North Tyneside Council
Air Quality Strategy 2023-28

December 2022

ACTION ON CLIMATE CHANGE NORTH TYNESIDE

North Tyneside Council

Foreword

Air pollution is the top environmental risk to human health in the UK, and the fourth greatest threat to public health after cancer, heart disease and obesity. That is why North Tyneside Council is implementing this Air Quality Strategy so that steps are taken to further improve our air quality.

It is estimated that in the UK there are between 28,000 and 36,000 deaths a year that has been attributed to long-term exposure[1], where their lives will have been cut short through being exposed to harmful air pollutants. Air pollution has a significant impact on public health with both short and long term exposure increasing health risk.

In North Tyneside the principal pollutants of concerns are particulates and nitrogen dioxide (NO_2) and arise predominantly from traffic emissions. Our North Tyneside's Plan, 2021 – 2025, sets out our bold ambitions for making North Tyneside an even greater place to live, work and visit by 2025. One of the key five themes is for a green North Tyneside and as a council we will increase opportunities for safe walking and cycling, and implement the North Tyneside carbon net-zero by 2030.

Air quality monitoring in North Tyneside meets the UK air quality objectives and is considered to have good air quality. Air quality objectives are based on expert opinions on how concentrations impact on health. The World Health Organisation however consider that there is no safe limit for particulates. This Strategy seeks to promote reductions in particulates and identifies actions to improve public health from pollution. North Tyneside will work collectively to improve air quality. Work already completed includes the joint transport initiative between Newcastle Gateshead and North Tyneside which enabled the successful bid and execution to retrofit buses to reduce nitrogen dioxide emissions in the Coast Road corridor.

This Air Quality Strategy specifies how we will strive to improve air quality across the borough and how we will monitor the effectiveness of the actions and measures being taken to reduce the pollutant levels.

The actions demonstrate the need for integrated working by everyone to reduce air emissions including local authorities, businesses, industry, and local residents. In 2019 the Council declared a climate emergency and in response published a climate emergency action plan in 2020, delivering strategic actions to drive down carbon emissions. The Council's action plan is to seek to make North Tyneside carbon net zero by 2030. The Air Quality Strategy integrates with the existing measures being taken to reduce carbon emissions. It also complements objectives in the North Tyneside Transport Strategy to encourage a shift to more sustainable modes of transport, including cycling and walking, in preference to car or van use.

North Tyneside Council takes air quality seriously and strives to mitigate impacts through good planning design and improved transport infrastructure. The Air Quality Strategy sets out the council's aims and actions to further improve air quality, public health and the environment to meet the councils theme " A Green North Tyneside".

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i Introduction

The Air Quality Strategy sets out the impact air quality has on health and actions we are taking to ensure good air quality is maintained or improved in the borough. It outlines the policies and legislation currently implemented by the authority which impacts on air quality.

Air Pollution is the top environmental risk to human health in the UK, and the fourth greatest threat to public health after cancer, heart disease and obesity.

Air pollution can have a serious effect on people's health. Poor air quality shortens lives and contributes towards chronic illness as long-term exposure to air pollution can cause chronic conditions such as cardiovascular and respiratory diseases as well as lung cancer, leading to reduced life expectancy.

Air pollution has a significant impact upon public health, with both short- and long-term exposure increasing health risks relating to conditions including cardiovascular and respiratory diseases, as well as the risk of death.

Reducing air pollution could have several co-benefits e.g., increasing workers productivity increasing active travel and consequently physical activity, and helping tackle health inequalities experienced by children, elderly and our more deprived communities and those with chronic conditions such as asthma and other respiratory diseases,

This strategy identifies future actions to reduce air pollution and improve public health by a multi-disciplinary approach across local authority functions involving spatial and transport planners, environmental and public health teams, local political and community leaders and the public.

The Air Quality Strategy's' aims, and actions are set out within the report in bold and are collated within appendix A. These actions will be reviewed each year in the annual air quality progress report and the Strategy reviewed every 5 years to assess progress and benefits on air quality. The aim is to strive for continuous improvements in exposure to pollutants in line with the National Air Quality Strategy.

The Environment Act 1995 places a duty on Local Authorities to monitor air quality within their areas and where the air quality objectives are not being met to declare air quality management areas and implement action plans to target the air quality improvements. The objectives are policies on short- and long-term exposure concentrations of pollutants are set against pollutant standards. The standards are based on assessment of the effects of each pollutant on human health including the effects on sensitive subgroups or on ecosystems.

The Local Air Quality Management Technical Guidance 2022 places an obligation on all Councils to produce an air quality strategy even if there are no exceedances in air quality objectives. This requirement is in recognition that there are no safe limits for fine particulates. In 2019, Defra produced England's Clean Air Strategy (CAS) identifying initiatives in England to reduce air pollution. The final CAS sets out proposals to halve the

population living in areas with concentration of fine particulate matter above Who guideline levels(10µg/m3) by 2025.

North Tyneside has already shown collative working to improve air quality. Joint transport initiative between Newcastle Gateshead and North Tyneside enabled a successful bid to retrofit buses to reduce nitrogen dioxide emissions about the coast road.

The aims of the strategy are:

- **To maintain and improve air quality and health:**
  North Tyneside will strive to continue to meet the UK Air Quality Objectives and reduce pollution and improve health by promoting benefits of air quality, regulating and enforcement of polluters.

- **To reduce transport related emissions**: Traffic pollution is the dominant source of pollution in the borough and measures to promote sustainable modes of transport will improve air quality and health. National and local transport initiatives will promote use of electric vehicles and travel plans which will result in improved air quality

- **To review air quality in planning policy, development and land use:** Air Quality and health is considered within strategic planning, development control, transport planning, public health, and environmental protection policies and guidance and is critical for addressing air quality and public health inequalities.

