

Air Quality Action Plan 2024 – 2029

One Council, One Family, One Place



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Foreword

I am delighted to present North Lincolnshire Council's Air Quality Action Plan 2024 – 2029.

This ambitious air quality action plan will ensure that we do not remain complacent in our efforts to improve the health of people, reduce inequalities, and deliver on our commitment to enable a Safe, Healthy and Well North Lincolnshire to benefit everyone.

It contains far-reaching actions up to 2029 intended to significantly reduce air pollution which is associated with a number of adverse health impacts. Air pollution particularly affects the most vulnerable in society: children and older people, and those with heart and lung conditions. The annual health cost to society of the impacts of particulate matter alone in the UK, is estimated to be around £16 billion¹.

We have worked hard to ensure significant improvements in the period of our last AQAP covering 2012 – 2023. From 2018 to 2022, all North Lincolnshire monitoring stations were compliant with the annual mean PM₁₀ AQO for the last five years, with only an exception of an exceedance of the daily mean AQO at Low Stanton. In 2018 our work revoked the additional Air Quality Management Area at Low Stanton, meaning improved air quality for an additional 5000 residences.

The plan is also clear on the need to work with Government and our partners in order to achieve our overall aim and has been developed as a result of consultation with key stakeholders. It is clear any one action alone will not be enough to address air pollution, as a result, this action plan is informed by the best available evidence and will continue to drive our commitment to a better future for our people and place.

¹Defra. Abatement cost guidance for valuing changes in air quality, May 2013



Introduction

This report outlines the actions that North Lincolnshire Council will deliver between 2024-2029 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 North Lincolnshire.

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 at least every five years and progress on measures set out within this Plan will be reported on annually within North Lincolnshire Council's air quality ASR.

Our Success

- Establishing the Local Industry Forum involving the Environment Agency, North Lincolnshire Council and Local Industry representatives with the potential to emit PM₁₀. The purpose of the group is to identify key issues, agree measures for reduction of PM₁₀ and formulate a memorandum of understanding between all industrial operators, particularly in respect of issues falling outside the scope of permitting.
- Under the Environmental Permit Improvement Programme, steelworks operators monitor and quantify point source and fugitive PM, by establishing typical release rates and emissions characteristics.
- Traffic count and visual observations at Santon to assess likely contribution from re-suspended road dust.
- Realignment of road sweeping schedules within the Scunthorpe AQMA as appropriate to minimise resuspended dust emissions from areas such as Brigg Road.
- Launched the [North Lincolnshire air quality website](#).
- In 2018 an additional AQMA for Low Santon, declared for exceedance of the annual mean PM₁₀ AQO was revoked. This resulted in changes to the boundary of the Scunthorpe AQMA, removing approximately 5,000 residential properties previously within the boundary.



North Lincolnshire Current Air Quality

The principal town within North Lincolnshire, Scunthorpe, is home to an integrated iron and steel works, which covers over 2,400 acres and is located directly to the east of Scunthorpe. Emissions of PM₁₀ (particulate matter with a diameter of 10 microns or less) from this site and neighbouring operators have contributed to the exceedance of legal air quality targets, leading to the declaration of the Scunthorpe Air Quality Management Area (AQMA) in 2005 (amended in 2018) for exceedance of the daily mean PM₁₀ Air Quality Objective (AQO). The daily mean PM₁₀ AQO is that the PM₁₀ concentrations cannot exceed a daily mean of 50µg/m³ more than 35 times in one calendar year.

Figure 2-1 The Current boundary map of the Air Quality Management Plan for exceedance of the daily mean PM₁₀ and monitoring locations. ▼

North Lincolnshire Council currently undertakes monitoring for PM₁₀ at six automatic sites. Five of these monitoring sites are located in Scunthorpe in the AQMA. The sixth site, CM6 Killingholme School, is not visible in the map as it is located in South Killingholme, around 20km east of the Scunthorpe AQMA.

At the Scunthorpe Town AURN monitoring site, a TEOM (tapered element oscillating microbalance) monitor is co-located with the BAM (Beta Attenuation Mass) monitor. At the Low Santon monitoring site changes were made to the monitoring instrumentation in August 2022 and this was replaced by a BAM 1020 for measuring PM₁₀. A separate BAM 1020 was also installed for measuring PM_{2.5}.



Table 2-1 Annual mean PM₁₀ monitoring results (µg/m³) for 2018 to 2022. ▼

Site ID	Site Name	Site Type	2018	2019	2020	2021	2022
CM1 BAM	Scunthorpe Town	Industrial	18	20	17	17	19
CM1 TEOM	Scunthorpe Town	Industrial	20	22	17	17	19
CM2	East Common Lane	Urban background	21	22	19	22	22
CM3 FDMS	Low Santon	Industrial	25	22	21	23	29*
CM3 TEOM	Low Santon	Industrial	31	29	29	27	31**
CM4	Amvale	Industrial	20 (19)	21	22	21	20
CM5	High Street East	Industrial	22 (20)	21	18	19	22
CM6	Killingholme School	Other	19	19	15	11	18

If the period of valid data is less than 85%, the 90.4th percentile of 24-hour means is provided in brackets for years 2018-2021.

*CM3 FDMS (FDMS data from January – August 2022 and BAM data from August – December 2022)

**CM3 TEOM (TEOM data from January – August 2022 and BAM data from August – December 2022)

Table 2-2 24-Hour Mean PM₁₀ Monitoring Results, Number of PM₁₀ 24-Hour Means > 50µg/m³, exceedances of AQO (no more than 35 exceedances per year) highlighted in red. ▼

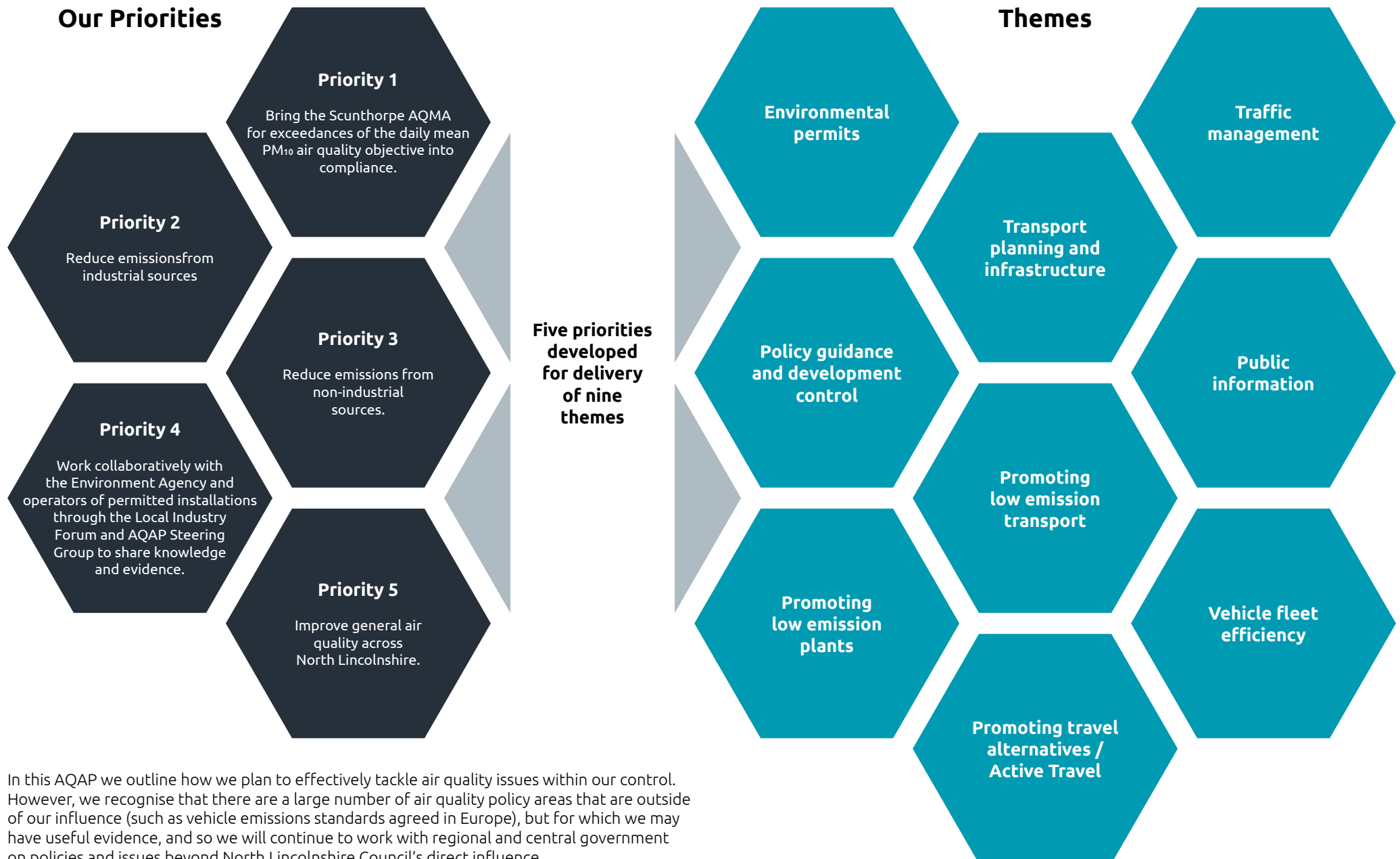
Site ID	Site Name	Site Type	2018	2019	2020	2021	2022
CM1 BAM	Scunthorpe Town	Industrial	9	18	3	4	15 (33)
CM1 TEOM	Scunthorpe Town	Industrial	6	22	3	4	11
CM2	East Common Lane	Urban background	16	22	24	30	26
CM3 FDMS	Low Santon	Industrial	22	7	2	11	30*
CM3 TEOM	Low Santon	Industrial	40	35	30	30	42**
CM4	Amvale	Industrial	16	15	30 (51)	23	20
CM5	High Street East	Industrial	2	14	1	3	10
CM6	Killingholme School	Other	3	5	0	0	3

If the period of valid data is less than 85%, the 90.4th percentile of 24-hour means is provided in brackets for years 2018-2021

*CM3 FDMS (FDMS data from January – August 2022 and BAM data from August – December 2022)

**CM3 TEOM (TEOM data from January – August 2022 and BAM data from August – December 2022)

For more information, please refer to the latest ASR from North Lincolnshire Council, and the [North Lincolnshire Air Quality Website](#).



Air Quality Action Plan and Measures

Appendix 1 shows the full North Lincolnshire Council AQAP measures and future Air Quality Annual Status Report (ASR) for regular annual updates on implementation of these measures.

The Environmental Targets (Fine Particulate Matter) (England) Regulations 2023 require that in England by the end of 2040 an annual average of $10 \mu\text{g}/\text{m}^3$ for $\text{PM}_{2.5}$ (particulate matter with an aerodynamic diameter of $2.5\mu\text{m}$ or less) is not exceeded at any monitoring station. As such, local authorities are expected to work towards reducing emissions and/or concentrations of $\text{PM}_{2.5}$ as detailed in Policy Guidance LAQM. PG22 (Chapter 7).

Although the AQAP measures are aimed at reducing emissions of PM_{10} , these measures will also have the co-benefit of reducing $\text{PM}_{2.5}$ emissions.



Air Quality Action Plan: Priority actions

The actions which are considered greatest priority in this action plan to the Council are:

- **Measure 1:** Reinstating the Local Industry Forum and holding regular meetings to review annual air quality data and investigate occurrences of very high exceedances.
- **Measure 3:** Continue regulatory functions in respect of emissions to air through the Environmental Permitting Regulations (2016).
- **Measure 7:** PM_{10} pollution forecasting: 5-day PM_{10} forecasts are issued to all plant areas by the Environment Department on a daily basis to give guidance to plant areas where measures may need to be taken to prevent or reduce the off-site impact on air quality (responsible owner: British Steel).
- **Measure 10:** Closure of coke ovens at British Steel - transitioning from coal to coke (responsible owner: British Steel).
- **Measure 76:** Continue operation of the air quality network and website, with associated data analysis and ratification (responsible owner: NLC).

