North East Lincolnshire Council

Air Quality Action Plan

Bureau Veritas

July 2019

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Document Control Sheet

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North East Lincolnshire Council
Air Quality Action Plan

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

July 2019

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Executive Summary

This Air Quality Action Plan (AQAP) has been produced as part of our statutory duties required by the Local Air Quality Management framework. It outlines the action we will take to improve air quality in North East Lincolnshire Council (NELC – the Council) between 2019 and 2024.

This AQAP replaces the previous AQAP which was adopted in 2012. Projects successfully delivered through the past action plan include:

- Riby Square highway improvements to reduce congestion, reduce emissions from idle vehicle engines;
- Vehicle Procurement: The Council have expanded their electric vehicle fleet to now include 28 vehicles;
- Completion of A18/A180 link road to provide a more appropriate HGV route to Immingham Docks (2016), reduced environmental impact of HGVs on the residents of Immingham;
- Highway Signage: Improve signs at Lockhill for the dock traffic; and
- Bus Stop Facilities: Real time displays at main bus stops.

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

The annual health cost to society of the impacts of particulate matter alone in the UK is estimated to be around £16 billion[3]. NELC is committed to reducing the exposure of people in NEL to poor air quality in order to improve health.

We have developed actions that can be considered under 5 broad topics:

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

- **Transport** – Provision of additional transport infrastructure; changes to road layout or operation; formulation of traffic plans with the aim being to encourage the use of greener modes of transport, and/or reduce congestion and associated vehicle emissions
- **Public Health** – Encouragement of wider behavioural changes in local population with respect to their travel choices, raise awareness and educate members of the public on the impact of air pollution
- **Planning and Infrastructure** – Mitigate potential air quality impacts effectively by being involved in decision making early on for future developments required to support the growth of NEL.
- **Strategies and Policy Guidance** – Working with partners and stakeholders to direct the use of legislation and targeted enforcement to control air pollution
- **Air Quality Monitoring** – Ensure satisfactory air quality monitoring data is available to track outcomes of the implemented AQAP measures.

The primary focus of the AQAP is to implement measures which will ensure levels of NO_2 across the Borough, and specifically within the AQMA, are consistently below the threshold of 40µg/m^3 expressed as an annual mean – this is the level currently regarded as safeguarding the most vulnerable in society against the impacts of NO_2.

In this AQAP we outline how we plan to effectively tackle air quality issues within our control. However, we recognise that there are a large number of air quality policy areas that are outside of our influence (such as vehicle emissions standards agreed in Europe), but for which we may have useful evidence, and so we will continue to work with regional and central government on policies and issues beyond NELC's direct influence.

Responsibilities and Commitment

This AQAP was prepared by the Bureau Veritas on behalf of NELC with the support and agreement of the following departments:

Communication and Marketing Team

Commissioning and Strategic Support Unit

Economy and Growth Team

Fleet Management

Highway and Transport Department

Planning Department

Environmental Protection

Public Health Department

Regulatory Services Strategic Lead

This AQAP has been approved by:

Carolina Borgstrom Assistant Director, Environment.

Cllr R Shepherd Portfolio Holder for Safer and Stronger Communities.

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

If you have any comments on this AQAP please send them to Louisa Hewett/Samantha Martin at:

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1. Introduction

This report outlines the actions that North East Lincolnshire Council (NELC) will deliver between 2019-2024 in order to reduce concentrations of air pollutants and exposure to air pollution; thereby positively impacting on the health and quality of life of residents and visitors to the NELC's administrative area.

It has been developed in recognition of the legal requirement on the local authority to work towards Air Quality Strategy (AQS) objectives under Part IV of the Environment Act 1995 and relevant regulations made under that part and to meet the requirements of the Local Air Quality Management (LAQM) statutory process.

This Plan will be reviewed every five years at the latest and progress on measures set out within this Plan will be reported on annually within NELC's air quality ASR.

2. Summary of Current Air Quality in North East Lincolnshire

North East Lincolnshire is home to 160,000 people and includes over 5,000 businesses. It lies on the east coast of England, at the mouth of the River Humber – the UK's 'Energy Estuary' and the gateway to Europe for the economies of the 'Northern Powerhouse' and 'Midlands Engine'. The location and the growth of the Ports of Grimsby and Immingham, have played a major role in the industrial development of the area and has contributed to the air quality issues that are currently being seen in the area.

The Ports of Immingham and Grimsby combine to form the largest port complex in the UK by tonnage handled and the fourth largest in Europe. They are of international trading significance, providing a regional and national economic gateway and linking to European and other trading markets. The Port of Grimsby is within 1km north of the Cleethorpe Road AQMA and the Port of Immingham is 8km to the north west of the AQMA. The activities at Port of Grimsby has greater impact on the AQMA due to the proximity to the AQMA. The freight network servicing the ports is one of the busiest in the country, with over 300 movements a week occurring on the lines in the Borough. The A180 provides access to the Port of Grimsby, and to the Port of Immingham via the A160. The area has dual-carriageway links to Scunthorpe via the A180, and Hull via the A180 and A15. The A180 is situated close to the AQMA.

North East Lincolnshire has a mix of different retail centres which provide different functions offering a varied mix of services and amenities. There are three town centres within the Borough; Grimsby, Cleethorpes and Immingham. Grimsby town centre is the closest town to the Cleethorpe Road AQMA, approximately 800m from to the South West. It is the highest order centre in the Borough and is the sub-regional centre, which provides the main comparison shopping offer for residents of the Borough and a limited range of business, leisure, civic and cultural activities.

As such, the main sources of air pollution in North East Lincolnshire are likely:

- Road traffic emissions;
- Other emissions associated with the Port of Immingham and Grimsby including road traffic emissions (including a high volume of HGV traffic) from the main access roads to the docks and other port-related emissions (coal storage, shipping, and other industrial processes linked to the port activities); and
- Activities carried out in commercial/domestic premises within Grimsby.

2.1. Cleethorpe Road AQMA

The Council has one area where air quality is in breach of annual mean NO_2 air quality objective. This is located at Cleethorpe Road / Riby Square, within Grimsby. The Council formally declared an Air Quality Management Area (AQMA) for annual mean NO_2 in this location in 2010. The boundaries of the AQMA are illustrated in Figure 2.1.

Figure 2.1 – Cleethorpe Road AQMA

2.2. Recent Monitoring

Real-time automatic monitoring was completed by the Council at three locations during 2017; two in Grimsby and one in Immingham.

NO_2 diffusion tube monitoring is completed at thirty two locations throughout the borough in 2017.

In 2017 there was only one location where the annual mean objective for NO_2 was exceeded; the triplicate diffusion tube location DIF 11/12/13 that is co-located with the Cleethorpe Road automatic monitoring station within the designated AQMA

recorded a concentration of 47.3µg/m^3. The automatic monitor recorded an annual mean value of 35.9µg/m^3 for the same period, but data capture for 2017 was only 77.1% with no results for either January or December. NO_2 concentrations are historically higher during the winter months and therefore the annual mean may be lower than if monitoring had been completed during January and December.

The monitoring location does not represent a location of relevant exposure for the annual mean objective, therefore the DIF 11/12/13 concentration has been distance corrected. Following distance correction the annual mean concentration was calculated as 40.1µg/m^3. Outside of the designated AQMA there were no exceedances of the annual mean NO_2 objective.