- **Reviewing and promoting reductions in emission from fixed sources:** The regulation of polluting industrial processes will be regulated and reviewed, and advice given.

- **Promoting public health and improving health outcomes linked to air quality:**
  Improve public awareness and understanding of air quality by showing the links between air quality and health and well-being. To encourage changes in lifestyle choices such as changing to ultra-low emission vehicles, increasing the uptake of public transport, use of cycle and pedestrian routes, that will bring about air quality benefits.

- **Encouraging public participation and Informed choices on air quality and health:** The publishing of the Air Quality Strategy will raise the profile of air quality and improve awareness of impact air quality has on public health and the environment.

- **To review and promote benefits of carbon Net Zero Action Plan on air quality:**
  The plan will promote energy efficient measures and tackle carbon reductions at source with the collaboration and support of businesses

- **To ensure the Council work collaboratively:**
  To work in partnership with other Council Departments across a range of policy areas for the achievement of improved local air quality.

1.0 Maintaining and Improving Air Quality

1.1 Background

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. There is often a strong correlation with inequalities issues, because areas with poor air quality are also often the less affluent areas. The annual health cost to society of impacts of particulate matter alone in the UK is estimated to be around £16 billion. Air pollution is estimated to reduce the life expectancy of every person in the UK by an average of 7-8 months.

Particulates and Nitrogen Dioxide (NO_2) are the main pollutants monitored in North Tyneside. The main concern with respect to NO_2 on health is impact from long term exposure of greater than 1 year on lung function, especially in young children as well as its association to global warming.

Long term effects of exposure to particulate matter are strongly correlated to mortality. The UK Health Security Agency estimate particulate air pollution has 'an effect' equivalent to 25,000 deaths. Particulates are considered to affect the lung function. The smaller fraction of particulates less than 2.5 ug in size can enter the respiratory system and reach the deepest part causing irritation and decreased function. Health effects range from alveolar inflammation in the lungs and respiratory tract infections to acute cardiovascular disorders.

Many air pollutants have some impact upon climate change, by either causing warming or cooling of the atmosphere. Particulate matter can cause both cooling and warming as black particles (soot) absorbs radiation whilst other particles reflect radiation. Some scientists argue that the high levels of Sulphur Dioxide ($SO_{2)}$ and other aerosols emitted have acted to slow warming by reflecting solar radiation and that as levels are reduced, warming will accelerate. Many of the causes of global climate change are intricately linked to local air quality issues. The use of fossil fuels results in the release of carbon dioxide, a key greenhouse gas, and also oxides of nitrogen, particulates and ground level ozone, which impact on local air quality. Greenhouse gas is any gas that has the property of absorbing infrared radiation (net heat energy) emitted from Earth's surface and reradiating it back to Earth's surface**.**

Many policies to reduce greenhouse gas emissions will also improve air quality. For example, the greater use of public transport will not only reduce carbon emissions but also associated pollutants of transport Nitrogen oxides (NOx) and particulates (PM_{10}). The relationship between greenhouse gas and emissions of air pollution is however complicated by the fact that some measures to reduce carbon emissions can increase air pollution. For example, biomass is considered to be low carbon resource and will reduce carbon emissions if used to replace boilers that use fossil fuels. The Department for Business, Energy & Industrial Strategy Biomass Policy Statement states that the government are "committed to using only sustainable biomass, whether derived from international or domestic sources. The UK has stringent sustainability criteria in place for the power, heat and transport sectors, and supports the use of biomass only where it is demonstrated to be sustainable and deliver genuine greenhouse gas (GHG) savings compared to fossil materials". However, emissions of NOx and PM_{10} from biomass boilers are often much greater than for gas boilers and can result in a decrease in air quality.

Similarly, small diesel vehicles are more efficient than petrol vehicles of comparable size but emit more NOx and PM_{10}.

1.2 Sources of Pollution

The air quality within the Borough of North Tyneside is influenced by a number of sources of pollutants. The main pollutants of concern are nitrogen dioxide and particulates and are predominantly from road traffic.

Nitrogen dioxide contributions from road transport have decreased annually in the UK and Europe. This reduction in nitrogen dioxide emission is attributed to the stricter emission standards required of new cars which are replacing the older more polluting vehicles with time. There has also been a reduction in use of coal at power generation stations as they are replaced with cleaner systems of power generation including renewable energy. The average annual mean concentration of NO_2 at UK urban background sites has decreased over the time to 15.8 µg/m^3 in 2021. Figure 1 at page 7 provides details of the annual mean concentrations from the long term NO_2 diffusion tube sites located about North Tyneside. The graph show that nitrogen dioxide concentrations have decreased between 2017 to 2022. All NO_2 sites are below the annual UK mean objective and standard when health is impacted by the pollutant.

Particulates of concern are the small particulates that can enter into your lung. The Environment Act 1995 have set targets for particulates of less than 10 microns known as PM_{10} and particulates of less than 2.5 microns ($PM_{2.5}$). There are many sources of PM_{10} within North Tyneside. These generally derive from natural sources, for instance, dust blown in from the Sahara Desert and sea-salt. Man-made sources comprising emission from diesel engines, bonfires and biomass boilers are generally below 2.5 microns ($PM_{2.5}$). The finer particulates can penetrate further into the lungs and therefore are more harmful to health. Larger particles are generated by industrial processes such as concrete batching processes and from demolition and construction activities. Particles that have settled can be re-suspended and decrease air quality. Recent research has identified that brake and tyre wear is a significant source of PM_{10}.