The closure of the coke ovens is expected to reduce PM_{10} emissions by 22 tonnes. With the implementation of this measure and other priority measures, it is expected that NLC will achieve daily mean PM_{10} compliance by 2024, as there is only one monitoring site currently measuring non-compliance (CM3 Low Santon (TEOM)) while the other stations have been compliant with the daily mean PM_{10} AQO for the last five years.

Steering Group organisations who are responsible owners for actions in the AQAP also have selected key priorities for their organisation as follows.

Environment Agency's priority actions:

- **Measure 3** - To continue regulatory functions in respect of emissions to air through the Environmental Permitting (England & Wales) Regulations 2016. This includes a review of relevant data and reports, an annual programme of compliance audits and inspections, quarterly meetings with Environmental Services Team and biannual Ironworks and Steelmaking meetings with Senior Operations Managers.
- **Measure 4** - To continue to provide planning consultation responses which take into consideration local air quality.
- **Measure 5** - To continually review site permits to ensure that they are updated as necessary to reflect new and updated guidance or legislation and changes in operation or site infrastructure.

Ellgia's priority measures:

- **Measure 46** – Moving operations inside where possible.
- **Measure 42** – The screening operations will be monitored (as per shredding) and if found necessary, water sprays will be provided on the screening equipment.
- **Measure 45** – Increase concrete coverage to reduce dust.

Tarmac's priority measures:

- **Measure 34** - reduced drop heights from stock out conveyors
- **Measure 35** - reduce windblown movement of pm using drapes
- **Measure 38** - investigate reducing length of haul roads

Air Quality Source Apportionment

The AQAP measures presented in this report are intended to be targeted towards the predominant sources of emissions within North Lincolnshire.

A source apportionment exercise was carried out by North Lincolnshire Council in 2023. Table 3-1, Figure 3-3 and Figure 3-4 provides the percentage source contributions within the Scunthorpe AQMA based on Defra Background Maps.

Table 3-1 Source apportionment for PM₁₀ in Scunthorpe AQMA based on Defra Background Maps (2020, reference year 2018) ▼

Source sector	Source apportionment for PM ₁₀ in Scunthorpe AQMA	Source apportionment for PM ₁₀ in Scunthorpe AQMA, with secondary PM and residual and salt sources removed and remaining concentrations normalised.
Road transport	0%	1%
Brake and tyre wear	1%	4%
Road abrasion	0%	2%
Industry (including point sources)	10%	76%
Domestic	1%	10%
Rail	0%	1%
Other	1%	6%
Secondary PM	41%	excluded
Residual and salt	46%	excluded

Residual and salt is the most significant source sector for PM₁₀ concentrations in Scunthorpe AQMA (46%), followed by Secondary PM (41%).

As it is very difficult to regulate and mitigate emissions from these sectors, source apportionment for the remaining sectors was separated and normalised. Removing residual and salt and secondary PM, industry (including point sources) is by far the greatest local source of PM₁₀ in the AQMA (76%), with the next greatest contributions from domestic (10%), other (6%) and brake and tyre wear (4%).



While the background maps do not enable more detailed source apportionment between different industrial sources, it is possible to look at measured PM₁₀ emissions from permitted industries, which we have supplemented with National Atmospheric Emissions Inventory (NAEI) annual

emissions estimates for PM₁₀ point sources for the latest year available (2020) where measured data was unavailable. These are presented in Table 3-2. It should be noted that this may not be a comprehensive account of all sources of industrial emissions which impact concentrations within the AQMA.

Table 3-2 Source apportionment of industrial emissions by sites ▼

Operator	Permitted by	PM10 (tonnes)	Source	% Source apportionment
British Steel Ltd	EA	1,666.04	PI Scunthorpe 2021 Air	98.2%
Liberty Merchant Bar plc	EA	0.71	NAEI, 2020	0.0%
Tarmac Trading Limited	EA	0.07	NAEI, 2020	0.0%
Marden Power Limited	EA	0.05	NAEI, 2020	0.0%
Sita Holding UK Ltd	EA	1.22	NAEI, 2020	0.1%
SHORT BROS (PLANT) LTD	EA	0.65	NAEI, 2020	0.0%
Skymark Performance Films Ltd	LA	0.01	NAEI, 2020	0.0%
Russel Ductile Castings Ltd	LA	2.07	Measured data, 2020-21	0.1%
Ellgia Ltd	LA	0.27	Measured data, 2022	0.0%
Carbon International Ltd	LA	1.26	Measured data, 2020-22	0.1%
Lebus Upholstery Ltd	LA	0.95	Measured data, 2022	0.1%
LKAB Minerals Ltd	LA	21.97	Measured data, 2022	1.3%
Civil and Marine Ltd	LA	2.13	Measured data, 2022	0.1%

Notes: The source of the emissions data was from the NAEI and/or measured data submitted as part of the permit requirements.

Figure 3-3 Source apportionment for PM₁₀ in Scunthorpe AQMA based on Defra Background Maps (2020, reference year 2018) ▼

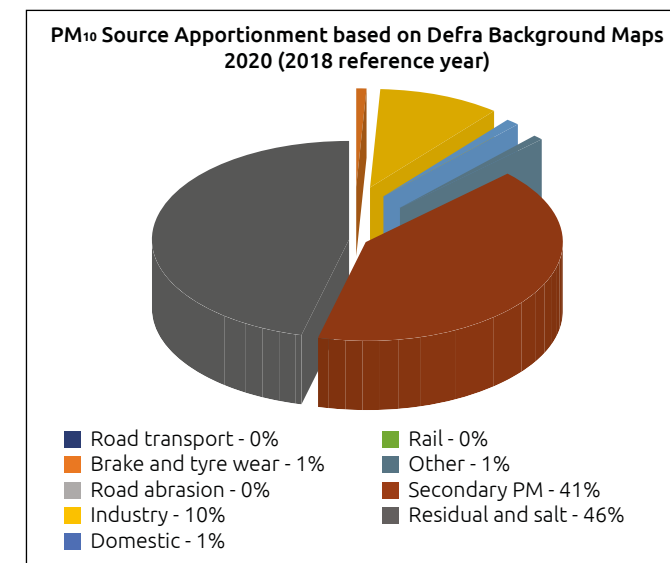
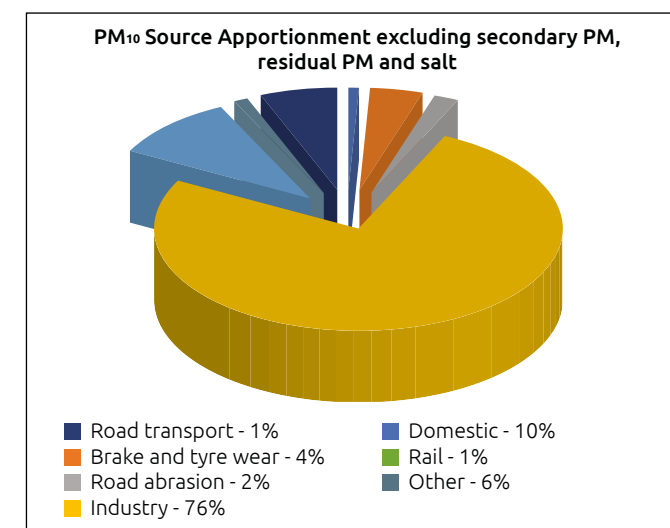


Figure 3-4 Source apportionment for PM₁₀ in Scunthorpe AQMA based on Defra Background Maps (2020, reference year 2018), with Secondary PM and Residual and salt removed, and percentages normalised. ▼



It is important to remember that this source apportionment is based on annual PM₁₀ emissions which may not necessarily replicate the percentage contributions for annual mean PM10 concentrations and for daily mean PM₁₀ emissions and concentrations within the AQMA. It is therefore crucial to consider all sources of PM₁₀ in the AQMA, as sources which may not be significant in terms of annual PM10 could contribute significantly to elevated PM₁₀ concentrations in a single day, be it through regular operations or abnormal events.

Additional source apportionment analysis has been conducted through R OpenAir tools, assessing measured hourly PM₁₀ concentrations by measured wind speed and direction for 2022.

Figure 3-5 shows a map of polar plots against measuring site locations, within the context of the steelworks site. The polar plots show hourly measured PM₁₀ concentrations at each site against hourly wind speed and direction in 2022. The plots indicate the direction and speed of wind which occurred at the time that the highest PM₁₀ concentrations (in red) were measured. The direction indicates the direction from which emissions originated, and the wind speed can indicate the distance of source from the monitoring site. Figure 3-5 demonstrates that across the monitoring sites, the highest measured concentrations and associated emissions are arising from industrial installations.

Scunthorpe High Street (CM5) – most likely influenced by a source located to the east, i.e., on the British Steel site.

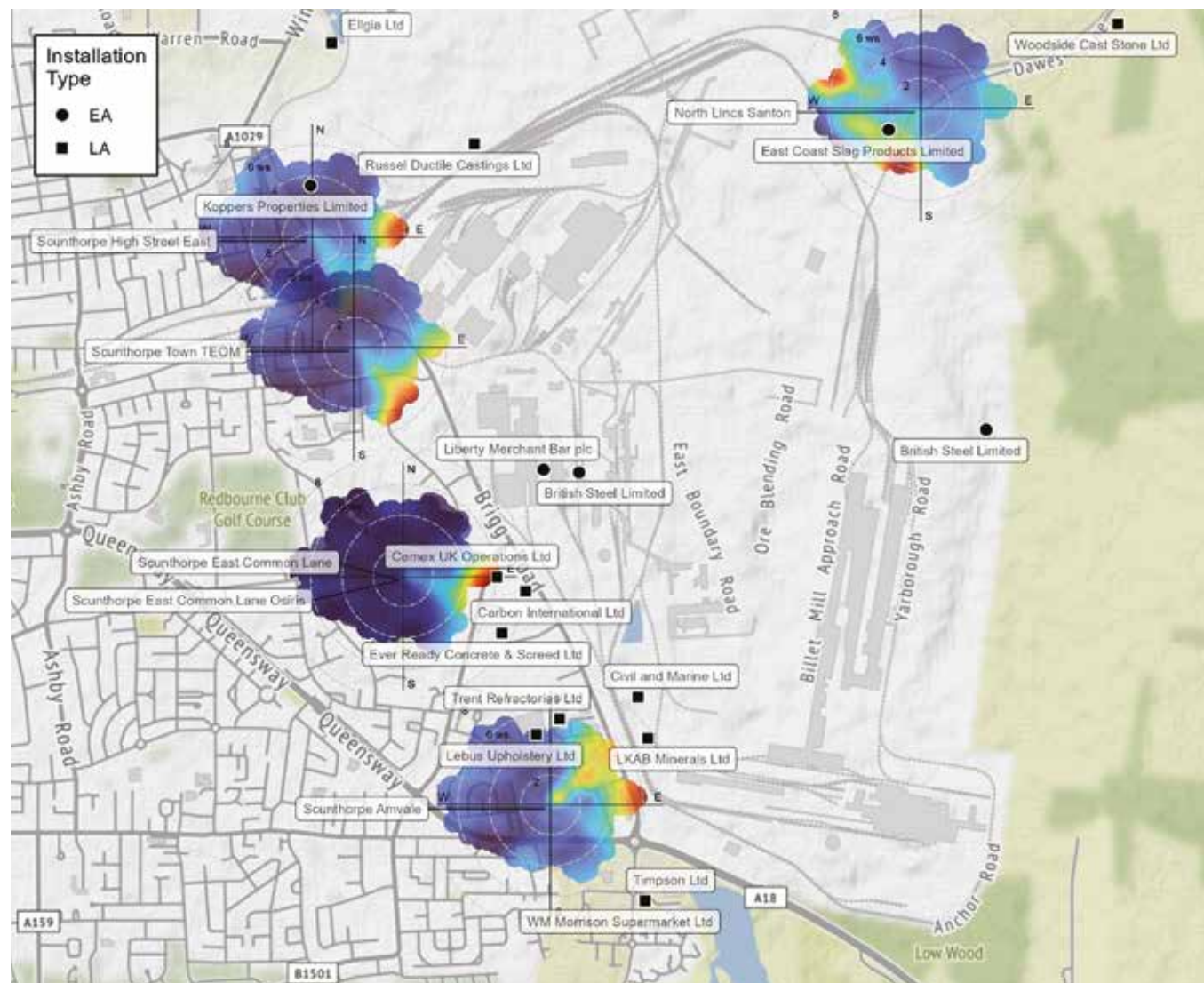
Scunthorpe Town AURN (CM1) - most likely influenced by a source located to the south east i.e., the British Steel site and Liberty Merchant Bar Plc.

