

# Public Document Pack

# Blackpool Council

12 January 2024

To: Councillors Benson, N Brookes, Burdess, Farrell, Hobson, Hugo, M Smith, Taylor and Williams

The above members are requested to attend the:

## **EXECUTIVE**

Monday, 22 January 2024 at 6.00 pm  
in Committee Room A, Town Hall, Blackpool

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

### **ADMISSION OF THE PUBLIC TO COMMITTEE MEETINGS**

The Head of Democratic Governance has marked with an asterisk (\*) those items where the Committee may need to consider whether the public should be excluded from the meeting as the items are likely to disclose exempt information.

The nature of the exempt information is shown in brackets after the item.

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

(Pages 1 - 44)

To present the Blackpool Council Public Space Protection Order for Green Spaces, Parks and Cemeteries for approval.

**3 BLACKPOOL AIR QUALITY STRATEGY AND ACTION PLAN**

(Pages 45 - 258)

To present the next steps the Council and partners will take to improve air quality in Blackpool through the approval of the Blackpool Air Quality Strategy (AQS) 2023 - 2033 Blackpool Air Quality Action Plan (AQAP) 2023 -2028.

**4 DEVELOPMENT OF THE 'BE WHO YOU WANT TO BE' AREA OF THE CLAREMONT WARD**

(Pages 259 - 306)

The purpose of the report is to highlight the work of the Council, North Shore Business Group (NSBG), LGBTQ+ partners and Police in a consultation exercise in the LGBTQ+ business area sitting on the south-western part of the Claremont Ward, designated as the 'Be Who You Want To Be' area, considering the results of the consultation exercise and the 'Be Who You Want To Be' Action Plan developed.

**5 INSURANCE PROCUREMENT EXERCISE**

(Pages 307 - 314)

To consider the outcome of the recent procurement exercise for the Council's insurance provision from 1 April 2024 for a three year period.

\* **6 GOLDEN MILE DEVELOPMENT**

(Pages 315 - 322)

This report and Appendix are currently exempt from publication by virtue of Paragraph 3 of Part 1 of Schedule 12A of the Local Government Act 1972. It is considered on balance that the public interest would not be served by publishing information at this stage as this information would undermine the Council's position in future negotiations and could risk the scheme not being to continue.

**Venue information:**

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

**Other information:**

For queries regarding this agenda please contact Lennox Beattie, Executive and Regulatory Manager, Tel: (01253) 477157, e-mail [lennox.beattie@blackpool.gov.uk](mailto:lennox.beattie@blackpool.gov.uk)

Copies of agendas and minutes of Council and committee meetings are available on the Council's website at [www.blackpool.gov.uk](http://www.blackpool.gov.uk).

<b>Report to:</b>	<b>EXECUTIVE</b>
<b>Relevant officer:</b>	Lisa Arnold, Assistant Director Community and Environmental Services
<b>Relevant Cabinet Member:</b>	Councillor Paula Burdess, Cabinet Member for Community Safety, Streetscene and Neighbourhoods
<b>Date of meeting:</b>	22 January 2024

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

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

- 1.1 To present the Blackpool Council Public Space Protection Order for Green Spaces, Parks and Cemeteries for approval.

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

- 2.1 To approve the following restrictions under a new Public Space Protection Order attached at Appendix 2b in Blackpool's Parks, Green Spaces and Cemeteries from 1 February 2024.
- 2.2 Subject to approval of 2.1 above, to authorise the Head of Legal Services to seal the Order.

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

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

The proposed Public Space Protection Order would restrict

- Dogs off leads near council owned water bodies of Blackpool
- Illegal or unauthorised camping including the use of tents/caravans
- People causing harassment, alarm, distress or vandalism
- People causing anti-social behaviour
- Substance and alcohol misuse

- 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 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:**

- 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 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 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 19th June 2023 – 28th August 2023 running for a total of 10 weeks.
- 6.5 This consultation offered an opportunity for visitors to Blackpool's 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 2a. A summary of the findings is 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 do 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 Following consideration of the issue by the Climate Change and Environment Scrutiny Committee, the Public Space Protection Order (Appendix 2b) has been drafted by Blackpool Council's Legal Department and shared with partners for comment prior to being presented to this meeting of the Executive for approval, before implementation from the 1 February 2024.

6.13 The proposals will cover the parks, green spaces and cemeteries outlined in the draft Public Space Protection Order. Signage would be erected in these locations to inform the public of the PSPO relevant to that area. Additional signage would be placed at key points along the waterbody perimeters to ensure dog walkers are aware of the 'dogs on leads' restriction within these areas.

6.14 Does the information submitted include any exempt information? No

## **7.0 List of appendices:**

7.1 Appendix 2a – PSPO Consultation Report;

7.2 Appendix 2b – Draft PSPO

## **8.0 Financial considerations:**

8.1 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 would be given these additional powers as part of their existing roles.

## **9.0 Legal considerations:**

9.1 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.

## **10.0 Risk management considerations:**

10.1 Not applicable.

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

11.1 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 Children's Services to ensure a proportionate response is taken

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

12.1 Not applicable.

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

13.1 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. 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. This consultation confirmed that the implementation should go ahead and no further changes to the proposed PSPO were required.

## **14.0 Background papers:**

14.1 None.

**15.0 Key decision information:**

- 15.1 Is this a key decision? Yes
- 15.2 If so, Forward Plan reference number: 31/2023
- 15.3 If a key decision, is the decision required in less than five days? No
- 15.4 If **yes**, please describe the reason for urgency:

**16.0 Call-in information:**

- 16.1 Are there any grounds for urgency, which would cause this decision to be exempt from the call-in process? No
- 16.2 If **yes**, please give reason:

**TO BE COMPLETED BY THE HEAD OF DEMOCRATIC GOVERNANCE**

**17.0 Scrutiny Committee Chair consultation (where appropriate)**

Date informed: 12 January 2024                      Date approved:

**18.0 Declarations of interest (if applicable):**

18.1

**19.0 Summary of Discussion:**

19.1

**20.0 Executive decision:**

20.1

**21.0 Date of decision:**

21.1

**22.0 Reason(s) for decision:**

22.1

**23.0 Date decision published:**

23.1

**24.0 Alternative Options Considered and Rejected:**

24.1

**25.0 Executive Members in attendance:**

25.1

**26.0 Call-in information:**

26.1

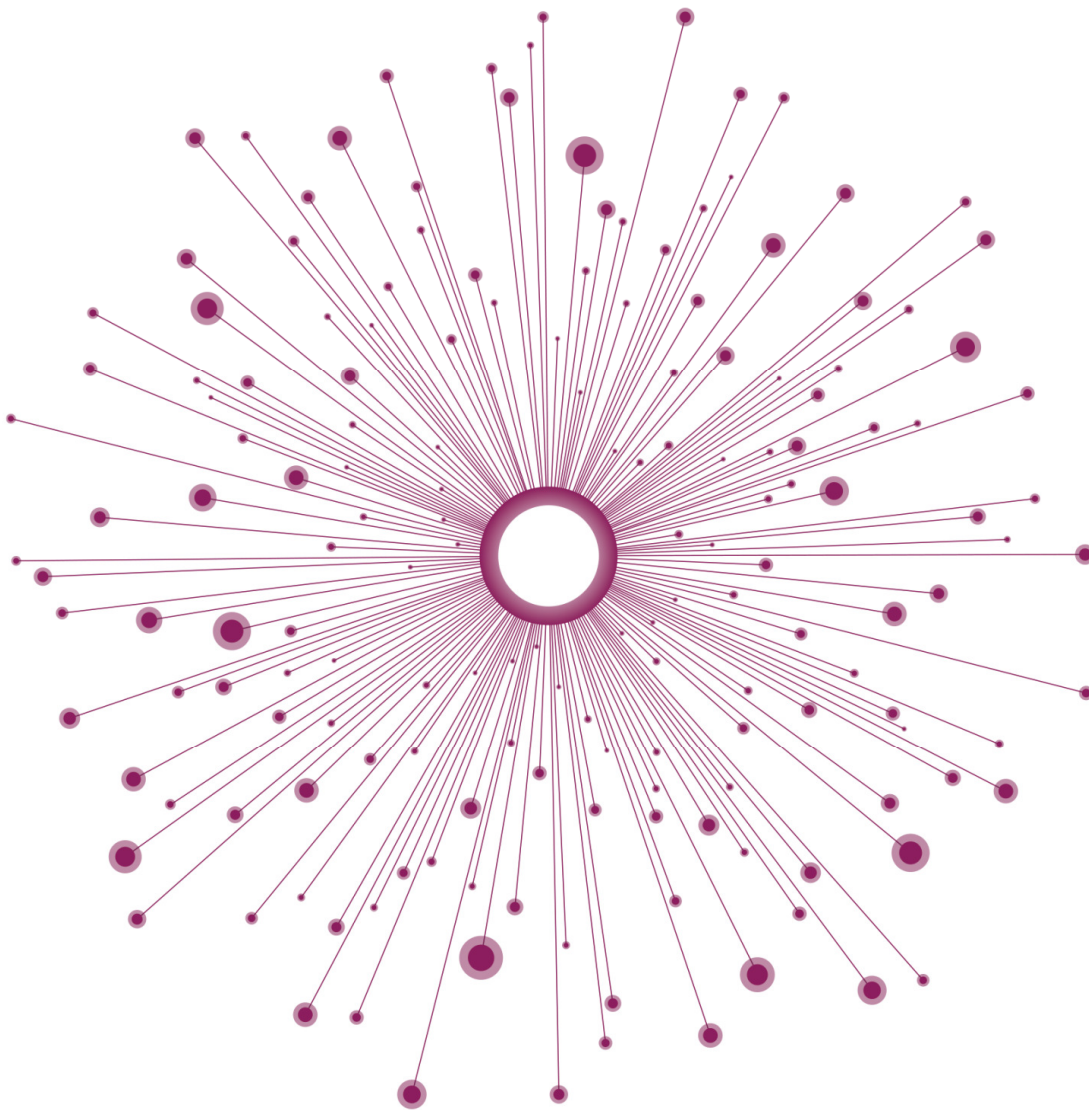
**27.0 Notes:**

27.1

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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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Appendix2b: THE ANTI-SOCIAL BEHAVIOUR, CRIME AND POLICING ACT 2014

PUBLIC SPACE PROTECTION ORDER (BLACKPOOL BOROUGH COUNCIL)

GREEN SPACES, PARKS AND CEMETARIES

---

Blackpool Borough Council, in exercise of its powers under section 59 Anti-Social Behaviour, Crime and Policing Act 2014 (the Act) and all other powers enabling it in this regard, being satisfied that the conditions set out therein, having been met hereby makes the following Public Space Protection Order (PSPO)

**Definitions**

1. For the purposes of this Order, the following definitions will apply:

'Alcohol' has the meaning given by section 191 of the Licensing Act 2003;

'Authorised person' means a constable, a police community support officer or a person authorised in writing by Blackpool Borough Council; and

'Public place' means any place to which the public or any section of the public has access, on payment or otherwise, as of right or by virtue of express or implied permission

2. Blackpool Borough Council is satisfied on reasonable grounds that the activities described below, carried out in a public place within its area have had, or are likely to have a detrimental effect on the quality of life of those in the locality and that the effect of these activities:
  - a. Is, or is likely to be of a persistent or continuing nature;
  - b. Is, or is likely to be, such as to make the activities unreasonable, and
  - c. Justifies the restrictions imposed by the order

The effect of this order is to impose the following prohibitions or requirements

**PROHIBITED AND REQUIRED ACTIVITIES**

**Part 1: This section applies to all parks, green spaces and cemeteries identified and described in Schedule 1 “the controlled area”**

Anti-Social Behaviour

3. No person without a reasonable excuse shall act in an anti-social or disorderly manner that causes or is likely to cause nuisance, harassment, alarm or distress to any other person.
4. No person previously warned under paragraph

5. (3) shall refuse to leave any park, green space or cemetery within the controlled area when requested to do so by a Police Officer or Authorised Person

#### Overnight camping

6. No person shall position any vehicle, caravan, tent or other temporary structures designed or intended to provide shelter or accommodation, for the purpose of an overnight stay.
7. No person shall remain overnight in any vehicle, caravan, tent or other temporary structure designed or intended to provide shelter or accommodation.
8. If instructed to do so by an authorised officer a person shall clear away any vehicle, caravan, tent or other temporary structure and/or associated paraphernalia immediately.

#### Use of illegal drugs or psychoactive substances and misuse of alcohol

9. No person in the controlled area will ingest, inhale, inject, smoke or otherwise use intoxicating substances (substances with the capacity to stimulate or depress the central nervous system) or possess any item used to assist in the taking of intoxicating substances. This includes any device for smoking substances other than e-cigarettes, it also includes needles, except for those packaged and sealed by the manufacturer and stored in a hard case
10. Persons in breach of paragraph 8, shall stop consuming and surrender any such substance in their possession when asked to do so by an authorised officer
11. To prevent public nuisance or disorder, no person shall refuse to stop drinking alcohol or hand over any containers (sealed or unsealed) believed to contain alcohol when required to do so by an authorised officer.
12. The requirements of paragraph 11 shall not apply to alcohol consumed within premises licensed under the Licensing Act 2003 or s.115E of the Highways Act 1980.

#### Use of a motor vehicle, without reasonable excuse or the express permission of the Council.

13. Persons must not use a motor vehicle (including but not limited to cars, vans, motorbikes, mopeds and e-scooters) in the restricted area without the written consent of Blackpool Borough Council
14. Paragraph 13 does not apply to vehicles driven along a roadway for the sole purpose of accessing or exiting a carpark

#### Harassment, Alarm, Distress or Vandalism

15. An Authorised Person may require an individual, or a group, within the controlled area to leave the controlled area, where he reasonably suspects that that individual or any person

within that group is causing or likely to cause nuisance or disorder, or harassment, alarm or distress to any other person.

16. An individual or group required to leave the controlled area by an Authorised Person is:
  - (i) prohibited from remaining within the controlled area, and
  - (ii) required to leave that area immediately, and
  - (iii) prohibited from returning to the controlled area within 24 hours of being required to leave.
17. A person is prohibited from marking any surface within the controlled area with any form of unauthorised graffiti.
18. Where an Authorised Person reasonably suspects that a person is using or is likely to use any item to mark any surface with unauthorised graffiti, he may require the person to surrender that item to him.
19. A person required by an Authorised Person to surrender any item must do so immediately
20. A person is prohibited from defacing or damaging fixtures, furniture or other items (such as trees, bushes or plants)

**Part 2: This section applies to the areas shown hatched red in the maps shown in Schedule 2**

Dogs on leads near Council owned bodies of water

21. A person in charge of a dog in any area shown hatched red in Schedule 2 must keep that dog on a lead unless they can show that:
  - a. They have a reasonable excuse for doing so
  - b. The owner, occupier or other person or authority having control of the land has consented in writing to them failing to do so.

Penalties for Non-Compliance

Offences

22. If, without reasonable excuse, a person is found to be in breach any of the prohibitions or requirements in respect of activities above, they will commit a criminal offence for which the maximum penalty upon summary conviction in the Magistrates' Court is a fine not exceeding level 3 on the standard scale.
23. In respect of activity in relation to paragraph 11 above, it is an offence if a person fails, without any reasonable excuse, to comply with an authorised person's request. An authorised person who imposes a requirement under paragraph 11 must tell the person that failing without reasonable excuse to comply with the requirement is an offence.

24. In the event of such a failure, a person will commit a criminal offence for which the maximum penalty upon summary conviction is a fine not exceeding level 2 on the standard scale.

This Order shall come into effect at midnight on the.

This Order shall have effect for a period of 3 years until midnight

GIVEN under the Common Seal of The Borough of Blackpool on the

The Common Seal of Blackpool Borough  
Council was hereunto affixed in the presence of:

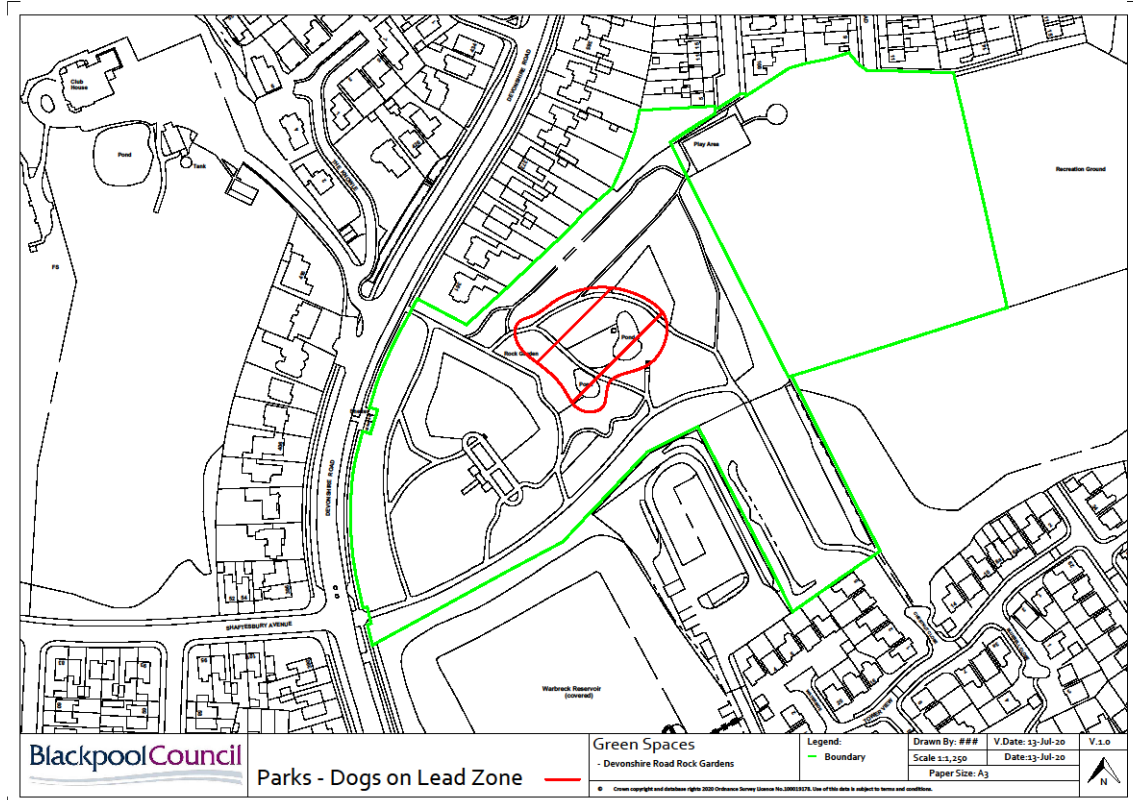
Authorised Signatory

**Schedule 1**

<b>Parks/Green Spaces</b>	
Anchorsholme Park	Flagstaff Gardens
Bancroft Park	Jubilee Gardens
Bispham, Cliff Tops	Warbreck Recreation Ground (Warbreck Hill Rd Seafield Road/Finchley Rd)
Bispham Recreational Gardens	Gynn Parking Gardens (Warbreck Hill Road/Willshaw Road)
Boundary Park	
Bridges Farm	
Carr Road	
Cavendish Road Recreational Gardens	
Champagne Close	<b>Cemeteries</b>
Claremont	Carlton Cemetery
Common Edge Playing Fields	Layton Cemetery
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	
Marion 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	

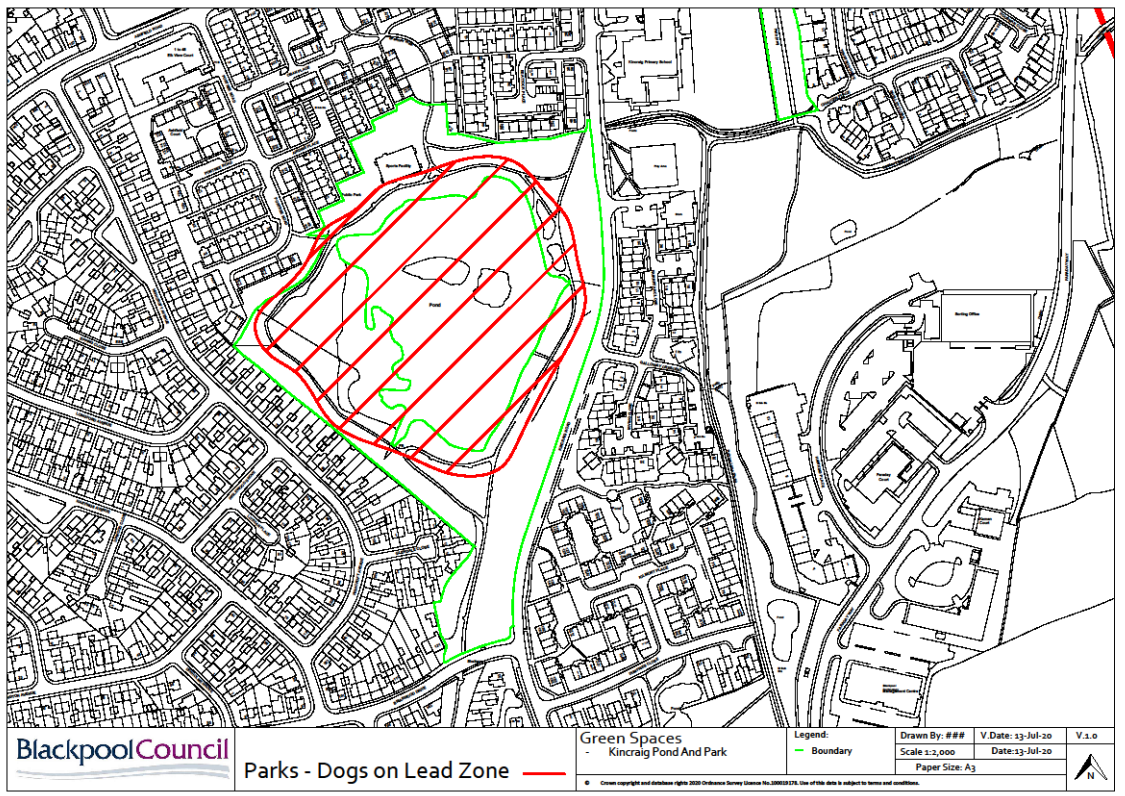
## Schedule 2

### Devonshire Road Rock Gardens

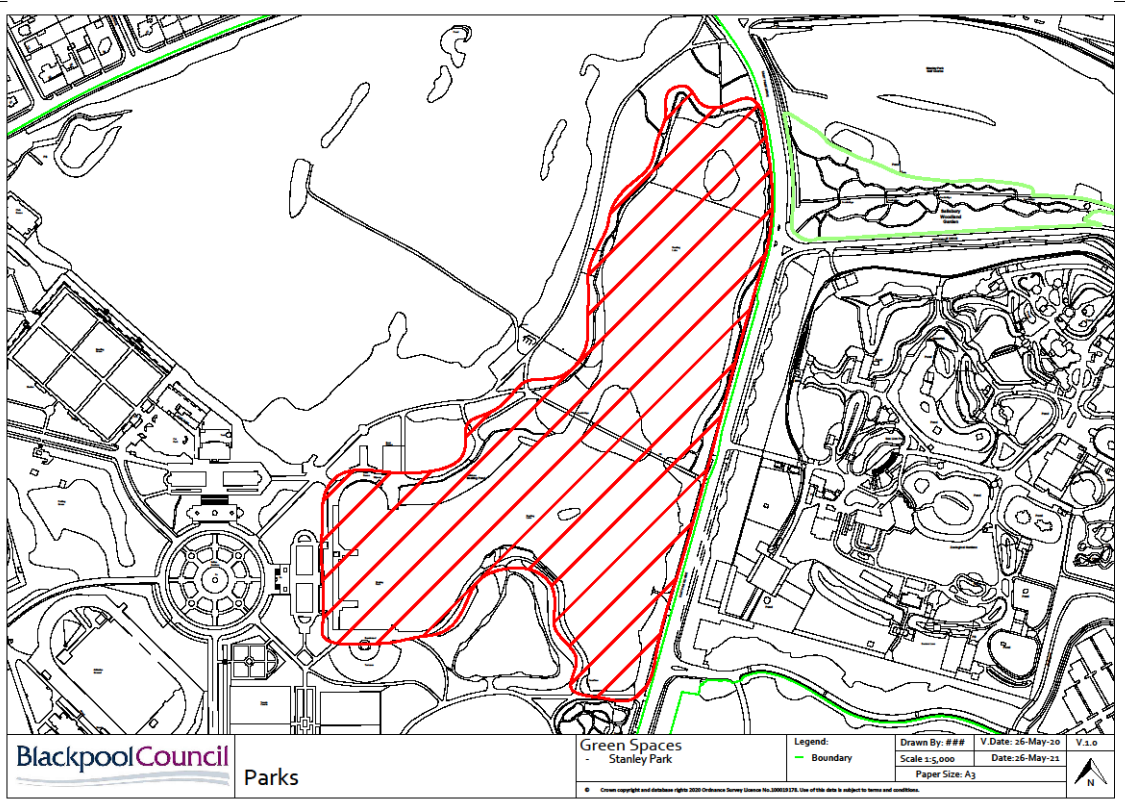


### Kincrag Pond and Park





Stanley Park



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<b>Report to:</b>	<b>EXECUTIVE</b>
<b>Relevant Officer:</b>	Jennifer Clayton, Head of Public Protection and Enforcement
<b>Relevant Cabinet Member:</b>	Councillor Jane Hugo, Cabinet Member for Climate Change
<b>Date of Meeting:</b>	22 January 2024

## BLACKPOOL AIR QUALITY STRATEGY AND ACTION PLAN

### 1.0 Purpose of the report:

- 1.1 To present the next steps the Council and partners will take to improve air quality in Blackpool through the approval of the Blackpool Air Quality Strategy (AQS) 2023 - 2033 Blackpool Air Quality Action Plan (AQAP) 2023 -2028.

