Antrim and Newtownabbey Borough Council

2020 Air Quality Progress Report

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

September 2020

Local Authority Officer	Vanessa Hodgen/Pamela Christie
Department	Environmental Health
Address	Mossley Mill
Telephone	028 9034 0000
E-mail	Vanessa.hodgen@antrimandnewtownabbey.gov.uk
Report Reference number	
Date	September 2020

Executive Summary

This report follows Guidance LAQM.TG(09) issued by DEFRA and intends to identify any significant changes that have occurred since the previous stage of Review and Assessment which may have the potential to affect the localised air quality.

The findings of this assessment would indicate the following:

AQMA 3, Antrim Road, Elmfield

Results of Automatic Monitoring for nitrogen dioxide showed an annual mean concentration of 37µg/ m3. Results of diffusion tube monitoring on the façade of the relevant locations within the AQMA were well below the annual mean objective, namely 33.55 and 34.44µg/ m3

With the automatic monitoring results below the annual mean objective level for the third consecutive year and with the diffusion tube results on the façade of the sensitive location also consistently and significantly below the objective level the Council would propose to revoke the AQMA at Antrim Road, Elmfield.

The Council is further satisfied that the measures identified in the Action Plan have been completed and any ongoing measures will continue to ensure air quality objective levels are not exceeded.

All other diffusion tube monitoring results are below the annual mean objective.

This report has not identified any new sources with relevant exposure therefore it is not considered necessary to proceed to a Detailed Assessment based on potential sources.

Antrim and Newtownabbey Borough Council will be submitting its next Progress Report in April 2021. The Air Quality Action Plan Progress Report for 2019 is included in Appendix F.

Table of Contents

List of Tables

List of Figures

Appendices

1 Introduction

1.1 Description of Local Authority Area

The Borough of Antrim and Newtownabbey covers 274 sq miles from the shores of Lough Neagh in the west to the shores of Belfast Lough in the east and from its northern boundary with Ballymena, the Glens of Antrim and the Port of Larne to its southern borders with Belfast and Lisburn.

Antrim and Newtownabbey Borough Council has a population of 138,000 with 3,730 business and 212,000 annual visitors. Over five million people arrive or depart every year through Northern Ireland's busiest gateway, Belfast International Airport.

Two of Northern Ireland's most popular and modern retails outlets, Junction One and Abbey Centre, attract shoppers from far and wide.

Three higher education facilities, the University of Ulster at Jordanstown, CAFRE Agricultural College at Greenmount Campus in Antrim and Northern Regional College cater for 20,000 students. Two hospitals, Antrim Area and Whiteabbey are within its boundaries.

1.2 Purpose of Progress Report

This report fulfils the requirements of the Local Air Quality Management (LAQM) process as set out in the Environment (Northern Ireland) Order 2002, the Air Quality Strategy for England, Scotland, Wales and Northern Ireland 2007 and the relevant Policy and Technical Guidance documents. The LAQM process places an obligation on all local authorities to regularly review and assess air quality in their areas, and to determine whether or not the air quality objectives are likely to be achieved. Where exceedances are considered likely, the local authority must then declare an Air Quality Management Area

(AQMA) and prepare an Air Quality Action Plan (AQAP) setting out the measures it intends to put in place in pursuit of the objectives.

For Local Authorities in Northern Ireland, 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 LAQM 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 exceedance 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.

1.3 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 micrograms 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 LAQM in Northern Ireland

Pollutant	Air Quality Objective		Date to be achieved by
	Concentration	Measured as	
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 mg/m^3	Running 8-hour mean	31.12.2003
Lead	0.50 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
Particulate matter (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/m^3, not to be exceeded more than 35 times a year	15-minute mean	31.12.2005

1.4 Summary of Previous Review and Assessments

Newtownabbey Borough Council:

Report Type	Date	Exceedances	AQMA's Declared/Revoked
Stage 1 Review and Assessment of Air Quality	Mar 2001	None	No
Stage 2/3 Review and Assessment of Air Quality	Aug 2004	Yes PM10	PM10 for Ballyclare Declared
Stage 3 Domestic Fuel Combustion (PM10) Stage 4 Air Quality Review and Assessment PM10	Aug 2004	Yes	
Declaration of AQMA for PM10 Ballyclare	Oct 2004		
Progress Report	Apr 2005	None	
Updating and Screening Assessment	May 2006	None	PM10 Ballyclare Revoked
Revocation of AQMA for PM10	Nov 2006		
Air Quality Progress Report	Aug 2007	Yes Nitrogen Dioxide	3 Declared for: • Ballyclare • Antrim Road, Elmfield • Sandyknowes

Declaration of 3 Air Quality Management Areas for Nitrogen Dioxide	Jan 2008		
Air Quality Progress Report	Aug 2008	Yes Nitrogen Dioxide	
Air Quality Detailed Assessment Nitrogen Dioxide	Apr 2009		
Amendment of AQMA, Antrim Road, Elmfield	Jun 2009		
Updating & Screening Assessment	Aug 2009	1. Exceedances of annual mean and 1 hour objective at Antrim Road, Elmfield; 2. No exceedances at Ballyclare or Sandyknowes	
Progress Report	Sep 2010	1. Exceedances of annual mean and 1 hour objective at Antrim Road, Elmfield; 2. No exceedances	

		at Ballyclare or Sandyknowes	
Action Plan for Antrim Road, Elmfield	Mar 2011		
Progress Report	Jun 2011	1. Exceedances of annual mean and 1 hour objective at Antrim Road, Elmfield; 2. No exceedances at Ballyclare or Sandyknowes	
Updating and Screening Assessment	April 2012	1. Exceedances of annual mean and 1 hour objective at Antrim Road, Elmfield; 2. No exceedances at Ballyclare or Sandyknowes. Revocation of both AQMAs.	
Action Plan Progress Report	October 2012		
Progress Report	Dec 2013	Exceedances of annual mean at Antrim Road, Elmfield	

Progress Report	Sept 2014	No Exceedances of annual mean at Antrim Road, Elmfield	

Antrim Borough Council:

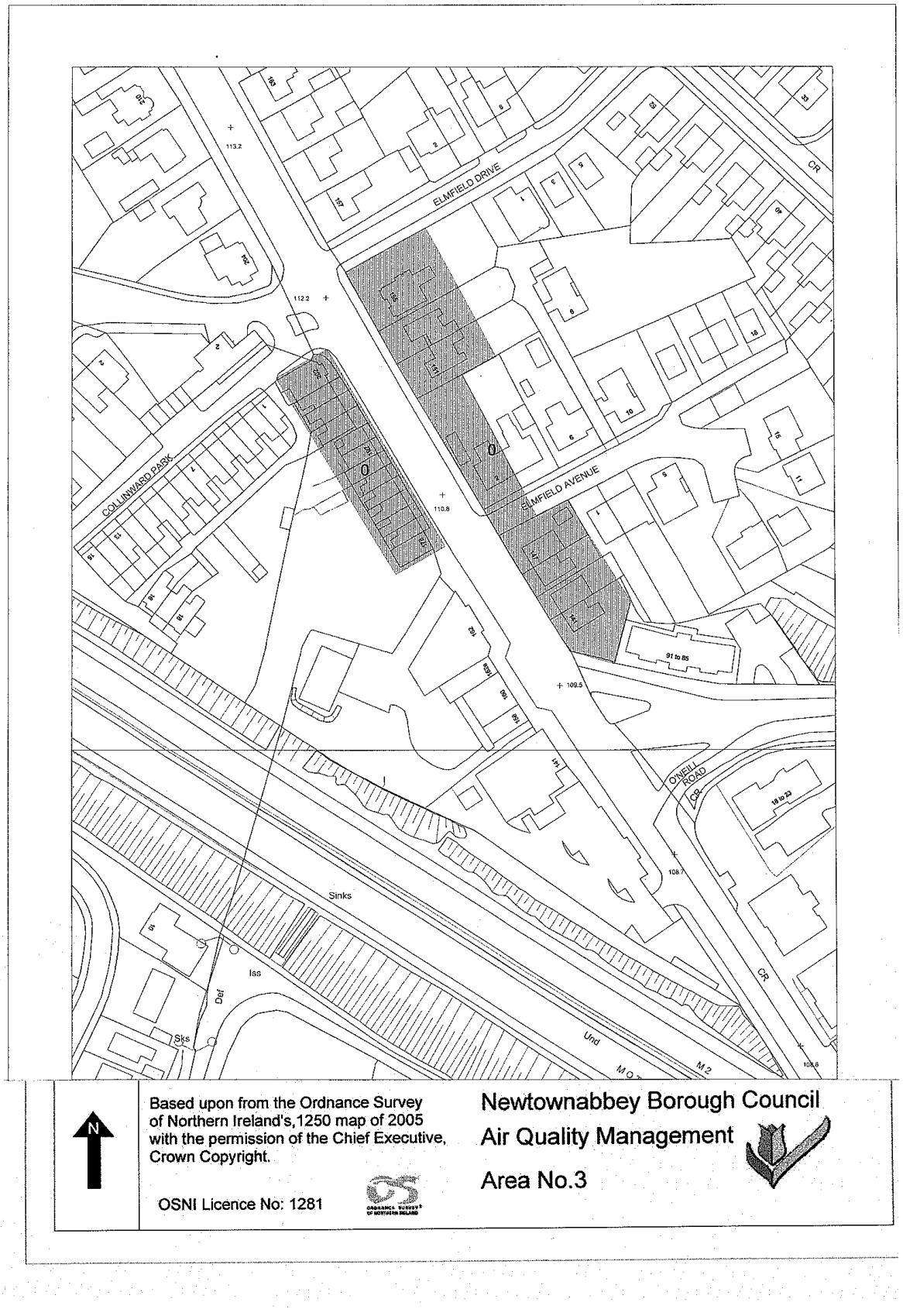
Year	Report	Outcomes
2001	1st Stage Review & Assessment	2nd/3rd Stage Assessments required for Nitrogen Dioxide, Sulphur Dioxide & Particulates (PM_{10}).
2004	2nd/3rd Stage Review & Assessment	AQMA required for domestic sulphur dioxide emissions. (Declared Oct 2004)
2005	Progress Report	Confirmed no change to local circumstances
2005	Detailed Assessment	Confirmed need for AQMA
2006	Updating & Screening Assessment	Identified need for Action Plan for AQMA. Identified need for No_2 monitoring near Belfast International Airport.

