2013 Air Quality Action Plan

Progress Report

Limavady Borough Council

In fulfillment of the Environment (Northern Ireland) Order 2002 - Local Air Quality Management

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Report Reference number	AQAP PR 12

1 Introduction

Description of Limavady Borough

The Borough of Limavady is situated in the north-west of the Province. The map below shows it location in relation to the rest of the Province. It covers an area of approximately 239 square miles and has a resident population of almost 33,000 people. The main centre of population within the Borough is Limavady town itself. Its population is in the region of 13,000 and is mainly residential in character with a small commercial base. Limavady was previously a market town but in recent years has developed into a commuter base for residents working in the neighbouring towns of Coleraine and Londonderry. Outside Limavady town are the smaller communities of Dungiven, Ballykelly, Greysteel, Bellarena and Drumsurn. These smaller areas predominately rely on agriculture as a source of revenue. Limavady Borough Council is bordered to the west by Derry City Council, one of the largest authorities in Northern Ireland, Coleraine Borough Council to the east and Magherafelt District Council to the south.

Purpose of Progress Report

Progress Reports are required in the intervening years between the three-yearly Updating and Screening Assessment reports. Their purpose is to maintain continuity in the Local Air Quality Management process.

They are not intended to be as detailed as Updating and Screening Assessment Reports, or to require as much effort. However, if the Progress Report identifies the risk of exceedence of an Air Quality Objective, the Local Authority (LA) should undertake a Detailed Assessment immediately, and not wait until the next round of Review and Assessment.

Air Quality Objectives

The air quality objectives applicable to LAQM in Northern Ireland are set out in the Air Quality Regulations (Northern Ireland) 2003, Statutory Rules of Northern Ireland 2003, no. 342, and are shown in Table 1.1. This table shows the objectives in units of microgrammes per cubic metre µg/m^3 (milligrammes per cubic metre, mg/m^3 for carbon monoxide) with the number of exceedences in each year that are permitted (where applicable).

Table 1.1 Air Quality Objectives included in Regulations for the purpose of Local Air Quality Management in Northern Ireland.

Pollutant	Concentration	Measured as	Date to be achieved by
Benzene	16.25 µg/m^3	Running annual mean	31.12.2003
	3.25 µg/m^3	Running annual mean	31.12.2010
1,3-Butadiene	2.25 µg/m^3	Running annual mean	31.12.2003
Carbon monoxide	10.0 mg/m^3	Maximum daily running 8-hour mean	31.12.2003
Lead	0.5 µg/m^3	Annual mean	31.12.2004
	0.25 µg/m^3	Annual mean	31.12.2008
Nitrogen dioxide	200 µg/m^3 not to be exceeded more than 18 times a year	1-hour mean	31.12.2005
	40 µg/m^3	Annual mean	31.12.2005
Particles (PM_{10}) (gravimetric)	50 µg/m^3, not to be exceeded more than 35 times a year	24-hour mean	31.12.2004
	40 µg/m^3	Annual mean	31.12.2004
Sulphur dioxide	350 µg/m^3, not to be exceeded more than 24 times a year	1-hour mean	31.12.2004
	125 µg/m^3, not to be exceeded more than 3 times a year	24-hour mean	31.12.2004

	266 µg/m³, not to be exceeded more than 35 times a year	15-minute mean	31.12.2005

2 Summary of Previous Review and Assessments

Stage 1 Review and Assessment

In 1998 Limavady Borough Council completed stage 1 of its Review and Assessment. This desktop exercise evaluated the position with regard to air quality within the Borough and established if there were any areas where pollutant levels required further investigation. In line with the technical guidance at that time it was determined that further investigation of nitrogen dioxide, sulphur dioxide and particulate matter was required.

Stage 2 Review and Assessment

Modelling

Nitrogen dioxide (NO_2)

Traffic emissions were identified as a source of nitrogen dioxide within the Borough. Several roadways were seen as possible areas where the national air quality objectives for nitrogen dioxide could be exceeded. Council employed consultants to carry out DMRB modelling to determine if exceedences of the national air quality objectives existed. The modelling indicated that no exceedences were likely in the vicinity of several of these roads where relevant exposure was of concern.