### 2.0 Recommendation(s):

- 2.1 To approve the Blackpool Air Quality Strategy attached at Appendix 3a with effect until 31 December 2033.
- 2.2 To approve the Blackpool Air Quality Action Plan attached at Appendix 3b with effect until 31 December 2028.

### 3.0 Reasons for recommendation(s):

- 3.1 The Blackpool Air Quality Strategy 2023 - 2033 Blackpool Air Quality Action Plan 2023-2028 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 To not approve the Blackpool Air Quality Strategy 2023 - 2033 Blackpool Air Quality Action Plan 2023-2028 which would mean the Council would not have sufficient plans in place to improve air quality in Blackpool or to meet its statutory air quality requirements.

4.2 To suggest amendments to the Blackpool Air Quality Strategy 2023 - 2033 Blackpool Air Quality Action Plan 2023-2028 to address any concerns or shortcoming that have been identified.

4.3 To adopt a more comprehensive and proactive Air Quality Strategy which would take a more interventionist stance on improving air quality. This would potentially go further than is necessary to address the issue in Blackpool, and run counter to the level of support demonstrated for the strategy in the consultation exercise.

## **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 is a global engineering, environmental and strategic consultancy who were commissioned by the Council as a result of their wealth of expertise and experience in relation to air quality matters 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 Air Quality Management Area, a Council 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 Air Quality Management Area due to nitrogen dioxide (NO<sub>2</sub>) levels exceeding national objectives, primarily caused by traffic congestion. The Air Quality Management Area 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 Air Quality Management Area 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 Air Quality Management Area can be revoked.

6.4 In the meantime the Air Quality Action Plan 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. The priorities of the Air Quality Action Plan are to:

1. Improve air quality in Blackpool Air Quality Management Area and provide evidence to demonstrate this, so that the Air Quality Management Area 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 (PM2.5) emissions

6.5 The development of the Air Quality Strategy is included as an action in the Climate Emergency Action Plan. Blackpool's 10-year Air Quality Strategy 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 Air Quality 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. Encouraging Active travel
3. Domestic heating and burning
4. Green infrastructure
5. Reducing the impact of new developments
6. Public engagement

6.6 The Annual Status Report (attached at Appendix 3c) is an annual requirement showing the strategies employed by Blackpool to improve air quality and any progress that has been made.

6.7 The Air Quality Action Plan will be reviewed every five years at the latest and progress on measures set out within the Air Quality Action Plan will be reported on annually within Blackpool Council's air quality Annual Status Report. The Air Quality Strategy will be reviewed in five years as 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 3a - Blackpool Air Quality Strategy (2023 – 2033)
- Appendix 3b - Blackpool Council Air Quality Action Plan (2023 – 2028)
- Appendix 3c - Blackpool 2023 Air Quality Annual Status Report
- Appendix 3d – Air Quality Equality Analysis Record Form
- Appendix 3e - 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 Air Quality Action Plan was developed in recognition of the legal requirement on the Council 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 Annual Status Report (attached at Appendix 3c) 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 Air Quality Strategy and Air Quality Action Plan, 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 3d).
- 11.2 It is acknowledged that children and and young people are disproportionately affected by air pollution due to their age. The Air Quality Strategy and Air Quality Action Plan 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 Air Quality Strategy, the Council 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 Air Quality Strategy. The draft Air Quality Strategy 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 Air Quality Strategy. 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 Air Quality Action Plan 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 Air Quality Strategy 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 Air Quality Strategy and Air Quality Action Plan. The consultation was open between 17 July 2023 to 20 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 Air Quality Strategy and Air Quality Action Plan.

13.5 A copy of the consultation findings and the Council's response to those findings can be found in Appendix 3e.

13.6 A final draft of the Air Quality Strategy and Air Quality Action Plan was presented to members of the Climate Change and Environment Scrutiny Committee on 15 November 2023. Members noted that the public response to the consultation undertaken as part of the development of the Air Quality Strategy and Air Quality Action Plan had been limited, with only 119 respondents. The Committee was advised that this is most likely as a result of air quality not being a major issues for the majority of residents within Blackpool. The importance of air quality had also been noted in respect of the increased economic development occurring within Blackpool. The Air Quality Strategy has been designed to link with work already underway. Overall, the Committee agreed that the Air Quality Action Plan and the Air Quality Strategy be noted and no further changes to the Air Quality Strategy and Air Quality Action Plan were required.

**14.0 Background papers:**

14.1 None.

**15.0 Key decision information:**

15.1 Is this a key decision? Yes

15.2 If so, Forward Plan reference number: 31/2023

15.3 If a key decision, is the decision required in less than five days? No

15.4 If **yes**, please describe the reason for urgency:

**16.0 Call-in information:**

16.1 Are there any grounds for urgency, which would cause this decision to be exempt from the call-in process? No

16.2 If **yes**, please give reason:

**TO BE COMPLETED BY THE HEAD OF DEMOCRATIC GOVERNANCE**

**17.0 Scrutiny Committee Chairman (where appropriate):**

Date informed: 12 January 2024 Date approved:



**18.0**    **Declarations of interest (if applicable):**

18.1

**19.0**    **Summary of Discussion:**

19.1

**20.0**    **Executive decision:**

20.1

**21.0**    **Date of Decision:**

21.1

**22.0**    **Reason(s) for decision:**

22.1

**23.0**    **Date Decision published:**

23.1

**24.0**    **Alternative Options Considered and Rejected:**

24.1

**25.0**    **Executive Members in attendance:**

25.1

**26.0**    **Call-in:**

26.1

**27.0**    **Notes:**

27.1

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# Appendix 3a

## 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 (nmvocs), 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>

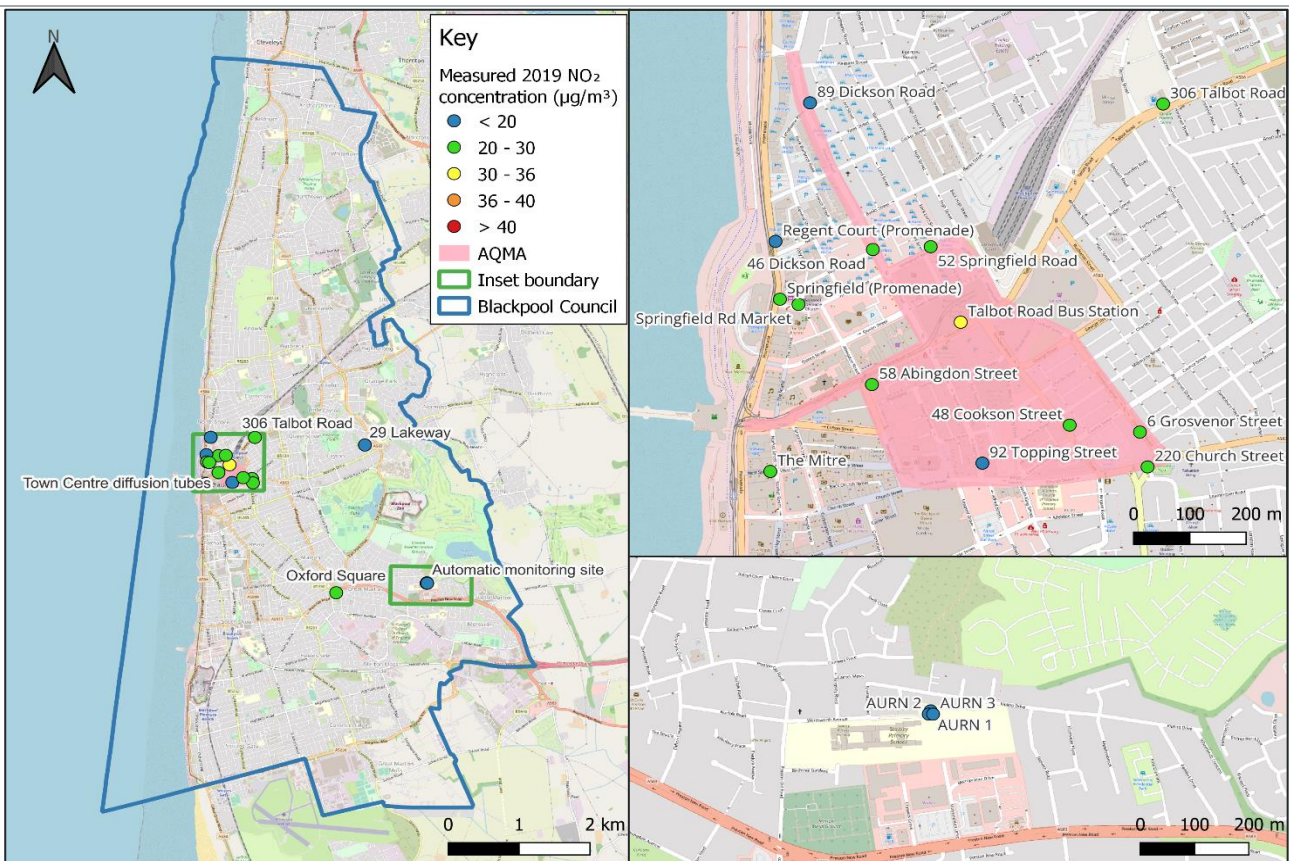
## 1.2 Air quality in Blackpool

### 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.

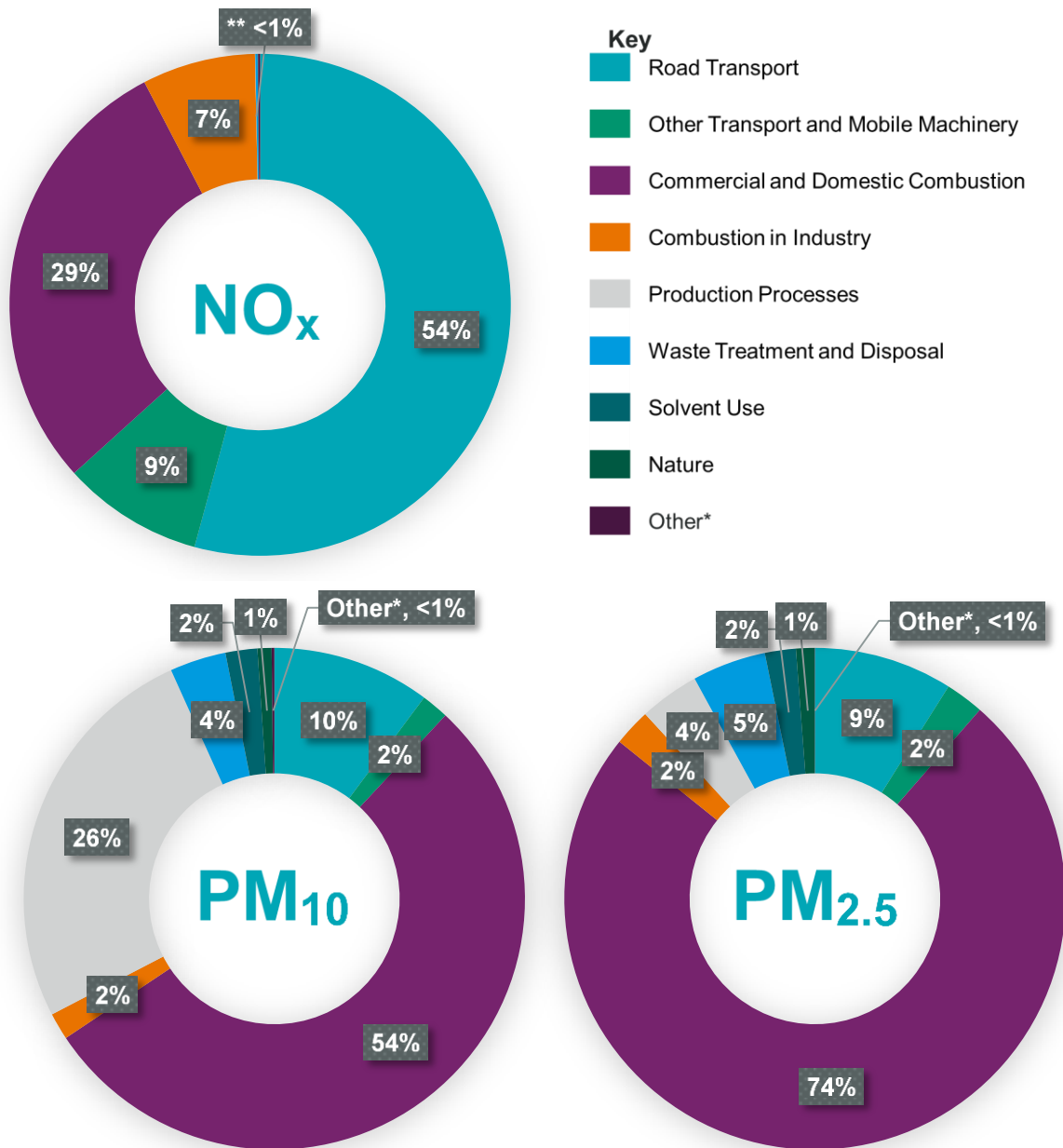
### **1.2.2 Where is the air pollution coming from?**

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 (vocs).
- 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.

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



## 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

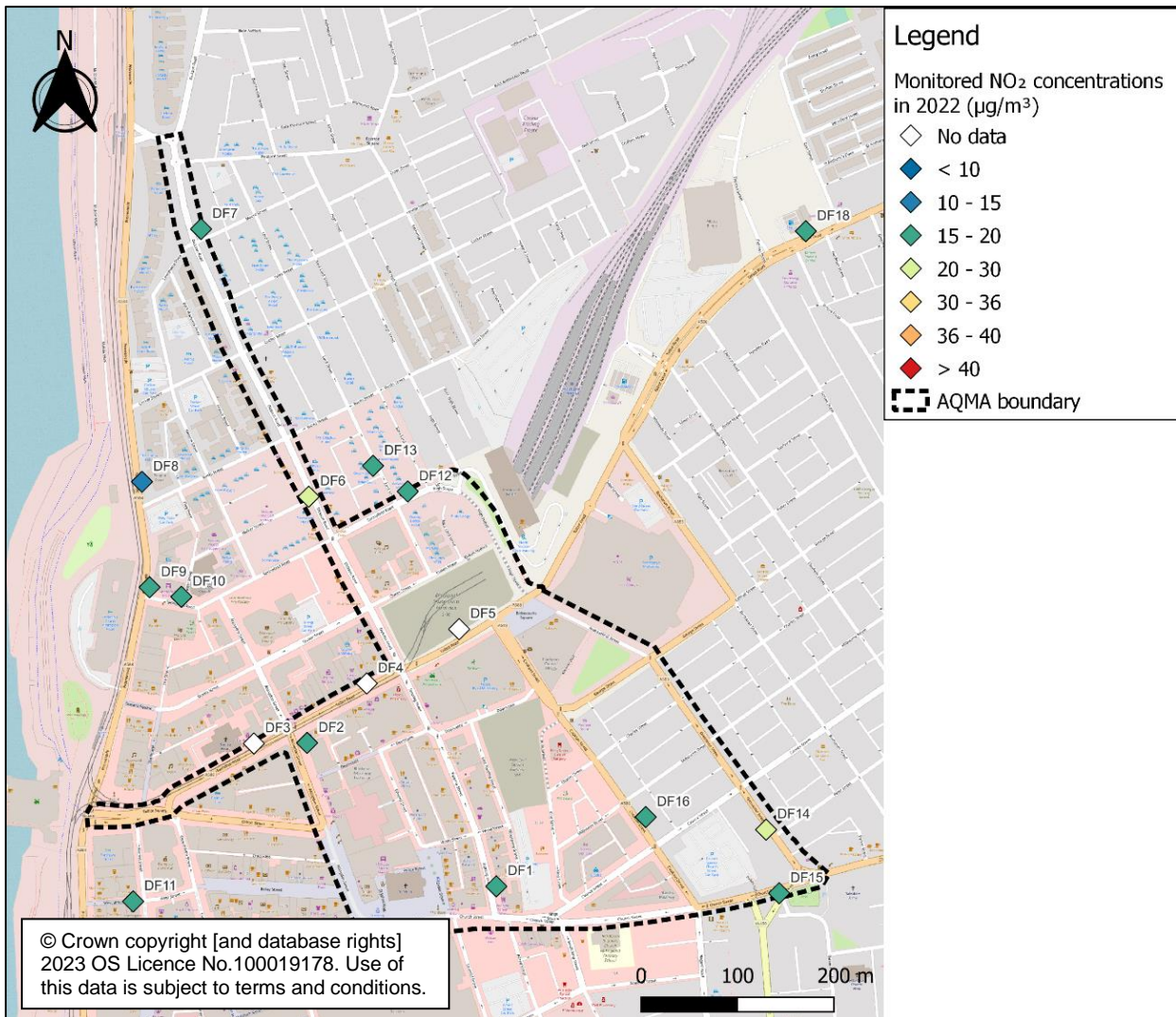
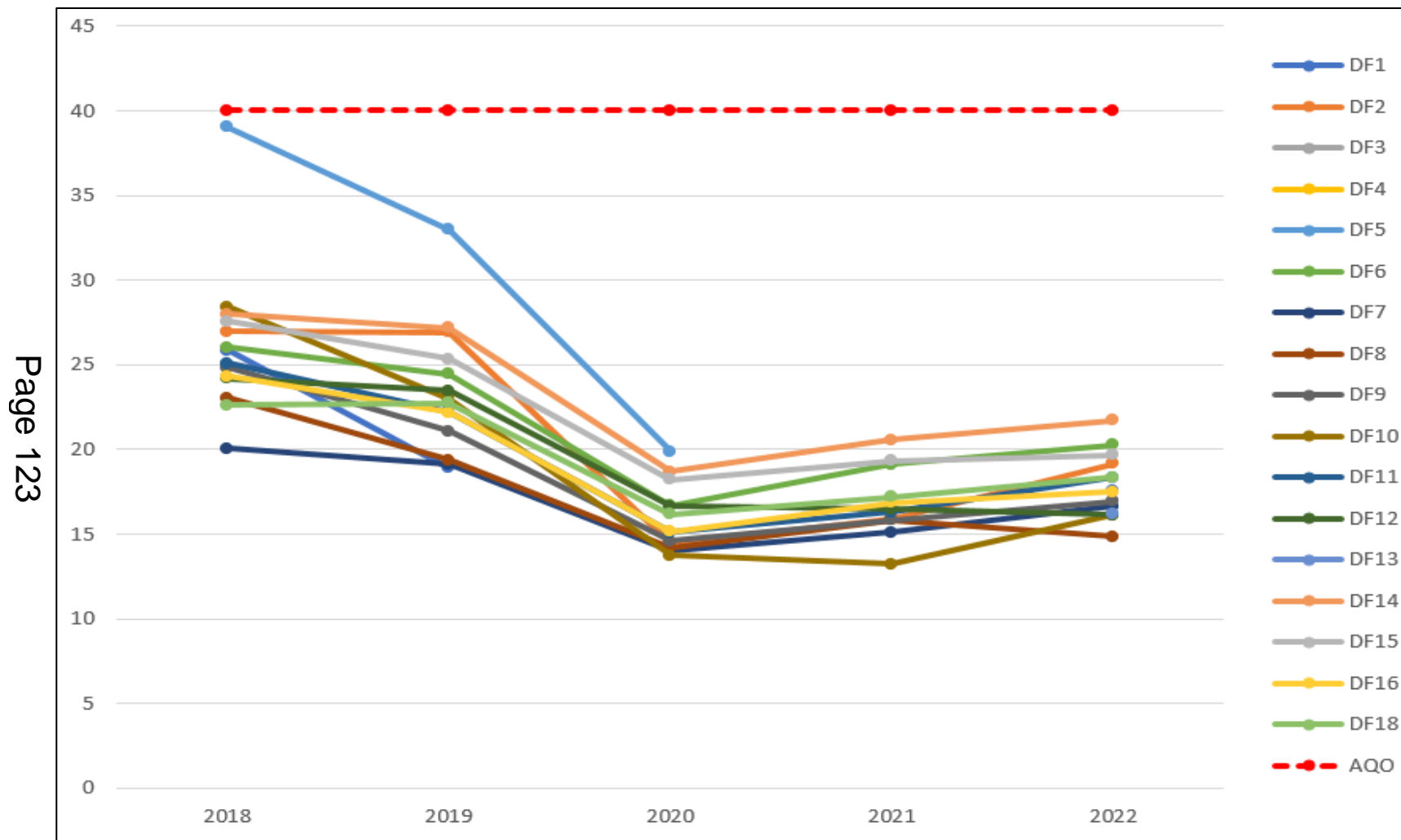