2007	Progress Report	No significant changes found
2008	Progress Report	No significant changes found
2009	Updating & Screening Assessment	No requirement for detailed assessment.
2010	Progress Report (Incorporating AQMA Action Plan Progress Report)	Report determined AQMA could be revoked. SO_2 real time analyser could be decommissioned.
2011	Progress Report	AQMA revocation came into effect on 31 January 2011. No significant changes found.
2012	Updating & Screening Assessment	No requirement for detailed assessment.
2013	Progress Report	No significant changes found
2014	Progress Report	No significant changes found

Antrim and Newtownabbey Borough Council:

Year	Report	Outcomes
2015	Updating & Screening Assessment	No requirement for detailed assessment.
2016	Progress Report	No requirement for detailed assessment.
2017	Progress Report	No requirement for detailed assessment.
2018	Updating & Screening Assessment	No requirement for detailed assessment.
2019	Progress Report	No requirement for detailed assessment.

Figure 1-1 AQMA 3 (amended) Antrim Road, Elmfield



2 New Monitoring Data

2.1 Summary of Monitoring Undertaken

2.1.1 Automatic Monitoring Sites

Antrim and Newtownabbey Borough Council has one automatic monitoring station located at Antrim Road, Elmfield. The details of the automatic continuous monitoring station is included in **Table 2.1** and the map is included in **Appendix C**.

- **Antrim Road, Elmfield**

This monitor has been located here since January 2008. In January 2010 on advice from Review and Assessment Helpdesk we moved the sample inlet to 1m from the façade of the relevant location.

Table 2.1 – Details of Automatic Monitoring Sites

Site Name	Site Type	X OS Grid Ref	Y OS Grid Ref	Pollutants Monitored	In AQMA?	Monitoring Technique	Relevant Exposure?	Distance to kerb of nearest road	Does this location represent worst-case exposure?
Antrim Road, Elmfield	Roadside	332305	381697	NO_2	Y		Y (1m)	3m	Y

2.1.2 Non-Automatic Monitoring Sites

Antrim and Newtownabbey Borough Council operated a network of 7 nitrogen dioxide diffusion tubes in 2019.

The diffusion tubes are exposed for a 4-5 week period and further site specific details on these tube locations are provided in **Table 2.2** with maps in **Appendix C**.

The diffusion tube data is presented in **Table 2.5** with exceedances of the 40µg/m3 annual mean NO2 highlighted in bold.

In 2019 the diffusion tubes were analysed by Gradko Services using 20% triethylamine in water.

QA/QC details which include the bias adjustment factors for 2019 is reported in **Appendix A**.

Table 2.2 – Details of Non- Automatic Monitoring Sites

Site Name	Site Type	X & Y OS Grid Ref	Pollutants Monitored	In AQMA?	Is monitoring collocated with a Continuous Analyser (Y/N)	Relevant Exposure? *(Y/N with distance (m) to relevant exposure)*	Distance to kerb of nearest road *(N/A if not applicable)*
Site 8 Braden Heights, Rathcoole	Urban Background	333898 381926	NO_2	N	N	Y (5m)	n/a
Site 46 12 Collinbridge Road	Roadside	332193 381666	NO_2	N	N	Y (located on property)	9m
Site 48 24 Sandyknowes Avenue	Roadside	330631 382729	NO_2	N	N	Y (located on property)	17m
Site 49 6 Sandyknowes Gardens	Urban Background	330641 382771	NO_2	N	N	Y (located on property)	55m
Site 58 Lamp-post, 198 Antrim Road, Elmfield	Roadside	332305 381697	NO_2	Y	N	Y (3m)	1.7m
Site 60 196 Antrim Road	Roadside	332305 381697	NO_2	Y	N	Y (located on Property	4m
Site 61 196 Antrim Road	Roadside	332305 381697	NO_2	Y	N	Y (located on property)	4m

2.2 Comparison of Monitoring Results with Air Quality Objectives

2.2.1 Nitrogen Dioxide (NO_2)

Automatic Monitoring Data

Table 2.3 provides all nitrogen dioxide continuous monitoring data collected since 2015 and **Table 2.4** compares the results with the 1 hour Mean Objective.

Table 2.3 – Results of Automatic Monitoring for Nitrogen Dioxide (2015-2019)

Site ID	Site Type	Within AQMA?	Valid Data Capture 2019 %	Annual Mean Concentration μg/m³				
				2015	2016	2017	2018	2019
Antrim Rd, Elmfield	Roadside	Y	98.7	39	**41**	34.91	36	37

In bold, exceedence of the NO_2 annual mean AQS objective of 40μg/m³

Figure 2.3 – Trends in Annual Mean NO_2 Concentrations Measured at Automatic Monitoring Sites

Figure 2.3 shows the Trends in Annual Mean Nitrogen Dioxide Concentrations measured at the Antrim Road, Elmfield monitoring site. In 2010 the sample inlet was moved from the roadside to within 1m of the façade of the relevant location and this resulted in a significant decrease in the concentrations. The annual mean in 2019 is again below the annual average mean objective.

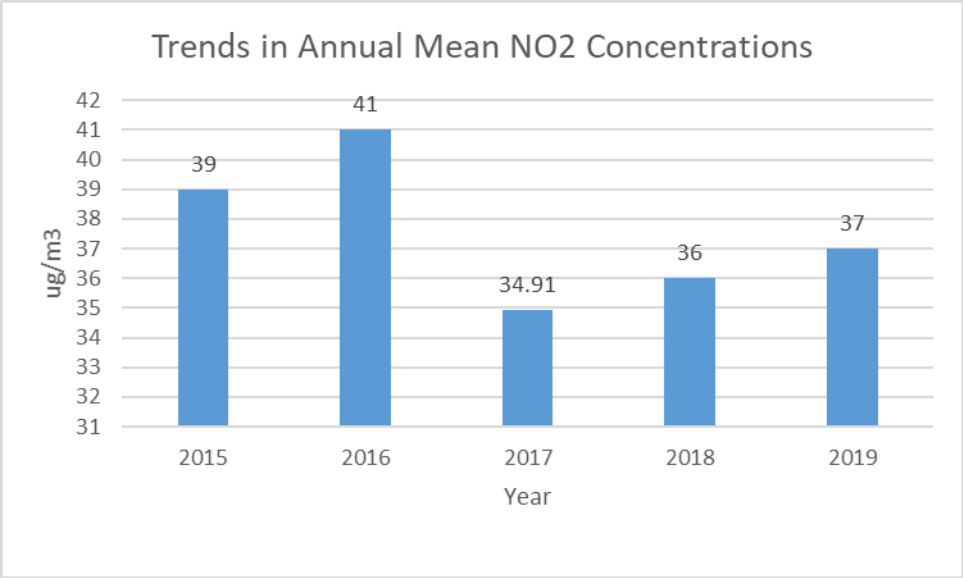


Table 2.4 – Results of Automatic Monitoring for NO_2: Comparison with 1-hour Mean Objective

Site ID	Site Type	Within AQMA?	Valid Data Capture 2019 %	Number of Exceedences of Hourly Mean (200 µg/m³)				
				2015	2016	2017	2018	2019
Antrim Rd, Elmfield	Roadside	Y	98.7	7	1	0	0	0

In bold, exceedence of the NO_2 hourly mean AQS objective (200µg/m³ – not to be exceeded more than 18 times per year)

Diffusion Tube Monitoring Data

Antrim and Newtownabbey Borough Council operated a network of 7 nitrogen dioxide diffusion tubes in 2019. A new diffusion tube was placed in Whiteabbey Village in June 2019 and will be reported in the next round of review and assessment when a full year's dataset has been obtained.

Table 2.5 provides all diffusion tube data for 2019 with exceedances of the 40 µg/m3 annual mean NO2 highlighted in bold and Table 2.6 provides all diffusion tube data collected since 2015.

Table 2.5 – Results of Nitrogen Dioxide Diffusion Tubes in 2019 (full monthly data sheets are in Appendix D)

Site ID	Location	Site Type	Within AQMA?	Triplicate or Collocated Tube	Data Capture 2019 (Number of Months or %)	Confirm if data has been distance corrected (Y/N)	Annual mean concentration (national Bias Adjustment factor = 0.92 2019 (μg/m³)
Site 8	Braden Heights, Rathcoole	Urban Background	N		11 months	N	15.89
Site 46	12 Collinbridge Road	Roadside	N		11months	N	31.69
Site 48	24 Sandyknowes Avenue	Roadside	N		12 months	N	35.12
Site 49	6 Sandyknowes Gardens	Urban Background	N		12 months	N	25.24
Site 58	Lamp-post, 198 Antrim Road ,Elmfield	Roadside	Y		12 months	Y	31.8*
Site 60	196 Antrim Road	Roadside	Y	Collocated with site 61	12 months	N	33.55
Site 61	196 Antrim Road	Roadside	Y	Collocated with site 60	12 months	N	34.44

In bold, exceedence of the NO_2 annual mean AQS objective of 40μg/m$^{3.}$

*Distance Correction Calculations in Appendix E

Table 2.6 – Results of NO_2 Diffusion Tubes (2015 to 2019)

Site ID	Site Type	Within AQMA?	Annual mean concentration (adjusted for bias) µg/m³				
			2015 (Bias Adjustment Factor = 0.88)	2016 (Bias Adjustment Factor = 0.92	2017 (Bias Adjustment Factor = 0.89	2018 (Bias Adjustment Factor = 0.93	2019 (Bias Adjustment Factor = 0.92
Site 8 Braden Heights, Rathcoole	Urban Background	N	15.34	15.66	15.05	17.84	15.89
Site 46 12 Collinbridge Road	Roadside	N	35.76	35.45	36.22	39.40	31.69
Site 48 24 Sandyknowes Avenue	Roadside	N	38.26	34.67	35.88	37.40	35.12
Site 49 6 Sandyknowes Gardens	Urban Background	N	25.53	26.55	25.93	28.56	25.24
Site 58 Lamp-post, 198 Antrim Road ,Elmfield	Roadside	Y	35.3*	35.33*	32.93*	37.2*	31.8*
Site 60 196 Antrim Road	Roadside	Y	32.88	34.53	33.75	37.71	33.55
Site 61 196 Antrim Rd	Roadside	Y	34.54	33.92	32.81	37.15	34.44

In bold, exceeence of the NO_2 annual mean AQS objective of 40µg/m³ *Distance Corrected

2.2.2 Particulate Matter (PM_{10})

Antrim and Newtownabbey Borough Council does not carry out PM_{10} monitoring.