Sulphur dioxide (SO_2) and Particulate matter (PM_{10})

The desktop exercise indicated that there was the possibility of sulphur dioxide and particulate matter objectives being exceeded in several housing developments where solid/smokeless fuel was being burnt. Council commissioned a fuel use survey within three residential areas within Limavady town and Dungiven. The information gleaned from this survey was then used to model emissions and determine if the areas concerned were experiencing problems with pollution. The modelling determined that none of the areas surveyed was affected by elevated levels of sulphur dioxide or particulate matter. This modelling was carried out in accordance with the technical guidance available at that time. The guidance required assessment of pollutant levels within a 1km x 1km area. It was felt that if less than 100 dwellings within this area were burning solid/smokeless fuel then there was unlikely to be exceedences of the national air quality objectives. This guidance was then changed and Councils were again required to reassess the situation. The revised guidance required Councils to look at 500m x500m square areas and determine if there were more than 50 properties within the square using solid/smokeless fuel as a source of fuel. On reassessing the situation it was determined that pollutant levels within Dungiven and one of the areas within Limavady were satisfactory and were below the thresholds for both pollutants. There was a suggestion however that PM_{10} levels within the remaining area in Limavady were high and that further investigation was required.

3 Monitoring

Nitrogen Dioxide

As no monitoring of nitrogen dioxide had been undertaken within the Borough passive diffusion tubes were erected at various locations within the Borough. They were located along several of the main arteriole routes within the Borough where housing/relevant exposure was in close proximity to the kerbside. Areas monitored included Greysteel, Ballykelly, Limavady & Dungiven. The monitoring indicated two areas of concern:

Linenhall Street, Limavady

At the time all traffic using the A2 (Londonderry to Limavady) to access the A37(Limavady to Coleraine) road came through Linenhall Street. In addition local traffic used this road to access other parts of the town centre. At the time traffic volumes would have been in the region of 13000 vehicles per day. Housing in this street is within 1 metre of the kerbside. Relevant exposure was probable.