Figure 2: Annual mean NO<sub>2</sub> concentrations for Blackpool AQMA 2018-2022



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## 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](#)

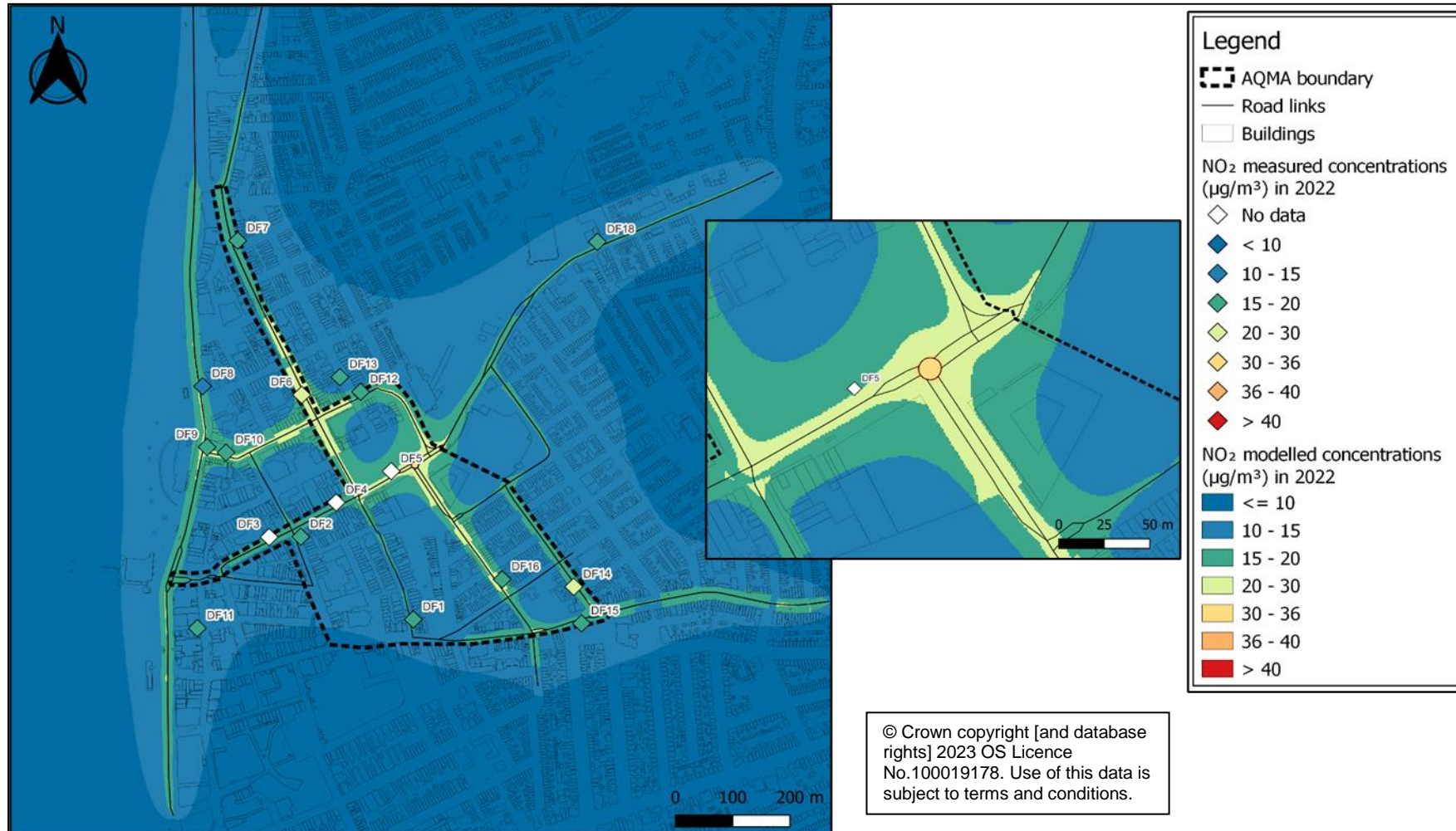
- [Blackpool Strategic Parking Review](#)
- [Blackpool Green and Blue Infrastructure Action Plan 2019-2029](#)
- [Blackpool Town Centre Strategy & Action Plan](#)
- [Blackpool Council Plan 2019-2024 Progress Update](#)
- [Blackpool Tree Strategy 2020-2030](#)
- [Blackpool Council Local Transport Plan: 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.

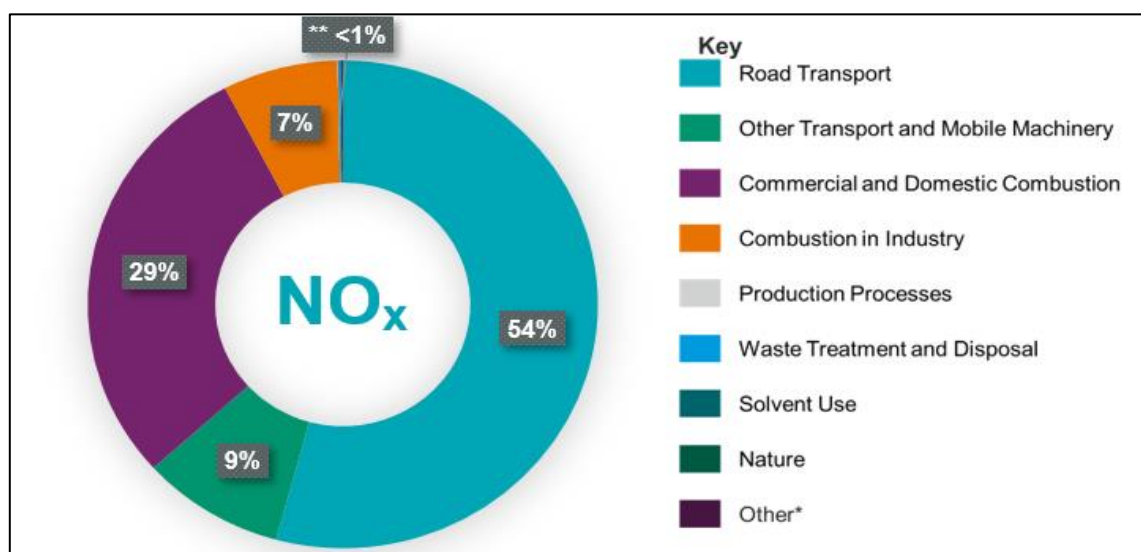
Figure 3 shows a map of modelled NO<sub>2</sub> concentrations across Blackpool in 2022. Modelled NO<sub>2</sub> concentrations are all below 36 µg/m<sup>3</sup>, with the highest concentrations being found along points of congestion, such as the Cookson Street - Talbot Road roundabout as depicted in 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.

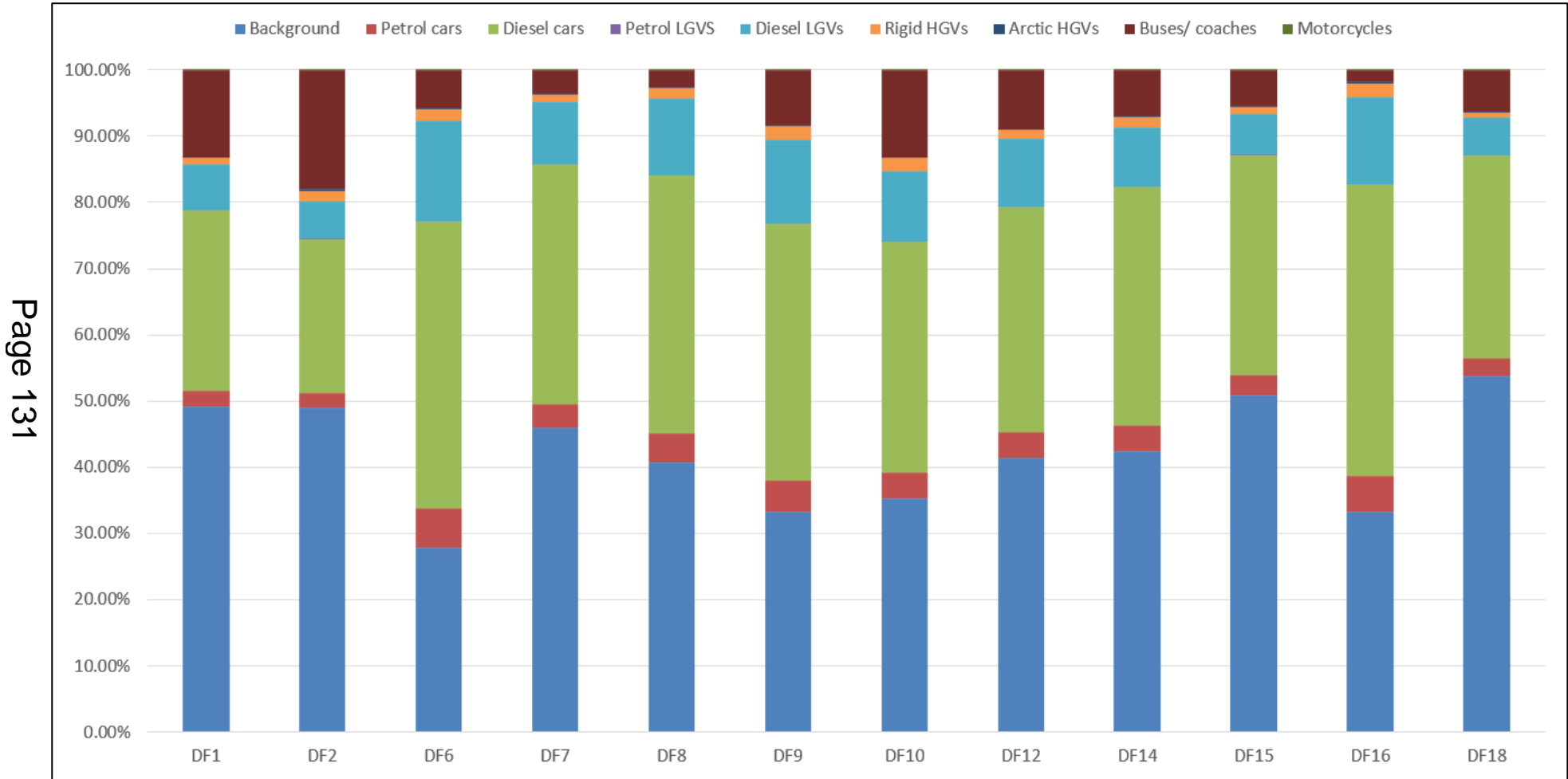
(\*\*) The following sectors contribute <1% to NO<sub>x</sub> emissions: production processes, waste treatment and disposal, solvent use, nature, other

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 requirements 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>	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.

**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!
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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
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Stop virtue signalling
------------------------

None of the above ; Long live fast petrol sports cars
---

Ignore all. My life my choice.
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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
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Waste of time and money.
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These are all minor changes that won't impact a problem that isn't a problem!
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## 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
---

#### 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
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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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## Appendix 3c

# Blackpool Council

The logo for Blackpool Council features a stylized, wavy line in shades of blue and grey that curves under the text.

## 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

Information	Blackpool Council Details
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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 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.

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**

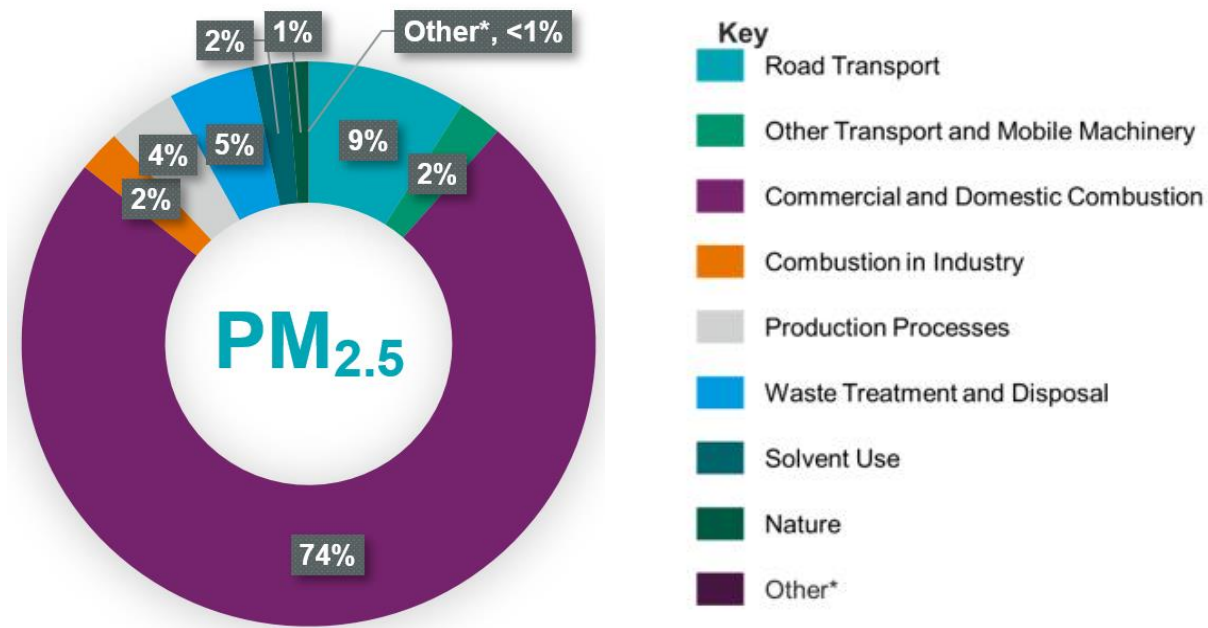
As detailed in Policy Guidance LAQM.PG22 (Chapter 8), local authorities are expected to work towards reducing emissions and/or concentrations of PM<sub>2.5</sub> (particulate matter with an aerodynamic diameter of 2.5 µm or less). There is clear evidence that PM<sub>2.5</sub> has a significant impact 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**

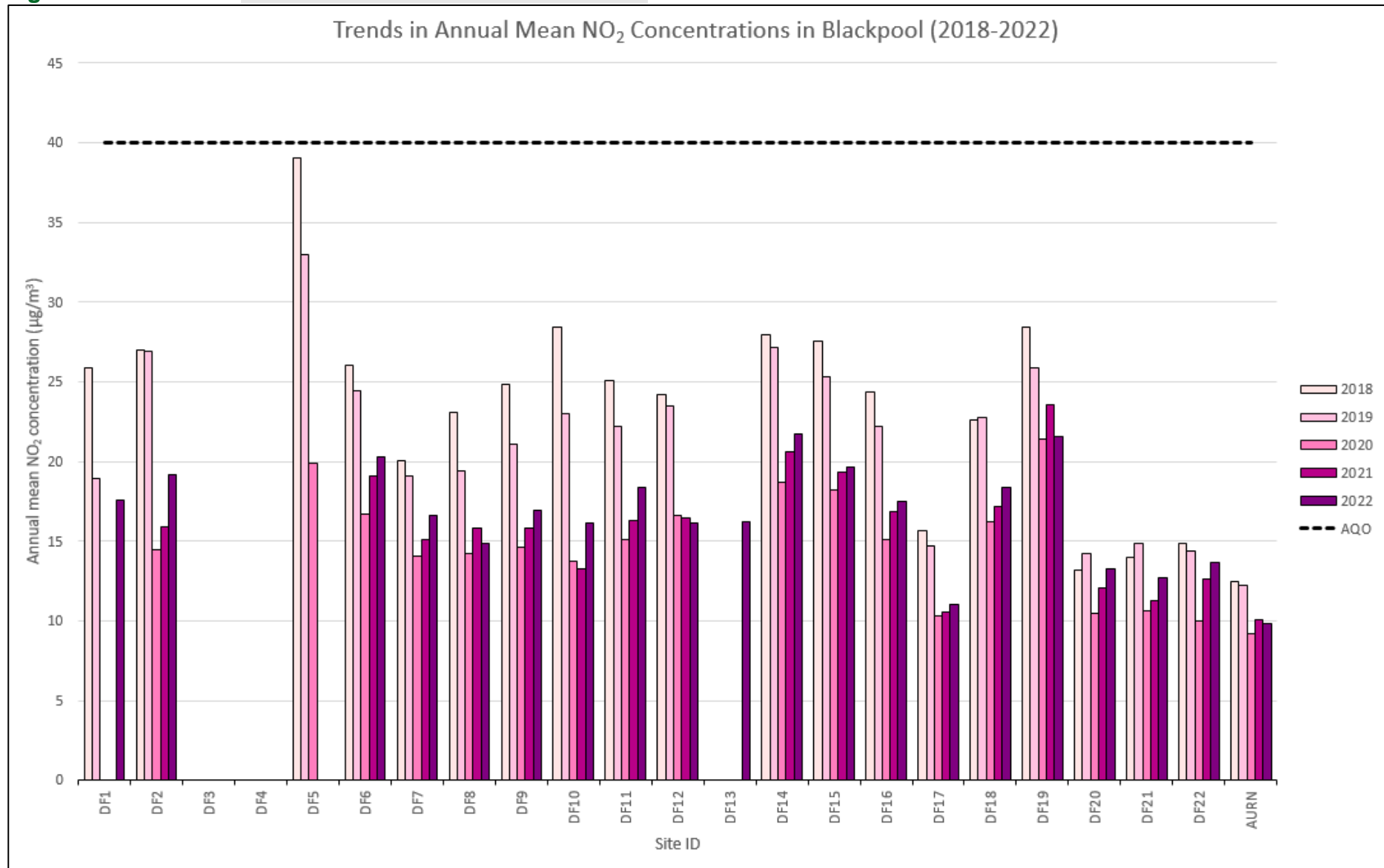
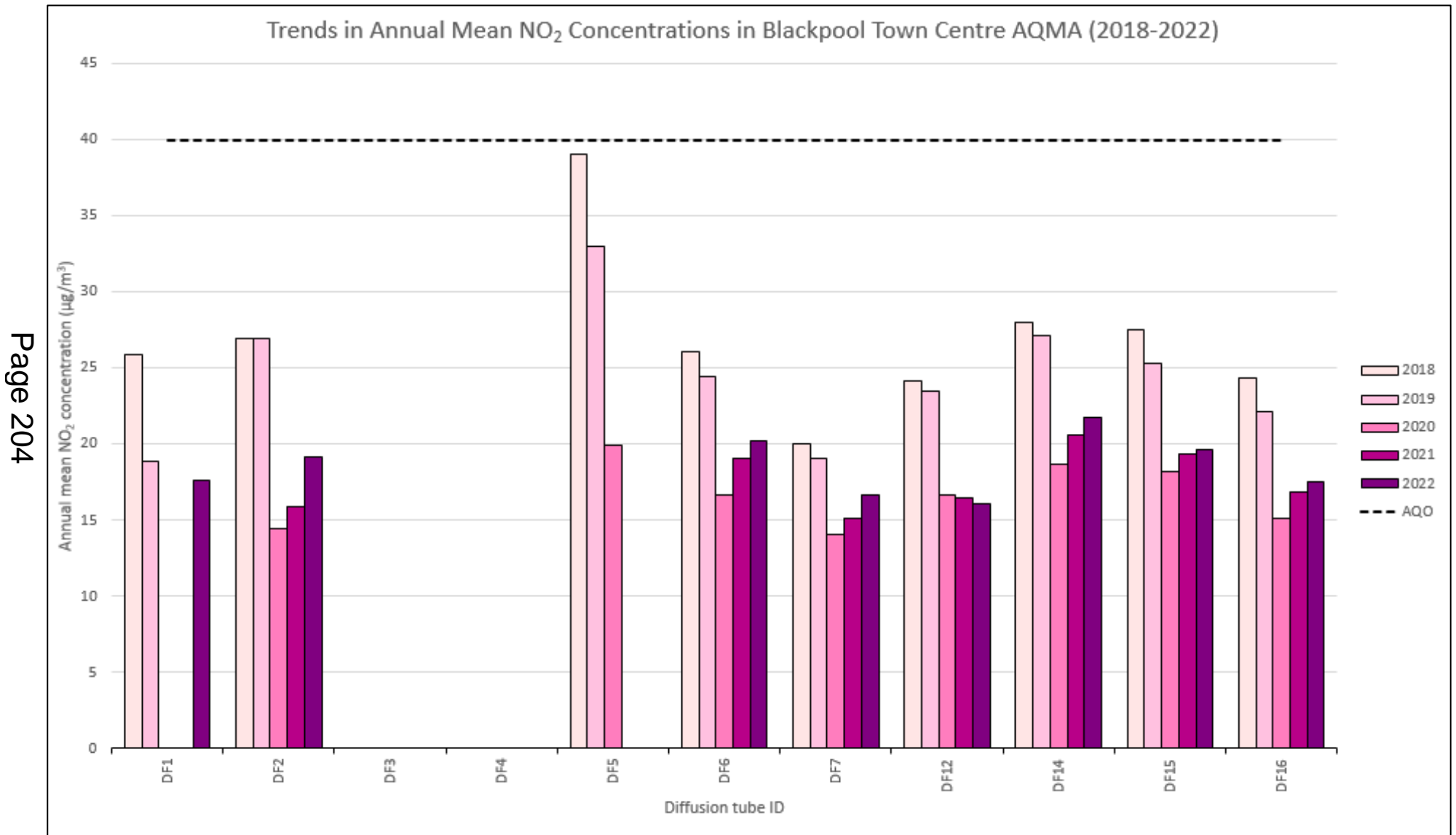




Figure A. 2 – Trends in Annual Mean NO<sub>2</sub> Concentrations in Blackpool Town Centre AQMA



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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>.