2.3. Source Apportionment

The AQAP measures presented in this report are intended to be targeted towards the predominant sources of emissions within the AQMA. A source apportionment exercise was carried out using an air dispersion model to assess the overall emissions profile of vehicles moving through the Cleethorpe Road AQMA.

Emission sources of NO_2 are dominated by a combination of direct NO_2 (f-NO_2) and oxides of nitrogen (NO_x), the latter of which is chemically unstable and rapidly oxidised upon release to form NO_2. Reducing levels of NO_x emissions therefore reduces levels of NO_2. As a consequence, the source apportionment study has considered the emissions of NO_x which are assumed to be representative of the main sources of NO_2.

The methodology to achieve this involves dispersion modelling of road traffic emissions. Emissions were attained using traffic data obtained from 2015 manual count traffic data used for the LAQM Detailed Assessment (August 2016). The data from the Council report represented flows for the year 2015. This data was adjusted using the growth factor of 1.0292 calculated based on TEMPro Factor and National Traffic Model (NTM) factor to give representative flows for 2017, and input into version 8.0.1 of the Emissions Factor Toolkit[4]. Road-NO_x contributions for each source type at receptor locations are then modelled using the ADMS-Roads (Version 4.1) atmospheric dispersion model developed by Cambridge Environmental Research Consultants (CERC), utilising various other inputs including meteorological data.

Background pollutant concentrations, as derived for the area from UK-Air, have been added to the ADMS-Roads modelled road source output to calculate predicted total annual mean concentrations of NO_x and NO_2. For each location the total NO_x from all vehicle classes as well as the percentage attributable to background sources has been predicted.

The following section describes the source apportionment results in the Cleethorpe Road AQMA. Figure 2.2 demonstrates the contributors to NOx concentrations at a high level. Local background has the largest contribution at 56.7%, followed by local road source at 24.5%, then regional background at 18.8%. This means the Council

[4] EFT_8.0.1 Available at - https://laqm.defra.gov.uk/review-and-assessment/tools/emissions-factors-toolkit.html

may be able to either directly and indirectly influence 81.2% of total NOx concentrations with targeted intervention measures and policies within the Cleethorpe Road AQMA.

Figure 2.2 – Average NO_x contribution Across All Modelled Receptors - General Breakdown

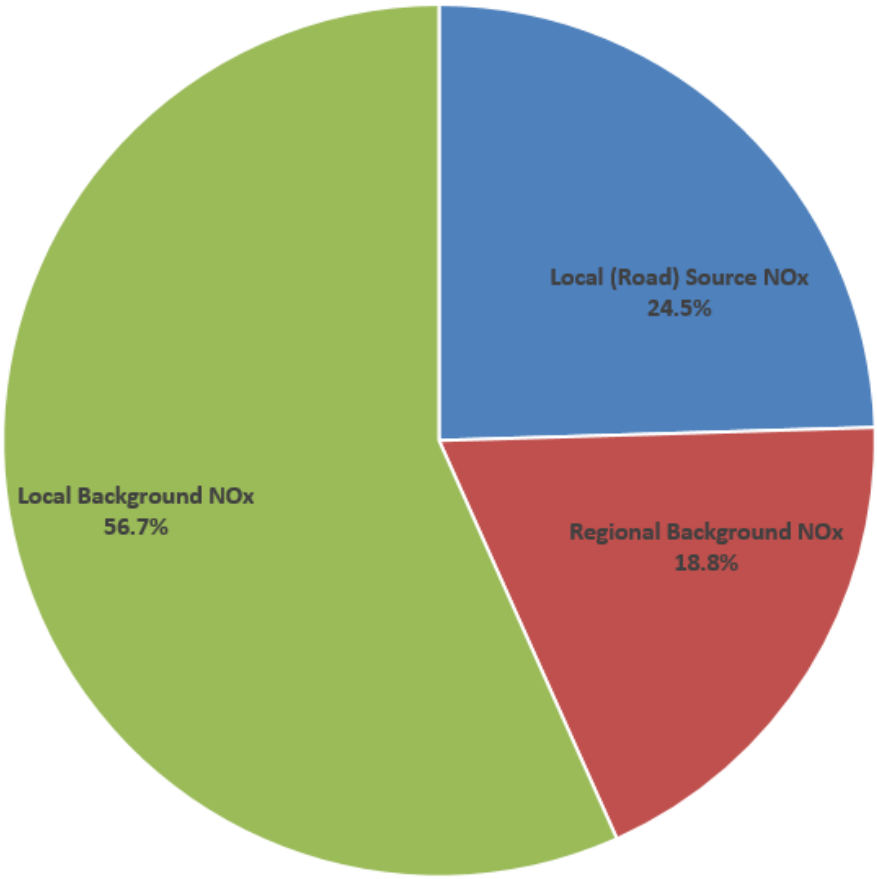


Figure 2.3 shows the contributors to NOx local background concentrations across the model area. 'Domestic' source represents the emissions from domestic, institutional and commercial space heating, 'Other' source represents emission from ships, off-road and other emissions and 'Industry' source represents the emissions from combustion in industry, energy production, extraction of fossil fuel and waste. The remaining emissions are as stated in the figure. The breakdown in background concentrations have been produced using NOx local background concentrations derived from Defra background map for the grid squares covered by the modelled area.

Emissions from 'Domestic' is the largest contribution, representing 35.3% of the total background NO_x. 'Other' sources represented 27.1%, and 'Road' sources represented 21.7%.

Figure 2.3 – Average Local Background NO_x Source contributions Across All Modelled Receptors - General Breakdown

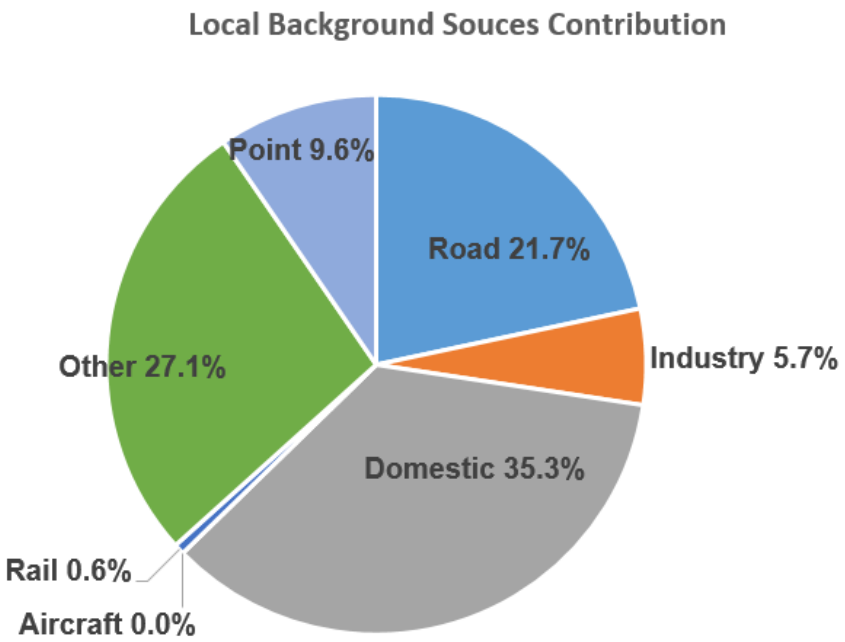


Table 2.1 and Figure 2.4 provides for a detailed breakdown of the localised road traffic emission sources and background sources in relation to NO_x concentrations for the following criteria:

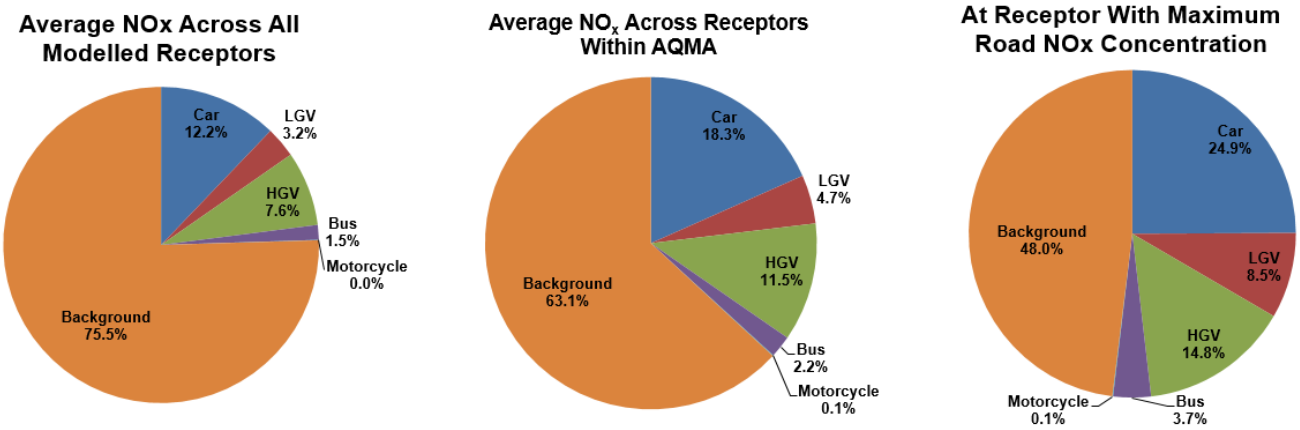
- Contributions based on average NO_x levels across all modelled receptors;
- The average NO_x levels across all receptors within the AQMA.; and
- Contributions based on NO_x levels at the highest NO_2 concentration in the AQMA.

Table 2.1 – Detailed Source Apportionment of NOx Concentrations – Cleethorpe AQMA

Metric	All Vehicles	Car	LGV	HGV	Bus	Motorcycle	Background
Average Across All Modelled Receptors							
NO_x Concentration ($\mu g/m^3$)	12.4	6.1	1.6	3.9	0.8	0.0	38.1
Percentage of Total NO_x	24.5%	12.2%	3.2%	7.6%	1.5%	0.0%	75.5%

Metric	All Vehicles	Car	LGV	HGV	Bus	Motorcycle	Background
Percentage Contribution to Road NO_x	100.0%	49.6%	12.9%	31.2%	6.2%	0.2%	-
Average Across All Receptors Within the AQMA							
NO_x Concentration ($\mu g/m^3$)	24.3	12.1	3.1	7.6	1.4	0.0	41.7
Percentage of Total NO_x	36.9%	18.3%	4.7%	11.5%	2.2%	0.1%	63.1%
Percentage Contribution to Road NO_x	100.0%	49.8%	12.9%	31.3%	5.9%	0.2%	-
At Receptor With Maximum Road NO_x Concentration							
NO_x Concentration ($\mu g/m^3$)	45.1	21.6	7.3	12.8	3.2	0.1	41.7
Percentage of Total NO_x	52.0%	24.9%	8.5%	14.8%	3.7%	0.1%	48.0%
Percentage Contribution to Road NO_x	100.0%	48.0%	16.3%	28.4%	7.2%	0.1%	-

Figure 2.4 – Pie Charts showing Source Apportionment Results



When considering the average NO_x concentration across all modelled receptors, road traffic accounts for 12.4µg/m³ (24.5%) of total 50.5µg/m³. Of this 50.5µg/m³, Cars account for the most (12.2%) of any of the vehicle types, followed by HGVs (7.6%).

When considering the average NO_x concentration at receptors within the AQMA, road traffic accounts for 24.3µg/m³ (36.9%) of 66.0µg/m³. Of this 66.0µg/m³, Cars account for the most (18.3%) of any of the vehicle types, followed by HGVs (11.5%).

At the receptor with the maximum road NOx concentration (R34), road traffic accounts for 45.1µg/m^3 (52%) of 86.7µg/m^3. Of this 86.7µg/m^3, cars account for the most (24.9%) of any of the vehicle types followed by LGVs (14.8%).

The above emphasises that both background and localised road traffic sources are contributing to the exceedances reported within the AQMA. As discussed, the main background pollutant sources within North East Lincolnshire which are affecting the local authority area as a whole are most likely associated with the Ports of Immingham and Grimsby, and activities carried out in commercial/domestic premises within North East Lincolnshire. Measures for reducing the emissions from the operation of Ports and institutional/domestic/commercial heating will help in improving the air quality in the AQMA. The pollutant concentrations in the AQMA are however also exacerbated by road traffic emissions and congestion associated with localised traffic flows. It can be seen that cars and HGVs are contributing the most to the high NO_2 concentrations and therefore this is where the traffic associated measures should be focussed.

2.4. Required Reduction in Emissions

In line with the methodology presented in Box 7.6 of LAQM.TG(16), the necessary reduction in Road NO_x emissions required to bring the AQMA into compliance is calculated below, as shown in Table 2.2. This is done at worst-case exposure location for the declared AQMA.

Table 2.2 – NOx concentration Reduction Required at the Receptor with maximum NOx concentration

Metric	Value (Concentrations as µg/m^3)
Worst-Case Relevant Exposure NO_2 Concentration	46.7
Equivalent NO_x Concentration	86.7
Background NO_x	41.7
Background NO_2	26.2
Road NO_x - Current	45.1
Road NO_x - Required (to achieve NO_2 concentration of 39.9µg/m^3)	26.6
Required Road NO_x Reduction	18.4
Required % Reduction	40.9%

The background concentrations contribute 48.0% of the total NO_x concentration reported at the receptor with the maximum total NO_x concentration. Therefore to assist with NO_x reduction within the AQMA, the sources of the background emissions, as discussed above in Section 2.3, will also need to be considered to help meet compliance within the AQMA.

2.5. Estimated Compliance Year

Table 2.3 shows that the estimated compliance year is 2021 based on Roadside NO_2 Projection Factor, however, this national trend for the future concentration forecast does not align with the trend for local monitoring data. The local projection factors can be variable due to the local factors such as traffic activities, meteorological data, therefore, the projection factor based on monitoring data in the last five year at the diffusion tubes within the AQMA (DIF 11/12/13, DIF14 and DIF15) have been used to estimate the compliance year, shown in Table 2.4. It can been seen that the compliance year for annual mean NO_2 is between 2021 and 2025.

