic lights with roundabouts or one way flows, replace all timer based traffic lights with intelligent electronic based ones where there is no room to build a roundabout.

ENCTS is being pushed further away, now 67, introduce a residents pass to give discounted travel and encourage bus and tram use.

Change traffic lights system so that pedestrians get to cross at each change of signal not once every two changes.

One main problem is the struggle to find parking. It is deeply disappointing that having asked a good few years ago about having the council car park availability online, there has been no progress. Live parking space data exists in a digital format to power the matrix signs around town. Having the same data on a publicly available platform could easily remove a percentage of people from the physical trial of finding a space causing congestion if not mayhem in the process, with some resorting to extreme measures and risk taking to get a space. On a number of occasions

people have said to me that it will be years before they try Blackpool again after their experiences trying to park.

### Mobility = 3

Pedestrian and cycle access is all well and good for some, but not at the expense of car access for the old or disabled.

Some of us cannot even walk to a bus or tram stop

Mobility is an issue for us and bus services are slow and inaccessible

### Green Infrastructure = 3

It would also be nice if the council actually left some literal green areas.

More trees and green space ..

Plant more Trees in Residential areas like Claremont wards. We need Trees, it's better for the environment and peoples mental health, Trees have a lot of Benefits to residents who live here

### General = 3

Ban fires in back gardens! Stop the tip from being too selective on the types of rubbish being accepted.

Everyone wants cleaner air, and that will be achieved over time using technology and educating people to walk and cycle more where practically possible, to keep vehicles well serviced and to remove vehicles from the road that are not.

Air quality is not an issue that needs action by local government. Manufacturers and natural cycle of replacement will perform the function the best, effort if wanted should be in funding the "scrapping " of older items with newer more efficient ones

### Smoking and vaping =2

Reduce the pollution from smoking and vaping in Blackpool particularly on public transport including at bus and tram stops.

Stopping people smoking and throwing there cigarettes on the floor.

<b>Report to:</b>	<b>CLIMATE CHANGE AND ENVIRONMENT SCRUTINY COMMITTEE</b>
<b>Relevant Officer:</b>	Sharon Davis, Scrutiny Manager
<b>Date of Meeting:</b>	15 November 2023

## SCRUTINY WORKPLAN

### 1.0 Purpose of the report:

- 1.1 The Committee to consider the implementation of scrutiny recommendations, together with any suggestions that Members may wish to make for scrutiny review topics.
- 1.2 To note the work undertaken by the Beach Management and Coastal Defence Scrutiny Review Panel.
- 1.3 To note the work undertaken at the CCTV Briefing.

### 2.0 Recommendation(s):

- 2.1 To monitor the implementation of the Committee's recommendations/action.

### 3.0 Reasons for recommendation(s):

- 3.1 To ensure that recommendations/actions are being monitored, the Workplan is up to date and is an accurate representation of the Committee's work.
- 3.2a Is the recommendation contrary to a plan or strategy adopted or approved by the Council? No
- 3.2b Is the recommendation in accordance with the Council's approved budget? N/A
- 3.3 Other alternative options to be considered:

None.

### 4.0 Council Priority:

- 4.1 N/A

## **5.0 Background Information**

### **5.1 Scrutiny Workplan 2023/2024**

5.1.1 The Workplan is a flexible document that sets out the work that the Committee will undertake over the course of the year.

5.1.2 The members of the Committee met on 12 July 2023 to review the Workplan and prioritise scrutiny review work for the 2023/2024 municipal year.

### **5.2 Monitoring Implementation of Recommendations**

5.2.1 The table attached at Appendix 9(c) has been developed to assist the Committee in effectively ensuring that the recommendations made by the Committee are acted upon. The table will be regularly updated and submitted to each Committee meeting.

5.2.2 Members are requested to consider the updates provided in the table and ask follow up questions as appropriate to ensure that all recommendations are implemented

### **5.3 Scrutiny Review Checklist**

5.3.1 The Scrutiny Review Checklist is attached at Appendix 9(b). The checklist forms part of the mandatory scrutiny procedure for establishing review panels and must therefore be completed and submitted for consideration by the Committee, prior to a topic being approved for scrutiny.

5.3.2 The Committee is recommended to place an emphasis on the priorities and performance of the Council when considering requests for scrutiny reviews.