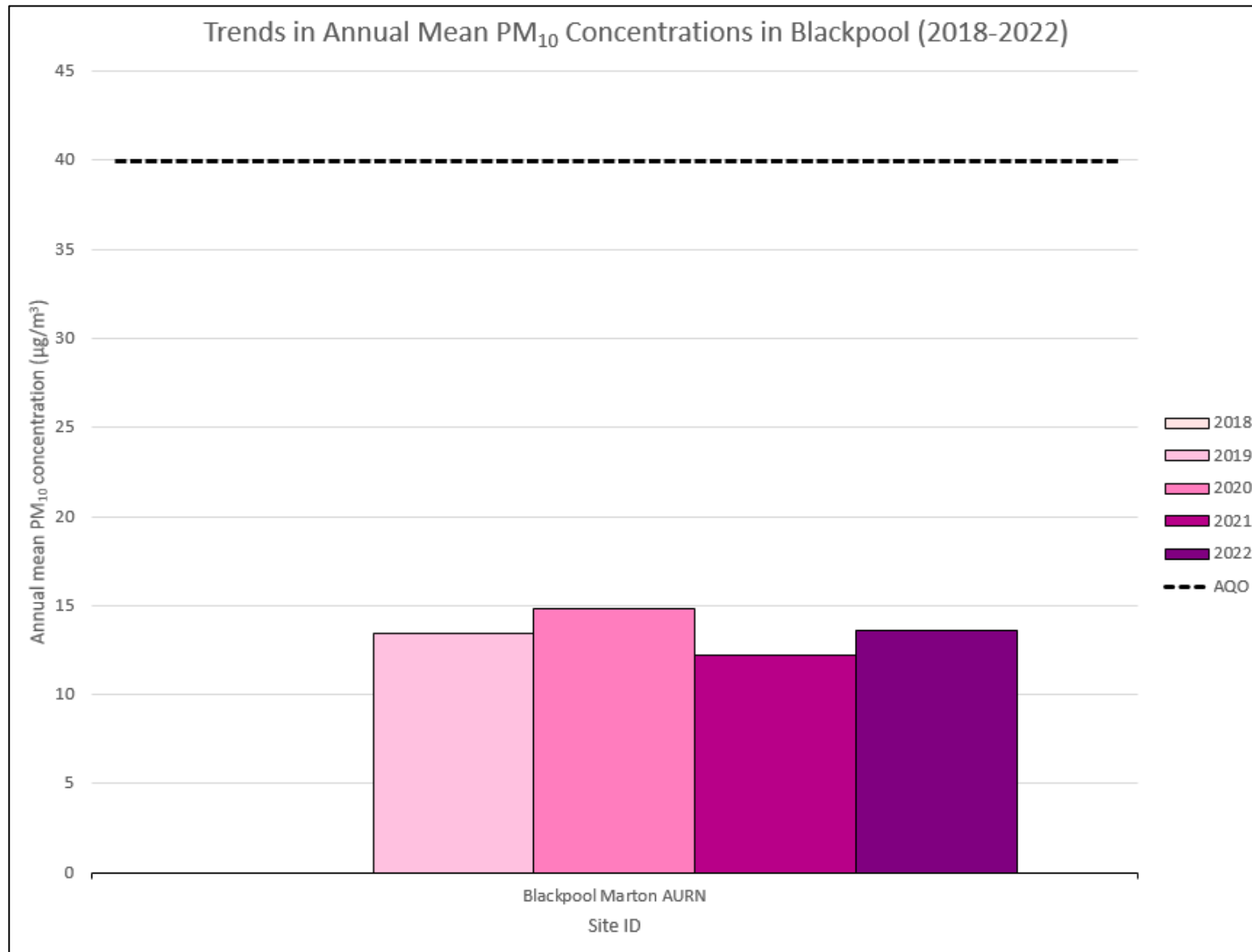
Exceedances of the PM<sub>10</sub> annual mean objective of 40µg/m<sup>3</sup> are shown in **bold**.

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 2022 (%) <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.

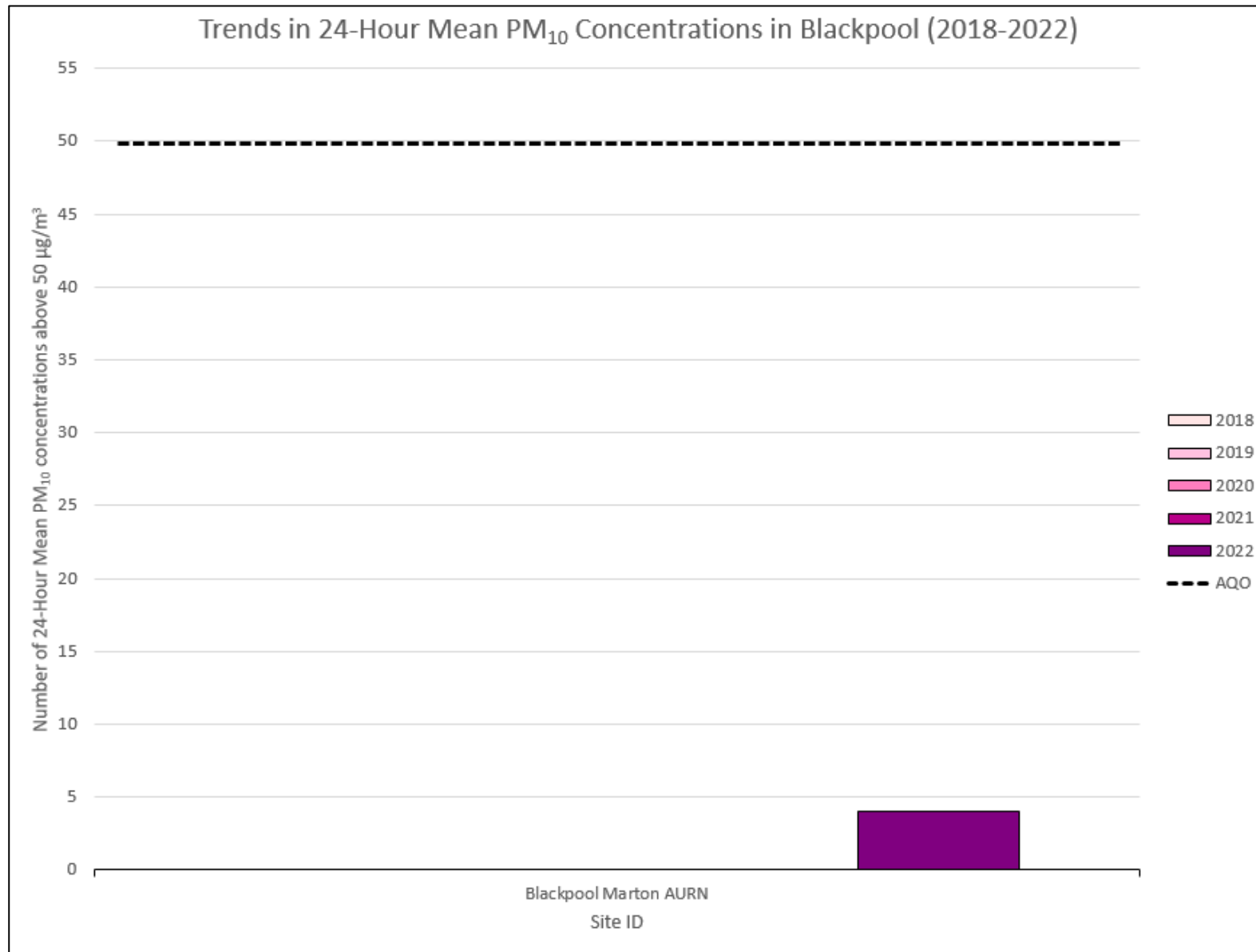
Exceedances of the PM<sub>10</sub> 24-hour mean objective (50µg/m<sup>3</sup> not to be exceeded more than 35 times/year) are shown in **bold**.

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:**

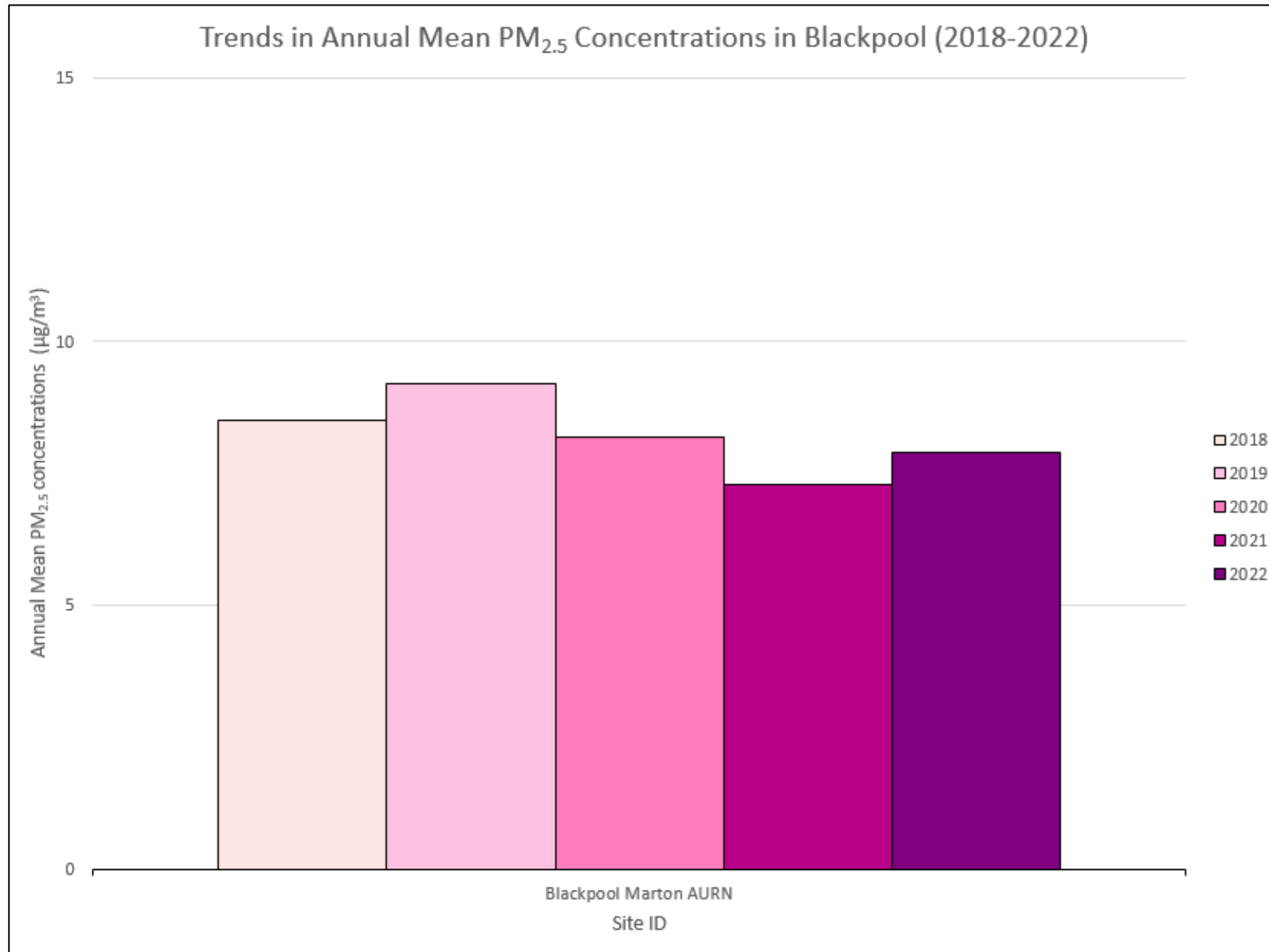
The annual mean concentrations are presented as µg/m<sup>3</sup>.

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**



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## 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

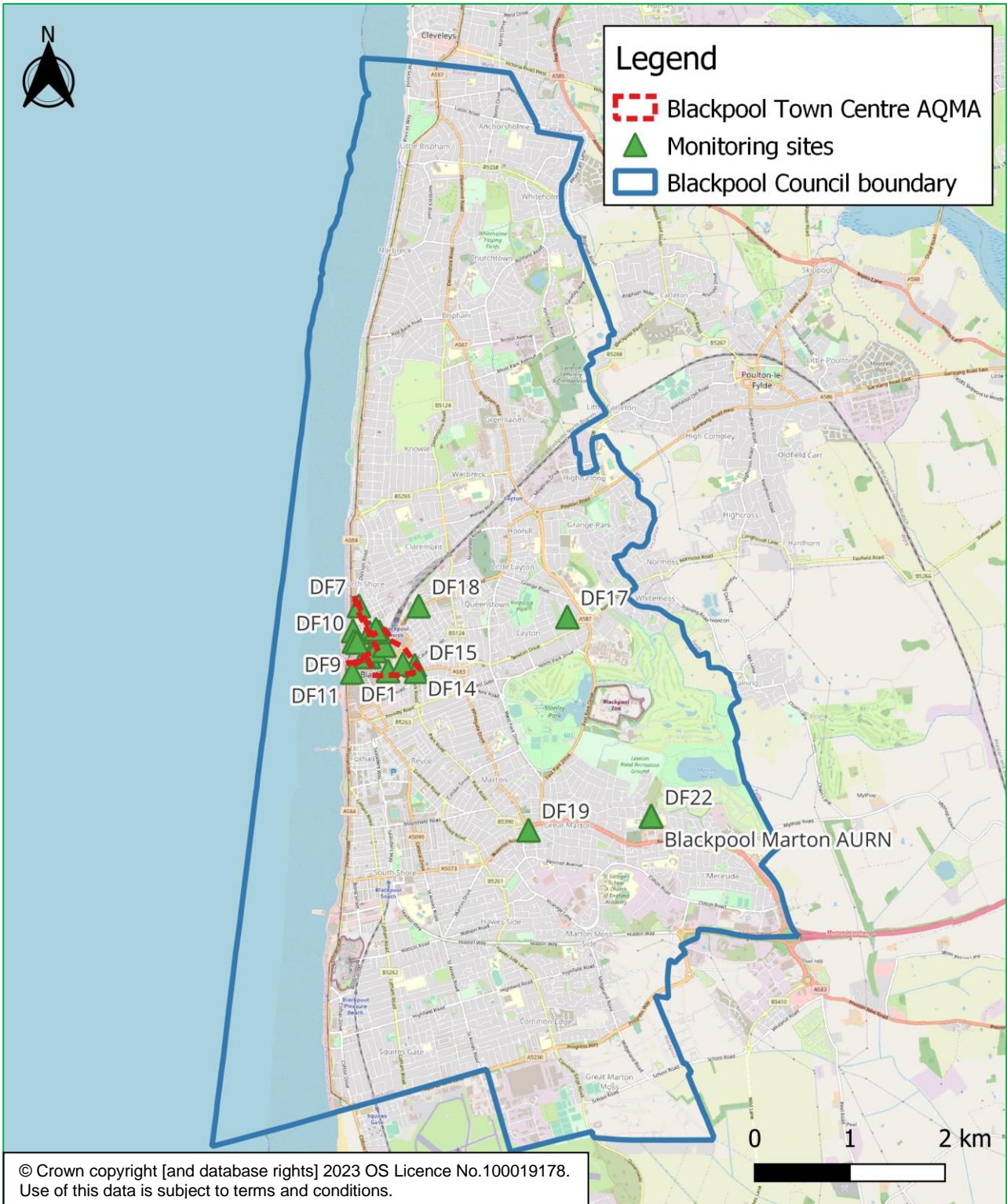
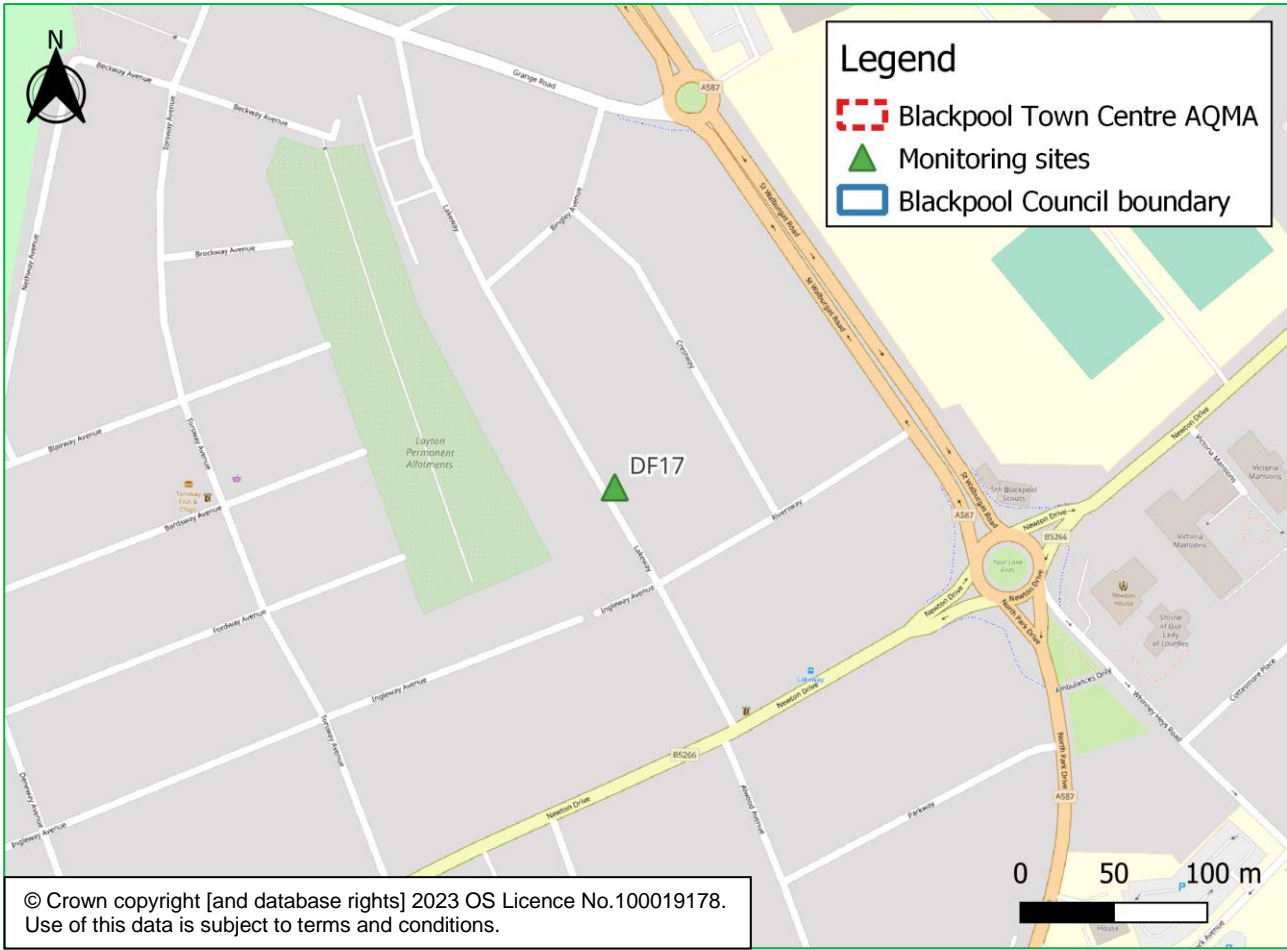


Figure D.2 - Map of Monitoring Sites in and surrounding Blackpool Town Centre AQMA





