

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 st	Offering alternative transport to private vehicles	Public information
2 nd	Traffic management	Offering alternative transport to private vehicles
3 rd	Promoting low emission transport	Traffic management
4 th	Promoting active travel	Promoting active travel
5 th	Policy Guidance and Development	Promoting low emission transport
6 th	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
13% more responses agreed with the overall vision	44%	30%
8% more responses agreed 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%
8% more responses agreed reducing emissions from heating and burning domestic fuels will improve air quality	44%	36%
29% more responses agreed 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%
8% more responses agreed with the proposed actions to reduce traffic emissions	43%	35%
10% more responses agreed the proposed actions to encourage active travel	43%	33%
8% more responses agreed the proposed actions to reduce emissions from heating and burning domestic fuels	42%	34%
31% more responses agreed the proposed actions to improve green infrastructure	52%	21%
34% more responses agreed with the proposed actions to reduce emissions from new developments	53%	19%
34% more responses agreed with the proposed actions for more public information and communication	57%	23%
8% more responses agreed 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 31st 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 ¹ and to lower concentrations closer to the World Health Organisation's (WHO) Global Air Quality Guidelines ² .
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.

¹ Air Quality Targets in the Environment Act, Defra, <https://uk-air.defra.gov.uk/library/air-quality-targets>

² 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"> ▪ Protect and enhance GBI; ▪ Create and restore GBI; ▪ Connect and link GBI; and ▪ Promote GBI. <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 & 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"> ▪ Working together as a system for a smoke free tomorrow ▪ Action to address health inequalities ▪ Making Smoke Free the new normal ▪ Lancashire and South Cumbria - A United Voice against tobacco harm

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 & 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 backbone 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.