2025 Air Quality Progress Report

In fulfilment of Environment (Northern Ireland) Order 2002

Local Air Quality Management

Date March 2025

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Executive Summary

This report follows Guidance LAQM.TG(22) 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 33 µg/ m^3. Results of diffusion tube monitoring on the façade of the relevant locations within the AQMA were below the annual mean objective.

Antrim and Newtownabbey Borough Council will continue to monitor and implement Action Plan measures in this AQMA.

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 June 2026. The Air Quality Action Plan Progress Report for 2024 is included in the report.

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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.

Two higher education facilities, 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 exceedances 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

Pollutant	Air Quality Objective		Date to be achieved by
	Concentration	Measured as	
	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:

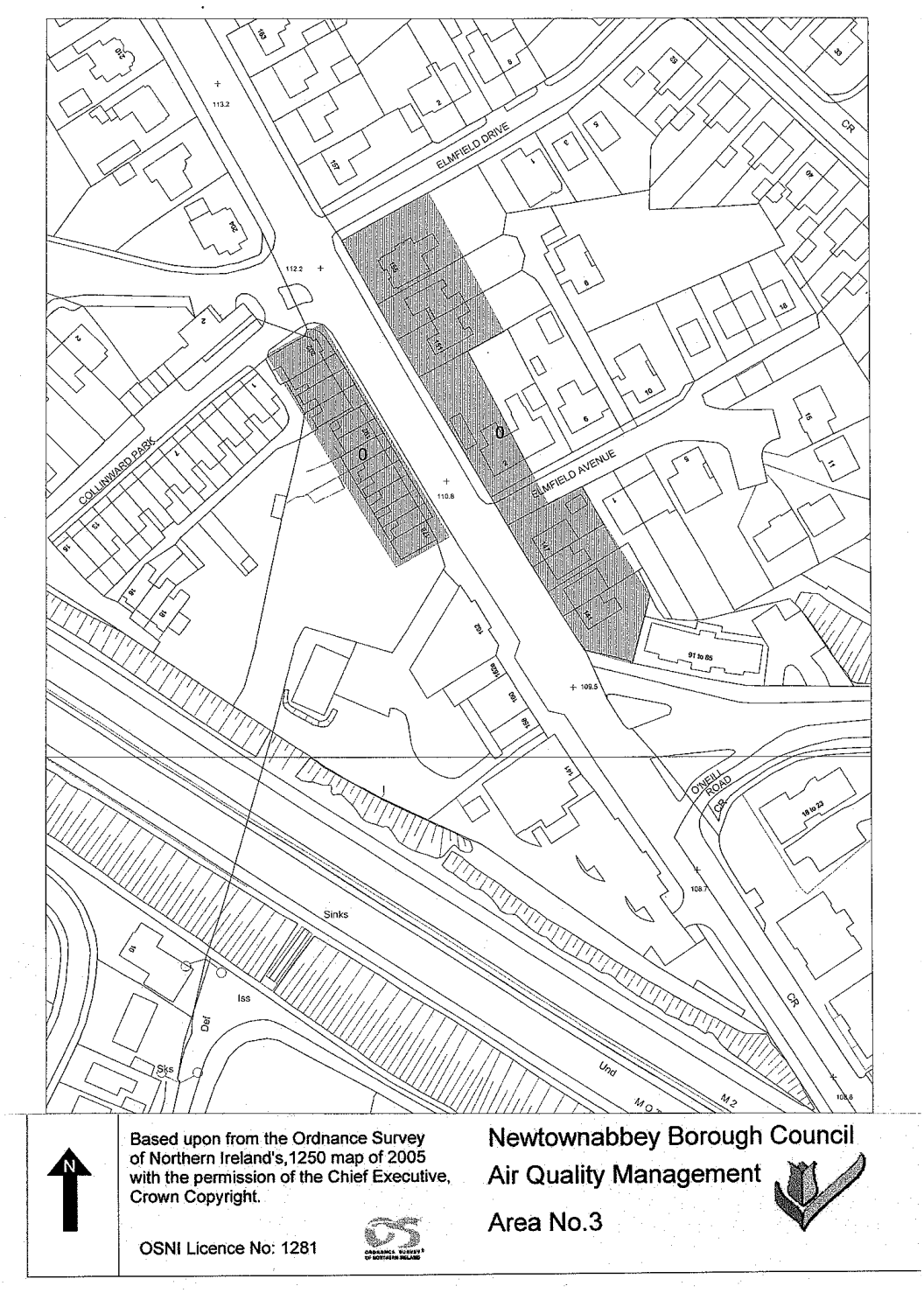
Year	Report	Outcomes
2001	1st Stage Review & Assessment	2nd/3rd Stage Assessments required for Nitrogen Dioxide, Sulphur Dioxide & Particulates (PM_{10}).
2004	2nd/3rd Stage Review & Assessment	AQMA required for domestic sulphur dioxide emissions. (Declared Oct 2004)
2005	Progress Report	Confirmed no 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.
2020	Progress Report	No requirement for detailed assessment
2021	Updating & Screening Assessment	No requirement for detailed assessment
2022	Progress Report	No requirement for detailed assessment
2023	Progress Report	No requirement for detailed assessment
2024	Updating & Screening Assessment	No requirement for detailed assessment

Figure 1.1 – Map(s) of AQMA Boundaries



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 are 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 the sample inlet was moved to 1m from the façade of the relevant location.

Routine calibrations are completed every 6 weeks on the automatic monitoring station by Environmental Health Officers. Site audits are carried out bi-annually by AQDM.

Table 2.1 – Details of Automatic Monitoring Sites

Site Name	Site Type	X OS Grid Ref	Y OS Grid Ref	Pollutants Monitored	Inlet height (m)	In AQMA?	Monitoring Technique	Relevant Exposure? *(Y/N with distance (m) to relevant exposure)*	Distance to kerb of nearest road (m) *(N/A if not applicable)*	Does this location represent worst-case exposure?
Antrim Road, Elmfield	Roadside	332305	381697	NO_2	1.5	Y	-	Y (1m)	3m	Y

2.1.2 Non-Automatic Monitoring Sites

Antrim and Newtownabbey Borough Council operated a network of 8 nitrogen dioxide diffusion tubes in 2024.

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 2024 the diffusion tubes were analysed by Gradko Services using 20% triethylamine in water.

QA/QC details which include the bias adjustment factors for 2024 is reported in **Appendix A**

Table 2.2 – Details of Non-Automatic Monitoring Sites

Site ID	Site Name	Site Type	X OS Grid Reference	Y OS Grid Reference	Pollutants Monitored	In AQMA? Which AQMA?	Relevant Exposure? (Y/N with distance (m) from monitoring site to relevant exposure)	Distance to Kerb of Nearest Road (m) (N/A if not applicable)	Is Monitoring Co-located with a Continuous Analyser (Y/N)	Site Height (m)
Site 8	Braden Heights, Rathcoole	Urban Background	333898	381926	NO_2	N	N	n/a	N	3m

Site ID	Site Name	Site Type	X OS Grid Reference	Y OS Grid Reference	Pollutants Monitored	In AQMA? Which AQMA?	Relevant Exposure? (Y/N with distance (m) from monitoring site to relevant exposure)	Distance to Kerb of Nearest Road (m) (N/A if not applicable)	Is Monitoring Co-located with a Continuous Analyser (Y/N)	Site Height (m)
Site 46	12 Collinbridge Road	Roadside	332193	381666	NO_2	N	N	9m	N	2m
Site 48	24 Sandyknowes Avenue	Roadside	330631	382729	NO_2	N	Y (5m)	1.7m	N	3m
Site 49	6 Sandyknowes Gardens	Urban Background	330641	382771	NO_2	N	Y (located on property)	5.5m	N	2m

Site ID	Site Name	Site Type	X OS Grid Reference	Y OS Grid Reference	Pollutants Monitored	In AQMA? Which AQMA?	Relevant Exposure? (Y/N with distance (m) from monitoring site to relevant exposure)	Distance to Kerb of Nearest Road (m) (N/A if not applicable)	Is Monitoring Co-located with a Continuous Analyser (Y/N)	Site Height (m)
Site 58	Lamp-post, 198 Antrim Road, Elmfield	Roadside	332305	381697	NO_2	Y	Y (located on property)	1.7m	N	3m
Site 60	196 Antrim Road	Roadside	332305	381697	NO_2	Y	Y (located on property)	4m	N	2m
Site 61	196 Antrim Road	Roadside	332305	381697	NO_2	Y	Y (3m)	4m	N	2m

Site ID	Site Name	Site Type	X OS Grid Reference	Y OS Grid Reference	Pollutants Monitored	In AQMA? Which AQMA?	Relevant Exposure? (Y/N with distance (m) from monitoring site to relevant exposure)	Distance to Kerb of Nearest Road (m) (N/A if not applicable)	Is Monitoring Co-located with a Continuous Analyser (Y/N)	Site Height (m)
Site 62	Shore Road, Whiteabbey Village	Urban Background	336044	383084	NO_2	N	Y (located on Property	2.2m	N	3m

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 2020 and **Table 2.4** compares the results with the 1 hour Mean Objective.

Table 2.3 – Results of Automatic Monitoring for NO_2: Comparison with Annual Mean Objective

Site ID	Site Type	Valid Data Capture for Monitoring Period % [a]	Valid Data Capture 2024 % [b]	Annual Mean Concentration (µg/m³)				
				2020* [c]	2021* [c]	2022* [c]	2023* [c]	2024 [c]
Antrim Rd, Elmfield	Roadside	99	99	29	30	38	32	33

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

[a] i.e. data capture for the monitoring period, in cases where monitoring was only carried out for part of the year

[b] i.e. data capture for the full calendar year (e.g. if monitoring was carried out for six months the maximum data capture for the full calendar year would be 50%)

[c] Means should be "annualised" as in Boxes 7.9 and 7.10 of LAQM.TG22, if valid data capture is less than 75%

* Annual mean concentrations for previous years are optional

Figure 2.1 – Trends in Annual Mean NO_2 Concentrations Measured at Automatic Monitoring Sites

Figure 2.1 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. In October 2021 the sample point was moved back to the inlet cage on the analyser. The annual mean in 2024 is again below the annual average mean objective. This may be due to more modern cars being somewhat less pollutant, whilst increased levels of working from home may lead to fewer vehicles on the road.