2.2.1 Sulphur Dioxide

Antrim and Newtownabbey Borough Council does not carry out SO2 monitoring.

2.2.2 Benzene

Antrim and Newtownabbey does not carry out any Benzene monitoring

2.2.3 Summary of Compliance with AQS Objectives

Antrim and Newtownabbey Borough Council has examined the results from monitoring in the Borough. Concentrations are all below the objectives, therefore there is no need to proceed to a Detailed Assessment.

3 New Local Developments

3.1 Road Traffic Sources

The first phase of A6 Randalstown to Castledawson Dualling Scheme was opened in September 2019. This is a 7km stretch of dual carriageway between Toome and Randalstown. The next phase is between Toome and Castledawson and is to be completed by 2021.

No busy or narrow congested streets have been identified that have not previously been considered. No roads with significantly changed traffic flows have been identified and there are no roads with high flows of buses and or HGVs. There are no new bus or coach stations.

3.2 Other Transport Sources

No new airports, railway stations or ports have opened since the last Progress Report.

In 2019, 6,278,563 passengers passed though the airport, a 0.2% increase on 2018 numbers. Aircraft movements decreased by 2.1% during this period . In addition, the airport handled 25,095 tonnes of freight in 2019, a 9% drop compared to 2018. If it is assumed that all freight arrives in "freight-only" then using the method given in the technical guidance this is equivalent to a further **0.25 mppa** which is well under the 10 million passengers per annum threshold for relevant exposure.

3.3 Industrial Sources

There are no new industrial installations within the borough or substantial changes to existing installations.

There are no new major fuel storage depots storing petrol within the borough.

The planning application (LA03/2019/0433/F) for a new petrol filling station was approved. The site is not yet constructed and is currently subject to a further planning application, LA03/20200108/F, seeking permission for extension to the permitted development.

A planning application LA03/2018/0842/F for a proposed foodstore and petrol filling station on Doagh Road, Monkstown remains under consideration.

3.4 Commercial and Domestic Sources

No new commercial or domestic sources with relevant exposure have been identified in the borough since the last Progress Report.

No areas of significant solid fuel burning have been identified.

3.5 New Developments with Fugitive or Uncontrolled Sources

No new landfill sites, quarries or other potential sources of fugitive particulate emissions have been identified since the last Updating and Screening Assessment.

Antrim and Newtownabbey Borough Council confirms that there are no new or newly identified local developments which may have an impact on air quality within the Local Authority area.
Antrim and Newtownabbey Borough Council confirms that all the following

have been considered:

- **Road traffic sources**
- **Other transport sources**
- **Industrial sources**
- **Commercial and domestic sources**
- **New developments with fugitive or uncontrolled sources.**

4 Planning Applications

A Crematorium facility and ancillary development received planning permission in August 2018. A Chimney height calculation was submitted and approved. The council will also have a remit under PPC for these premises when operational. This facility is not yet operational.

An update on the two Planning Applications referred to in the Progress Report 2019 requiring an air quality assessment are as follows:

- An application for a new pig farm on the Calhame Road LA03/2018/0185/F - Decision is still pending
- Ballyclare Relief Road – Approval granted

No decision has been made in relation to two planning applications for a recycling facility and landfill site for inert construction and demolition waste at a disused quarry (T/2005/0977/F and T/2005/1054/F). Should permission be granted, activities at these developments may be a potential source of fugitive particulate emissions and would be considered as such in future reports.

The status of the above-mentioned planning applications will be reassessed and given further consideration in the next Progress Report in 2021.

No planning applications received in 2019 required to have an air quality assessment carried out

5 Air Quality Planning Policies

Local Development Plan 2030

The Council is working on a new plan for the entire Borough that will look forward to 2030. It will be prepared in two parts starting with the Plan Strategy which once adopted will be followed by the Local Policies Plan. These will be prepared in the context of the Council's overall Corporate Plan and wider government policy including the Regional Development Strategy and Strategic Planning Policy Statement. The timetable for the Plan Strategy is in Appendix G

Current Development Plans

Until a new Plan is adopted, planning decisions must be taken in accordance with the provisions of the development plans and planning policy publications that were prepared by the Department of the Environment (DOE), unless material considerations indicate otherwise.

In this context, the current development plans for the Borough are the Antrim Area Plan 1984-2001 (including Alterations 1, 2 and 3) and the Belfast Metropolitan Area Plan 2015.

Additionally, the operational planning policies contained in the relevant DAERA planning policy publications will continue in force until our new Plan Strategy is adopted.

6 Local Transport Plans and Strategies

Regional Development Strategy

The Regional Development Strategy (RDS) is a strategy to guide the future development of Northern Ireland to 2025. The RDS will influence the future distribution of activities throughout the region and recognises that development policies will have a significant impact on the environment and the health of individuals.

Spatial Development Strategy for Northern Ireland

The Spatial Development Strategy (SDS) guides the physical development of the Region to 2025. The SDS will contribute to meeting a number of key regional challenges emerging from the significant local, national and international forces, which will drive change over the next 25 years, including:

Transport:

- Promote a change in travel culture and particularly manage the effects of a possible 100% growth in the number of vehicles by 2025;
- Contribute to the creation of a modern, sustainable, safe transportation system for the Region, meeting the travel needs of all groups in society;
- Accommodate the growing volume of freight moving to and from the regional gateways; and
- Strengthen the regional gateways to handle the increasing flow of people and goods in and out of the Region.

Environment:

- Accommodate future development growth while protecting and caring for the environment;
- Reduce the consumption of resources;

- Continue to maintain or, where needed, improve the quality of air, water and land resources within the Region;
- Seek to maintain local landscape character and to conserve cultural assets; and
- Take particular care to sustain and, where required, to enhance the biodiversity of the Region, its natural habitats, high quality landscapes and built heritage.

Developing a Regional Transportation System

Creating an upgraded and integrated transport system, built around the Regional Strategic Transport Network of the key transport corridors with **t**heir main public transport services providing the framework for future development is recognised as one of the key assets to accommodate growth. Strategic planning guidelines relating to the development of a Regional Transport System (RTS) are as follows:

- **SPG-TRAN 1:** To develop a Regional Strategic Transport Network (RSTN), based on Key Transport Corridors (KTCs), to enhance accessibility to regional facilities and services.

- **SPG-TRAN 2:** To extend travel choice for all sections of the community by enhancing public transport, including the strengthening of the regional bus network (including the promotion of public transport routes and Park and Ride schemes) and the regional rail system;

- **SPG-TRAN 3:** To integrate land use and transportation to provide a much better range of travel choices for all, and reduce the demand for travel; and

- **SPG-TRAN 4:** To change the regional travel culture and contribute to healthier lifestyles, such as giving greater priority to encouraging more walking and cycling.

Regional Transportation Strategy

The Regional Transportation Strategy (RTS) for Northern Ireland 2002- 2012 identifies strategic transportation investment priorities and considers potential funding sources and affordability of planned initiatives. The RTS focuses on 3 geographic areas and one overlying Network. These are as follows:

- Belfast Metropolitan Area (BMA), containing the continuous area comprising Belfast City Council and the built-up areas within the Council areas of Carrickfergus, Castlereagh, Lisburn, Newtownabbey and North Down;

- Other Urban Areas (OUAs): collectively those towns described as main or local hubs in the RDS;

- Rural Area – the remainder of Northern Ireland; and

- Regional Strategic Transport Network (RSTN) comprising the complete rail network and all motorway and trunk road links (including the Key Transport Corridors and Link Corridors).

The RTS is a "daughter document" of the Regional Development Strategy (RDS), which sets out the spatial development framework for Northern Ireland up to 2025. Implementation of the Strategy will be through three Transport Plans covering the Regional Strategic Transport Network (RSTN), the Belfast Metropolitan Area (BMA), and the Sub-Regional Transport Plan (SRTP).

Regional Strategic Transport Network Transport Plan

The Regional Strategic Transport Network (RSTN) Transport Plan prepared by the Department for Regional Development (DRD) covers the complete rail network, 5 Key Transport Corridors (KTCs), 4 Link Corridors, the Belfast Metropolitan Transport Corridors and the remaining trunk network across Northern Ireland. The Plan is based on the guidance set out in the Regional Development Strategy (RDS) and the Regional Transportation Strategy (RTS), as described in Sections 3.1 and 3.2, above.

The RSTN Transport Plan consists of proposals for transport schemes and measures for the maintenance, management and development of the RSTN until 2015. The RSTN Transport Plan also includes a number of measures for rail, bus, roads, walking and cycling.

Sub-Regional Transport Plan 2015

The Sub-Regional Transport Plan (SRTP) was prepared by the Department for Regional Development (DRD) and completed in 2007. The SRTP is based upon the guidance provided by the Regional Development Strategy (RDS) and the Regional Transportation Strategy (RTS).

7 Implementation of Action Plans

Progress of Antrim and Newtownabbey Borough Council's Action Plan is provided in Appendix F

8 Conclusions and Proposed Actions

8.1 Conclusions from New Monitoring Data

AQMA 3, Antrim Road, Elmfield

Results of the Automatic Monitor, whose inlet is 1m from the façade of the relevant location, for nitrogen dioxide in 2019 showed an annual mean concentration of 37µg/m^3.

All diffusion tubes within this AQMA were below the annual mean objective.

Diffusion tube 58 is located on a lamp post adjacent to the road, within 3m from the relevant location, had an annual mean concentration of 31.8µg/m^3. (distance corrected)

Diffusion tubes 60 and 61 are located on the façade of the relevant location and they showed annual mean concentrations of 33.55 and 34.44 µg/m^3 respectively.

