



**Doncaster**  
Metropolitan Borough Council

## Doncaster Metropolitan Borough Council Air Quality Action Plan

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

30<sup>th</sup> June (2018)

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## Executive Summary

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 less affluent<sup>1,2</sup>.

The annual health cost to society of the impacts of particulate matter alone in the UK has been estimated to be around £16 billion<sup>3</sup>. Doncaster Council is committed to reducing the exposure of people in the Borough of Doncaster to poor air quality in order to improve health.

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 Doncaster over the next 3 years

In this action plan we have developed actions that can be considered under 6 broad topics:

- Policy guidance and development control
- Promoting low emission transport
- Promoting travel alternatives
- Public information
- Traffic management
- Vehicle fleet efficiency

A total of 16 measures have been identified representing a package of measures that are predicted to achieve compliance in most of our Air quality Management Areas (AQMAs) by 2022. Our priorities are to:

- encourage a shift toward cleaner vehicles.
- promote alternative travel modes (walk, cycle, public transport)
- help fleet operators to reduce emissions

<sup>1</sup> Environmental equity, air quality, socioeconomic status and respiratory health, 2010

<sup>2</sup> Air quality and social deprivation in the UK: an environmental inequalities analysis, 2006

<sup>3</sup> Defra. Abatement cost guidance for valuing changes in air quality, May 2013

- ensure that new development does not adversely impact on air quality and offers gain wherever possible.

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. We will continue to work with regional and central government on policies and issues beyond Doncaster Council's direct influence.

## **Responsibilities and Commitment**

This AQAP was prepared by the Regulation and Enforcement Department of Doncaster Council with the support and agreement of the following departments:

Public Health

Transportation Unit

Waste and Highways

Transport and Production

Strategy and Performance

Trading Services and Assets

Corporate Procurement

This plan has been approved by relevant Heads of Department and Committee as necessary.

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

If you have any comments regarding this AQAP please send them to Lisa Croft at:

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# Table of Contents

<b>Executive Summary .....</b>	<b>i</b>
Responsibilities and Commitment .....	ii
<b>Introduction.....</b>	<b>1</b>
<b>Summary of Current Air Quality in Doncaster. ....</b>	<b>2</b>
<b>Doncaster Council’s Air Quality Priorities .....</b>	<b>3</b>
1.1 Public Health Context.....	3
1.2 Planning and Policy Context.....	3
1.3 Source Apportionment.....	4
1.4 Required Reduction in Emissions.....	7
Table 1.1 Estimated Year Of Compliance with Air Quality Objectives .....	7
Table 1.2 Emission Reductions Required to Achieve Compliance with the Air Quality Objectives.....	8
1.5 Key Priorities .....	9
<b>Development and Implementation of Doncaster Council’s AQAP .....</b>	<b>9</b>
2.1 Consultation and Stakeholder Engagement .....	9
2.2 Steering Group .....	11
2.3 Method of Selection .....	11
2.4 Quantification.....	12
Figure 2.1 Quantification method suggested via LAQM Helpdesk.....	12
Table 2.2 Quantification Of Measures within the Action Plan .....	13
<b>Air Quality Action Plan Measures .....</b>	<b>14</b>
3.1 Measures.....	14
3.2 Impact.....	14
Table 3.1 – Air Quality Action Plan Measures .....	16
<b>Appendix A: Response to Consultation .....</b>	<b>20</b>
Table A.1 – Summary of Responses to Consultation and Stakeholder Engagement on the AQAP.....	20
<b>Appendix B: Action Plan Measure Identification from LAQM.TG(16) .....</b>	<b>21</b>
<b>Appendix C: Individual AQMA Source Apportionment Charts.....</b>	<b>23</b>
<b>Appendix D: Public Health &amp; Previous Action Plans .....</b>	<b>25</b>
<b>Appendix E – Steering Group Terms of Reference .....</b>	<b>43</b>
<b>Appendix F – Email Guidance on Quantification.....</b>	<b>46</b>
<b>Of Measures for Air Quality Action Plan.....</b>	<b>46</b>
<b>Glossary of Terms .....</b>	<b>48</b>

References ..... 49

**List of Tables**

Table 2.1 – Consultation to be Undertaken .....10  
Table 3.1 – Air Quality Action Plan Measures ..... 16

## Introduction

This report outlines the actions that Doncaster Council will deliver over the next three years 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 Doncaster Borough.

It has been developed in recognition of the legal requirement on the local authority to work towards the 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 periodically plus progress on measures set out within this Plan will be reported annually within Doncaster Council's ASR.

This action plan replaces the previous action plan which dates ran from April 2003. Projects delivered through the previous action plan include:

- The retrofitting of buses on the X78 route, which travels through 3 of Doncaster AQMAs and across a number of other AQMAs in South Yorkshire has been completed and the buses are operating successfully.
- EV charging installed and operational in two council run car parks as part of the parking policy promoting sustainable transport, further EV charging was also part funded in private car parks at strategic locations.
- The area of Conisbrough (AQMA5) is now well served by a cycleway to Doncaster and the main employment sites. Other cycle lanes have been implemented across the Borough.
- Three park and ride sites are in place, along with dedicated bus only lanes.
- ECO stars fleet recognition scheme successfully implemented and ongoing expansion into more Councils across the UK.
- Care4air ran numerous campaigns achieving recognition for best practice.
- Other measures can be viewed in previous year's reports.

## Summary of Current Air Quality in Doncaster.

In Doncaster there are a number of locations where concentrations for the pollutant nitrogen dioxide is above the recommended objective. These objectives are set with regard to the impact nitrogen dioxide has on the health of the public.

These locations have been declared as Air Quality Management Areas (AQMAs) some of which have been in place since 2001. There are a total of seven AQMAs across Doncaster. As with much of the UK these localised areas are the result of local road transport and while improvements were expected over time due to cleaner vehicle technologies, the real-world concentrations measured have stabilised instead of declining in line with predictions.

The most recent Annual Status Report (ASR) contains the current data recorded from across the Borough. Maps of the AQMAs and monitoring points can be found in the appendices, and further information is available on Doncaster Councils website.

The measures in this action plan aim to improve air quality across all 7 AQMAs, however specific measures may be brought forward at any time specifically targeting individual AQMAs, where an opportunity can be identified to improve air quality at any single location. This would be made clear in any annual reports and revisions.

New measures will be added when and where appropriate to ensure the plan continues to work towards improving air quality.

# Doncaster Council's Air Quality Priorities

## 1.1 Public Health Context

As detailed in Policy Guidance LAQM.PG16 (Chapter 7), local authorities are expected to work towards reducing emissions and/or concentrations of PM<sub>2.5</sub> (particulate matter with an aerodynamic diameter of 2.5µm or less) in addition to reducing nitrogen dioxide concentrations. There is clear evidence that PM<sub>2.5</sub> has a significant impact on human health, including premature mortality, allergic reactions, and cardiovascular diseases. This is in addition to reducing nitrogen dioxide concentrations.

The current situation in Doncaster is;

The Public Health Framework indicator for mortality attributable to PM<sub>2.5</sub> for Doncaster stands at 5% which is lower than the national average. Monitoring is not conducted in Doncaster however monitoring for PM<sub>10</sub> has been used to derive indicative results and these were found to closely correlate with national modelling and fell below the current objective.

Public Health England developed a methodology to demonstrate how these figures relate to deaths by Council area. In 2010 it was estimated that 160 deaths in the 25+ age group could be attributed to PM<sub>2.5</sub> in Doncaster or an associated loss of 1706 life years<sup>4</sup>.

The Council's Air Quality Steering Group of cross Directorate officers hold regular meetings to consider air quality and work collaboratively on issues that impact air quality.

An action plan has been produced by the Public Health team specifically to tackle PM<sub>2.5</sub> emissions and is shown in the appendices.

## 1.2 Planning and Policy Context

The new Local Plan for Doncaster is currently under preparation; a policy relating to air quality has been drafted to be incorporated within the Plan and will be applied to all development within Doncaster.

4 – Estimating Local Mortality Burdens associated with Particulate Air Pollution, Public Health England, 2014 (as at June 2018)

A technical planning guidance document has been produced and is used within the Environmental Protection Team. The aim is to ensure mitigation is an integral part of any development proposals in order to maintain and where possible improve local air quality. This will be done via screening of development proposals, calculation of emissions and damage costs and mitigating those emissions.

Other policies within the Local Plan will contribute to the air quality agenda, such as policies regarding sustainable and active travel, reducing the need to travel, suitable and considered allocations of sites, green infrastructure and health impact assessments.

### **1.3 Source Apportionment**

The AQAP measures presented in this report are intended to be targeted towards the predominant sources of emissions within Doncaster Council's area.

An exercise, using the methodology set out in Technical Guidance (LAQM.TG16) for identifying the sources of nitrogen dioxide emissions in Doncaster has been carried out. Charts detailing the contribution made to the AQMAs from regional background, local background and road sources have been included in the appendices.

To summarise in all cases the road transport element accounts for approximately a fifth or more of the emissions and therefore has a significant contribution to make in reducing concentrations particularly at roadside hotspots. AQMA2 is also affected by local background which may be in part due to the industrial and domestic nature of the general area.

A further source apportionment exercise was carried out by Doncaster Council in 2016, using the Airviro dispersion modelling system to determine more detailed contributions from local road transport. This identified a number of common themes across the seven AQMAs. The below graphs show the results of this exercise;

Figure 1 AQMA1 Road NOx Source Apportionment.