Scunthorpe East Common Lane (CM2) - most likely influenced by a source located to the east, i.e., on the British Steel site and Cemex UK operations.

Scunthorpe Amvale (CM4) - most likely influenced by a nearby source (as red dot in middle of plot) and a source located to the east and north east, i.e., LKAB Minerals Ltd, Civil and Marine Ltd and British Steel site operations.

Low Santon (CM3) – most likely influenced by a nearby source and a source located to the north west and another

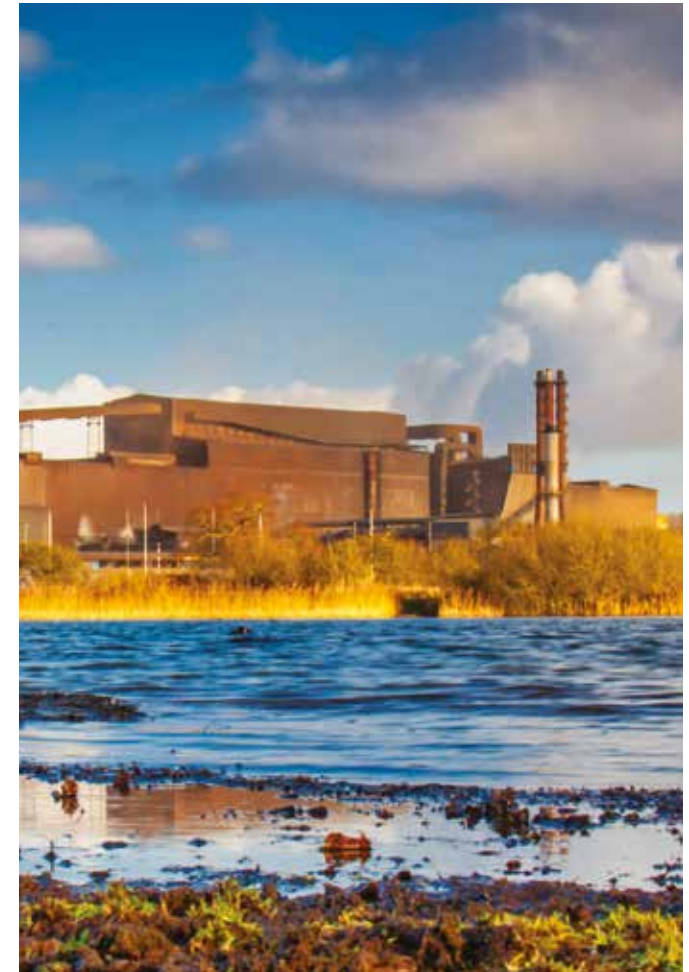
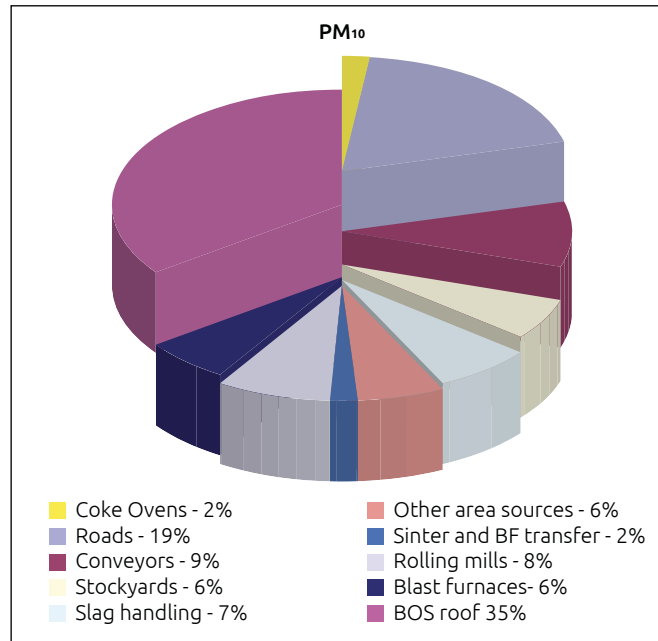
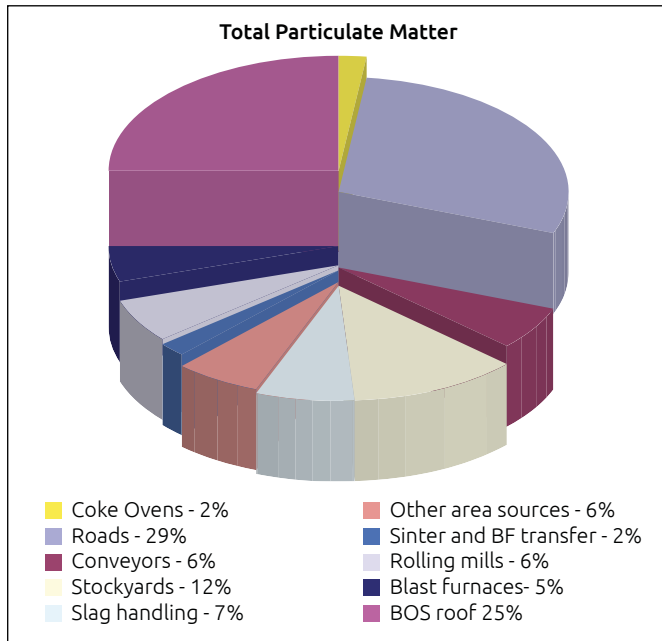
to south west i.e., East Coast Slag / Tarmac Trading Ltd and British Steel.



British Steel produce an annual assessment of their largest sources of total particulate and PM₁₀ emissions from diffuse sources² depicted in Figure 3-6, which showed the largest PM sources are the BOS roof. These emissions

are derived from measurement exercises undertaken over a period of time and normally expressed as release rate per tonne of output from a relevant process such as iron, steel, or slag.

Figure 3-6 Source apportionment of Total PM and PM₁₀ emissions from British Steel diffuse sources in 2021. ▼



²Air Quality Management Plan Scunthorpe Integrated Iron and Steelworks 2022.

Public Health Context

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. The mortality burden of air pollution within the UK is equivalent to 28,000 to 36,000 deaths at typical ages³, with a total estimated healthcare cost to the NHS and social care of £157 million in 2017⁴.

There is also often a strong correlation with equalities issues because areas with poor air quality are also often less affluent areas⁵. Generally, more air pollution sources and higher pollutant concentrations are found in more socially disadvantaged areas, consequently air pollution tends to cause most harm to people in socially deprived groups⁷. For those on low incomes problems are compounded as they are more likely to have existing medical conditions, they are more likely to live in areas with poorer outdoor and indoor environments and have less access to jobs, healthy food, decent housing and green spaces, which all contribute to poorer health⁸.

It is important to consider how vulnerability to pollution impacts is unevenly experienced by different groups in society, where possible action needs to be focussed on pollution and deprivation hotspots. This will help to reduce scenarios where air pollution is exacerbating the existing health disparities associated with deprivation and will provide a focus for the most effective actions in terms of improving public health.

It is important to also consider when implementing measures to improve air quality whether they could put disadvantaged communities at further disadvantage, either economically or because generalised air quality improvements can mask pockets of deteriorating air quality, for example through displacement activity. When communicating with the public on air quality it is important to consider how effectively you are reaching those in more vulnerable groups. Traditional communication strategies may not always reach those who are most vulnerable.



³Defra. Air quality appraisal: damage cost guidance, July 2020

⁴Public Health England. Estimation of costs to the NHS and social care due to the health impacts of air pollution: summary report, May 2018

⁵Public Health England. Air Quality: A Briefing for Directors of Public Health, 2017

⁶Defra. Air quality and social deprivation in the UK: an environmental inequalities analysis, 2006

⁷https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/690846/CMO_Annual_Report_2017_Health_Impacts_of_All_Pollution_what_do_we_know.pdf

⁸<https://www.gov.uk/government/publications/health-matters-air-pollution/health-matters-air-pollution>

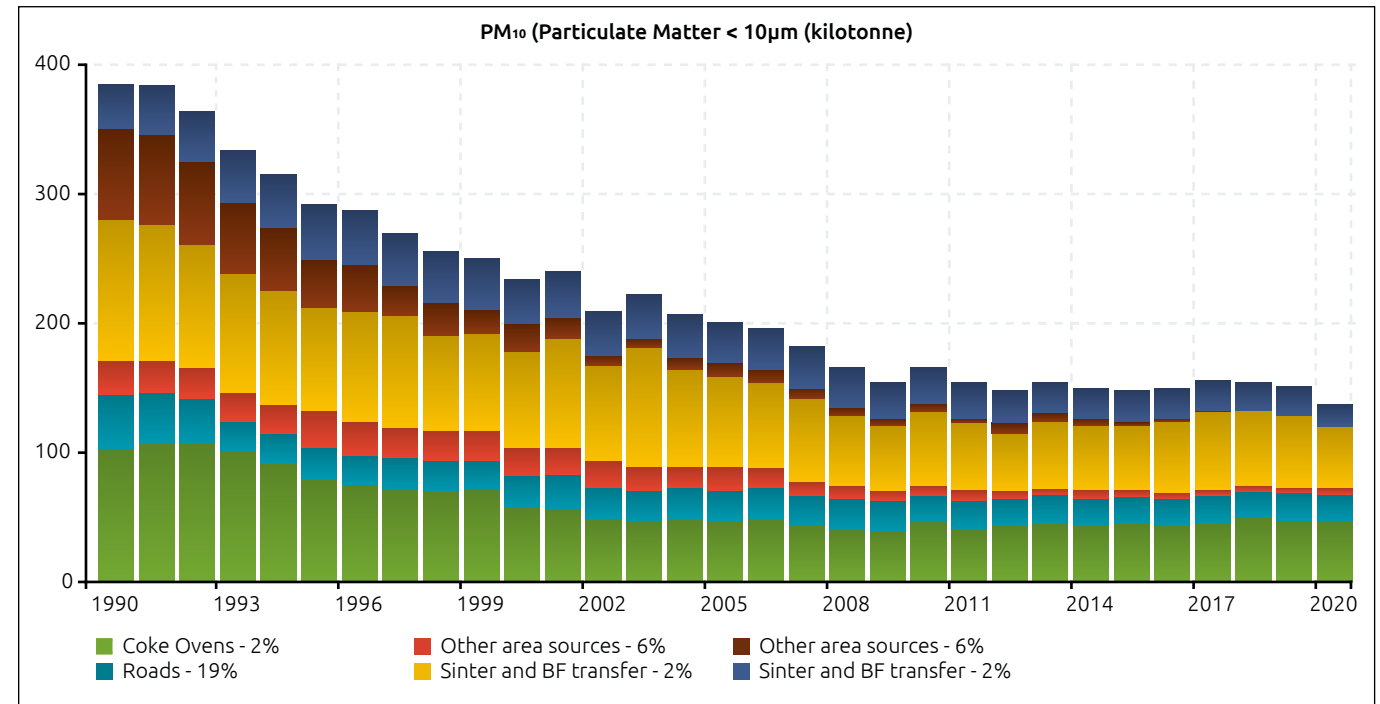
Planning and Policy Context

1.1.1 National context

Over the period 1990-2020, UK emissions of PM₁₀ have decreased by 65%. The contribution of large industrial sources such as power stations and other large combustion plant burning coal and fuel oil has declined from 24% of the UK total in 1990 to 3% in 2020. The ban on the burning of crop residues after 1993 also made a notable contribution to reducing UK emissions since this source was responsible for 4% of the total in 1990. The mass emitted from road transport has also fallen since 1990, but the contribution in percentage terms has increased: from 9% in 1990 to 12% in 2020. Similarly, emissions from industrial processes have almost halved since 1990, yet the contribution that the sector makes to the UK total has increased, from 26% in 1990 to 34% in 2020. All road transport modes emit PM₁₀, but diesel vehicles emit a greater mass of particulates per vehicle kilometre, and the proportion of road transport activity by diesel-engine vehicles has increased over time. More than 70% of the emissions within the industrial processes group are from construction and quarrying. Emissions from residential sector combustion have grown both in real terms and in terms of the contribution to the UK total. This is because of strong growth in the use of wood as a domestic fuel, which has offset reductions that have occurred due to decreasing use of coal and other solid mineral fuels.⁹

The UK 2019 Clean Air Strategy¹¹ sets out the case for action, with goals even more ambitious than EU requirements, to reduce exposure to harmful pollutants. The Road to Zero¹¹ sets out the approach to reduce exhaust emissions from road transport through several mechanisms; this is extremely important given that the majority of AQMAs are designated due to elevated concentrations heavily influenced by transport emissions. This, however, is not the case within North Lincolnshire.