### **5.4 Beach Management and Coastal Defence Scrutiny Review Panel**

5.4.1 On 19 September 2023 the Committee met as the Beach Management and Coastal Defence Scrutiny Review Panel to consider planned work to improve Blackpool's beaches and the coastal defences. The report from the meeting is attached at Appendix 9(d).

### **5.5 CCTV Infrastructure Scrutiny Briefing and Tour of CCTV Control Centre**

5.5.1 On 12 October 2023 members of the Committee were given a tour of the new CCTV Control Centre and Incident Management Room, and received a briefing on Phase Two of the upgrade work to CCTV infrastructure. The report from the briefing and its outcomes is attached at Appendix 9(e).

Does the information submitted include any exempt information?

No

**5.4 List of Appendices:**

Appendix 9(a) – Climate Change and Environment Scrutiny Work Plan

Appendix 9(b) - Scrutiny Review Checklist

Appendix 9(c) – Climate Change and Environment Committee Action Tracker

Appendix 9(d) – Beach Management and Coastal Defence Scrutiny Review Panel Report

Appendix 9(e) – CCTV Scrutiny Briefing and Control Centre Tour Report

**6.0 Financial considerations:**

6.1 None.

**7.0 Legal considerations**

7.1 None.

**8.0 Risk management considerations:**

8.1 None.

**9.0 Equalities considerations and the impact of this decision for our children and young people**

9.1 None.

**10.0 Sustainability, climate change and environmental considerations:**

10.1 None

**11.0 Internal/ External Consultation undertaken:**

11.1 None.

**12.0 Background papers:**

12.1 None.

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<b>Climate Change and Environment Scrutiny Committee - Work Plan 2023-2024</b>	
15 November 2023	<ol style="list-style-type: none"> <li>1. <b>Flood Risk Annual Report</b> – To receive the annual report in relation to flood risk.</li> <li>2. <b>Bathing Water Quality Annual Report</b> – To receive an annual report in relation to bathing water quality.</li> <li>3. <b>Green and Blue Infrastructure Strategy Update and Review</b> – To consider the outcome of the review of the strategy and the updated document</li> <li>4. <b>Climate Emergency – Air Quality Strategy and Air Management Plan</b> – To receive details of the draft AQS and management plan.</li> <li>5. <b>Anti-Social Behaviour Public Space Protection Order</b> – To consider the draft protection order.</li> </ol>
7 February 2024	<ol style="list-style-type: none"> <li>1. <b>Waste Services Annual Report</b> – To consider the annual report from Waste Services, including Street Scene work.</li> <li>2. <b>Strategic Waste Management</b> – To receive details of proposal in relation to strategic waste.</li> <li>3. <b>Public Rights of Way</b> – Six-monthly update on work to improve linkage, mapping and issues with private land ownership.</li> <li>4. <b>Climate Emergency - Blackpool Modal Shift Plan</b> – To receive details of the plan and feed into its development</li> <li>5. <b>Public Protection Annual Performance Report</b></li> <li>6. <b>Licensing and Trading Standards Annual Performance Report</b></li> </ol>
20 March 2024	<ol style="list-style-type: none"> <li>1. <b>BSafe Blackpool Annual Performance Report</b></li> <li>2. <b>Green and Blue Infrastructure Strategy Annual Review</b></li> <li>3. <b>Shared Prosperity Fund</b> – To receive an overview of climate related SPF funded projects</li> </ol>
24 April 2024	<ol style="list-style-type: none"> <li>1. <b>Tree Strategy</b> – Details of the implementation of the strategy and work to plant, protect and maintain trees in Blackpool</li> <li>2. <b>Highways</b> – To receive an overview of highways issues in Blackpool.</li> </ol>