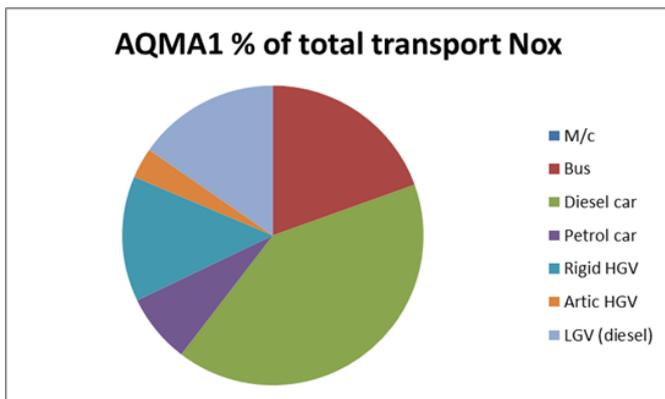


Figure 2 AQMA2 Road NOx Source Apportionment.

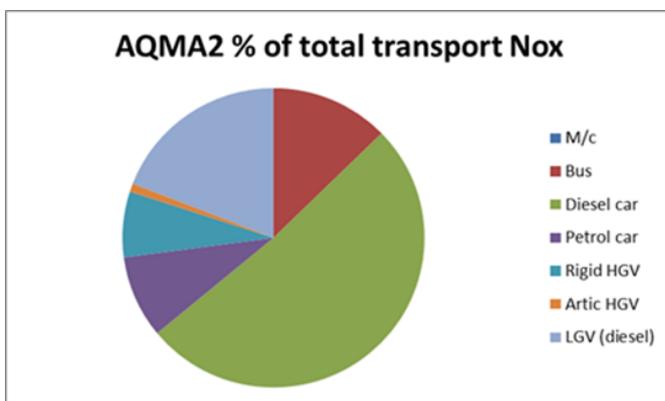


Figure 3 AQMA3 Road NOx Source Apportionment.

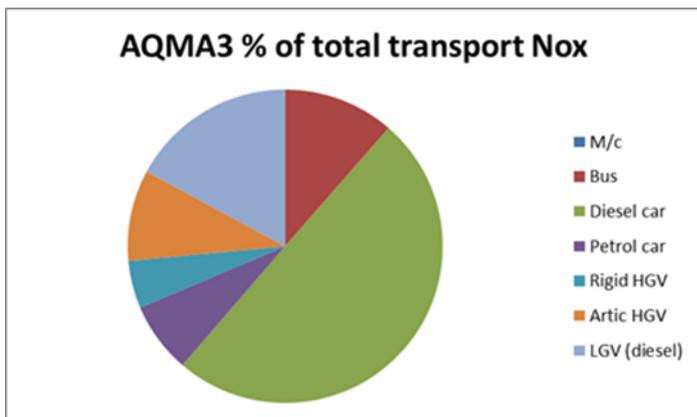


Figure 4 AQMA4 Road NOx Source Apportionment.

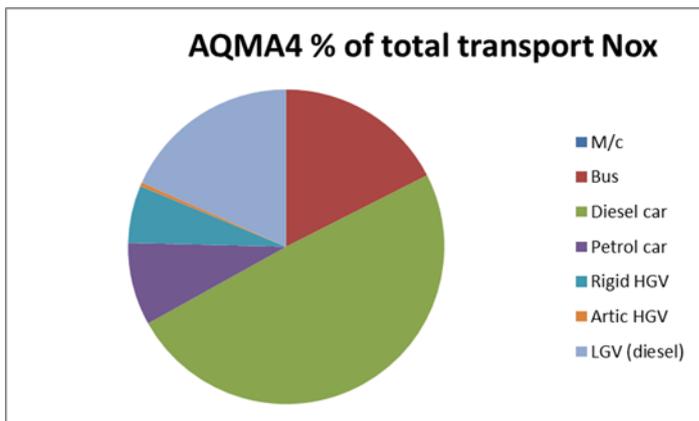


Figure 5 AQMA5 Road NOx Source Apportionment.

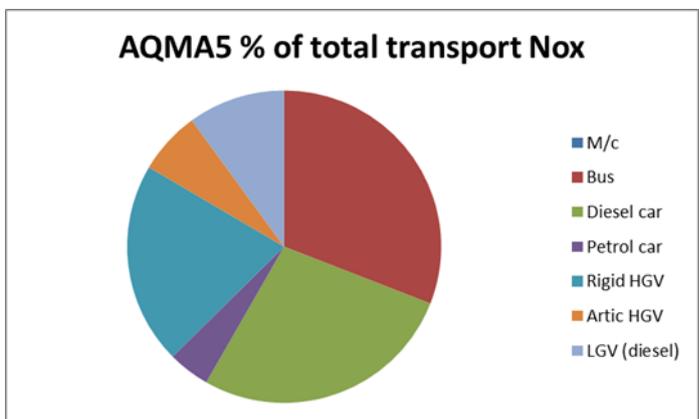


Figure 6 AQMA6 Road NOx Source Apportionment.

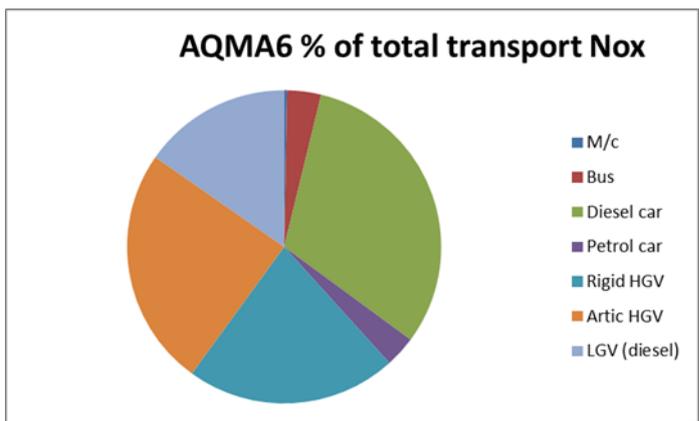
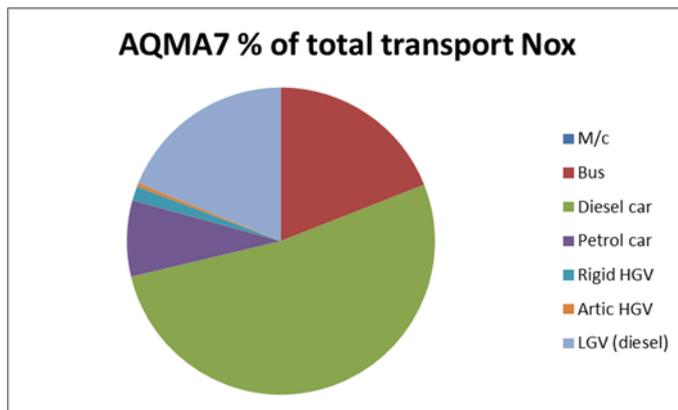


Figure 7 AQMA7 Road NOx Source Apportionment.



In all but one AQMA diesel cars contributed the greatest percentage of overall local road transport emissions.

Buses and Light Good Vehicles were also a major contributor to emissions in most AQMAs.

AQMA5 & 6 showed higher contributions from Heavy Good Vehicles, this is due in part to gradient in the former and volume of motorway traffic in the latter.

#### 1.4 Required Reduction in Emissions

Technical guidance provides a calculation to enable Councils to forecast when compliance will be achieved within the AQMAs, the results of the exercise is displayed in Table 1.1.

**Table 1.1 Estimated Year Of Compliance with Air Quality Objectives**

AQMA	Annual Mean Concentration 2016 at highest modelled point.	Annual Predicted Concentration 2018 at highest modelled point	Annual Mean Predicted Concentration 2019 at highest modelled point
1	41	37	34
2	51	46	35
3	39	35	33

4	43	38	36
5	45	40	38
6	48	42	39
7	100	89	84

The methodology used and adopted in the latest technical guidance suggests that compliance will be achieved in all but one AQMA within Doncaster by 2020.

Detailed emissions reduction calculations have been undertaken (Table 1.2) for sites within the AQMAs following the procedure set out in LAQM.TG(16).

**Table 1.2 Emission Reductions Required to Achieve Compliance with the Air Quality Objectives.**

AQMA	Required reduction in Road NO <sub>x</sub> to meet objective (µg/m <sup>3</sup> )	Required reduction in Road NO <sub>x</sub> to meet objective (% of measured road NO <sub>x</sub> )
1	2.32	6
2	29.6	46
3 *	-2.36	-6
4	7.27	13
5	14.75	24
6	33.2	41
7	204.24	79

The results show the level of intervention needed from road transport to reach compliance. In some cases compliance has already been reached within AQMAs

(using the prescribed methodology), while other locations close to the busiest roads will require significant action to achieve acceptable air quality.

While the forecast compliance methodology used in table 1.1 indicates compliance in a relatively short time period table 1.2 indicates that the level of reductions required to achieve compliance is in some cases significant and uncertainty remains as to how accurate those forecasts are. In particular, where regional and domestic emissions play a greater role in the concentrations in AQMAs, measures delivered by central and regional government bodies will be essential in providing better air quality in those locations.

\*At the time of writing the concentration within AQMA 3 has been recorded as below that of the objective, hence the negative figure. Therefore if this trend is confirmed for future years, AQMA 3 will be considered for revocation.

