

Report of the Director of Environment and Housing

Report to EXECUTIVE BOARD

Date: 16th NOVEMBER 2016

Subject: AIR QUALITY AND AIR QUALITY UPDATE

Are specific electoral wards affected? If relevant, name(s) of ward(s): Adel & Wharfedale and Morley North	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Are there implications for equality and diversity and cohesion and integration?	<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Is the decision eligible for call-In?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Does the report contain confidential or exempt information? If relevant, access to information procedure rule number: Appendix number:	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No

Summary of main issues

- Air quality is now a major issue of growing interest and significance at a national and international level. Leeds was identified last year by DEFRA as one of six locations in England that is not expected to meet air quality standards by 2020 and to require the introduction of a Clean Air Zone. DEFRA's proposal is for charges to be levied on all pre Euro 6 diesel vehicles, excluding the private car, to prevent exceedances on the Inner Ring Road.
- A court ruling on 2nd November suggests that more cities will be required to take action. The government has said it will not appeal against the decision that their current plans to improve air quality are insufficient. They have also agreed to produce a new timetable for more realistic pollution modelling and the steps needed to bring pollution levels down to legal levels.
- The results of work on DEFRA's proposal for a clean air zone for Leeds will be brought to Executive Board in the New Year. In order to verify the predictions of the modelling produced by DEFRA, the Council is monitoring the air quality of the inner ring road and a number of other city centre sites, as well as conducting an analysis of the types of vehicles using the roads. This analysis will enable the Council to come forward with specific proposals about where and what measures need to be applied to become compliant. If the monitoring confirms that a Clean Air Zone is required by Leeds, the work study will also set out, for consultation, the geography and vehicles affected. This report sets out the early results of monitoring on the

inner ring road, City Square, the Corn Exchange and sites adjacent to the bus station, which all indicate the need for action.

- To provide further context to the debate on air quality, the report sets out the results of air quality monitoring across the wider city. The vast majority of the city enjoys good air quality but there are a number of residential areas where the legal limits for NO₂ are exceeded. The identification and declaration of Air Quality Management Areas is a statutory requirement and allows a targeted approach to improving air quality in residential areas showing elevated levels of air pollution. The report proposes to revoke a number of previously declared areas which have improved but also to declare two new areas where air quality is problematic.
- In order to meet air quality targets and to provide improved public health outcomes for Leeds citizens, the Council has developed the Leeds Air Quality Action Plan, which goes beyond the introduction of a zone. The aims of the Plan include increasing the use of sustainable transport, cleaning the Councils own vehicle fleet, raising public awareness and improving the measurement of air quality. This work is being complemented by the development of new transport investment plans and the continuing development of the transport strategy for the city which recognises the key role of modern low emission vehicles. The report sets out some of the progress that has been made against the Air Quality Plan.

Recommendations

1. To approve the revocation of the Air Quality Management Areas at Ladybeck Close, Hunslet and Queen Street, Morley.
2. To approve the making of an Order to designate the Main Street area of Pool-in-Wharfedale and the Chapel Hill area of Morley as new Air Quality Management Areas.
3. To note the review to be undertaken of air quality monitoring across the city
4. To note the work undertaken this year on air quality and the timetable to report back to Executive Board in 2017.

1 Purpose of this report

- 1.1 The report informs Executive Board of the measures in place to monitor air quality, together with the results obtained over a number of years. Much of the monitoring to date has been carried out with reference to legislative requirements and it is intended that this work now be broadened out in its outlook.
- 1.2 Any local authority believing that national Air Quality Objectives are unlikely to be achieved in residential areas must designate Air Quality Management Areas (AQMAs). This report seeks approval to declare new AQMAs and revoke those where air quality standards are now being achieved.
- 1.3 The report provides a summary of the actions being taken in Leeds to improve air quality and an outline of the developing strategy action plans that will ensure that Leeds meets Air Quality obligations as set out in UK law. This includes the

response of Leeds City Council to the government's Air Quality Improvement Plan and the recent Supreme Court ruling that has found the UK Governments plans insufficient.