<b>Scrutiny Review and Policy Development Work</b>	
19 Sept 2023	<b>Beach Management and Sea Defences</b> – To receive details of the use of Beach Management and Coastal Defence funding.
12 Oct 2023	<b>CCTV Scrutiny</b> - Details of work being undertaken in relation to the second stage of CCTV infrastructure development in Blackpool.
14 Dec 2023	<b>Climate Adaptation Action Plan</b> – To consider draft proposals for the Adaption Plan consultation and proposed strategic goals/aims.
Dec 2023	<b>Serious Violence Duty and Draft Strategy</b> – To consider the draft strategy and work in relation to serious violence
Jan/Feb 2024	<b>Anti-Social Behaviour</b> – A deep dive review of work in relation to the work being undertaken in relation to the CSP Plan priority (Excluding Youth ASB work)
Feb/March 2024	<b>Un-Adopted Alleys</b> – To consider proposals for the addressing of issues in relation to Un-Adopted Alleys.
<b>Joint Scrutiny</b>	
July 2023	<b>Sea Water Sewage Discharge</b> – <i>with Levelling Up Scrutiny</i> - To receive details of the environmental and economic impact of the discharge of sewage into the sea water around Blackpool.
Jan/Feb 2024	<b>Youth Anti-Social Behaviour</b> – <i>with Children and Young People Scrutiny</i> – To receive details of work to address youth ASB
TBC	<b>Empty Properties</b> – <i>with Levelling Up Scrutiny</i> – To receive details of work to address crime and disorder issues related to empty and derelict properties
TBC	<b>Reducing Reoffending</b> – <i>with Adults Social Care and Health</i> – To receive details of work to reduce reoffending in adults

Items to be worked in:

- **Biodiversity Net Gain** – To receive a briefing on Biodiversity Net Gain work
- **Climate Emergency Action Plan Review** – To be brought to Committee following a review of the action plan.
- **Circular Economy In Blackpool** – To receive details of proposals to develop circular economies in Blackpool, to include climate related employment opportunities.
- **Service Sustainability Planning** – Identified for 2024-2025 – Regular reporting from Council directorates/services and their approach to delivery.
- **Shared Prosperity Fund** – To consider climate and sustainability in SPF funded work.

Future Items 2024-2025

- Annual Key Performance Indicator data on carbon emissions and waste - Also to include details of resident perception of feeling safe as part of the refresh of the Resident's Survey – **June/July 2024**

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**SCRUTINY SELECTION CHECKLIST****Title of proposed Scrutiny:**

The list is intended to assist the relevant scrutiny committee in deciding whether or not to approve a topic that has been suggested for scrutiny.

Whilst no minimum or maximum number of 'yes' answers are formally required, the relevant scrutiny committee is recommended to place higher priority on topics related to the performance and priorities of the Council.

Please expand on how the proposal will meet each criteria you have answered 'yes' to.

	Yes/No
The review will add value to the Council and/or its partners overall performance:	
The review is in relation to one or more of the Council's priorities:	
The Council or its partners are not performing well in this area:	
It is an area where a number of complaints (or bad press) have been received:	
The issue is strategic and significant:	
There is evidence of public interest in the topic:	
The issue has potential impact for one or more sections of the community:	
Service or policy changes are planned and scrutiny could have a positive input:	
Adequate resources (both members and officers) are available to carry out the scrutiny:	

**Please give any further details on the proposed review:**

**Completed by:**

**Date:**

## MONITORING THE IMPLEMENTATION OF SCRUTINY RECOMMENDATIONS

Updates in **RED**

.	DATE OF REC.	RECOMMENDATION	TARGET DATE	RESPONSIBLE OFFICER	UPDATE	RAG Rating
1	27 July 2021	That the Committee be involved in the consultation for phase 2 of the upgrade of Blackpool's CCTV infrastructure.	Ongoing	John Blackledge/John Greenbank	The Committee will be invited to input into plans for the upgrade of Blackpool's wider CCTV infrastructure following the agreement of the upgrade to the core system in September 2021.  A tour of the Starr Gate CCTV control room has been arranged for <b>12 October 2023</b>	Ongoing
2.	23 November 2022	That details of the provision of on-street Electric Vehicle Charging Bays be provided.	2023/24	Scott Butterfield	An update on the Electric Vehicle Strategy was provided at the <b>September 2023</b> meeting of the Committee	Complete
3.	5 July 2023	That a six-monthly update on work to link you Public Rights of Way in Blackpool be provided	February 2024	Ian Large/Neil McArdle	A report has been scheduled for the <b>February 2024</b> meeting of the Committee	Not Yet Due
4.	5 July 2023	That data on the impact of the public health approach be provided to members of the Committee	February 2023	Jennifer Clayton	Detail of the Public Health approach to community safety will be included in the BSafe Blackpool Annual Report scheduled for <b>March 2024</b>	Not Yet Due
5.	5 July 2023	That details of the Climate Communications Plan be provided to a future meeting of the Committee.	End of 23/24	Scott Butterfield		Not Yet Due