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**

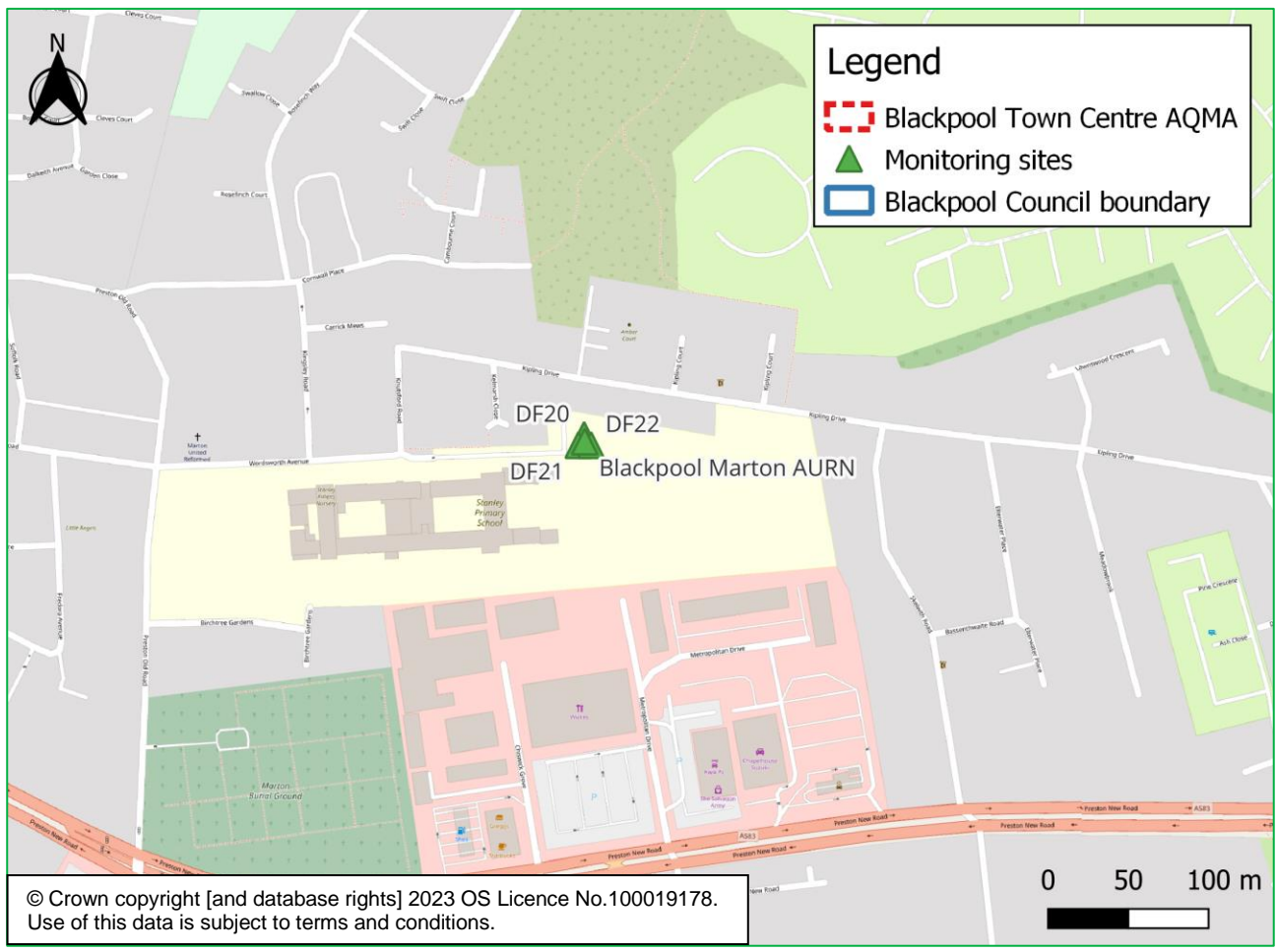
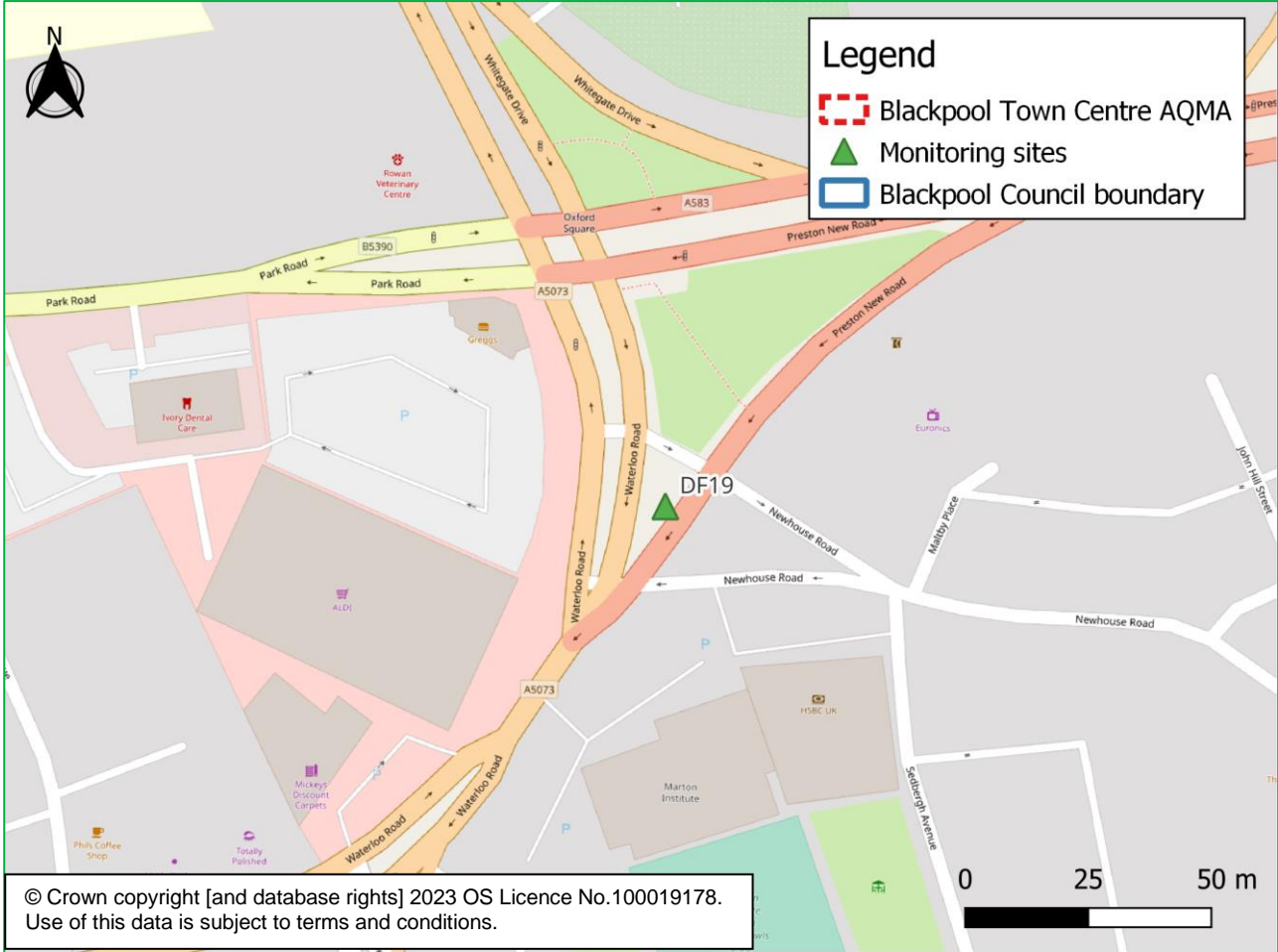


Figure D.5 - Map of DF19 (Oxford Square) monitoring site



## 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

- Local Air Quality Management Technical Guidance LAQM.TG22. August 2022. Published by Defra in partnership with the Scottish Government, Welsh Assembly Government and Department of the Environment Northern Ireland.
- Local Air Quality Management Policy Guidance LAQM.PG22. August 2022. Published by Defra in partnership with the Scottish Government, Welsh Assembly Government and Department of the Environment Northern Ireland.
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- Defra. Environmental Improvement Plan 2023, January 2023
- DfT. The Road to Zero: Next steps towards cleaner road transport and delivering our Industrial Strategy, July 2018
- 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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**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>
---

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**

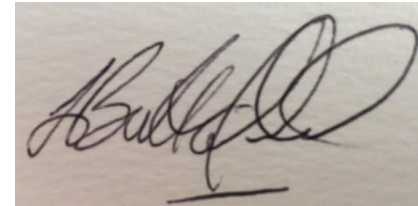
No additional actions have been identified on top of existing approaches to address equalities issues.

**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>EXECUTIVE</b>
<b>Relevant Officer:</b>	John Blackledge, Director for Community and Environmental Services
<b>Relevant Cabinet Member:</b>	Councillor Jo Farrell, Cabinet Member for Levelling Up - People
<b>Date of Meeting:</b>	22 January 2024

## DEVELOPMENT OF THE 'BE WHO YOU WANT TO BE' AREA OF THE CLAREMONT WARD

### 1.0 Purpose of the report:

1.1 The purpose of the report is to highlight the work of the Council, North Shore Business Group (NSBG), LGBTQ+ partners and Police in a consultation exercise in the LGBTQ+ business area sitting on the south-western part of the Claremont Ward, designated as the 'Be Who You Want To Be' area, considering the results of the consultation exercise and the 'Be Who You Want To Be' Action Plan developed.

### 2.0 Recommendation(s):

2.1 To note the consultation exercise in the 'Be Who You Want To Be' area, to consider the results of the consultation and to approve and agree the 'Be Who You Want To Be' Action Plan.

### 3.0 Reasons for recommendation(s):

3.1 To enable work to begin in terms of delivery of the action plan, including a governance framework, which will ultimately see improvements in the area to benefit businesses, residents and visitors alike.

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 The alternative was the status quo, which potentially would have resulted in the area being left behind in terms of investment.

#### **5.0 Council priority:**

5.1 The relevant Council priority is both: “The economy: Maximising growth and opportunity across Blackpool” and “Communities: Creating stronger communities and increasing resilience”.

#### **6.0 Background information**

6.1 The LGBTQ+ area sitting on the south-western part of the Claremont Ward, with the proportions of people identifying as LGBTQ+ is amongst the highest in the country alongside areas of Brighton, Manchester, Salford and London and has always been viewed as an important area of the town, and over a period of time it has been the intention of the council to have a focus in relation to economic and social development, which includes health.

6.2 There is a long established LGBTQ+ community and history in the area, with in particular the business community making a huge cultural and economic contribution to the town reflected in terms of the pink pound over the years.

6.3 The area is particularly important to the Council in relation to the Council Plan, in terms of supporting equality, inclusion and celebrating diversity in our town. In particular, ensuring this area is safe for all to be who they want to be, to socialise and celebrate inclusion, difference and diversity without the risks of homophobic or other discriminatory abuse, which will help catalyse the regeneration of the area and also build an inclusive culture in the wider town.

6.4 Discussions and work had started in relation to the focus a few years ago with North Shore Business Group, but COVID halted its progress and as a result it was picked up last year and the Executive are reminded that a Cabinet Member decision (PH52/2024 was agreed on 27 July 2023, which highlighted the potential to support the evolution of an already thriving LGBTQ+ business area sitting on the south-western part of the Claremont ward, and to use this as a foundation for the wider regeneration of the area to the benefit of residents and visitors alike.

6.5 As a result of this, a focus group was established of key representatives of the Council (Cabinet Member for Levelling Up – People, ward councillors, senior officers), North Shore Business Group (NSBG), Renaissance Charity, LGBTQ+ Facebook and Friends, BAGS, Blackpool Pride Festival and the police in order to develop a robust consultation framework, which included a visit to Manchester’s LGBTQ+ area around Canal and Sackville Streets, which had emerged as a ‘gay quarter’ over a significant period of time. The visit was extremely useful,

where 'Friends of the Area', LGBT Foundation, police, Ward Councillors and officers of Manchester City Council Development Team provided extremely useful advice, support and guidance.

- 6.6 As a result of deliberations and discussion the focus group agreed a consultation framework with key themes: Improvement of the Area, Investment in the Area, Day-time Economy, Night-time Economy, Progress through Partnership, Safety and Security, and Health and Wellbeing.
- 6.7 The consultation ran from the beginning of October 2023 to the end of November 2023, however before considering the consultation, the summary of which starts at paragraph 6.11, it is important to remind the Executive of the thinking behind the 'Be Who You Want To Be' concept and also the strategic fit and alignment of this work and the area and town.
- 6.8 The Cabinet Member decision referred to at paragraph 6.4 highlighted the fact that after considerable debate and discussion, it was agreed that the area is very diverse and should be an area for all interests, abilities and backgrounds and not just designated as LGBTQ+ area; 'Be Who You Want To Be', a place to be able to express yourself and who you are.
- 6.9 In terms of the area, it is clear from all feedback and dialogue that a vision of vibrancy and investment, sense of place, diversity, safety, security and quality environments are top of everyone's thoughts and aspirations for the area. In terms of strategic fit and connectivity of Blackpool's wider agenda, the following provides context:
- **The Town Centre Strategy and Action Plan**, refreshed throughout 2022 and 2023 and now approved, is an overarching vehicle which covers activity across the whole of the town centre, and incorporates the area within Claremont and the '**Be Who You Want To Be**' area to the north of Talbot Road as far as Springfield Road (in line with the recognised town centre boundary). The Town Centre Strategy and Action Plan looks to complement the '**Be Who You Want To Be**' project and the Claremont Masterplan by improving gateways and amenities to the south of Claremont, which should be of benefit to both residents and visitors;
  - The **Claremont Masterplan**, completed in June 2020, covers the broader Claremont area and has a series of well-defined outcomes focused on improving the lives of local residents through the provision of better housing, open spaces and amenities. The Masterplan interacts with the Town Centre Strategy and Action Plan in the southern part of Claremont ward. The '**Be Who You Want To Be**' project seeks to create a unique identity for the area and to provide amenities for a range of communities within the Claremont Ward but also serving a range of diverse residents across the town, as well as visitors to the area and the businesses serving them;
  - The **Culture Hub**, currently in development, utilises the need for expanded gallery space at the Grundy Art Gallery and improved facilities at Blackpool Central Library as an opportunity to provide a wider social impact through the provision of enhanced community and cultural spaces located in the Claremont ward, but also looks to attract

- engagement from residents from across the town as well as visitors to Blackpool;
  - The 15 month **High Street Accelerator**, running until March 2025, is aimed at working with the business community and residents on two specific streets (Abingdon Street and Queen Street) to help define what needs to be done to improve the physical environment and tackle anti-social behaviour issues in the area. The High Street Accelerator is supported by a limited amount of seed funding and access to additional funding for greening activity, and investment of this funding will be community-led.
- 6.10 Whilst these projects have slightly different objectives, they are complementary, and all of them provide a range of additional positive outcomes in improving the southern gateway to Claremont and the northern part of the town centre, and all have the potential to deal with existing issues and make the area a more attractive place to live, visit and work within. Interaction and communication across these initiatives will be provided through shared membership on governing bodies and representative organisations, as well as designated updates and individual communication provided through stakeholders.
- 6.11 In relation to the consultation, this has had four key strands as follows:
- Online open access survey led by the Council’s Infusion team, with an additional questionnaire delivered to all businesses in the area and leaflets to residents promoting the survey;
  - Cultural development opportunities for the area have been discussed as part of a wider consultation on a Cultural Strategy for Blackpool being led by a steering group made up of representatives from the creative sector;
  - Renaissance and Public Health LGBTQ+ wellbeing services survey; and
  - Youth Survey and workshops led by the United Youth Alliance.
- 6.12 The online survey and questionnaire was extremely positive, with 269 responses from people who live, work, visit or socialise within the area. Respondents were able to tick more than one option, with the breakdown as follows: Resident – 110 responses; visitor day/staying- 45 responses; work in the area – 53 responses; own a business/prospective business owner – 44 responses; socialise in the area – 128 responses; and other – 22 responses.
- 6.13 A total of 181 respondents identified as members of the LGBTQIA+ community, 72 did not identify and 15 preferred not to say.
- 6.14 In response to the survey 22 business owners/managers highlighted that they were happy to be contacted to undertake further engagement to support business opportunities in the Claremont area, which will be reflected in the action plan.
- 6.15 Over 3,000 comments have been submitted across several questions, which have been categorised into themes for action and as the feedback is shared to a wider audience the plan will continue to evolve.

- 6.16 Arts and Cultural development and activities have featured widely in the responses. Themes that have emerged from the survey feedback such as diversity, vibrancy, sense of place and the need to improve existing cultural facilities in the area such as Central Library and the Grundy Art Gallery have informed the cultural development section of the action plan.
- 6.17 In relation to health and wellbeing, Blackpool Council's Public Health team would continue to work with Renaissance to deliver harm reduction services with the aim of improving health and reducing inequalities particularly targeting good sexual health, reducing the health harm caused by drugs and alcohol, providing wraparound psychosocial support to those who have been diagnosed with HIV and promoting LGBTQ+ community development.
- 6.18 An LGBTQ+ barriers to health and wellbeing services survey has been conducted. The actions in the health and wellbeing section of the action plan respond to the findings from that survey.
- 6.19 A specific trans and gender diverse health needs assessment is currently underway in partnership with Renaissance and Lancashire LGBT. The recommendations from that work will feed into this strategy as additional future actions.
- 6.20 The United Youth Alliance met with one main focus group of young people to help shape and co-design a youth led questionnaire. The young people were aged between 12-15yrs and led on the design based on the 'community questionnaire', as they were keen to keep within the same themed areas, designing a youth specific questionnaire, with a further focus group organised to test the questionnaire.
- 6.21 Schools were accessed through the Personal, Social, Health and Economic group, Blackpool Sixth Form and Blackpool and the Fylde College as well as youth groups including the Magic Club. 49 young people completed the questionnaire with a further 17 young people accessing the focus groups, so a total of 66.
- 6.22 The young people within the focus groups were very keen to be part of the ongoing developments and work alongside other key stakeholder to help shape and design the area. Actions have been identified, with an ambition for the youth voice to be a golden thread across the themes.
- 6.23 Further to consideration of the feedback from the four consultation areas, which interrelate and overlap, the following themes have been identified for the 'Be Who You Want To Be' Action Plan:
- *Public Realm* – centred around streetscape, sense of place, cleanliness, highways, greening up, street lighting and illuminations.
  - *Safety and Security* – centred around CCTV, Street Angels, community policing, premises management, hotel watch, multi-agency workings and operations.

- *Arts, Heritage and Culture* – centred around embedding the area into the Cultural Strategy, public art, development of Grundy Art Gallery and Central Library, working with LGBTQ+ artists and communities, community and visitor events and activities, including street performances and festivals.
- *Young People* – centred around ensuring the Youth Voice is a golden thread through themes, stakeholder meetings inclusive and accessible for young people, walk and talk engagement sessions assessing delivery, ideas and perceptions and explore options for a young people’s LGBTQ+ community space asset within the area.
- *Health and Wellbeing* – centred around accessible health care services to the LGBTQ+ community, particularly mental health, transgender needs assessment, sexual health clinics, NHS talking therapies and social care strategy and policy.
- *Business Community* – centred around establishing channels to market and promote improvement and business achievements, promoting evening and night-time economy, creating the condition for dialogue and development.
- *Marketing and Communication* – centred around review of actions and development of the area in order to develop a meaningful marketing and communication plan;
- *Governance* – centred around developing an overarching ‘Friends Group’ of the area, sub-groups of the action plan, High Street Accelerator Board, LGBTQ+ Forum and enforcement activity in the area related to Public Protection and Housing Options service areas.

6.24 It should be noted, that as a result of the LGBTQ+ health survey Renaissance will submit a bid in January for Reaching Communities funding. Renaissance will be applying for funding to provide specialist Health and Wellbeing services to the LGBTQ+ community. It is hoped the base/building for this service can be located either on or around Queen Street so is at the heart of the ‘Be Who You Want To Be’ area.

6.25 The main aims of the service will be to provide specialist paid Health and Wellbeing workers and build a team of LGBTQ+ Peer supporters. The team will support existing services to be more accessible, providing training, advice and information on the needs of the community and ensuring their policies and procedures are equitable to all. The service will provide one to one and group support such as meaningful activities to reduce loneliness and isolation and also support individuals to navigate existing services without fear of discrimination or stigma.

6.26 If a suitably sized building can be identified, it could be used as a multi-purpose building, a safe space for hate crime reporting, linkage with Safer Streets and potentially look at an additional opportunity to provide the previous Night Safe Haven Provision which will alleviate some of the safety concerns for the night time economy.

6.27 There is also commitment from NHS health care services, particularly mental health services to deliver the actions within this plan.

6.28 If this bid is not successful collectively partners would look at other sources of funding.

- 6.29 Appendix 4a provides the consultation report, which will be used to further develop the Action Plan, with Appendix 4b being the 'Be Who You Want To Be' Action Plan.
- 6.30 Subject to the Executive approving the 'Be Who You Want To Be' Action Plan, North Shore Business Group and partners intend to launch the plan within the community on Thursday 8 February 2024, which is within LGBTQ+ history month.
- 6.31 Does the information submitted include any exempt information? No

**7.0 List of Appendices:**

- 7.1 Appendix 4a: Consultation report
- 7.2 Appendix 4b: Action Plan

**8.0 Financial considerations:**

- 8.1 Any actions that required additional external funding would only be progressed subject to successful funding bids or acceptable and agreed business cases to support delivery.

**9.0 Legal considerations:**

- 9.1 Consideration of the Council's duty under the Equality Act 2010.

**10.0 Risk management considerations:**

- 10.1 To not have worked with the North Shore Business Group and LGBTQ+ community to carry-out a consultation exercise and action plan, potentially would have resulted in the area being left behind in terms of focus and investment.

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

- 11.1 Supporting and affirming the development of this area of Claremont on the basis of the vision and action plan outlined in this report is entirely complementary to the Council's policy to support equality, inclusion and celebrate diversity in our town. This will also contribute to our overarching statutory responsibility under the Equality Act 2010 Section 149 to:
- Tackle discrimination
  - Advance equality of opportunity; and
  - Foster good relations (community cohesion).

Ensuring this area is safe for all to be, to socialise and celebrate inclusion, difference and

diversity without the risks of homophobic or other discriminatory abuse will help catalyse the regeneration of the area, and also we believe build an inclusive culture in the wider town.

As the Council and partners move forward to deliver on the action plan, and develop specific governance arrangements within the area, they will continue to have regard to our wider Equality duties. These will relate to all protected characteristics and further community engagement/consultation when/if appropriate.

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

12.1 All actions will be mindful of sustainability, climate change and environmental considerations, particularly public realm.

**13.0 Internal/external consultation undertaken:**

13.1 Cross-departmental of the Council, North Shore Business Group, Renaissance, LGBT+ Facebook and Friends, BAGS, Blackpool Pride Festival, Police, cultural groups and businesses, young people, health and various groups and representatives of LGBTQ+ in Manchester.

**14.0 Background papers:**

14.1 None.

**15.0 Key decision information:**

15.1 Is this a key decision? Yes

15.2 If so, Forward Plan reference number: 34/2023

15.3 If a key decision, is the decision required in less than five days? No

15.4 If **yes**, please describe the reason for urgency:

**16.0 Call-in information:**

16.1 Are there any grounds for urgency, which would cause this decision to be exempt from the call-in process? No

16.2 If **yes**, please give reason:

**TO BE COMPLETED BY THE HEAD OF DEMOCRATIC GOVERNANCE**

**17.0 Scrutiny Committee Chairman (where appropriate):**

Date informed: 12 January 2024 Date approved:

**18.0 Declarations of interest (if applicable):**

18.1

**19.0 Summary of Discussion:**

19.1

**20.0 Executive decision:**

20.1

**21.0 Date of Decision:**

21.1

**22.0 Reason(s) for decision:**

22.1

**23.0 Date Decision published:**

23.1

**24.0 Alternative Options Considered and Rejected:**

24.1

**25.0 Executive Members in attendance:**

25.1

**26.0 Call-in:**

26.1

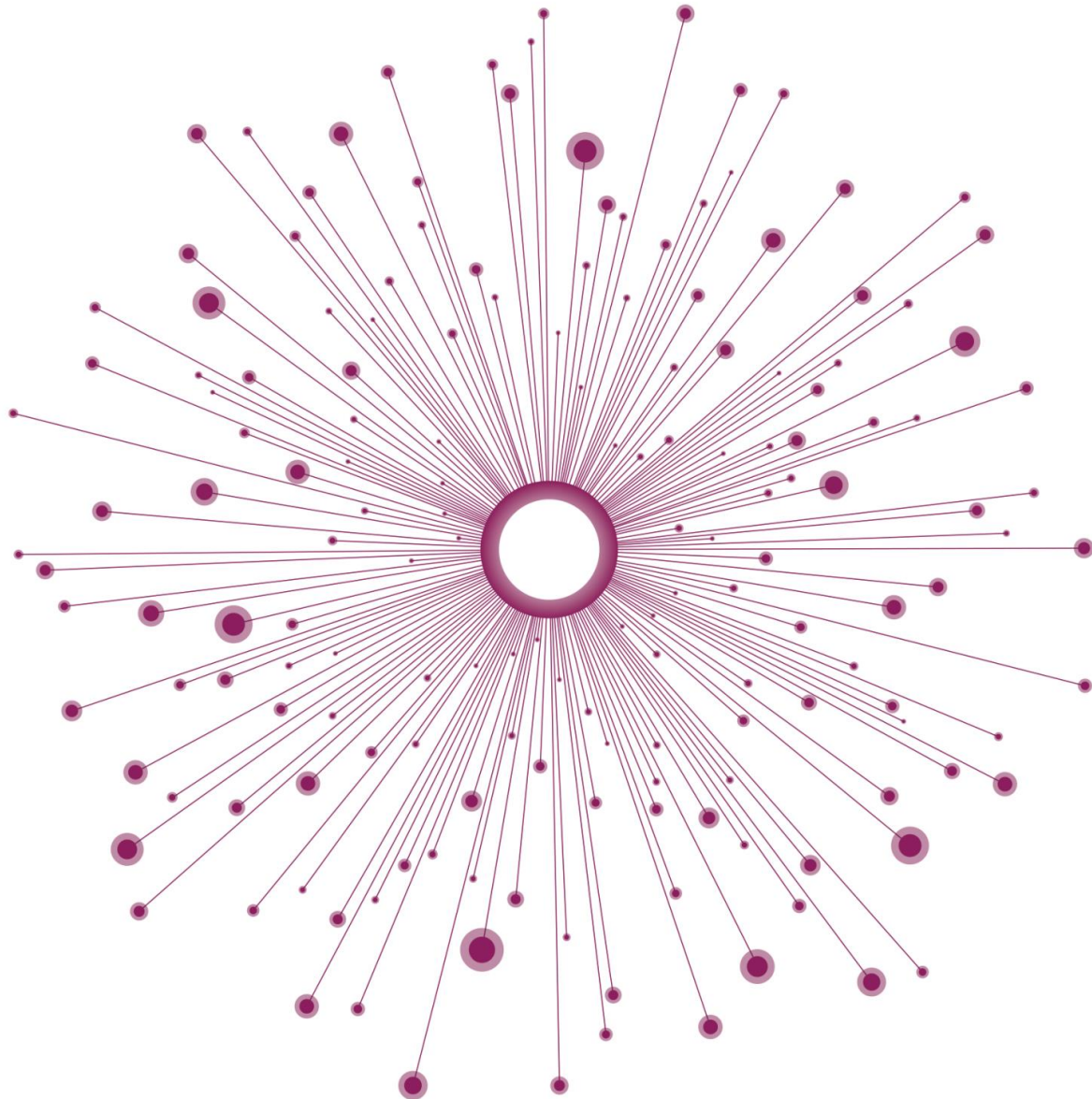


**27.0 Notes:**

27.1

# Blackpool Council: Claremont LGBTQIA+ Report

December 2023



in:fusion

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## 1. Executive Summary

The aim of the engagement was to carry-out a robust conversation in relation to the South Western part of the Claremont ward. The area includes, but is not exclusively: Queen Street, Springfield Road, High Street, Lord Street, part of Abingdon Street, part of Dickson Road, part of Talbot Road and Blackpool North Station, but feedback was encouraged about nearby surrounding areas. The online engagement, alongside additional engagement activity from other services in Blackpool, will act as a platform for the development of a shared and collective vision for the area, which can be used by the public, private, voluntary and community as a catalyst for action, including supporting funding and investment bids.