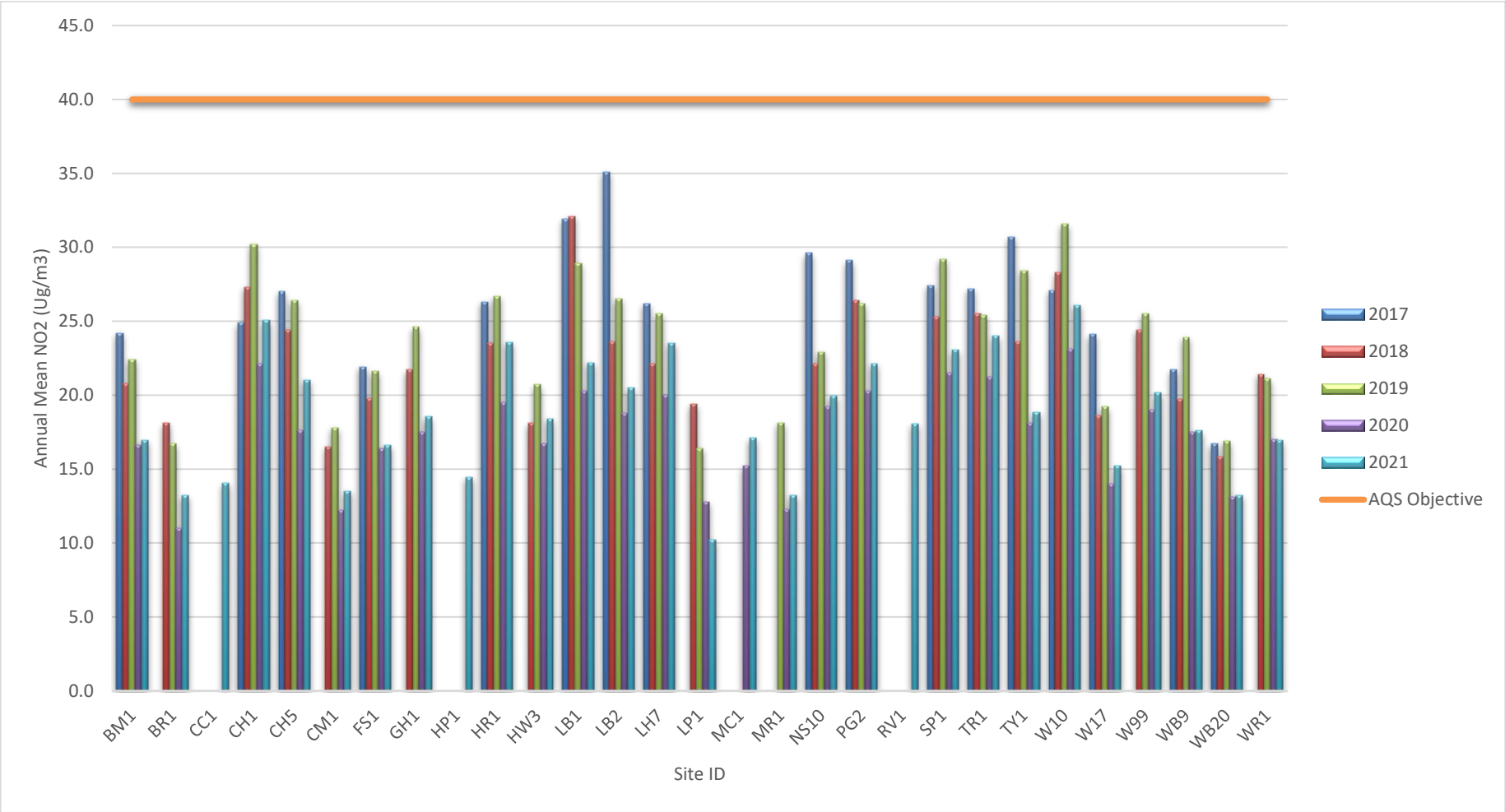
1.3 Monitoring of Air Pollutants

Air quality monitoring carried out in the borough has indicated good air quality when compared with the air quality objectives. The objectives are levels set to consider impact on public health and environment against social economic factors. Monitoring has been carried out for more than 20 years at a variety of locations throughout the area. Historically three real time stations were used to assess air quality in Wideopen, Howdon and Wallsend to obtain background, industrial and roadside emission data respectively. The real time station at Wide Open was decommissioned in 2016 the Wallsend and Howdon site were decommissioned in 2018 but they demonstrated good air quality during their operation. There is one existing real time monitoring station located in 2018 at a roadside location on the Coast Road A1058, owned by the Urban Observatory. This site monitors for traffic related pollutants of most concern, PM_{10}, $PM_{2.5}$ and NO_2. The location of the real time monitoring stations is shown in Figure B1 in Appendix B. Annual monitoring data indicated that the levels had remained steady year on year, until 2020 when levels reduced by more than 25% due to low traffic levels during the Covid 19 pandemic. Pollutant levels have continued to remain lower than pre-2020 levels

In 2021, passive diffusion tube monitoring was carried out at 29 sites as indicated in location plan in Figure B.2 in Appendix B. The annual mean values derived from the passive diffusion tube monitoring shows no exceedance of the annual mean objectives. Figure 1 shows Nitrogen Dioxide Levels between 2017 and 2021. The chart shows a general reduction in nitrogen dioxide as a result of decreased vehicle usage, improvements in car manufacturer emissions and road traffic improvement to reduce congestion.