Figure 3-1 Time series of UK PM₁₀ emissions by source sector from 1990-2020. ▼



⁹https://naei.beis.gov.uk/overview/pollutants?pollutant_id=24

¹⁰Defra. Clean Air Strategy, 2019.

¹¹DfT. The Road to Zero: Next steps towards cleaner road transport and delivering our Industrial Strategy, July 2018.

1.1.2 North Lincolnshire

Located at the mid-point of the United Kingdom's east coast on the south bank of the Humber Estuary (equidistant between London and Edinburgh), North Lincolnshire covers 328 square miles (859 km²). This location is a national and international asset. It is one of the country's key trade gateways to and from Europe and the wider world and over 50 million people are within a four-hour drive.

North Lincolnshire is a predominately rural area made up of a number of historic market towns: Barton upon Humber; Brigg; Crowle; Epworth; Kirton in Lindsey; and Winterton. These are surrounded by many desirable larger and smaller villages and hamlets as well as an attractive countryside. At the centre of the area lies Scunthorpe, which is the main focus for education, jobs, retail, services and industry.

North Lincolnshire is home to 170,786 people with the population set to grow over the coming years. During the ten years between 2005 and 2015 it grew by over 8% and over the lifetime of the new Local Plan and beyond trends predict that the population will increase by around 6% to reach 178,537 in 2039.¹³

1.1.2.1 2022 North Lincolnshire Local Plan¹⁴

North Lincolnshire Council is preparing a new single Local Plan for North Lincolnshire. Once agreed (formally adopted), it will replace the current North Lincolnshire Core Strategy and the Housing and Employment Land Allocations Development Plan Documents (DPDs).. Adoption is expected to occur in 2024.

The local plan covers the period from 2020 – 2038 and outlines an ambition to make the area and its communities safe, well, prosperous and connected. One of the Key challenges to achieving this goal is improving air quality generated by heavy industry and traffic. Policy DQE2: Landscape Enhancement supports enhancement schemes

including trees and hedges which will be expected to deliver benefits to air quality and atmosphere. Air quality is also considered in Policy MN3: Mineral Extraction which states that “all types of mineral extraction must ensure that: ... residential amenity and human health is protected from issues including noise, vibration, water pollution and air quality.”

Policy DM3: Environmental Protection states that

- “Development proposals as appropriate to their nature and scale, should demonstrate that environmental impacts on receptors have been evaluated and appropriate measures have been taken to minimise the risks of adverse impacts to air, land and water quality, whilst assessing vibration, heat, energy, light and noise pollution.”

With regards to air quality specifically it states:

- “The Council will seek to ensure that proposals for new development will not have an unacceptable negative impact on air quality and will not further exacerbate air quality in the Scunthorpe Town AQMA or contribute to air pollution in areas which may result in a new AQMA. Applicants will be required to provide an air quality impact assessment to demonstrate this.
- The Council will seek to ensure that where a sensitive use is being proposed in an area of known poor air quality, the applicant will be required to provide an air quality impact assessment to demonstrate the development will not result in adverse effects on human health and local amenity. Residential development within the Scunthorpe AQMA will not be permitted where there is evidence of adverse effects on human health and local amenity.
- The Council will support and promote the provision of charging points for ultra-low emission vehicles.”

¹²ONS Mid-Year Population Estimates (June 2016 – published June 2017)

¹³ONS Population Projections - Total (2014 to 2039)

¹⁴<https://localplan.northlincs.gov.uk>

1.1.2.2 North Lincolnshire Local Transport Plan¹⁵

The Local Transport Plan sets out the 15-year transport strategy for North Lincolnshire from 2011 to 2026. The vision for 2026 is for “A well maintained transport system that supports sustainable communities within a safe and prosperous environment and which contributes to the wider environmental, economic and social well being of the people who live and work in North Lincolnshire”. The plan identifies five Local Transport Goals, of which four will have an indirect impact to improvement of air quality:

- “Reduce transport related carbon dioxide emissions and protect and enhance the natural and built environment through sustainable transport solutions;
- Improve transport safety and security relating to death or injury from transport, in order to contribute towards safer and stronger communities;
- Provide equal opportunities through improvements in accessibility to key local hubs and services by sustainable modes of transport;
- Enhance people’s health and wellbeing through the promotion of healthy modes of travel and provision of a high quality integrated transport system that contributes towards long term sustainable regeneration”.

The transport options selected to achieve these goals include improvements to pedestrian, cycling and public transport infrastructure.

1.1.2.3 A Green Future Strategy¹⁶

North Lincolnshire Council’s “A Green Future” strategy centres around four themes and eight aims, to every day leave the environment in a better state than we find it, and make sure our environment is safe, self-sustaining and provides opportunities for everyone. Strategy Aims:

- 1 By 2030, the council will achieve ‘net zero’ and we will end the council’s contribution to global warming
- 2 Clean Growth – working together for net zero industry and commerce and good air quality
- 3 The shift to net zero embeds decarbonisation in our economic growth. Decarbonisation is one of the foundations of our future prosperity
- 4 Net zero living is easy and accessible. It benefits the environment and improves peoples lives
- 5 Resources are used more efficiently. The amount of waste North Lincolnshire produces is minimised
- 6 Everyone is connected with our environment. We enhance and protect it
- 7 People feel the benefit of our environment and everyone has a stake in it
- 8 A Network to Achieve Our Vision for ‘A Green Future’

A variety of projects and pledges form the actions taken as part of A Green Future. These can be viewed in detail on the [North Lincolnshire Council website](https://www.northlincs.gov.uk/transport-and-streets/local-transport-plan-2011-2026/).

1.1.2.4 Carbon Management Plan¹⁷

The Carbon Management Plan sets out the strategy and action plan for reducing carbon emissions and associated energy costs over the period from 2017-2022. There are no direct references to air quality, though Priority 4: Low Carbon Transport focuses on reducing energy use and carbon emissions for transport. This includes promoting electric vehicle use, replacing the Council fleet with Euro 6 compliant vehicles, trialling electric vehicles and planning routes efficiently to reduce fuel burned.

1.1.2.5 EV Chargepoint Strategy¹⁸

The EV Chargepoint strategy was released in 2023. This strategy outlines the council’s vision and core objectives to ensure access to charging doesn’t form a barrier to entry for adoption of electric vehicles. The strategy contains 5 core objectives:

- Accelerate the rollout of public charging infrastructure
- Ensure public charging is fairly priced and inclusive
- Maintain high levels of reliable public chargepoints
- Stimulate private investment to support deployment
- Adapt to changing technologies and future proof charging infrastructure

The Council aims to deliver between 87 and 118 public or destination charging points per year until 2030. This will be delivered through public grant funds and private investment.

¹⁵<https://www.northlincs.gov.uk/transport-and-streets/local-transport-plan-2011-2026/>

¹⁶<https://www.northlincs.gov.uk/your-council/a-green-future/our-strategy/>

¹⁷<https://www.northlincs.gov.uk/wp-content/uploads/2019/05/Carbon-Management-Plan-2017.pdf>

¹⁸NLC Electric Vehicle Chargepoint Strategy & Plan 2023-2030

1.1.3 Scunthorpe

Scunthorpe is the principal town within North Lincolnshire. It is home to an Integrated Iron and Steel Works, employing over 3,000 people directly and supports over 20,000 jobs in the supply chain. The site covers over 2,400 acres and is located directly to the east of Scunthorpe. There are a number of different permitted operations on the site and particulate matter arises from a variety of sources, including point source emissions, for example: stacks, vents and chimneys and fugitive emissions from roads, stockpiles, and material handling operations.

As part of their permit requirements, a number of operators have environmental, or specific air quality or dust management plans in place. Within and outside of these plans, various operators have measures in place to monitor, control and reduce emissions of pollutants from their activities. A number of these plans and measures are discussed broadly in the sections below, and where ongoing and relevant to air quality, specific measures from operators have been incorporated into this action plan.

1.1.3.1 British Steel Air Quality Management Plan¹⁹

British Steel’s Scunthorpe integrated iron and steel works (the British Steel site) operates under environmental permit (RP3206BE) issued by the Environment Agency. Condition 3.7 of the permit requires British Steel to produce an Air Quality Management Plan (AQMP) for measures aimed at addressing emissions of Particulate Matter (PM10) and Polycyclic Aromatic Hydrocarbons (PAHs) from significant point sources and diffuse sources.

British Steel has an Environmental Management System (EMS) which is externally certified to the international standard ISO14001:2015. As part of the EMS, the business sets annual Environmental Objectives and Targets. Objectives set the overall aims and Targets set the specific measures to be implemented to meet the objectives. Environmental Targets are set at a plant level, based on the Objectives, and the business measures the overall progress in the monthly Health,

Safety, and Environment (HSE) Governance Committee, as well as weekly and monthly Executive and Operational review meetings.

The AQMP is reviewed on a 6 monthly basis. Environmental improvement plans are agreed each year with all plant areas and reviewed on a regular basis. The key objective for air quality is to:

- “Improve air emissions performance of the Scunthorpe site through the deployment of an Air Quality Management Plan with the effect of reducing by 25% air quality failures.”

Additional key objectives relate to reducing CO2 emissions and reducing waste. Actions for these objectives can also indirectly have co-benefits for air quality.

British Steel complete annual pollutant inventory reporting, including an assessment of the largest sources of total particulate, PM₁₀, and PM_{2.5} emissions from diffuse sources. The AQMP also includes a breakdown of the different plant areas and their potential for impacting on local air quality, locations of sensitive receptors and monitoring, reviews of performances against AQOs, a review of 2021 Plant Area Air

Quality Improvement Plan, a full list of responsibilities for implementation of the AQMP, and a table of measures to be taken to address PAH (Benzo[a]pyrene).

British Steel Low Carbon Roadmap²⁰ and Decarbonisation action report²¹ This roadmap aims to deliver an 82% reduction in carbon intensity saving by 2035 and achieve net-zero steelmaking by 2050.

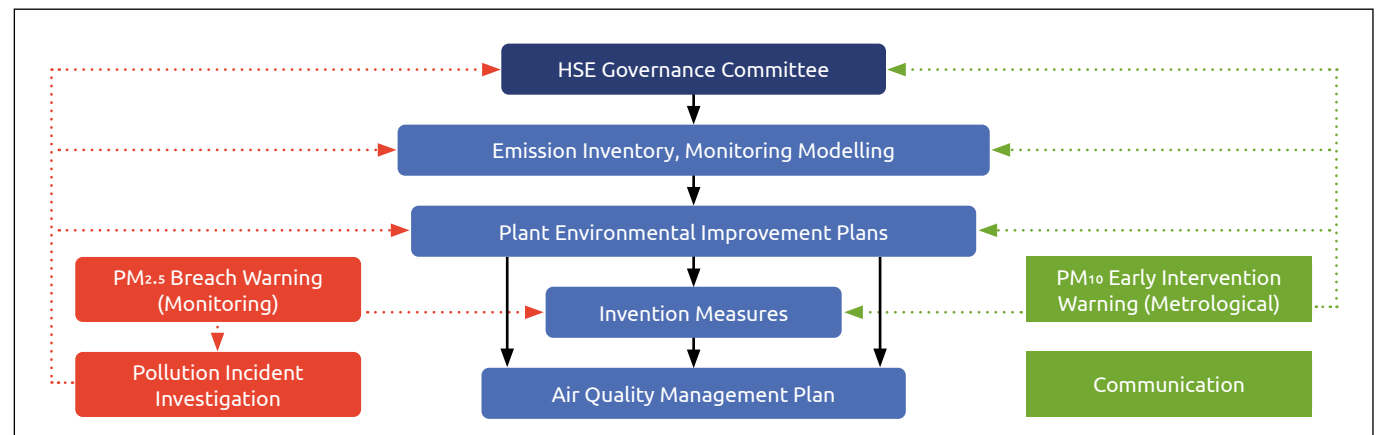
1.1.3.2 Ellgia Ltd Fugitive Emissions Management Plan

The Emissions Management Plan (EMP) was produced by Ellgia in response to the Enhanced Pre-application advice issued on 19 April 2019. The EMP provides information on the potential fugitive emissions impacts from the Installation and the mitigation measures to be implemented. These include measures for normal and abnormal conditions.