## **1.5 Key Priorities**

The key priorities for Doncaster Council to improve air quality based on the information gathered and the results discussed in Section 1.3 and 1.4 are;

- Encourage fewer journeys by diesel cars by promoting alternative fuelled vehicles and modal shift particularly to active travel (All AQMAs)
- Ensuring new development mitigates additional emissions (All areas and wider background)
- Continue to work with Bus Operators and encourage operators to apply for funding for cleaner vehicles (All AQMAs)
- Provide guidance to fleet operators to decrease HGV emissions (Target AQMAs 5,6 &7)

# **Development and Implementation of Doncaster Council's AQAP**

## **2.1 Consultation and Stakeholder Engagement**

In developing this AQAP, we are working 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 2.1. In addition, we will undertake the following stakeholder engagement:

- Doncaster Council Website and Twitter
- Directly to residents as requested
- Directly to the Chamber of Commerce
- Sheffield City Region through the Air Quality and Climate Group

The response to our consultation stakeholder engagement will be given in Appendix A, once consultation is complete.

**Table 2.1 – Consultation to be Undertaken**

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

## 2.2 Steering Group

A steering group was officially formed by an inaugural meeting of its members on the 20<sup>th</sup> April 2017.

The terms of reference have been agreed and are attached in the appendices.

Officers from across key departments of the Authority have been invited onto the group; in particular;

- Transport
- Highways & Waste
- Environmental Protection
- Corporate Policy
- Procurement
- Planning

The group have agreed that outside stakeholders will be engaged following consultation and welcome further measures to be incorporated where appropriate.

The steering group will ensure that progress on actions is reported each June via the Annual Status Report. The AQAP is a working document and as further information, measures and/or funding are available they will be considered by the steering group.

## 2.3 Method of Selection

The Toolbox in Annex A of LAQM TG(16) has been used to identify measures that may be appropriate for inclusion in the Plan. A list is available in the Appendices and briefly shows the decision making process with regards to the actions brought forward.

The largest barrier to taking forward action is resource, be it that of funding availability (either lack of appropriate funding, tight submission deadlines or with competitive criteria that effectively precludes a successful bid by authorities without national exceedance areas) or staff resource to deliver or bid for monies.

## 2.4 Quantification

A quantification exercise has been carried out following a methodology suggested via the LAQM Helpdesk. The method was supplied in response to a query from the Yorkshire and Lincolnshire Pollution Advisory Group (YALPAG), of which Doncaster Council is a member.

The e-mail response has been provided in the appendices.

A simple system was suggested based on scoring measures against impact, cost and timescales. It must be acknowledged that when allocating scores on any measure there is an element of judgment used to define impacts and costs. This is particularly the case when considering measures that are not at the planning or implementation stage.

Table 2.2 lists each measure and provides a cost, impact and timescale score using the criteria in Figure 2.1;

Figure 2.1 Quantification method suggested via LAQM Helpdesk

Costs		Air Quality Impacts		Timescale	
Score	Approximate Cost (£)	Score	Indicative Reduction in NO <sub>2</sub> Concentration		Years
7	<100k	7	>5 µg/m <sup>3</sup>	Short (S)	< 2
6	100-500k	6	2-5 µg/m <sup>3</sup>		
5	500k-1million	5	1-2 µg/m <sup>3</sup>		
4	1-10 million	4	0.5 - 1 µg/m <sup>3</sup>	Medium (M)	2-5
3	10-50 million	3	0.2 – 0.5 µg/m <sup>3</sup>		
2	50-100 million	2	0 - 0.2 µg/m <sup>3</sup>	Long (L)	>5
1	>100million	1	0 µg/m <sup>3</sup>		

In terms of timescale a score of 1-3 was applied, 3 being the quickest in terms of delivery.

The highest scores are the measures which are the best in terms of cost-effectiveness and deliverability.

Table 2.2 Quantification Of Measures within the Action Plan

Measure No.	Cost Score	Impact Score	Timescale	Overall Score
1	7	2	3	12
2	6	2	3	11
3	7	3	3	13
4	3	7	1	11
5	7	2	3	12
6	7	3	3	13
7	6	3	3	12
8	7	2	3	12
9	7	2	3	12
10	7	2	3	12
11	7	2	2	11
12	5	4	2	11
13	7	1	3	11
14	7	2	3	12
15	7	3	3	13

Measures 3 - Air Quality & Technical Planning Guidance, 6 - Investigate emissions Standards via Taxi Licensing and 15 - Procurement Policy offer the highest cost-benefits for air quality from the proposed measures in the plan.

# Air Quality Action Plan Measures

## 3.1 Measures

Table 3.1 shows the Doncaster Council 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
- expected benefit in terms of pollutant emission and/or concentration reduction
- the timescale for implementation
- how progress will be monitored

**NB:** Future ASRs will include annual updates on implementation of these measures

The measures included in the action plan were brought forward as potentially deliverable within the timeframe of the document, with the exception of a Clean Air Feasibility Study which is subject to further national discussions.

## 3.2 Impact

The package of measures could result in air quality improvements of nitrogen dioxide in the range of  $7.5\mu\text{g}/\text{m}^3$  to  $10.2\mu\text{g}/\text{m}^3$  using the suggested quantification.

Taking into account the level of reductions needed in the 7 AQMAs this plan has the potential to work towards achieving compliance by 2022 in AQMA 1, 3, 4 and 5.

Further measures will be needed in AQMAs 2, 6 and 7 going forward to achieve compliance in those areas.

These measures should be considered in conjunction with those in the 2003 Air Quality Action Plan and the Conisbrough Action Plan; many measures were successfully implemented and continue to impact on improving air quality across the Borough. In particular, enabling infrastructure such as park and ride sites and cycle lanes, will aid the implementation of new measures to encourage modal shift.

A copy of these older measures can be found in the appendices. Please refer to the USA 2015 report for details on progress of the 2003 Action Plan

To re-iterate while the value of continuing these measures is acknowledged this Plan is only concerned with the current and active measures as listed.

## Doncaster Council

**Table 3.1 – 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
1	Fuelling Change Campaign	Public Information	Via other mechanisms	Doncaster Council Pollution Control	April – June 2017	July 2017 – March 2018	No. of views of video and webpages.	Low	Funding allocated from Air Quality Grant.	March 2018	
2	ECO stars Fleet Recognition Scheme	Vehicle Fleet Efficiency	Fleet efficiency and recognition schemes	ECO stars Steering Group/ SCR/ AQCG	Pre- 2006	June 2017 – March 2020	No. of scheme members signed-up each year.	Low	As at April 2017; x members with vehicles registered.	March 2020	See case study.
3	Air Quality and Planning Technical Guidance	Policy Guidance and Development Control	Air quality planning and policy guidance	Doncaster Council Pollution Control	April 2017 – June 2017	July 2017 – June 2020	% of applications with air quality mitigation included.	Low	Draft guidance available and in use.	June 2020	
4	Clean Air Feasibility Study	Promoting Low Emission Transport	Low Emission Zone (LEZ) or Clean Air Zone (CAZ)	Defra and Doncaster Council	August 2017 – December 2019	December 2020	tbc	High	None.	December 2020	Funding allocation required.
5	Sustainable Travel Access Fund Projects	Promoting Travel Alternative	Promotion of cycling	SCR	Pre - April 2017	May 2017 – March 2018	tbc	Low	Input from RP	March 2018	
6	Investigate emission standards via taxi licensing	Promoting Low Emission Transport	Taxi Licensing Conditions	Doncaster Council Licensing	July 2017 – July 2018	April 2019	% increase in Euro VI and ULEV taxis licensed by Doncaster Council.	Medium	n/a	April 2020	Subject to wider impacts study and consultation.

## Doncaster Council

Measure No.	Measure	EU Category	EU Classification	Lead Authority	Planning Phase	Implementation Phase	Key Performance Indicator	Target Reduction in the AQMA	Pollution	Progress to Date	Estimated Completion Date	Comments
7	Future (Fleet) Transport Policy	Promoting Low Emission Transport and Vehicle Fleet Efficiency	Public vehicle procurement. Retrofitting and/or Driver Training and/or Fleet Efficiency	Doncaster Council Transport Services	April 2017 - April 2018	April 2018 – March 2020	% Fleet Diesel %Fleet Petrol % Fleet ULEV %Fleet Hybrid	Medium		Inaugural meeting held April 2017 to define terms and initial actions.	Policy in place Summer 2018.	
8	20mph Speed Limits	Traffic management	Reduction of speed limits, 20 mph zones.	Doncaster Council Safer Roads Team	June 2017	July 2017 – June 2020	Speed Survey results to confirm impact.	Low		Budget set for 2017.	March 2020	
9	Highways Planned Maintenance Scheme Priority	Traffic Management	Other	Doncaster Council - Highways	Early 2018	Summer 2018	No. of works co-ordinated	Low		Apply AQMA status to scheme value management criteria.	June 2020	None.
10	Cycling Strategy	Promoting Travel Alternatives	Promotion of Cycling	Doncaster Council-Transportation	Adopted 2013	2013 - 2020	1. Increase the number of people cycling and the number of journeys by cycle 2. Improve health and reduce health inequalities by introducing cycling into everyday life	Low		A series of infrastructure improvements and promotional campaigns to encourage a up take in cycling.  Cordon count data is showing an increase in cyclists	March 2020	I can provide lots of specific information here Lisa, if you feel its required?