2 Background information

2.1 Air Quality Targets

2.1.1 There is now categorical evidence that long-term exposure to everyday air pollutants contributes to cardiovascular disease (including heart diseases and stroke), lung cancer, and respiratory disease (including asthma and chronic bronchitis).

2.1.2 There are no absolutely safe levels of the main pollutants of concern, however, guideline targets have been established as national air quality objectives and European Directive limits. These targets are summarised below:

<i>Pollutant</i>	<i>Sources</i>	<i>Targets</i>
Nitrogen dioxide (NO ₂)	Key source: vehicles with internal combustion engines. Diesel engines typically produce more NO ₂ than petrol, although industry standards are reducing emissions.	Annual mean: 40µg/m ³
		Hourly: 200 micrograms per cubic metre (µg/m ³) – not to be exceeded more than 18 times per year.
Particulate matter (PM ₁₀) – particulate matter 10 micrometres or less in diameter	Produced by a variety of sources, in particular road transport and other combustion sources. Also occurs as a result of chemical reactions of other pollutants in the atmosphere	Annual mean: 40 µg/m ³
		24 hour average mean: 50 µg/m ³ – not to exceed more than 35 times per year
Particulate matter (PM _{2.5}) – particulate matter 2.5 micrometres or less in diameter	Produced by a variety of sources, in particular road transport and other combustion sources. Also occurs as a result of chemical reactions of other pollutants in the atmosphere	Additional target to meet annual mean of 10 µg/m ³ WHO target by 2030
		Annual mean: 25µg/m ³

2.2 DEFRA Air Quality Assessment

2.2.1 DEFRA has carried out a national assessment of air quality based on the requirements of the EU Directive on air quality. As a result of this, in December 2015, DEFRA published their updated air quality action plan that named Leeds, along with Nottingham, Birmingham, Derby, Southampton, and London as places

in the UK that will be not be compliant with nitrogen dioxide levels by 2020, in line with EU air quality targets.

- 2.2.2 DEFRA has stated that Leeds can only become compliant by 2020 if a Clean Air Zone (CAZ) were to be implemented. It is anticipated by DEFRA that a CAZ proposal would introduce a charge for diesel buses, coaches, taxis, HGV's and LGV's but not domestic cars, which have pre Euro 6 engines. DEFRA intend to legislate for the introduction of Clean Air Zones, rather than leave their introduction to the discretion of the affected local councils.
- 2.2.3 A Joint Air Quality Unit (JAQU) has been set up, which is a combined team of the Department for Transport and DEFRA. Leeds has worked closely with JAQU since the publication of their latest action plan but progress has been slow since BREXIT and the changes in central government over the summer.

2.3 Client Earth Legal Action

- 2.3.1 Following legal action by non-governmental organisation Client Earth, the government has lost two successive trials at the supreme court resulting in a verdict that current plans to tackle air quality are illegal on the basis that:
- Best effort is not being made to meet air quality standards as soon as possible
 - Over-optimistic pollution modelling has been used, which have produced inaccurate representations of air quality in towns and cities.
- 2.3.2 At the time of writing, the government has agreed to discuss further actions to be taken to bring air pollution to legal levels within the shortest possible time, rather than the previous ambition to achieve air quality standards by 2020.
- 2.3.3 DEFRA have stated that we should continue to work to their existing plans; redefinition of the government's plans may take some months following the Supreme Court Ruling. However, the speed of the Ruling and the government's indication that they will not appeal suggests that revised plans are likely to be more significant than the original plan as published in 2015. This may mean that a greater number of towns and cities may be called to take action and it is possible that other roads within Leeds may be identified. The government has indicated that the decision to leave the EU will not affect the UK's commitment to meeting air quality targets.

2.4 Air quality monitoring in Leeds

- 2.4.1 Detailed air quality monitoring has been carried out in Leeds for more than 20 years. In more recent times, monitoring sites have been chosen alongside the busiest roads to identify the highest pollutant concentrations, thereby giving assurance that other more distant positions will experience cleaner air. The key pollutant of concern in Leeds is nitrogen dioxide (NO₂) – as a result, the majority of monitoring activity across the city is focusing on tracking this pollutant.