The control measures cover aerial emissions of dusts, fibres and particulates, as well as odour, bioaerosols, and other types of environmental management. Measures which are relevant to air quality and dust have been included in this Air Quality Action Plan, in Table 5.1.

The EMP sets out details of how fugitive emissions are monitored, and how incidents and corrective actions are recorded.

Figure 3-2 Figure from British Steel’s AQMP showing the integration of the AQMP into business activities. ▼



¹⁹Air Quality Management Plan Scunthorpe Integrated Iron and Steelworks 2022.

²⁰<https://britishsteel.co.uk/who-we-are/sustainability/low-carbon-roadmap/>

²¹<https://britishsteel.co.uk/who-we-are/sustainability/decarbonisation-action-reports/>

Appendix 1 : Full Air Quality Action Plan

Measure No.	Measure	Category	Classification	Estimated Year Measure to be Introduced	Estimated/ Actual Completion Year	Organisations Involved	Funding Source	Defra AQ Grant Funding	Funding Status	Estimated Cost of Measure	Measure Status	Target Reduction in Pollutant/ Emission from Measure	Key Performance Indicator	Progress to Date
1	Reinstating the Local Industry Forum, and holding regular meetings to review air quality data, investigate occurrences of very high exceedances, and feed back on measures to improve local air quality.	Promoting Low Emission Plant	Other Policy	2023	2028	NLC, EA, industry operators	NLC	No	Not funded	<10k	Implementation	Low - no quantifiable reduction in emissions, effectiveness reliant on engagement.	Local Industry Forum to meet annually	Local Industry Forum was established circa 2007 and has met annually except during the COVID-19 pandemic. The last meeting was held in June 2022
2	Reporting of exceedances to operators	Promoting Low Emission Plant	Other Policy	Ongoing	Ongoing	NLC	NLC	No	Not funded	<10k	Implementation	Low - no quantifiable reduction in emissions.	Exceedances sent the next working day	This is an existing measure which will continue.
3	Continue regulatory functions in respect of emissions to air through the Environmental Permitting Regulations (2016).	Environmental Permits	Other	Ongoing	Ongoing	NLC and EA	NLC	No	Not funded	<10k (sites within AQMA only)	Implementation	High - ongoing measure has previously and may continue to directly abate or remove emissions.	Continue to effectively regulate Part B's and AZ's within and in close proximity to AQMA	This is an existing measure which will continue.
4	To continue to provide planning consultation responses which takes into consideration local air quality.	Policy Guidance and Development Control	Air Quality Planning and Policy Guidance	Ongoing	Ongoing	NLC and EA	NLC	No	Not funded	Dependant on number and complexity of apps	Implementation	Low - no quantifiable reduction in emissions.	Provision of consultation responses to planning applications, planning conditions which concern air quality.	This is an existing measure which will continue.
5	To continually review site permits to ensure that they are updated as necessary to reflect new and updated guidance or legislation and changes in operation or site infrastructure.	Environmental Permits	Other	Ongoing	Ongoing	NLC and EA	NLC	No	Not funded	N/A - part of ongoing operations	Implementation	High - permits secure and enforce permanent actions to prevent or reduce emissions	Ongoing review of guidance and best practice, updates to permits.	This is an existing measure which will continue.
6	Complaints in respect of dust and smoke from commercial premises (not regulated under IPPC regime), and domestic smoke control will be investigated as a priority and enforcement action taken in accordance with the enforcement policy.	Environmental Permits	Other	Ongoing	Ongoing	NLC	NLC	No	Not funded	<10k	Implementation	Low - no quantifiable reduction in emissions.	Enforcement action taken against those contravening the Environmental Protection Act 1990 and Clean Air Act 1993	This is an existing measure which will continue.

Measure No.	Measure	Category	Classification	Estimated Year Measure to be Introduced	Estimated/ Actual Completion Year	Organisations Involved	Funding Source	Defra AQ Grant Funding	Funding Status	Estimated Cost of Measure	Measure Status	Target Reduction in Pollutant/ Emission from Measure	Key Performance Indicator	Progress to Date
7	PM ₁₀ pollution forecasting: 5-day PM ₁₀ forecasts are issued to all plant areas by the Environment Department on a daily basis to give guidance to plant areas where measures may need to be taken to prevent or reduce the impact on off-site air quality.	Environmental Permits	Other measure through permit systems and economic instruments	Ongoing	Ongoing	British Steel	British Steel	No	Fully funded	N/A - part of ongoing operations	Implementation	High - direct reduction in emissions due to actions which may be taken to prevent or reduce emissions during high-risk conditions.	Warning emails sent, logs of actions taken in response to warning.	Ongoing measure. Scoping for improvements to forecasting.
8	Monitoring of NLC automatic air quality monitoring data for PM ₁₀ by 10am. If, by 10am, any of the monitoring stations are already recording PM ₁₀ measurements of 40 µg/m ³ , then an air quality warning email is sent to plant areas to communicate the increased risk of exceeding the 50 µg/m ³ mean that day.	Environmental Permits	Other measure through permit systems and economic instruments	Ongoing	Ongoing	British Steel	British Steel	No	Fully funded	N/A - part of ongoing operations	Implementation	High - direct reduction in emissions due to actions which may be taken to prevent or reduce emissions during high-risk conditions.	Warning emails sent, logs of actions taken in response to warning.	Ongoing
9	Each week day, the previous day's daily mean for each monitoring station across the NLC monitoring network is checked and if the daily average is greater than 50 µg/m ³ , an exceedance report is prepared to investigate and document the event and actions taken to mitigate during the day.	Environmental Permits	Other measure through permit systems and economic instruments	Ongoing	Ongoing	British Steel	British Steel	No	Fully funded	N/A - part of ongoing operations	Implementation	Low - no quantifiable reduction in emissions.	Warning emails sent, logs of actions taken in response to warning.	Ongoing
10	Closure of coke ovens at British Steel - transitioning from coal to coke.	Promoting Low Emission Plant	Other Policy	2023	2023	British Steel	British Steel	No	Fully funded	N/A	Planning	High - Direct reduction of point source emissions from coke ovens approx 20 tonnes. Total impact to emissions with new coke handling activities not yet known.	Completed closure of the coke ovens and transition to coke transported to and stored on site.	Estimated closure currently June 2023. Closure will have immediate effect, but transition to new coke transportation and handling processes will occur over a longer period of time.

Measure No.	Measure	Category	Classification	Estimated Year Measure to be Introduced	Estimated/ Actual Completion Year	Organisations Involved	Funding Source	Defra AQ Grant Funding	Funding Status	Estimated Cost of Measure	Measure Status	Target Reduction in Pollutant/ Emission from Measure	Key Performance Indicator	Progress to Date
11	Pilot low-cost sensor monitoring network within British Steel site perimeter, pilot plant area being identified potentially sinter plant or BOS plant.	Promoting Low Emission Plant	Other Policy	2023	2025	British Steel	British Steel	No	CapEx	£150k	Planning	Low - No direct reduction in emissions, but monitoring network to be used in source apportionment of pollution episodes, forecasting and handling dust complaints.	Installation of monitors, receipt of data, use of data in source apportionment, forecasting and handling dust complaints.	Pilot study in planning stage and will either commence in 2023 or 2024.
12	Investigating greening areas with grass where operations are stopping at British Steel.	Promoting Low Emission Plant	Other Policy	2023	2024	British Steel	TBC	TBC	TBC	To be confirmed	Not yet started	Low - no quantifiable reduction in emissions.	Completion of investigation, proposed area(s) greened with grass (m ²)	Planning meeting scheduled for June 2023.
13	Road Sweeper provision being increased irrespective of coke oven closure, to be kept under review during the transitional period of coke transport by road (with closure of the coke ovens).	Promoting Low Emission Plant	Other Policy	2023	Ongoing	British Steel	British Steel	No	OpEx	£150k	Implementation	Medium - direct reduction in fugitive emissions. 183 tonnes of PM ₁₀ currently attributed to roads. This could be reduced by 10% with increased sweeping (approx. 18 tonnes)	Frequency of road sweeper use	Ongoing
14	Bowser provisions and wheel wash systems increased, being reviewed irrespective of coke oven closure, to be kept under review during the transitional period of coke transport by road. (with closure of the coke ovens).	Promoting Low Emission Plant	Other Policy	2023	Ongoing	British Steel	British Steel	No	OpEx	To be confirmed	Planning	Medium - direct reduction in fugitive emissions.	Frequency of bowser and wheel wash use	Ongoing
15	Introduction of localised site-specific Dust Management Plans at the plant.	Promoting Low Emission Plant	Other Policy	2023	Ongoing	British Steel	British Steel	No	OpEx	N/A	Implementation	Low - no quantifiable reduction in emissions, effectiveness reliant on enforcement of mitigation actions secured within DMPs.	Number of Dust Management Plans secured, logs and checks against mitigation actions	In process of developing rolling out

Measure No.	Measure	Category	Classification	Estimated Year Measure to be Introduced	Estimated/ Actual Completion Year	Organisations Involved	Funding Source	Defra AQ Grant Funding	Funding Status	Estimated Cost of Measure	Measure Status	Target Reduction in Pollutant/ Emission from Measure	Key Performance Indicator	Progress to Date
16	Trial use of binding agent on unpaved slag haulage roads on site, to reduce dust resuspension.	Promoting Low Emission Plant	Other Policy	2023	2023 (trial complete) 2024 (review of trial)	British Steel	British Steel	No	Fully funded	N/A	Planning	Medium - direct reduction in fugitive emissions. 183 tonnes of PM ₁₀ currently attributed to roads. This could be reduced by up to 80% with chemical dust suppressants (approx.144 tonnes) when applied at regular intervals of 2 weeks to 1 month	Completion of trial, measured reduction in dust emissions.	In planning stage
17	Visual assessments of all operational areas made at regular intervals whilst operating.	Environmental Permits	Other measure through permit systems and economic instruments	Ongoing	Ongoing	Cemex	Cemex	No	Fully funded	N/A - part of ongoing operations	Implementation	Low - no quantifiable reduction in emissions.	Records of faults or unusual activities.	Ongoing measures in place to ensure compliance with permit requirements, internal procedures and ISO 14001 certification
18	Road sweeper employed when required.	Environmental Permits	Other measure through permit systems and economic instruments	Ongoing	Ongoing	Cemex	Cemex	No	Fully funded	N/A - part of ongoing operations	Implementation	Medium - direct reduction in fugitive emissions.	Log of road sweeping activities and records of actions taken.	Ongoing measures in place to ensure compliance with permit requirements, internal procedures and ISO 14001 certification
19	Regular plant maintenance inspection program assessing all emission points	Environmental Permits	Other measure through permit systems and economic instruments	Ongoing	Ongoing	Cemex	Cemex	No	Fully funded	N/A - part of ongoing operations	Implementation	Low - no quantifiable reduction in emissions.	Inspection logs, and records of actions taken to address faults.	Ongoing measures in place to ensure compliance with permit requirements, internal procedures and ISO 14001 certification
20	Staff training - all operational staff trained in permit, plant operation and dust assessment requirements.	Environmental Permits	Other measure through permit systems and economic instruments	Ongoing	Ongoing	Cemex	Cemex	No	Fully funded	N/A - part of ongoing operations	Implementation	Low - no quantifiable reduction in emissions.	Completion of staff training.	Ongoing measures in place to ensure compliance with permit requirements, internal procedures and ISO 14001 certification