Table 2.3 – Estimated Compliance Year for Annual Mean NO_2 at the Receptor Predicted with maximum NOx concentration) Based on Roadside NO_2 Projection Factor

Year	Projection Factor	Concentration
2017	0.947	46.7
2018	0.908	44.8
2019	0.87	42.9
2020	0.827	40.8
2021	0.781	38.5

Table 2.4 – Estimated Compliance Year for Annual Mean NO_2 at the Receptor Predicted with maximum NOx concentration) Based on Projection Factor calculated using Diffusion Tube Monitoring Data Between 2013 and 2017

Year	Projection Factor				Concentration			
	DIF 11/12/13	DIF 14	DIF 15	Average	DIF 11/12/13	DIF 14	DIF 15	Average
2018	0.945	0.983	0.913	0.947	44.2	45.9	42.6	44.2
2019	0.986	0.976	0.977	0.980	43.6	44.8	41.7	43.3
2020	0.986	0.976	0.977	0.980	42.9	43.7	40.7	42.5
2021	0.986	0.975	0.976	0.979	42.3	42.6	39.7	41.6
2022	0.986	0.974	0.976	0.979	41.7	41.6	38.8	40.7
2023	0.986	0.974	0.975	0.978	41.1	40.5	37.8	39.8
2024	0.985	0.973	0.974	0.978	40.5	39.4	36.8	38.9
2025	0.985	0.972	0.974	0.977	39.9	38.3	35.9	38.0

3. North East Lincolnshire's Air Quality Priorities

3.1. Public Health Context

Mounting scientific evidence shows the scale of the impact of poor ambient air quality on health. Although the links between air pollution as a direct cause of death are still the subject of much debate, poor air quality is considered to be a significant contributory factor to the loss of life, shortening lives by an average of 5 months. The Committee on the Medical Effects of Air Pollution (COMEAP)[5] provides advice to Government on the setting of air quality standards, and increasingly has sought to consolidate evidence on the health burden and impacts of various pollutants, both in single occurrence and pollutants in combination. The current range of estimate for annual mortality burden for man-made air pollution in the UK is estimated to be between 28,000 – 36,000 deaths.

Local authorities have a range of powers which can effectively help to improve air quality. However, the involvement of public health officials is crucial in playing a role to assess the public health impacts and providing advice and guidance on taking appropriate action to reduce exposure and improve the health of everyone in North East Lincolnshire.

The Air Quality Indicator in the Public Health Outcomes Framework (England) provides further impetus to join up action between the various local authority departments which impact on the delivery of air quality improvements. The "Air Quality – A Briefing for Directions of Public Health[6]" document published in March 2017 provides a one-stop guide to the latest evidence on air pollution, guiding local authorities to use existing tools to appraise the scale of the air pollution issue in its area. It also advises local authorities how to appropriately prioritise air quality alongside other public health priorities to ensure it is on the local agenda.

The document comprises the following key guides:

- Getting to grips with air pollution – the latest evidence and techniques;
- Understanding air pollution in your area;

[5] https://www.gov.uk/government/collections/comeap-reports
[6] https://laqm.defra.gov.uk/mwg-internal/de5fs23hu73ds/progress?id=J-TIiE-srpwXrbZr9rPkC5cmncdLvHWZY0qt_Gytj0E,

- Engaging local decision-makers about air pollution;
- Communicating with the public during air pollution episodes;
- Communicating with the public on the long term impacts of air pollution; and
- Air Pollution: an emerging public health issue: Briefing for elected members.

For NELC, the fraction of mortality attributable to air pollution[7] is 5.2%, which is similar to the national average of 5.3%. When combined with age standardised mortality rates per 100,000 in North East Lincolnshire given by the office of national statistics[8], an estimate of approximately 57 deaths per 100,000 per year is attributable to air pollution. It should be noted that this figure only accounts for one pollutant ($PM_{2.5}$) for which stronger scientific evidence on links with mortality exist, and not NO_2, for which the AQMA is declared, so the true figure is possibly even higher. Furthermore, following on from a review of research into the death burden associated with the air pollution mixture rather than single pollutants acting independently, COMEAP are currently reviewing the ability to link deaths to one specific pollutant.

Joint Health and Wellbeing Strategy for North East Lincolnshire 2013-2016 set out the key priorities that the North East Lincolnshire health and wellbeing board was sought to deliver, with the residents and communities in the borough over the three year period to 2016. Overarching outcomes for Strategy are as shown below:

- Increased life expectancy.
- Increased healthy life expectancy.
- Reduced differences in life expectancy and healthy life expectancy between communities.

The HWS is undergoing updates.

3.2. Planning and Policy Context

There are a number of related policies and strategies at the local and regional level that can be tied in directly with the aims of the AQAP. The policies and strategies which focus on sustainable transport, infrastructure and development are likely to

[7] Specifically anthropogenic PM2.5 (2016)

[8] https://www.ons.gov.uk/peoplepopulationandcommunity/birthsdeathsandmarriages/deaths/bulletins/deathsregistrationsummarytables/2017#age-standardised-mortality-rates-continued-to-decrease-in-2017, 2016 used as was the year of PHOF indicator

help contribute to overall improvements in air quality across the NELC area. The review of these strategies and policies also assist in not duplicating the work within the AQAP, but instead focus on direct measures outside those considered within the already developed strategies and policies, but that still contribute toward their overall aims.

The most relevant strategic documents are as follows:

3.2.1. The Humber Strategic Economic Plan (2014-2020)

The Strategic Economic Plan (SEP) is the overarching plan for growth through to 2020, setting the overall context and priorities for other more detailed plans and strategies that help to achieve the three key ambitions for the Humber:

- A skilled and productive workforce;
- Thriving successful business; and
- Infrastructure that supports growth including support for road improvements that alleviate congestion and open up new development sites.

The Humber's growth zones and corridors are formed to a large extent by the path of the estuary and encompass the major ports of Grimsby, Goole, Hull and Immingham, as well as the area's extensive wharves. Port and port-related developments constitute the most significant economic development opportunity in the Humber. In addition to these ports estates, one of the economic corridors in the Humber is the A180/M180 South Humber Bank Corridor, where the traffic is expected to grow in the future. This is likely to have a potential impact on the air quality within the Cleethorpe Road AQMA.

On the south bank, future economic activity will be focussed on the South Humber Gateway area and in and around both Scunthorpe and Grimsby/Cleethorpes with a range of significant sites included within the Humber Corridor Enterprise Zone.

Most new housing in North East Lincolnshire will be focussed in and around Grimsby with consideration being given to a sustainable urban extension including housing and a range of other uses. This is likely to affect the air quality within the Cleethorpe Road AQMA, which is within Grimsby area.

The SEP identifies the key activities that will help to improve the air quality within the AQMA including:

- Resilience and efficient maintenance of the transport network (Cleethorpe Road flyover structural maintenance and Riby Square Grimsby AQMA improvements).
- Grimsby Town Centre Improvements.
- Improvements to the sustainable transport infrastructure to support strategic employment sites and associated sustainable transport behaviour change initiatives- North East Lincolnshire Council Travelling Towards a Vibrant Economy – Supporting Economic Growth in North East Lincolnshire.

3.2.2. Greater Lincolnshire Local Enterprise Partnership Strategic Economic Plan

The Greater Lincolnshire LEP Strategic Economic Plan (2014-2030) sets out Greater Lincolnshire's priorities for growth. These are focused on driving growth in the area's three strongest sectors - agri-food, manufacturing and visitor economy - and growing specific opportunities in health and care, local carbon and ports and logistics. The Greater Lincolnshire LEP comprises Lincolnshire County Council and North and North East Lincolnshire. In North East Lincolnshire identified projects include: access to Employment Zones, which will deliver junction improvements on the A16 and A46 routes to and from Grimsby to support the development of new housing and employment sites. In addition, the LEP commits to promoting regeneration in Cleethorpes.