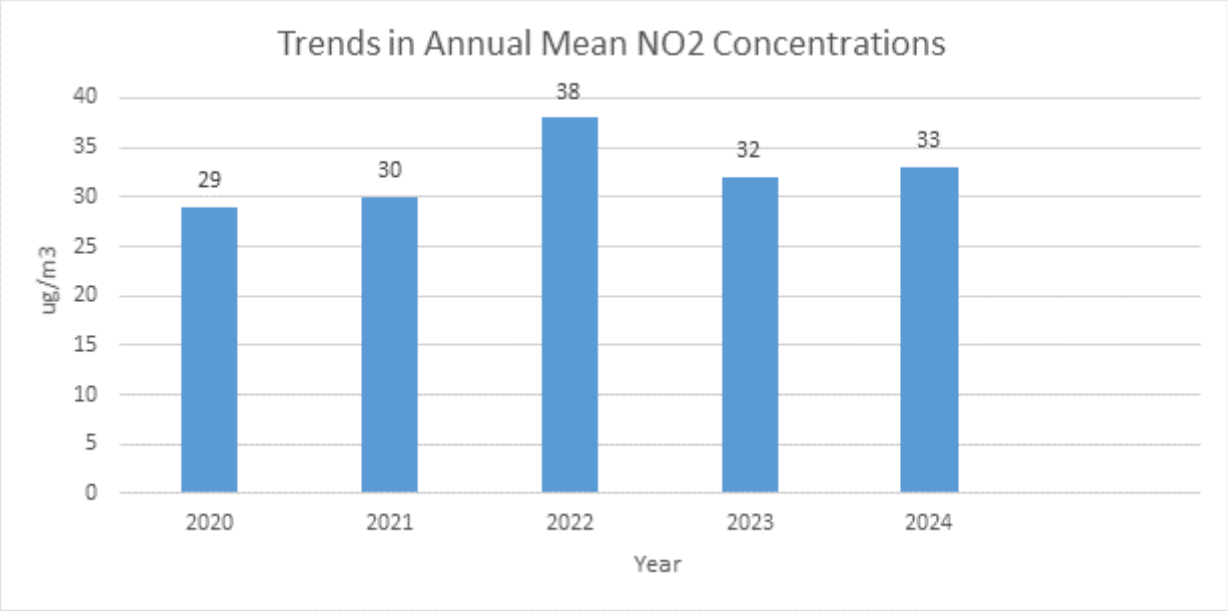


Table 2.4 – Results of Automatic Monitoring for NO_2: Comparison with 1-hour Mean Objective

Site ID	Site Type	Within AQMA?	Valid Data Capture for Monitoring Period % [a]	Valid Data Capture 2024 % [b]	Number of Hourly Means > 200µg/m³				
					2020* [c]	2021* [c]	2022* [c]	2023* [c]	2024 [c]
Antrim Rd, Elmfield	Roadside	Y	99	99	0	0	0	0	0

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

[a] i.e. data capture for the monitoring period, in cases where monitoring was only carried out for part of the year

[b] i.e. data capture for the full calendar year (e.g. if monitoring was carried out for six months the maximum data capture for the full calendar year would be 50%)

[c] If the data capture for full calendar year is less than 85%, include the 99.8th percentile of hourly means in brackets

* Number of exceedances for previous years is optional

Diffusion Tube Monitoring Data

Antrim and Newtownabbey Borough Council operated a network of 8 nitrogen dioxide diffusion tubes in 2024. A new diffusion tube was placed in Whiteabbey Village in June 2019.

Table 2.5 provides all diffusion tube data for 2024 with exceedances of the 40 µg/m3 annual mean NO2 highlighted in bold and **Table 2.6** provides all diffusion tube data collected since 2018.

Table 2.5 – Annual Results Summary

Site ID	Location	Site Type	Within AQMA?	Triplicate or Co-located Tube	Full Calendar Year Data Capture 2024 (Number of Months or %) [a]	2024 Annual Mean Concentration (µg/m³) - Bias Adjustment factor = 0.84 [b]
Site 8	Braden Heights, Rathcoole	Urban Background	N		12 months	11.32
Site 46	12 Collinbridge Road	Roadside	N		9 months	24.46
Site 48	24 Sandyknowes Avenue	Roadside	N		12 months	26.76
Site 49	6 Sandyknowes Gardens	Urban Background	N		12 months	18.78
Site 58	Lamp-post, 198 Antrim Road, Elmfield	Roadside	Y		12 months	33.50
Site 60	196 Antrim Road	Roadside	Y	Co-located with site 61	11 months	26.62
Site 61	196 Antrim Road	Roadside	Y	Co-located with site 60	11 months	26.56
Site 62	Shore Road, Whiteabbey Village	Roadside	N		11 months	17.84

In bold, exceedance of the NO_2 annual mean AQS objective of 40µg/m^3

Underlined, annual mean > 60µg/m^3, indicating a potential exceedance of the NO_2 hourly mean AQS objective

[a] Means should be "annualised" as in Boxes 7.9 and 7.10 of LAQM.TG22, if full calendar year data capture is less than 75%

[b] If an exceedance is measured at a monitoring site not representative of public exposure, NO_2 concentration at the nearest relevant exposure should be estimated based on the NO_2 fall-off with distance calculator, and results should be discussed in a specific section. The procedure is also explained in paragraphs 7.82 to 7.85 of LAQM.TG22.

Table 2.6 – Results of NO_2 Diffusion Tubes (2018 to 2024)

Site ID	Site Type	Within AQMA?	Annual mean concentration (adjusted for bias) µg/m³						
			2018 [a] (Bias Adjustment Factor = 0.93)	2019 [a] (Bias Adjustment Factor = 0.92)	2020 [a] (Bias Adjustment Factor = 0.81)	2021 [a] (Bias Adjustment Factor = 0.84)	2022 [a] (Bias Adjustment Factor = 0.83)	2023 [a] (Bias Adjustment Factor = 0.81)	2024 (bias Adjustment Factor = 0.84)
Site 8 Braden Heights, Rathcoole	Urban Background	N	17.84	15.89	9.86	12.75	12.78	11.39	11.32
Site 46 12 Collinbridge Road	Roadside	N	39.40	31.69	19.38	26.78	27.02	25.01	24.46
Site 48 24 Sandyknowes Avenue	Roadside	N	37.40	35.12	21.74	27.06	28.03	25.93	26.76
Site 49 6 Sandyknowes Gardens	Urban Background	N	28.56	25.24	16.22	21.18	19.49	19.50	18.78
Site 58 Lamp-post, 198 Antrim Road ,Elmfield	Roadside	Y	37.2*	31.8*	21.2*	26.3*	29.3*	27.9*	27.70*

Site ID	Site Type	Within AQMA?	Annual mean concentration (adjusted for bias) µg/m³						
			2018 [a] (Bias Adjustment Factor = 0.93)	2019 [a] (Bias Adjustment Factor = 0.92)	2020 [a] (Bias Adjustment Factor = 0.81)	2021 [a] (Bias Adjustment Factor = 0.84)	2022 [a] (Bias Adjustment Factor = 0.83)	2023 [a] (Bias Adjustment Factor = 0.81)	2024 (bias Adjustment Factor = 0.84)
Site 60 196 Antrim Road	Roadside	Y	37.71	33.55	21.93	29.4	30.49	26.87	26.62
Site 61 196 Antrim Rd	Roadside	Y	37.15	34.44	22.49	29.00	30.23	26.41	26.56
Site 62 Shore Road, Whiteabbey Village	Urban Background	N	-	-	15.75	18.24	18.20	17.91	17.84