Measure No.	Measure	Category	Classification	Estimated Year Measure to be Introduced	Estimated/ Actual Completion Year	Organisations Involved	Funding Source	Defra AQ Grant Funding	Funding Status	Estimated Cost of Measure	Measure Status	Target Reduction in Pollutant/ Emission from Measure	Key Performance Indicator	Progress to Date
21	Weekly checks of silo protection devices.	Environmental Permits	Other measure through permit systems and economic instruments	Ongoing	Ongoing	Cemex	Cemex	No	Fully funded	N/A - part of ongoing operations	Implementation	Low - no quantifiable reduction in emissions.	Log of checks	Ongoing measures in place to ensure compliance with permit requirements, internal procedures and ISO 14001 certification
22	Auto shutoff of delivery to cement silos in the event of high pressure	Environmental Permits	Other measure through permit systems and economic instruments	Ongoing	Ongoing	Cemex	Cemex	No	Fully funded	N/A - part of ongoing operations	Implementation	High - direct reduction of emissions during high-risk scenarios.	Occurrences of high-pressure events and log of auto-shut offs	Ongoing measures in place to ensure compliance with permit requirements, internal procedures and ISO 14001 certification
23	All employees understand permit conditions and dust management protocols.	Environmental Permits	Other measure through permit systems and economic instruments	Ongoing	Ongoing	Civil and Marine Ltd	Civil and Marine Ltd	No	Fully funded	N/A - part of ongoing operations	Implementation	Low - no quantifiable reduction in emissions.	Frequency of employee communication and completion of training on permit conditions and dust management protocols.	Ongoing measure as part of permit to operate
24	Emission points to air continuously monitored for particulates (and/or visually monitored).	Environmental Permits	Other measure through permit systems and economic instruments	Ongoing	Ongoing	Civil and Marine Ltd	Civil and Marine Ltd	No	Fully funded	N/A - part of ongoing operations	Implementation	Low - no quantifiable reduction in emissions.	Monitoring data capture	Ongoing measure as part of permit to operate
25	All emission points to air quantitatively monitored for particulate matter every 12 months.	Environmental Permits	Other measure through permit systems and economic instruments	Ongoing	Ongoing	Civil and Marine Ltd	Civil and Marine Ltd	No	Fully funded	N/A - part of ongoing operations	Implementation	Low - no quantifiable reduction in emissions.	Monitoring data capture	Ongoing measure as part of permit to operate
26	Visual assessments of raw material stockyard and operational areas during each shift and records made.	Environmental Permits	Other measure through permit systems and economic instruments	Ongoing	Ongoing	Civil and Marine Ltd	Civil and Marine Ltd	No	Fully funded	N/A - part of ongoing operations	Implementation	Low - no quantifiable reduction in emissions.	Records of visual assessments	Ongoing measure as part of permit to operate

Measure No.	Measure	Category	Classification	Estimated Year Measure to be Introduced	Estimated/ Actual Completion Year	Organisations Involved	Funding Source	Defra AQ Grant Funding	Funding Status	Estimated Cost of Measure	Measure Status	Target Reduction in Pollutant/ Emission from Measure	Key Performance Indicator	Progress to Date
27	Weekly road sweeping and, when required, use of water bowser to dampen stockyard, roadways and operational areas.	Environmental Permits	Other measure through permit systems and economic instruments	Ongoing	Ongoing	Civil and Marine Ltd	Civil and Marine Ltd	No	Fully funded	N/A - part of ongoing operations	Implementation	Medium - direct reduction of emissions.	Records of road sweeping and bowser activities	Ongoing measure as part of permit to operate
28	Housekeeping schedule (use of vacuum and wet sweeping).	Environmental Permits	Other measure through permit systems and economic instruments	Ongoing	Ongoing	Civil and Marine Ltd	Civil and Marine Ltd	No	Fully funded	N/A - part of ongoing operations	Implementation	Medium - direct reduction of emissions.	Records of vacuuming and sweeping activities	Ongoing measure as part of permit to operate
29	Regular plant maintenance to repair / replace / improve existing process equipment.	Environmental Permits	Other measure through permit systems and economic instruments	Ongoing	Ongoing	Civil and Marine Ltd	Civil and Marine Ltd	No	Fully funded	N/A - part of ongoing operations	Implementation	Medium - direct reduction in emissions when repairs and replacements are carried out.	Maintenance records	Ongoing measure as part of permit to operate
30	Installation of Inter-Load 650 on conveyor transfer point (table house dust plant / crusher feed belt)	Promoting Low Emission Plant	Other Policy	2023	2023	Civil and Marine Ltd	Civil and Marine Ltd	No	Not funded	<£10k	Awaiting installation	High - direct and permanent reduction in emissions at the conveyor transfer point.	Completion of installation.	Purchased (Installation planned June 2023)
31	Trial with double side-skirt seal (return conveyor / crusher feed belt)	Promoting Low Emission Plant	Other Policy	2023	2023	Civil and Marine Ltd	Civil and Marine Ltd	No	Not funded	<£10k	Awaiting installation	High - direct and reduction in emissions at the conveyor transfer point.	Completion of trial.	Purchased (Installation planned June 2023)
32	Alterations to feed chute between return and crusher feed conveyors	Promoting Low Emission Plant	Other Policy	2023	2023	Civil and Marine Ltd	Civil and Marine Ltd	No	Not funded	<£10k	Awaiting installation	Medium - direct reduction of emissions by Fabrication of alternative feed chute arrangement to further control the impact of material falling from one conveyor onto another.	Completion of alterations.	Purchased (Installation planned June 2023)

Measure No.	Measure	Category	Classification	Estimated Year Measure to be Introduced	Estimated/ Actual Completion Year	Organisations Involved	Funding Source	Defra AQ Grant Funding	Funding Status	Estimated Cost of Measure	Measure Status	Target Reduction in Pollutant/ Emission from Measure	Key Performance Indicator	Progress to Date
33	Upon receipt of a [British Steel] warning e-mail, the Air Quality Warning Exceedance check sheet must be completed, which outlines what actions should be reviewed and, if necessary, taken, including making employees and contractors aware of the AQ warning, checking for visible dust releases and consider stopping operations causing fugitive dust, and checking that bowsers, dust suppression sprinklers and wheel wash are operational.	Promoting Low Emission Plant	Other Policy	Ongoing	Ongoing	Tarmac	Tarmac	No	Fully funded	N/A - part of ongoing operations	Implementation	High - direct reduction in emissions due to actions which may be taken to prevent or reduce emissions during high-risk conditions.	Number and frequency of warnings, records of actions implemented in response.	Already being followed, ongoing action
34	Reduced drop heights from conveyors	Promoting Low Emission Plant	Other Policy	2022	2024	Tarmac	Tarmac	No	Fully funded	N/A	Implementation	High - direct and permanent reduction in emissions at conveyors.	Drop height reduction, number of conveyor points action has been applied to.	Coaching of loading shovel operators to let belt ends build up. Monitoring of operations is ongoing.
35	Reducing wind-blown movement of PM using drapes	Promoting Low Emission Plant	Other Policy	2022	2023	Tarmac	Tarmac	No	Fully funded	<£2000	Implementation	Medium - direct reduction of dust emissions through interception.	Number of locations with drapes installed	Some contractor fines belts already fitted.
36	Communication of AQ warnings and measures to implement to employees.	Promoting Low Emission Plant	Other Policy	Ongoing	Ongoing	Tarmac	Tarmac	No	Not funded	N/A - part of ongoing operations	Implementation	Low - no quantifiable reduction in emissions.	Number and frequency of warnings, records of actions implemented in response.	In use, ongoing measure
37	Monitoring mobile plant idle time	Promoting Low Emission Plant	Other Policy	2019	Ongoing	Tarmac	Tarmac	No	Fully funded	<10k	Implementation	Low - no quantifiable reduction in emissions.	National Target 15%. Site target decided by ourselves 8%	Daily, weekly & quarterly monitoring of each machine. March 2023 average idle time 7%. April 2023 average idle time 6%.

Measure No.	Measure	Category	Classification	Estimated Year Measure to be Introduced	Estimated/ Actual Completion Year	Organisations Involved	Funding Source	Defra AQ Grant Funding	Funding Status	Estimated Cost of Measure	Measure Status	Target Reduction in Pollutant/ Emission from Measure	Key Performance Indicator	Progress to Date
38	Investigating reducing length of haul roads onsite - are there any shortcuts or options for redesign so vehicles don't have to travel so far to get to their destinations.	Promoting Low Emission Plant	Other Policy	2022	Ongoing	Tarmac	Tarmac	No	Not funded	N/A	Implementation	Medium - direct reduction of fugitive emissions arising from vehicle movements.	No visible dust lift off from the disused haul road	One haul route already shortened by 475 metres. Another changed route being considered.
39	Undertake visual monitoring of aerial emissions during vehicle movements and the reception and pre-treatment of waste, and on detection of visible aerial emissions, immediate action will be taken to spray the source of dust emission with additional water or stop the waste handling operations. The incident and remedial action shall be recorded.	Promoting Low Emission Plant	Other Policy	Ongoing	Ongoing	Ellgia	Ellgia	No	Fully Funded	N/A - part of ongoing operations	Implementation	High - direct reduction in emissions due to actions which may be taken to prevent or reduce emissions during high-risk conditions.	Records of incidences and remedial actions taken.	Already in place, ongoing measure
40	During shredding operations, an exclusion zone will be maintained around the shredding equipment to ensure that site operatives and waste vehicle drivers are outside the area where airborne dusts would be concentrated.	Promoting Low Emission Plant	Other Policy	Ongoing	Ongoing	Ellgia	Ellgia	No	Fully Funded	N/A - part of ongoing operations	Implementation	Medium - reduction in exposure of site employees to increased PM concentrations.	Extent of exclusion zone, monitoring to ensure exclusion zone is maintained.	Already in place, ongoing measure
41	Composting materials as well as wastes in the stockpiles will be kept at a suitable moisture content, using water sprays when necessary.	Promoting Low Emission Plant	Other Policy	Ongoing	Ongoing	Ellgia	Ellgia	No	Fully Funded	N/A - part of ongoing operations	Implementation	Medium - direct reduction of dust emissions.	Number and frequency of water spray actions taken.	Already in place, ongoing measure
42	The screening operations will be monitored (as per shredding) and if found necessary, water sprays will be provided on the screening equipment.	Promoting Low Emission Plant	Other Policy	Ongoing	Ongoing	Ellgia	Ellgia	No	Fully Funded	N/A - part of ongoing operations	Implementation	Medium - direct reduction of dust emissions.	Number and frequency of water spray actions taken.	Already in place, ongoing measure

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43	Bioaerosol and dust generation attributable to vehicle movements will be controlled by the maintenance and sweeping of the site access road.	Promoting Low Emission Plant	Other Policy	Ongoing	Ongoing	Ellgia	Ellgia	No	Fully Funded	N/A - part of ongoing operations	Implementation	Medium - direct reduction of dust emissions.	Number and frequency of maintenance and sweeping activities.	Already in place, ongoing measure
44	During dry weather, action will be taken to spray the roads using a water bowser.	Promoting Low Emission Plant	Other Policy	Ongoing	Ongoing	Ellgia	Ellgia	No	Fully Funded	N/A - part of ongoing operations	Implementation	Medium - direct reduction of dust emissions.	Number of bowser spray actions taken.	Already in place, ongoing measure
45	Increase concrete coverage to reduce dust.	Promoting Low Emission Plant	Other Policy	Ongoing	Ongoing	Ellgia	Ellgia	No	Fully Funded	N/A - part of ongoing operations	Implementation	Medium - direct reduction of dust emissions.	Percentage of concrete coverage.	Already in place, ongoing measure to increase as part of site development plan
46	Moving operations inside where possible.	Promoting Low Emission Plant	Other Policy	Ongoing	Ongoing	Ellgia	Ellgia	No	Fully Funded	N/A - part of ongoing operations	Implementation	High - direct and permanent reduction in emissions from operations moved inside.	Number of operations moved inside, estimated emissions from operations moved inside	Already in place, ongoing measure
47	All employees understand permit conditions and dust management protocols.	Environmental Permits	Other measure through permit systems and economic instruments	Ongoing	Ongoing	LKAB	LKAB	No	Fully funded	N/A - part of ongoing operations	Implemented	Low - no quantifiable reduction in emissions.	Frequency of employee communication and completion of training on permit conditions and dust management protocols.	Ongoing measure as part of permit to operate
48	Emission points to air continuously monitored for particulates (and/or visually monitored).	Environmental Permits	Other measure through permit systems and economic instruments	Ongoing	Ongoing	LKAB	LKAB	No	Fully funded	N/A - part of ongoing operations	Implemented	Low - no quantifiable reduction in emissions.	Monitoring data capture.	Ongoing measure as part of permit to operate
49	Continuous monitoring equipment calibrated and serviced annually by OEM.	Environmental Permits	Other measure through permit systems and economic instruments	Ongoing	Ongoing	LKAB	LKAB	No	Fully funded	N/A - part of ongoing operations	Implemented	Low - no quantifiable reduction in emissions.	Monitoring data capture.	Ongoing measure as part of permit to operate