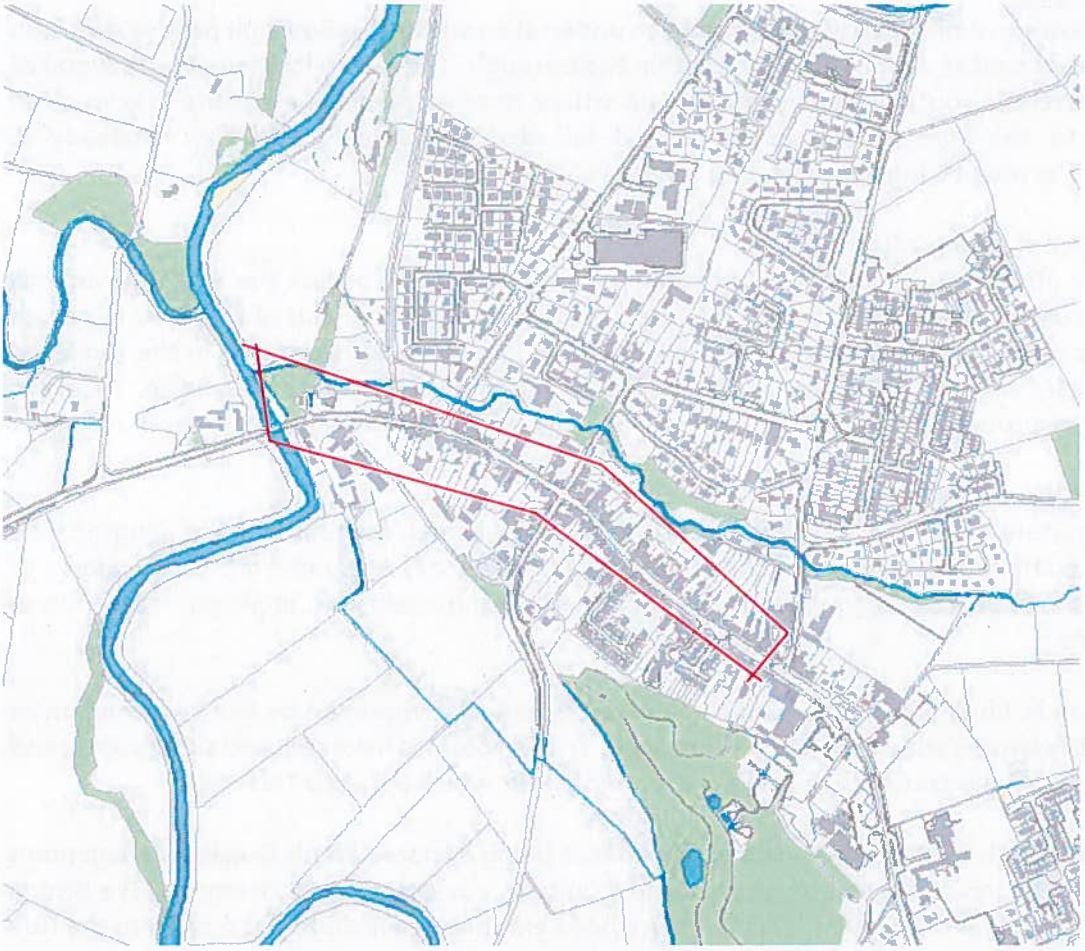
Main Street, Dungiven

Passive monitoring indicated levels in excess of the annual mean concentration of $40ugm^{-3}$. The volume of traffic along this road which forms part of the main A6 road from Londonderry to Belfast was estimated at 13500 vehicles per day and housing again was, in places, within 1m of the kerbside.

The problem in Linenhall Street, Limavady was dramatically improved by the construction of the Limavady bypass which opened in June 2004. Traffic volumes have reduced significantly and now it is mostly local traffic as opposed to through-traffic which accesses this street.

The elevated levels in Main Street Dungiven led to it being declared an Air Quality Management Area (AQMA) in 2006. The AQMA, shown below, initially covered the area from the Roe Bridge to 89/102 Main Street Dungiven. This has since been extended to include the area from the Roe Bridge to the Main Street/ Garvagh Road junction.

Map of AQMA Dungiven



Previous reports have been submitted by Council in recent years. These reports can be viewed on www.airqualityni.co.uk

Since September 2010 a continuous chemiluminescence nitrogen dioxide monitor has been located with the Dungiven AQMA. This monitor samples every 15 minutes and collects real-time data on a daily basis. Analysis of the data collected over the past two years is shown below

Looking northwest across Dungiven @ 03-10-2003

4 Summary of Monitoring Undertaken

Automatic Monitoring Site

The NO2 monitor is located within the AQMA in Dungiven's Main Street. Its location is denoted by the red diamond on figure 2.1. Manual calibrations are carried out on a once monthly basis though an auto-calibration occurs daily. Site audits have been carried out over the past year by Envirotechnology plc although this service is now being undertaken by Supporting U. Data management and QA/QC is carried out by AEA Technology who validate and ratify all data..

Figure 2.1 Map(s) of Automatic Monitoring Sites (if applicable)

Main Street Dungiven

Details of Automatic Monitoring Site

Site Name	Site Type	OS Grid Ref		Pollutants Monitored	Monitoring Technique	In AQMA?	Relevant Exposure? (Y/N with distance (m) to relevant exposure)	Distance to kerb of nearest road (N/A if not applicable)	Does this location represent worst-case exposure?
Dungiven AQMA	Urban	6888	0949	NO_2	Chemi - luminescense	Y	Y	1m	Y


CASELLA

5 Automatic Monitoring Data

Monitoring Data

The data presented below shows the levels of nitrogen dioxide within Dungiven's AQMA from January 2011 to December 2012. The following tables and figures detail the levels that have been measured at the continuous monitor located within the AQMA. The monitor was commissioned in September 2010

Monthly Statistics for 2011
Units for monthly data are μgm^{-3}.
Data are Ratified
Data Capture (DC) statistics are shown as %

Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
49	38	50	64	40	41	38	37	25	33	33	25
94%	94%	94%	73%	93%	87%	91%	93%	89%	90%	90%	39%

Annual Statistics for 2011

Annual Mean	40	μgm^{-3}	R
Max Daily Mean	101	μgm^{-3}	R
Max Hourly Mean	185	μgm^{-3}	R
Annual data capture	86	%	R

Key:

