North West Leicestershire District Council Air Quality Action Plan

In fulfilment of Part IV of the
Environment Act 1995
Local Air Quality Management

May 2021

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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 North West Leicestershire between 2021 and 2026.

This action plan replaces the previous action plan which ran from 2005. Projects delivered through the past action plan include the Kegworth bypass and various measures to reduce congestion on the M1, but the previous Action Plan did not include the Castle Donington, Coalville or Copt Oak AQMAs which were declared in 2008.

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

The annual health cost to society of the impacts of particulate matter alone in the UK is estimated to be around £16 billion[3]. North West Leicestershire District Council is committed to reducing the exposure of people in North West Leicestershire to poor air quality in order to improve health. Ongoing work in collaboration with public health staff at Leicestershire County Council is being undertaken through the Joint Strategic Needs Assessment (JSNA) and associated action plan. There are a number of complementary measures to both documents, particularly around encouraging active travel.

Actions have been developed that both address the nitrogen dioxide air quality objective exceedance on Bondgate in Castle Donington, but also to address more strategic issues to try and reduce emissions of both nitrogen dioxide and $PM_{2.5}$ across the district in order to improve health in a more equitable way. The measures can be considered under seven broad topics:

[1] Environmental equity, air quality, socioeconomic status and respiratory health, 2010
[2] Air quality and social deprivation in the UK: an environmental inequalities analysis, 2006
[3] Defra. Abatement cost guidance for valuing changes in air quality, May 2013

- Castle Donington Relief Road and related traffic management measures
- Promotion of Behaviour Change away from Single Occupancy Private Vehicle Use
- Promotion of the Use of Alternatively Fuelled Vehicles
- Supporting Actions in the Zero Carbon Road Map Action Plan
- Developing Planning Policies to Support Better Air Quality
- Supporting and Collaborating with Leicestershire County Council on wider Public Health projects
- Controlling Domestic Emissions

Our priorities are to ensure that the air quality objectives are met in Castle Donington, largely through the relief road, which is already in place, and associated measures, some of which are still to be implemented, and also to reduce emissions more generally across the district through collaborative working with other policy areas such as County transport, public health, planning and work underway to tackle the Climate Emergency declared in North West Leicestershire. We will ensure that air quality is considered within the review of the Local Plan, within transport schemes and within other policy areas which are looking to reduce vehicle use, either by encouraging active travel, by reducing travel demand, encouraging freight onto different modes, or increase the use of non-diesel and petrol vehicles. By taking this more strategic approach, air quality and the associated health outcomes should improve more generally across the district.

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 North West Leicestershire's direct influence.

Responsibilities and Commitment

This AQAP was prepared by the Environmental Protection team of North West Leicestershire District Council, with the assistance of Air Quality Consultants Ltd., with the support and agreement of the following officers and departments:

- Planning and Development team, NWLDC
- Health and Wellbeing team, NWLDC
- Public Health, LCC
- Climate Change Programme Manager, NWLDC

- Traffic and Signals Team Manager, LCC

This AQAP has been approved by:

North West Leicestershire Cabinet meeting on 8 June 2021.

This AQAP will be subject to an annual review, appraisal of progress and reporting to the Head of Community Services. Progress each year will be reported in the Annual Status Reports (ASRs) produced by North West Leicestershire District Council, as part of our statutory Local Air Quality Management duties.

If you have any comments on this AQAP please send them to Minna Scott at:

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1 Introduction

This report outlines the actions that North West Leicestershire District Council (NWLDC) will deliver between 2021 and 2026 in order to reduce concentrations of air pollutants and exposure to air pollution; thereby positively impacting on the health and quality of life of residents and visitors to the North West Leicestershire authority's administrative area.

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 Air Quality Action Plan (AQAP) will be reviewed every five years at the latest and progress on measures set out within this Plan will be reported on annually within NWLDC's air quality Annual Status Report (ASR).

2 Summary of Current Air Quality in North West Leicestershire

Since the inception of LAQM a number of AQMAs have been declared and revoked in North West Leicestershire[4] and there are currently 4 AQMAs declared in the district (as shown in Figure 1 and described Table 1). The AQMA on the M1 was revoked in 2020. These are all locations where residential properties are (or were) near to roads, with road traffic being the dominant source of emissions. All of the AQMAs are in relation to nitrogen dioxide (NO_2) (annual mean objective). The AQMAs include locations adjacent to the M1, and in smaller towns where congested narrow streets prevent full dispersion of pollutants and residential properties are close to the road. No exceedances of any of the other regulated pollutants, including PM_{10}, have been identified in the district. A review of the AQMAs was undertaken in 2020 (prior to the revocation of the M1 AQMA), which concluded with the recommendations set out in Table 1.

It should be noted that at present, air pollution policy is mainly driven by exceedances of the NO_2 annual average objective or limit value, although the greater health impact of $PM_{2.5}$ is acknowledged. $PM_{2.5}$ at present is not a statutory air quality monitoring requirement for the District Council under the Local Air Quality Management regime. This is because at present the legal limits for $PM_{2.5}$ are higher than the World Health Organization's (WHO) health-based guideline limit and are met in most places in the UK. However, as the WHO recognises, the health evidence shows that there is no safe level of $PM_{2.5}$, so any concentration-based target for $PM_{2.5}$ does not fully reflect the health evidence.

[4] The historical context of LAQM can be found in the latest ASR (North West Leicestershire District Council, 2019)

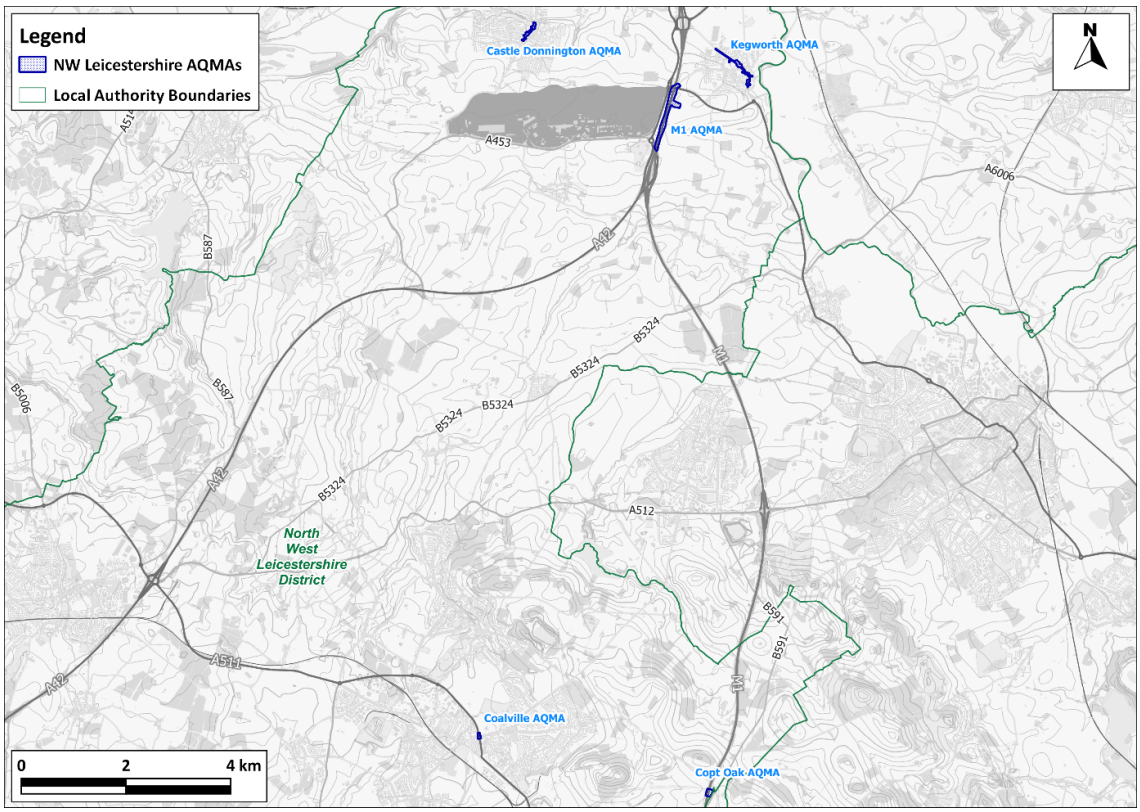

Figure 1: NW Leicestershire Air Quality Managements Areas (AQMAs)