With the automatic monitoring results below the annual mean objective level for the third consecutive year and with the diffusion tube results on the façade of the sensitive location also consistently and significantly below the objective level we would propose to revoke the AQMA at Antrim Road, Elmfield.

The Council is further satisfied that the measures identified in the Action Plan have been completed and any ongoing measures will continue to ensure air quality objective levels are not exceeded.

Other monitoring results

All other diffusion tube results were below the annual mean objective level.

8.2 Conclusions relating to New Local Developments

No new sources with relevant exposure have been identified through this Update and Screening Assessment. It is therefore not considered necessary to proceed to a 'Detailed Assessment' based on potential sources.

8.3 Proposed Actions

- AQMA 3, Antrim Road, Elmfield

  Revoke AQMA

- Submit Progress Report 2021

9 References

Defra (2009) Part IV of the Environment Act 1995. Local Air Quality Management. Technical Guidance LAQM.TG(09).

AEA Energy & Environment (2008). Diffusion Tubes for Ambient NO2 Monitoring: A Practical Guide for Laboratories and Users.

UK Civil Aviation Authority (2020). Airport data 2019. https://www.caa.co.uk/Data-and-analysis/UK-aviation-market/Airports/Datasets/UK-Airport-data/Airport-data-2019/

https://en.m.wikipedia.org/wiki/List_of_busiest_airports_in_the_United_Kingdom

Appendices

Appendix A: QA/QC Data

Diffusion Tube Bias Adjustment Factors

In 2019 the diffusion tubes were analysed by Gradko Services using 20% TEA in water.

There are no co-located diffusion tubes at the inlet of the continuous monitor therefore the national bias adjustment factor was used. The laboratory bias correction factor was calculated using the diffusion tube spreadsheet tool. This diffusion tube spreadsheet tool is published by Air Quality Consultants Ltd on behalf of DEFRA, the Welsh Assembly Government, the Scottish Executive and the Department of the Environment Northern Ireland and it is available on the UWE website.

The bias adjustment factor of 0.92 was calculated from 30 studies from Gradko Services for 2019 using the diffusion tube spreadsheet tool, for the diffusion tubes study.

National Diffusion Tube Bias Adjustment Factor Spreadsheet — Spreadsheet Version Number: 06/20

Follow the steps below in the correct order to show the results of relevant co-location studies
Data only apply to tubes exposed monthly and are not suitable for correcting individual short-term monitoring periods
Whenever presenting adjusted data, you should state the adjustment factor used and the version of the spreadsheet
This spreadsheet will be updated every few months: the factors may therefore be subject to change. This should not discourage their immediate use.

This spreadsheet will be updated at the end of September 2020

The LAQM Helpdesk is operated on behalf of Defra and the Devolved Administrations by Bureau Veritas, in conjunction with contract partners AECOM and the National Physical Laboratory.

Spreadsheet maintained by the National Physical Laboratory. Original compiled by Air Quality Consultants Ltd.

Step 1: Select the Laboratory that Analyses Your Tubes from the Drop-Down List. If a laboratory is not shown, we have no data for this laboratory.

Step 2: Select a Preparation Method from the Drop-Down List. If a preparation method is not shown, we have no data for this method at this laboratory.

Step 3: Select a Year from the Drop-Down List. If a year is not shown, we have no data[2].

Step 4: Where there is only one study for a chosen combination, you should use the adjustment factor shown with caution. Where there is more than one study, use the overall factor[3] shown in blue at the foot of the final column.

If you have your own co-location study then see footnote[4]. If uncertain what to do then contact the Local Air Quality Management Helpdesk at LAQMHelpdesk@bureauveritas.com or 0800 0327953

Analysed By[1]	Method (To undo your selection, choose (All) from the pop-up list)	Year[2] (To undo your selection, choose (All))	Site Type	Local Authority	Length of Study (months)	Diffusion Tube Mean Conc. (Dm) (µg/m³)	Automatic Monitor Mean Conc. (Cm) (µg/m³)	Bias (B)	Tube Precision[5]	Bias Adjustment Factor (A) (Cm/Dm)
Gradko	20% TEA in water	2019	R	Blackburn with darwen Borough Council	10	29	21	36.9%	G	0.73
Gradko	20% TEA in water	2019	R	Cheshire West and Chester	12	39	38	2.0%	G	0.98
Gradko	20% TEA in water	2019	R	Cheshire West and Chester	11	34	34	-2.1%	G	1.02
Gradko	20% TEA in water	2019	R	Gedling Borough Council	12	32	30	7.3%	G	0.93
Gradko	20% TEA in water	2019	R	NOTTINGHAM CITY COUNCIL	10	37	40	-7.0%	G	1.07
Gradko	20% TEA in water	2019	R	Bedford Borough Council	11	29	29	-1.0%	G	1.01
Gradko	20% TEA in water	2019	R	Bedford Borough Council	12	37	32	13.0%	G	0.89
Gradko	20% TEA in water	2019	KS	Marylebone Road Intercomparison	12	85	65	30.1%	G	0.77
Gradko	20% TEA in water	2019	R	Borough Council of King's Lynn and West Norfolk	9	27	21	28.4%	G	0.78
Gradko	20% TEA in water	2019	R	Lancaster City Council	13	40	34	16.4%	G	0.86
Gradko	20% TEA in water	2019	R	Lancaster City Council	12	31	31	1.6%	G	0.98
Gradko	20% TEA in Water	2019	R	Monmouthshire County Council	12	39	39	1.3%	G	0.99
Gradko	20% TEA in water	2019	R	Dudley MBC	12	33	32	4.5%	G	0.96
Gradko	20% TEA in water	2019	R	Dudley MBC	12	44	42	3.9%	G	0.96
Gradko	20% TEA in water	2019	UB	Dudley MBC	12	23	19	19.8%	G	0.83
Gradko	20% TEA in water	2019	UB	Eastleigh Borough Council	12	24	26	-7.1%	G	1.08
Gradko	20% TEA in water	2019	R	Gateshead Council	12	34	27	23.7%	P	0.81
Gradko	20% TEA in water	2019	R	Gateshead Council	11	40	44	-10.5%	G	1.12
Gradko	20% TEA in water	2019	R	Gateshead Council	10	32	34	-7.2%	G	1.08
Gradko	20% TEA in water	2019	R	Gateshead Council	12	30	25	18.1%	G	0.85
Gradko	20% TEA in water	2019	R	Thurrock Borough Council	12	29	24	21.6%	G	0.82
Gradko	20% TEA in water	2019	R	Brighton & Hove City Council	11	45	46	-1.3%	G	1.01
Gradko	20% TEA in water	2019	R	Belfast City Council	12	40	33	21.0%	G	0.83
Gradko	20% TEA in water	2019	R	Belfast City Council	12	44	45	-2.2%	G	1.02
Gradko	20% TEA in water	2019	R	Belfast City Council	12	28	26	5.4%	G	0.95
Gradko	20% TEA in water	2019	UB	Southampton City Council	12	30	28	8.6%	G	0.92
Gradko	20% TEA in water	2019	UB	Liverpool City Council	12	20	19	1.7%	G	0.98
Gradko	20% TEA in water	2019	R	Ards and North Down Borough Council	12	33	25	31.1%	G	0.76
Gradko	20% TEA in water	2019	R	Eastleigh Borough Council	12	25	26	-3.3%	G	1.03
Gradko	20% TEA in water	2019	R	Lisburn & Castlereagh City Council	12	28	22	28.3%	G	0.78
Gradko	20% TEA in water	2019		Overall Factor[3] (30 studies)				Use		0.92

QA/QC of diffusion tube monitoring

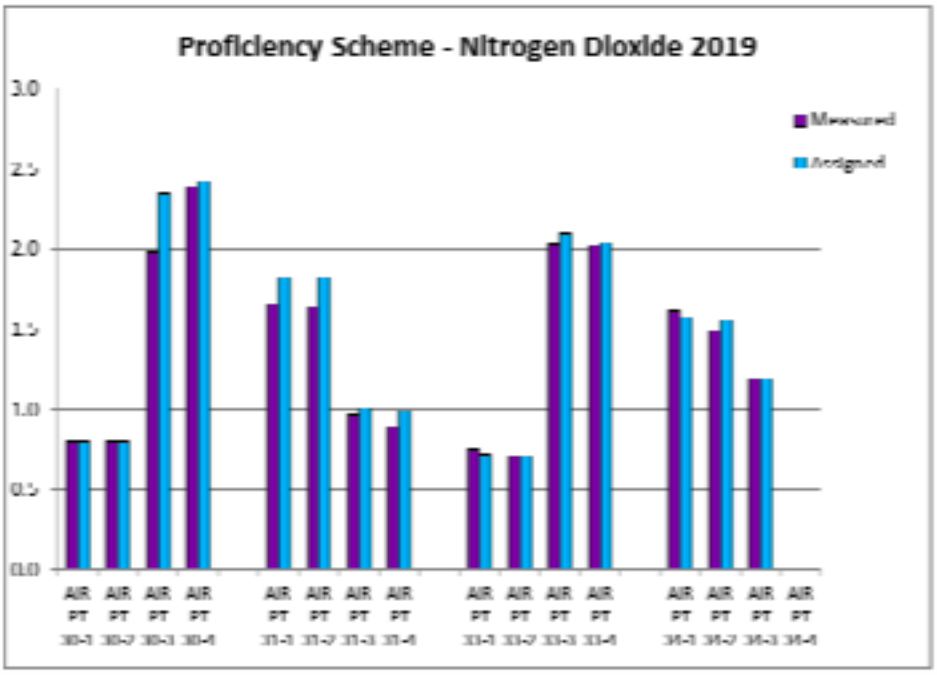
Diffusion tubes were analysed by Gradko Services using 20% triethylamine in water.

Gradko have confirmed that their laboratory complies with the procedures detailed in the DEFRA Harmonisation Practical Guidance and their WASP results for 2019 were satisfactory.