## Doncaster Council

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
11	Quality Bus Partnership	Promoting Low Emission Transport	Other	Doncaster Council - Transportation	2016		<ul style="list-style-type: none"> <li>•Reduce and limit traffic congestion and thereby air through investment in higher Euro Engine specifications</li> <li>•Providing a high quality choice for those with use of a car</li> <li>•Reducing environmental impact.</li> </ul>	Low	Improve several key routes in Borough	March 2020	We can monitor the fleet more easily as we are part of the partnership and will insist on that information on a regular basis.
12	Investigate the feasibility of green barriers in Doncaster's AQMAs.	n/a	n/a	Doncaster Council - Environmental Protection	January - December 2018	n/a	n/a	Medium		June 2020	
13	Parking Strategy	Policy Guidance and Development Control	Other policy	Doncaster Council - Transportation	2018	Jan-19	TBD e.g.no of spaces or no. of EV charging installed	Low	Developing evidence for parking provision across town centre.	June 2020	Parking is currently underutilised therefore plans to consolidate parking under strategy being developed.
14	Walking Strategy	Alternatives to private vehicle use	Other	Doncaster Council - Transportation	2018	Jan-19	TBC	Low	Strategy at Cabinet in June 2018.	June 2020	Two aspects of walking for function and pleasure.

## Doncaster Council

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	Procurement	Policy Guidance and Development Control	Sustainable Procurement Guidance	Doncaster Council - Procurement	2018	2019	TBC	Medium	Example guidance forwarded to Senior Procurement Officer.	June 2020	Availability of Procurement Officers.

## Appendix A: Response to Consultation

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

Consultee	Category	Response
the Secretary of State	Public Body	
the Environment Agency	Public Body	
the highways authority	Public Body	
all neighbouring local authorities	Public Body	
Chamber of Commerce	Business	
Sheffield City Region AQCG	Public Body	
Public Health England	Public Body	
Public	Public	

To be completed following full consultation exercise.

## Appendix B: Action Plan Measure Identification from LAQM.TG(16)

Measures Category	Measure Classification	Cost Score	Impact Score	Timescale	Overall Score	Assumptions	Included in Doncaster AQAP	Reason Not Considered
Traffic Management	Urban Traffic Control	4	2	3	9		Implemented in 2003 Plan	
	Reduction of speed limits / 20mph	7	2	3	12		Yes	
	Road User Charging	4	3	2	9		No	Score low, no plans to take forward due to cost and inequali
	Anti-idling enforcement	6	2	3	11		No	Low score, roads within our AQMAs not unduly affected by i
	Testing Vehicle Emissions	6	2	3	11		Implemented in 2003 Plan	
Promoting Travel Alternatives	Workplace Travel Planning	7	2	3	12		Implemented in 2003 Plan	
	Encourage/Facilitate Home working	7	2	3	12		As a measure in Planning Guidance	
	Personalised Travel Planning	6	2	3	11		Implemented in 2003 Plan	
	School Travel Plans	7	2	3	12		Implemented in 2003 Plan	
	Promotion of Cycling	7	2	3	12		Yes	
	Promotion of Walking	7	2	3	12		Yes	
Public Information	Promote use of rail and inland waterways	7	2	3	12		No	Some work done within local plan but no resource in-house
	Internet, leaflets, radio and television campaigns	7	2	3	12		Yes	
Transport Planning and Infrastructure	Public Transport improvements - interchanges, stations and services	4	2	1	7		Implemented in 2003 Plan	
	Public Cycle Hire Scheme	6	2	3	11		No	Low overall score, no private sector interest shown.
	Cycle Network	4	3	2	9		Partially in Cycling Strategy	
	Bus route improvements	4	2	3	9		As part of QBP	
Alternatives to private vehicle use	Bus based park and ride	4	3	2	9	If corresponding bus improvements are made	Implemented in 2003 Plan	
	Rail based park and ride	5	3	3	11		Implemented in 2003 Plan	
	Car and lift sharing schemes	7	2	3	12		Implemented in 2003 Plan	
	Car clubs	6	3	3	12		No	Low score, no in-house resource to progress, no private sec
Policy Guidance & Development	Regional Co-ordination of Area wide strategies for emissions reductions	7	3	2	12		No	Councils attempted to address this through City regional grc
	Air Quality Planning and Policy Guidance	7	3	3	13		Yes	
	Sustainable Procurement Guidance	7	3	3	13		Yes	
	Low Emissions Strategy	7	2	3	12		No	No overarching strategy but elements of this e.g planing and
Freight and delivery management	Freight Consolidation Centre	2	4	1	7		No	Very low score, no private sector interest shown.
	Route Management Plans/Strategic HGV routing	4	3	3	10		No	Low score, AQMA roads after main arterial routes, to divert t
	Quiet and out of hours delivery	7	1	3	11		No	Low score, no background evidence for a need in Doncaster.
	Delivery and service plans	7	1	3	11		No	Low score, no private sector interest.
	Freight Partnerships for city centre deliveries	5	3	2	10		No	Low score, no private sector interest.
	Vehicle Fleet Efficiency	Driver training and ECO driving aids	7	2	3	12		Implemented in 2003 Plan
Promoting low emissions public transport		7	2	3	12		As part of QBP	
Vehicle retrofitting programmes		5	4	2	11		As part of QBP	
Fleet Efficiency and recognition schemes		6	2	3	11		Yes	
Testing Vehicle Emissions		6	2	3	11		Implemented in 2003 Plan	
Promoting low emissions transport	Low emission zone & Clean Air Zone	3	6	2	11		Yes	
	Public vehicle procurement - prioritise uptake of low emission vehicles	6	3	3	12		Yes	
	Company vehicle procurement - prioritise uptake of low emission vehicle	6	3	3	12		No	Outside of Councils sphere of influence.
	Procuring alternative refuelling infrastructure to promote ULEV - EV Charg	4	5	2	11		Partial implementation in 2003 Plan	
	Priority parking for LEVs	7	2	3	12		Partial implementation in 2003 Plan	
	Taxi licensing conditions	7	3	3	13		Yes	
	Taxi emissions incentives	6	3	3	12		No	No current funding stream however will consider during ou
Promoting low emission plant	Public procurement of stationary combustion sources	7	2	3	12		No	Chances to be captured by Procurement Guidance but no id
	Low emission fuels for stationary and mobile sources	7	2	3	12		No	Chances to be captured by Procurement Guidance but no id
	Emissions control equipment for small and medium sized combustion sou	7	2	3	12		No	
Environmental permit	Various	7	2	3	12		Yes	Not within AQAP but EPR regime fully implimented, along w
Improving AQ model	Various	6	1	3	10		Implemented in 2003 Plan	Ongoing and obtained resource to improve monitoring in Bc

## **Doncaster Council**

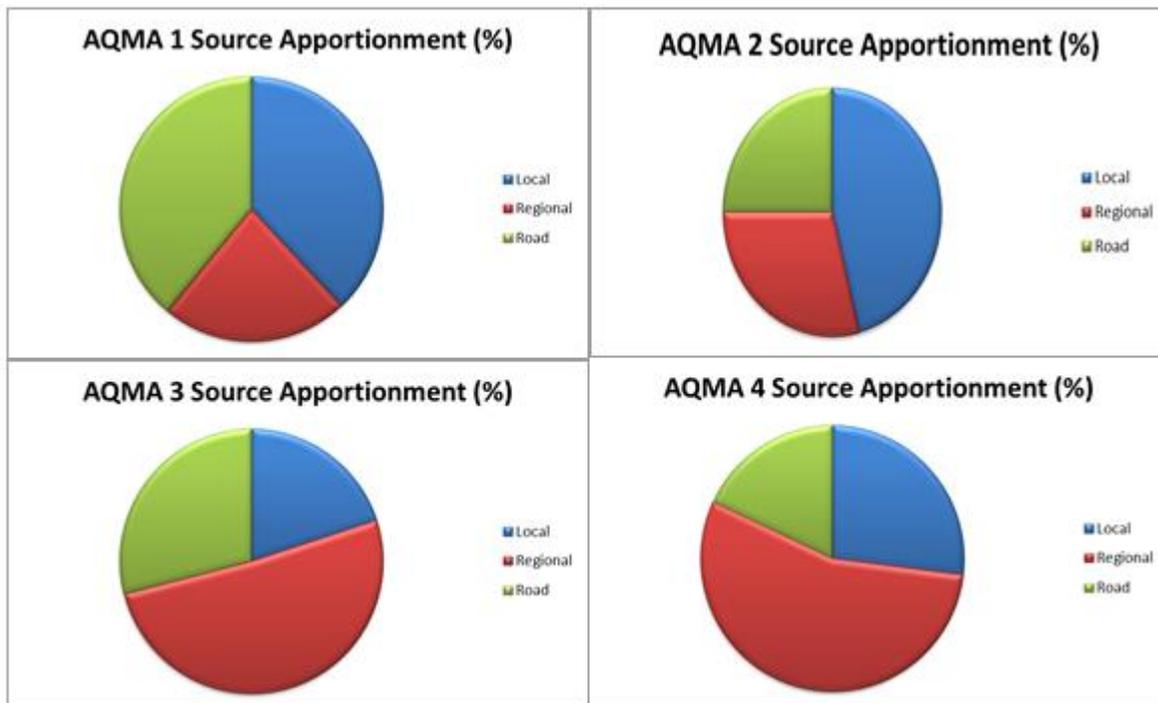
The above measures were taken from the LAQM.TG(16) Toolkit and presented to the Steering Group to be considered for inclusion in the AQAP.