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Table 1: Current North West Leicestershire AQMAs

No	Name	Objective	Year Declared	Description	Recommendation
1	Kegworth	NO_2 annual mean	2004	Busy trunk road fronted by residential properties	Based on monitored data it is recommended that AQMA 1 is revoked in the next ASR.
2	Castle Donington	NO_2 annual mean	2008	An area encompassing the High Street and Bondgate area of Castle Donington.	AQMA 3 should be retained and an Air Quality Action Plan (AQAP) produced to reduce concentrations within Castle Donington
3	Coalville	NO_2 annual mean/ NO_2 1-hour mean	2008 (annual)/ 2012 (Hourly)	An area encompassing parts of Stephenson Way, Broom Leys Road and Bardon Road in Coalville.	Based on monitored data it is recommended that AQMA 4 is revoked in the next ASR.
4	Copt Oak	NO_2 annual mean	2009	An area of the village of Copt Oak that lies within the boundaries of NWLDC.	If feasible, it is recommended that a diffusion tube is installed on the facade of the property closest to the M1 with a view to

					revoking this AQMA

As can be seen from Table 1 it is recommended that AQMAs 1 and 3 should be revoked, and a diffusion tube installed in AQMA 4 on the property closest to the M1 with a view to demonstrating that the AQMA can be revoked. It is only AQMA 2 (Castle Donington) where a clear exceedance of the annual mean nitrogen dioxide air quality objective was measured in 2019.

In order to support the LAQM regime, NWLDC carries out monitoring of nitrogen dioxide concentrations using a network of diffusion tubes, and previously at one automatic analyser. The diffusion tubes are focussed in or near AQMAs where the Review and Assessment process has identified the potential for air quality objective exceedances. All of the monitoring sites are shown in Figure 2.

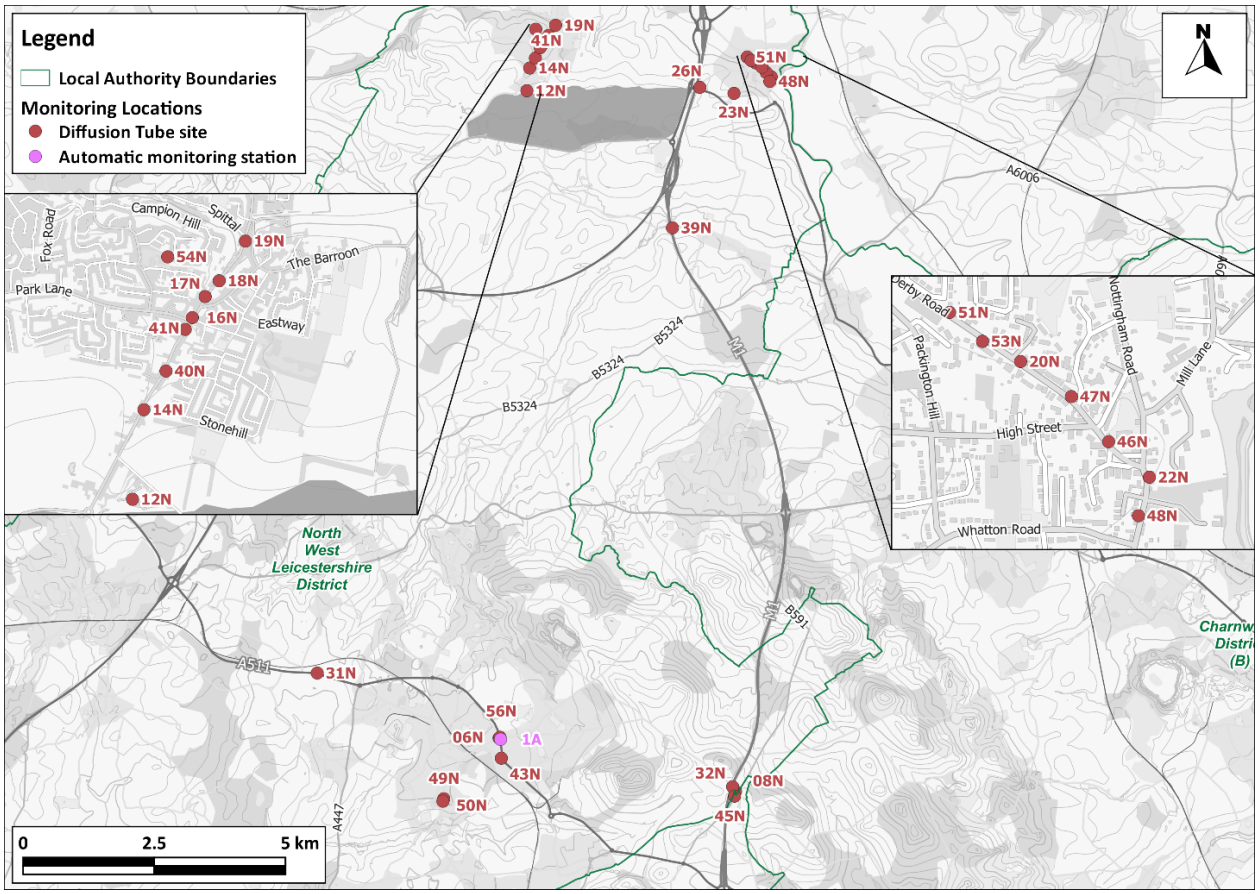

Figure 2: NW Leicestershire Monitoring Locations

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2.1.1 Castle Donington (AQMA 2)

Monitoring is carried out at six locations in Castle Donington, using diffusion tubes; 16N, 17N, 18N, 19N, 41N and 54N. Three of them (17N, 18N and 19N) are located within the AQMA (see Figure 3). As shown in Table 2, concentrations at the 17N and 19N sites have remained below the objective since 2013, whereas 18N has exceeded the objective for all years presented. As site 18N is located on the façade of a property, and therefore represents relevant exposure, the review concluded that the AQMA should be retained. It is likely that the area of exceedance in Castle Donington is confined to a short section of Bondgate. Site 18N is located on the façade of a property which fronts onto a narrow pavement, with a wall and dense foliage on the opposite side of the road which forms a short street canyon, preventing full dispersion of pollutants. There is also a slight gradient on this section of the road, which will increase acceleration of vehicles on this section, further increasing emissions locally. It is likely to be a combination of these factors which are contributing to the exceedance. The trend in nitrogen dioxide concentrations appears to be decreasing, which reflects national analysis over this time period (Air Quality Consultants Ltd, 2020). It is noted that concentrations at diffusion tube site 41N have been close to or exceeding the annual mean nitrogen dioxide objective over the last 7 years, but the tube is 4m closer to the road than the relevant façade. 2019 is the most recent representative year of monitoring data due to Covid 19 restrictions (and resulting traffic changes) that occurred in 2020.