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

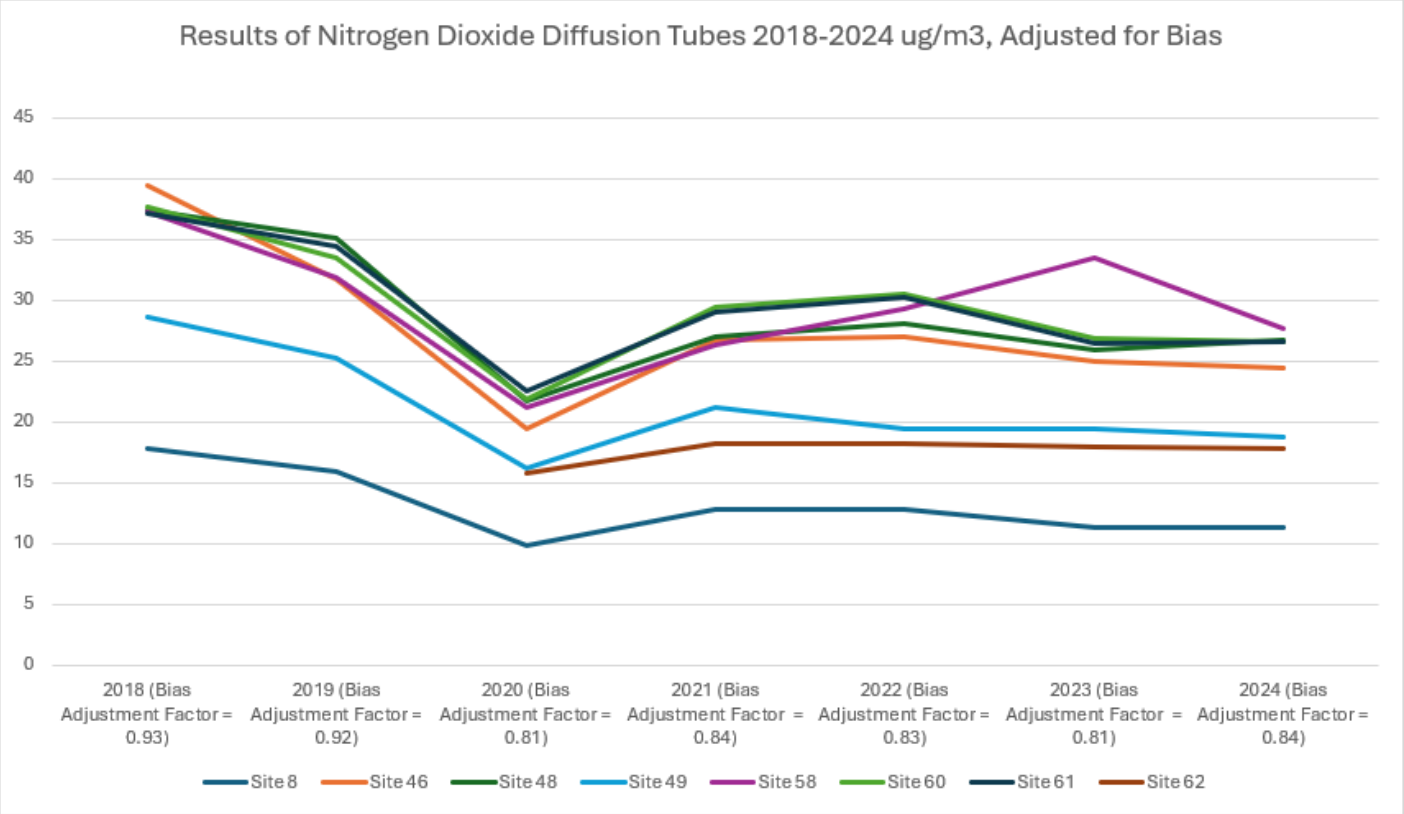
Underlined, annual mean > 60µg/m³, indicating a potential exceedance of the NO_2 hourly mean AQS objective

[a] Means should be "annualised" as in Boxes 7.9 and 7.10 of LAQM.TG22, if full calendar year data capture is less than 75%

*Adjusted for fall off with distance calculator

Figure 2.4 – Trends in Annual Mean Nitrogen Dioxide Concentrations Measured at Diffusion Tube Monitoring Sites

Figure 2.4 shows the Trends in Annual Mean Nitrogen Dioxide Concentrations measured at each diffusion tube monitoring site since 2018. In 2020 an additional diffusion tube was placed in Whiteabbey Village. Since 2018 concentrations have gradually reduced at each site. 2020 showed an increased reduction which can be explained by the Covid-19 Lockdown. Concentrations in 2024 have returned to pre Lockdown levels and are similar to the results from 2023. The annual mean in 2024 for each site is again below the annual average mean objective. This may be due to more modern cars being somewhat less pollutant, whilst increased levels of working from home may lead to fewer vehicles on the road.



2.2.2 Particulate Matter (PM_{10})

Antrim and Newtownabbey Borough Council does not carry out PM10 monitoring

2.2.3 Sulphur Dioxide (SO_2)

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

2.2.4 Benzene

Antrim and Newtownabbey Borough Council does not carry out any Benzene monitoring

2.2.5 Other Pollutants Monitored

Antrim and Newtownabbey Borough Council does not monitor any other pollutants

2.2.6 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

The below information has been gathered through planning applications, PPC applications and local knowledge of the Borough.

There have been no new local developments in the Borough that may affect air quality

3.1 Road Traffic Sources

The below information has been gathered through planning applications, PPC applications and local knowledge of the Borough.

No new roads have been opened since the last Updating and Screening Assessment.

3.2 Other Transport Sources

The below information has been gathered through planning applications, PPC applications and local knowledge.

No new airports, railway stations or ports have opened since the last Updating and Screening Assessment took place.

In 2024, 6,733,949 passengers passed though the airport, compared to 5,957,055 in 2023. In addition, the airport handled 24,724 tonnes of freight. 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 0.247 mppa which is well under the 10 million passengers per annum threshold for relevant exposure.

3.3 Industrial Sources

The below information has been gathered through planning applications, PPC applications and local knowledge.

There have been no new industrial installations, major fuel storage depots, or petrol stations since the last Updating and Screening Assessment.

LA03/2024/0838/F (Budore Road Poultry unit)- Proposed new free range poultry house for up to 16k free range laying hens, new litter store, pv panels to roof, concrete apron, meal bins - utilising existing access onto Budore Road

An air quality impact assessment was submitted. No risk of an exceedance of an AQS objective and no negative impact on air quality

3.4 Commercial and Domestic Sources

No new biomass installations have been identified in the borough since the last Updating and Screening Assessment. There is currently one application for a biomass installation that is current. An update will be provided in future reports.

Antrim and Newtownabbey Borough Council confirms that there are no areas of significant domestic fuel use in the Local Authority area. Fuel Use Surveys were completed in the previous Newtownabbey Borough Council Area in 2003 and 2004. The predominant primary fuel was found to be oil with one area in Ballyclare having solid fuel as a secondary source. An AQMA was declared for PM10 in Ballyclare in October 2004 with a continuous PM10 Analyser installed however the AQMA was revoked in November 2006 because of the consistent low levels recorded.

Since 2006 Antrim town has had access to a natural gas supply and all major housing developments since then have been connected to this supply. NIHE has also implemented a major programme of replacing solid fuel systems within their properties with gas. This commenced in Antrim in 2008 and was completed 2 years later. The completion of this programme has meant that there are no longer any

areas in the borough with significant solid fuel use. There has been a similar installation of gas within the previous Newtownabbey Borough Council area.

In addition there are 17 smoke control areas in the previous Newtownabbey Borough Council area and 5 in the previous Antrim Borough Council. In 2024 only 2 complaints about burning smoke in smoke control areas were received.

Census results indicated that 1.9% of properties in the Borough had solid fuel as the primary fuel source.

No Combined Heat and Power (CHP) plants have been identified.

3.5 New Developments with Fugitive or Uncontrolled Sources

An Environmental Statement was submitted for a Change of use of an existing waste transfer building to a thermal recovery building utilising a 3MW combined heat and power plant and including external changes to the building involving an increase in height, installation of 2no. stacks and air-cooled condensers and other associated development and site works such as drainage infrastructure and landscaping. The Air Quality assessment submitted alongside this application demonstrated the relevant air quality objectives would be met.

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 Local / Regional Air Quality Strategy

Antrim and Newtownabbey Borough Council do not have a local/regional Air Quality Strategy, but do have a declared AQMA with an associated Action Plan.

5 Planning Applications

The following are planning applications in 2024 where Antrim and Newtownabbey Borough Council requested an Air Quality Assessment or Dust Impact assessment or where one was submitted.

LA03/2024/0772/F

Retrospective extension of servicing yard area (to accommodate storage of shipping containers, skip new concrete aggregate bays and raised concrete hardstanding) and proposed replacement portal frame building

A Dust Management Plan was submitted. No risk of an exceedance of an AQS objective and no negative impact on air quality

LA03/2024/0349/F

Pig inspection station and associated site works (Retrospective)

An Odour and Air quality Impact assessment requested and submitted. No risk of an exceedance of an AQS objective and no negative impact on air quality

LA03/2024/0611/F (Bondelivery, Dundrod Road, Nutts Corner)

Extension of existing storage and distribution facility to erect new warehouse, with associated circulation areas, ground works and boundary treatments.

Air Quality Impact Assessment requested and submitted. No risk of an exceedance of an AQS objective and no negative impact on air quality

LA03/2023/0852/F

Upgrade of Whitehouse Wastewater Treatment Works comprising demolition of the existing storm tanks, storage compound and other abandoned infrastructure, and provision of new tanks, elevated pipework to / from the storm tank, pumping

stations, the installation and operation of ground-mounted and roof-mounted Solar PV panels, additional odour control provisions, drainage rehabilitation works, internal access roads, new electricity supply infrastructure and all other associated site works including landscaping, security fencing and lighting.

Air Quality Impact Assessment submitted. No risk of an exceedance of an AQS objective and no negative impact on air quality

LA03/2024/0632/F (LCC J1)

Proposed commercial development comprising of unmanned retail petrol forecourt, HGV bunkering facility, drive thru coffee pod, offices including drive thru solid fuel depot, lance washers, valet bays, covered car wash conveyor, light industrial/storage + distribution unit and proposed roundabout, site accesses and alterations to existing food store entrance

Odour Assessment submitted. No risk of an exceedance of an AQS objective and no negative impact on air quality

LA03/2024/0386/F (Errigal at Norfill Business Park)

Retention of existing extraction unit and 6m high acoustic enclosure with proposed additional 6m high acoustic enclosure (amended description)

Dust Impact Assessment requested and submitted. No risk of an exceedance of an AQS objective and no negative impact on air quality

LA03/2023/0561/F (Hannon Streel 50 Nutts Corner Road)

Proposed storage and distribution facility comprising: temperature controlled warehouse, research and development building, ancillary offices, steel processing building and steel storage yard, conversion of dwelling at No.2 Tullywest Road to staff welfare and security building; vehicle maintenance building; ancillary plant equipment, parking, loading/unloading areas, landscaping including planted earth bunds, and all associated site works. New right turn lane access provided via Nutts Corner Road

Air Quality Impact Assessment Submitted. No risk of an exceedance of an AQS objective and no negative impact on air quality

LA03/2024/0085/F (McKinstry's, Belfast Rd)

Retrospective extension to waste management facility yard and proposed change of use of existing Materials Recycling Facility (MRF) building to a Refuse Derived Fuel Storage building and erection of new MRF building, including all associated site works, drainage and landscaping.

Dust Management Plan submitted. No risk of an exceedance of an AQS objective and no negative impact on air quality

6 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.

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.

7 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 2035. 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 2035. 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 number of 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 2035;
- 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).