AIR PT Nitrogen Dioxide Proficiency Scheme Results 2019

Methods: GLM 7 – CARY 60 Spectrophotometer

AIR PT Proficiency Scheme - Nitrogen Dioxide 2019					
Date	Round	Assigned value	Procedure GLM 7		
			Measured concentration	z-Score	% Bias
Feb-19	AIR PT 30-1	0.8	0.8	0	0.0%
Feb-19	AIR PT 30-2	0.8	0.8	0	0.0%
Feb-19	AIR PT 30-3	2.35	1.98	-2.1	-15.7%
Feb-19	AIR PT 30-4	2.42	2.39	-0.16	-1.2%
May-19	AIR PT 31-1	1.82	1.65	-1.24	-9.3%
May-19	AIR PT 31-2	1.82	1.64	-1.31	-9.9%
May-19	AIR PT 31-3	1.01	0.97	-0.53	-4.0%
May-19	AIR PT 31-4	0.99	0.89	-1.35	-10.1%
Aug-19	AIR PT 33-1	0.72	0.75	0.56	4.2%
Aug-19	AIR PT 33-2	0.71	0.71	0	0.0%
Aug-19	AIR PT 33-3	2.09	2.03	-0.38	-2.9%
Aug-19	AIR PT 33-4	2.04	2.02	-0.13	-1.0%
Oct-19	AIR PT 34-1	1.57	1.61	0.38	2.5%
Oct-19	AIR PT 34-2	1.56	1.49	-0.56	-4.5%
Oct-19	AIR PT 34-3	1.19	1.19	0	0.0%
Oct-19	AIR PT 34-4	Sample wasted not submitted			



QA/QC of Automatic Monitoring

In 2019 Air Quality Data Management for the Automatic Analyser was carried out by Air Quality Data Management (AQDM). The measured data was ratified using the techniques developed for the AURN and AEA Calibration Club as specified in LAQM TG(09). Bi-annual Quality Control audits were carried out by NPL.

Routine calibration of the NOx analyser is undertaken by Antrim and Newtownabbey Borough Council fortnightly, using on-site certified calibration gas cylinders traceable to National Calibration Standards.

The 2019 summary for the Antrim Road, Elmfield monitor is provided below:

Air Quality Report

NEWTOWNABBEY ANTRIM ROAD 2019

Air Quality Statistics

Pollutant	NO_2	NO	NO_x
Number Very High #	0	-	-
Number High #	0	-	-
Number Moderate #	0	-	-
Number Low #	8650	-	-
Maximum 15-min mean	205 µg m^{-3}	469 µg m^{-3}	880 µg m^{-3}
Maximum hourly mean	193 µg m^{-3}	413 µg m^{-3}	794 µg m^{-3}
Maximum running 8-hr mean	149 µg m^{-3}	263 µg m^{-3}	526 µg m^{-3}
Maximum running 24-hr mean	99 µg m^{-3}	164 µg m^{-3}	350 µg m^{-3}
Maximum daily mean	96 µg m^{-3}	164 µg m^{-3}	347 µg m^{-3}
Average	37 µg m^{-3}	27 µg m^{-3}	79 µg m^{-3}
Data capture	98.7 %	98.7 %	98.7 %

Daily Air Quality Index (DAQI) as defined by COMEAP January 2012 and revised April 2013
Mass units for the gases are at 20'C and 1013mb
NO_x mass units are NO_x as NO_2 µg m^{-3}

Air Quality Exceedences

Pollutant	Air Quality Regulations (Northern Ireland) 2003	Max Conc	Number	Days	Allowed	Exceeded
Nitrogen Dioxide	Annual mean > 40 µg m^{-3}	37 µg m^{-3}	0	-	-	No
Nitrogen Dioxide	Hourly mean > 200 µg m^{-3}	193 µg m^{-3}	0	0	18 hours	No

Air Quality Report

NEWTOWNABBEY ANTRIM ROAD 2019

Monthly Data Captures %

Pollutant	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Nitrogen Dioxide	99.9	97.9	100.0	91.4	100.0	99.7	99.7	97.6	99.7	99.6	99.6	99.6

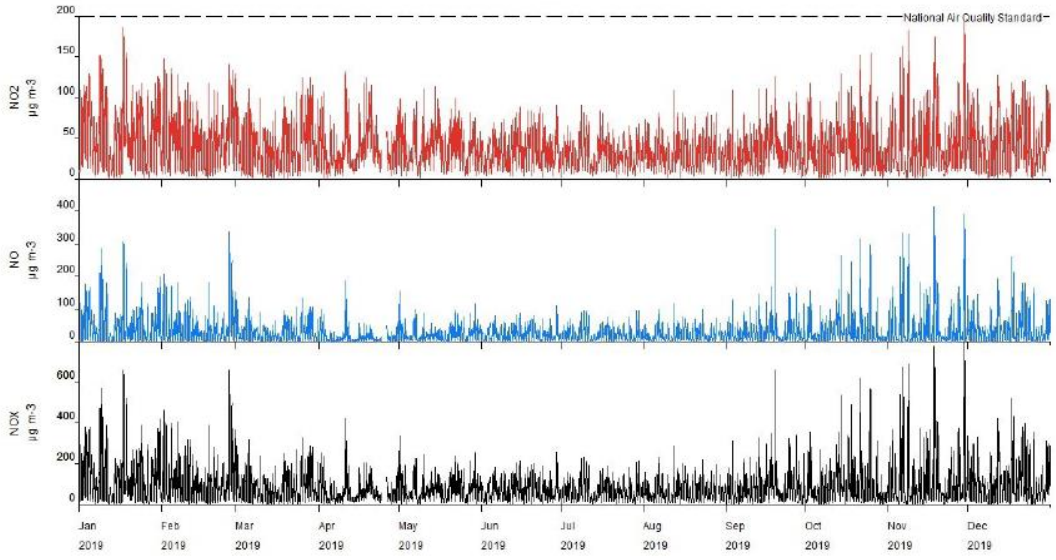
Monthly Means

Pollutant	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Nitrogen Dioxide µg m^{-3}	49	44	37	35	36	31	30	32	35	38	42	41