- DC - Data capture
- P - Provisional Data
- R - Ratified Data

LIMAVADY DUNGIVEN
01 January to 31 December 2011

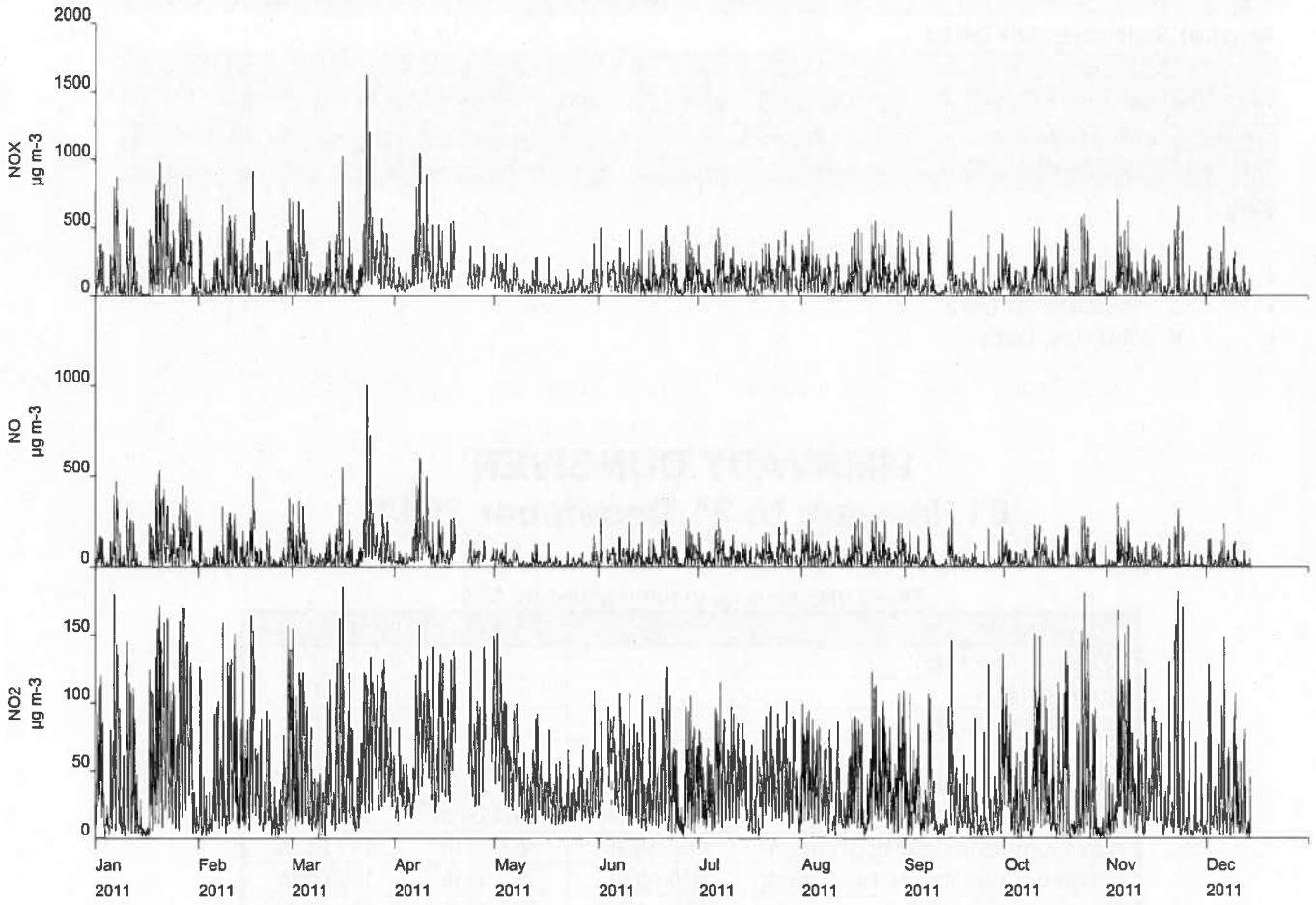
These data have been fully ratified by AEA