Particulate (PM_{10}) real time monitoring at the roadside A1058 coast road location indicates no exceedance of objective, although there were a few poor air quality incidents leading to exceedance of the 24 hour mean standard of 50 mgm3. The objective permits up to 35 occasions per year for an exceedance of the 24 hour mean. The annual mean emissions for $PM_{2.5}$ for 2021 was 8.06µg/m^3 which is well below the annual mean target value of 25µg/m^3. The monitoring over the last 3 years at this location have shown very low particulate levels with emissions less than half the annual mean. The WHO indicate that there is no safe limit for particulates on health so the authority will continue to promote and encourage actions to reduce emissions.

Figure 1 : Trends in Annual Mean NO_2 Concentrations



1.4 Regulations & Smoke Control

The Government have created legislation and guidance on air emissions from industrial, domestic properties and traffic.

Public Protection are responsible for the monitoring and enforcement of polluting industries, reviewing air quality on major planning applications, domestic properties burning fossil fuels and the North Tyneside Hackney Carriage and Private Hire Licensing Policy. The Licensing Policy has set requirements regarding the age of vehicles and the introduction of Zero and Ultra Low Emission Vehicles (ULEVs).

Emissions from industrial processes are controlled under the Environmental Permitting Regulations 2016 (as amended)(EPR). The EPR places controls on industries to reduce the impacts on the environment and human health from emissions. Controls include limits on emissions, reduction schemes and environmental management systems. The level of control is dependent on the activity and throughput with some industrial processes only restricted on air emission known as Part B processes, while larger installations have controls on water and land emissions. The Regulations were derived from EU (European Union) Emission Directives. The purpose of the Regulations to ensure that national and European environmental targets are met through the application of best practice.

Major pollution sources and large housing development will require air quality assessments. The planning process will consider air quality and its impact on human health when determining the facility's suitability. The permit application process will consider the appropriateness of any air quality abatement to ensure the facility can meet emission limits and controls that will be applied to the permit. The emission limits and controls are set to ensure air quality will not be detrimentally impacted on health.

The Clean Air Act allows the control of air emission from stacks from industrial, commercial, and domestic premises. North Tyneside Council created 61 Smoke Control Orders in the Borough to prohibit smoke from chimneys using non-exempt appliances or unauthorized fuels. This legislation also prohibits dark smoke emissions from commercial premises.

The use of Smoke Control Areas help to prevent localised air quality issues from particulates in a residential area. This legislation has been amended to allow councils to issue financial penalties for breaches to the Act and Environmental Health will be creating a financial penalty policy to enable fines to be issued and carrying out targeted inspections.

Aim 1: To Maintain and Improve Air Quality and health:

Actions:

1.1 North Tyneside Council will monitor air pollutants to assess compliance with the UK air quality standards to ensure the objective levels are not breached.

1.2 An Annual Air Quality Status Report will be submitted for approval by Public

Health and DEFRA, and published on the Councils' website.

1.3 North Tyneside Council will carry out risk-based inspection programme of all Local Authority regulated permitted processes under the Environmental Permitting Regulations 2016 (as amended).

1.4 The smoke control orders will be fully promoted and enforced. The importance of the smoke control areas will be publicised on the Councils website and in local publications to highlight the importance of compliance with the Orders.

1.5 North Tyneside will introduce a policy for the enforcement of financial penalties and initiate targeted inspection based on air quality and public health.

1.6 The North Tyneside Hackney Carriage and Private Hire Licensing Policy will be promoted with regard to the vehicle age policy and reduction in car emissions to accelerate Zero and Ultra Low Emission Vehicles (ULEVs) uptake.

2.0 Reducing Transport Related Emissions

2.1 Transport Strategy

Good transport is vital for everyone who lives, works or runs a business in North Tyneside. Recognising this, the Authority has adopted the North Tyneside Transport Strategy, updated in 2021, which sets out its vision and principles for the period 2017 to 2032. With a vision of “Moving to a green, healthy, dynamic and thriving North Tyneside”, the Strategy sets out the Authority’s overall vision for transport for residents, businesses and other stakeholders, as well as shaping future decisions and supporting future funding bids for transport-related projects or initiatives.

The Transport Strategy notes that to reduce carbon emissions from transport, the Authority will implement the actions set out in our Climate Emergency Action Plan to decarbonise transport and work towards carbon net-zero 2030; support a change in culture which prompts people to adapt their travel behaviour to use more sustainable forms of transport other than car travel; and support the substantial shift to zero-emission vehicles (ZEVs), in place of petrol or diesel vehicles, which is necessary to meet national and local climate targets. It includes a further aim to monitor local air quality and seek opportunities to deliver air quality improvements.

This Air Quality Strategy cannot sit in isolation as air quality problems cannot be tackled without considering the transport network management and the scope for modal shift to less polluting modes of transport. This Strategy, therefore, has strong links to the Transport Strategy.

The Transport Strategy also has regard to the priorities of the Our North Tyneside Council Plan 2021 to 2025; the Authority’s declaration of a climate emergency; and the regional North East Transport Plan. Effective partnership working with stakeholders, including neighbouring local authorities, Nexus, Transport North East and service providers such as bus operators, is important in seeking to improve transport links and thereby achieve improvements in air quality in the region.

2.2 Freight and delivery management

The North Tyneside Carbon Net-Zero 2030 Action Plan includes an objective to carry out a review of the Authority’s fleet and replace all small diesel vehicles (and some medium-sized vehicles) with electric, where options are available and where this can be supported financially. In addition, it notes that the Authority will monitor technology and fuel developments that will support the transition to low carbon HGV’s (potentially including electric models and/or hydrogen); and as part of a longer-term plan, seek to replace HGV’s, e.g. refuse collection vehicles, as technology develops and where it is financially viable to do so.