- 2.4.2 Two types of monitoring systems are used. There are 10 automatic monitoring stations across the city, including 3 city centre sites, which continuously monitor air quality in real time. There are also approximately 70 sites monitored using NO₂ diffusion tubes. This is a simpler monitoring method that measures the average level of NO₂ over a month rather than at a precise point in time.
- 2.4.3 Monitoring at Woodhouse Lane has been part of the national network since 1993, collecting data on urban background concentrations of seven different pollutants. The other two, at the Corn Exchange and more recently at City Square, have been located where there have been concerns that the hourly NO₂ objective could be exceeded.
- 2.4.4 Much of the air quality monitoring to date has been carried out for specialists in the field. With the increased interest in air quality from the wider community, it is proposed to conduct a review of the air quality monitoring programme to determine how this can be developed to cater for a lay audience.

2.5 Air Quality Management Areas

- 2.5.1 Under The Environment Act 1995, a local authority is required to review air quality in its area and assess whether concentrations for specific pollutants included in the UK Air Quality Regulations are likely to be exceeded. Where that is anticipated, the authority is required to declare an Air Quality Management Area (AQMA) for each location where there is 'relevant exposure', ie where people stay in the area for sufficient duration. AQMAs therefore exist where there is both higher than desired levels of pollution and where people are exposed to it for a significant time, predominantly through living in the area. The exposure of people to pollution through the location of their place of work is specifically excluded. Following declaration of an AQMA, a local authority is required to continue to monitor air quality within the area and to implement its Air Quality Action Plan to achieve the objectives contained in the UK Air Quality Regulations. There are approximately 220 local authorities that have now declared AQMAs.
- 2.5.2 Leeds currently has 6 AQMAs, the most recent declared in 2010. All areas were declared due to annual average nitrogen dioxide (NO₂) concentrations being above the national Air Quality Objective. The principal source of this pollutant is vehicle emissions. The maps at Appendix 1 give an idea of the scale of each AQMA listed below.

AQMA Location	Number of dwellings within AQMA
Haslewood Close, Burmantofts	50
Ladybeck Close, Hunslet	14
Caspar Apartments, City	42
The Normans, Kirkstall	32
Tilburys and Eustons, Beeston	130
Queens Court, Morley	47

3 Main Issues

3.1 Client Earth - Implications for Leeds

- 3.1.1 The aforementioned court case will accelerate government efforts to reduce air pollution nationally. An increasing number of measures may take place centrally, as well as a greater roll-out of Clean Air Zones than the six already specified. The revision of the air quality model may bring other areas in Leeds, other than the inner ring road, into focus. An investigation to propose the parameters of the CAZ in Leeds is already underway, which looks beyond the original model.
- 3.1.2 Data on all vehicle categories is being collected from ANPR cameras in order to determine emission impacts and therefore inform recommendations for the size and location of the Clean Air Zone. This analysis will provide details of the current proportion of vehicles that would be compliant with the CAZ and projections for compliance at 2020. Any revisions to the pollution modelling from DEFRA will be incorporated within the scenarios provided they are received in time.
- 3.1.3 In order to determine the action required in Leeds, a robust assessment of the current air quality standard across the city, as well as modelling and profiling of transport, is being undertaken. This work is being carried out in partnership with the Joint Air Quality Unit and in co-operation with the other cities named in DEFRA's plans as requiring Clean Air Zones. Leeds have bid for and been awarded circa £150,000 to progress work on data collection, air quality modelling, transport modelling, and associated upgrades to servers & software.
- 3.1.4 A report will be presented to Executive Board in Spring 2017 with recommendations for action to meet compliance, following the ruling, as soon as possible. Subject to the evidence to support it, the report will set out for consultation, the size of the CAZ, the charge to be applied for non-compliance, enforcement processes and implementation plans. The Environment & Housing

Scrutiny Board are currently undertaking an inquiry into the work to improve air quality in Leeds which will inform this work.

3.2 Performance against Air Quality Standards

- 3.2.1 In relation to the health based objectives contained in the UK Air Quality Regulations, this monitoring has shown that the vast majority of the city enjoys pollutant concentrations well below the levels requiring action to be taken. Pollutant concentration data from all monitoring stations can be found in Appendix 2.
- 3.2.2 Of the seven key pollutants specified by government that Local Authorities must monitor, exceedance of targets in Leeds only occurs for nitrogen dioxide (NO₂) at selected locations.