6.	27 September 2023	That consideration of adopting a commuter pass for residents to park at Blackpool Train Stations be undertaken.	Sept 2024	Philip Welsh	To be included in the 2024 Parking Performance Report.	Not Yet Due
7.	27 September 2023	That the use of an App to promote and assist EV Charging for visitors be explored.	Sept 2024	Alan Cavill/Philip Welsh	To be included in the 2024 Parking Performance Report.	Not Yet Due
8.	27 September 2023	That the role of major attractions car parks be explored in relation to the promotion of EV Charging.	Sept 2024	Scott Butterfield	To be included in the 2024 Parking Performance Report.	Not Yet Due
9.	27 September 2023	That details of considerations to incentivise staff use of public transport be included in future reporting.	TBC	David Simper/Scott Butterfield		Not Yet Due



<b>Report to:</b>	<b>CLIMATE CHANGE AND ENVIRONMENT SCRUTINY COMMITTEE</b>
<b>Relevant Officer:</b>	John Greenbank, Senior Democratic Governance Adviser
<b>Date of meeting:</b>	15 November 2023

## **BEACH MANAGEMENT AND COASTAL DEFENCE SCRUTINY REVIEW PANEL**

### **1.0 Purpose of the report**

1.1 To consider an update on the work undertaken by the Beach Management and Coastal Defence Scrutiny Review Panel meeting on 19 September 2023.

### **2.0 Recommendation(s)**

2.1 To consider the update, the recommendations made and identify any further work to be undertaken on Beach Management and Coastal Defence

### **3.0 Reason for recommendation(s)**

3.1 To ensure the Committee has an overview of ongoing work.

3.2 Is the recommendation contrary to a plan or strategy approved by the Council? No

3.3 Is the recommendation in accordance with the Council's approved budget? Yes

### **4.0 Other alternative options to be considered**

4.1 None.

### **5.0 Council priority**

5.1 The relevant Council priority is:

‘Communities: Creating stronger communities and increasing resilience’

### **6.0 Background and key information**

6.1 On 19 September 2023 members of the Climate Change and Environment Scrutiny Committee held a scrutiny review panel meeting to consider proposals in relation to Beach Management and Coastal Defence.

- 6.2 Councillor Simon Cartmell chaired the meeting with the following members in attendance;
- |                         |                               |
|-------------------------|-------------------------------|
| Councillor Emma Ellison | Councillor Mel Fenlon         |
| Councillor Adrian Hoyle | Councillor Alistair Humphries |
| Councillor Julie Jones  |                               |
- 6.3 Councillor Jane Hugo, Cabinet Member for Climate Change, Mr John Blackledge, Director of Community and Environmental Services, Ms Clare Nolan-Barnes, Head of Coastal and Environmental Partnerships and Mr Marcus Philips, Consultant, Jacobs, were also in attendance.
- 6.4 The meeting heard that climate change had been having a significant impact on Blackpool's beach and coastal areas. This included the loss of sand, rising levels of seawater and the need to upgrade coastal defences to cope with stormier weather. The cost of not taking any action in relation to this challenges was recognised as having substantial negative impacts on Blackpool's residents, businesses and the overall image of the town as a tourist destination.
- 6.5 In 2012 the Council agreed a Coastal Strategy which identified proposed works and schemes for the next one-hundred years. However since this time more rapid change to the coastal environment had taken place than originally expected and therefore the timescale for the commencement of a number of vital projects had been accelerated to begin during 2022-2027.
- 6.6 To enable this the Council had secured £150m in investment from the Environment Agency to undertaken Beach Management and Coastal Defence work. The review panel received a presentation detailing the challenges faced along Blackpool's coastline and the work proposed and details of how funding had been allocated.
- 6.7 Protection of Blackpool's beaches would be primarily achieved by the installation of rock groyne on beaches which would capture sand carried in by the tide and prevent its loss. The importance of the beaches in protecting approximately three thousand five hundred properties in Blackpool and preserving coastal environments, in addition to their value to tourism, was highlighted.
- 6.8 The proposed schemes highlighted at the meeting were;
- Anchorsholme Coast Protection Variation - Funding had been sought to place rock groyne due to lowering of the beach with an estimated costs £10m variation to be sought in September 2023.
  - Bispham Coast Protection – Outline Business Case had been approved and £61m allocated, ground investigation to commenced in Autumn 2023, with design

work planned for 2024 and construction planned for late 2024 – 2027

- Blackpool Beach Nourishment – Preparation of Outline Business Case completed in 2022 was approved and £57m allocated
- Realignment of ‘sea bees’ defences - Outline business case was to be prepared by the end of 2023 with an overall estimated cost of £7m for the project
- Starr Hills Environmental Works (Sand Dunes) - Outline business case approved December 2021 with works ongoing with an allocation of £999,000 between 2022 and 2027