The Authority is involved with the work of the regional North East Freight Partnership, which engages with the commercial freight sector and raises awareness of new technologies, including those which can assist in minimising air pollution from freight operations.

2.3 Promotion of public transport measures

The North Tyneside Local Plan and the Transport and Highways Supplementary Planning Document (SPD) provides guidance for developers on the standards which the Authority will seek to apply. The expected housing and business growth in North Tyneside over the next decade, where the Borough's population, is estimated to reach 219,500 by 2032, as set out in the Local Plan, is likely to be accompanied by increased demand for travel.

Improving the attractiveness of alternatives to the private car or van as a first preference and encouraging the use of zero-emission vehicles (ZEVs) in preference to petrol or diesel vehicles, can both as well as contributing to improved air quality.

New developments over certain thresholds, as set out in the SPD, are required to put in place a Travel Plan, which sets targets for the use of more sustainable modes of transport, puts in place measures to achieve these and monitors the outcomes.

Some major business park sites in the Borough also have their own transport programmes which promote more sustainable and healthy travel through offers and initiatives.

2.4 Promotion of alternative transport measures.

Encouraging people to replace car trips with cycling, walking or wheeling, or with public transport trips which generally involve some walking, offers substantial health benefits as well as involving lower carbon emissions and supporting local air quality. Through the implementation of the North Tyneside Transport Strategy and the Carbon Net Zero Plan, the Authority will seek to support the greater use of more sustainable modes of transport in preference to motorised journeys.

The Authority continues to expand provision of School Streets schemes in the borough, supporting children and their families to get to school by walking, cycling or 'park and stride'. The Authority also continues to develop its 'Go Smarter' offer for schools, including road safety education and Bikeability cycling training, while the annual Summer of Cycling campaign has seen a rise in popularity and attendance.
North Tyneside Home to School/College Transport Policy gives details of the Authority's approach to travel to school and college, including support for travel provision where necessary.

The North Tyneside Cycling Strategy explains how the local authority will promote cycling and improve cycle paths and networks to support this.

Aim 2: Reducing Transport Related Emissions

Actions:

2.1 North Tyneside will support the greater use of more sustainable modes of transport in preference to motorised journeys, through the implementation of the North Tyneside Transport Strategy and the Carbon Net Zero Plan.

2.2 Through 'Go Smarter in North Tyneside' and related initiatives, work with schools and other local stakeholders to encourage modal shift and travel

behaviour change for regular journeys

2.3 Engage with bus operators to progress the objectives of the North East Bus Service Improvement Plan (e.g. targeted improvements to bus priority and traffic signal technology to support bus reliability).

3.0 Air Quality, New Developments & Land Use

Spatial planning is important for improving air quality in the long term and North Tyneside Council has been taking a range of actions through planning policies and in dealing with planning proposals to reduce the impact of new developments on local air quality.

3.1 Planning Policy

The North Tyneside Local Plan, adopted in July 2017, manages developments to be sustainable and therefore considers air quality. There are several aims and policies to seek the maintenance of and improvements to air quality. Following the adoption of the Local Plan, an assessment was made in 2022 that considers the amendments to the National Planning Policy Framework in 2021. The Local Plan remains appropriate and robust in consideration to development and air quality.

The Local Plan opens with a series of objectives for the Borough, two of which touch upon air quality, climate change and/or pollution.

Objective 1: Ensure a sustainable future for North Tyneside with communities and infrastructure that are well placed to mitigate climate change.

North Tyneside will develop and promote approaches to reduce greenhouse gas emissions and to adapt to, and mitigate the impact of, climate change including flood risk; promoting the renewable energy sector and developments which seek to minimise energy and resource consumption, whilst improving the Borough's resilience to the effects of climate change.

Objective 3: Give all residents the opportunity to live free from crime and enjoy a healthy lifestyle, achieving their potential in work and education.

Plans will support improvements to the quality of education provision in the Borough and cultural wellbeing for all. New health and cultural facilities, provision of open space and all aspects of developments will promote and recognise residents need for a safe environment and an active lifestyle, reducing the risks of crime, disease and poor health and enhancing residents' quality of life.

The objectives of the Local Plan are delivered by a suite of planning policies to encourage the right kind of sustainable development.

Policy S1.2 Spatial Strategy

This strategy for Health and Well-being seeks to maintain and improve the health and wellbeing of communities by requiring development to prevent negative impacts from air quality.

This is supported by more detail development management policy DM5.19 Pollution which restricts development where pollution levels are unacceptable unless appropriate mitigation can be introduced. The policy reads:

DM5.19 Pollution

Development proposals that may cause pollution either individually or cumulatively of water, air or soil through noise, smell, smoke, fumes, gases, steam, dust, vibration, light, and other pollutants will be required to incorporate measures to prevent or reduce their pollution so as not to cause nuisance or unacceptable impacts on the environment, to people and to biodiversity.

Development proposed where pollution levels are unacceptable will not be permitted unless it is possible for mitigation measures to be introduced to secure a satisfactory living or working environment.

Development that may be sensitive (such as housing, schools and hospitals) to existing or potentially polluting sources will not be sited in proximity to such sources. Potentially polluting developments will not be sited near to sensitive areas unless satisfactory mitigation measures can be demonstrated.

Proposals for development should have regard to the noise impacts arising from the Newcastle International Airport flight path as indicated on the Policies Map.

This Policy aims to protect human health and the environment from possible negative effects on air quality caused as a direct result of development. In addition to the direct link with air quality emissions, the Local Plan also contains policies relating to energy efficiency, renewable energy and transport.