A total of **269** responses were received to this survey from residents, visitors, business owners, those who work and/or socialise in the area and others with a connection to the area.

The survey went 'live' week commencing 2nd October 2023 and closed on the week ending 26th November 2023, running for a total of eight weeks.

## 2. Key findings

269 respondents contributed over 3,000 comments to the survey drawing from their own experiences of living, working and socialising within the area and sharing their hopes and aspirations for the future development of the area.

Key themes from each of the engagement topic areas are as follows:

Key themes from each of the engagement topic areas are as follows:

- Look and Feel: community strengths, geographical location and positioning, highways, greening up, improving the appearance of the area, street lighting and illuminations, cultural opportunities, defining the area by use of the LGBTQIA+ signage and image.
- Safety and Security: the fear of crime, reducing crime, CCTV, Street Angels, community policing, visibility and accountability.
- Business and Economy: working together to enable multiple voices to be heard; improving the commercial offer focussing on 'independent' and 'local'.
- Arts, Heritage and Culture: building on the LGBTQIA+ community's vibe and atmosphere as well as supporting Blackpool's established art and cultural organisations. Encouragement of LGBTQIA+ artists and communities, community and visitor events and activities, including street performances and festivals.
- Health and Wellbeing: increase both universal provision and tailored provision to the LGBTQIA+ community around accessible health care services, particularly mental health, sexual health clinics

### 3. Background

For many years, Blackpool has been home to a large and thriving LGBTQ+ community and, as is the case with many other major urban centres in the UK with large LGBTQ+ communities and visitor economies, including Manchester, Birmingham and Brighton, a particular area of central Blackpool has become strongly associated with embracing and promoting this diversity and evolving a 'Blackpool Village' neighbourhood identity.

This area, to the north of the Town Centre in the Claremont Ward, includes a large concentration of LGBTQ+-oriented businesses, such as bars, nightclubs, restaurants and entertainment venues, along with B&Bs and small hotels catering to this market. This geographical focus has driven private investment in the area, and has supported the development of a diverse, dynamic and vibrant community.

The primary aim of the survey, alongside additional engagement activity from different services across Blackpool, is to support activity that allows everyone in the south-western part of the Claremont ward and other interested people and parties to be part of the engagement process.

### 4. Methodology

The engagement survey went 'live' week commencing 2<sup>nd</sup> October 2023 and closed on the week ending 26<sup>th</sup> November 2023, running for a total of eight weeks.

Information regarding the survey was shared on Blackpool Council's social media pages and other online groups where it was actively advertised by interested residents and visitors which gave additional visibility to the project. A questionnaire was delivered to all businesses in the area and leaflets were distributed to residents who promoted the survey.

A total of 269 responses were received through an open access online survey from residents, visitors, business owners, those who work and/or socialise in the area and others with a connection to the area.

Respondents had the opportunity to comment on many topics on the questionnaire but comments that did not answer the question were omitted from the analysis to reduce repetition.

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 survey 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 survey.

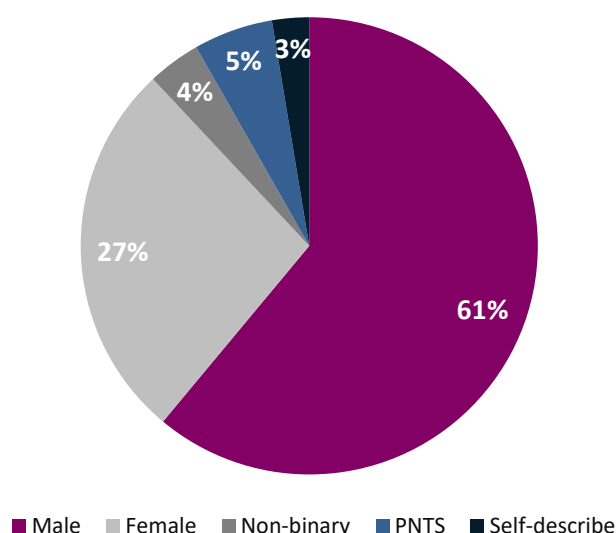
## 5. Results

### 5.1 Respondent Profile

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.

#### 5.1.1 What best describes your gender? [Q27 on survey] (Base = 267)

61% (163) of responses were from male respondents, including Trans male and 27% (72) were from female respondents, including Trans female. The full responses are shown in the chart below.

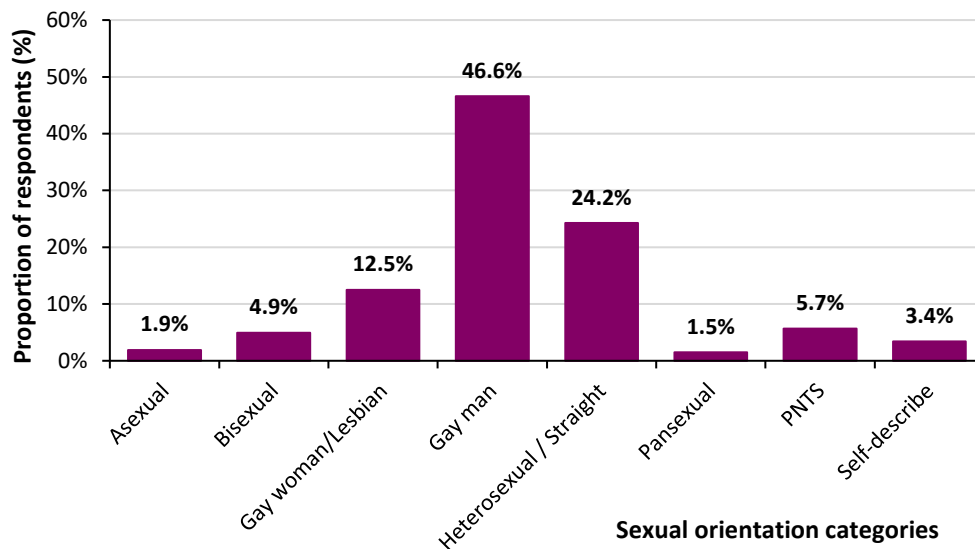


#### 5.1.2 Is the gender you identify with the same as your sex registered at birth? [Q28 on survey] (Base = 264)

91.3% (241) of respondents said that they identified with the same sex as they were registered at birth, 3.8% (10) of said that they did not identify with the same sex as they were registered at birth. The remaining respondents chose the 'prefer not to say' (PNTS) option or left the option blank.

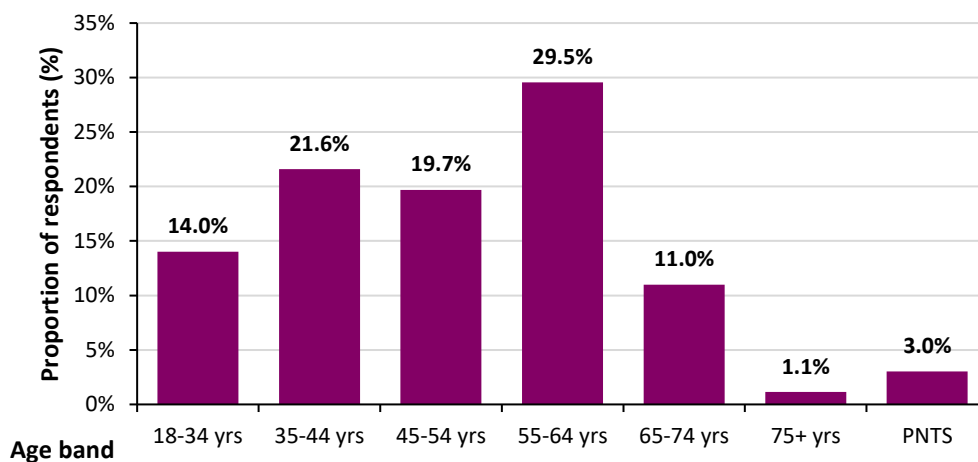
#### 5.1.3 What best describes your sexual orientation? [Q29 on survey] (Base = 266)

The full responses are shown in the following chart. Of those respondents who preferred to self-describe, descriptions included were 'hetero-romantic pansexual', 'queer' and 'a romantic gay man'.



#### 5.1.4 Which age group do you belong to? [Q30 on survey] (Base = 264)

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



#### 5.1.5 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? [Q31 on survey] (Base = 266)

**71.8%** (191) of respondents reported having no health problem or disability which has lasted or is expected to last at least 12 months, whilst **28.2%** (75) of respondents reported having a health problem or disability which has lasted or is expected to last at least 12 months. 3 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	191	71.8%
Yes, limited a lot by disability	34	12.8%
Yes, limited a little by disability	41	15.4%
<b>Total</b>	<b>266</b>	<b>100%</b>

### 5.1.6 What is your ethnic origin? [Q25 on survey] (Base = 267)

The majority of respondents – (93.6%) – 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	250	93.6%
Mixed/Multiple ethnic groups	4	1.5%
Black/African/Caribbean/Black British	0	0%
Asian/Asian British	2	0.7%
Other ethnic group	2	0.7%
Prefer not to say	9	3.4%
<b>Total</b>	<b>267</b>	<b>100%</b>

### 5.1.7 What religion, religious denomination or body do you belong to? [Q33 on survey] (Base = 266)

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

Religion, religious denomination or body	No of responses	% of responses
No religion	138	51.9%
Christian	92	34.6%
Buddhist	5	1.9%
Hindu	1	0.4%
Jewish	1	0.4%
Muslim	0	0%
Sikh	0	0%
Other religion	8	3%
Prefer not to say	15	5.6%
Prefer to self-describe	6	2.3%
<b>Total</b>	<b>266</b>	<b>100%</b>



## 6. Main Survey Results

### Do you live, work, visit or socialise within the area shown above? [Q1 on survey] (Base = 269)

Respondents were asked what their connection to the area was and were encouraged to tick all the options that applied to themselves. **48.1%** (128) of respondents said they socialised in the area, **41.4%** (110) of respondents said they were residents, **16.9%** (45) of respondents said they were day or staying visitors, **16.5%** (44) said they either owned a business or were a prospective business owner and 22 respondents were connected to the area in another way (generally they could be categorised as visitors/contemplating starting a business or former residents of Blackpool).

**Please choose the option that most closely describes your household.** [Q2 on survey] (Base = 269) **84.4%** (227) of respondents said their household was adults only, **4.5%** respondents said their household was adults with dependents and **8.6%** (23) of respondents said their household consisted of adults with dependents that includes at least one child under 16.

Three others described their household in terms of their business accommodation.

### Do you identify as a member of the LGBTQIA+ community? [Q3 on survey] (Base = 268)

Respondents were asked if they identified as a member of the LGBTQIA+ community with 181 (**67.5%**) saying they did and 72 (**26.9%**) respondents saying that they didn't. 15 (**5.6%**) respondents 'preferred not to say'.

#### 6.1 Look and feel of the area

**Thinking about the general 'look and feel' of the public spaces in this area (such as green spaces) and facilities (such as litter bins, street lighting and benches). What are the things you like about the area?** [Q4 on survey] (Base = 233)

There were 233 comments in response to the question, however many respondents focussed on what they didn't like about the area and the changes they would like to see which are covered in subsequent questions. These responses were omitted from the analysis to reduce repetition.

The responses which focussed on the things that people liked about the area have been categorised and listed in the table below.

Response categories	No of topic comments
Geographical location / Ease of getting around	19
Community 'feel' / Atmosphere / Vibe	18
LGBTQIA+ community	18
Street lighting	10
Bars / Clubs	8
Arts / Culture	6
Paved areas	6
Litter bins	4
Generic positive comments	20
<b>Total</b>	<b>109</b>

**What improvements or changes would you like to see to define this area in line with 'Being who you want to be'?** *This could include, but is not limited to, street art, LGBTQIA+ themed sets for fun-picture opportunities, planters, visual representation that defines the area such as rainbow flags, street furniture, and road markings.* [Q5 on survey] (Base = 251)

There were 251 comments in response to the above question, which have been categorised and are listed in the table below. Many comments covered more than one topic.

Response categories	No of topic responses
Introduce LGBTQIA+ signage and visibility	100
Have more green spaces	76
Safer environment / Lighting	66
Needs to be cleaner / tidier	52
More street art/installations	52
Improve buildings	36
Add seating areas	16
Promote inclusivity	13
Pedestrianisation	12
Community focus	10
Improved parking/traffic management	10
Improve the look of the area	10
Support for LGBTQIA+ businesses / pink pound	10
Café culture	5
Gay role models	3
<b>Total</b>	<b>471</b>

**Do you think the area represents who you are? For example do you feel 'at home' or 'comfortable to be who you are' in this area? Please tell us why or why you don't feel this way. [Q6 on survey]**  
**(Base = 244)**

There were 214 comments in response to the above question which have been categorised and are listed in the tables below. Some responses were omitted as they did not answer the question.

Area represents who you are	No of responses
Answered 'No', without any further narrative	26
Answered 'No', with further narrative	86
<b>Total</b>	<b>112</b>

Responses focussed primarily on criminal activity in the area, feeling unsafe, neglected and unclean environment.

Area represents who you are	No of responses
Answered 'Yes', without any further narrative	43
Answered 'Yes', with further narrative	59
<b>Total</b>	<b>102</b>

Responses focussed primarily on the friendliness of the LGBTQIA+ family/ community/LGBTQIA+ businesses.

**What changes, in the short-term (within 3 years) and longer term (beyond 3 years), would you like to see? Please tell us how you'd like the area to be developed?** [Q7 on survey] **(Base = 243)**

There were 202 comments in response to the question which have been categorised and listed in the table below. Many comments covered more than one topic. Some responses were omitted as they did not answer the question.

Response categories	No of topic comments
Appearance (including cleanliness)	91
Reduction in crime / improved safety / improved lighting	80
Defining the area (comments varied with some as LGBTQIA+ and some as 'be you')	39
Introduce green spaces	33
Improve HMOs / regenerate the area	26
Improve roads / use traffic management / improve street access	25
Support for LGBTQIA+ community	17
Café culture (reduce focus on alcohol)	14
Improve shops / introduce independent brands	14
Art installations / performance activities	10
Investment / Finances	8
Commercial improvement	4
Support community	4
<b>Total</b>	<b>365</b>

**What do you think are Claremont's community strengths? Think about the ways that the community, either individually or via established groups, could contribute to the look and feel of the area.** [Q8 on survey] **(Base = 196)**

There were 143 comments in response to the question which have been categorised and listed in the table below. Many comments covered more than one topic. Some responses were omitted as they did not answer the question.

Response categories	No of topic responses
Community spirit / Welcoming / Wanting to succeed	40
LGBTQIA+ presence/ History	13
Community (the need to represent the whole area)	11
Community buildings and groups	11
Gay businesses (from and within)	8
Diversity and inclusion	8
Untapped resource	7
Geographic location	3
Close knit families	3
Not sure / Not known	37
<b>Total</b>	<b>141</b>

## 6.2 Business investment within the area

People were asked to tell us if they sometimes or regularly visited, worked or socialised in this area during the day-time, during the evenings/night or did they visit, work or socialise in this area during both periods? [Q9 on survey] **(Base = 269)**

	No of responses	% of responses
Yes, usually only during the day	45	16.7%
Yes, usually during the evenings/night	61	22.7%
Yes both periods	135	50.2%
No, I don't tend to visit the area	28	10.4%
<b>Total</b>	<b>269</b>	<b>100%</b>

Respondents were asked to think about the day-time economy when responding to questions 10 to 12.

**What do you think works well for businesses in the area?** *Businesses could include, but is not limited to, pubs/clubs, restaurants, retail and leisure. Think about the businesses you visit and what other businesses/organisations you'd like to see in this area.*

[Q10 on survey] **(Base = 146)**

There were 83 comments in response to the above question which have been categorised and listed in the table below. Many responses covered more than one topic. Some responses were omitted as they did not answer the question.

Response categories	No of topic responses
Local bars / hotel bars	12
Recognisable LGBTQIA+ profile	10
Entertainment venues	10
Location: not too far to walk to all areas	8
Friendly community	5
Good mix of retail and 'eating bars'	4
Transport	4
Other	11
Nothing works well	4
<b>Total</b>	<b>68</b>

**What do you think provides the biggest challenges for businesses in the area?** *This could include, but is not limited to, comments about finances/investment, external support, transport access (including parking), safety, well-being.*

[Q11 on survey] **(Base = 159)**

There were 159 comments in response to the question which have been categorised and listed in the table below. Many comments covered more than one topic.

Response categories	No of topic responses
Crime (drugs, homophobia, drunks)	43
Transport links/ parking/ traffic management	42
Improved financial support/ investment	36
Safety (including lighting)	33
Lack of cleanliness / visual appeal	21
Homeless / beggars	21
Low level accommodation / HMO's / Aggressive tenants	20
Poverty	10
Attitudes / perceptions of the area	6
Planning decisions / Licensing	4
Retention of good staff	3
The focus on 'only the' night-time economy	3
Other	21
<b>Total</b>	<b>263</b>

**What business/retail improvements and developments would you like to see?** *Think about what changes would encourage you to visit the area more often. This could include, but is not limited to, the type of businesses, the range of entertainment available and how you feel visiting the area.*

[Q12 on survey] **(Base = 137)**

There were 137 comments in response to the question, which have been categorised and listed in the table below. Many comments covered more than one topic.

Response categories	No of topic responses
Café culture / independent shops	37
Better shops / better clothing shops	26
Better safety and security (including lighting)	22
LGBT shops	20
More diverse and improved restaurants	15
More green spaces / outdoor space	9
Building improvements/ shop frontages	8
Clean up the area	8
Business support (including from council)	6
Improved road management and parking	3
Improved family activities	3
Removal / reduction of HMOs	3
Other	12
<b>Total</b>	<b>172</b>

Respondents were asked to think about the **night-time** economy when responding to questions 13 to 15.

**What do you think works well for businesses in the area?** *Businesses could include, but is not limited to, pubs/clubs, restaurants, retail and leisure. Think about the businesses you visit and what other businesses/organisations you'd like to see in this area.* [Q13 on survey] **(Base = 139)**

There were 82 comments in response to the question which have been categorised and listed in the table below. Many comments covered more than one topic.

Response categories	No of topic responses
Entertainment industry – pubs, bars, clubs and hotels	28
LGBTQIA+ community presence	15
Geographic location	14
LGBT business collaboration	6
Community spirit	5
Shops	4
Business collaboration	4
Transport/ traffic management	4
Cost / pricing structure	3
Northern friendliness	2
Council support	2
Other	5
Not much / nothing	7
<b>Total</b>	<b>99</b>

**What do you think provides the biggest challenges for businesses in the area?** *This could include, but is not limited to, comments about finances/investment, external support, transport access (including parking), safety, well-being.* [Q14 on survey] **(Base = 150)**

There were 149 responses in response to the question which have been categorised and listed in the table below. Many responses covered more than one topic. Some responses were omitted as they did not answer the question.

Response categories	No of topic responses
Safety	38
Improved road management and parking	29
Financial support / Investment	26
Cleanliness and general appearance	20
Crime concerns / police presence	26
Alcohol and drug usage	17
Beggars / Homeless	17
Derelict buildings	10
Cost of living/ poverty	8
Business rates	4
Public transport / access/ links	4

Reputation	3
too many takeaways	2
Other	43
<b>Total</b>	<b>247</b>

**What business/retail improvements and developments would you like to see?** *Think about what changes would encourage you to visit the area more often. This could include, but is not limited to, the type of businesses, the range of entertainment available and how you feel visiting the area?* [Q15 on survey] **(Base = 131)**

There were 121 comments in response to the question which have been categorised and listed in the table below. Many comments covered more than one topic. Some responses were omitted as they did not answer the question.