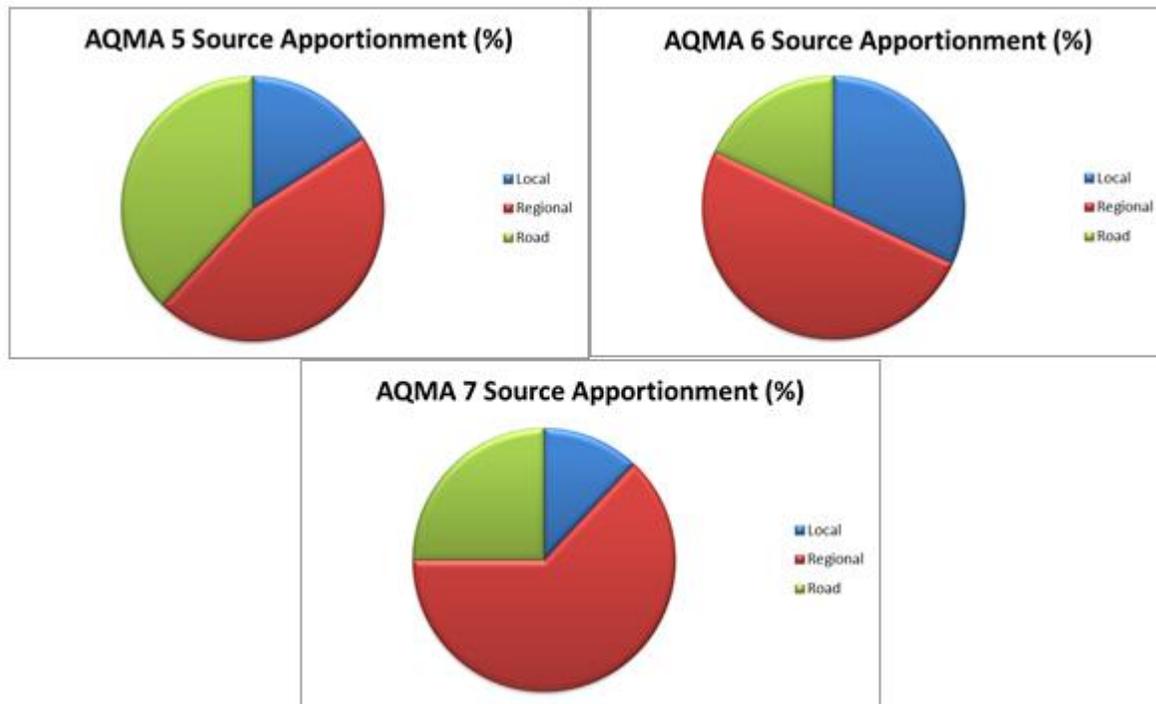
A number of measures have already been implemented in the 2003 AQAP and while they may have contributed to maintaining air quality there is no refutable evidence to show they have significantly improved air quality and therefore have not been included in the new action plan. However it is important to note that some of the old measures for example the park and ride sites are an ongoing asset and provide the enabling infrastructure to support some of our key priorities such as modal shift.

Overall many measures have not been included in the action plan because of the following reasons;

- screened out through low score on the quantification exercise
- lack of quantifiable evidence and case studies of actual impact on air quality
- lack of evidence on wider impacts such as noise, equality, local economy
- lack of funding or resources to pursue measures.

## Appendix C: Individual AQMA Source Apportionment Charts





## Appendix D: Public Health & Previous Action Plans

Public Health & Air Quality Mapping – Doncaster		
Source	Examples of action	Doncaster Position Statement/Actions
<b>Kings Fund:</b> To reduce the negative impact of air pollution on health, local authorities can lead by example in their local area by (Kilbane-Dawe 2012):	implementing business engagement programmes to reduce air pollution	Potential through the inMotion business engagement.
	encouraging expansion of council-run income-generating car clubs	DMBC Transport Team currently promote South Yorkshire Car Share scheme on Council website.
	promoting zero emission ‘last mile’ delivery of as many goods and services as possible	Potential through procurement policy – to be developed using West Yorkshire example.
	organising ‘eco-driving’ training for taxi-drivers to encourage more fuel-efficient driving, and finding ways to reduce idling at taxi ranks	List of licensed taxi drivers provided to Business Eco-driving project – LSTF.
Invest in longer-term changes with potentially greater impacts, such as:	vertical roof exhausts for buses, and fitting diesel particle filters	CVTF – successful bid for emissions reduction measure on X78 bus route. On board trials showing a reduction of NOx emissions by 35%, roll out of equipment mid-July.
	rolling replacement of boilers with the least polluting models	Warmfront scheme – previously done – ask RS/KG
	ensuring that new buildings are air quality neutral	This could be developed through the new guidance being developed across Yorkshire. Pollution Control intends to adopt this approach.
	encouraging people to make more journeys by bike, through integrated and harmonised cycling networks.	Doncaster Cycling Strategy adopted December 2014. Doncaster Cycling Festival 2015
Warning/informing the public and professionals		In the event of high levels of air pollution, PH and Air Quality will work together to provide appropriate messages for staff and the public.
<b>Defra Website</b>	Local authorities can:- •Encourage schemes like ECOSTARS that recognise excellent levels of environmental and energy saving performance for the vehicles that operate within their area.	South Yorkshire developed the ECOstars scheme, LC sits on the steering group. There are 9 fleet operators based in Doncaster that are members of ECOstars including

## Doncaster Council

	<p>•Introduce intelligent transport systems that maximise the efficiency of the highway network and also give real time information on traffic delays and journey times, car parking availability, and bus arrival times; together, these allow people to make better informed travel choices and also reduce traffic emissions. See example (PDF, 54.3KB, 10 pages).</p> <p>•Incorporate air quality into planning considerations for new developments and refurbishments. See example (PDF, 410KB, 37 pages)</p> <p>•Promote energy efficiency and sustainable transport to residents and businesses in the borough and putting in the necessary infrastructure to enable people to reduce the emissions they produce. See example.</p>	<p>Doncaster Council. Transportation may have more detail on this but these actions have been available in Doncaster for some time.<a href="http://www.doncaster.gov.uk/Images/Air%20Quality%20Planning%20Guidance%20Addendum%20v12011537-110386.pdf">http://www.doncaster.gov.uk/Images/Air%20Quality%20Planning%20Guidance%20Addendum%20v12011537-110386.pdf</a></p> <p>InMotion LSTF scheme promotes sustainable travel to businesses in South Yorkshire. The LTP has funded energy efficiency measures and renewable energy on transport assets across South Yorkshire.</p>
	<p>Public Health professionals can also help to:</p> <ul style="list-style-type: none"> <li>• explain to their local population the impact of air pollution on health;</li> <li>•</li> <li>• tailor messages to target those members of the public particularly susceptible to air pollution and to raise understanding that improving air quality would help to improve healthy life expectancy and reduce early death from cardio-respiratory diseases;</li> <li>• work with others to promote initiatives to facilitate active travel (for example <a href="#">Healthy Schools Programmes</a>, school travel plans; cycle to work schemes etc</li> <li>• raise awareness of the need to improve air quality through linking to other public health issues such as obesity and through working with Health and Wellbeing Boards to include air quality in Joint Strategic Needs Assessments and Health and Wellbeing Strategies.</li> </ul>	<p>Information provided on the DMBC website and SY Care4Air. Health advice provided is tailored to address some specific conditions.</p> <p>Public Health sit on the cycling strategy working group and Doncaster Active Partnership. Actively promote cycling and walking via Get Doncaster Walking/ Cycling campaigns &amp; Change4Life campaigns. Doncaster Council currently manage a number of initiatives to encourage cycling including: Bike It Officer for schools, Cycle/Walk Boost, Bikeability training.</p>
<p>Other actions/Areas of Work</p>		<p><b>Electric vehicles</b> – This is a South Yorkshire Scheme, managed by Sheffield City Council it aims to deliver;</p> <ul style="list-style-type: none"> <li>• a grant to lease hire an electric car or van for 1,2,3 or 4 years, and a standard charge point installation at their premises for circa 80 small and medium enterprises in South Yorkshire</li> <li>• In each South Yorkshire Local Authority there will be 2</li> </ul>

## Doncaster Council

		<p>fast chargers sited in off street council operated car parks</p> <ul style="list-style-type: none"> <li>• An Office for Low Emission Vehicles funded network of 20+ publicly accessible rapid chargers across South Yorkshire– these take recharge times down from 6/8 hours to 30 minutes to support these vehicles (and others) whilst out and about</li> <li>• Each vehicle will be tracked to measure miles driven, carbon saved and fuel savings.</li> </ul> <p><b>Compressed Natural Gas Feasibility</b></p> <p>A considerable amount of work has been carried out in South Yorkshire to establish the most suitable sites for compressed natural gas (CNG) refuelling stations. There are several excellent potential sites in South Yorkshire where the high pressure gas main is suitably close to the surface and close to the major road network. A full feasibility report is available and investor interest is increasing. The Council shall promote this work where appropriate.</p> <p><b>Hydrogen Vehicle Trial</b></p> <p>In partnership with ITM power a hydrogen re-fuelling site is to be brought back into use along with a Hyundai vehicle which will be available to Doncaster Council for trails over 3 years. The aim is to demonstrate the benefits and practicalities of hydrogen vehicles. The Council will feed into the trial and if suitable promote the vehicles in the local area.</p>
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### Conisbrough action plan measures