3.3 Current status of existing AQMAs

- 3.3.1 Recent air quality monitoring shows that NO₂ levels remain high in three of the current AQMAs. These are at Haslewood Close in Burmantofts, the Normans in Kirkstall and and Tilburys in Beeston. It is therefore recommended that these three areas remain designated as AQMAs for the time being.
- 3.3.2 Air quality monitoring results at Queen Street, Morley, show annual average NO₂ levels here have been reducing for the last three years, indicating that this AQMA should be considered for revocation.
- 3.3.3 Monitoring at Ladybeck Close, Hunslet shows acceptable concentrations of NO₂ in the last year with only one failure in 16 results since 2012. This AQMA is therefore another candidate for revocation.
- 3.3.4 The final AQMA at Caspar Apartments is not recommended to be changed at present. Monitoring is currently suspended as the premises are currently unoccupied, however planning permission continues for residential use. Monitoring will recommence when the complex is brought back into use. Without the evidence needed to indicate an acceptable reduction in NO₂ concentrations, it is recommended that this site should remain as an AQMA.
- 3.3.5 *Proposals for a new Air Quality Management Order and additional AQMAs.*
- 3.3.6 A number of locations beyond the current (and recommended) AQMA's show NO₂ levels in excess of the objective. These are listed below:

Location	Number of dwellings within AQMA
Corn Exchange, city centre.	0
Selby Rd, Garforth	1
Rein Rd, Morley	8
Gotts Rd, Armley	0

- 3.3.7 The above areas are kerbside sites with no or very few residential properties in the immediate vicinity and therefore do not meet criteria to declare an AQMA.
- 3.3.8 However, Main Street in Pool and Chapel Hill in Morley are also showing NO₂ levels in excess of Air Quality Objectives. The levels of NO₂ recorded over the last 5 years are shown below:

Annual mean concentrations of Nitrogen Dioxide (µg/m ³)							Number of dwellings within AQMA
Location	2010	2011	2012	2013	2014	2015	
Main Street, Pool	68	65	62	60	62	52	50
Chapel Hill, Morley	49	46	42	42	53	41	60

- 3.3.9 Both sites show NO₂ levels consistently above the national objective level, which together with significant exposure, due to a number of residential properties being in the area, indicate that they should now be considered for declaration as AQMAs. Maps showing the proposed AQMA areas can be found in Appendix 3.
- 3.3.10 The issue in Pool is the well-used corridor of the A658. In Chapel Hill, Morley, the confined space of the road corridor and the power required for vehicles to climb the hill from Morley Bottoms are thought to be the main reasons for the elevated levels of NO₂. Action plans to address the issues will be drawn up on the adoption of the areas.

3.4 Additional Air Quality Concerns

- 3.4.1 In addition to the AQMAs identified by Leeds City Council, DEFRA have also highlighted a 2.7km stretch of the Inner Ring Road running from the Armley Gyratory deemed at risk of being non-compliant with NO₂ EU standards. Monitoring equipment has been installed at several sites along this stretch.
- 3.4.2 Monitoring equipment is also being installed at Bishopgate Street, adjacent to Neville Street by Leeds City Station in order to get detailed air quality monitoring results at this location. This monitoring will commence in November 2016. Additional monitoring will also be undertaken at the Leeds City Bus Station. This action has been taken, as whilst these are not classed as residential locations, they are locations at which high measurements of air pollution have been recorded over a period of time, and as a result need addressing.
- 3.4.3 Appendix 4 provides data showing performance against air quality targets at the Inner Ring Road, City Square, and bus station. Provisional data suggests that pollution levels are very high on Neville Street. As a result, further monitoring will be taking place to verify the data and the severity of the target exceedance.
- 3.4.4 These city centre locations, in addition to the Inner Ring Road, suggest that the air quality action plans that will be presented to Executive Board in the Spring will require actions that cover more than one specific location in order to ensure

that air quality improvements are delivered across the area to meet compliance with national targets.

