Air Quality Consultation
Response from Kibworth Harcourt Parish Council

Air quality has an important effect on public health, the economy and the environment and tackling vehicle emissions and improving air quality is one of the most urgent challenges for the A6 through the Kibworths.

1. We need the levels and traffic volumes using real-time (automatic) NO₂ measurement analysers matched with real-time vehicle type and number tracking. This will enable HDC and LHA to assess the critical times and types of vehicle that are raising the NO₂ levels.

2. Can these real-time measurements (e.g. hourly) then be put on the HDC website, like Bath & North Somerset Council? [www.bathnes.gov.uk/services/environment/pollution/air-quality](http://www.bathnes.gov.uk/services/environment/pollution/air-quality)

3. Although only 21 properties inside the AQMA received the information about air quality from HDC, wouldn’t it have been better to include all properties along the A6? Just because the main property is a few metres beyond the expected edge of the pollution, those residents still have to walk or drive out from their drives onto the A6.

4. Following the publication of the Joint A6 cumulative traffic study, and now the AQMA, it is important that there is an air quality assessment and mitigation measures requested by HDC for all planning committee reports on large housing developments in Fleckney, Great Glen and the Kibworths where traffic would add on the existing...
traffic volume numbers on the A6, and so increase the NO₂ pollution. As the current average monthly levels (since May 2016) are all above the safe threshold, any more traffic on an over capacity road will be likely to have an impact on the air quality. NPPF para 120 advises planning authorities to make sure any new development is appropriate and the effects of pollution be taken into account.

5. There are a number of times of the day when traffic flows along the A6 varies. Bus stops on the section from Main Street to Hall Close are not set back off the road, so every time a bus stops, it holds up the traffic behind it. Please see the two engineering plans (Appendix 1) that show how two bus laybys could be constructed – one each side of the A6 between Lodge Close and opposite Hall Close.

6. Another congestion point is traffic travelling north who are stopped by traffic turning into the Main Street junction by the old Rose & Crown public house. Again see the engineering plans (Appendix 2) to show how a slight widening of the road at this point would ensure a right hand lane could be constructed.

7. The AQMA is restricted to the section between Wistow Road roundabout and Church Road. Why wasn’t the section from the end of the Great Glen bypass to the Wistow Road roundabout included? Was any part of Wistow Road tested? A new development of 60 houses is being built by Mulberry Developments is being constructed and the vehicles will feed onto the A6.

8. The Lutterworth AQMA was declared 16 years ago. We want the problem in the Kibworths to be fixed in months not years or decades.

9. The “elephant in the room” is for a Kibworths bypass to be designed, funded and constructed. Are you able to provide some sort of timescale and cost for the whole process, and would this solve the air quality problems on the current A6?

10. Poor air quality has been linked with respiratory and heart problems. The media talks about 40,000 deaths a year in the UK. Do you acknowledge that achieving safe levels of air quality on the A6 through the Kibworths is now a major priority for the council?

11. Why are you not promoting recommended actions and health advice from the Department for Environment Food & Rural Affairs on the Air Quality pages of the website like many other councils? e.g. www.bathnes.gov.uk/services/environment/pollution/air-quality

12. The current consultation is not being guided by HDC. It is effectively asking the public to provide possible options to improve air quality on a blank sheet of paper. A detailed list of potential actions by HDC for the A6 through the Kibworths would be a better way for consultees to comment upon. Why was such a list of possible options not provided? A questionnaire could have been made available to complete on the Council’s website, with hard copies available on request. The questionnaire could list a number of measures that are anticipated to be the most deliverable, and then invite comments and suggestions for the final Action Plan. Will this be the process for the consultation on the proposed Action Plan?
13. In August ’17, Bath & North East Somerset Council was given funding from the government’s £255 million Air Quality Implementation Fund, in order to assess options to tackle nitrogen dioxide emissions within the borough. Has HDC applied for funding?

14. Although the cause of pollution emissions is a complex picture, we trust officers will be looking at a wide range of measures over the coming months. We would rather see some action much sooner than waiting for a 12 month period. The government air quality improvement funding won’t be around for ever, so best to get a bid in soonest.

15. Do you have NO₂ monthly figures for July and August yet? The trend for the first six months of this year have all been downward, and might be linked to the closure for 7 months of the Desborough A6 bypass (re-opened on 3 September), so reducing the number of HGVs and other traffic coming north from the A14. Better traffic direction signage on the A14 so that HGV and other traffic doesn’t come off the A14 via the A6 through the Kibworths to join the M1 via Leicester could further reduce the pollution.

16. As the major source of NO₂ is diesel from cars and Light Goods Vehicles (LGVs), what about operating a driver survey? The layby opposite the cemetery could be used to stop a sample of the drivers (cars, LGVs, HGVs etc.) to better understand their reasons for using the A6. The results could then be used as evidence for the future planning strategies in the area.

17. Could the imposition of a Clean Air Zone be considered? This might mean restricting access to the most polluting vehicles as well as the potential for drivers to be charged to drive through the Kibworths on the A6.

Dr Kevin Feltham CC (Chairman, Kibworth Harcourt Parish Council)
Appendix 1

Possible bus stop layby on A6 going North
Possible bus stop layby on A6 going South – probably too near the corner, but should be possible nearly opposite Hall Close junction
Appendix 2

Possible widening of northbound carriageway to allow traffic to turn right into Main Street (by former Rose & Crown Public House) without holding up traffic