POLLUTANT	NO_X	NO	NO_2
Number Very High	-	-	0
Number High	-	-	0
Number Moderate	-	-	0
Number Low	-	-	7490
Maximum 15-minute mean	1706 $\mu g\ m^{-3}$	1051 $\mu g\ m^{-3}$	233 $\mu g\ m^{-3}$
Maximum hourly mean	1620 $\mu g\ m^{-3}$	1004 $\mu g\ m^{-3}$	185 $\mu g\ m^{-3}$
Maximum running 8-hour mean	1137 $\mu g\ m^{-3}$	688 $\mu g\ m^{-3}$	143 $\mu g\ m^{-3}$
Maximum running 24-hour mean	618 $\mu g\ m^{-3}$	361 $\mu g\ m^{-3}$	110 $\mu g\ m^{-3}$
Maximum daily mean	579 $\mu g\ m^{-3}$	336 $\mu g\ m^{-3}$	101 $\mu g\ m^{-3}$
Average	122 $\mu g\ m^{-3}$	54 $\mu g\ m^{-3}$	40 $\mu g\ m^{-3}$
Data capture	85.5 %	85.5 %	85.5 %

All gaseous pollutant mass units are at 20'C and 1013mb. Particulate matter concentrations are reported at ambient temperature and pressure.
NO_X mass units are NO_X as NO_2 µg m-3

Pollutant	Air Quality Regulations (Northern Ireland) 2003	Exceedences	Days
Nitrogen Dioxide	Annual mean > 40 µg m^{-3}	0	-
Nitrogen Dioxide	Hourly mean > 200 µg m^{-3}	0	0

Limavady Dungiven
Hourly Mean Data for 01 January to 31 December 2011



On the basis of the information collated for the period January – December 2011 the annual mean is 40_{ugm}^{-3}.

It would appear that whilst NO2 levels initially decreased they have increased slightly this year though they are still down on 2010 figures.

January 2012 to December 2012

LIMAVADY DUNGIVEN
01 January to 31 December 2012

These data have been fully ratified by Ricardo-AEA

POLLUTANT	NO_X	NO	NO_2
Number Very High	-	-	0
Number High	-	-	0
Number Moderate	-	-	1
Number Low	-	-	7300
Maximum 15-minute mean	1261 µg m^{-3}	621 µg m^{-3}	371 µg m^{-3}
Maximum hourly mean	1196 µg m^{-3}	571 µg m^{-3}	323 µg m^{-3}
Maximum running 8-hour mean	665 µg m^{-3}	310 µg m^{-3}	217 µg m^{-3}
Maximum running 24-hour mean	497 µg m^{-3}	226 µg m^{-3}	151 µg m^{-3}
Maximum daily mean	414 µg m^{-3}	188 µg m^{-3}	140 µg m^{-3}
Average	124 µg m^{-3}	49 µg m^{-3}	49 µg m^{-3}
Data capture	83.1 %	83.1 %	83.1 %

All gaseous pollutant mass units are at 20'C and 1013mb. Particulate matter concentrations are reported at ambient temperature and pressure.
NO_X mass units are NO_X as NO_2 µg m-3

Pollutant	Air Quality Regulations (Northern Ireland) 2003	Exceedences	Days
Nitrogen Dioxide	Annual mean > 40 µg m^{-3}	yes	-
Nitrogen Dioxide	Hourly mean > 200 µg m^{-3}	27	10

The annual mean data for these two years indicates that nitrogen dioxide levels within the AQMA remain above the national air quality objective level of 40ugm^{-3}. Monitoring continues at the site.

6 Action Plan

Limavady Borough Councils action plan with regard to Dungiven's AQMA stated that the only long term solution to the NO2 issue was the construction of a bypass. This bypass was proposed as part of DRDNI Roads Services Regional Development Strategy for Northern Ireland 2025. This document was revised in 2008 and was published as the RDS 2035.

The Regional Transportation Strategy (RTS) supports the RDS and makes a significant contribution towards achieving the longer term visions of the RDS. The Londonderry to Dungiven road scheme is seen as one of the key transport corridor improvements within the RTS, the Regional Strategic Transport Network Transport Plan (RSTN-TP) and Sub-Regional Transport Plan (SRTP).

Dungiven Bypass

The Regional Strategic Transport Network Plan 2015 included proposals for a single carriageway bypass of Dungiven.
As highlighted within the action plan DRD Roads Service would in order to progress the bypass have to undertake a series of key steps to see the project through to fruition. In September 2012 a public inquiry was held.