Transport Strategy 2035

The Department for Infrastructure is developing a new Transport Strategy, with a vision to create a more inclusive, accessible, and sustainable transport network by 2035. The strategy will address the role of transport as a social, economic, and environmental enabler, and will set out priorities for the Department for Infrastructure. Public consultation on the draft strategy is open until September 16, 2025.

8 Climate Change Strategies

The Council have launched a Climate Change Action Plan in November 2024 – information on the plan is available via this link.

The plan sets out a series of actions that Council will take to reduce emissions, and climate mitigation and adaptation actions.

The Council also have an EMS (Environmental Management System) ISO 14001 and associated Working Group (with members from each department present) who meet 3 times a year to discuss ways to encourage positive environmental impact. The Council is also audited annually.

Finally, the Council have a Sustainability Working Group, who meet quarterly to discuss proactive improvements to operations including strategic operations regarding move forward to being a more sustainable organisation. There are a number of Elected Members on this Working Group.

9 Implementation of Action Plans

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

10 Conclusions and Proposed Actions

10.1 Conclusions from New Monitoring Data

Results of the Automatic Monitor, whose inlet is 1m from the façade of the relevant location, for nitrogen dioxide in 2024 showed an annual mean concentration of 33µg/m3.

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 27.7µg/m3.

Diffusion tubes 60 and 61 are located on the façade of the relevant location and they showed annual mean concentrations of 26.62 and 26.56 µg/m3 respectively.

Antrim and Newtownabbey Borough Council will continue to carry out monitoring in 2025.

10.2 Conclusions relating to New Local Developments

There are no new local developments that will require more detailed consideration in the next USA

10.3 Other Conclusions

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

Antrim and Newtownabbey Borough Council await to see any relevant updates of planning policies that will relate to air quality.

10.4 Proposed Actions

- Continue monitoring and implement Action Plan Measures
- Submit Progress Report in 2026

11 References

https://www.caa.co.uk/Documents/Download/11911/0af1d44e-1648-4fd7-94e3-0b9697934148/17033

https://en.wikipedia.org/wiki/Belfast_International_Airport#cite_note-stats-3

Defra (2022) Part IV of the Environment Act 1995 as amended by the Environment Act 2021 Environment (Northern Ireland) Order 2002 Part III Local Air Quality Management Technical Guidance (TG22)

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

12 Appendices

Appendix A: Quality Assurance / Quality Control (QA/QC) Data

Appendix B: Location of AQMA

Appendix C: Locations of Monitoring Sites

Appendix D: Monthly Diffusion Tube Results

Appendix E: Air Quality Action Plan Progress Report 2024

Appendix A: QA/QC Data

QA/QC Diffusion Tube Monitoring

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

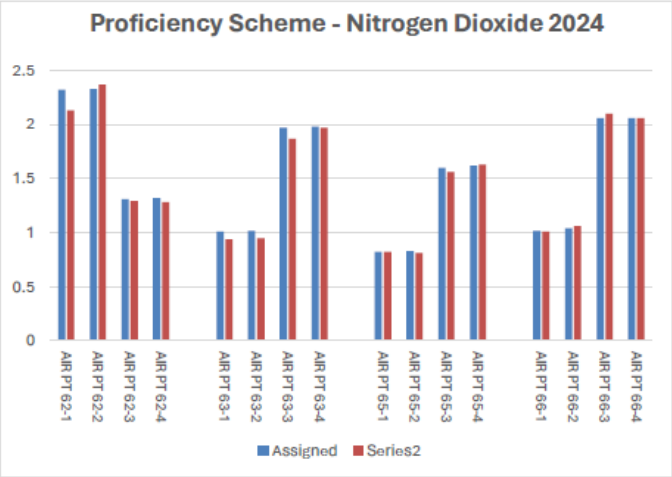
Gradko have confirmed that their laboratory complies with the procedures detailed in the DEFRA Harmonisation Practical Guidance and their AIR-PT results for 2024 were satisfactory.

Monitoring was completed in adherence with the 2024 Diffusion Tube Monitoring Calendar.

AIR PT Nitrogen Dioxide Proficiency Scheme Results 2024

Methods: GLM 7 – CARY 60 Spectrophotometer

AIR PT Proficiency Scheme - Nitrogen Dioxide 2024					
Date	Round	Assigned value	Procedure GLM 7		
			Measured concentration	z-Score	% Bias
Feb-24	AIR PT 62-1	2.32	2.13	-0.94	-8.2%
Feb-24	AIR PT 62-2	2.33	2.37	0.22	1.7%
Feb-24	AIR PT 62-3	1.31	1.29	-0.2	-1.5%
Feb-24	AIR PT 62-4	1.32	1.28	-0.4	-3.0%
Jun-24	AIR PT 63-1	1.01	0.94	-0.92	-6.9%
Jun-24	AIR PT 63-2	1.02	0.95	-0.92	-6.9%
Jun-24	AIR PT 63-3	1.97	1.87	-0.68	-5.1%
Jun-24	AIR PT 63-4	1.98	1.97	-0.07	-0.5%
Aug-24	AIR PT 65-1	0.82	0.82	0.00	0.0%
Aug-24	AIR PT 65-2	0.83	0.81	-0.32	-2.4%
Aug-24	AIR PT 65-3	1.6	1.56	-0.33	-2.5%
Aug-24	AIR PT 65-4	1.62	1.63	0.12	0.6%
Oct-24	AIR PT 66-1	1.02	1.01	-0.13	-1.0%
Oct-24	AIR PT 66-2	1.04	1.06	0.26	1.9%
Oct-24	AIR PT 66-3	2.06	2.10	0.26	1.9%
Oct-24	AIR PT 66-4	2.06	2.06	0	0.0%



April 2024

Diffusion Tube Annualisation

All diffusion tube monitoring locations within Antrim and Newtownabbey Borough Council recorded data capture of at least 75% therefore it was not required to annualise any monitoring data. In addition, any sites with a data capture below 25% do not require annualisation.

Diffusion Tube Bias Adjustment Factors

Antrim and Newtownabbey Borough Council have applied a national bias adjustment factor of 0.84 to the 2024 monitoring data. A summary of bias adjustment factors used by Antrim and Newtownabbey Borough Council over the past five years is presented in **Table A.1**

In 2024 the diffusion tubes were analysed by Gradko Services using 20% TEA in water.

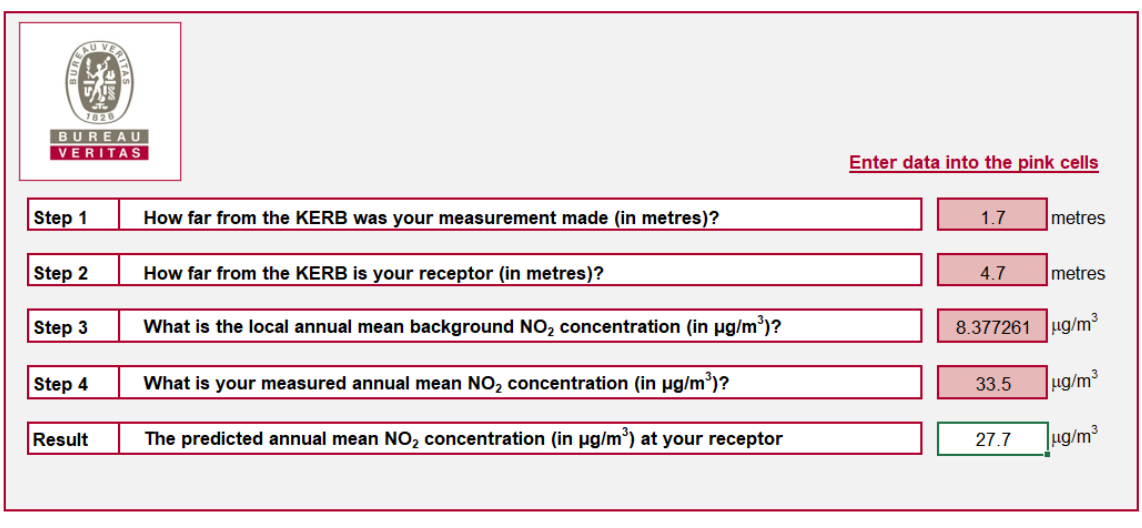
There are no co-located diffusion tubes at the inlet of the continuous monitor therefore the national bias adjustment factor was used. The laboratory bias correction factor was calculated using the diffusion tube spreadsheet tool. This diffusion tube spreadsheet tool is published by Air Quality Consultants 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 0.84 was calculated from 27 studies from Gradko Services for 2024 using the diffusion tube spreadsheet tool, for the diffusion tubes study.

Table A.1 Bias Adjustment Factor

2024	National	03/25	0.84
2023	National	03/24	0.81
2022	National	03/23	0.83
2021	National	03/22	0.84
2020	National	09/20	0.81

NO_2 Fall-off with Distance from the 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)?	8.377261	µg/m^3
Step 4	What is your measured annual mean NO_2 concentration (in µg/m^3)?	33.5	µg/m^3
Result	The predicted annual mean NO_2 concentration (in µg/m^3) at your receptor	27.7	µg/m^3

QA/QC of Automatic Monitoring

In 2024 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(22). Bi-annual Quality Control audits were carried out by Ricardo.

Routine calibration of the NOx analyser is undertaken by Antrim and Newtownabbey Borough Council every 6 weeks, using on-site certified calibration gas cylinders traceable to National Calibration Standards. The data capture was 98.9% in 2024.