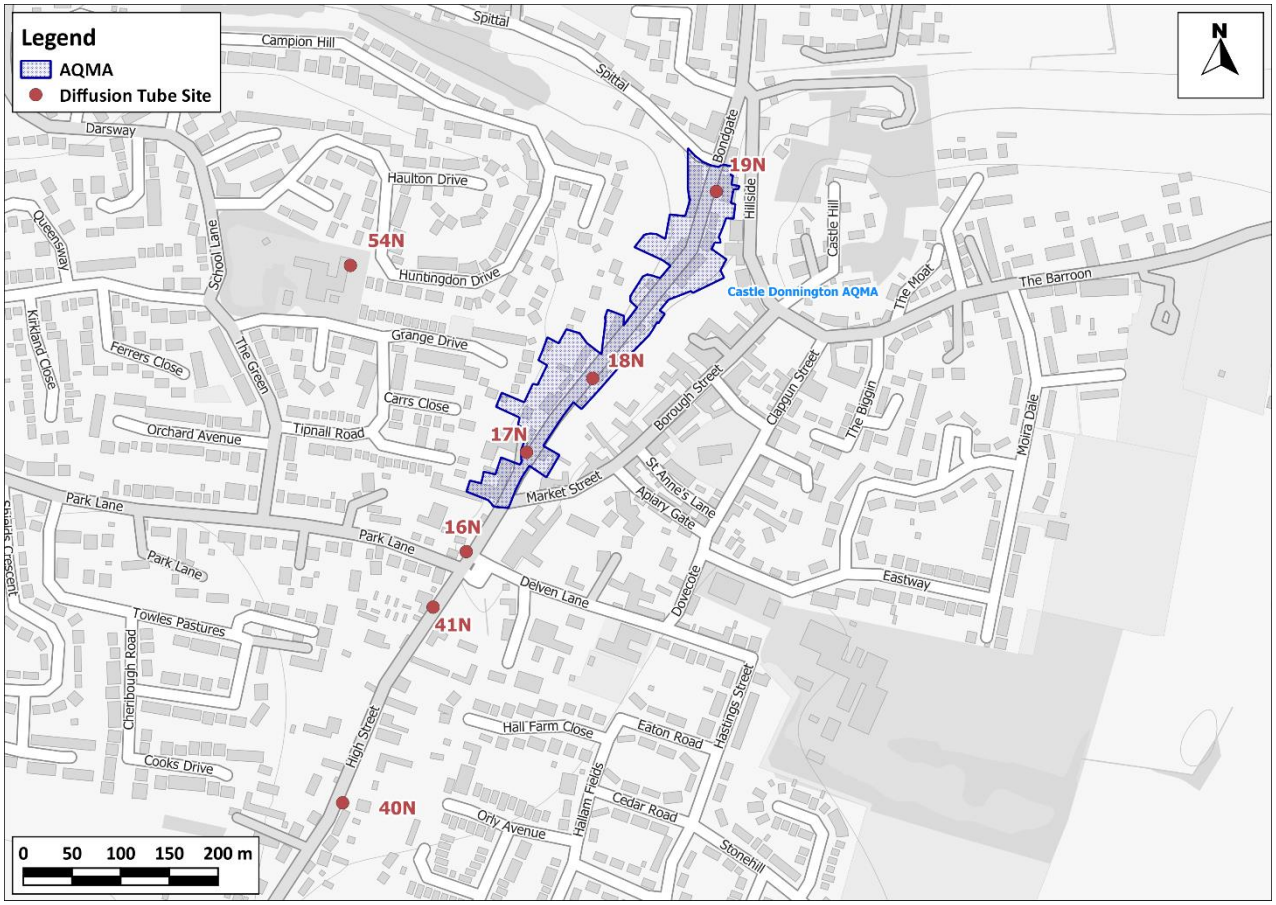

Figure 3: Castle Donington AQMA and Nearby Monitoring Sites

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Table 2: Summary of Nitrogen Dioxide (NO_2) Monitoring (2013-2019), Castle Donington ($\mu g/m^3$)

Site No.	Location	2013	2014	2015	2016	2017	2018	2019
16N	Bondgate Crossroads	36.6	37.2	31.6	34.2	34.4	35.9	31.5
17N	13 Bondgate	37.1	37.1	31.6	31.1	32.4	37.0	30.9
18N	34 Bondgate	**49.5**	**53.0**	**45.7**	**49.8**	**47.8**	**51.9**	**42.1**
19N	94 Bondgate	32.4	32.9	25.9	32.6	28.6	30.7	27.3
41N	18 High Street	**41.3**	35.6	38.4	39.9	**42.7**	-	36.2
54N	Parking restrictions sign - 12 & 20 Park Lane	-	34.8	22.7	22.8	23.7	27.4	24.7
Objective		**40**						

NB Exceedances of the objectives are shown in bold.

This AQAP focuses on Castle Donington with measures to reduce emissions on Bondgate. However, it should be noted that the Castle Donington Relief Road identified in the previous AQAP, which was completed in early 2020, should reduce traffic flows and thus concentrations along this road, as will improvements to the vehicle fleet, and it is therefore important that any other measures proposed within an AQAP are proportionate to the level of exceedance. Although the focus of the LAQM regime is to achieve the air quality objectives at hotspot locations such as in Castle Donington, it is also recognised that in order to improve the health of residents more widely, a reduction in emissions of both nitrogen dioxide and particulate matter (PM)[5] more widely across the district would have greater benefit. Exposure to air pollution over a period of years is thought to be the strongest driver of health impacts. However, current legislation and policy do not deal with exposure effectively. Exceedances of targets, such as air quality objectives, provide the clearest means of communication but do not reflect the evidence that there is no "safe" level for air pollutants such as $PM_{2.5}$ and probably NO_2. This AQAP will therefore not only provide actions specific to Bondgate in Castle Donington, but also provide more strategic measures to ensure that emissions gradually reduce across the district (and the County) which should ensure that AQMAs are not required in the future.

[5] PM is made up of small airborne particles, with PM_{10} specifically particulate matter less than 10 micrometres in aerodynamic diameter and $PM_{2.5}$ particulate matter less than 2.5 micrometres in aerodynamic diameter. In terms of health effects, the larger fractions of PM_{10} are thought to be able to penetrate into the upper airways, while $PM_{2.5}$ can penetrate deeper into the lungs. Both contain much smaller particles which, although they have very little mass, are far more numerous and can penetrate all areas of the lungs and even pass into the bloodstream

3 North West Leicestershire's Air Quality Priorities

There are a number of policies already in place which will help support air quality, which are outlined below. Most of these polices cannot be quantified in terms of the impact on pollutant concentrations at specific locations (which is the aim of this Action Plan), but they will lead to an overall reduction in emissions across North West Leicestershire, which in turn will reduce concentrations of NO_2, PM_{10} and $PM_{2.5}$ and improve health.

3.1 Public Health Context

Air pollution is a major public health risk ranking alongside cancer, heart disease and obesity. A review by the World Health Organisation concluded that long-term exposure to air pollution reduces life expectancy by increasing the incidence of lung, heart and circulatory conditions. The Department of Health and Social Care's advisory Committee on the Medical Effects of Air Pollutants (COMEAP) has estimated that long-term exposure to man-made air pollution in the UK has an annual impact on shortening lifespans, equivalent to 28,000 to 36,000 deaths (COMEAP, 2018). Poor air quality can affect health at all stages of life. Those most affected are the young and old. In the womb, maternal exposure to air pollution can result in low birth weight, premature birth, stillbirth or organ damage. In children, there is evidence of reduced lung capacity, while impacts in adulthood can include diabetes, heart disease and stroke. In old age, a lifetime of exposure to air pollution can result in reduced life-expectancy and reduced wellbeing at end of life. There is also emerging evidence for a link between air pollution and an acceleration of the decline in cognitive function (Defra, 2019).

Poor air quality disproportionately affects the poorest and most vulnerable in our communities including children. Public health not only aims to improve health, but also reduce health inequalities by using an evidence-based approach to make recommendations on the delivery of health and wellbeing services. As such, this Action Plan will support work underway within the public health arena.