Measure	Focus	Lead Authority	Timescale	Indicator	Annual Emission Reduction in the AQMA	Estimated Completion Date	Comments Relating to Emission Reductions

**Doncaster Council**

X78 Bus Emission Improvement Technology	Public Transport Emissions	SYPTTE	1-2 years	No. of X78 buses fitted with technology.	Medium (range of estimates 0.4 – 4µg/m <sup>3</sup> )	March 2015	These were based on rough estimates of potential improvements to emissions from fitting TMT to existing buses.
ECOstars Scheme	Fleet Emissions	ECOstars Steering Group	1 year	Number of members increased with star rating.	Low	March 2016	The indicator will be derived using EF to calculate the improvement based on Euro ratings of vehicles.
Infrastructure Development for Electric Vehicles	Fleet Emissions	LTP Air Quality and Climate Group	1 year	Number of installed public charging points.	Low	March 2016	Any usage data available will be utilised as a proxy indicator.
<b>Measure</b>	<b>Focus</b>	<b>Lead Authority</b>	<b>Timescale</b>	<b>Indicator</b>	<b>Annual Emission Reduction in the AQMA</b>	<b>Estimated Completion Date</b>	<b>Comments Relating to Emission Reductions</b>

### Doncaster Council

Monitoring and Modelling	Data and Assessment	Doncaster Council	5 years	Data capture rates over 95% for automatic monitoring and over 80% for non-automatic.	None	March 2020	Proxy indicator based on usefulness of collected data.
Care4air	Public Information	LTP Air Quality and Climate Group	1 year	Attendance at conference. Numbers of hits on website and number of videos distributed to GP practices across Doncaster.	Low	July 2015	Proxy indicators based on numbers of users of services.
<b>Measure</b>	<b>Focus</b>	<b>Lead Authority</b>	<b>Timescale</b>	<b>Indicator</b>	<b>Annual Emission Reduction in the AQMA</b>	<b>Estimated Completion Date</b>	<b>Comments Relating to Emission Reductions</b>
InMotion	Fleet Emissions	LTP In-Motion Group	1 year	Number of businesses signed up.	Low	March 2016	Proxy indicator – need to check what data is collected?

### Doncaster Council

Industrial Emissions Control	Non-vehicle Emissions	Doncaster Council	5 years	Percentage of visits completed on time. Number of enforcement notices served.	Low	March 2020	Proxy indicator to show compliance with permits.
Council Fleet Emissions	Fleet Emissions	Doncaster Council	3 years	Percentage of fleet upgraded to latest Euro Standard. Percentage of fleet with low emission technology fitted. Fleet mix of diesel and alternative fuelled vehicles.	Low to medium.	March 2018	Indicator to show improvement in emissions from general council fleet. Depot and offices are located close to 3 AQMAs therefore direct effects likely on those areas.

## Doncaster Council

Planning Guidance and Policies	Fleet Emissions	Doncaster Council	1 year	<p>New local plan will be adopted that incorporates guidance on assessing the impact of development proposals on local air quality and other relevant considerations and will be used to determine planning applications that come forward within the action plan area</p> <p>Yearly aggregate of potential emissions savings from policy.</p>	Medium	Summer 2017	Each development will be required to assess emissions from its operation and mitigate the calculated damage costs. These emissions can be aggregates across the developments to show the emissions neutrality across the Borough.
Remove or reprioritise traffic lights at A630/A6023/B6094 junction	Traffic emissions	Doncaster Council	18 months	Improved flow of traffic	To be determined	March 2016	None.
Amend signage at junction 36 of A1M to reduce number of HGVs accessing Rotherham via Conisbrough.	Traffic emissions	Highways Agency		Reduction in HGV traffic	To be determined	March 2017	None

## Doncaster Council

Doncaster Bus Partnership	Public Transport Emissions	Doncaster Council	1-10 years	Percentage of fleet upgraded from starting engines AQMAs.	from Euro within	Medium to High	March 2020	More detailed emissions saving can be determined once targets have been agreed.
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### 2003 Air Quality Action Plan Measures

	Action	Responsibility	Implementation Date	Cost/Benefit
	<b>Air Quality Vehicle Emission Reduction</b>			
1.	Carry out the Authority's duties under Road Traffic (Vehicle Emissions) (Fixed Penalty) (England) Regs. 2002 in respect of carrying out roadside vehicle emission testing and issuing fixed penalty notice in partnership with the other South Yorkshire local authorities and the Police	Pollution Control Section, South Yorkshire Police	2003	Med/Med
2.	Carry out the Authority's duties under Road Traffic (Vehicle Emissions) (Fixed Penalty) (England) Regs. 2002 in respect of stopping of engines when vehicles are stationary and together with the SYPTE encourage bus drivers to switch off their engines when stationary	Pollution Control Section & SYPTE	2003	Low/Low
3.	Ensure that all transport termini and bus stops are provided with prominent signs requiring drivers to switch off their engine when stationary	Pollution Control & SYPTA	Implementation in progress	Low/Low
4.	Liase with the Vehicle Inspectorate to ensure that all vehicles producing excessive and visible exhaust emissions "smoky vehicles" are inspected, tested and their emission reduced to acceptable levels	Pollution Control, Vehicle Inspectorate	Ongoing to 2005	Low/Low

## Doncaster Council

5.	Undertake a feasibility study into the introduction of a Low Emission Zone (LEZ) within the AQMAs and in other areas of the Borough where vehicle emissions have a major impact on air quality.	Pollution Control, Planning, Borough Strategy and Development (Transportation Unit)	Begin study by 2004	Full analysis as part of study
6.	The council will continue to ensure that its own vehicle fleet is progressively "greened" by carrying out the following initiatives: - <ul style="list-style-type: none"> <li>• Ensuring that all vehicles are properly maintained</li> <li>• Ensure 5% of the councils fleet are dual fuel vehicles</li> <li>• Ensure all diesel engined vehicles are to Euro 2 standard</li> <li>• Use of fuel management system to monitor efficient vehicle use</li> <li>• Provide an LPG gas station at North Bridge Depot</li> <li>• Investigate feasibility of electric &amp; hybrid fuel vehicles</li> <li>• Continue to take advantage of all Government initiatives and grant aid from such bodies as the Energy Saving Trust (Powershift)</li> </ul>	Transport & Fleet Management	Ongoing End of 2002 Completed Ongoing  Installed 2002/3 Demonstration vehicles tested	Med/Med High/Low High/Low Med/Med  High/Low Low/Low
7.	The council will review its car allowance and car loan schemes in order to identify and implement reforms which encourage the use of the cleanest and most fuel efficient vehicles and minimise business mileage inline with Inland Revenue payment guidelines	Green Transport Officer	By Dec 2003	Low/Low (N.B. possible savings to council budget)
8.	Lobby the various Government bodies to create a legislative and policy framework that encourages continuing improvements in vehicle emission technology and a greater usage of cleaner vehicles.	Pollution Control	Ongoing to December 2005	Low/Med

## Doncaster Council

<b>Traffic Reduction &amp; Management</b>				
9.	Implement the findings of the county wide study into the feasibility of producing a HGV strategy	Borough Strategy and Development (Transportation Unit)	Ongoing to 2005	Low/Med
10.	Investigate the use of the Split Cycle Offset Optimisation Technique (SCOOT) traffic signal control system to predict and link traffic emissions to traffic light sequencing in order to maximise traffic flow and minimise slow moving or stationary traffic during periods of elevated air pollution.	Neighbourhood Services (Infrastructure Services)	Pilot Study Balby Rd by 2003, then ongoing expansion	Med/Med
11.	Implement the specific policies contained in the Doncaster MBC Commuter Plan which are detailed in the plan under the following headings: - Reducing the need to travel Promoting alternative and more sustainable modes of transport to the car Reducing pollution through the use of environmentally acceptable vehicles and fuels Raising awareness e.g. promotion of travel plans	Borough Strategy and Development (Transportation Unit)	Commuter Plan in place, policies being progressively developed to reach targets by 2006	Detailed analysis contained in each specific policy
12.	Introduce a DMBC car sharing scheme	Borough Strategy and Development (Transportation Unit)	Scheme in Place	Low/Low
13.	Expand the existing network of bus only lanes, targeting the AQMAs as a first priority	Borough Strategy and Development (Transportation Unit), Planning	Ongoing	High/Med

## Doncaster Council

14.	Expand the existing network of cycle lanes within the Borough, with particular emphasis on the AQMAs	Borough Strategy and Development (Transportation Unit), Planning	Ongoing	Med/Med
15.	Implement 2 Park & Ride sites by 2005 and complete a feasibility study to identify other sites for implementation in future years, targeting as a priority those routes that traverse AQMAs. Continue to provide P & R sites over the Christmas period	Borough Strategy and Development (Transportation Unit), Planning, SYPTA	Ongoing to 2005, feasibility study by 2002	High/Med
16.	Investigate the feasibility of introducing High Occupancy Vehicle Lanes on the major arterial routes into town	Borough Strategy and Development (Transportation Unit), Planning	Feasibility study to start in 2004	Detailed analysis as part of scheme
<b>Development Plan Review &amp; Planning Applications</b>				
	The Unitary Development Plan was adopted in July 1998 and is presently undergoing a process of revision. The plan contains policies relating to pollution but not exclusively to air quality. Many policies are aimed at promoting sustainability including the reduction of air pollution, most notably many of the transport policies aimed at reducing car travel and promoting public transport. Many of these transport policies are in need of revision in light of the latest Government and Regional Planning advice. The following policies will be relevant to the action plan.			
17.	Ensure that new developments are located, designed and managed so that the number of additional vehicle journeys they are likely to generate are minimised	Strategic Planning & Planning Development Control	Ongoing Revision of UDP & determination of planning applications	Low/Med