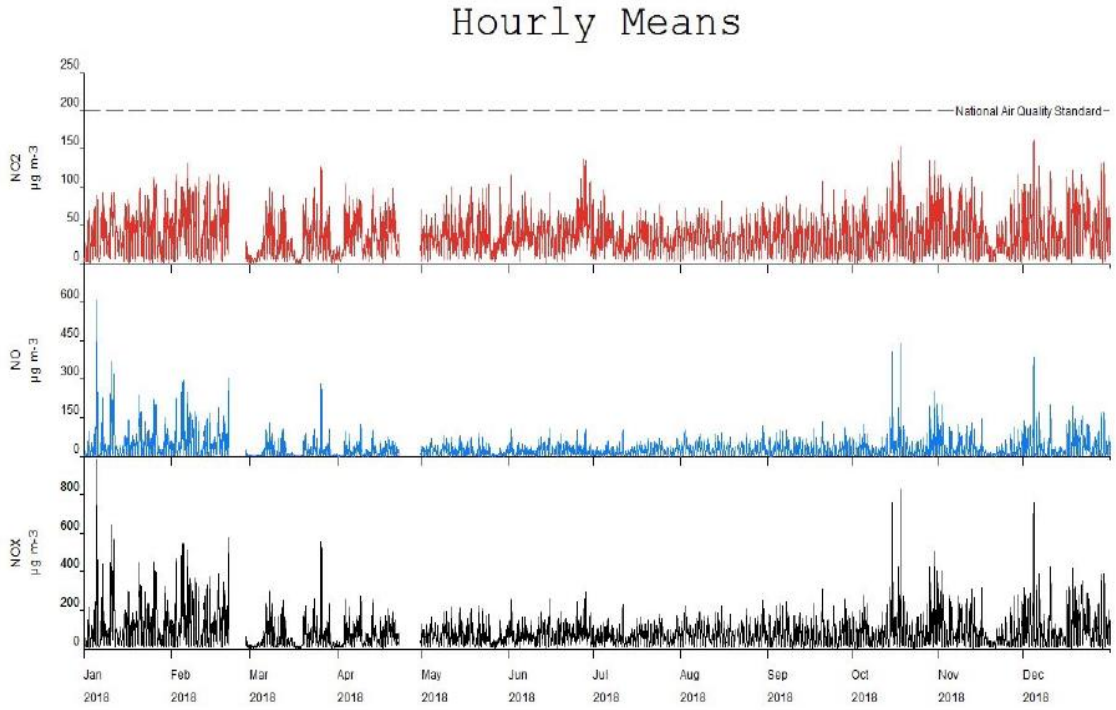
Air Quality Report

NEWTOWNABBEY ANTRIM ROAD 2019

Hourly Means

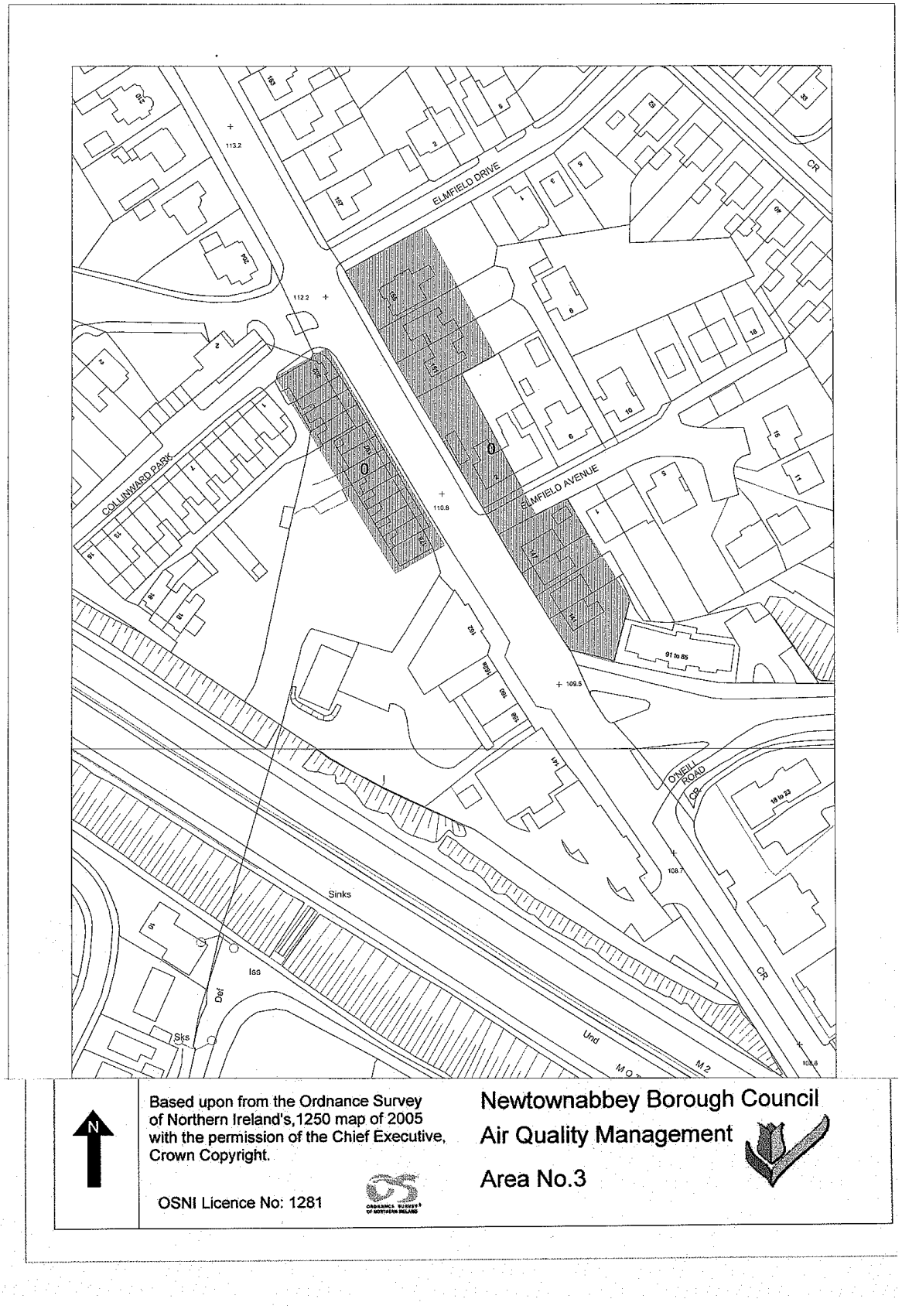


Air Quality Report
NEWTOWNABBEY ANTRIM ROAD 2018



Appendix B: Location of AQMA

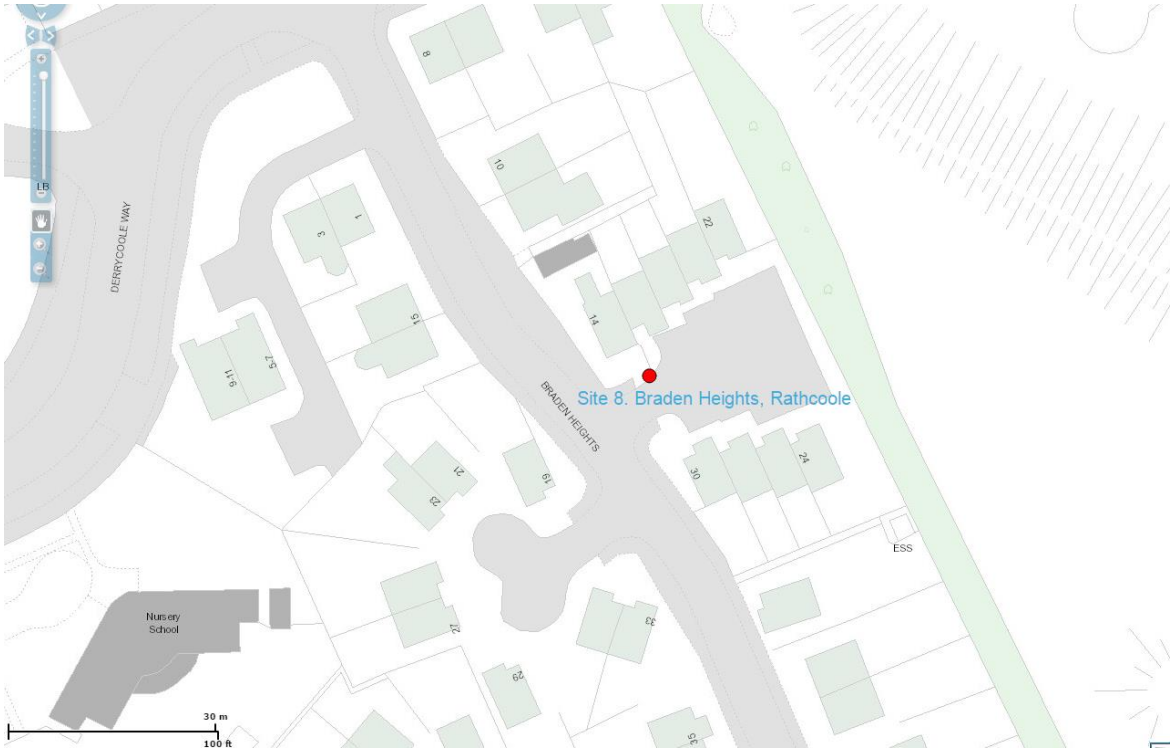
Figure 1-1 AQMA 3 (amended) Antrim Road, Elmfield



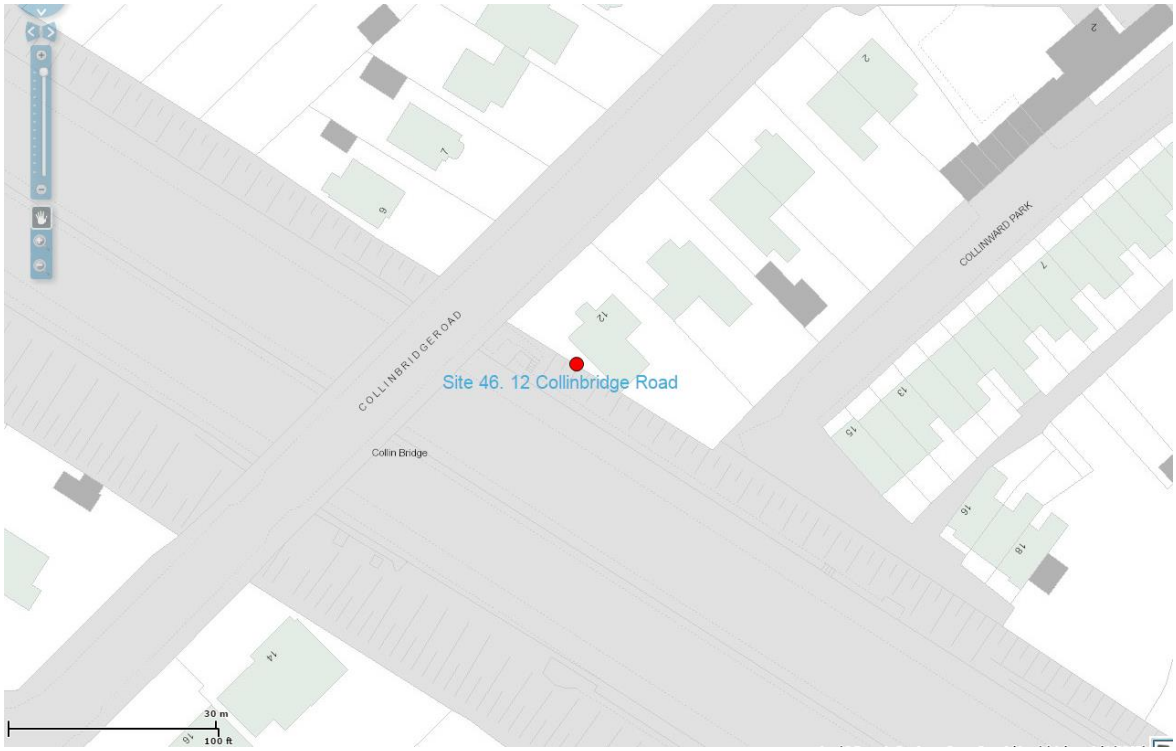
Appendix C: Location of Monitoring Sites