6.9 The Panel noted that detailed business cases were still required for the schemes outlined at the meeting. Members therefore asked that an update be provided to members in six-months’ time.

6.10 Concern was raised at the meeting regarding the need to conduct major works on beaches in the central area during the summer season, noting the disruption that this could cause to tourist attractions and impact visitor experiences. This had been noted by officers and advised that they had been mindful of the impact on the visitor economy and that disruption would be minimised where possible. It was also stated that confining works outside of the summer season was impractical and that winter weather would make working condition harder.

6.11 While recognising the impact on tourism, officers emphasised that the main benefit of the work was the protection of residents and the need to start work in a timely manner to secure funding and ensure the coast was future-proofed against climate change. The importance of community engagement was therefore highlighted with members asking that details of what would be taking with members of the community to be included in the proposed update to the Climate Change and Environment Scrutiny Committee in six months’ time.

## **7.0 Recommendations**

7.1 That an update on Beach Management and Coastal Defence work be provided to members in six months’ time, including details of the community engagement planned.

7.2 Does the information submitted include any exempt information? No

## **8.0 List of appendices**

8.1 None.

## **9.0 Financial considerations**

9.1 Highlighted within the main body of the report.

**10.0 Legal considerations**

10.1 None.

**11.0 Risk management considerations**

11.1 None.

**12.0 Equalities considerations and the impact of this decision for our children and young people**

12.1 None.

**13.0 Sustainability, climate change and environmental considerations**

13.1 Highlighted within the main body of the report.

**14.0 Internal/external consultation undertaken**

14.1 None.

**15.0 Background papers**

15.1 None.

<b>Report to:</b>	<b>CLIMATE CHANGE AND ENVIRONMENT SCRUTINY COMMITTEE</b>
<b>Relevant Officer:</b>	John Greenbank, Senior Democratic Governance Adviser
<b>Date of meeting:</b>	15 November 2023

## **CCTV SCRUTINY BRIEFING AND CONTROL CENTRE TOUR**

### **1.0 Purpose of the report**

1.1 To consider an update on the CCCTV Briefing and tour of the control centre on 12 October 2023.

### **2.0 Recommendation(s)**

2.1 To consider the update, the recommendations made and identify any further work to be undertaken on CCTV.

### **3.0 Reason for recommendation(s)**

3.1 To ensure the Committee has an overview of ongoing work.

3.2 Is the recommendation contrary to a plan or strategy approved by the Council? No

3.3 Is the recommendation in accordance with the Council's approved budget? Yes

### **4.0 Other alternative options to be considered**

4.1 None.

### **5.0 Council priority**

5.1 The relevant Council priority is:

- 'Communities: Creating stronger communities and increasing resilience'

### **6.0 Background and key information**

6.1 On 27 July 2021 the Tourism, Economy and Communities Scrutiny Committee held a briefing where it heard details of the plans for the first phase of the upgrade to CCTV infrastructure in Blackpool's Central Area. At this meeting it was agreed by members that further scrutiny work should be undertaken on the proposals for the second phase of CCTV infrastructure work outside of the Central Area. Following the changes to

scrutiny committee remits in May 2023 the Climate Change and Environment Scrutiny Committee had been designated the Council's statutory Crime and Disorder Panel.

6.2 At its work-planning meeting held in June 2023 the Committee agreed that a briefing should be held on the second stage of CCTV infrastructure. Following this it was also arranged that the briefing would include a tour of the new CCTV Control Centre.

6.3 The briefing and tour were held on Thursday, 12 October 2023 at the CCTV Control Centre. The meeting was chaired by Councillor Simon Cartmell and the following members were present.