3.2.3. Local Plan (2013 to 2032)

The Local Plan (the Plan) is a key planning policy document for the Borough and forms the basis for decision making process in relation to all planning applications looking forward to 2032. The Plan sets out the Council's vision and strategy for development, including why, where and how the Borough will grow. The Plan focuses on growth and aims to ensure North East Lincolnshire becomes a sustainable location in which people can live, work, and enjoy their recreation, both now and in the future. The core policies within the plan which specifically address air quality are as follows:

Policy 5 Development boundaries:

Development boundaries are identified on the Policies Map. All development proposals located within or outside of the defined boundaries will be considered with regard to suitability and sustainability, having regard to:

D. impact upon neighbouring land uses by reason of noise, air quality, disturbance or visual intrusion;

Policy 31 Renewable and low carbon infrastructure

The Council will support opportunities to maximise renewable energy capacity within the Borough and seeks to deliver at least 75MW of installed grid-connected renewable energy by 2032.

Proposals for renewable and low carbon energy generating systems will be supported where any significant adverse impacts are satisfactorily minimised and the residual harm is outweighed by the public benefits of the proposal. Developments and their associated infrastructure will be assessed on their merits and subject to the following impact considerations, taking account of individual and cumulative effects:

B. local amenity, including noise, air quality, traffic, vibration, dust and visual impact.

Policy 36 Promoting sustainable transport

1. To reduce congestion, improve environmental quality and encourage more active and healthy lifestyles, the Council will support measures that promote more sustainable transport choices. Where appropriate, proposals should seek to:

   A. focus development which generates significant movements in locations where the need to travel will be minimised;

   B. prioritise pedestrian and cycle access to and within the site;

   C. make appropriate provision for access to public transport and other alternative means of transport to the car, adopting a 400m walk to bus stop standard;

   D. make suitable provision to accommodate the efficient delivery of goods and supplies; and,

   E. make suitable provision for electric vehicle charging, car clubs and car sharing when considering car park provision.

2. Planning permission will be granted where any development that is expected to have significant transport implications delivers necessary and cost effective mitigation measures to ensure that development has an acceptable impact on the network's functioning and safety. These measures shall be secured through conditions and/or legal agreements.

3. Where appropriate, Transport Statements, Transport Assessments and/or Travel Plans should be submitted with applications, with the precise form being dependant on the scale and nature of development and agreed through early discussion with the Council.

4. The priority areas where combinations of sustainable transport measure and highway improvements will be focused are:

   A. Grimsby town centre;

   B. Cleethorpes town and centre and resort area;

   C. A180 corridor, (urban and industrial); and,

   D. urban area congestion hotspots and defined air quality management zones.

3.2.4. Transport Strategy (2011 to 2026)

The Local Transport Plan (LTP3) sets out the vision for highways and transport in North East Lincolnshire. The plan has been updated from LTP3 adopted by the Council in 2011 to maintain an up to date strategic local transport document as set out in the Local Transport Act 2008[9]. The strategy sets out the role of highways and transport in enabling the delivery of our over-arching economic, social and environmental goals within North East Lincolnshire in addition to meeting our statutory duties as a highway authority. The development of this LTP has been based around a desire to deliver schemes and initiatives that help address one or more of our eight key local transport challenges. The challenges are to:

- Enable sustainable growth through effective transport provision.
- Improve journey times and reliability by reducing congestion.
- Support regeneration and employment by connecting people to education, training and jobs.

[9] The Local Transport Act 2008 removed the requirement to prepare a new LTP every five years, and replaced it with a requirement to keep the LTP under review and replace it as the authority sees fit.

- Enable disadvantaged groups or people living in disadvantaged areas to connect with employment, healthcare, social and leisure opportunities.
- Improve the health of individuals by encouraging and enabling more physically active travel.
- Provide safe access and reduce the risk of loss, death or injury due to transport collisions or crime.
- Improve the journey experience on the local transport network.
- Ensuring that transport contributes to environmental excellence, including managing air quality and reducing transport-related greenhouse gas emissions.

The delivery of this strategy will seek to minimise the effects of transport on the natural environment and seek wherever possible to improve the quality of the built environment through the delivery of schemes. As part of the appraisal for any scheme mitigations will be sought to reduce the noise, air quality, and severance and biodiversity impacts of transport on local communities.

3.2.5. Air Quality Strategy (2015-2017)

The aim of the Air Quality Strategy is to deliver local air quality improvements within North East Lincolnshire. The strategy will provide the framework to work towards achieving the local Air Quality Objectives, and outlines measures that will be taken forward to improve air quality within the borough.

The objectives of developing and implementing an Air Quality Strategy (AQS) are as follows:

- Fulfil statutory duties of the Local Air Quality Management regime in order to protect public health.
- To ensure air quality issues are prominent in corporate decision-making processes, and considered in local policy development.
- Work closely with external and internal departments to ensure air quality is a material consideration in the determination of: transport schemes; planning permissions; economic development and investment activity.
- Improve the air quality in Air Quality Management Areas to comply with the air quality objectives.

- Monitor air quality in areas that are considered to be at risk of breaching the Air Quality Standards.
- Raise public awareness in understanding the issues associated with air quality.
- To give long term commitment to fund air quality improvements within the borough.
- Assessment of all air quality monitoring equipment to ensure cost effectiveness

Currently there is only one AQMA within the Council area. The Strategy is currently being updated and will be completed by the end of 2019 to reflect this.

3.2.6. Climate Local

North East Lincolnshire Council has strengthened its focus on energy and climate change by signing up to the Climate Local initiative. Launched in June 2012 by the Local Government Association, and signed by North East Lincolnshire in 2016, Climate Local supports councils to reduce carbon emissions and increase resilience to a changing climate. The initiative is the only one of its kind in England and is the successor to the old Nottingham Declaration on Climate Change.

Climate Local supports local authorities in the following ways:

- Provides a platform owned and led by councils, to promote activity on climate change and demonstrate leadership locally and nationally.
- Supports local authorities to share good practice and identify other authorities undertaking similar initiatives, to support joint working and the sharing of experience and ideas.
- Provides practical tools and advice to councils on climate change issues.
- Raises the profile of carbon reduction and adaptation nationally.

Although not specifically associated with the pollutants most important to local air quality, emissions from transport account for over 11% of North East Lincolnshire's total carbon emissions. The measures implemented through the adoption of the AQAP will inevitably also contribute to improving carbon emissions within NEL and should also be taken into consideration to ensure a more holistic approach is taken to managing air quality in North East Lincolnshire.

3.2.7. Travel Plan Guidance (2014)

The Council provides guidance[10] for developers on the creation of travel plans. These documents are required through the planning process for all new developments that generate a significant level of additional traffic. Within the context of this strategy, Travel Plans can play an important part in encouraging and supporting people to choose sustainable travel modes to work and can be used by businesses and organisations to address transport and travel issues faced by people travelling to and from a site. Through a mixture of information, advice, IT, communications, technology, incentives and demand management, Travel Plans can encourage and make it easier for people to reach sites by sustainable modes while reducing the need to use private cars.