3.5 Current and Planned Actions to address air quality

- 3.5.1 The importance of air quality as an issue is reflected in the Council's arrangements to oversee progress. Air quality is part of one of the Council's seven breakthrough projects. A cross departmental officer group is chaired by the Director of Environment and Housing. There is a cross party working group chaired by the Executive Member for Environment and Sustainability which has been established to oversee initiatives. The Scrutiny Board for Environment and Housing has also set up an inquiry.
- 3.5.2 Significant steps have been taken to improve air quality in Leeds through a number of projects. To provide an example to other major fleet operators in the city, a new procurement framework for fleet purchases has been introduced in the Council. All procurements are considered with reference to the availability of ultra-low emission vehicles. Life time costs and environmental factors are considered, rather than a simple up front cost. As a result an increasing number of the corporate fleet are being replaced with zero or ultra-low emission vehicles, with over 100 projected to be on fleet by the end of the current financial year.
- 3.5.3 The Park and Ride scheme at Elland Road has been extended with an average of 11,000 cars and 24,000 patrons using this facility each month. Additional Park and Ride schemes are planned, with a new 1000 space site now under construction at Temple Green adjacent to the M1 and the Leeds Enterprise Zone, due to open in 2017. Funding from the Office of Low Emission Vehicles was successfully gained, through the Go Ultra Low Clean Bus Fund, that will enable hybrid buses to be used at this new Park and Ride scheme. Funding has also been secured through the Clean Bus Technology Fund that is enabling the installation of 'retrofit' technology that will improve the emissions of over 50 buses that operate in the Leeds region, with high frequency buses serving areas with air quality concerns being targeted for this installation.
- 3.5.4 The Cycle Superhighway has been opened, providing a cycle link between Bradford and Leeds. A monitoring programme is now in place to determine the success of this scheme including full before and after studies and user surveys planned. Two additional railway stations have also been opened, with this increased offering designed to provide a viable alternative to commuting by car to residents serviced by the new stations at Apperley Bridge and Kirkstall Forge.
- 3.5.5 Free parking has been offered to owners of Zero and Ultra Low Emission vehicles at Council operated car parks. 253 permits have been issued to drivers since the scheme was launched at the end of March 2016, with approximately 10 applications per week currently being received.
- 3.5.6 Planning is underway for the establishment of the UK's largest alternative fuel station. This will provide both city scale opportunities to commercial fleets as well as enabling the conversion of 200 corporate vehicles to Compressed Natural Gas (CNG) from diesel, including the refuse collection fleet.

Opportunities to include provision of further alternative fuel will also be sought, with potential for hydrogen, or electric charging from this development also being considered.

- 3.5.7 Activity to promote sustainable travel and improve air quality in schools has seen 80 Leeds schools register for the 'Mode Shift Stars' scheme. Mode Shift Stars is an externally assessed scheme that assesses schools travel plans and home to school travel profiles and awards schools for developing low impact travel behaviours. Currently 27 schools have achieved accreditations, with 5 of these attaining the 'gold' level award. This work will form part of wider programmes to promote more sustainable travel which will be continue to emphasis health and environment benefits.
- 3.5.8 Ongoing engagement with fleet operators to raise awareness of Air Quality is also being undertaken. Large and small bus operators have been engaged with in terms of DEFRA's plans to ensure that they take part in the National Framework Consultation being undertaken by government. We are seeking commitment from operators to ensure their fleets are upgraded to reduce emission impacts with the minimum bench mark of Euro 6 diesel standard by 2020, and we are looking to support operators going further and trialling alternative fuels and zero emission opportunities.. Active dialogue with key operators is ongoing with priority being given to ensure city centre fleets meet this standard minimum a Euro 6.
- 3.5.9 Additionally, taxi and private hire forums have been utilised to discuss air quality and raise awareness of alternative fuel opportunities. Businesses have been approached through organisations such as the Chamber of Commerce and Fleet Associations, with all key stakeholders being encouraged to take part on the National consultation exercise.
- 3.5.10 DEFRA announced an air quality grant fund in early October with a total value of £3 million, split into two lots. The Council are able to submit a sole bid for each lot as well as to be part of a consortium bid for each lot. Money will be available from the start of 2017 up to March 2018. The Council is considering appropriate bids to submit and who to partner with. These bids must be submitted by 23 November 2016.
- 3.5.11 The Office for Low Emission Vehicles (OLEV) are also preparing to announce a grant scheme for workplace electric vehicle charging and details of a grant that will support Taxi and Private Hire vehicles being replaced with electric vehicles. The Council is working the West Yorkshire Combined Authority and partners to maximise any available funding that can be directed to Leeds and the wider region to support take up of zero emission vehicles.
- 3.5.12 A programme is in development for the forward strategy to invest the £173.5 million earmarked for Leeds by the government following the Secretary of State's decision not to give consent to the next generation Trolleybus scheme. The programme being prepared for public transport focused funding is expected to be reported to Executive Board in December 2016. It is anticipated that this major new investment to enhance public transport in the city will have significant benefits to the environment and air quality, both lower emissions from an