The document entitled "A6 Londonderry to Dungiven – About the scheme" sets out DRDNI Roads Service's proposed dualling scheme between Londonderry and Dungiven. It does however point out that "the Northern Ireland Executive budget 2011-2015 sets out the spending plans for the four year period from April 2011- March 2015. Given the two-fifths reduction in the Executives overall capital funding the funds currently allocated to the Department for Regional Development would not allow construction of the Londonderry to Dungiven dual carriageway to commence before 2014-2015 at the earliest."

Council input

Council has continued to monitor pollution levels within the AQMA both continuously and passively. All monitoring data from the continuous monitor can be viewed online by interested parties. Discussions have been held at a local level with DRD Roads Service to keep the Department updated and to explore what options are available. It would seem however that recent cuts to their budgets have impacted on proposed schemes throughout Northern Ireland and there is uncertainty as to when funding will become available for the upgrade of the A6.

As the relevant authority, it will be DRD Roads Service who will be responsible for improving the road infrastructure around Dungiven. Discussions have looked again at the 'softer' options whereby traffic volumes could be reduced but it is felt that the only viable option is the construction of the bypass. Local residents groups, local councillors and local MLA's have been lobbying to have the bypass decoupled from the wider A6 dualling scheme (of which the bypass is part) but as yet a decision has not been made to determine if this is possible.

7 Planning Applications

Limavady Borough Council has reviewed those planning applications received and is not aware of any future developments within the Borough which will to the best of its knowledge have an adverse impact on air quality.

The only issue which Council is aware of is a major road improvement scheme of the existing A6 linking the city of Derry to Belfast. A feature of this scheme will be the inclusion of a bypass of Dungiven town which will have a positive impact on air quality within the existing AQMA. This scheme is in its infancy and it may be a few years until it reaches fruition

8 Air Quality Planning Policies

Planning policy within Northern Ireland is the responsibility of DOE Planning Service. Limavady Borough Council, in its role as a statutory consultee to Planning Service, highlights any issues which would adversely impact on air quality within the Borough and would strive to control through planning conditions such impacts to ensure air quality is not compromised by development.

Planning Service in Northern Ireland has produced its Regional Development Strategy 2025 – Shaping the Future. It is a strategic and long term perspective on future development within Northern Ireland. The content of the document is not just limited to land use planning but recognises that policies for physical development have an important bearing on other matters such as developing a strong spatially based economy, a healthy living environment and an inclusive society which tackles inequalities relating to health, education and living standards. The amendments to the RDS 2025 is the 5-year review of the existing RDS. The RDS strategy for Limavady is the improvement and the enhancement of the natural environment, the economic and social opportunities and the encouragement of tourism to the area through improvements in the built environment and transport infrastructure and linkage to the natural gas network. The rural community has greater relevance to maintain the rural way of life whilst providing transport and economic opportunities in a sustainable way. Its overall aim is:

- "to develop an attractive and prosperous rural area, based on a balanced and integrated approach to the development of town, village and countryside, in order to sustain a strong and vibrant rural community, contributing to the overall well-being of the Region as a whole."

Specifically, changes in regard to air quality are covered in policy ENV 6.1 - improve air quality by:

- ensuring a level of ambient air quality in public places, which poses no significant risk to health or quality of life, through implementation of the National Air Quality Strategy;
- identifying and addressing air pollution problems through the implementation of the Local Air Quality Management systems (LAQM) introduced via the Environment (NI) Order 2002;
- ensuring that industrial emissions are minimised and effectively controlled, promoting more sustainable energy sources and a diversification of fuel supplies; and changing travel patterns to reduce the growth of traffic with potential benefits for air quality

9 Local Transport Plans and Strategies

The Department of Regional Development (DRDNI) is responsible in Northern Ireland for the formulation and implementation of Transportation Strategies. The current Regional Transport Strategy (RTS) – 2025 examines in detail the various projections which DRDNI would hope to achieve by 2025. This document focuses on enhancing accessibility for all, examining all forms of transport, moving people and goods rather than vehicles, educating the public on the impact and full cost of their transport choices and on reducing their need to travel. In terms of the national perspective car ownership is growing at the fastest rate in Northern Ireland. It is DRDNI's belief at meeting the levels of future demand by improvements alone, particularly for unrestrained car use in larger urban centres and their hinterlands, is not a sustainable option in the future.