Diffusion Tube sites

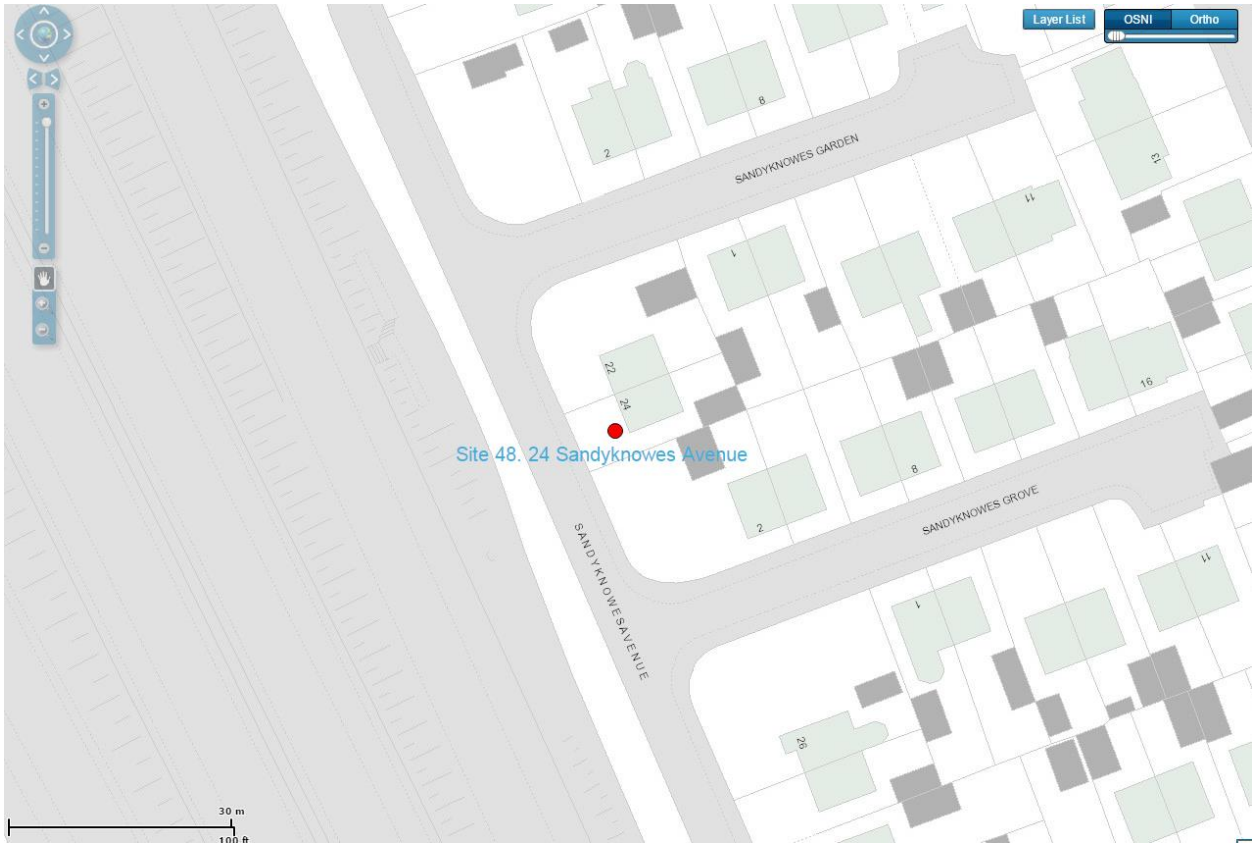
Site 8 -Braden Heights, Rathcoole



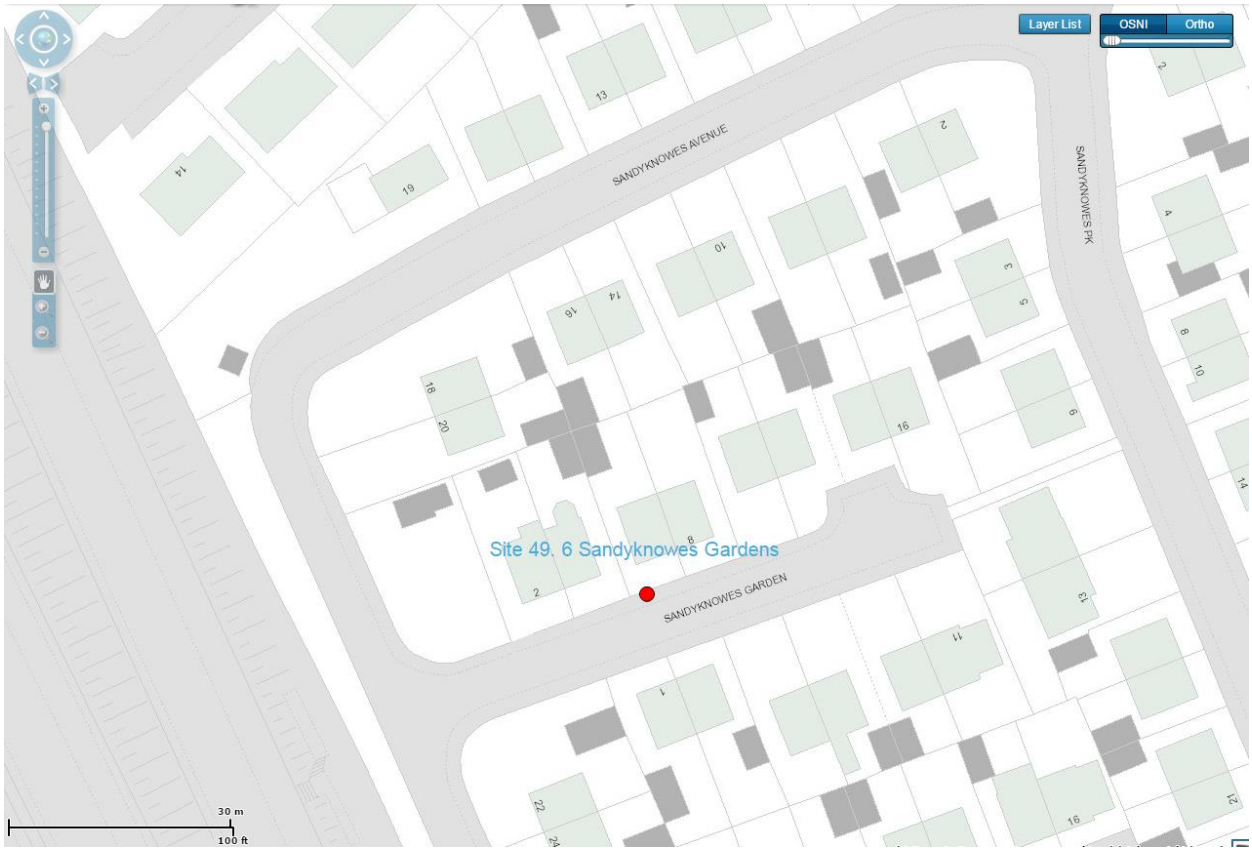
Site 46 - 12 Collinbridge Road



Site 48 - 24 Sandyknowes Avenue



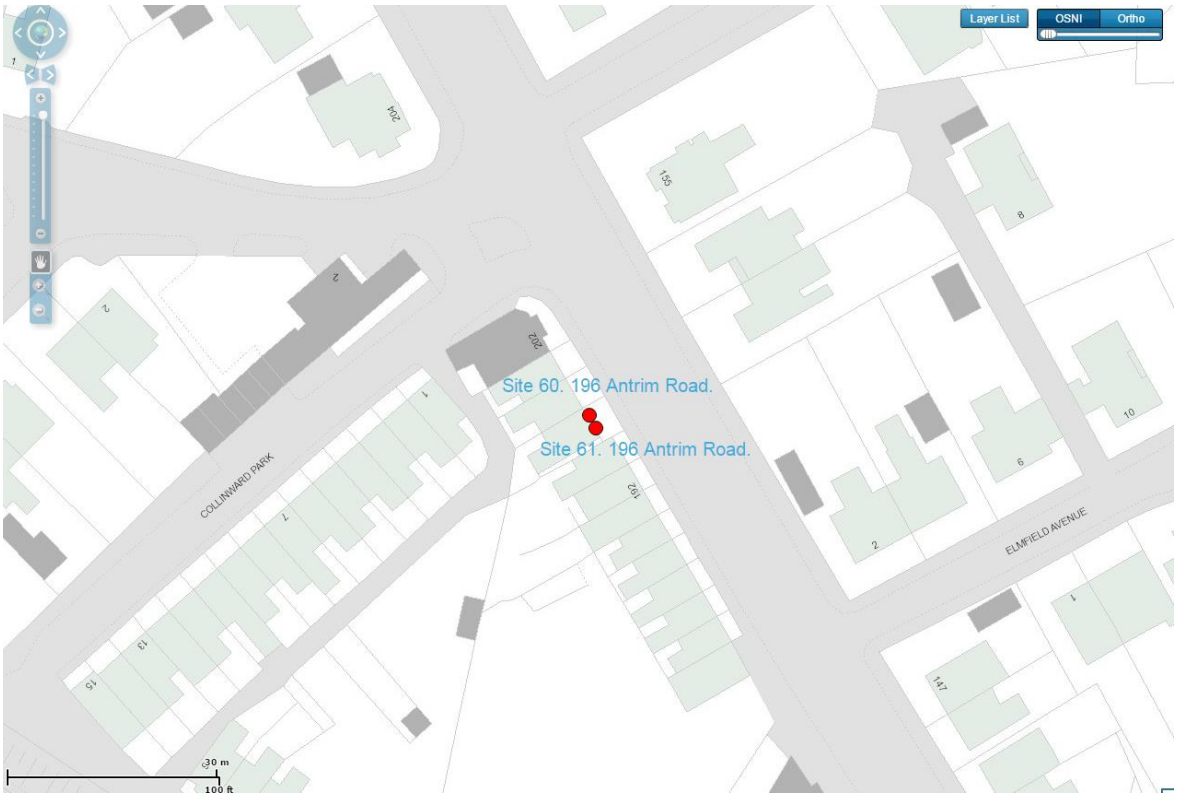
Site 49 - 6 Sandyknowes Gardens



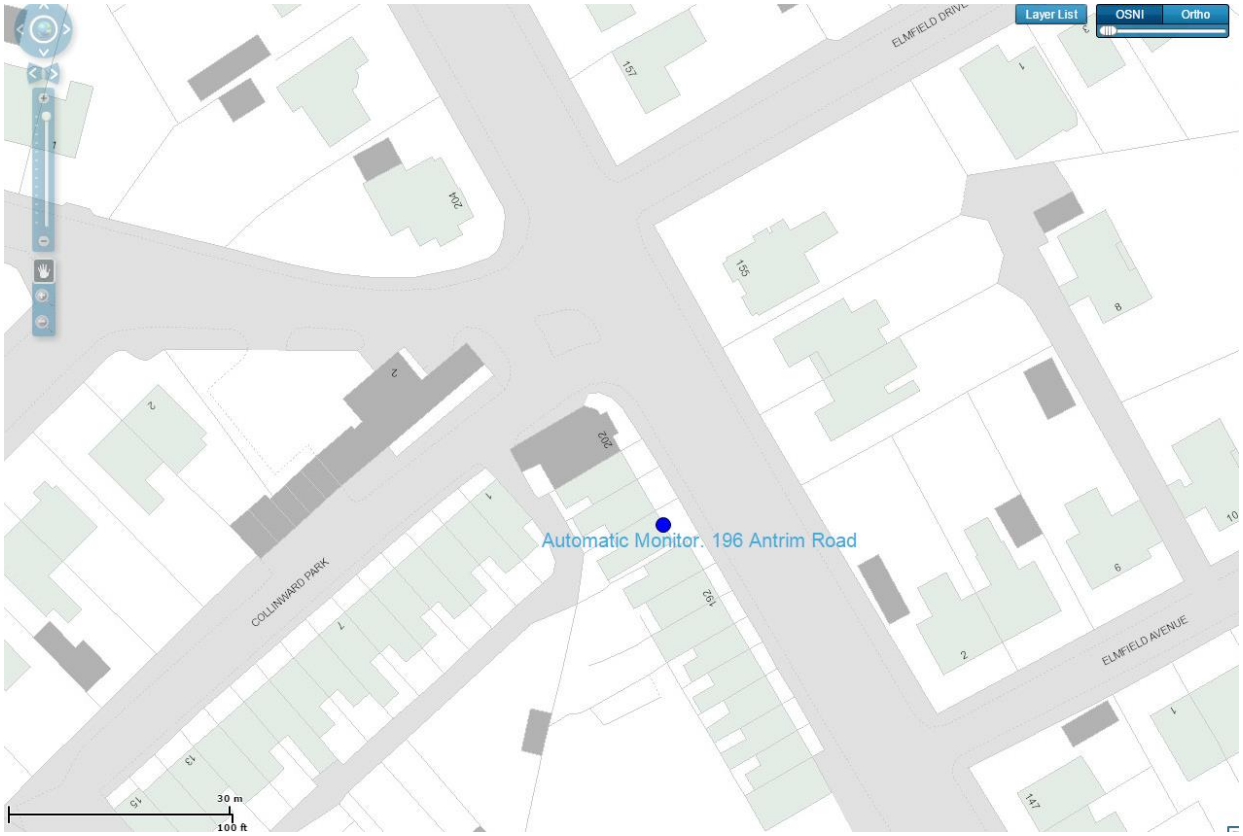
Site 58 - 198 Antrim Road

Site 62 Whiteabbey Village (commenced June 2019)