The 2024 summary for the Antrim Road, Elmfield monitor is provided below:

Air Quality Report

NEWTOWNABBEY ANTRIM ROAD 2024

Air Quality Statistics

Pollutant	NO_2	NO	NO_X
Number Very High #	0	-	-
Number High #	0	-	-
Number Moderate #	0	-	-
Number Low #	8684	-	-
Maximum 15-min mean	194.7 µg m^{-3}	709.9 µg m^{-3}	1178.9 µg m^{-3}
Maximum hourly mean	154.1 µg m^{-3}	366.2 µg m^{-3}	704.8 µg m^{-3}
Maximum running 8-hr mean	113.5 µg m^{-3}	208.1 µg m^{-3}	429.0 µg m^{-3}
Maximum running 24-hr mean	84.0 µg m^{-3}	140.7 µg m^{-3}	292.3 µg m^{-3}
Maximum daily mean	81.0 µg m^{-3}	140.2 µg m^{-3}	291.0 µg m^{-3}
Average	33.2 µg m^{-3}	24.2 µg m^{-3}	70.4 µg m^{-3}
Data capture	98.9 %	98.9 %	98.9 %

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 Exceedances

Pollutant	Air Quality Regulations (Northern Ireland) 2003	Max Conc	Number	Days	Allowed	Exceeded
Nitrogen Dioxide	Annual mean > 40 µg m^{-3}	33.2 µg m^{-3}	0	-	-	No
Nitrogen Dioxide	Hourly mean > 200 µg m^{-3}	154.1 µg m^{-3}	0	0	18 hours	No

Air Quality Report

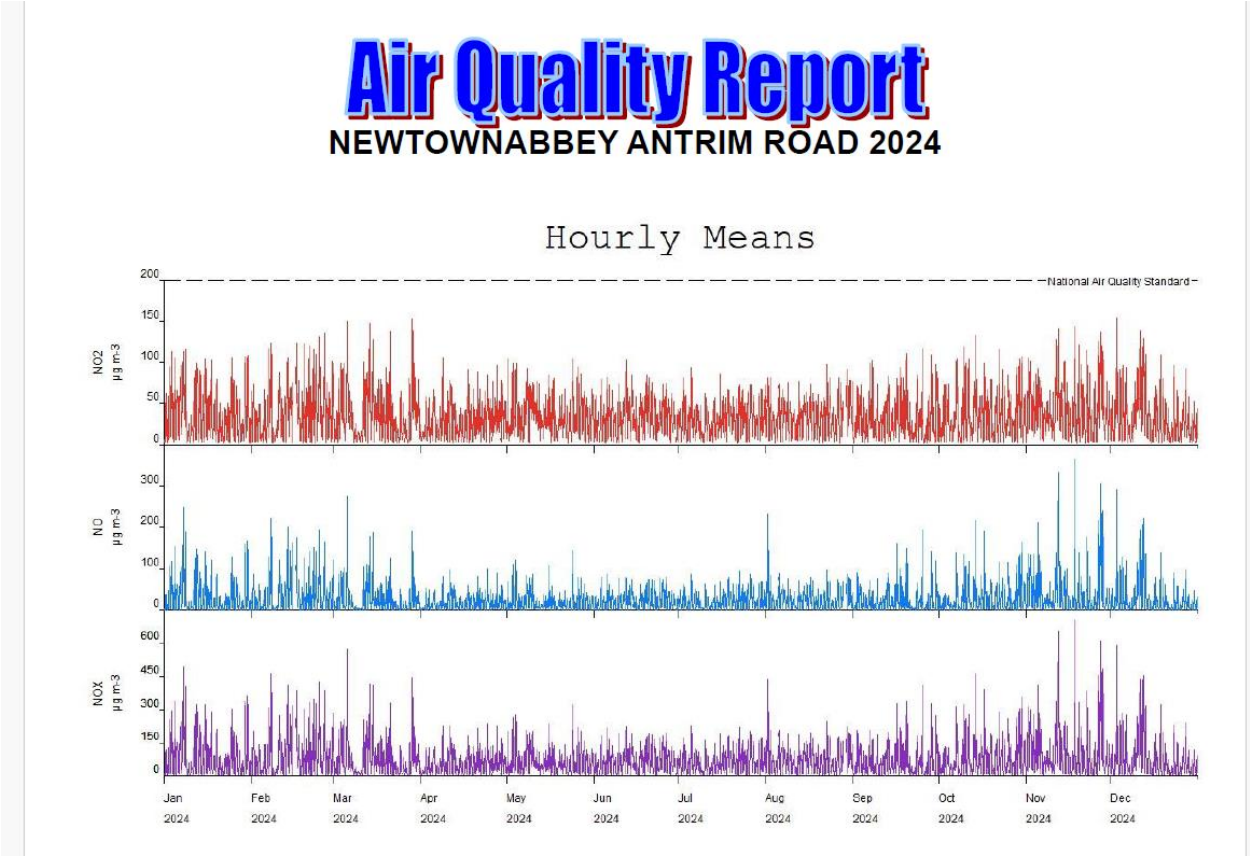
NEWTOWNABBEY ANTRIM ROAD 2024

Monthly Data Captures %

Pollutant	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Nitrogen Dioxide	99.9	96.7	99.6	99.0	99.3	98.5	98.9	95.6	99.6	99.9	99.6	99.7

Monthly Means

Pollutant	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Nitrogen Dioxide µg m^{-3}	34.0	36.8	32.8	28.1	34.6	32.5	30.3	33.3	29.1	33.3	41.9	32.2



Automatic Monitoring Annualisation

All automatic monitoring locations within Antrim and Newtownabbey Borough Council recorded data capture of greater than 75% therefore it was not required to annualise any monitoring data. In addition, any sites with a data capture below 25% do not require annualisation.

NO_2 Fall-off with Distance from the Road

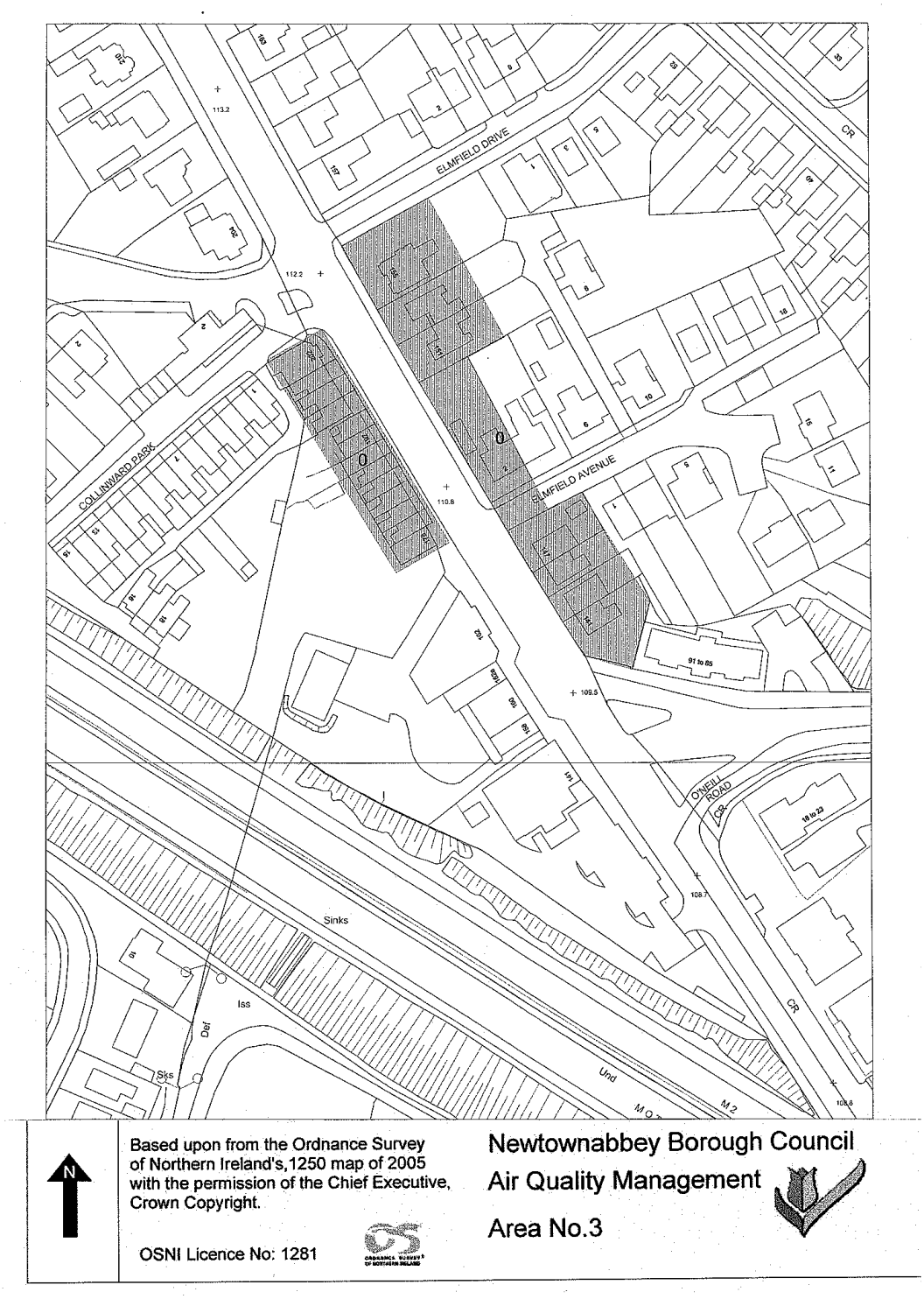
No automatic NO_2 monitoring locations within Antrim and Newtownabbey Borough Council required distance correction during 2024.