Other policies within the North Tyneside Local Plan such as Policy DM5.9 and DM7.4 have indirect benefits for air quality. DM5.9 encourages developers to incorporate landscape and planting schemes as a condition of creating a new development. Landscaping and planting can help to absorb some pollutants and help to screen pollution away from new residential and commercial developments. DM7.4 encourages higher density developments in close proximity to public transport links and encourages new developments to have an attractive transport choice including public transport, footways and cycle routes. By encouraging residents to use alternative modes of transportation than a car can help improve traffic and improve air quality.

The National Planning Policy Framework sets out the requirements for sustainable development. Air Quality is a material planning consideration in the Development Management process. The National Planning Policy Framework sets out in section 186: *Planning policies and decisions should sustain and contribute towards compliance with relevant limit values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas and Clean Air Zones, and the cumulative impacts from individual sites in local areas.*

Opportunities to improve air quality or mitigate impacts should be identified, such as through traffic and travel management, and green infrastructure provision and enhancement. So far as possible these opportunities should be considered at the plan-making stage, to ensure a strategic approach and limit the need for issues to be reconsidered when determining individual applications. Planning decisions should ensure that any new development in Air Quality Management Areas and Clean Air Zones is consistent with the local air quality action plan.

Planning decisions should ensure that any new development in Air Quality Management Areas and Clean Air Zones is consistent with the local air quality action plan.

New developments may result in an increase in the emission of pollutants that are harmful to human health and impact on the quality of life. In contrast, well designed developments can actively help to enhance air quality, manage exposure and reduce overall emissions. The development should consider the impact on the natural environment, ensuring that the development does not have a negative impact on the air quality within the Borough and should sustain compliance with the national air quality objective levels.

North Tyneside Council will actively ensure that developers consider the impact their proposal have on existing air quality. Whilst emissions from both industrial and domestic premises cannot be overlooked, emissions from road traffic are now a major source of local air pollution. Development proposals should preserve or improve the existing levels of air quality, as appropriate in line with North Tyneside's Local Plan.

3.2 Planning Applications

Environmental Health is a consultee to the Local Planning Authority when planning applications are received. Consultation includes requests for air quality assessments for large developments and recommending conditions to mitigate against air quality during the construction phase and the operational phase of a development.

Pre-application discussions are encouraged by planning. This enables a developer to acquire clear, impartial professional advice, at an early stage, regarding any key issues that should be addressed prior to submitting a formal development proposal.

North Tyneside Council will use, where appropriate, legal agreements in the form of Section 106 agreements to allow mitigation measures and is often applied to obtain contributions for road improvements or travel improvements or air quality monitoring. These are made between the local authority and the developer and are linked to a development. Section 106 agreements are drawn up when it is thought that negative impacts cannot be dealt with through planning conditions alone or where the local authority feels that planning conditions may have a negative impact on the progress of the development. Measures to improve or offset the negative air quality impacts of a development may also be specified if the planning application is to be given consent that may include for use of travel plans or the provision of electric vehicle charging points.

North Tyneside Council adopted its Community Infrastructure Levy (CIL) in 2018 and it came into effect in January 2019. At this time the Council has not identified the use of CIL funds to mitigate for air quality. However Projects linked to reducing congestion or promoting cleaner transport will have a direct benefit on air quality. Air quality promotion or monitoring for development of the area will be kept under review and considered for inclusion within the Council's infrastructure list.

3.3 Construction and Demolition

Emissions and dust from the demolition and construction phase of a development can have a significant impact on local air quality, especially for large developments that may take years to complete. Planning conditions will be utilised to ensure that all large developments that are expected to take a year or more to provide an air quality impact assessment for dust and its contribution to PM_{10} levels. An impact assessment shall also be undertaken for mineral extraction and waste disposal and recycling sites.

North Tyneside Council will refer developers to the following guidance relevant documents that address construction dusts:

- The control of dust and emissions from construction and demolition, Best Practice Guidance, Produced in Partnership by the Greater London Authority and London Councils; July 2014
- Minerals Policy Statement 2: Controlling and mitigating the environmental effects of Minerals Extraction in England, Annex 1 Dust, Office of the Deputy Prime Minister (ODPM). Expands on National Planning Policy Framework, Section 186.
- Guidance on Air Quality Monitoring in the Vicinity of Demolition and Construction Sites, Steve Moorcroft, IAQM, 2018
- Guidance on the Assessment of the Impacts of Construction on Air Quality and the Determination of their Significance, IAQM, 2012.

Aim 3: To Review Air Quality in Planning Policy, Development and Land Use

Action:

3.1 To encourage pre-planning application discussions between the developer and North Tyneside Council where air quality is indicated as a potential concern.

3.2 Environmental Health will act as consultee on air quality assessment requirements and format dependant on developments and underlying air quality. Environmental Health will review air quality reports in technical and non-technical format in timely manner to the Planning department.

3.3 Environmental Health will ensure website has signposting to good practice guidance for assessment or mitigation of air quality issues particularly with regard to construction phase of the site.

3.4 To ensure effective implementation of policies that effect air quality within the Local Plan provide improvements.

4.0 Reducing Emissions from Fixed Sources

4.1 Industrial Emissions

Emissions from industry are regulated through the Environmental Permitting Regulations 2016 (as amended). Some forms of pollution can be controlled through the regulation of specific industrial processes by the issue of Permits. Local authority Integrated Pollution Prevention and Control (LA-IPPC) covers installations known as A2 installations, which are regulated by local authorities; and, Local authority Pollution Prevention and Control (LAPPC), installations known as Part B installations, also regulated by local authorities. A1 installations are regulated by the Environment Agency. Part B and A2 installations located within North Tyneside are required to be permitted. Once an operator has submitted a permit application, the regulator then decides whether to issue a permit. If one is issued, it will include conditions aimed at reducing and preventing pollution to acceptable levels. A1 installations are generally perceived to have a greater potential to pollute the environment than an A2 installation, and Part B installations would have the least potential to pollute.