Site 60 and Site 61 -196 Antrim Road



Automatic Monitoring Site -196 Antrim Road



Appendix D: Monthly Diffusion Tube Results 2019

	Location	Jan-19	Feb-19	Mar-19	Apr-19	May-19	Jun-19	Jul-19	Aug-19	Sep-19	Oct-19	Nov-19	Dec-19
Site 8	**Braden Heights, Rathcoole**	**22.68**	**21.84**	**14.10**	**18.74**	**missing**	**11.63**	**10.98**	**12.97**	**14.54**	**18.57**	**22.77**	**21.10**
Site 58	**Lampost at Antrim, Elmfield Analyser**	**36.32**	**54.10**	**46.59**	**36.24**	**45.29**	**35.13**	**34.47**	**38.39**	**40.57**	**38.82**	**51.50**	**43.04**
Site 46	**12 Collinbridge Road**	**39.30**	**38.30**	**40.06**	**37.12**	**37.29**	**28.00**	**26.00**	**missing**	**33.09**	**26.68**	**41.25**	**31.87**
Site 48	**24 Sandyknowes Avenue**	**54.02**	**38.32**	**57.03**	**25.41**	**35.30**	**28.29**	**31.54**	**37.29**	**36.38**	**34.21**	42.24	**38.02**
Site 49	**6 Sandyknowes Gardens**	**37.41**	**30.39**	**35.90**	**20.29**	**24.38**	**20.30**	**23.06**	**24.55**	**26.86**	**23.34**	**34.32**	**28.45**
Site 60	**On downpipe 196 Antrim Rd**	**46.42**	**38.18**	**40.47**	**31.61**	**39.43**	**30.03**	**30.35**	**33.39**	**34.18**	**35.58**	**43.56**	**34.51**
Site 61	**On downpipe 196 Antrim Rd**	**47.65**	**37.66**	**40.39**	**36.04**	**40.48**	**28.19**	**28.78**	**34.97**	**41.97**	**33.83**	**42.29**	**37.08**

Appendix E: NO2 Fall off with Distance Calculator Result

Diffusion Tube 58 – Lamp post Antrim Road

Enter data into the pink cells

Step 1	How far from the KERB was your measurement made (in metres)?	1.7	metres
Step 2	How far from the KERB is your receptor (in metres)?	4.7	metres
Step 3	What is the local annual mean background NO_2 concentration (in µg/m^3)?	9.93747	µg/m^3
Step 4	What is your measured annual mean NO_2 concentration (in µg/m^3)?	38.36	µg/m^3
Result	The predicted annual mean NO_2 concentration (in µg/m^3) at your receptor	31.8	µg/m^3

Appendix F: Action Plan Progress Report

<table>
<tr><th>Action Plan Measure</th><th>Lead Authority</th><th>Original Timescale</th><th>Implementation</th><th>On Target?</th><th>Progress in last 12 months (Jan – Dec 2019)</th></tr>
<tr><td>1. To investigate options for moving to cleaner fuels and purchase vehicles that comply with the prevailing EURO standard</td><td>Antrim and Newtownabbey Borough Council</td><td>March 2012 & Ongoing</td><td>No of vehicles purchased in compliance and cleaner fuels being used</td><td>ongoing</td><td>The Council continues to actively review vehicle specifications and acquisitions with regard to emission levels. There has been no further advancement in suitable cleaner fuels option vehicles.</td></tr>
<tr><td>2.To continue to improve the bus fleet by providing Eco-Driving Training and installing Driver Monitoring Devices

To continue the current practice of cleaning up the bus fleet as part of the planned fleet renewal</td><td>Translink</td><td>Ongoing</td><td>No of drivers trained and devices fitted</td><td>Ongoing</td><td>Any employee driving for business whether in a support vehicle or claiming mileage must complete a Defensive driving course every 5 years. 2019/20 there were 593 drivers put through the course.

There are a total of 322 buses in Metro / Glider / Ulsterbus Newtownabbey, with the current Euro Class breakdown being as follows:-

<table>
<tr><th>Euro Class</th><th>Number of Vehicles</th><th>% of Fleet</th></tr>
<tr><td>3</td><td>66</td><td>20.50%</td></tr>
<tr><td>4</td><td>42</td><td>13.04%</td></tr>
<tr><td>5</td><td>63</td><td>19.57%</td></tr>
<tr><td>6</td><td>151</td><td>46.89%</td></tr>
<tr><td>Total</td><td>322</td><td>100.00%</td></tr>
</table>
</td></tr>
</table>

3. Carry out vehicle emission testing	Antrim and Newtownabbey Borough Council	October 2011 & ongoing	No of Vehicle Emission Testing Events	ongoing	Vehicle Emission Testing was carried out in October 2019
4. Introduce a Park and Ride Scheme at Ballyhenry Road Introduce a Park and Ride Scheme at Ballynure Introduce a Park and Ride Scheme in New Street/John Street Randalstown	DFI TransportNI	1-2 years (depending on approval) Not yet in programme 2015/16 subject to finance	Park & Ride Scheme implemented 2016/17 2016/17	No Completed Completed	Approval granted but scheme not going ahead at the present time. Completed (24 spaces) Extension to existing car park in John Street with access off New Street adjacent to existing bus stops – Car Park Completed July 2016 (44 spaces)
5. Promote sustainable modes of transport to Newtownabbey Borough Council employees, residents/commuters within the AQMA and St Bernard's Primary School	Travelwise	March 2012 & ongoing	No of initiatives implemented	Completed	DfI has discontinued the Travelwise NI initiative and no longer provides support for workplace travel plans.
6. Develop a Green Travel Plan for borough	Antrim and Newtownabbey Borough Council	October 2011	Production of Green Travel Plan for council employees initially	Ongoing	Newtownabbey Borough Council's Workplace Travel Plan was launched October 2011 and the action plan is currently being implemented by ANBC. Actions in 2019 included: •Staff and Council Members able to avail of Council Bike to Work Scheme all year round. In the period January – December 2019 a total of 5 ANBC employees purchased a new bike through the scheme

7. Deliver the 'Air Quality Schools Initiative' to St Bernard's Primary School	Antrim and Newtownabbey Borough Council	March 2012	Air Quality Initiative delivered	Completed	
8. Organise an Information Event for residents in the AQMA	Antrim and Newtownabbey Borough Council	March 2012	Information Event organised	Ongoing	Information provided on Council Website. No specific Information Event to be organised at present.
9. Provide information on the Council Website to encourage people to change their travel behaviour	Antrim and Newtownabbey Borough Council	October 2011 and ongoing	Information provided	Ongoing	Ongoing information on website and new facebook page
10. Comment on planning applications to ensure that all relevant air quality issues are highlighted and mitigation measures are considered wherever possible	Antrim and Newtownabbey Borough Council	ongoing	No of plans commented	Ongoing	481 Planning Applications were commented on

Appendix G: Timetable for Plan Strategy

KEY STAGES IN LOCAL DEVELOPMENT PLAN PROCESS	ASSESSMENTS	ESTIMATED TIMESCALES
Publication of Plan Timetable and Statement of Community Involvement		Complete
Publication of Preferred Options Paper (POP) for public consultation	Publication of Sustainability Appraisal Interim Report (incorporating SEA & HRA) comprising Scoping Report and appraisal of alternatives plus publication of Equality Screening Assessment Interim Progress Report.	Complete
Publication of draft Plan Strategy (PS) PUBLIC CONSULTATION (8 WKS: REPRESENTATIONS) (8 WKS: COUNTER-REPRESENTATIONS)	Publication of Sustainability Appraisal Report incorporating SEA, HRA & Rural Proofing. Publication of draft EQIA if relevant.	4th Quarter 2018/2019*
Soundness Based Independent Examination Followed by Advisory Report to Central Government Central Government issues Binding Report to Council Changes made to finalise Plan		4th Quarter 2019/2020*
Adoption of Plan Strategy	Publication of Sustainability Appraisal Adoption Report (inc. SEA, HRA & Rural Proofing) & publication of final EQIA where required.	4th Quarter 2020/2021*
Statutory Stakeholder Engagement; Member engagement on key issues and public consultation where required.	Invite comments from Consultation Body on draft Sustainability Appraisal (inc. SEA, HRA & Rural Proofing) and updating of Scoping Report.	mid 2021*
Publication of draft Local Policies Plan PUBLIC CONSULTATION (8 WKS: REPRESENTATIONS) (8 WKS: COUNTER-REPRESENTATIONS)	Publication of Sustainability Appraisal Report incorporating SEA, HRA & Rural Proofing. Publication of draft EQIA if relevant	4th Quarter 2021/2022
Soundness Based Independent Examination Followed by Advisory Report to Central Government Central Government issues Binding Report to Council Changes made to finalise Plan		4th Quarter 2022/2023*
Adoption of Local Policies Plan	Publication of Sustainability Appraisal Adoption Report (inc. SEA, HRA, EQIA)	4th Quarter 2023/2024*
Monitoring and Review of Local Development Plan incorporating Public Engagement • Annual Review • 5 & 10 Year Review • Commence Preparation of new Local Development Plan	Monitoring of Sustainability Appraisal (inc. SEA, HRA, EQIA)	On going