Table A.1 - NO_2 Fall-off with Distance Calculations (concentrations presented in µg/m^3)

Site ID	Distance (m): Monitoring Site to Kerb	Distance (m): Receptor to Kerb	Monitored Concentration (Annualised and Bias Adjusted)	Background Concentration	Concentration Predicted at Receptor	Comments
58	1.7	4.7	33.5	8.377261	27.7	

Appendix B: Location of AQMA

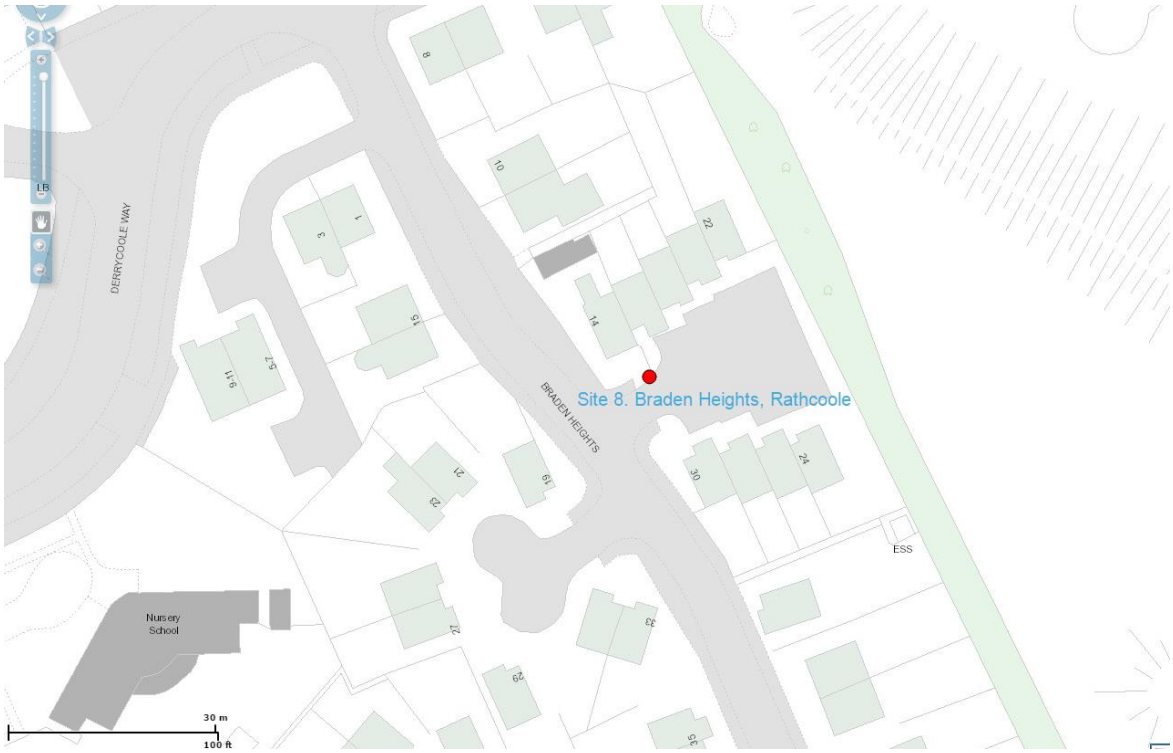
Figure 1-1 AQMA 3 (amended) Antrim Road, Elmfield



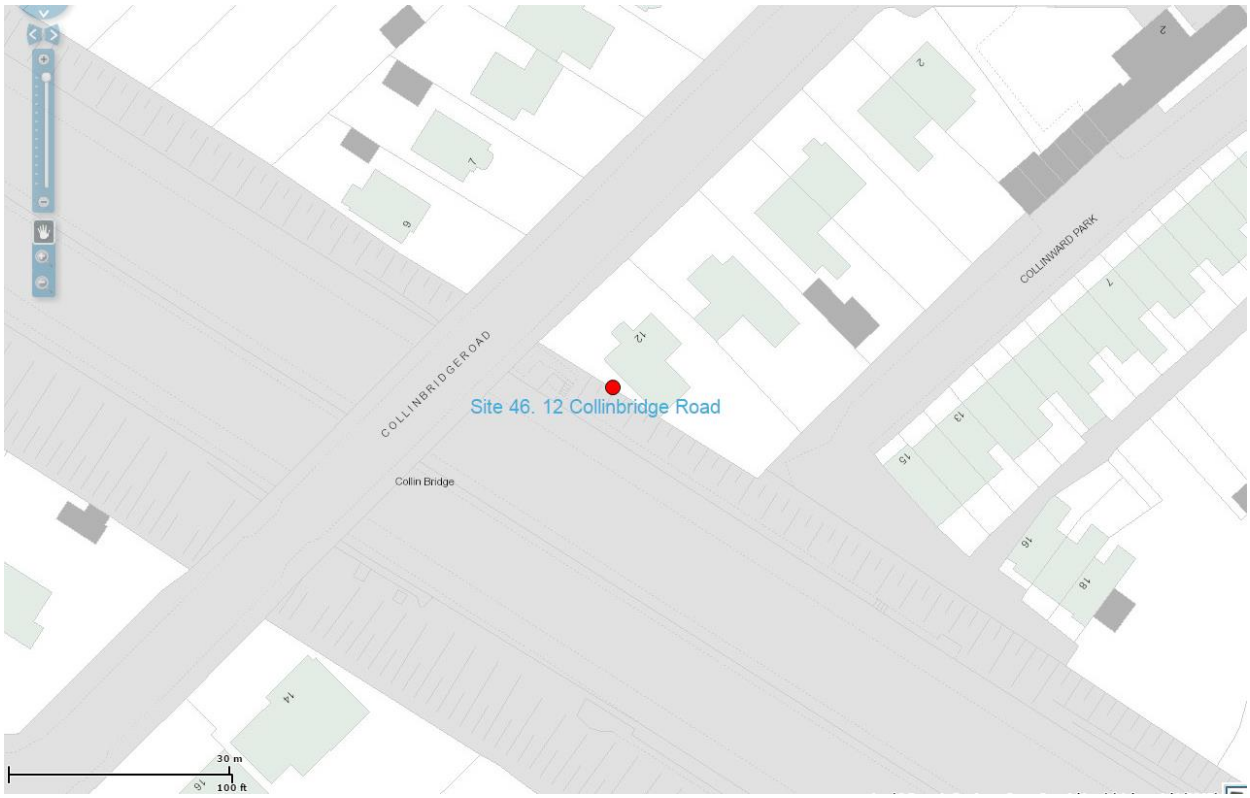
Appendix C: Location of Monitoring Sites