<b>Response categories</b>	<b>No of topic responses</b>
More diverse shops / wider range of goods	29
Safety	24
Improved Gay scene/ vibrant	15
Café culture	13
Live shows / better and more bars	12
Cleanliness / general appearance	11
Less derelict / less building although improvements are welcomed	7
Performance / Arts	7
Better signage / Promotion of the area	6
More accessible pavements and streets	6
Greenery	6
Business support	5
Parking/ traffic management / taxi availability	4
Joint working / Business support	4
Less alcohol and drugs issues	3
Provision of seating	3
Bowling	2
Cinema	2
None	4
Other	20
<b>Total</b>	<b>183</b>

**Please tell us why you do not visit the area and what would encourage you to visit this area?** [Q16 on survey] **(Base = 9)**

There were 9 comments in response to the question which have been categorised as follows. Many comments covered more than one topic. There were two main topics from the responses, namely concern about personal safety and the 'run-down' appearance of the area.

### 6.3 Priorities and further engagement opportunities

#### What should be the key priorities for improving investment in the area? [Q17 on survey] (Base = 44)

Respondents who said they owned a business in the area or were a prospective business owner identified, which they thought were the key priorities in order to improve investment in the area. Respondents were asked to choose a maximum of four options from the pre-determined list.

These are shown in the table below.

Response categories	No of responses
Communication	23
Shared common goals	21
Five year plan for the area	17
Regular meetings	15
Partnership agreements	13
Shared marketing	11
Shared skills (training, grant writing etc.)	7
Shared costs	5
Other (full responses will be included in the appendix)	4
<b>Total</b>	<b>116</b>

#### Would you be happy to be contacted to undertake further engagement to support business opportunities in the Claremont area? [Q19 on survey] (Base = 22)

22 respondents said they would be happy to be contacted.



## 6.4 Arts, Heritage and Culture

### What are the key strengths or themes in relation to arts, heritage and culture in this area?

[Q19 on survey] (Base = 177)

There were 144 comments in response to the question which have been categorised and listed in the table below. Many responses covered more than one topic. Some responses were omitted as they did not answer the question.

Response categories	No of topic responses
LGBT vibe / Gay environment / Pride	38
The Grundy	29
Funny girls	27
The Library	17
Older buildings/ Heritage	10
Old Electric	9
Arts / Performance arts	6
Geographic position/ accessibility to the area	3
Community	2
None / Not sure	56
<b>Total</b>	<b>197</b>

### What should we be focussing on to support arts, heritage and cultural development in this area?

[Q20 on survey] (Base = 153)

There were 115 comments in response to the question which have been categorised and listed in the table below. Many comments covered more than one topic. Some responses were omitted as they did not answer the question.

Response categories	No of topic responses
LGBT history, Art and heritage	28
Community based suggestions involving local young people	26
Arts and heritage in an inclusive way	22
Outside environment / improving the look of buildings / Street art	22
Financial support	11
Live performances/ smaller events / ad-hoc performances	10
Large scale events	6
Café culture	4
Support for established LGBT groups / places	4
Pedestrianisation / improve access to the area	4

Improve access to the arts for young people	2
Old Electric	1
No comment/ not sure	116
Other positive comments	3
<b>Total</b>	<b>259</b>

**Would you be interested in attending future activities/projects? If yes, which activities would interest you most [Q21 on survey] (Base = 166)**

There were 166 responses to the question. 114 (68.7%) respondents said they would be interested in attending future activities and projects with 82 of the respondents going on to provide details on what they would be interested in. These have been categorised and listed in the table below.

<b>Response categories</b>	<b>No of topic responses</b>
LGBT / Pride events	27
General arts projects	14
Anything at all	14
Local / community-based projects	13
Exhibitions / talks / workshops (General)	9
Music including live music	10
Environmental / Gardening	5
Family orientated - all ages	5
Street parties / Festivals	5
Theatre / Performance Arts	7
Health & fitness activities	1
Other (several respondents wanted more detail about what was available before committing to support)	21
<b>Total</b>	<b>131</b>

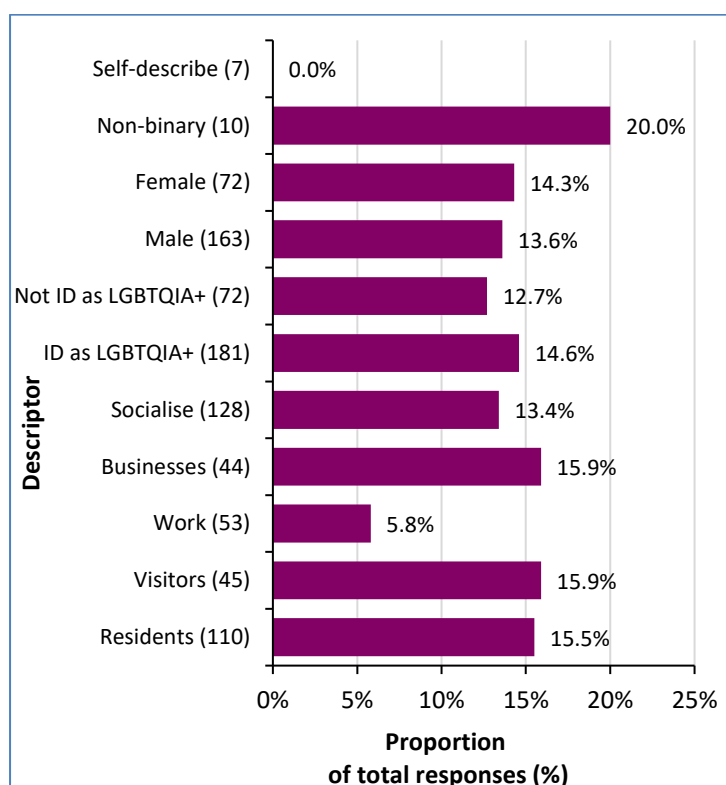
## 6.5 Safety and Security

**Do you feel safe walking and/or socialising around this area? [Q22 on survey] (Base = 265)**

	No of responses	% of responses
Yes, feel safe all of the time	37	14%
Yes, feel safe only during daylight hours	37	14%
Yes, feel safe only during evening hours	5	1.9%
No, sometimes I do not feel safe	186	70.2%
<b>Total</b>	<b>265</b>	<b>100%</b>

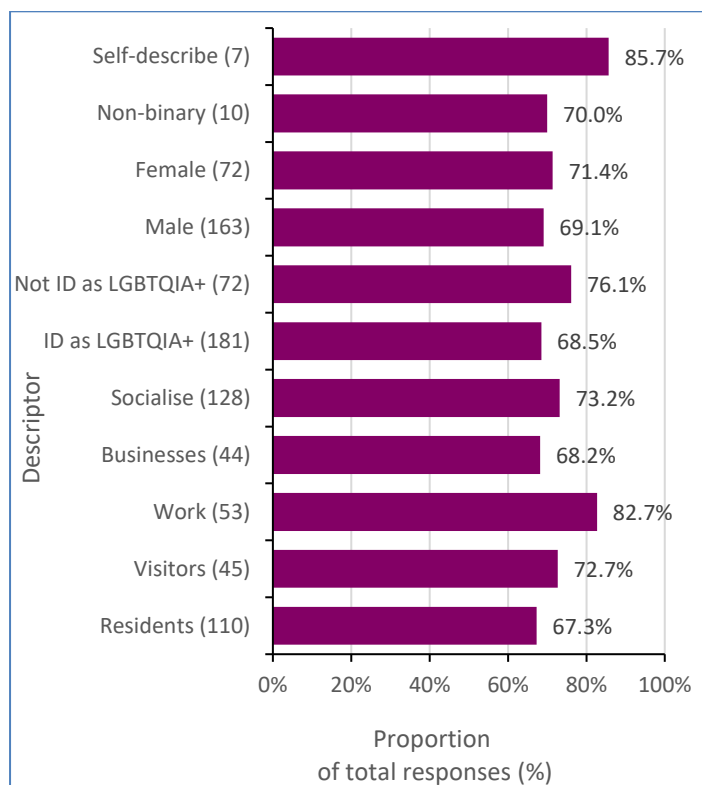
Further analysis has been undertaken by demographic categories to look for groups that feel either more safe than average or feel less safe than average. Please note that small numbers of responder groups (for example 'those who prefer to describe' or 'non-binary') have bigger swings in percentages and their data must be used with care.

The graph below shows the percentage of respondents who chose 'Yes, feel safe all of the time'. The numbers in brackets shows you the total number of responses from that demographic group.



\*self-describe refers to gender

The graph below shows the percentage of respondents who chose 'No, sometimes I do not feel safe'. The numbers in brackets tell you the total number of responses from that demographic group.



\*self-describe refers to gender

**Please tell us why you do not feel safe in this area.** *This could include, but is not limited to, identifying areas where you did not feel safe.* [Q23 on survey] **(Base = 179)**

There were 179 comments in response to the question which have been categorised and listed in the table below. Many comments covered more than one topic.

Response categories	No of topic responses
Drug dealers/dealing and too many people drinking excessively	73
Feels unsafe / Lack of police presence / Poor police experience	59
Aggressive begging / Homeless people	51
History of crime, including anti-social behaviour and muggings	46
Dark Streets / Lack of lighting	28
Groups of 'straight' men exhibiting intimidating behaviours	19
General appearance of the area including buildings which are not looked after	12
Personal experience of being attacked in the area	11
Intimidating people in the area	10
Homophobic abuse	4
<b>Total</b>	<b>313</b>

**Please tell us what you think would make this area safer?** *This could include, but is not limited to, partnership working, street lighting, transport, and courses available for example 'bystander training'.*

[Q24 on survey] **(Base = 224)**

There were 224 comments in response to the question which have been categorised and listed in the table below. Many responses covered more than one topic.

<b>Response categories</b>	<b>No of topic responses</b>
A better police presence / Street angels / Better security	131
More lights in the public areas	67
More CCTV	44
Improve the appearance of the buildings	16
Reduce drug dealers/dealing and people drinking excessively	15
Reduce beggars and the homeless	13
Have better road management	11
Have a cleaner area	10
Introduce green open spaces	8
Increase signage so this is a clearly identifiable LGBTQIA+ area	7
Introduce bystander training	6
Encourage outreach work/ partnership working	6
Better business opportunities	3
Better / cheaper public transport/ better parking	3
<b>Total</b>	<b>340</b>

## 6.6 Health and Wellbeing

**In terms of your health and well-being, what health and wellbeing services would you like to see in this area?** [Q25 on survey] **(Base = 146)**

There were 138 comments in response to the question which have been categorised and listed in the table below. Many responses covered more than one topic.

Response categories	No of topic responses
More mental health services	24
GUM / sexual health clinics	23
LGBT focussed support	22
More walk-in options	19
More GPs	14
More dentists	13
Alternative health services	11
Alcohol / addiction options	11
Community based services	10
Access to free/reduced price gym / physical health	10
All current services are sufficient	9
More universal provision	5
Less unhealthy food outlets / more healthy options	4
Improve the physical environment	4
Have more effective information outreach	3
More Pharmacies/chemists	2
Preventative approach	1
Services for Young People	1
Other	16
<b>Total</b>	<b>202</b>

What gaps do you think there are relating to the health and wellbeing services currently in the area? This could include, but is not limited to, physical or mental health, sexual health, substance use etc... [Q26 on survey] **(Base = 147)**

There were 127 comments in response to the question which have been categorised and listed in the table below. Many responses covered more than one topic.

<b>Response categories</b>	<b>No of topic responses</b>
Mental Health provision	36
Addiction support	24
Dental care	13
No gap in services	10
Community based	10
LGBTQIA+ specific including for Young People	9
Homeless services	7
Sexual Health services	7
GPs	6
Drop-in options	6
Gyms / physical health services	5
Well-being centres	3
General dissatisfaction with provision	3
Green spaces	3
Outreach (LGBT)	2
Alternative health services	2
Women focus	2
Don't know / not sure	13
Other	16
<b>Total</b>	<b>177</b>

# BE WHO YOU WANT TO BE

## Business and Community Area of the Claremont Ward



**Public Realm**

**Safety and Security**

**Arts, Heritage and Culture**

**Young People**

**Health and Wellbeing**

**Business and Community**

**Marketing and Communications**

**Governance**



North Shore Business  
(NSB) Group  
**BLACKPOOL**

community discussion group for local  
businesses, landlords and property owners

SUPPORTED BY

**Blackpool Council**



ID	Action	Lead Role	Associated Teams/Partners	Timeline	Outcome
<b>1. Public Realm</b>					
<b>1A - Streetscape</b>					
1A.1	Undertake a highway and traffic management review, considering network efficiency and potential changes to the network that will aid traffic and pedestrian usage alike.	Highways	NSBG, Businesses, Community	Ongoing	Improved traffic flow and accessibility to all
1A.2	Undertake assessments and invest in the look and feel of the highway appropriate to the area, ongoing actions, relating to footway and highway quality particularly outside key assets in the area, including retail, food and beverage, leisure, cultural and heritage assets, to ensure residents and visitor experience is positive, helping to create a sense of place.	Highways	NSBG, Arts, Community, Businesses	February 2024	Create a sense of place
1A.3	Undertake an area-wide street furniture audit, looking at clutter that can be removed from the areas footpaths and pedestrianised areas, and identifying useful street furniture that is currently lacking in the area that can be installed strategically rather than on a piecemeal basis.	Highways	Telecomms and other utilities, Growth & Prosperity, Built Heritage, NSBG	September 2024	Better navigation of public spaces, more inviting built environment, increased dwell times
1A.4	Seek to improve the streetscape, and identify future projects and investment for the 'priority streets', including: Queen Street, Dickson Road, Abingdon Street, Lord Street.	Growing Places	NSBG, Ellandi, Highways	Ongoing	Focus for investment, improvement to most visited areas
<b>1B - Environment</b>					
1B.1	To continue to work with NSBG to improve the cleanliness of the area, cutting across domestic and commercial waste, including activities to address fly-tipping, dog fouling and through guidance and support encouraging people to do the right thing in relation to their waste.	ENVECO	NSBG, Waste Policy and Partnerships, Environmental Protection, Dog Wardens, Highways, Keep Britain Tidy	Ongoing	Improve the look and feel of the area in terms of a clean and pleasant environment
1B.2	Develop a strategic approach to introducing green infrastructure in to the area, which builds on existing strategic documentation and looks to source resource and other forms of support to aid greening.	Parks and Green Environment, Planning Strategy	Growth & Prosperity, Highways, Strategy and Climate Team, NSBG, Businesses, Community	September 2024	Stronger strategic approach to introduction of green space, improved area greening
1B.3	Explore options regarding, and pilot, temporary planting within the area, utilising movable planters that can be relocated during periods of adverse weather, and look for additional value in locating temporary planting in key areas and in areas where additional infrastructure, such as power supply, is present. Innovative planting methods should also be explored in order to best utilise limited space, with research partners acquired where possible.	Parks and Green Environment, Planning Strategy	Strategy and Climate Team, Planning Strategy, Growth & Prosperity, Highways, NSBG, Businesses, Community	Ongoing	Improved greening in the area, better quality streetscape
1B.4	Ensure greening activity undertaken as part of the High Street Accelerator pilot programme supports government objectives to design out anti-social behaviour	High Street Accelerator Group	Parks and Green Environment, NSBG, Businesses, Community		

ID	Action	Lead Role	Associated Teams/Partners	Timeline	Outcome
<b>1. Public Realm</b>					
1B.5	Identify funding sources, or alternative options, for the maintenance of planting and greening within the area, and establish a maintenance programme to support greening and planting efforts.	Parks and Green Environment, Planning Strategy	Growth & Prosperity, NSBG	Ongoing	Improved perceptions, better quality streetscape, improved greening
1B.6	Connect community projects that look to support greening activity with potential spaces within the area that could benefit from planting, to increase perceptions of ownership and support community development.	Parks and Green Environment, Planning Strategy	Strategy and Climate Team, all private sector partners, ENVECO, Growing Places, NSBG, public engagement	Ongoing	Improved sense of community, improved green space
1B.7	Explore options regarding the development of new, purposely developed green space within the area, replacing hard landscaping which currently dominates.	Parks and Green Environment, Planning Strategy	Growth & Prosperity, Planning Strategy, Development Control, Strategy and Climate Team, NSBG	Ongoing	Better quality green space(s)
<b>1C - Illuminate</b>					
1C.1	Undertake an area 'lighting audit', which identifies key streets and areas that should be prioritised for a lighting upgrade.	Coastal and Environmental	Highways, Growth & Prosperity, Planning, NSBG, CLP	September 2024	Develop a better understanding of areas that require improved lighting
1C.2	Work with our street lighting provider to improve lighting coverage in areas where this is required, and develop innovative and feature-based lighting solutions for areas of high footfall that aid with security, streetscape and wayfinding. Consideration should be made of potential conflict between commercial requirements and residential locations within the area.	Coastal and Environmental	Highways, Growth & Prosperity, Planning, NSBG, CLP, Strategy and Climate Team	Ongoing	Improved lighting coverage, better safety perceptions, easier navigation
1C.3	Install illuminations in key areas that provide a footfall draw in these areas, and in to the area generally.	Illuminations	Growing Places, Highways, Coastal and Environmental Partnership Investments, Ellandi, Community, Businesses, Arts	Ongoing	Improved streetscape, driving additional footfall, improved connectivity
1C.4	Utilise the expertise of the Illuminations team and Lightpool project leads to animate key features of the area.	Illuminations	Highways, NSBG, Coastal and Environmental Partnerships, CLP, Arts, Businesses	Ongoing	Develop existing skills, improve local streetscape, drive footfall
1C.5	Encourage feature lighting is built in to key new developments, wherever possible and to enhance the built environment after dark.	Planning Strategy	Growth & Prosperity, CLP, private sector developers	Ongoing	Improved streetscape, improved security

ID	Action	Lead Role	Associated Teams/Partners	Timeline	Outcome
<b>2. Safety &amp; Security</b>					
<b>2A - Security</b>					
2A.1	Carry-out a review of CCTV provision within the area	CCTV	NSBG, Highways, Police, Community, Businesses, BID	June 2024	Improve safety and security within the area for businesses, residents and visitors alike.
2A.2	Promote the opportunity of volunteering at the CCTV control centre	CCTV	NSBG, Highways, Police, Community Safety, Community, Businesses, Community Safety	September 2024	Support the CCTV service sustainability agenda and community involvement in creating a safe environment
2A.3	If additional CCTV requirement/need is demonstrated, consider funding options/opportunities	CCTV	NSBG, Public Protection, Community Safety, Police, BID	September 2024	Improve safety and security within the area for businesses, residents and visitors alike.
2A.4	To review the current position and the potential development in relation to 'Street Angels' service(s)	Renaissance	Community Safety, Police, Public Health, BID, Public Protection, LGBTQ+ Foundation	Ongoing	Improve safety, support and services to vulnerable
2A.5	Extension of the Pub Watch Scheme Area	BID	Community Safety	Ongoing	
2A.6	Look at opportunities to provide a safe space for night time economy	Renaissance	Community Safety, Public Health	Open by April	Safeguarding vulnerable people in NTE
2A.7	Facilitate hoteliers workshop where they can meet to discuss and support the new area, i.e. information sharing/recommendations	BAG	NSBG	March 2024	Improved safety and violence reduction
2A.8	Build upon Operation Night Guardian	VRN	Police	Periodic	Violence reduction
2A.9	Introduce Operation GRIP into the area	VRN	Police	Periodic	Violence reduction
2A.10	Police patrol plan, additional night time economy patrols in the areas of concern	Police	Community Safety	Ongoing	Violence reduction

ID	Action	Lead Role	Associated Teams/Partners	Timeline	Outcome
<b>2. Safety &amp; Security</b>					
<b>2B - Anti Social Behaviour</b>					
2B.1	Robust multi-agency approach to begging/street drinking/ASB	Police, Public Protection	BID Team, Pub Watch, CCTV, NSBG, Community, Businesses	Ongoing	Improved community safety and security
2B.2	Further development of the 'Safer Taxi' scheme	Community Safety	Public Health, Taxi Liaison Group	Ongoing	Improved community safety and security
2B.3	Green Dot training offered to licensed premises	Public Health	FCWA, Empowerment, Businesses	Ongoing	Improved community safety and security
2B.4	Promote the 'Ask for Angela' safety scheme	Licensing	Police, Businesses	February half term	Improved community safety and security
2B.5	Hotel Watch - link to BAG's	BAG's	NSBG, Police	January 2024	Improved community safety and security
2B.6	Promote the 'In the Know' reporting scheme	Police	Community Safety, Businesses, Community	Ongoing	Improved community safety and security
2B.7	Overlay data sets, to produce a risk rate for targeted operations	Police	Community Safety	Ongoing	Improved community safety and security
2B.8	Introduction of the 'Make Safe' scheme related to exploitation	Police	Visit Blackpool, Community Safety	Ongoing	Improved community safety and security
2B.9	Introduce the licensing Savi premises safety scheme	Licensing	Police, Businesses	March 2024	Improved community safety and security
2B.10	Ketamine proactive work	Public Health	Community Safety	September 2024	Improved community safety and security

ID	Action	Lead Role	Associated Teams/ Partners	Timeline	Outcome
3. Arts, Heritage & Culture					
3A - Cultural Initiatives					
3A.1	Commission independent feasibility study on refurbishment and extension needs of Grundy Art Gallery and Central Library to create a high quality cultural offer fit for 21st century for community and visitors.	Arts Service/Cultural Services (Grundy, Libraries, Showtown Heritage Collections)	Growth & Prosperity, Economic Development	Feasibility completed July 2023	Independent Study setting out benefits of capital project to spearheading regeneration of Queen Street and surrounding area.
3A.2	Commission architects to design extension to Grundy & refurbishment to Central Library with SPF funding secured to RIBA Stage 3	Arts Service/Cultural Services (Grundy, Libraries, Showtown Heritage Collections)	Growth & Prosperity, Economic Development	Completed 31 March 2023	Design for Blackpool Culture Hub ready with planning permission and detailed budget to enable fundraising to proceed.
3A.3	Undertake fundraising for Blackpool Culture Hub development as and when relevant regeneration/cultural development capital funds are announced nationally	Arts Service/Cultural Services (Grundy, Libraries, Showtown Heritage Collections)	Growth & Prosperity, Economic Development	Ongoing	Major capital investment secured for this area which will act as beacon for other regeneration initiatives to build on
3A.4	Ensure Be Who You Want to Be area cultural programme is included in Blackpool Cultural Strategy Action Plan	Local creatives/arts organisations on Cultural Strategy Steering Group	Growth & Prosperity, Economic Development, VisitBlackpool, BID, local cultural sector, freelance artists	January 2024	Cultural Programme for the area potentially attracts investment through ACE Place Bid
3A.5	Grundy Art Gallery to continue to develop its work with LGBTQ+ artists and communities. Summer 2024 - first solo show by a Blackpool Queer Artist, Garth Gratrix. Engagement programme to be delivered as part of the exhibition. Series of artist commissions will support the exhibition.	Grundy Art Gallery	Artists, VisitBlackpool (to promote the exhibition)	June 2024	High profile exhibition of Blackpool artist from the LGBTQ+ community at nationally recognised gallery. Engagement activity and exhibition will contribute to inclusion and understanding of diversity within the community.