There are currently 42 Part B installations within the Borough regulated by North Tyneside.

4.2 Council Managed Buildings

North Tyneside Council has a commitment to reduce emissions from all Council managed buildings as part of the Carbon Net Zero 2030 Action Plan. Energy saving measures are reviewed to determine what energy efficiencies can be made. Making the Council buildings more energy efficient is vital for reducing the carbon footprint of the Council. As energy consumption falls the pollution burden associated with fossil fuel combustion also falls, both at the local level due to emissions from the buildings and the regional level from power station emissions. The Air Quality Strategy therefore has links to the Local Authorities Carbon Net Zero 2030 Plan referred to in Section 7.

North Tyneside Council recognise that managing air quality is a cross cutting issue and every opportunity should be exploited to assist an improving situation.

The impacts of energy consumption and associated emissions are well understood by the Authority and as such the Authority has a positive track record of managing its assets and influencing its staff and stakeholders in a coordinated approach to reduce its carbon footprint. Integral to this approach are the associated direct and indirect environmental impacts on air quality.

Additionally the Authority has statutory environmental sustainability reporting requirements to Central Government in the form of:

- Home Energy Conservation Act Reporting
- Green House Gas Protocol Reporting.

In conjunction with the points above, the Authority is a key stakeholder in the development of a range of regional net zero activity including the Net Zero North East partnership as well as supporting the North of Tyne Combined Authority. Whilst all of this work is

predicated on emissions reduction, improvement of air quality aspects is an inherent co-benefit.

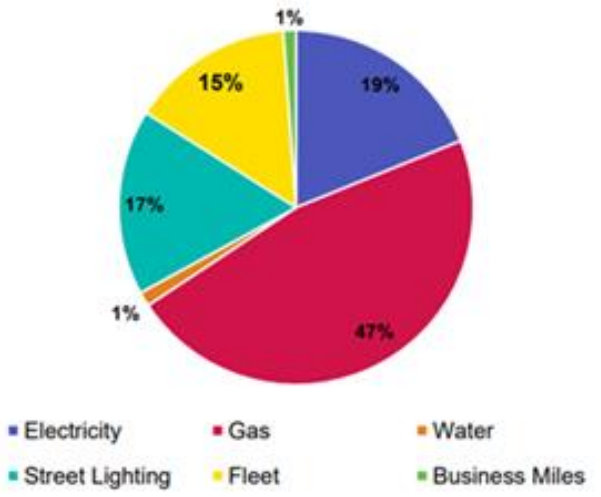
The Authority transition to a low carbon energy future and improved aspects of air quality will require a series of steps to plan and implement better and new solutions. This requires strategic management and a phased approach to practical implementation. The Authority has a number of means to undertake this as outlined above.

Performance

In terms of emissions reduction, overall, North Tyneside Council's absolute CO2 emissions have decreased by 53% between 2010/11 and 2021/22.

The Council continues to deliver a programme of carbon emission reduction, following the hierarchy of energy reduction, energy efficiency and implementing low carbon/zero carbon technology.

Figure 3. Council carbon footprint 2020-2021



20/21 = 14,395 tonnes	
Electricity	Down 70%
Gas	Down 9%
Water	Down 24%
Street Lighting	Down 75%
Fleet	Down 21%
Business Miles	Down 75%
Overall	**Down 52%**

Aim 4.0: Reviewing and Promoting Reductions in Emissions from Fixed Sources

Actions

4.1 To review Local Authority EPR permits on a eight yearly cycle from the date of their issue.

4.2 Implementation of the Carbon Net Zero 2030 Action Plan and monitoring its outputs annually.

4.3 Reporting of greenhouse gas emissions.

4.4 Work with the Combined Authority on a Business Decarbonisation Support Programme.

5.0 Air Quality & Improving Public Health

The Health and Social Care Act 2012 places a statutory duty on local authority to improve the health and wellbeing of the population in their area, reduce health inequalities and provide assurance that the local health protection system is delivering effective protection for the population from health treats including poor air quality.

5.1 Air Pollution and Health

When air pollutants enter the body, they can have effects on various organs and systems, not just the respiratory system.

This includes:

- the eyes, nose and throat
- the lungs and respiratory system
- the heart – heart and blood vessel diseases, including strokes and hardening of the arteries, are one of the main effects of air pollution
- Emerging evidence suggests that air pollution may also affect the brain and is possibly linked to dementia and cognitive decline. There is also emerging evidence associating air pollution with early life effects such as low birth weight.

The three main conditions associated with air pollution are:

- respiratory conditions (such as asthma),
- cardiovascular disease (CVD), and
- lung cancer.

These conditions significantly reduce quality of life. They also mean that people are less able to work and need more medical care and social care.

5.2 Air pollution throughout the life course

Air pollution has an impact at each stage of our lives.

Pregnancy – low birth weight
Children – asthma, slower development of lung function, development problems, more wheezing and coughs
Adults – asthma, coronary heart disease, stroke, lung cancer, COPD, diabetes
Elderly – asthma, lung cancer, diabetes, dementia, heart attack, heart failure and strokes

5.3 Health inequalities

Although air pollution can be harmful to everyone, some people are more affected because they live in a polluted area, are exposed to higher levels of air pollution in their

day-to-day lives, or are more susceptible to health problems caused by air pollution (i.e. if you already suffer from lung and heart conditions).