## Doncaster Council

18.	Ensure that new development provides a real choice of transport, including walking, cycling and public transport and that such development contributes to meeting the demand for the transport provision that it generates	Strategic Planning & Planning Development Control	Ongoing Revision of UDP & determination of planning applications	Low/Med
19.	Active management of the pattern of urban growth to make the fullest use of public transport and focus major transport generators of travel demand in town and district centres and near to major public transport interchanges	Strategic Planning	Ongoing Revision of UDP	Low/Med
20.	Ensure that day to day facilities which need to be near their clients in local centres are located so that they are accessible by walking and cycling	Strategic Planning	Ongoing Revision of UDP	Low/Low
21.	Place new housing principally within existing urban areas, with emphasis on locations which are highly accessible by public transport, walking and cycling	Strategic Planning	Ongoing Revision of UDP	Low/Med
22.	Ensure that development comprising employment, shopping, leisure and services offers a realistic choice of access by public transport, walking and cycling.	Strategic Planning	Ongoing Revision of UDP	Low/Med
23.	Ensure that the strategies in the UDP and Local Transport Plan complement each other and that development plan allocations and local transport and investment are closely linked	Strategic Planning	Ongoing Revision of UDP	Low/Med
24.	Promote the use of parking policies, alongside other planning and transport measures, to promote sustainable transport choices and reduce the reliance on the car.	Strategic Planning & Planning Development Control	Ongoing Revision of UDP & determination of planning applications	Low/Med

## Doncaster Council

25.	Give priority to people over the ease of traffic movement and provide more road space for pedestrians, cyclists and public transport in urbanised areas	Strategic Planning & Planning Development Control	Ongoing Revision of UDP & determination of planning applications	Low/Low
26.	Ensure that new development shall, where appropriate, contribute to the provision of transport infrastructure for walking, cycling, public transport and highway improvements, secured through Section 106 agreements	Strategic Planning & Planning Development Control	Ongoing Revision of UDP & determination of planning applications	Low/Med
27.	Take part in and adopt the county wide production of a guidance document aimed at advising developers wishing to submit planning applications for developments in or adjacent to AQMAs that could adversely affect air quality	Strategic Planning & Planning Development Control together with other S. Yorkshire councils	By Dec 2003	Low/Med
28.	The council will have regard to the guidelines contained in the forthcoming revision of Planning Policy Guidance note PPG23, Planning and Pollution Control, when determining planning applications	Strategic Planning & Planning Development Control	Ongoing to Dec 2005	Low/Med

## Doncaster Council

29.	<p>When considering a planning application the council shall: -</p> <ul style="list-style-type: none"> <li>A. Ensure that air quality impacts are fully considered in all Environmental Impact Assessments</li> <li>B. Ensure that air quality impacts are fully considered in all Traffic Impact Assessments</li> <li>C. Fully consider air quality impacts where traffic volumes are anticipated to increase on roads within or near to AQMAs.</li> <li>D. Ensure that new developments do not lead to the declaration of further AQMAs if they are planned to be located near to busy roads etc</li> </ul>	Planning – Development Control	Ongoing determination of planning applications	Low/Low
<b>Public Transport</b>				
30.	<p>Implement the A638 Quality Bus Corridor and investigate the feasibility of expanding the Quality Bus Corridor scheme to other major routes that traverse the AQMAs, beginning with the A630 Balby Road Corridor.</p>	Planning, Borough Strategy and Development (Transportation Unit), SYPTA	Ongoing to 2005 (under investigation as part of the Doncaster – Barnsley Implementation Study	High/Med
31.	<p>Improve the attractiveness of public transport use by a process of continual upgrading of passenger pick up points and vehicles</p>	SYPTA	Ongoing to 2005	Med/Med

## Doncaster Council

32.	The council will support and promote the new transport interchange in order to ensure a fully integrated road/rail public transportation system is provided for the residents of and visitors to the borough	Pollution Control, Planning, Borough Strategy and Development (Transportation Unit), SYPTA, Rail Companies	Construction work on new interchange due to commence in early 2003 and will be completed by 2005	High/Med
33.	The council, together with the SYPTA will carry out a feasibility study into the use of guided bus lanes.	Borough Strategy and Development (Transportation Unit), SYPTA	To commence in 2003	Low/Low
34.	The council will investigate the feasibility of carrying out vehicle emission testing on the Borough's fleet of private hire vehicles as part of the licensing procedure	Licensing Section, Transport & Fleet Management	By Dec 2003	Low/Med
<b>Promotion &amp; Publicity</b>				
35.	The council will, together with the operators of the new transport interchange, ensure that air quality information, in particular the current level of air pollution within the Borough is made available to all users of the interchange and other stakeholders	Pollution Control, SYPTA, Rail Companies	To commence on opening of new interchange	Low/Low
36.	The council will expand its existing air quality information provision service to include more use of strategically located electronic information message units. Air quality information is already broadcast and updated 3 times daily on the council's web site, local radio, recorded answer phone message, electronic sign and message boards.	Pollution Control	Ongoing, continuous process of enhancement	Low/Low

## Doncaster Council

37.	The council will approach the Highways Authority in order to investigate the possibility of using the new electronic message signs located on the motorways traversing the Borough to provide air quality information and pollution episode warnings.	Pollution Control, Highways Agency	2003	Low/Low
38.	The council will produce an air quality promotion and project pack for use in schools to encourage children to become aware of the importance of good air quality and the role that private car use and public transport can play in decreasing and improving air quality respectively	Pollution Control, Education	Dec 2003	Low/Low
39.	Acquire, produce if necessary and distribute relevant leaflets and promotional material relating to improving air quality and reducing (in particular vehicle) emissions. This material to be distributed in all council offices where the public may visit, major retail outlets, libraries, GP's surgeries and hospitals and all public events.	Pollution Control, Green Transport Officer	Dec 2003	Low/Low
40.	The council will actively support and take part in all national and local events targeted towards reducing private car use, increasing public transport and cycling use and reducing traffic pollution. Examples include "Walk to Work Day", "Don't Choke Britain Campaign" "DMBC Car Sharing Promotion Week"	Pollution Control, Green Transport Officer	Ongoing	Low/Low
41.	The council will carry out a pilot scheme providing free voluntary vehicle emission testing events for private motorists at a number of venues within the Borough	Pollution Control, Green Transport Officer, Transport & Fleet Manager	Pilot scheme underway, one event already held	Low/Low
42.	Ensure that all travel information leaflets, maps and information for the Borough contain information on the public transport, cycling and walking amenities	Green Transport Manager and all relevant Directorates	Ongoing to 2005	Low/Low

## Doncaster Council

<b>Improvements In The Quality Of Life and Health</b>				
43.	The council will liase closely with the Primary Care Trusts responsible for the Borough in respect of identifying any linkage between areas of the Borough where the residents suffer increased levels of respiratory problems and air pollution, particularly from traffic emissions.	Pollution Control, Primary Care Trusts	Dec 2003	Low/Low
44.	The council will expand the Borough's successful "Quality Streets" initiative to extend the amount of pedestrianised streets, both within the town centre and the retail centres of the satellite towns	Neighbourhood Services (Infrastructure Services)	Ongoing to 2005	High/Med
45.	The council will continue to develop the Safe Routes to School Programme, the object of which is to assess and where applicable improve the safety of the routes taken by children to and from school in order to encourage more walking and cycling and reduce the number of journeys made by car	Road Safety, Education, Health Authority, Police, Transportation Unit	Scheme in operation, expansion ongoing	Med/Low
46.	The council will continue its ongoing commitment to producing School Travel Plans by engaging schools in the process of researching all aspects of travel to and from school, linking directly into the Safe Routes to School Programme. One aspect of this commitment is the implementation of a Walking Bus network.	Road Safety, Education, SYPTA, Transportation Unit	Walking Bus pilot Scheme began 09/09/02	Low/Med
47.	The council will actively participate in "Walk to School Week" in order to use this as a starting point for sustainable walking to school	Road safety	30 <sup>th</sup> October 2002, then annually	Low/Low

## Doncaster Council

<b>Non Transport</b>				
48.	The council will continue to use all its powers to control industrial & commercial emissions to the atmosphere by liaison with the Environment Agency in respect of Part A processes and the institution of risk based process inspection in respect of Part B Processes.	Pollution Control, Environment Agency	Ongoing process	Low/Low
49.	The council will continue to minimise domestic emissions to the atmosphere by rigorous enforcement of the Clean Air Act	Pollution Control	Ongoing	Low/Low
50.	The council will continue to work towards achieving a 30% energy saving by 2010 by reducing CO <sub>2</sub> emissions and fuel poverty, increasing the energy efficiency and affordable warmth indices of properties within the Borough by such methods as: - <ul style="list-style-type: none"> <li>• Provision of energy advice to householders</li> <li>• Freephone advice,</li> <li>• Tailored home energy reports</li> <li>• One to one home energy advice visits</li> <li>• Insulation grants and bulk discount insulation and heating schemes</li> </ul>	Energy Team	Ongoing commitment	Med/Low
51	The council will continue to expand its air quality monitoring and modelling capabilities in order to identify and predict areas of current or potential elevated air pollution	Pollution Control	Ongoing commitment. New NO <sub>x</sub> monitor purchased in January 2003 for use in AQMA No. 4	High/Low

# Appendix E – Steering Group Terms of Reference

## Doncaster Council Air Quality Steering Group

### Draft Terms of reference (version 2, April 2017)

#### Purpose / role of the group:

- To identify and implement actions to improve the air quality of Doncaster
- To meet air quality legal standards as soon as practicable
- To protect public health
- To identify funding opportunities for air quality actions and actively pursue these when appropriate
- To identify other stakeholders / partners who may be able to assist with the aims of the Group
- To promote the benefits of good air quality (health, economic etc)
- To promote agendas allied to good air quality (active travel, reducing fuel costs, reduction in greenhouse gas emissions, reduction in noise).