ID	Action	Lead Role	Associated Teams/ Partners	Timeline	Outcome
<b>3. Arts, Heritage &amp; Culture</b>					
3A.6	Nuture independent art and cultural organisations across the area and raise awariness of the cultural offer they already deliver. Explore accessible space for Abingdon Studios downstairs in Market for groups to meet; Old Electric - Sunday Boys project mentoring local choir Electric Pink Voices resident at Old Electric. The choir could be commissioned to perform at outdoor events in the area. For example: Feb commission for LGBTQ month. Visiblity of the group - needs support. Sustainability for Old Electric as Dry Space as social space for activities to develop; Friday night at Old Electric - visiting productions night. Up to 50% of performers are visiting queer artists/women/neuro-diversity - need support in promoting the offer and need investment to grow offer.	Independent Cultural Organisations - Abingdon/Old Electric/Aunty Social/ House of Wingz working with range of partners including Council that can promote work through VisitBlackpool/Council Comms	Blackpool BID Town Centre Management Group, Visit Blackpool, Communications	Ongoing	Profile of cultural offer in the area raised will support growth in audiences and participants; this in turn will mean more people in the area visiting venues and changing feel of the area.
3A.7	Explore options regarding public art and street performance/festivals in the area that will help to activate the streetscape and leave a legacy of artwork enhancing the area/enriching unique identity for the area. For example: Grundy could commission artists to produce ideas for street art for Queen Street including working with light; flashmobs - House of Wingz could develop event. Parade down Dickson Road - Old Electric could work with Pride to expand its promenading. Feb and June - target delivery of activity for LGBTQ month and Pride.	Grundy working with Illuminations; House of Wingz; Pride Board; Old Electric	Blackpool BID Tourism, local arts and cultural organisations, individuals, community, businesses	Develop activity over a 3 year period to align with Cultural Strategy delivery of pilot activities	Improved public art offer, street activation, increased footfall
3A.8	Explore programme of activity using Heritage Collections and Central Library as a resource for different community groups to meet, research and celebrate different diverse communities with a connection to the town	Libraries; Showtown Heritage Collections Team	Grundy, local arts organisations, artists	Develop activity over a 3 year period to align with Cultural Strategy delivery of pilot activities	Awareness raising, and celebration of diverse communities from Blackpool
3A.9	Document and celebrate the heritage of the area - build on the 'We're still here' 2022 project - lead by Garth Gratrix and Harry Clayton-Right (Abingdon Studios)	Heritage	NSBG, Community, Businesses, Art	September 2024	Awareness of and understanding of the areas heritage
3A.10	Commemorate the areas heritage whether that's people or events	Heritage	NSBG, Community, Businesses, Art	November 2024	Story boards or plaques to commemorate people or events
3A.11	Continue to develop groups such as the current LGBTQ+ Book Group that currently meets at Central library	Libraries	Libraries Connected and Know Your Neighbourhood	Ongoing	Develop a sense of belonging and sharing ideas and thoughts on reading and literature

ID	Action	Lead Role	Associated Teams/ Partners	Timeline	Outcome
3. Arts, Heritage & Culture					
3A.12	Offer spaces for support sessions to offer the local LGBTQ+ groups	Libraries	NHS, Renaissance	Ongoing	Offer a trusted, non clinical setting for people to access advice and support on a range of issues including addiction, isolation and sexual health.
3A.13	Continue to work with local groups within the community	Libraries	Electric Pink Voices choir	Ongoing	Offer alternative spaces in the local community for events for the community in which Central library sits
3A.14	Develop a specific theme to next years World Book Night to celebrate LGBTQ+ books and material	Libraries	Phil Fairhurst and Electric Pink Voices choir	March 2024	Develop a sense of belonging and sharing ideas and thoughts on reading and literature
3B - Heritage					
3B.1	Utilise the findings of the previously outlined feasibility study to support the identification of funding streams that will allow for the protection of both the Grundy Art Gallery and Central Library.	Arts	Growth & Prosperity, Heritage, Economic Development	June 2025	Improved built environment, long term protection of heritage assets, better visitor experience
3B.2	Document and celebrate the heritage of the area	Heritage	NSBG, Community, Businesses, Art	September 2024	Awareness of and understanding of the areas heritage
3B.3	Commemorate the areas heritage whether that's people or events	Heritage	NSBG, Community, Businesses, Art	November 2024	Story boards or plaques to commemorate people or events

ID	Action	Lead Role	Associated Teams/ Partners	Timeline	Outcome
4. Young People					
4A -Engagement					
4A.1	Undertake a Town wide engagement survey co designed by young people directed to ages 12-25 to measure young people's opinions, ideas and solutions	UYA/Young People	South Shore Academy, The Magic club, Blackpool Sixth Form	September - December 2024	Developed a clear awareness and understanding of young people's view, ideas and solutions to the area.
4A.2	Align young people's engagement survey key findings to main 'Town wide' survey within each of the key areas.	UYA/Blackpool Council/ Infusion Research team	LGBTQ+ partners	January 2024 - onwards	Awareness of public perceptions with a clear youth voice input, and an analysis of key findings from online surveys, workshops, focus groups and the engagement process.
4A.3	Develop scope for a 'We asked, you suggested, we did' follow up engagement approach for young people to continue to influence and work with other stakeholders	UYA/Blackpool Council/ Infusion Research team	LGBTQ+ partners	January 24 - onwards	Ensure ongoing stakeholder meetings are inclusive and accessible for young people. Agree communication plan to involve young people in developments of project
4B- Voice and influence					
4B.1	Create a core group of young people to co design and work within project to led on youth voice/influence, ensuring voice/influence is accessible to all	UYA/Blackpool Council Governance group	South Shore Academy, The Magic club, Blackpool Sixth Form and associated youth groups	January 2024 - onwards	Stronger co working relationships with young people as part of governance of project, develop community ownership and youth leadership
4B.2	Conduct a youth led audit within each of the key priorities to establish alignment within youth voice and influence - linked to key findings of survey.	UYA/Blackpool Council	LGBTQ+ partners	January 2024 - onwards	Youth voice influence and presence across the key priorities
4B.3	Undertake a walk and talk with young people and key partners to influence perceptions of the area within a youth lens for instance 'walk in their shoes 'night time economy	Young People/UYA/ LGBTQ+ partners	LGBTQ+ partners	January 2024 - onwards	Stakeholders to have an improved awareness of young people's perceptions and ideas for the area. Take into account when planning development stages.
4B.4	Explore options for a young people's LGBTQ+ community safe space asset within the area.	Young People	LGBTQ+ partners	January 2024 - onwards	Established youth space to improve community cohesion, ensure young people have a sense of place and space and influence, supporting ALL young people, accessibility, neurodiversity, equity for All. Develop relational partnerships with key organisations/stakeholders



ID	Action	Lead Role	Associated Teams/Partners	Timeline	Outcome
<b>5. Health &amp; Wellbeing</b>					
5A.1	<p>“Through the Health and Wellbeing Board ensure that the health and social care needs of LGBTQ+ communities are identified and responded to.</p> <p>Establish a LGBTQ+ peer supporters network to ensure that all voices are heard in the development of any health or social care strategy.”</p>	Renaissance	Blackpool Council	Subject to successful bid	<p>“January 2024 - March 2026</p> <p>Network in place by September 2024”</p>
5A.2	<p>“Work with NHSE/ICB specialised commissioning to improve the way gender identity services work.</p> <p>Ren+ UK will bid for a specific Blackpool gender diverse worker to build a pathway into gender identity clinics locally (Leeds) and in addition to work with general practice on the effective provision of bridging hormones and other medications.</p> <p>In addition to the Health and Wellbeing workers and building a peer network, we also hope to secure additional funding through a Ren+ UK bid for a specific Blackpool Gender Diverse worker - the worker would link in and build a robust pathway into the nearest Gender Identity Clinics (currently Leeds) - the worker would support them whilst on the waiting list, liaise with local GPs to provide bridging hormones and other medications where necessary and improve knowledge and relationships with Primary Care services. ”</p>	Renaissance	“ICB Leeds Gender Identity Service Lancashire LGBT”	Subject to successful bid	<p>“January 2024 - March 2026</p> <p>Appointment to posts September 2024”</p>
5A.3	<p>“Improve mental health care for LGBTQ+ people:</p> <ul style="list-style-type: none"> <li>• The Ren+ plus service will also work to address the issue of positive mental health.</li> <li>• Commission training on supporting the LGBTQ+ community to access mental health services as part of the community mental health transformation programme.”</li> </ul>	Renaissance	“ICB Voluntary Sector LGBTQ+ Sector Community Support Groups”	Jan 24 - Mar 2026	Mapping of support groups across Blackpool by December 2024
5A.4	Undertake a Trans and Gender Diverse Needs Assessment for Blackpool and wider Lancashire to identify recommendations to improve health and reduce inequalities.	Public Health	Ren+, Lancashire LGBT	July 2024	Needs assessment and recommendations.
5A.5	Support improved monitoring of sexual orientation and gender identity in healthcare services by providing training and guidance to all relevant services on their policies and procedures. This has already been completed with BTH sexual health services.	Renaissance	“BTH GPs/Primary Care”	March 2027	Improved recording.

5A.6	"Committed to ensuring access to sexual health clinics, providing early diagnosis and treatment of all STIs, including HIV through undertaking annual equity audits."	Renaissance	BTH, Public Health	March 2027	Improved equity audit to include gender identity.
5A.7	"Continue our work to increase LGBTQ+ inclusion in sport and physical activity. Look to increase staffing representation within sporting establishments through a review of recruitment policies and procedures."	Renaissance	"Blackpool Community Football Trust Blackpool Council"	Ongoing	Increased LGBTQ+ individuals within the sports workforce.
5A.8	Ensure targeted mental health promotion and suicide prevention activity for the LGBTQ+ community, including the availability of peer support networks.	Renaissance	"Public Health ICB"	December 2024	Increased membership of LGBTQ+ community groups.
5A.9	Implement recommendations made in the NHS Talking Therapies LGBTQ+ positive practice guide once it is released.	BTH	Public Health, Renaissance	TBC	TBC
5A.10	The pilot dedicated sexual health clinic for Men who have Sex with Men (MSM) on Dickson Road had low uptake. Revisit the option of a specialist LGBTQ+ sexual health clinic if a dedicated LGBTQ+ safe space is developed in Blackpool, including the provision of PrEP.	BTH	Public Health, Renaissance	December 2026	Increased uptake of PrEP.
5A.11	Work through Renaissance to undertake an exercise to better understand how Horizon treatment services can market and encourage uptake of their service to reduce problematic and high risk drinking and use of recreational drugs.	Renaissance	"Public Health Community and voluntary groups"	December 2026	Increased uptake of Horizon services.
5A.12	Blackpool has signed up to the international Fast Track Cities approach to eradicating new diagnoses of HIV by 2030. An action plan will be developed to achieve 95-95-95 target for 95% of people living with HIV to be diagnosed, 95% of people diagnosed to be receiving anti-retroviral therapy (ART) and 95% of people on treatment to be virally suppressed and unable to pass on the infection.	Public Health	"Ren+ BTH Community and voluntary groups"	October 2024	Fast Track Cities action plan produced.

ID	Action	Lead Role	Associated Teams/Partners	Timeline	Outcome
<b>6. Business Community</b>					
6A.1	Support businesses within the area by establishing channels to market and promote improvements and business achievements.	NSBG	Blackpool BID Town Centre Management Group, Visit Blackpool, Growth & Prosperity	Ongoing	Heightened awareness of business achievements and development in the area
6A.2	Undertake promotional activity for the areas evening and night-time economy businesses amongst resident, visitor and business communities.	NSBG	Blackpool BID, Visit Blackpool, Individual business leaders	Ongoing	A thriving and more varied night time economy sector in the area
6A.3	Open and maintain communication channels that allow businesses to address planning, trading and other concerns through contact with appropriate council departments.	NSBG	Blackpool Council	Ongoing	Improved knowledge of business requirements and easier route to obtaining support and advice
6A.4	Consideration of the potential of a 'Café Culture' in the area, linked to a commercial approach, but also well-being.	NSBG	Growth & Prosperity, Businesses	Ongoing	Quiet places to sit inside and meet friends and people

ID	Action	Lead Role	Associated Teams/Partners	Timeline
<b>7. Marketing &amp; Communications</b>				
7A.1	Following the engagement exercise and feedback about the proposed project we can re look at the key messages, refine and develop them in conjunction with project partners.	Communications and Marketing	All partners	Ongoing
7A.2	As the action plan is developed highlighting key actions and a timeline, overtime a marketing and communications plan and actions can also be developed to sit alongside the operational action plan	Communications and Marketing	All partners	Ongoing

ID	Action	Lead Role	Associated Teams/ Partners	Timeline	Outcome
<b>8. Governance</b>					
<b>8A - Delivery</b>					
8A.1	Development of an overarching 'Friends Group of the Be Who You Want To be Area', which oversees the implementation of the action plan	NSBG	Community and Environmental Services, Public Health, Police, BID, Renaissance, Bag, LGBTQ+ Facebook Friends	February 2024	Groups which oversees the implementation of the plan
8A.2	Formation of sub-groups of the action plan	Community & Environmental Services	NSBG, Police, BID	March 2024	Groups focused on particular actions
8A.3	Development of a High Street Accelerator Board	Growth & Prosperity	NSBG, BID, Community and Environmental Services	February 2024	Funding achieved from High Street Accelerator programme in line with terms and conditions
8A.4	Formation of the 'LGBTQ+' Forum	Renaissance	Bags, LGBTQ+ Facebook Friends, Public Health, Pride, Young People	September 2024	Place to share, support and guide if necessary
<b>8B - Enforcement</b>					
8B.1	Taking a 'whole Council' approach - work in partnership with local businesses and residents to identify areas where enforcement and support is needed to ensure property use is in line with the permissions granted and properties that are impactful on the community, for example empty properties are subject to appropriate action to bring them back to good use.	Public Protection	NSBG, Housing Options, Planning Enforcement, Planning	Ongoing	Improved quality and condition of properties within the area
8B.2	Continue to inspect, advise and educate as part of normal inspection programme ensuring compliance with Food law and Health & Safety Act	Public Protection	Food Hygiene, Health & Safety	Ongoing	Improved standards in food preparation, storage and delivery
8B.3	Promote the upcoming Selective Licensing scheme and encourage participation in the consultation exercise	Public Protection	Infusion	March 2024	Feedback in relation to potential Selective Licensing scheme
8B.4	Continue to intervene in waste/fly-tipping investigations and enforce as necessary	Public Protection	Environment Protection / ENVECO	Ongoing	A clean and pleasant environment





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<b>Report to:</b>	<b>EXECUTIVE</b>
<b>Relevant Officer:</b>	Steve Thompson, Director of Resources
<b>Relevant Cabinet Member:</b>	Councillor Lynn Williams, Leader of the Council
<b>Date of Meeting:</b>	22 January 2024

## INSURANCE PROCUREMENT EXERCISE

### 1.0 Purpose of the report:

1.1 To consider the outcome of the recent procurement exercise for the Council's insurance provision from 1 April 2024 for a three year period.

### 2.0 Recommendations:

2.1 To approve the outcome of the Council's procurement exercise for the provision of insurance cover for Lot 1: Property Liability (including money, contract works, computer), Lot 2: Liability (employer liability, public liability, crime, officials indemnity, professional indemnity), Lot 3: Motor and Lot4: Engineering outlined in paragraphs 6.2 and 6.3 from 1 April 2024 for a three year period, with the option to extend for + 2 years + 2 years

### 3.0 Reasons for recommendation(s):

3.1 To ensure that the Council has robust insurance arrangements in place which offer value for money.

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 The option for the Council to self-insure key risks has been considered and adopted where appropriate to do so.

### 5.0 Council priority:

5.1 The relevant Council priority is organisational resilience.



**6.0 Background information**

6.1 The Council’s Risk and Resilience Team, in conjunction with the Corporate Procurement Team and Marsh Insurance Brokers, has tendered for the future provision of the Council’s insurance in accordance with the Crown Commercial Services (CCS) Framework. All suppliers on the Framework are approved by the Financial Conduct Authority (FCA) and have been through a rigorous tender exercise. The framework agreement has been let in conjunction with the latest procurement regulations.

6.2 The four main areas of cover were included in the tender exercise including liability, motor, engineering and property. A summary of the outcome of the evaluation exercise is captured in the following table which shows the premium cost but excludes Insurance Premium Tax (12%) / VAT (20%).

Area	Estimate Current Cost	New Cost	Variance
Broker Costs	£12,500.00	£0.01	-£12,499.99
Property (including money, contract works, computer)	£428,463.66	£514,090.70	+£85,627.04
Motor	£418,700.00	£363,400.00	-£55,300.00
Engineering	£131,721.85	£135,060.65	+£3,338.80
Liability (employer liability, public liability, crime, officials indemnity, professional indemnity)	£615,984.11	£536,849.00	-£79,135.11

The figures above show that there is an overall estimated saving of £57,969.26 once the schools contribution is removed. All schools will be part of the government’s Risk Protection Agreement programme from the 1 April 2024 which offers an improved price per pupil.

6.3 It should be noted that there have been significant changes to the insurance programme from April 2024 notably:

<b>Lot / Policy</b>	<b>Changes</b>
1 – Property	<ul style="list-style-type: none"> <li>• Schools are no longer part of the programme.</li> <li>• Now includes an annual premium for Central Car Park.</li> <li>• The Multi-Ply building has transferred to the investment portfolio allowing for a lower excess.</li> <li>• Sandcastle has been added as a commercial property.</li> <li>• Hounds Hill is insured at full value, and includes phase two.</li> <li>• Additional demolition only properties have been added by Growth and Prosperity</li> <li>• £14.5m increase in value of housing properties.</li> </ul>
2 – Liability	<ul style="list-style-type: none"> <li>• Schools are no longer part of the programme.</li> <li>• Addition of Blackpool Operating Company Limited to the programme.</li> <li>• Increased Traded Services declaration.</li> <li>• Medical Malpractice now included in the costs rather than a separate premium.</li> </ul>
3 – Motor	<ul style="list-style-type: none"> <li>• Includes all Council and wholly-owned company fleet vehicles (exception of Blackpool Transport Services).</li> <li>• Some school minibuses remain part of the programme.</li> <li>• Excess remaining at £250 for all fleet vehicles (including refuse vehicles).</li> </ul>
4 – Engineering	<ul style="list-style-type: none"> <li>• Some schools remain on the inspection schedule.</li> <li>• Inclusion of all adaptation</li> </ul>

	<p>equipment.</p> <ul style="list-style-type: none"> <li>• Includes all wholly owned company equipment that requires inspections.</li> <li>• Includes all Hounds Hill equipment.</li> <li>• 6 monthly or 2 person inspections when required.</li> </ul>
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6.4 Once Executive Approval is received, award letters will be issued to the successful bidders, and contract inception meetings arranged to ensure that insurance provision is in place from the 1 April 2024 to ensure continuity of cover.

6.5 There are a number of additional policies which are more specialist in nature and are therefore going through a quotation exercise at present. These include:

- Some property insurances (strategic leisure assets, hotel and airport).
- Fine Arts
- Personal Accident and Travel
- Cyber
- Aviation Liability
- Terrorism
- Marine Craft
- Directors and Officers

6.6 It is anticipated that the cost of these policies will fall below the requirement for Executive Approval. Therefore these will be authorised by the Director of Resources by means of published Officer Non-Key Decisions.

6.7 Does the information submitted include any exempt information? No

**7.0 List of Appendices:**

7.1 None.

**8.0 Financial considerations:**

8.1 Work is ongoing to determine how the insurance premiums and contributions to the self-insurance fund will be recouped across the Council and the wholly-owned companies.

**9.0 Legal considerations:**

9.1 Procurement legislation has been adhered to throughout the process through the use of a recognised framework. The insurance procured through the exercise will ensure that the Council meets its legal requirements for the provision of cover.

**10.0 Risk management considerations:**

10.1 As part of the project the Council's risk appetite has been reviewed and, where appropriate, provision for self-insurance has been made based on a risk assessed approach. This was determined via a detailed analysis of claims experience, and the level of self-insurance provision will be subject to annual review.

10.2 A Risk Management Framework is in place at the Council which includes a Corporate Risk Management Group, supported by Departmental and Thematic Risk Management Groups, the objective of which is to help the Council manage its risks and reduce the impact of insurance claims.

10.3 Appropriate due diligence has been undertaken to ensure that the successful bidders are reputable companies who are able to deliver what they have committed to as part of the tender process.

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

11.1 Throughout the procurement and decision process the Council has reflected on key aspects of the exercise that could affect people differently because of shared protected characteristics as defined in the Equality Act.

11.2 Officers are confident that the insurance programme has been designed to help anyone who requires access to insurance provision and does not discriminate or adversely impact protected groups in any way.

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

12.1 Dispensation was granted to only require 5% social value as part of this tender. All insurers will work with the Council as it implements changes to policies to better meet the climate change agenda and to reduce risk as far as possible.

**13.0 Internal/external consultation undertaken:**

13.1 Key Council services were engaged with as part of the preparing for tender process.

A core project group was established which held weekly project meetings, and key stakeholders who wanted to discuss issues in more detail were invited to attend as and when required.

**14.0 Background papers:**

14.1 None.

**15.0 Key decision information:**

15.1 Is this a key decision? Yes

15.2 If so, Forward Plan reference number: 20/2023

15.3 If a key decision, is the decision required in less than five days? No

15.4 If **yes**, please describe the reason for urgency:

**16.0 Call-in information:**

16.1 Are there any grounds for urgency, which would cause this decision to be exempt from the call-in process? No

16.2 If **yes**, please give reason:

**TO BE COMPLETED BY THE HEAD OF DEMOCRATIC GOVERNANCE**

**17.0 Scrutiny Committee Chairman (where appropriate):**

Date informed: 12 January 2024 Date approved:

**18.0 Declarations of interest (if applicable):**

18.1

**19.0 Summary of Discussion:**

19.1

**20.0 Executive decision:**

20.1

**21.0 Date of Decision:**

21.1

**22.0 Reason(s) for decision:**

22.1

**23.0 Date Decision published:**

23.1

**24.0 Alternative Options Considered and Rejected:**

24.1

**25.0 Executive Members in attendance:**

25.1

**26.0 Call-in:**

26.1

**27.0 Notes:**

27.1

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