Councillor Emma Ellison  
Councillor Adrian Hoyle  
Councillor Julie Jones  
Councillor Portia Webb

Councillor Mel Fenlon  
Councillor Alistair Humphreys  
Councillor Diane Mitchell

6.4 Also in attendance were Mr John Blackledge, Director of Community and Environmental Services, Ms Lisa Arnold, Assistant Director Community and Environmental Services (Community and Wellbeing), Ms Jennifer Clayton, Head of Public Protection, Mr Neil Williams, Emergency Planning Officer, Mr Peter Brown, Security, CCTV and Civil Enforcement Manager, Ms Donna Jenkins, CCTV Control Room Manager and Chief Inspector Chris Barton, Lancashire Constabulary.

6.5 It was explained that the CCTV Control Centre formed an important part of the Council's role as a Category One responder under the proposed "Martyn's Law", with responsibility for co-ordinating the response to major incidents.

6.6 Members also viewed the new Incident Management Room, which was located with the control centre and were told that the new facility would allow key partners to operate from a dedicated joint location during major events and in response to any critical incidents that could occur. This would form an important part of joint working to ensure events were managed effectively and partners' inoperability during them. It also allowed a location where partners would come together during any major incidents that occurred so that a joint response could be co-ordinated.

6.7 In addition to operational support it was also noted that the room would allow for greater opportunity to conduct joint training for partners on how to react to different events and incidents.

6.8 Chief Inspector Chris Barton addressed the meeting and highlighted that the new control centre would be linked to the Police control room to allow timely provision of CCTV to Officers investigating crime in their day to day role. This would include the ability to provide real-time observation of crimes in progress. The new CCTV infrastructure would further assist in the prevention of crime by providing a deterrent in

the areas in which it was placed. He also added that improved CCTV coverage would also assist in areas of investigation relating to missing persons, the monitoring of vulnerable people and supporting work with children and young people.

- 6.9 Members also discussed the use of drone cameras to support partners' work, with it being explained that the Council could request use of equipment operated by the Police and Lancashire Fire and Rescue Service. It was advised that these had been used by the Public Protection Team in connection to Trading Standards investigations. Further to which it was stated that drones would be instantly available and could be deployed in the response to any major incident.
- 6.10 As part of Phase Two of the upgrade to CCTV Infrastructure members also heard that all existing CCTV sites outside of the town centre would be reviewed and risk assessed to determine if cameras should be replaced or removed. In addition to this a pro-forma was being developed to assist with the identification of new sites for the installation of cameras. Mr Blackledge explained that this document would be made available to Councillors and Community Groups to highlight where they believed CCTV would be needed.
- 6.11 Once completed the proposed site could be risk assessed by partners and a determination made on which areas should be prioritised for new infrastructure. It was emphasised that although not all areas highlighted by those submitting the pro-forma would receive CCTV as part of Phase Two, the documents would provide the Council and partners with a list of areas where cameras could be installed in the future, dependent on risk and funding levels available. In order to ensure ongoing community engagement it was also confirmed that each pro-forma submitted would be responded to by the Council, ensuring a transparent process and the reasons for or against CCTV installation being made clear.
- 6.12 Members welcomed the use of a pro-forma document to ensure that communities were involved in identifying locations for CCTV and asked that the draft document be shared with members of the Committee when completed for information.
- 6.13 The use of greater CCTV around schools was discussed, with members highlighting issues with vehicles during the start and end of the school day. This had been identified as an ongoing issues and it was advised that partners and schools would be working together to understand the need at each individual site, and determine the best approach to resolving the issues experienced, noting that other options for addressing crime and disorder could also be utilised. It was added the pro-forma document would also help in prioritising which schools had the greatest need for CCTV.

## 7.0 **Recommendations**

- 7.1 That the pro-forma document to support Phase Two of the upgrade to CCTV

Infrastructure be shared with members of the Climate Change and Environment Scrutiny Committee for information.

7.2 Does the information submitted include any exempt information? Yes / No

**8.0 List of appendices**

8.1 None.

**9.0 Financial considerations**

9.1 None.

**10.0 Legal considerations**

10.1 None.

**11.0 Risk management considerations**

11.1 None.

**12.0 Equalities considerations and the impact of this decision for our children and young people**

12.1 None.

**13.0 Sustainability, climate change and environmental considerations**

13.1 None.

**14.0 Internal/external consultation undertaken**

14.1 None.

**15.0 Background papers**

15.1 None.