This Action Plan will complement work underway at County level. Public Health staff have drafted the Joint Strategic Needs Assessment (JSNA) and associated action

plan and these went to Leicestershire County Council Cabinet in October 2020[6]. Within the JSNA there is a chapter on air quality and health. The chapter recognises that by its nature, air quality cannot be controlled by geographical boundaries or by a single individual alone. Instead, collective, systematic efforts are required to reduce air pollution and its harmful effects on health. The key recommendation is that the Leicestershire Air Quality and Health Partnership Steering Group should agree a plan to deliver joint actions to tackle poor air quality and related health issues. Six objectives, and associated recommendations, are set out to form the basis of the partnership action plan, all of which are equally as relevant for this action plan:

1. Clear leadership, vision and strategic direction
2. Collaborative partnership working
3. Consideration of air quality and health in planning and development
4. Aligning air quality and health with environment and transport decisions
5. General communication with the public and organisations about air quality and health
6. Targeted communication and campaigns with priority groups and key organisations about air quality and health

3.2 Planning and Policy Context

Local Plan

The North West Leicestershire Local Plan was adopted in 2017 (North West Leicestershire District Council, 2017). This plan contains two policies relevant to air quality. Policy En6 'Land and Air Quality' states that:

> *"Proposals for development on land that…is located…within or close to an Air Quality Management Area…will be supported where:*
>
> - *A planning application is accompanied by a detailed investigation and assessment of these issues; and*
> - *Appropriate mitigation measures are identified which avoid any unacceptably adverse impacts upon the site or adjacent areas…".*

Policy D2 'Amenity' states that:

[6] http://politics.leics.gov.uk/ieListDocuments.aspx?CId=135&MId=5998&Ver=4

> *"Proposals for development should be designed to minimise their impact on the amenity and quiet enjoyment of both existing and future residents within the development and close to it. As such, development proposals will be supported where…they do not generate a level of…pollution…which cannot be mitigated to an appropriate standard and so, would have an adverse impact on amenity and living conditions…".*

The Local Plan is currently under review, having already undergone a partial review and now under a substantive review. The substantive review takes account of, amongst other things, changes that have occurred since adoption - including the publication of a new National Planning Policy Framework (NPPF). It will need to identify potential housing and employment sites to meet the identified need, along with the new infrastructure required as well as reviewing ethe existing policies. A number of specific consultations have already taken place with consultation on emerging options likely to take place later in 2021.

In and around Castle Donington specifically, there are sites already being promoted for housing and employment developments. These have the potential to significantly increase the volume of traffic on the highway network, including the recently opened relief road. In addition, planning applications for employment sites have also been submitted. In the longer term there are significant uncertainties in relation to planning and the scale of growth which might be required. This could include large scale developments, and also increased freight transport within the area. East Midlands Airport was successful in gaining freeport status in March 2021 which is likely to bring significant investment in the locality, and potentially increased traffic, although most of this is unlikely to be through the AQMA.

Local Air Quality Action Plan

The previous NWLDC Air Quality Action Plan (2005) set out a series of measures by which the air quality objectives in AQMAs would be achieved. The Plan listed 26 actions within the following broad themes;

- Reducing vehicle emissions
- Improving the road network to reduce congestion
- Using area planning measures to reduce traffic volumes
- Reducing air pollution from industry, commerce and residential areas

- Changing levels of travel demand / promotion of alternative modes of transport

Measures successfully implemented include the Kegworth bypass and Castle Donington Relief Road, as well as a consideration of air quality with respect to planning applications and working with Leicestershire County Council on measures which improve the public transport network, encouraging modal shift to walking and cycling through work with schools and businesses, improving access to information regarding public transport and publicising air quality information on the Council website. This new AQAP aims to identify any additional measures required for Castle Donington, whilst building upon the on-going partnership working to further reduce emissions across the district.

Local Transport Plan (LTP)

Leicestershire LTP3 outlines the long-term vision for transport in Leicestershire. LTP3 covers the whole of Leicestershire, excluding Leicester City. Leicester City Council has produced a separate plan that covers Leicester City, the area for which it is responsible (previously at LTP2, this was undertaken as one plan). There are 6 strategic goals including '*A transport system that helps to reduce the carbon footprint of Leicestershire*'. In relation to air quality LTP3 recognises the challenges of achieving the air quality objectives within the AQMAs and the need to identify solutions specifically for these locations, including Castle Donington. The LTP will continue to regularly review the approach that the long-term transport strategy and Implementation Plan are taking to ensure that they remain robust in the light of the changing circumstances that we find ourselves in, and the progress that we are making in delivering our LTP3 outcomes.

Climate Change

In 2019 NWLDC declared a Climate Emergency and appointed specialist environmental consultants to help develop the council's response to the need to reduce the council's and the district's carbon emissions. This study proposes a comprehensive series of actions across the key sectors of electricity generation, buildings, transportation and land use. Most emissions reductions to date in the district are due to the UK's electricity supply becoming cleaner through the replacement of coal fired electricity generation with wind turbines and solar panels, though the district has made good progress in deploying solar technology. The

outcome from the consultant's work was the publication of a Zero Carbon Roadmap in November 2019. The Zero Carbon Roadmap and accompanying Action Plan were adopted by the council on 31 March 2020. The Action Plan focuses on carbon emissions, their sources and how to reduce them and identifies recommended actions which the Council needs to take in order to achieve Net Zero Carbon. The actions are wide ranging covering diverse sectors and have split up into two phases:

1. Recommended action plan to achieve a Net Zero Carbon Council by 2030

2. Recommended action plan to achieve a Net Zero Carbon District by 2050

The first phase refers to actions the Council must take to achieve net zero Green House Gas (GHG) emissions by 2030. The second action plan provides a broader set of actions that must be taken if the Council wishes to put NWLDC onto a pathway toward net zero GHG emissions by 2050. The second action plan specifically addresses the role of planning in helping to achieve zero carbon by 2050 identifying a number of actions including setting targets for both solar and wind capacity within the district, and other measures that could be considered as part of the substantive review of the Local Plan. The work in relation to achieving net zero carbon, by the Council, and subsequently the district, is still at a relatively early stage. However, by working in collaboration with the Climate Change Programme Manager, as this work evolves, many of the actions, particularly around energy use, use of low carbon vehicles (such as electric) and the encouragement of a shift to active travel will also support work to reduce emissions of local air pollutants, and vice versa.

3.3 Source Apportionment

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

A source apportionment exercise was carried out by Air Quality Consultants Ltd in support of this Action Plan. Traffic data for the section of Bondgate which currently exceeds air quality objectives were used. This was then run through the Defra Emission Factor Toolkit (version 10.1)[7] which identified that within the AQMA, the percentage source contributions of traffic emissions were as follows:

[7] Available at https://laqm.defra.gov.uk/review-and-assessment/tools/emissions-factors-toolkit.html