Measure No.	Measure	Category	Classification	Estimated Year Measure to be Introduced	Estimated/ Actual Completion Year	Organisations Involved	Funding Source	Defra AQ Grant Funding	Funding Status	Estimated Cost of Measure	Measure Status	Target Reduction in Pollutant/ Emission from Measure	Key Performance Indicator	Progress to Date
50	Continuous monitoring equipment maintained every 6 months.	Environmental Permits	Other measure through permit systems and economic instruments	Ongoing	Ongoing	LKAB	LKAB	No	Fully funded	N/A - part of ongoing operations	Implemented	Low - no quantifiable reduction in emissions.	Monitoring data capture.	Ongoing measure as part of permit to operate
51	All emission points to air quantitatively monitored for particulate matter every 12 months.	Environmental Permits	Other measure through permit systems and economic instruments	Ongoing	Ongoing	LKAB	LKAB	No	Fully funded	N/A - part of ongoing operations	Implemented	Low - no quantifiable reduction in emissions.	Monitoring data capture.	Ongoing measure as part of permit to operate
52	Visual assessments of raw material stockyard and operational areas during each shift and records made.	Environmental Permits	Other measure through permit systems and economic instruments	Ongoing	Ongoing	LKAB	LKAB	No	Fully funded	N/A - part of ongoing operations	Implemented	Low - no quantifiable reduction in emissions.	Records of visual assessments.	Ongoing measure as part of permit to operate
53	Dust suppression sprays used where appropriate to damp down trafficked areas in the stockyard.	Environmental Permits	Other measure through permit systems and economic instruments	Ongoing	Ongoing	LKAB	LKAB	No	Fully funded	N/A - part of ongoing operations	Implemented	Medium - direct reduction of emissions from dust resuspension.	Records of road sweeping and bowser activities.	Ongoing measure as part of permit to operate
54	Twice weekly road sweeping and, when required, use of water bowser to dampen stockyard, roadways and operational areas.	Environmental Permits	Other measure through permit systems and economic instruments	Ongoing	Ongoing	LKAB	LKAB	No	Fully funded	N/A - part of ongoing operations	Implemented	Medium - direct reduction of emissions from dust resuspension.	Records of road sweeping and bowser activities.	Ongoing measure as part of permit to operate
55	Housekeeping schedule (use of vacuum and wet sweeping).	Environmental Permits	Other measure through permit systems and economic instruments	Ongoing	Ongoing	LKAB	LKAB	No	Fully funded	N/A - part of ongoing operations	Implemented	Medium - direct reduction of emissions from dust resuspension.	Visual inspections within the production facility.	Ongoing measure as part of permit to operate

Measure No.	Measure	Category	Classification	Estimated Year Measure to be Introduced	Estimated/ Actual Completion Year	Organisations Involved	Funding Source	Defra AQ Grant Funding	Funding Status	Estimated Cost of Measure	Measure Status	Target Reduction in Pollutant/ Emission from Measure	Key Performance Indicator	Progress to Date
50	Continuous monitoring equipment maintained every 6 months.	Environmental Permits	Other measure through permit systems and economic instruments	Ongoing	Ongoing	LKAB	LKAB	No	Fully funded	N/A - part of ongoing operations	Implemented	Low - no quantifiable reduction in emissions.	Monitoring data capture.	Ongoing measure as part of permit to operate
51	All emission points to air quantitatively monitored for particulate matter every 12 months.	Environmental Permits	Other measure through permit systems and economic instruments	Ongoing	Ongoing	LKAB	LKAB	No	Fully funded	N/A - part of ongoing operations	Implemented	Low - no quantifiable reduction in emissions.	Monitoring data capture.	Ongoing measure as part of permit to operate
52	Visual assessments of raw material stockyard and operational areas during each shift and records made.	Environmental Permits	Other measure through permit systems and economic instruments	Ongoing	Ongoing	LKAB	LKAB	No	Fully funded	N/A - part of ongoing operations	Implemented	Low - no quantifiable reduction in emissions.	Records of visual assessments.	Ongoing measure as part of permit to operate
53	Dust suppression sprays used where appropriate to damp down trafficked areas in the stockyard.	Environmental Permits	Other measure through permit systems and economic instruments	Ongoing	Ongoing	LKAB	LKAB	No	Fully funded	N/A - part of ongoing operations	Implemented	Medium - direct reduction of emissions from dust resuspension.	Records of road sweeping and bowser activities.	Ongoing measure as part of permit to operate
54	Twice weekly road sweeping and, when required, use of water bowser to dampen stockyard, roadways and operational areas.	Environmental Permits	Other measure through permit systems and economic instruments	Ongoing	Ongoing	LKAB	LKAB	No	Fully funded	N/A - part of ongoing operations	Implemented	Medium - direct reduction of emissions from dust resuspension.	Records of road sweeping and bowser activities.	Ongoing measure as part of permit to operate
55	Housekeeping schedule (use of vacuum and wet sweeping).	Environmental Permits	Other measure through permit systems and economic instruments	Ongoing	Ongoing	LKAB	LKAB	No	Fully funded	N/A - part of ongoing operations	Implemented	Medium - direct reduction of emissions from dust resuspension.	Visual inspections within the production facility.	Ongoing measure as part of permit to operate

Measure No.	Measure	Category	Classification	Estimated Year Measure to be Introduced	Estimated/ Actual Completion Year	Organisations Involved	Funding Source	Defra AQ Grant Funding	Funding Status	Estimated Cost of Measure	Measure Status	Target Reduction in Pollutant/ Emission from Measure	Key Performance Indicator	Progress to Date
56	Regular plant maintenance to repair / replace / improve existing process equipment.	Environmental Permits	Other measure through permit systems and economic instruments	Ongoing	Ongoing	LKAB	LKAB	No	Fully funded	N/A - part of ongoing operations	Implemented	Medium - direct reduction in emissions when repairs and replacements are carried out.	Maintenance records.	Ongoing measure as part of permit to operate
57	6 Monthly maintenance and inspection regime of silo protection devices.	Environmental Permits	Other measure through permit systems and economic instruments	Ongoing	Ongoing	LKAB	LKAB	No	Fully funded	N/A - part of ongoing operations	Implemented	Low - no quantifiable reduction in emissions.	Maintenance records.	Ongoing measure as part of permit to operate
58	Auto shut off of delivery by tanker to silos in the event of high level.	Environmental Permits	Other measure through permit systems and economic instruments	Ongoing	Ongoing	LKAB	LKAB	No	Fully funded	N/A - part of ongoing operations	Implemented	High - direct reduction of emissions during high-risk scenarios.	Maintenance records = Occurrences of high-pressure events and log of auto-shut offs	Ongoing measure as part of permit to operate
59	Requirements for EV charging points at new developments through Building Regulations Approval Document S	Policy Guidance and Development Control	Other policy	2023	2023	NLC	NLC	No	Not funded	N/A	Implementation	Low - no quantifiable reduction in emissions, effectiveness reliant on engagement and increased uptake of EVs.	Number of charging points installed through requirement.	Ongoing
60	Active Travel Programme, including cycle training and bike repair workshops.	Promoting Travel Alternatives	Promotion of cycling and walking	2022	2023	NLC Public Health	NLC	No	Not funded	N/A	Implementation	Low - no quantifiable reduction in emissions, effectiveness reliant on engagement and increased modal shift.	Number of training courses and workshops delivered.	As active travel is a program created to increase physical activity we can not change the message to increase air quality, however, we will add to the comms that one of the benefits of active travel is the reduction of air pollution. Active travel is a summer program that lasts a month. However, we will work in public health to create a campaign to promote throughout the year, by linking with the Green Future agenda lead.

Measure No.	Measure	Category	Classification	Estimated Year Measure to be Introduced	Estimated/ Actual Completion Year	Organisations Involved	Funding Source	Defra AQ Grant Funding	Funding Status	Estimated Cost of Measure	Measure Status	Target Reduction in Pollutant/ Emission from Measure	Key Performance Indicator	Progress to Date
61	Improve active travel infrastructure in the Scunthorpe urban area	Transport Planning and Infrastructure	Cycle network	2023	Ongoing	NLC	Active Travel England/ Department for Transport	No	Some funding received from Active Travel England	<50k	Implementation	Low - no quantifiable reduction in emissions, effectiveness reliant on engagement and increased modal shift.	Number of infrastructure improvement schemes delivered, number of users of infrastructure.	Work is ongoing to identify suitable routes and produce detailed designs for schemes
62	Bikeability cycle training – school aged children	Road Safety	Developing cycle skills	2022	Ongoing	NLC Road Safety	DfT Bikeability Funding	No	Currently funded	Unknown	Implementation	Low - no quantifiable reduction in emissions, effectiveness reliant on engagement and increased modal shift.	Number of training courses delivered, number of spaces on courses.	Ongoing initiative
63	Investigate the possibility of developing a Local Cycling and Walking Infrastructure Plan (LCWIP)	Transport Planning and Infrastructure	Cycle network and Other	2024	2025	NLC	Active Travel England/ Department for Transport	No	Not funded	<£25K	Not yet started	Low - no quantifiable reduction in emissions, effectiveness reliant on engagement and increased modal shift.	Completion of investigation	Ongoing initiative
64	Provision of accessible information on walking and cycling routes via council website.	Public Information	Via the Internet	2024	2025	NLC	Internal NLC funding	No	Not funded	<£5k	Not yet started	Low - no quantifiable reduction in emissions, effectiveness reliant on engagement and increased modal shift.	Numbers of traffic on website	Ongoing initiative
65	Through the Safer Roads Humber partnership we will deliver continued enforcement of speed limits and driving standards.	Traffic Management	Other	2023	Ongoing initiative	NLC	Internal NLC Funding	No	Not funded	Unknown	Implementation	Low - no quantifiable reduction in emissions due to transport travelling at lower speeds.	Enforcement actions	Ongoing initiative