The RTS aims to further develop policies and measures to reduce the inverse environmental impact of transport and contribute to sustainable patterns of development and movement through support for the role of public transport, walking, cycling and more responsible use of the car.

Chapter 11 of the RTS sets out DRD's aims and objectives in the coming years. DRDNI aim to develop a Regional Transportation Strategy which will create an integrated transportation system which in turn will not only contribute to the economy and promote access to jobs services and facilities but which will also reduce the adverse environmental impact of transport and contribute to sustainable patterns of development and movement through support for public transport, promotion of alternatives to the car, and more responsible use of the car. They hope through a strategic approach to traffic management to achieve wider planning and transportation aims including more responsible car use in urban and rural areas.

Areas which they will focus on include:

- **Awareness campaigns to highlight the adverse environmental impact of car use**
- **Encourage the development and implementation of travel plans by major employers through partnership with business and the wider community**
- **Promote an integrated approach to reducing car use**
- **Promote higher car occupancy**
- **Strengthen traffic law enforcement particularly in relation to illegal parking and road safety**
- **Channel major freight movements on to the road network and identify urban and rural feeder routes for heavy lorries to facilitate local businesses and protect residential amenity.**

10 Climate Change Strategies

The Northern Ireland Climate Change Impacts Partnership (NICCIP) was established following the release of the 2007 DOE/Scotland and Northern Ireland Forum for Environmental Research (SNIFFER) report "Preparing for Climate Change in Northern Ireland". The NICCIP membership includes business, voluntary and government sectors to widen knowledge and impacts of climate change in Northern Ireland. It promotes adaptation of business and society to climate change and the development of discussion and ideas for the possibility and relevance of mitigation measures and cross-community strategies. The NICCIP produces a regular newsletter and is in the process of compiling a web-based list of contacts in Northern Ireland. It has also published "Climate Change: what will you do?" which is the findings of a survey of people, politicians and key decision makers. The SNIFFER report on climate change addressed the two key challenges: to reduce emissions and to mitigate emissions. It outlined the likely future impacts on rain, soil moisture, weather patterns and wind speeds and sea level. It also outlined the impacts of climate change on:

- Biodiversity
- Agriculture
- Forestry
- Fisheries
- Water resources
- Coastal and flood risk
- Buildings, construction and planning
- Economic infrastructure – business, insurance, transport, tourism and energy
- Social wellbeing – health, sport and recreation,

The report recommended a multi-party approach to adapt to the climate change through the assessment of adaptive capacity and the delivery of adaptive actions:

- Adaptive Capacity
- Increasing awareness, training and knowledge;
- Contribute to the development and use of climate change, and socio-economic scenarios;
- Review the regulatory and legislative frameworks with respect to climate change and the provision of incentives for adaptation;
- Contingency/ emergency planning;
- Incorporation of climate change into models, and impacts and adaptations into scheme –specific assessments;
- Consideration of cross-sector implications of responses.

Delivery of Adaptive Actions

- Increasing resilience through diversification and buffer zones;
- Avoidance of losses (e.g. altering building materials) and the acceptance of unavoidable losses;
- Embracing changes through maximising opportunities, and exploiting new opportunities e.g. forestry management;
- Planning for risks and opportunities in new infrastructure projects (e.g. transport and construction);
- Changes to management practices to accommodate climate change; Managing heat gain, energy use and water and environmental deficiencies in building design and construction;
- Enhance health surveillance and responses to heat waves.

Limavady Borough Council is committed to ensuring a better quality of life for the people living, working and visiting the Borough Council area. The Council recognises that in pursuing its activities it can also have an impact on the local and regional and environment.

Limavady Borough Council is fully committed to its involvement in improving the local and regional environment and will use its influence and resources to achieve a local environment which it will be proud to pass on to future generations.

Limavady Borough Council has devised its Sustainable Environment Policy action plan in which it sets out what steps it will take to protect the environment on both a local regional and global scale.