Diffusion Tube sites North

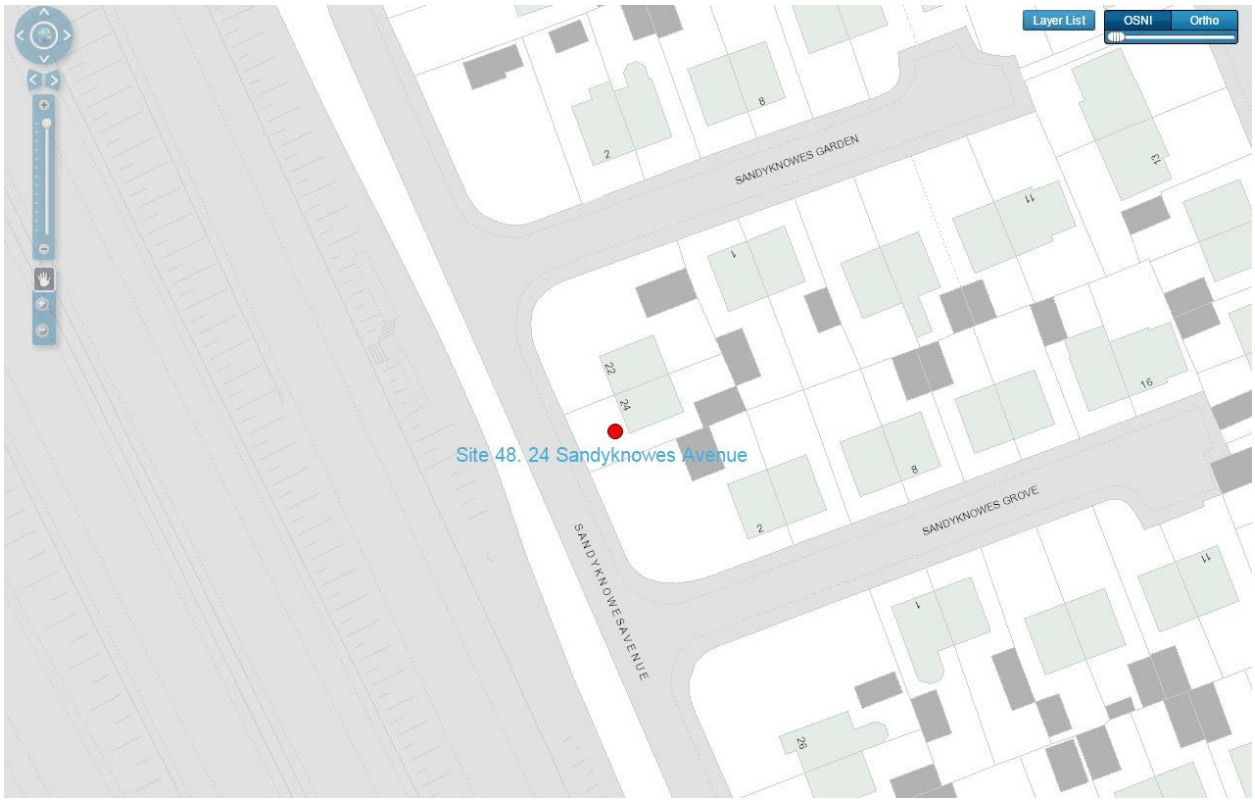
Site 8 - Braden Heights, Rathcoole



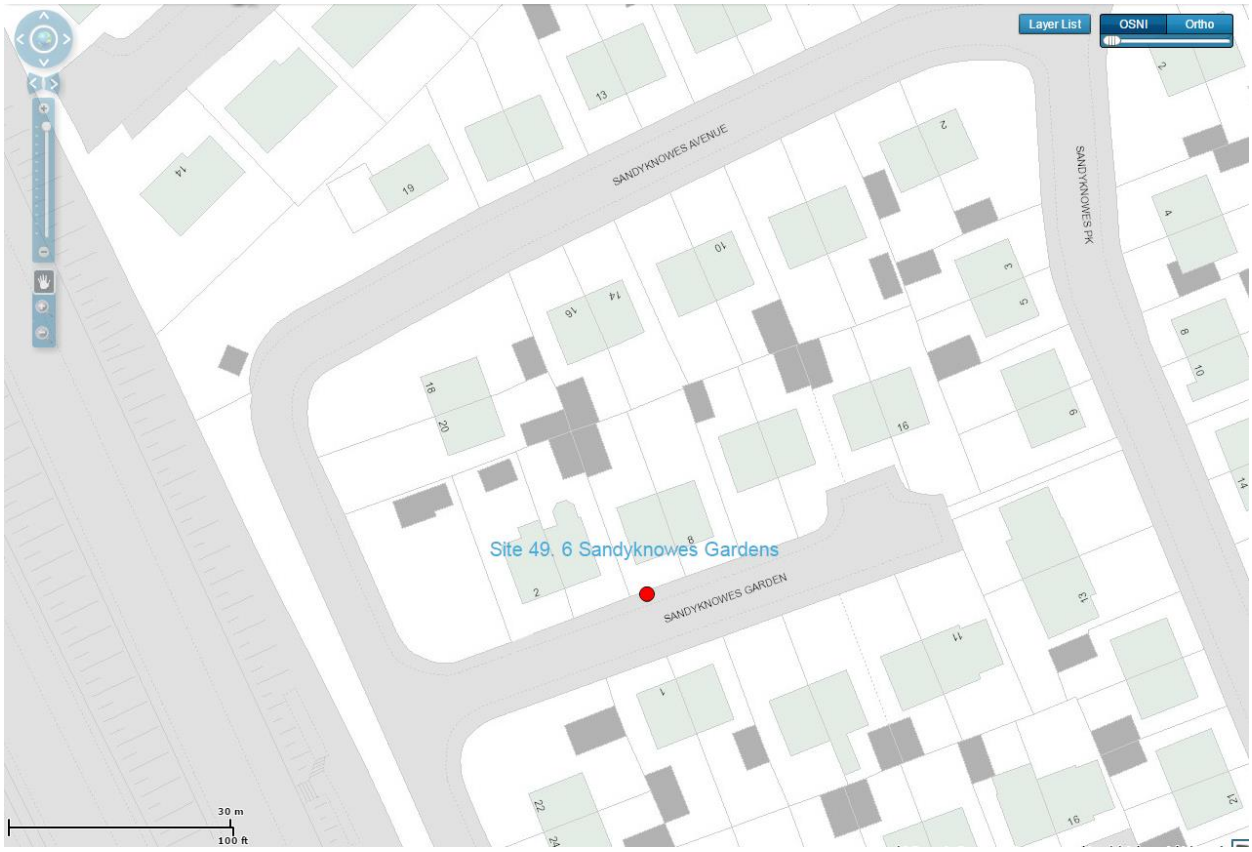
Site 46 - 12 Collinbridge Road



Site 48 - 24 Sandyknowes Avenue



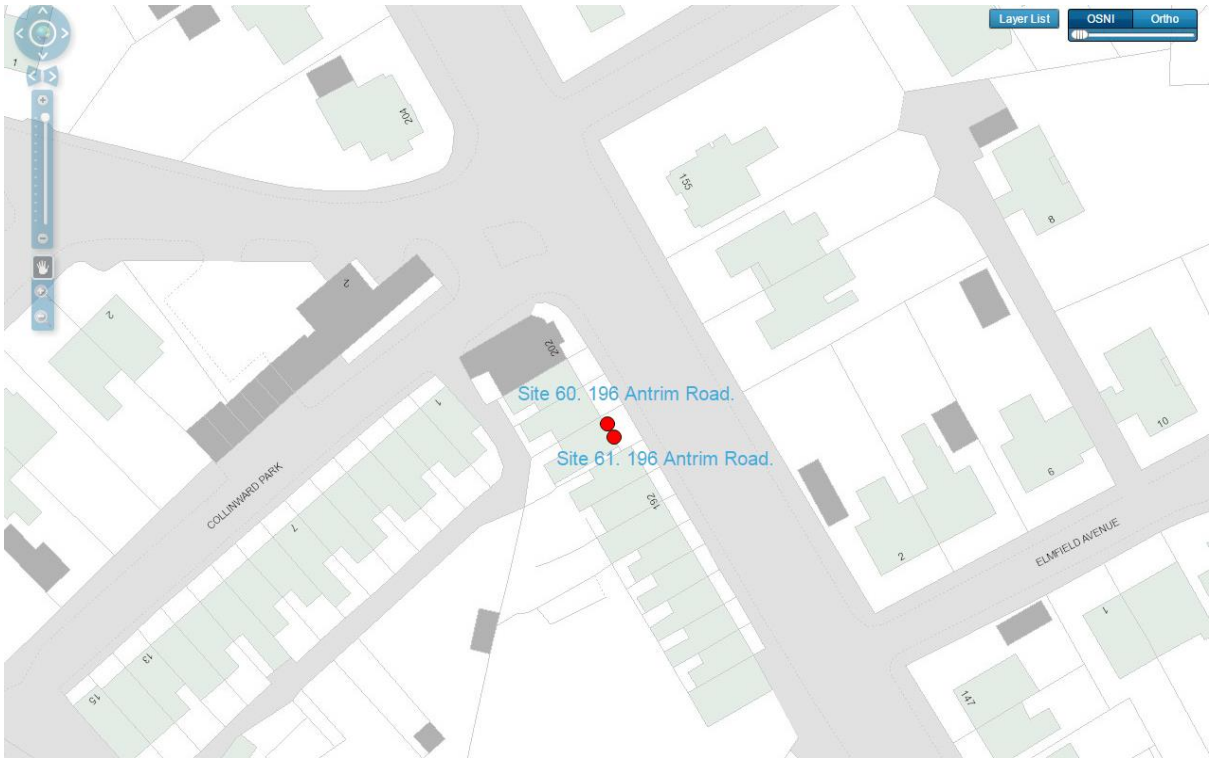
Site 49 - 6 Sandyknowes Gardens



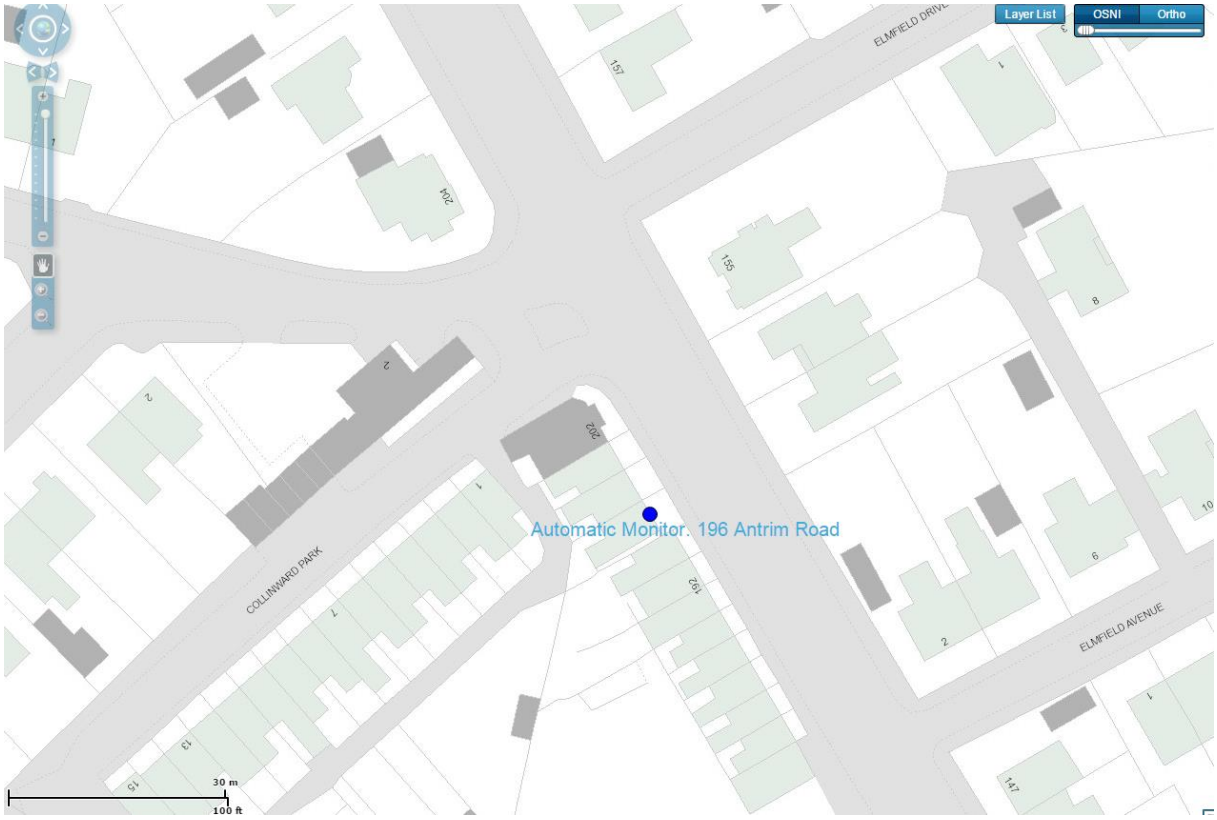
Site 58 - 198 Antrim Road

Site 62 - Whiteabbey Village (commenced June 2019)

Site 60 and Site 61 -196 Antrim Road



Automatic Monitoring Site -196 Antrim Road



Location of Monitoring Sites (red pin) and the AQMA (blue pin)