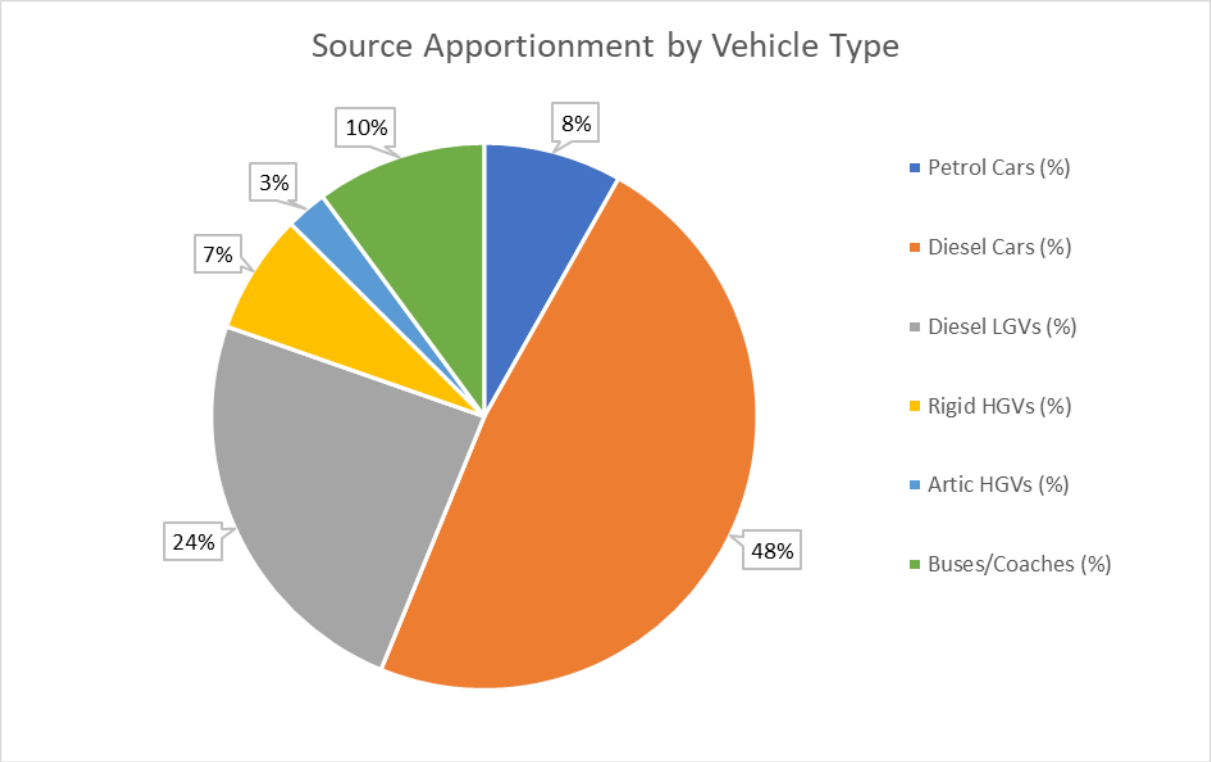

Figure 4: Source Apportionment by Vehicle Type in Bondgate, Castle Donington

Figure 4 shows that the majority of the emissions within the AQMA were from diesel cars and LGVs with buses and coaches providing the next largest contribution followed by petrol cars. It is therefore considered that in relation to the AQMA specifically, a reduction in diesel cars and LGVs is required to achieve the nitrogen dioxide objective. This will be delivered largely through both reducing traffic going through Castle Donington and reducing the number of diesel vehicles by encouraging electric vehicles. Measures to smooth traffic flow are also included within this plan.

3.4 Required Reduction in Emissions

The improvement in road NOx emissions in order to meet the objective at monitoring site 18N, where measured concentrations exceeded the objective in 2019, is shown in Table 3. An 8.4% decrease in emissions is required to meet the objective at monitoring site 18N.

Table 3: Percentage Decrease in Road NOx required to Meet Annual Mean NO_2 Objective at Local Monitoring Site (µg/m^3) in 2019

Receptor	Annual Mean Contribution (µg/m3)				% Decrease in Road NOx to Meet Objective
	Measured NO_2	Background NOx	Background NO_2	Road NOx	

18N	42.05	21.2	14.6	56.6	8.4
Objective	40	-	-	51.9	-

3.4.1 When will the objective be achieved?

Using the factors for adjusting roadside nitrogen dioxide concentrations to future years supplied by defra (https://laqm.defra.gov.uk/tools-monitoring-data/roadside-no2-projection-factor.html), concentrations at site 18N (42.05 µg/m^3 in 2019) should achieve the objective in 2021 (projected concentration = 42.05 X 0.8864 = 37.3 µg/m^3) and is predicted to be at the objective in 2020 (these projections do not take into account any changes in traffic due to Covid restrictions or the implementation of the relief road). These adjustments should be used with some caution, but nonetheless, it is likely that the objective will be achieved in the next few years as the proportion of less polluting vehicles increase within the fleet. Therefore, the Action Plan, in order to be proportionate focuses on actions for Castle Donington which can be implemented within a short timescale. It should however be noted that this plan also contains more widespread strategic measures to reduce emissions more generally across the district.

3.5 Key Priorities

Based on the evidence provided above, the key priorities are:

- To reduce nitrogen dioxide concentrations in Bondgate, Castle Donington in order to achieve the air quality objective at this location. This will be achieved through the Castle Donington Relief Road and various supporting transport measures, including those to increase the proportion of electric vehicles in the fleet;
- To ensure that more strategic measures to reduce emissions of air pollutants (nitrogen dioxide and $PM_{2.5}$) are in place to ensure wider benefits to health across the population. This will be achieved through collaborative work with; Leicestershire County Council on transport, planning colleagues to ensure that the planning system fully considers air quality implications of development, public health staff and climate change colleagues.

4 Development and Implementation of North West Leicestershire AQAP

4.1 Consultation and Stakeholder Engagement

In developing/updating 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 in Table 4.

The response to our consultation stakeholder engagement is given in Appendix A.

Table 4: Consultation Undertaken

Yes/No	Consultee
Yes	the Secretary of State
Yes	the Environment Agency
Yes	the highways authority (Leicestershire County Council)
Yes	all neighbouring local authorities
Yes	other public authorities as appropriate, such as Public Health officials
Yes	bodies representing local business interests and other organisations as appropriate

4.2 Steering Group

A Steering Group was set up in order to take this Action Plan revision forward. Up to the publication of the consultation draft, two Steering Group meetings have been held (28th January and 23rd February 2021). The meetings have involved setting out the background to the air quality issue in North West Leicestershire, the process of the Action Plan, recent work undertaken on air quality (review of air quality delivery and the AQMAs) and gaining input and insight into existing and future policy measures within North West Leicestershire and how these may assist in the implementation of measures within this Plan (and vice versa). Some discussions around evaluation of the measures included were also held. Leicestershire County Council, as Highways Authority are key to the implementation of the transport measures within the plan, and their input is paramount to the success of this plan. Public health colleagues within Leicestershire County Council have also been invaluable in the drafting of the

plan. Planning and climate change officers within NWLDC have also been key to the AQAP process. The Steering Group will continue to be fully involved, and consulted on as the process continues, through comment on this draft report, and following a wider consultation.

5 AQAP Measures

Table 6 shows the NWLDC AQAP measures. It contains:

- a list of the actions that form part of the plan
- the responsible individual and departments/organisations who will deliver this action
- expected benefit in terms of pollutant emission and/or concentration reduction
- the timescale for implementation
- how progress will be monitored

NB: Please see future ASRs for regular annual updates on implementation of these measures

The following groups of measures, as outlined by Defra and categorised for reporting to the EU, have been considered. A brief overview of current practice is included in the Table 5:

Table 5: Current Measures in North West Leicestershire

EU Measure Category	Current practice
Alternatives to Private Vehicle Use	Investment in public transport has included a new bus service 'Airway 9' providing a direct link from Burton, through Swadlincote, Ashby-de-la-Zouch, Melbourne, the transport hub at East Midlands Airport (EMA) and on to the SEGRO Strategic Rail Freight Interchange.
Environmental Permits	Work to ensure that all industrial installations are permitted and visits etc. are up to date. Not likely to be a significant issue in Castle Donington.
Freight and Delivery Management	Freight is being considered through the planning system, in particular for applications related to the Strategic Rail Freight interchange, and other businesses around East Midlands Airport. It is recognised that recent changes such as East Midlands Airport gaining freeport status may increase freight in this area, but this is unlikely to impact on the AQMA in Castle Donington. Any applications, will, however be thoroughly assessed for their impact on air quality.
Policy Guidance and Development Control	Air quality is currently being considered within the planning system through assessments of planning applications, but this will be strengthened with the new Local Plan incorporating a more robust policy on air quality and accompanying Supplementary Planning Document on air quality.
Promoting Low Emission Plant	NWLDC recognises that although this Action Plan is focussing on transport, other sectors such as domestic and small plant should also be considered (see Action 7). A programme of development is being progressed to install Air Source Heat Pumps in council properties that currently use solid fuel or

	storage heating.
Promoting Low Emission Transport	NWLDC is investing in EV infrastructure as part of the council's Zero Carbon ambition. Lower emission public transport is also being encouraged, for example the Skylink bus which has low emission buses on the route connecting Leicester with Derby and East Midlands Airport.
Promoting Travel Alternatives	Work has been undertaken around schools, for example the Living Street's Walk to School campaign to encourage walking and cycling, bikeability courses and other initiatives such as Walk and Stride. All of these current initiatives are being built on in this document.
Public Information	Leicestershire County Council is actively promoting air quality through an annual Clean Air Day, anti-idling campaigns at schools and the 'Choose How you Move' website.
Traffic Management	A number of traffic management measures have already been implemented such as the rephasing of traffic lights within Castle Donington.
Transport Planning and Infrastructure	Large scale infrastructure projects such as the Castle Donington Relief Road have already been implemented, which complement other work on promoting travel alternatives and low emission transport.
Vehicle Fleet Efficiency	Through the Zero Carbon Action Plan there are a number of measures to improve vehicle fleet efficiency including implementation of EV infrastructure for private vehicles and working with taxi drivers to encourage a switch to electric vehicles (for example through incentives in the form of lower vehicle licence fees for ULEV).

The following broad topics are covered in this Action Plan, with specific actions included for each one:

Action 1: Castle Donington Relief Road and supporting traffic management measures in Castle Donington

The Castle Donington Relief Road opened in February 2020, funded by a consortium of developers. The road, which is in close proximity to East Midlands Airport, comprises of four roundabouts, providing access points to Charters Gate and the surrounding developments including Redrow Homes' Foxbridge Manor off Park Lane and a much-needed link from East Midlands Airport to the A50. The road connects Hill Top to Back Lane, and has been designed to improve traffic flow in the village. The relief road project is part of a £7.76 million investment into the Castle Donington area provided jointly by Redrow Homes and Miller Homes, which includes over £1.5m towards new bus services, bus stops and passes, alongside a £330,000 commitment to traffic calming measures in Castle Donington.

An Air Quality Assessment was undertaken as part of an Environmental Impact Assessment (EIA) of 895 new homes, employment use and provision of a primary school, which included the Castle Donington Relief Road as one of the modelled scenarios. The EIA was undertaken in 2012 and hence although some of the methodology is now out of date, it concluded that the proposed scheme would reduce air pollution at receptors along Hill Top, High Street, Bondgate and Park Lane. The greatest reduction was predicted to occur along Bondgate, due to the diversion of traffic along the proposed relief road.

It is anticipated that this measure, which will take vehicles out of the area of exceedance in Castle Donington and reduce congestion, will provide enough improvement in concentrations of nitrogen dioxide to achieve the air quality objective in Castle Donington. The traffic calming measures have not yet been implemented, but Leicestershire County Council is in discussion with Castle Donington Parish Council about the precise nature of the scheme.

Other traffic management measures have also been implemented in Castle Donington, including a traffic light rephasing in February 2018 with the aim to smooth traffic flow. Further signage is also planned to encourage more people to use the relief road.

In addition, work is planned to investigate the traffic impacts of relief road, but this has been delayed to avoid undertaking traffic measurements during times where Covid restrictions would influence the results.

Funding Source: Developer Contributions.

Cost: £7.76 million

Action 2: Promote Behaviour Change away from Single Occupancy Private Vehicle Use

When considering solutions to reduce the environmental impacts of transport, it is important to first establish what drives transport demand. Access to efficient public transport will be of high importance in reducing demand for cars, including the provision of buses and bus priority measures in urban areas. Achieving change in travel mode choice to active travel can be an effective strategy to manage transport demand and so reduce NOx emissions. Changes in travel mode may come about through incentivisation, public engagement or a regulatory scheme. Measures to

provide information on alternative ways of travelling or encouraging lift sharing can be implemented relatively quickly compared to provision of transport infrastructure or the development and introduction of cleaner vehicles, and in many cases can be a more cost-effective approach.

Leicestershire County Council (LCC) has a number of strategies aimed at promoting active travel (cycling and walking) and public transport which are largely being implemented through the LTP. LCC is currently drafting a Cycling and Walking Strategy for Leicestershire, which is due to be published in Summer 2021. Consultation was undertaken between January and March 2021 in order to shape this document. The aim of the strategy will be to support more sustainable travel choices to help the environment and improve health and wellbeing.

Specific campaigns such as Living Streets' Walk to school campaign have been used successfully across the County, including an Active Travel to School project at Broom Leys Primary School in North West Leicestershire. These campaigns will be targeted at locations where air quality objectives are being exceeded, such as in Castle Donington. Castle Donington College and St Edwards CofE Primary school are in close proximity to the area of exceedance. Other school projects being implemented in Leicestershire include bikeability courses (delivery of on road and off road training to groups in schools, through clubs, to families or individually to children, adults, new learners and experienced cyclists), Modeshift Stars (Sustainable Travel Accreditation and Recognition for Schools) which is a national awards scheme to recognise schools demonstrating excellence in supporting cycling, walking and other forms of sustainable travel and Park and Stride (families who live too far away to walk the whole way to school, are encouraged to park a ten minute walk from school or if using public transport to get off a couple of stop earlier and walk the rest of the way on foot).

In addition to the LCC Cycling and Walking Infrastructure Strategy, NWLDC is also completing a cycling and walking strategy, which is currently being drafted. Employers such as Leicestershire Rutland Sport have signed a pledge to encourage active travel in the workplace and there are likely to be further opportunities to work with employers based close to East Midlands Airport.

In relation to public transport, NWLDC has invested £100,000 in a bus service to help boost employment links and encourage people to change mode from private

vehicles. The council has co-funded the Airway 9 service with operator Midland Classic and other members of the East Midlands Enterprise Gateway (EMEG) Access to Work Partnership. The bus route, originally connecting people to Burton and Ashby-de-la-Zouch, was extended in October 2019 to provide a direct link from Burton, through Swadlincote, Ashby-de-la-Zouch, Melbourne, the transport hub at East Midlands Airport (EMA) and on to the SEGRO Strategic Rail Freight Interchange.

As part of the Department for Transport's Covid-19 Emergency Active Travel Fund, Leicestershire County Council were awarded funding for a series of works to encourage and support walking and cycling throughout the county. Although the schemes are temporary, and none will impact on Castle Donington, the measures will be closely monitored in order to inform decisions on future permanent measures.

Derby and Nottingham have received £161m for transport improvements through the Transforming Cities Fund which includes improvements to connectivity between Nottingham, Derby and East Midlands Airport including improvement of real time information, signal and bus lane priority for public transport across the region, expanding the rapid electric charge point network and upgrading cycle routes, including those in Castle Donington.

Funding Sources: Transforming Cities Fund, DfT, LCC

Cost: Lots of different schemes being implemented in different timescales – where known, costs have been included in text above.

Action 3: Promote the Use of Alternatively Fuelled Vehicles

The primary objective of promoting a switch to low emission vehicles is the reduction of carbon and local pollutant emissions from transport. However, this measure does not have the additional benefits such as congestion reduction, or increased levels of physical activity that are generated by measures to encourage active travel modes. Provision of suitable infrastructure to support low emission vehicles is critical to their introduction. For commercial vehicle operators, the financial case for investing in electric vehicles is strongly dependent on ensuring high vehicle usage.