improved public transport operation and complementary air quality improvements from changes in travel mode. As well as the further development of park and ride capacity, the scope for adopting modern vehicle fleets including alternative fuels, innovative new technologies and information provision will form key components of the developments proposals.

- 3.5.13 The proposed investment programme will sit alongside the wider development of the city transport strategy as informed by the continuing transport conversation in the city and the development of the new West Yorkshire Transport Strategy.

Engagement Plans

- 3.5.14 In addition to the conversations currently underway, the Council is looking at how it can engage more fully with all interested and involved parties in managing air quality in Leeds. The promotion of a city-wide 'pledge' campaign, to seek commitment to small but significant changes by businesses and private car owners alike, is taking place. A long term campaign will be supported by the development of an air quality brand identity for Leeds.
- 3.5.15 Air Quality communications and engagement plans will aim first to raise awareness of the significance of air quality, as a necessary background to understand any measures which may need to be introduced. A communication strategy will also be required to spell out the implications of any measures for businesses and the travelling public. Thirdly, the communication strategy will seek to encourage businesses and commuters to make transportation choices which help improve air quality in the city.

4 Corporate considerations

4.1 Consultation and engagement

- 4.1.1 Elected Members of the wards where AQMAs are being recommended to be revoked or introduced have been consulted. In addition, Members' views on how best to consult with residents were used to inform the consultation process.
- 4.1.2 A three week public consultation exercise was undertaken from September 2016. All residents and businesses within the proposed AQMA's were written to and invited to comment on the proposals. In general, the consultation established support for the introduction of an AQMA in Pool. There were no respondents to the Morley proposal. The results of the consultation can be found in Appendix 5. A cross party members group are also being consulted on Air Quality, with the Environment and Housing Scrutiny Board assessing the plans and actions being put in place to develop the city's plans.

4.2 Equality and diversity / cohesion and integration

4.2.1 Long term exposure to elevated levels of air pollution can contribute to a wide range of adverse health effects. Among them are respiratory diseases (including asthma and changes in lung function), cardiovascular diseases (including heart disease and strokes), adverse pregnancy outcomes (such as preterm birth), and early death. Those affected by poor air quality are concentrated in our more deprived inner city areas. Deprived areas in cities typically experience heavier than average traffic and consequently potentially higher levels of pollution. Air pollution, deprivation and poor-health status combinations can create increased and disproportionate disease burdens. There is, however, a need to reduce air pollution related risks for all. Health gains can result from considering local air pollution problems. The identification of localised AQMA's and development of an Air Quality Action Plan are an intrinsic part of improving air quality in affected areas and reducing health inequalities.

4.2.2 An equality impact assessment was completed and is attached as Appendix 6.

4.3 Council policies and best council plan

4.3.1 The identification of areas of poor air quality and the introduction of AQMA's contributes to the Council's cutting carbon and improving air quality breakthrough project. Key drivers for the breakthrough project include a reduction in energy consumption and emissions and the promotion and encouragement of energy efficiency. The introduction of AQMA's and Air Quality Action Plans will support a reduction in vehicle emissions and the adoption of more fuel efficient, less polluting vehicles.