#### Establishment of the Group

In order to ensure the most effective development and implementation of the Plan, statutory Government guidance recommends the setting up of a steering group to oversee this process, chaired by an officer “of sufficient seniority to ensure that the outputs from the group are being taken forward.” Government guidance further recommends that “the work being taken forward to tackle air quality is supported at the highest level through engagement in and sign-off of Action Plans and annual reports by both the Chief Executive and also the heads of the main departments involved e.g. environmental health, planning, transport and public health.”

The Head of Service for Regulation and Enforcement has agreed to chair the Steering Group in Doncaster and it is anticipated that the group will meet every three months in the first year and then twice yearly thereafter.

Established by Environmental Protection.

#### Responsibilities

- To determine appropriate feasible, fundable and deliverable actions to improve local air quality.
- To implement, oversee and complete Doncaster Council led actions
- To oversee the undertaking of funding bids
- To identify appropriate officer resource and delegation to undertake any actions
- To report to statutory and non-statutory bodies on progress.

#### Membership

Membership is open to Doncaster Council staff who have a key role to play in implementing measures that improve air quality. These have been identified by previous working in this area, or are able to make appropriate decisions in order to identify / progress actions.

It is important that senior officer time is utilised as a premium at these meetings, primarily to ensure appropriate decisions are made, including identification of project leads. The bulk of the work required by the Group will be undertaken outside of the meetings.

Other Doncaster Council officers may be invited to attend meetings on an ad-hoc basis, along with other stakeholders (e.g. Highways England, Environment Agency, SYPTE etc).

The following officers are invited to attend the first meeting of the Steering Group.

Chair	Tracey Harwood, Head of Service Regulation and Enforcement, Doncaster Council
Secretariat and Administration	Doncaster Council Regulation and Enforcement
General membership	<p>Public Health – Clare Henry (Carys Williams)</p> <p>Trading Services – Mick Hepple and Richard Smith</p> <p>Strategy and Performance – Rob Harvey, Christian Foster (Louise Fox)</p> <p>Adults, Health and Wellbeing – Steve Thomas (Nancy Higgins)</p> <p>CYP: Schools – Neil McAllister and Kim Holdridge</p> <p>Procurement (Finance) – Scott Duffield</p> <p>Waste and Highways Infrastructure – Lee Garrett, Phil Marran, David Haig and Barry Roughley</p> <p>Environment - Tracey Harwood (Chair)</p> <p>Environment - Lisa Croft and Ian Kellett (Air Quality Officers) and Julie Townend (Minutes)</p> <p>Strategic Transport – Steve Shannon (Neil Firth)</p> <p>Planning – Scott Cardwell</p>

### **Accountability**

Project leads are expected to report back to the Steering Group on progress or otherwise with their allocated actions.

### **Review**

These terms of reference will be reviewed in twelve months' time, along with how the Group goes forward from that point.

### **Meetings**

Meetings are intended to be held every three months for the first year and then twice a year thereafter at the Civic Offices.

Environmental Protection will organise the meetings, with meetings chaired by the Head of Service for R & E, or her appointed deputy.

The secretariat duties will be provided by Regulation and Enforcement; however the agenda for meetings will be generated by Environmental Protection staff, following approval by the Chair.

Agenda items can be submitted to Environmental Protection any time up to 2 days prior to each meeting.

Nonmembers of the Group (especially stakeholders external to the Council will be invited to meetings if and when the Steering Group deems it appropriate to do so).

## Appendix F – Email Guidance on Quantification Of Measures for Air Quality Action Plan

Quantification of emissions/concentrations reduction can be difficult for some measures, and cannot be readily applied to all measures. There are also various confounding factors that make direct attribution of concentration changes as a function of intervention measure implementation difficult. As a consequence, literature available on this is limited, noting that it is an area of current focus for Defra.

Quantification of the emissions reduction will often be easier (and cheaper) to achieve than an estimate of the concentration reduction, which would otherwise require the application of detailed dispersion models to make suitable predictions. We therefore suggest that where necessary you focus on estimates of emissions reduction.

Using the Emissions Factors Toolkit (EFT) is useful for estimating the emissions reduction that may be achieved through realisation of some road traffic intervention measures. For example, measures that will reduce congestion can be considered through application of the EFT, e.g. by varying the average speed on the queuing section of a road link as a proxy for the reduction in queuing traffic.

Where direct quantification of emissions reduction cannot be so readily achieved, one could apply best judgement in a qualitative manner. This could involve the application of a matrix based approach whereby each measure is assigned an indicative reduction of NO<sub>2</sub> with associated timescales, example below, but do modify and update relative to your needs. This is comparable to, but does go slightly further than, the low / medium / high effect categories provided in the TG16 LAQM Toolbox.

Costs		Air Quality Impacts		Timescale	
Score	Approximate Cost (£)	Score	Indicative Reduction in NO <sub>2</sub> Concentration		Years
7	<100k	7	>5 µg/m <sup>3</sup>	Short (S)	< 2
6	100-500k	6	2-5 µg/m <sup>3</sup>		
5	500k-1million	5	1-2 µg/m <sup>3</sup>		
4	1-10 million	4	0.5 - 1 µg/m <sup>3</sup>	Medium (M)	2-5
3	10-50 million	3	0.2 – 0.5 µg/m <sup>3</sup>		
2	50-100 million	2	0 - 0.2 µg/m <sup>3</sup>	Long (L)	>5
1	>100million	1	0 µg/m <sup>3</sup>		

I hope this helps to provide some direction - happy to discuss further as required.

Kind

regards

To: LAQMHelpdeskmail@VERITAS

Subject: 4724\_Annual Status Reports - Quantification of emission reduction requirements

Dear LAQM Helpdesk,

I am sending this e-mail on behalf of the Yorkshire and Lincolnshire local authorities who are members of the Yorkshire and Lincolnshire Pollution Advisory Group (YALPAG). As we are all in the process of drafting of the 2018 Annual Status Reports (ASRs), we request clarification on the below issue, which would assist us greatly in drafting and completing our ASRs to the required deadline.

Several YALPAG member local authorities have air quality actions plans (AQAPs). Those with AQAPs are required to report annually within their ASRs on progress with actions, including assessment and reporting of performance indicators and reduction targets.

Experience within this region suggests that the quantification of emission reduction is extremely challenging to undertake for AQAP actions, beyond the categorisation within Annex A (LAQM Toolbox) of LAQM.TG (16). To recall, Annex A categorises actions based upon their effect of reducing NO<sub>x</sub> and PM<sub>10</sub> emissions (low, medium or high effect) and reduction in PM<sub>2.5</sub> emissions. This Annex A assessment is routinely used within our AQAPs and ASRs, however we are being requested to provide further information.

Comments received from our ASR and AQAP appraisals indicate that further quantification beyond Annex A is required. We note also that this is a re-occurring issue, and a common experience within YALPAG local authorities. This issue has been subject to much discussion within YALPAG, but as yet, no way forward has been identified in order to resolve this issue.

The actions within our AQAPs have similarity throughout the region, such as congestion alleviation schemes, active travel, encouraging the uptake of LEVs, retrofitting, development of LEV fuelling infrastructures etc.

We therefore ask if there is any guidance (prescriptive or otherwise) we can follow in order to satisfactorily report on emission reduction and associated targets and indicators. Ideally, this process should be relatively straightforward and not time consuming, otherwise too much officer time could be spent on-providing this information, which would be better utilised elsewhere delivering LAQM.

We look forward to hearing from you.

Regards,

## Glossary of Terms

Abbreviation	Description
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
CAZ	Clean Air Zone – An area where vehicle restrictions and/or charges may be implemented to encourage cleaner vehicles.
Defra	Department for Environment, Food and Rural Affairs
EU	European Union
LAQM	Local Air Quality Management
LEZ	Low Emission Zone – An area where only cleaner vehicles are permitted.
NO <sub>2</sub>	Nitrogen Dioxide
NO <sub>x</sub>	Nitrogen Oxides
PM <sub>10</sub>	Airborne particulate matter with an aerodynamic diameter of 10µm (micrometres or microns) or less
PM <sub>2.5</sub>	Airborne particulate matter with an aerodynamic diameter of 2.5µm or less
...	...

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