Appendix D: Monthly Diffusion Tube Results 2024

Bias Adjustment Factor = National

Diffusion Tube ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	NO_2 Mean Concentrations (µg/m³)												Simple Annual Mean (µg/m³)			Comment
			Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Raw Data	Bias Adjusted (0.84)	Distance Corrected to Nearest Exposure	
Site 8	333898	381926	19.4	14.1	13.8	11.8	11.3	8.1	8.4	10.6	10.4	15.1	23.8	15.0	13.5	11.3		
Site 46	332193	381666	31.5	27.9	29.3				22.4	28.7	26.7	35.1	35.0	25.5	29.1	24.5		
Site 48	330631	382729	43.1	34.3	25.3	34.0	30.3	30.3	26.5	32.1	24.4	28.8	38.6	34.9	31.9	26.8		
Site 49	330641	382771	31.6	23.7	18.0	22.2	22.0	20.7	18.6	19.1	18.5	21.1	27.4	25.5	22.4	18.8		
Site 58	332305	381697	48.9	43.3	35.1	39.3	38.8	27.6	36.2	41.0	33.9	46.2	50.1	38.5	39.9	33.5	27	
Site 60	332305	381697	38.1	33.7	27.2	29.9	29.5	31.5	27.0	31.4		32.6	37.1	30.6	31.7	26.6		
Site 61	332305	381697	36.7	33.8	28.5	31.3	32.1	30.6	28.4	28.5		30.1	35.4	32.4	31.6	26.6		
Site 62	336044	383084	26.7	24.4	21.8	19.8	18.7		16.3	16.5	17.8	25.4	24.3	22.0	21.2	17.8		

Appendix E: Air Quality Action Plan Progress Report 2024

Measure	Focus	Lead Authority	Planning Phase	Implementation Phase	Indicator	Target Annual Emission Reduction in AQMA	Progress to date	Progress in last 12 months	Estimated completion date	Comments relating to emission reductions
1. To investigate options for moving to cleaner fuels and purchase vehicles that comply with the prevailing EURO standard	Reducing the impact of Council fleet vehicles	Antrim and Newtownabbey Borough Council	Completed	Ongoing	Reduction in polluting emissions from Council vehicles	N/A	Council currently has 56% of its fleet vehicles not fuelled by diesel, resulting in a 30.5% reduction in emissions for the year 2024 /25 Drivers have completed Eco-driving techniques training & individual driving behaviours continue to be monitored by Council to assist in the planning of driver training programs	Council continues to actively review vehicle specifications and acquisitions with regard to emission levels and options for transitioning its fleet from diesel powered vehicles to alternative fuel sources. The Council's Fleet Management Strategy 2022 – 2027 sets out a blueprint for the decarbonisation of the fleet. Pilots of alternative fuelled vehicles continue to be explored in order to assess their potential suitability for implementation into the fleet. All compatible fleet diesel vehicles now operate on Hydrotreated Vegetable Oil (HVO). This presents an annual reduction of CO2 emissions for Council by 90% (as per manufacturers data) for these vehicles. The breakdown of Councils fleet alternatively fuelled vehicles currently is: HVO – 47% Electric – 9% The % reduction of carbon emissions from Councils fleet vehicles for the past 2 years are as follows:	Ongoing	Potential capital costs and maintenance

								<table><tr><th>Year</th><th>% Reduction Per Year</th></tr><tr><td>2023/24</td><td>14.96%</td></tr><tr><td>2024/25</td><td>30.50%</td></tr></table> Council also continues to engage with its drivers in specific training programmes to encourage awareness of the effects of variant vehicle usages, driving styles and methods to improve fuel efficiency, reduce vehicle idle, etc, in order to assist Council to reduce its carbon footprint and impact on local air quality and the environment.		
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	Reducing the impact of Translink buses.	Translink	Completed	Ongoing	Reduction in polluting emissions from Council vehicles	N/A	Passenger carrying fleet: All drivers take part in a standard driver training programme which includes Eco-Driving techniques. 100% of vehicles are fitted with Driver Monitoring Devices and all new vehicles are fitted with these devices as standard. Other Divisions:	Translink continues to deliver it's Net Zero fleet strategy through the introduction of battery and hydrogen fuel cell electric vehicles, with approx 250 now in service across Northern Ireland. The Euro VI rating mandates a reduction of at least 55% in NOX emissions over Euro V, with very low particulates and highly efficient. The new zero emissions vehicles along with the increased proportion of class-leading Euro VI vehicles and eco-driving techniques deliver substantially reduced impacts on local air quality and the environment. The strategy states that we want to achieve this responsibly by: · Achieving at least 50% reduction in current emissions by 2030 in line with our Climate Action Pledge (baseline 2018/19) · Placing Translink at the forefront in the journey towards zero emission public transportation, and for all our	Ongoing	Potential capital costs and maintenance

<table>
<tr><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td>Support vehicles are being fitted with Driver Monitoring Devices and prospective drivers have undergone Eco-Driving training. This is refreshed every 5 years (last window was early 2023). Support vehicles are being fitted with ECO driving systems in an ongoing programme.</td><td>buses, trains and buildings to be Net Zero by 2040.
· Being Climate Positive by 2050, going beyond achieving net zero to create and an environmental benefit by removing additional carbon dioxide from the environment while growing our business.

Below is the latest fleet breakdown for the Antrim and Newtownabbey area, with 2020-21 data included for comparison purposes. There is an ongoing programme of procurement of zero emission and low emission vehicles.

<table><tr><td></td><td>2020/21</td><td>2024/25</td></tr><tr><td>Fleet</td><td>125</td><td>131</td></tr><tr><td>Zero Emissions Vehicle</td><td>0%</td><td>13%</td></tr><tr><td>Euro 6</td><td>26%</td><td>53%</td></tr><tr><td>Other</td><td>74%</td><td>34%</td></tr></table></td><td></td><td></td></tr>
<tr><td>3. Carry out vehicle emission testing</td><td>Consider the provision of free vehicle emissions testing for motorists and supporting information about responsible car ownership, highlight vehicle pollution issues, eco driving and alternatives to the motor car</td><td>Antrim and Newtownabbey Borough Council</td><td>Completed</td><td>Ongoing</td><td>Number of vehicles checked</td><td>N/A</td><td>New emissions equipment has been purchased</td><td colspan="3">Emissions testing carried out</td><td>Ongoing</td><td>Due to more modern cars on the market, the number of vehicles failing continues to fall.</td></tr>
<tr><td>4. Introduce a Park and Ride Scheme at Ballyhenry Road

Introduce a Park and Ride Scheme at Ballynure</td><td>Increased use of public transport</td><td>DFI TransportNI</td><td>Completed</td><td>Ongoing</td><td>Number of schemes introduced</td><td>N/A</td><td>Ballynure and Randalstown Schemes have been completed</td><td colspan="3">Ballyhenry Scheme has approval granted but scheme not going ahead at the present time.</td><td>Ongoing</td><td>Ballyhenry scheme shelved due to residents concerns</td></tr>
</table>

Introduce a Park and Ride Scheme in New Street/John Street Randalstown										
5. Promote sustainable modes of transport to Newtownabbey Borough Council employees, residents/commuters within the AQMA and St Bernard's Primary School	Increase awareness and availability of sustainable transport	Travelwise	Completed	Completed	The number of workplace travel plans	N/A	A number of initiatives implemented	DfI has discontinued the Travelwise NI initiative and no longer provides support for workplace travel plans.	Completed	
6. Develop a Green Travel Plan for borough	Reduce the amount of vehicles on the road	Antrim and Newtownabbey Borough Council	Completed	Ongoing	Production of Green Travel Plan for council employees initially	N/A	Newtownabbey Borough Council's Workplace Travel Plan was launched October 2011 and the action plan is currently being implemented by ANBC.	Staff and Council Members able to avail of Council Bike to Work Scheme all year round. In the period January – December 2024 a total of 0 ANBC employees purchased a new bike through the scheme. • cycle stands have been installed throughout the Borough • The Council has submitted 6 No. expression of interest forms to DfI – for greenways and active travel routes **<u>Expressions of Interest (Greenways):</u>** Doagh to Larne Greenway: Bqllyclare Town Route- 2 sections of path in construction circa 750 metres, part DfI and part DAERA. DfI have awarded Council c.£280,000 towards this scheme – to be completed by March 2025 Mallusk/Hightown to Gideon's Green Greenway-circa 2 km completed – not fully connected	Ongoing	

								as yet – part DfI and part DAERA. Future funding is to be sought for this. **<u>Expressions of Interest (Active Travel Routes):</u>** Steeple Park: Active Travel Project Global Point: Active Travel Project Supporting Cycling in Glengormley Secure cycle parking for Edmund Rice College Belfast High School Bicycle shelter and repair station DfI has decided not to fund Active Travel Routes for the above sites.		
7. Deliver the 'Air Quality Schools Initiative' to St Bernard's Primary School	Increase awareness amongst young people highlighting the health and environmental problems associated with air pollution	Antrim and Newtownabbey Borough Council	Completed	Completed	Creation of sustainable attitudes to our environment among young people	N/A	Initiative completed	N/A	Completed	
8. Organise an Information Event for residents in the AQMA	Provide the public with air quality information	Antrim and Newtownabbey Borough Council	Completed	Completed	Creation of sustainable attitudes to our environment	N/A	Information Event organised	Information event has been completed.	Completed	
9. Provide information on the Council Website to encourage people to change their travel behaviour	Provide the public with air quality information through the Councils web site and links to the Northern Ireland air quality website (www.airqualityni.co.uk)	Antrim and Newtownabbey Borough Council	Completed	Ongoing	Website updated	N/A	Website has been updated	Website has been updated with relevant information and reports	Ongoing	
10. Comment on planning applications to ensure that all	Use Planning Process to ensure potential air quality issues are assessed.	Antrim and Newtownabbey Borough Council	Completed	Ongoing	Sustainable development which considers	N/A	Ongoing	490 Planning consultations were considered and responded to by Environmental Health in 2024	Ongoing	

relevant air quality issues are highlighted and mitigation measures are considered wherever possible	Comment upon planning applications to ensure that all relevant air quality issues are highlighted and mitigation measures are considered wherever possible				environmental as well as socio-economic impact					