Measure No.	Measure	Category	Classification	Estimated Year Measure to be Introduced	Estimated/ Actual Completion Year	Organisations Involved	Funding Source	Defra AQ Grant Funding	Funding Status	Estimated Cost of Measure	Measure Status	Target Reduction in Pollutant/ Emission from Measure	Key Performance Indicator	Progress to Date
66	Continued provision of charging for electric vehicles, including at council buildings, and projects such as On Street Residential Charge Points.	Promoting Low Emission Transport	Procuring alternative Refuelling infrastructure to promote Low Emission Vehicles, EV recharging, Gas fuel recharging	2022	2030	NLC	Workplace Charging Grant scheme, On-Street Residential Charge Scheme Fund.	No	Partially funded	£2m+	Implementation	Low - no quantifiable reduction in emissions, effectiveness reliant on engagement and increased uptake of EVs.	Number of charging points, rates of usage, CO2 saving.	We have installed 20 charging points to date and have seen good usage of the points. The Council will be procuring a delivery partner to scale up and accelerate the rollout of public EV charging infrastructure during 2023 in line with demand.
67	Improving the Council's fleet of vehicles, including ensuing new vehicles purchased are Euro 6 compliant, phasing out diesel vehicles, considering electric and hybrid vehicle use, and route planning.	Vehicle Fleet Efficiency	Other	2017	2030	NLC	Internal Capital Funding	No	Partially funded	£30 Million Est.	Implementation and Planning	Medium - direct reduction in emissions from vehicular exhaust	Implementation of fleet improvement plan	Y1 funding secured. Commenced procurement of 6 x RCV, 5 x Road Sweepers and commenced trials on electrification of some specialist and generic vehicles
68	Council driver awareness training and policies	Vehicle Fleet Efficiency	Other	2023	2023	NLC	NLC	No	Fully funded	<£10k	Planning	Medium - direct reduction in emissions from vehicular exhaust, brake and tyre wear and road wear.	Delivery of staff training events	None
69	Anti-Idling public information campaign	Public Information	Via the Internet and other mechanisms	2024	2024	NLC	NLC	No	Not funded	<£10k	Planning	Low - unquantifiable reduction in emissions.	Publication or provision of information in relation to anti-idling	Ongoing measure
70	Anti-idling enforcement	Traffic Management	Anti-idling enforcement	2024	Ongoing	NLC	NLC	No	Not funded	<£10k	Not yet started	Low - unquantifiable reduction in emissions.	Number of fines issued for idling	None
71	Maintenance of highways and road cleaning	Transport Planning and Infrastructure	Other	Ongoing	Ongoing	NLC and National Highways	NLC and National Highways	No	Fully funded	Unknown	Implemented	Medium - direct reduction in emissions from resuspension through removal of dust.	Road cleaning logs and schedules, number of routine and non-routine activities and locations.	Ongoing measure

Measure No.	Measure	Category	Classification	Estimated Year Measure to be Introduced	Estimated/ Actual Completion Year	Organisations Involved	Funding Source	Defra AQ Grant Funding	Funding Status	Estimated Cost of Measure	Measure Status	Target Reduction in Pollutant/ Emission from Measure	Key Performance Indicator	Progress to Date
72	Establishing and maintaining communication between highway maintenance road cleaning team and air quality monitoring team, to notify road cleaning team of 5 day forecast high pollution days and arrange rescheduling of routine fortnightly road cleaning.	Transport Planning and Infrastructure	Other	2023	2023	NLC	NLC	No	Not funded	<£10k	Planning	Low - unquantifiable reduction in emissions.	Communication of forecast high pollution days to highway maintenance/road cleaning teams, re-scheduling of road cleaning activities.	Ongoing measure
73	Conduct a public information campaign about domestic burning e.g. solid fuel heating and bonfires and implications of living in a smoke control area, publishing through Direct Magazine as well as keeping the air quality website up to date with information for the public.	Public Information	Via the Internet and other mechanisms	2023	2024	NLC	NLC	No	Not funded	<£10k	Implementation and planning	Low - unquantifiable reduction in emissions.	Information available on NLC website. To also include within North Lincs New email bulletin	Periodic review of information on website and additional campaigns as appropriate.
74	Investigate development of a Smoke Control Area Enforcement Policy.	Policy Guidance and Development Control	Other policy	2024	2024	NLC	NLC	No	Not funded	<£10k	Not yet started	Low - unquantifiable reduction in emissions.	Create a Smoke Control Area Policy to enable the issue of FPN's	No progress yet.
75	Develop a Supplementary Planning Document (SPD), which identifies the constraints and mitigation to development within the Air Quality Management Area	Policy Guidance and Development Control	Air Quality Planning and Policy Guidance	2024	2024/2025	NLC	NLC	No	Not funded	<£30k (if external consultants required)	Planning	Low-Medium. Low in short term - unquantifiable reduction in emissions. In the long-term capacity for medium - reduction in emissions through securing effective mitigation actions.	Develop an SPD specifically for development within the AQMA	No progress yet. SPD cannot be adopted until Local Plan is adopted.
76	Continue operation of the air quality network and website, with associated data analysis and ratification	Other	Other	2002	2025	NLC	NLC, British Steel	No	Not funded	£10-£50k	Implementation	Low - unquantifiable reduction in emissions.	Continue to operate targeted network of air quality monitors and website	Ongoing

Appendix 2: Responsibilities and commitment

This AQAP was prepared by the Environmental Protection Team of North Lincolnshire Council with the support and agreement of the following officers and departments:

- Liz Hamer, Assistant Group Manager, Environmental Health and Housing
- Miguel Duran, Public Health Manager, Health Protection
- Rebecca Leggott, Development Management Lead, Development Management
- James Durham, Place Planning and Housing Specialist, Economy and Environment
- Chris Barwell, Investment and Delivery Lead, Economy and Environment
- James Todd, Fleet Transport & Cleansing Manager, Transport, Highways and Environment
- Louisa Simpson, Highway Development Services Team Leader, Economy and Environment

This AQAP will be subject to an annual review, appraisal of progress and reported in the Annual Status Reports (ASRs) produced by North Lincolnshire Council, as part of their statutory Local Air Quality Management duties.

Appendix 3: Consultation to develop and implement North Lincolnshire AQAP

1.2 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.

Table 4-1 Consultation Undertaken) ▼

Consultee	Consultation Undertaken
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	Yes

1.3 Steering Group

In accordance with the Environment Act 2021 Schedule 11²⁴ Section 82, Subsection (5) (c), the Environment Agency have been designated as an “Air Quality Partner” for this AQAP.

This is based on the evidence presented in Section 3.3, regarding the major contributions from British Steel Ltd to annual PM₁₀ emissions in Scunthorpe. British Steel Ltd are considered to be responsible, in part, for the failure to achieve the PM₁₀ daily main objective in the Scunthorpe AQMA. As the site is regulated by the Environment Agency, they are the designated Air Quality Partner in this instance.

In accordance with Environment Act 2021 Schedule 11 Section 85A and 85B, Air Quality Partners have a duty to cooperate and to contribute actions they will take to secure the achievement and maintenance of air quality standards and objectives.

Both the Environment Agency and British Steel have therefore been invited to be part of the Steering Group and have played an active role in collaborating to produce measures for the actions list, in addition to other industry operators in the steering group.

1.3.1 Steering Group Memberst

The Steering Group comprised of the following members:

- Annie Ward, North Lincolnshire Council, Environmental Protection Team Leader
- Liz Hamer, North Lincolnshire Council, Assistant Group Manager, Environmental Health and Housing
- Miguel Duran, North Lincolnshire Council, Public Health Manager, Health Protection
- Rebecca Leggott, North Lincolnshire Council, Development Management Lead, Development Management
- Chris Barwell, North Lincolnshire Council, Investment and Delivery Lead, Economy and Environment
- James Durham, Place Planning and Housing Specialist, Economy and Environment
- James Todd, Fleet Transport & Cleansing Manager, Transport, Highways and Environment
- Louisa Simpson, Highway Development Services Team Leader, Economy and Environment
- Robert Vickers, Environment Agency, Senior Regulated Industry Officer
- Cathal O’Leary, Environment Agency, Senior Technical Leader
- Luke Jeffcott, British Steel Ltd, Scunthorpe Environment Manager
- Tom Ellerton, British Steel Ltd, Senior Environment Specialist – Air Quality
- Steve Turgoose, Civil and Marine Ltd, Works Manager
- Paul John Richards, Cemex UK operations, Sustainability Manager
- Greg Reeder, Tarmac Trading Ltd, Supervisor
- Cameron Murdoch, Ellgia Ltd, Technical Director
- Paul Wilson, LKAB Minerals Ltd, Works Manager

1.3.2 Steering Group Activities

- Steering Group Workshop 1: At this workshop, members of the Steering Group were provided with an overview of the health effects of PM, the air quality situation in North Lincolnshire, including monitoring results for the last five years, and an overview of source apportionment using Defra background maps. Following this, measures which had been collated from North Lincolnshire policy and plans, and industrial operator air quality plans were presented to the group for discussion. The discussion included:
 - The status of measures – and if any are completed or not relevant moving forward.
 - Measures which had been missed in the review which should be included in the action plan longlist.
 - Opportunities to go further than what is already being done.
- Following the workshop, the Steering Group members played an active role in providing information for the measures they are involved in.
- Steering Group Workshop 2: The measures longlist was presented to the Steering Group members for discussion. This included:
 - Confirmation of which measures should be retained for the shortlist.
 - Identifying whether any measures needed amendment to the wording.
 - Identifying any additional measures not previously included.
 - Gap-filling information needed for the AQAP table.
 - Discussing options for AQAP Key Priorities.
 - Discussion of next steps.

Following the workshop, the Steering Group members played an active role in providing the remaining outstanding information for gap-filling the actions table for the measures they are involved in. Members also provided feedback regarding the overall Key Priorities of the AQAP, and which measures they considered to be priorities for their organisation. A: Response to Consultation.

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

Consultee	Category	Response
Development Management	Council Department	Requested the adoption date for the Local Plan be amended to 2024.
Highways	Council Department	We are required to produce an updated Local Transport Plan within the next year (or so). We are currently waiting for DfT to publish the revised guidance to provide an accurate steer.
Environment Agency	Government Department	<p>We are pleased that the AQAP has been updated with new measures and we are supportive of these.</p> <p>With reference to the measures relevant to the Environment Agency:</p> <ul style="list-style-type: none"> • Reinstating the Local Industry Forum, and holding regular meetings to review air quality data, investigate occurrences of very high exceedances, and feed back on measures to improve local air quality. • Continue regulatory functions in respect of emissions to air through the Environmental Permitting Regulations (2016). • To continue to provide planning consultation responses which takes into consideration local air quality. • To continually review site permits to ensure that they are updated as necessary to reflect new and updated guidance or legislation and changes in operation or site infrastructure. <p>We shall deliver these and we shall keep you updated with our progress.</p> <p>Please note that my job title is not Senior Regulated Industries Officer, it is Senior Regulated Industry Officer.</p>

Appendix 4: 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)
Other	Procurement of a contract for the purchase, installation and commissioning of new air quality monitoring equipment which is to be installed during the Summer of 2022.	Measure completed, so not taken forward to shortlist. (a)
Environmental Permits	Environmental Permit Improvement Programme.	Measure completed, so not taken forward to shortlist. (a)
Public Information	Conduct a publicity campaign advising commercial organisations about their legal obligations in relation to their waste, with particular reference to burning of trade waste.	Measure completed, so not taken forward to shortlist. (a)
Transport Planning and Infrastructure	Identify current road sweeping schedules within the Scunthorpe AQMA and realign schedules as appropriate to minimise re suspended dust emissions from areas such as Brigg Road.	Measure completed, so not taken forward to shortlist. (a)
Other	Council to investigate vegetation i.e. hedgerows for mitigation of emissions.	Measure not carried forward on advice by Defra concerning the success of this type of measure. However, measure is going to be taken forward by British Steel regarding investigating the greening of areas with grass where operations have stopped. British Steel would bring in an arboriculturist and consultants with appropriate experience to advise on vegetation design, to avoid any negatives impact to concentrations.
Transport Planning and Infrastructure	Establishing and maintaining communication between highway maintenance road cleaning team and air quality monitoring team, to notify road cleaning team of forecast high pollution days and arrange rescheduling of road cleaning.	Measure taken forward but wording amended, as only routine cyclical (fortnightly) sweeping schedules could be amended at short notice upon receipt of a 5-day forecast. Other works are planned up to 12 weeks in advance and would not be possible to reschedule at short notice.

Note: (a) - The success of the previously implemented measures in the last AQAP have not been quantified, however it is apparent that they would have contributed to the improvement in air quality within the AQMA as air quality has improved significantly over the years.

Appendix 5: 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
	Beta Attenuation Mass automatic PM Monitor
Defra	Department for Environment, Food and Rural Affairs
EA	Environment Agency
EHO	Environmental Health Officer
EU	European Union
FDMS	Filter Dynamics Measurement System PM monitor
LAQM	Local Air Quality Management
NLC	North Lincolnshire Council
NO ₂	Nitrogen Dioxide
NO _x	Nitrogen Oxides
PM	Particulate Matter
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
TEOM	Tapered Element Oscillating Microbalance automatic PM monitor