3.3. Key Priorities

Based on the above information, the AQAP measures should be divided into five targeted categories, although there is often some overlap between some of the categories:

- **Priority 1: Transport** – Provision of additional transport infrastructure; changes to road layout or operation; formulation of traffic plans with the aim being to encourage the use of greener modes of transport, and/or reduce congestion and associated vehicle emissions
- **Priority 2 – Public Health** – Encouragement of wider behavioural changes in local population with respect to their travel choices, raise awareness and educate members of the public on the impact of air pollution
- **Priority 3 – Planning and Infrastructure** – Mitigate potential air quality impacts effectively by being involved in decision making early on for future developments required to support the growth of NEL.
- **Priority 4 – Strategies and Policy Guidance** – Working with partners and stakeholders to direct the use of legislation and targeted enforcement to control air pollution

[10] http://archive.nelincs.gov.uk/news/2014/feb/travel-plan-guidance-developers/

- **Priority 5 – Air Quality Monitoring (Evidence for Improvement)** – Ensure satisfactory air quality monitoring data is available to track outcomes of the implemented AQAP measures.

3.3.1. Priority 1: Transport

One of the main source of air pollution within NEL is associated with road transport emissions. Therefore, reducing transport emissions through the measures contained within the action plan are a key priority. The approach taken focuses on areas where the Council has direct control (e.g. planning and procurement of out sourced functions), or areas where measures can be implemented via a partnership e.g. with Highways England and/or Humber/Greater Lincolnshire Local Enterprise Partnership.

3.3.2. Priority 2: Public Health.

As discussed in further detail in Section 2, the impact of air pollution on public health is a major reason to improve air quality. Two of the main sources of air pollution within North East Lincolnshire are road and domestic/commercial heating. It is accepted that the most effective way to achieve this is to change the attitudes/ behaviour towards travel and improve the efficiency of domestic and commercial heating systems overall. The Council is responsible to encourage and facilitate these changes through education and awareness as well as through schemes which incentivise change. Improving air pollution to ensure the health of the public is maintained requires a wide reaching perspective and will therefore not be specific to the AQMA but instead aim to have a wider impact on the whole of the borough.

3.3.3. Planning and Infrastructure

The Local Plan Policies outlines the generic considerations that will be applied when considering all development proposals. Development boundaries are identified on the Local Plan Policies Map. All development proposals located within or outside of the defined boundaries will be considered with regard to suitability and sustainability. The Cleethorpe Road AQMA is located within the Grimsby Town Centre Development boundary.

The delivery of key infrastructure of the right type, in the right place, and, at the right time, is vitally important to supporting growth and delivery of truly sustainable development. The Council will work with developers and partner organisations to

ensure the delivery of infrastructure, services and community facilities necessary to develop and maintain sustainable communities; and will require provision of infrastructure and infrastructure improvements which are necessary to make development acceptable to be delivered in association with those developments.

To support the delivery of the adopted Local Plan 2013 to 2032, a number of Supplementary planning documents will be prepared in order to provide further guidance on specific policies set out in the Local Plan. Initially this will include SPD for:

- Grimsby West
- Wind energy
- Affordable housing

3.3.4. Strategies and Policy Guidance

Emissions associated with the Port of Immingham and Grimsby is one of the significant contributor to the elevated NO_x background concentration, therefore, the strategies and policy on reducing emissions across the port estate including ship and shore activities and working closely with the Port operator Associated British Ports (ABP) will be effective in NO_x emission reduction.

ABP has issued an Port of Immingham Master Plan 2010-2030, where air quality has been identified as one of environmental issues which may require consideration as part of the infrastructure development process. Any potential infrastructure requirement projects at the Port will carefully examine the issue of air quality, including the adoption of best practice working methods during construction, viability of intermodal connections (i.e. further use of rail and short-sea shipping) and road traffic access routes. The Port has committed to working together with port users to maximise the modal share of onward transport by rail and feeder shipping as a means of minimising emissions to air. These measures used at the Port of Immingham can be considered to be implemented at the Port of Grimsby.

3.3.5. Affordable Air Quality Monitoring (Evidence for Air Quality Improvement)

Currently, NELC monitor NO_2 within the AQMA using passive diffusion tubes and a continuous monitoring station. Air quality monitoring is a useful way to fully appreciate the extent of the air pollution problem in North East Lincolnshire. It can

also assist in quantifying the improvements that have materialised as a consequence of implementing measures to reduce emissions.

4. Development and Implementation of NELC AQAP

4.1. Consultation and Stakeholder Engagement

In developing/updating this AQAP, we have worked with other local authorities, agencies, businesses and the local community to improve local air quality. Schedule 11 of the Environment Act 1995 requires local authorities to consult the bodies listed in Table 4.1.

This section and the Table below will be completed following the consultation period.

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

Table 4.1– Consultation Undertaken

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

4.2. Steering Group

North East Lincolnshire Council set up a steering group in December 2018, Chaired by Licensing & Environmental Protection Manager and the first meeting agreed the terms of reference for the group, see **Appendix 2.**

Within North East Lincolnshire Council the steering group includes officers from: Licensing, Environmental Protection, Fleet, Transport and Environment, Planning, Regulatory Services, Environment and Energy, Marketing and Social Media, Public Health, Regeneration, Planning, Highway and Transport and Investment.

The group meets quarterly intervals and the Assistant Director, Environment reports to and updates the Chief Executive and Leader of the Council on progress.

5. AQAP Measures

Table 5.1 shows the NELC AQAP measures. It contains:

- a list of the actions that form part of the plan
- the responsible individual and departments/organisations who will deliver this action
- estimated cost of implementing each action (overall cost and cost to the local authority)
- expected benefit in terms of pollutant emission and/or concentration reduction
- the timescale for implementation
- how progress will be monitored

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

This section will be completed following public consultation.

Some of the notable actions are:

Table 5.1 – Air Quality Action Plan Measures

Measure No.	Measure	EU Category	EU Classification	Lead Authority	Planning Phase	Implementation Phase	Key Performance Indicator	Target Pollution Reduction in the AQMA	Progress to Date	Estimated Completion Date	Comments
Transport											
1	Improve public transport services, bus stop/train infrastructure & information and interchange facilities	Transport Planning and Infrastructure	Public transport improvements- interchanges stations and services	NELC & Service Provider	On-going	On-going	Increase in use of public transport based on average numbers of people using the services	NO_2 Emission Reduction	Annual public engagement	On-going	
2	Encourage Council Travel Plan opportunities and seek to facilitate uptake of sustainable modes of transport	Promoting Travel Alternatives	Workplace Travel Planning	NELC & ENGIE	On-going	2019/2020	% modal shift to car share/public transport/walking/cycling	NO_2 Emission Reduction	Discussions on progress made at Internal Steering Group	April 2021	
3	Bus fleet upgrades	Promoting low emission transport	Public vehicle procurement – prioritising uptake of low emission vehicles	NELC & Stagecoach	On-going	On-going	Number of low/zero emission buses	NO_2 Emission Reduction	Continual upgrading of vehicles. Quarterly meeting with NELC & Stagecoach	On-going	Reducing emissions contribution from buses (and cars if bus uptake improves)