4.3.2 The ability to identify and target those areas of most concern is in line with the Council's ambition to reduce health inequalities across Leeds. There is a need to reduce air pollution-related risks for all. However, it is also the case that greater health gains can result from targeting those areas and people most at risk.

4.3.3 Air quality is one of the indicators that contribute to the Index of Multiple Deprivation Indices. The Index of Multiple Deprivation, commonly known as the IMD, is the official measure of relative deprivation for small areas (Lower-layer Super Output Areas) in England. All current and proposed AQMA's with the exception of Main Street in Pool are ranked amongst the 30% most deprived areas of Leeds. Main Street in Pool is ranked within the 10% least deprived areas of Leeds.

4.3.4 The review of AQMAs supports the ongoing work of the Council's Low Emission Zone project and the West Yorkshire Low Emissions Strategy.

4.4 Resources and value for money

4.4.1 The declaration and revocation of AQMA's is largely an administrative exercise and therefore the resource implications to the Council are minimal.

4.4.2 Development of a local Air Quality Action Plan to improve air quality is a statutory requirement once an AQMA has been declared. The air quality action plan details

measures to improve air quality. To successfully deliver improved air quality a cross Council approach is required. This work has been incorporated into the Cutting Carbon Breakthrough Project work programme. The financial implications will be assessed as part of the development of the plan.

- 4.4.3 Leeds City Council has sought to bid for funding from the Joint Air Quality Unit set up by DEFRA and the Department for Transport to support its work on developing an action plan to improve air quality in Leeds. £150,000 has been successfully secured from the joint unit to finance work such as ANPR analysis, air quality and transport modelling and improving the resilience of the Air Quality analytical tools we have in the authority.
- 4.4.4 DEFRA have also indicated that funding will be made available, though no details of the value of this have been provided, to support development of 'additional measures' in Leeds. These additional measures will be designed to provide actions that encourage fleet and transport changes over and above the standards required in DEFRA's Clean Air Zone plans. DEFRA have also advised that the five local authorities charged with introduction of Clean Air Zones will receive funding for the installation of the infrastructure required to implement such a scheme. As such, if introduced, there should not be a financial burden on the Local Authority for the implementation of a Clean Air Zone as revenue raised should also be sufficient to maintain and administer the scheme.
- 4.4.5 The transport investment programme proposed for the £173.5m earmarked for Leeds by the government will also assist in the delivery of improved air quality through the wider transformation and improvement of the public transport system giving greater opportunities for travel mode change reducing general transport emissions and a better, cleaner transport network.

4.5 Legal Implications, access to information and call In

- 4.5.1 Local authorities have a statutory duty to assess air quality in their area and designate Air Quality Management Areas (AQMA) if improvements are necessary.

4.6 Risk management

- 4.6.1 Failure to review AQMA Orders in line with Defra guidelines could result in criticism of the Council from a number of sources including central government, local residents and activist groups.
- 4.6.2 The declaration of new AQMAs will be handled with sensitivity ensuring that ward Members, Parish Councils and individuals affected are fully informed of the process in order to address any fears they may have regarding the AQMA status.
- 4.6.3 A key risk for Leeds is failure to achieve compliance with air quality standards as defined in EU directives, which have also been incorporated into national legislation. It is unclear what the exit from the EU might mean in terms of the implications for infraction fines if targets are not met. As it stands, failure would mean that significant infraction fines could be passed to the local authority by the government utilising the Localism Act. Consequently air quality is included on the Corporate Risk Register and is reviewed by CLT four times a year.

5 Recommendations

- 5.1 To approve the revocation of the Air Quality Management Areas at Ladybeck Close, Hunslet and Queen Street, Morley.
- 5.2 To approve the making of an Order to designate the Main Street area of Pool-in-Wharfedale and the Chapel Hill area of Morley as new Air Quality Management Areas.
- 5.3 To note the review to be undertaken of air quality monitoring across the city
- 5.4 To note the work undertaken this year on air quality and the timetable to report back to Executive Board in 2017.

Background documents¹

- 5.1 None

¹ The background documents listed in this section are available to download from the Council's website, unless they contain confidential or exempt information. The list of background documents does not include published works.