Lower emissions can also be realised through vehicle retrofit, which usually consists of the implementation of an on-board device that allows vehicles to comply with more stringent standards by reducing the emission of pollutants through technical

measures. Retrofit measures are usually either Exhaust Gas Recirculation (EGR) or Selective Catalytic Reduction and urea technology (SCR).

NWLDC is investing in EV infrastructure, having recently installed 12 new electric car charging points using a grant from the Office for Low Emission Vehicles (OLEV), with support from the Energy Saving Trust (EST). The charging points are part of the council's Zero Carbon ambition. There have been four new charging points installed at each of the following locations:

- Vicarage Street, Whitwick
- The Green, Thringstone
- Clapgun Street, Castle Donington

There will also be four charging points at the council's new Whitwick and Coalville Leisure centre, currently being built off the A511 Stephenson Way. Ashby-de-la-Zouch already has four electric charging points which were installed by NWLDC when North Street car park was renovated and extended in 2018. The EV charging infrastructure will be expanded in line with the work being delivered for the Zero Carbon Road Map Action Plan. There are currently feasibility studies underway at other car parks in the district with a view to apply for further OLEV funding.

A bus route serving East Midlands Airport has benefited from an ultra-low emission fleet through a £2.1m investment. Skylink provides a route connecting Leicester with Derby and East Midlands Airport. The 24 hours a day, seven days a week service provides a way for travellers to get to the airport and back, as well as helping workers commute to the growing number of employers at and around the airport. East Midlands Airport and the businesses in the East Midlands Enterprise Gateway (EMEG) area already employ 10,000 people, with a potential 20,000 new jobs to be created in the next 20 years. Each of the new buses exceeds Euro VI emissions standard and emits less nitrogen dioxide than a new car. They also use green stop-start technology to further reduce emissions.

Through the Zero Carbon Action Plan, NWLDC will be working with taxi drivers to encourage a switch to electric vehicles. Currently there are incentives in the form of lower vehicle licence fees for ULEV (15% discount on both new applications and renewals), and vehicles which do not achieve at least Euro 5 emissions standards are no to be longer licensed from April 2021, with vehicles requiring to be at least

Euro 6 standard from 1 January 2025. Future plans include information sharing with taxi drivers as to potential funding options for electric vehicles.

NWLDC has set a programme to incorporate electric vehicles as part of the future fleet capital programme. In the future, the aim is to create a roadmap and action plan to transition the existing council fleet to zero carbon/low carbon by 2030.

Funding Sources and Partners: Office for Low Emission Vehicles (OLEV), Energy Savings Trust (EST), neighbouring local authorities.

Cost: Lots of different schemes being implemented in different timescales – where known, costs have been included in text above.

Action 4: Support Actions in the Zero Carbon Road Map Action Plan

As outlined in section 3.2, NWLDC declared a Climate Emergency in 2019 and has subsequently started work on reducing greenhouse gas emissions both within the Council, and more widely across the district with the aim of achieving carbon net zero, within the council by 2030 and across the district by 2050. The following projects are underway, which will also provide benefits for local air pollutants:

- A programme of development is being progressed to install Air Source Heat Pumps in council properties that currently use solid fuel or storage heating. This work has been rolled out on a geographical basis commencing in Albert Village and Worthington. To date over 360 installations have been completed, with many of these of these having removed the need to burn solid fuel;
- 12 electric vehicle charging points being installed across the district, funded by the Office for Low Emission Vehicles (OLEV), with support from the Energy Saving Trust (EST) including 4 in Castle Donington (Clapgun Street), with a further 4 charging points at the council's new Whitwick and Coalville Leisure centre, currently being built off the A511 Stephenson Way; and
- The planned greening of the Council fleet to replace existing vehicles with electric.

This action is to further support the Climate Change Programme Manager to implement projects which will benefit reductions both in terms of greenhouse gases and local air pollutants. These will focus around infrastructure for electrifying the fleet, reducing domestic emissions and encouraging modal shift to active travel.

Funding Sources: Office for Low Emission Vehicles (OLEV), Energy Savings Trust (EST), NWLDC.

Cost: No specific Environmental Health budget, as ongoing collaborative work, budget available for enabling some of the activities in the roadmap.

Action 5: Develop Planning Policies to Support Better Air Quality

The appropriate regulatory framework is in place to guide new and existing developments to minimise emissions. All new developments are required to implement or support actions that make a positive contribution to improving air quality, for example by reducing travel demand and opening up possibilities for increasing cycling and walking. Air quality assessments for applications are undertaken where air quality is of specific concern.

It is, however, recognised that currently the inclusion of air quality into planning decisions in NWLDC is restricted to "*Proposals for development on land that…is located…within or close to an Air Quality Management Area*". This has the potential to exclude applications which, for example, generate large traffic increases outside of AQMAs, or potentially to exclude applications which introduce relevant exposure into locations with unacceptable pollution concentrations (which would not be declared an AQMA because currently there is no relevant exposure).

This action is therefore to ensure that the review of the Local Plan includes a policy (or policies) specific to air quality, which will robustly ensure that air quality is considered across the district where air quality could be impacted. In relation to the new policy, NWLDC will write and implement a guidance document for developers on air quality, which will take the form of a Supplementary Planning Document (SPD). The aim of the guidance would be to ensure that air quality is considered fully and consistently within the development management process, that developers know what is required of them, and that mitigation, proportionate to the impacts of the development is routinely implemented. Good design principles that will reduce emissions (or exposure) can also be included within the SPD. The planning system could also be used to obtain contributions to air quality mitigation measures. The guidance will cover both the operational effects of development and construction

impacts. Emission limits for Non Road Mobile Machinery (NRMM)[8] could also be explicitly included. The scope of the guidance could potentially be broadened to incorporate climate change gas emissions, which is also likely to be dealt with more fully within the updated Local Plan.

In order to support increased knowledge of air quality among planners in advance of the new Local Plan, a workshop will be undertaken with planning officers (development management and planning policy) to increase collective knowledge of the air quality process and discuss how the process of assessing air quality within the planning process is undertaken.

Funding Source: Mainly from existing budgets. Planning system could generate funding for measures within this Action Plan through s106 contributions from developers.

Cost: Unknown, but mainly staff time

Action 6: Support and collaborate with Leicestershire County Council on wider Public Health projects

As outlined in section 3.1, air pollution is a major public health risk disproportionately affecting the poorest and most vulnerable in our communities including children. Work underway at County level through the JSNA already aims to reduce poor health and mortality due to air pollution, among other public health risks.

The Environmental Protection team will work closely with the County Council to help implement the JSNA action plan through being an active member of the Health Partnership. The council has been actively engaging with Leicestershire County Council through the JSNA process and the publication of the action plan, and this action will continue, and build on, this collaborative working. The implementation of the JSNA air quality action plan will be through ongoing Health Partnership meetings with the districts, boroughs and Public Health Leicestershire.

There may be future opportunities for specific projects, for example county wide monitoring programme for $PM_{2.5}$, which NWLDC can input. These opportunities will

[8] Non-Road Mobile Machinery (NRMM) is a broad category which includes mobile machines, and transportable industrial equipment or vehicles which are fitted with an internal combustion engine and not intended for transporting goods or passengers on roads. NRMM, particularly from the construction sector, can be a significant contributor to air pollution in some locations.

be identified through the Health Partnership and resourced, where possible, using external funding. There are also likely to be collaborative opportunities for working on travel behaviour change initiatives and public information campaigns.

A further area of work being led by public health staff is an online portal for Health Impact Assessment (HIA) which will aim to reduce health inequalities and embed HIA into the planning process.