Measure No.	Measure	EU Category	EU Classification	Lead Authority	Planning Phase	Implementation Phase	Key Performance Indicator	Target Pollution Reduction in the AQMA	Progress to Date	Estimated Completion Date	Comments
4	Improve signage for the Port of Grimsby	Transport Planning and Infrastructure	Other	NELC& ABP	2019/20	2020/2021	A reduced number of HGV's approaching the AQMA	NO_2 Emission Reduction	Signage discussed at meeting with NELC & ABP in May 2019	April2021	
Public Health											
5	Continue to promote and facilitate cycling as for both transportation and leisure purposes	Promoting Travel Alternatives	Promotion of cycling	NELC & ENGIE	On-going	On-going	Uptake of cycling incentives and bike purchases	NO_2 Emission Reduction	Promotional events undertaking by ENGIE on a regular basis	On-going	
6	Encouraging residents and visitors to North East Lincolnshire to use car share and public transport	Alternatives to private vehicle use	Car & lift sharing schemes	NELC & ENGIE	On-going	On-going	% modal shift to car share/public transport	NO_2 Emission Reduction	'Travel Links' information on NELC webpages	On-going	Information on NELC website: https://www.nelincs.gov.uk/roads-parking-transport/travel-and-public-transport/car-share/

Measure No.	Measure	EU Category	EU Classification	Lead Authority	Planning Phase	Implementation Phase	Key Performance Indicator	Target Pollution Reduction in the AQMA	Progress to Date	Estimated Completion Date	Comments
7	Encourage the uptake of Employer and School Travel Plans within the Borough	Promoting Travel Alternatives	School Travel Plans	NELC & ENGIE	On-going	On-going	No. travel plans in place	NO_2 Emission Reduction	During March 2019 ENGIE engaged with 984 people at promotional events across the borough	On-going	Information on NELC website:https://www.nelincs.gov.uk/roads-parking-transport/travel-and-public-transport/travel-planning/school-travel-plans/
8	Public Air Quality Information including promotion of fuel saving measures, residential and commercial, buildings	Public Information	Via the Internet	NELC	2019/2020	2020/21	Number of hits on upgraded website per annum	Not quantifiable	Design of air quality specific website discussed with IT department. Quote was sourced but due funding restraint no further progress to date.	2022	Information on Clean Air day /current air quality level, Considering AQ grant application funding,

Measure No.	Measure	EU Category	EU Classification	Lead Authority	Planning Phase	Implementation Phase	Key Performance Indicator	Target Pollution Reduction in the AQMA	Progress to Date	Estimated Completion Date	Comments
9	Report on air quality, including making details of the Action Plan measures and annual progress reports available on the Website and inclusion of an Air Quality update in the Corporate Annual Report	Public Information	Via the Internet	NELC	On-going	On-going	Availability of recently published reports online	NO_2 Emission Reduction	2018 Annual Status Report is available on NELC website: https://www.nelincs.gov.uk/wp-content/uploads/2018/10/NE-Lincs-2018-ASR.pdf	Updated annually after DEFRA approval of ASR.	
Planning and Infrastructure											

Measure No.	Measure	EU Category	EU Classification	Lead Authority	Planning Phase	Implementation Phase	Key Performance Indicator	Target Pollution Reduction in the AQMA	Progress to Date	Estimated Completion Date	Comments
10	Ensure that air quality is taken into account in the planning process when located in or close to the AQMAs or in areas marginally below air quality objectives	Policy Guidance and Development Control	Air Quality Planning and Policy Guidance	NELC	On-going	Weekly	Number of planning applications with air quality conditions/ assessments	NO_2 Emission Reduction	On-going	2020/2021	Planning policy under review. Part of the continued efforts of NELC Environmental Protection.
11	Work together with developers to improve sustainable transport links serving new developments	Transport Planning and Infrastructure	Other	NELC & Developer	On-going	On-going	% modal shift to public transport	NO_2 Emission Reduction	On-going	On-going	Working with developers at the early stage to influence design to ensure sustainable transport is factored into the plans

Measure No.	Measure	EU Category	EU Classification	Lead Authority	Planning Phase	Implementation Phase	Key Performance Indicator	Target Pollution Reduction in the AQMA	Progress to Date	Estimated Completion Date	Comments
12	Work together with developers to promote the inclusion of electric charging points for electric/hybrid vehicles at new development sites	Promoting Low Emission Transport	Producing alternative refuelling infrastructure to promote low emissions vehicles, EV recharging, gas fuel recharging	NELC &ENGIE	On-going	On-going	Number of planning applications where charging points have been secured	NO_2 Emission Reduction	On-going	On-going	Part of continued efforts of NELC Environmental Protection.
13	Consideration of measures to improve air quality in all new strategies when a Strategy is reviewed or updated	Policy Guidance and development control	Other policy	NELC & ENGIE	On-going	On-going	Air Quality a key topic in released strategy documents	NO_2 Emission Reduction	On-going	On-going	Wider acceptance within the council required to acknowledge the importance of air quality
14	NELC Vehicle Procurement	Promoting Low Emission Transport	Company Vehicle Procurement -Prioritising uptake of low emission vehicles	NELC	On-going	On-going	Number of vehicles replaced (in addition to normal fleet turnover)	Reducing emissions from all council owned vehicles	On-going	On-going	
Strategies and Policy Guidance											

Measure No.	Measure	EU Category	EU Classification	Lead Authority	Planning Phase	Implementation Phase	Key Performance Indicator	Target Pollution Reduction in the AQMA	Progress to Date	Estimated Completion Date	Comments
15	Produce Air Quality Strategies setting out their plans to reduce emissions across the port estate including ship and shore activities.	Policy Guidance and Development Control	Air Quality Planning and Policy Guidance	NELC &ABP	On-going	On going	Not quantifiable	NO_2 Emission Reduction from Port	Quarterly meetings held	On-going	
Air Quality Monitoring											
16	Local air quality monitoring within the Borough to ensure a high standard of data is achieved	Public information	Other	NELC	On-going	On-going	Number of monitoring locations	NO_2 Emission Reduction	On-going	On-going	Purchase of two new real-time analysers was completed end 2018/19. Installation of one to be within the AQMA.

Appendix A: Response to Consultation

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

Consultee	Category	Response
e.g. Chamber of Commerce	Business	E.g. Disagree with plan to remove parking on High Street in favour of buses and cycles; consider it will harm business of members.

This section will be completed following public consultation.

Appendix B: Reasons for Not Pursuing Action Plan Measures

Table B.1 – Action Plan Measures Not Pursued and the Reasons for that Decision

Action category	Action description	Reason action is not being pursued (including Stakeholder views)
	Complete table for all measures that will not been pursued.	Add a 2-3 sentence summary for each action

This section will be completed following public consultation.