- The Council operates within all statutory requirements in relation to environmental performance.
- It uses a greater proportion of local produce, materials and expertise in order to reduce our carbon footprint.
- Council takes steps to ensure, as far as possible, that Council buildings contribute to sustainable development.
- It makes efficient use of energy and water.
- Staff minimise the environmental impact of travelling on Council business
- Council's waste production is minimized as far as is practicable - reuse or recycle waste where possible.
- Council will lobby for investment in, and encourage the use of, public and community transport and facilities for cyclists and pedestrians
- Council will protect, restore and enhance the diversity of the Borough's wildlife and countryside including responsible management of the countryside.
- It will maintain and manage the Council's facilities and land holdings in an environmentally sensitive way.
- Promote a sense of responsibility and understanding for environmental issues within the local community through education, information provision and open consultation.

11 Implementation of Action Plans

Whilst the construction of a bypass may be the solution to the existing NO_2 problem attempts can be made by Limavady Borough Council to lead by example and to encourage such things as the use of public transport and car-pooling.

As a local authority Limavady Borough Council will endeavour to:

- contribute to development policies within Council to ensure that sustainable development is taken into consideration
- continue monitoring of pollutant levels throughout the AQMA to assist the relevant authority and inform the public
- car-pooling by staff of Limavady Borough Council will be promoted to lead by example. It is Council's intention to highlight through local media the problems which exist in Dungiven and promote car pooling by both residents of Dungiven and the outlying hamlets and also those commuters who live outside the Borough.

-It is Council's intention to publicise current pollution levels and disseminate information to the public

- continue to gauge emission levels to determine the necessary reduction in traffic volume which is required to achieve the national air quality objective for nitrogen dioxide
- promote responsible car ownership and use within the Borough
- propose on-the-spot testing of vehicles in collaboration with DRD Roads Service to highlight and identify any maintenance issues with regard to vehicles
- promote walking and cycling initiatives within Dungiven and encourage residents to leave their cars at home for short local journeys.

The ability to measure the effects of such measures may be difficult to assess and indeed it is challenging to change human behaviour in the long term. Any success may be short lived and given that we are dealing with through traffic initiatives such as walking or cycling will inevitably have little impact. Any effect may be reflected in monitoring values but a concerted effort will be made to promote 'greener' travel.

Action Plan Progress

No.	Measure	Focus	Lead authority	Planning phase	Implementation phase	Indicator	Target annual emission reduction in the AQMA	Progress to date	Progress in last 12 months	Estimated completion date	Comments relating to emission reductions
1	Measure emission levels within AQMA	Evaluate NO_2 levels	Limavady Borough Council	Completed	Ongoing			Ongoing	ongoing	ongoing	
2	Vehicle emissions testing	Assess feasibility of testing vehicle emissions when routine servicing carried out/compliance with MOT emissions criteria	Limavady Borough Council	Completed	Ongoing	Reduce no: of highly polluting vehicles on the road		Ongoing	ongoing	ongoing	Identification of highly polluting vehicles in fleet and reduction in emissions of NO_2
3	Cleaning up Council vehicles	Fitting pollution abatement equipment to older HGV's depending on EURO classification	Limavady Borough Council	Completed	ongoing	Reduction in pollution emissions from Council vehicles		Abatement not fitted – rolling programme of EURO compliant replacement vehicles	Rolling programme of EURO compliant replacement vehicles	2-5 years	
4	Vehicle upgrading programme to comply with EURO emission standards	Replacement programme for council vehicles	Limavady Borough Council	completed	ongoing	Reduction in pollution emissions from Council vehicles		Purchase vehicles that comply with prevailing EURO standards – rolling programme	ongoing		

12 Conclusions and Proposed Actions

Conclusions from New Monitoring Data

Levels of NO_2 remain high within the designated AQMA. This is borne out by the data collected by the continuous monitor and the passive diffusion tubes.

Conclusions relating to New Local Developments

Council is not aware of any new developments at present which will require further consideration.

Other Conclusions

Discussions are ongoing with DRDNI regarding the future of the proposed Dungiven bypass given the current economic climate. Focus is being placed on the decoupling of the bypass from the larger A6 dualling scheme

Proposed Actions

The data gathered to date does not suggest that there is a need to declare any additional AQMA'S within Limavady Borough. No further detailed assessments are required. The boundary of the existing AQMA does not need to be adjusted or extended. Levels however indicate that it should remain in place.

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