Funding Source: Funding through public health, internal budgets for staff time

Cost: No specific budget, as ongoing collaborative work

Action 7: Control Domestic Emissions

Open fires and wood-burning stoves have risen in popularity over recent years. They are now an additional form of heating for many households in both urban and rural areas; for a minority they may be the sole heat source. In addition, there has been a growth of biomass boilers for home heating. This increase in burning solid fuels in our homes is having an impact on our air quality and now makes up the single largest contributor to UK wide Particulate Matter emissions at 38%[9]. This compares with industrial combustion (16%) and road transport (12%). What people burn and the appliance they use will have a significant impact on emissions. A recent report by King's College London[10], measuring local concentrations, found that wood burning accounts for up to 31% of the urban derived $PM_{2.5}$ in London. Not all forms of domestic burning are equally polluting. The appliance (for example, stove or fireplace), how well it is used and maintained, and what fuels are burnt in it, all make a substantial difference to how much pollution is produced. Significant air quality benefits can be realised through a new efficient appliance as compared with an old stove or open fire. There are simple steps that households can take to limit emissions both indoors and out. Using cleaner fuels, in a cleaner appliance which is installed by a competent person, knowing how to operate it efficiently, and ensuring that chimneys are regularly swept, will all reduce emissions. However, a reduction in solid fuel burning towards non-polluting renewable sources of heat and power, will also reduce the overall emissions of this sector. Work being undertaken through the Roadmap to Zero Carbon Action Plan on domestic heating (i.e. increasing the

[9] Clean Air Strategy 2019 https://www.gov.uk/government/publications/clean-air-strategy-2019
[10] Font, Fuller et al, 'Airborne particles from wood-burning in UK cities' (2017), https://uk-air.defra.gov.uk/assets/documents/reports/cat05/1801301017_KCL_WoodBurningReport_2017_FINAL.pdf

proportion of energy from solar, wind and heat pumps) will be supported, to reduce emissions of $PM_{2.5}$ from the domestic sector across the North West Leicestershire area.

The UK Clean Air Strategy provides a number of actions around solid fuel burning, including encouraging the uptake of cleaner stoves, working with business and industry to support educational schemes, taking forward potential measures to control the supply of the most polluting domestic fuels – including a ban on house coal, and restricting the sulphur content of smokeless fuels to 2% and prohibiting the sale of wet wood. NWLDC will support work being undertaken by the UK Government in reducing emissions from this source, and where necessary undertake local information campaigns to support the national message.

Funding Source: NWLDC

Cost: Already within budgets outlined above.

Table 6: Air Quality Action Plan Measures

Measure No.	Measure	EU Category	EU Classification	Lead Authority	Planning Phase	Implementation Phase	Key Performance Indicator	Target Pollution Reduction in the AQMA	Progress to Date	Estimated Completion Date	Comments
1	Castle Donington Relief Road and supporting traffic management measures in Castle Donington	Traffic Management	Strategic Highway Improvements	LCC and NWLDC	2012-2019	2019-2020	Traffic flows on Bondgate in Castle Donington, and resulting nitrogen dioxide concentrations	Reductions large enough to achieve the annual mean NO_2 at all relevant monitoring locations	Road built and open. Traffic light rephasing complete. Post scheme monitoring still to be undertaken (delays due to impacts on traffic from Covid restrictions)	Completed February 2020	Traffic calming measures still to be implemented
2	Promote Behaviour Change away from Single Occupancy Private Vehicle Use	Promoting Travel Alternatives	Encourage/ facilitate home working, intensive active travel campaign & infrastructure, Personalised Travel Planning, Promotion of Cycling, Promotion of Walking, School Travel Plans, Workplace Travel Planning	LCC and NWLDC	Ongoing	Ongoing and 2021 onwards	Monitoring strategy for LTP includes	n/a – strategic measure which will also assist in achievement of air quality objective in AQMA	Ongoing work with schools mainly, and travel plans through planning system. Local Cycling and Walking Infrastructure plan being drafted	Ongoing for the measure as a whole, late 2021 for LCC Local Cycling and Walking Infrastructure Plan	
3	Promote the use of Alternatively Fuelled Vehicles	Promoting Low Emission Transport	Priority Parking for LEVs, procuring alternative refuelling infrastructure to promote Low Emission Vehicles, EV recharging, Gas fuel recharging, taxi emission incentives, taxi licensing conditions	LCC and NWLDC	Ongoing	Ongoing and 2021 onwards	Proportion of alternatively fuelled vehicles in the fleet on Leicestershire's roads	n/a – strategic measure which will also assist in achievement of air quality objective in AQMA	EV charging points increasing in NWL as funding will allow, ultra low emission buses on Skylink route	Ongoing with Zero Carbon Road map	

Measure No.	Measure	EU Category	EU Classification	Lead Authority	Planning Phase	Implementation Phase	Key Performance Indicator	Target Pollution Reduction in the AQMA	Progress to Date	Estimated Completion Date	Comments
4	Support Actions in the Zero Carbon Road Map Action Plan	Wide range of measures spanning a number of categories	Wide range of measures spanning a number of categories	NWLDC	Ongoing	Ongoing and 2021 onwards	Wide range of measures, therefore range of KPIs, which will be driven by Climate Emergency work	n/a – strategic measure which will also assist in achievement of air quality objective in AQMA	EV infrastructure, work on some council properties, some housing stock changed to air source heat pumps	Ongoing with Zero Carbon Road map	
5	Develop Planning Policies to Support Better Air Quality	Policy Guidance and Development Control	Air Quality Planning and Policy Guidance, Low emission strategy, other policy, regional groups	NWLDC	2021	2021-2022	Broader Policy in Local Plan, SPD on Air Quality	n/a – strategic measure which will also assist in achievement of air quality objective in AQMA	Discussions between EH and planning on review of Local Plan	2023	
6	Support and collaborate with LCC on wider Public Health projects	Policy Guidance and Development Control	Regional Groups Co-ordinating programmes to develop Area wide strategies to reduce emissions and improve air quality	LCC and NWLDC	2021-2022	2021-2026	n/a as no specific projects identified as yet	n/a – strategic measure which will also assist in achievement of air quality objective in AQMA	Ongoing Health Partnership meetings with the districts, boroughs and Public Health Leicestershire.	n/a	Non statutory function will require additional resources to implement
7	Control Domestic Emissions	Promoting Low Emission Plant	Regulations for fuel quality for stationary and mobile sources	NWLDC	2021	2022	Level of solid fuel burning	n/a – strategic measure which will also assist in achievement of air quality objective in AQMA	Some council housing stock changed to air source heat pumps	n/a	Very difficult to quantify any change without detailed survey work

Appendix A: Response to Consultation

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

Consultee	Category	Response
		To be completed following consultation

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)
Currently no actions specifically *not* being pursued		

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 objectives
AQC	Air Quality Consultants Ltd
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
COMEAP	Committee on the Medical Effects of Air Pollution
Defra	Department for Environment, Food and Rural Affairs
DfT	Department for Transport
EFT	Emission Factor Toolkit
EGR	Exhaust Gas Recirculation
EIA	Environmental Impact Assessment
EMA	East Midlands Airport
EST	Energy Savings Trust
EU	European Union
EV	Electric Vehicle
HGV	Heavy Goods Vehicle
JSNA	Joint Strategic Needs Assessment
LAQM	Local Air Quality Management
LCC	Leicestershire County Council
LGV	Light Goods Vehicle

LTP	Local Transport Plan
NO_2	Nitrogen Dioxide
NO_x	Nitrogen Oxides
NRMM	Non Road Mobile Machinery
NWLDC	North West Leicestershire District Council
OLEV	Office for Low Emission Vehicles
PM_{10}	Airborne particulate matter with an aerodynamic diameter of 10µm (micrometres or microns) or less
$PM_{2.5}$	Airborne particulate matter with an aerodynamic diameter of 2.5µm or less
SCR	Selective Catalytic Reduction
SPD	Supplementary Planning Document
ULEV	Ultra Low Emission Vehicle