Appendix C: Steering Group

Appendix 1 Notes from stakeholder meeting 14 January 2019

Appendix 2 North East Lincolnshire Council Steering Group Terms of Reference

Appendix 1 Notes from stakeholder meeting 14 January 2019

Notes from group 1

Measures	Implications, barriers, concerns
1 Improve public transport services, bus stop/train infrastructure & information and interchange facilities	This is do-able as already have this information.
2 Freight Quality Partnership / Ban on HGVs in AQMA during Peak Periods/HGV's Routing	This isn't believed to be an option. Routing agreements will be requested through the planning application consultation where appropriate.
3 Encourage Council Travel Plan opportunities and seek to facilitate uptake of sustainable modes of transport	This is being investigated by ENGIE. To stay on Action Plan.
4 Bus fleet upgrades	Fairly young fleet and this will need heavy investment. No funding available at the moment. Agreed to keep measure in and keep reviewing. It may be useful to add the number of buses in fleet.
5 Pollution abatement equipment for HGVs	Not feasible.
6 Improve signage for the Port of Grimsby	To be reviewed, new link road may change this.
7 Continue to promote and facilitate cycling as for both transportation and leisure purposes	Keep on plan
8 Encouraging residents and visitors to North East Lincolnshire to use car share and public transport	To raise awareness on website and give more information.
9 Encourage the uptake of Employer and School Travel Plans within the Borough	This is in place
10 Public Air Quality Information including promotion of fuel saving measures, residential and commercial, buildings	Actively looking at this now. Help with background measures
11 Report on air quality, including making details of the Action Plan	To be covered on the website.

measures and annual progress reports available on the Website and inclusion of an Air Quality update in the Corporate Annual Report	
12 Ensure that air quality is taken into account in the planning process when located in or close to the AQMAs or in areas marginally below air quality objectives	This is carried out for the whole borough, not just the AQMA.
13 Work together with developers to improve sustainable transport links serving new developments	Covered through Planning consultation where applicable.
14 Work together with developers to promote the inclusion of electric charging points for electric/hybrid vehicles at new development sites	Currently NEL have 8 public charging points in NELC. Currently the Council is working on an EV Charging Infrastructure Strategy. This could be added in the action plan as an additional measure (also comms plan to promote this).
15 Introduction/increase of environment charges through Environmental Permits for Part A2 processes and Part B processes: regulated by NELC	Fees set by DEFRA with higher polluting activities paying more.
16 Consideration of measures to improve air quality in all new strategies when a Strategy is reviewed or updated	Suggested adding AQ in every time a report is done.
17 NELC Vehicle Procurement	This is being done, and looking at alternative fuels.
18 Introduce Policy for a discount on port charges for vessels with lower emissions, where the vessels meet an Environmental Shipping Index (ESI) score of 30 or above.	Meeting with ABP to be organised, as well as other external partners.
19 Produce Air Quality Strategies setting out their plans to reduce emissions across the port estate including ship and shore activities.	Meeting with ABP to be organised, as well as other external partners.
20 Potential Regional Air Quality Steering Group	To remain on plan

Appendix 2 North East Lincolnshire Council Steering Group Terms of Reference

Air Quality Steering Group

Terms of Reference

Purpose of group

"To develop, implement and appraise progress on emissions reductions measures for North East Lincolnshire Council, with a focus on an Air Quality Management Area which will provide the necessary reductions in concentrations of pollutants to achieve the air quality objectives (and improve the air quality in the Air Quality Management Area within the shortest practicable period of time)"

Ensuring compliance with the provisions of Part IV of the Environment Act 1995 and related subordinate legislation and policy in particular in relation to consideration of the AQMA and the preparation of a new AQAP

Main legislative and policy drivers

Part IV of, and Schedule 11 to, the Environment Act 1995
The Air Quality (England) Regulations 2000
Local Air Quality Management Policy Guidance (PG16) 2016 (Defra)
Local Air Quality Management Technical Guidance (TG16) 2018 (Defra)

Related legislative and policy drivers

Directive 2008/50/EC on ambient air quality
The Air Quality Standards Regulations 2010
UK plan for tackling roadside NO concentrations Detailed Plan July 2017
UK plan for tackling roadside NO concentrations Technical Report July 2017

North East Lincolnshire Council statutory role

Local authorities have a duty under section 83(1) of the 1995 Act to designate those areas where the air quality objectives are unlikely to be, or are not being, met as air quality management areas. These areas have to be designated officially by means of an 'order'.

They shall conduct a review from time to time

There needs to an assessment review and monitoring of the area and an annual status report is required

Steering Group membership

Name	Organisation / title
Adrian Moody	NELC Licensing & Environmental Protection/ Manager
Louisa Hewett	NELC Environmental Protection Officer – Air Quality
Sam Martin	NELC Environmental Protection Officer – Air Quality
Neil Clark	NELC Strategic Lead for Regulation and Enforcement Services Environment
Tony Neul	NELC Assistant Director Energy & Environmental Policy
Chris Whitfield	NELC Assistant Fleet Manager
Royce Coates	NELC Marketing and Social Media Officer
Geoff Barnes	NELC Deputy Director of Public Health
Richard Limmer	NELC Senior Town Planner
Lara Hattle	NELC Highway and Transport Planner
Anthony Snell	NELC Senior Transport Officer
Helen Thompson	NELC Investment Team Manager
Mark Gibbons	NELC Major Transport Projects Manager
Katie Price	NELC Licensing Enforcement Officer
Shaun Poole	NELC Environmental Protection Officer – Contaminated Land
Vicky Thompson	NELC Environmental Protection Officer – Permits/Noise/Water
Sophie Hunter	NELC Administrator

Accountability

The AQAP steering group will report to North East Lincolnshire Council Management Team and on to Policy and Resources Committee

Review:

The AQAP steering group will review its role once an Air Quality Action Plan has been adopted by North East Lincolnshire Council - aiming for late summer 2019.

Working methods / ways of working:

- We will adopt a shared learning approach
- We will contribute our own expertise for the benefit of the group
- Specialised advisors (non -members of the group) can be asked to attend if required

- We will engage stakeholders (local business, amenity groups, contractors etc) throughout the process and consult the general public on a draft Air Quality Action Plan
- Opinions on the draft AQAP will be sought from statutory consultees prior to the adoption of the AQAP

Meetings

- Regular meetings as required - attendance based on agenda
- Held at North East Lincolnshire Council offices
- North East Lincolnshire Council will arrange and provide secretariat for the meetings
- Option of sub groups to work up specific detail and report back

Sharing of information and resources (including confidential materials)

North East Lincolnshire Council use Google / contact via Emails with partner organisations.

Glossary of Terms

Abbreviation	Description
ABP	Associated British Ports
AQAP	Air Quality Action Plan - A detailed description of measures, outcomes, achievement dates and implementation methods, showing how the local authority intends to achieve air quality limit values'
AQMA	Air Quality Management Area – An area where air pollutant concentrations exceed / are likely to exceed the relevant air quality objectives. AQMAs are declared for specific pollutants and objectives
AQS	Air Quality Strategy
ASR	Air quality Annual Status Report
CERC	Cambridge Environmental Research Consultants
Defra	Department for Environment, Food and Rural Affairs
EU	European Union
HGV	Heavy Goods Vehicles
IT	Information Technology
LAQM	Local Air Quality Management
LEP	Local Enterprise Partnership
NELC	North East Lincolnshire Council
NO_2	Nitrogen Dioxide
NO_x	Nitrogen Oxides
PM_{10}	Airborne particulate matter with an aerodynamic diameter of 10µm (micrometres or microns) or less
$PM_{2.5}$	Airborne particulate matter with an aerodynamic diameter of 2.5µm or less
SEP	Strategic Economic Plan
TEMPro	Trip End Model Presentation Program