The most vulnerable in our communities' face all of these disadvantages.
Groups that are more affected by air pollution include:

- older people
- children
- individuals with existing CVD or respiratory disease
- pregnant women
- communities in areas of higher pollution, such as close to busy roads
- low-income communities.

There is clear evidence that people with a low income are affected by air pollution in a number of different ways. This is because they are more likely to:

- have existing medical conditions
- live in areas with poorer outdoor and indoor environments, including the quality of air (for example, near to industry or busy roads)
- have less access to jobs, healthy food, decent housing and green spaces, which all contribute to poorer health.

5.4 Health Impacts from pollutants

Air quality is the largest environmental health risk in the UK. It shortens lives and contributes to chronic illness. Health can be affected both by short-term, high-pollution episodes and by long-term exposure to lower levels of pollution. The table below presents the current evidence base regarding the impact on long-term exposure to $PM_{2.5}$ and NO_2.

Table 1: Harms to health and long-term exposure to $PM_{2.5}$ and NO_2[i]

	Long term exposure to PM2.5	**Long term exposure to NO2**
Stronger evidence of association	Coronary heart disease Stroke Lung Cancer Asthma (Children)	Asthma (Children)
Evidence **less certain** or the evidence is **emerging**	Chronic Obstructive Pulmonary disease (as chronic bronchitis) Diabetes Low Birth Weight	Asthma (Adults) Diabetes Lung Cancer Low Birth Weight Dementia

Short term exposure to high levels of air pollution can cause a range of adverse effects: exacerbation of asthma, effect on lung function, an increase in hospital admissions for respiratory and cardio-vascular conditions and increases in mortality.

Long-term exposure to air pollution increases mortality risk. The relative risks associated with long-term exposure are higher than short term exposure. Public Health England (PHE) has stated that exposure to $PM_{2.5}$ is a significant cause of disease in England, and at least as important as road accidents, communicable disease, liver disease and suicide.

It is important to highlight that there is no safe limit to $PM_{2.5}$ exposure and that the EU Air Quality Directive and WHO - annual mean objective for both $PM_{2.5}$ and NO_2 is higher than the PHE annual mean exposure threshold at which there is an observed impact on harm to health. These are outlined in the table below.

Table 2: Air Quality Annual Mean Exposure Thresholds[i]

	EU Air Quality Directive - annual mean objective	**WHO - annual mean objective**
$PM_{2.5}$	≥25µg/m-3	≥10µg/m-3
NO_2	≥40µg/m-3	≥40µg/m-3

PHE has allocated statistics to each local authority area to demonstrate the impact of long term exposure to $PM_{2.5}$ on the health of the population. The data shows that 101 of deaths in North Tyneside in a year can be attributed to exposure to $PM_{2.5}$, with a result of 998 life years lost in any given year [ii].

The Public Health Outcomes Framework for England (published in 2012) recognises the burden of ill-health resulting from poor air quality as well as other public health concerns. This Framework sets out 60 health outcome indicators for England, and includes the following indicator:

- The fraction of annual all-cause adult mortality attributable to long-term exposure to current levels of anthropogenic particulate air pollution (measured as fine particulate matter, $PM_{2.5}$[ii].

This indicator is intended to enable Directors of Public Health to appropriately prioritise action on air quality in their local area. The indicator is calculated for each local authority in England based on modelled concentrations of fine particulate air pollution ($PM_{2.5}$). Estimates of the percentage of mortality attributable to long term exposure to particulate air pollution in North Tyneside is lower than the England average at 3.7% compared to 5.1% (2017)[iv].

There is no ~~completely~~ safe lower threshold for particulates where there are no adverse impacts. Therefore, further effort to reduce $PM_{2.5}$ levels, for example by reducing vehicle traffic source particulate emissions, would bring additional benefits in reducing the added burden on ill health and mortality in North Tyneside.

The national clean air strategy highlighted that:

When all diseases are included, air pollution is expected to cause 2.4 million new cases of disease in England between now and 2035. $PM_{2.5}$ alone could be responsible for around 350,000 cases of coronary heart disease and 44,000 cases of lung cancer in England over that time.
Even small changes can make a big difference, just a 1µg/m3 reduction in $PM_{2.5}$ concentrations this year could prevent 50,000 new cases of coronary heart disease and 9,000 new cases of asthma by 2035.

Public Health will provide support by the Health and Well-being Board in ensuring impact on health on pollutants are considered to reduce inequalities. Public Health will promote

information on air quality which ensure the public are aware of air quality particular for at ~~rat~~ risk individuals. This can be provided by Defra's daily Air Quality Index (DAQI) which gives recommended actions and health advice based on pollutant levels.

Health and Social care professionals can play a key role in discussing with their patients the impact of air pollution. They act as a trusted voice to highlight that air pollution affects everyone, and their own behaviour can both reduce some of their exposure to air pollution and tier own contribution to air pollution.

The UK Health Forum and Imperial College London, in collaboration with and funded by Public Health England (PHE), developed a modelling framework and estimated that a 1 µg/m3 reduction in fine particulate air pollution in England could prevent around 50,900 cases of coronary heart disease, 16,500 strokes, 9,300 cases of asthma and 4,200 lung cancers over an 18 year period.

Particulate matter (PM) and nitrogen dioxide (NO2) are both major components of urban air pollution. Currently, there is no clear evidence of a safe level of exposure below which there is no risk of adverse health effects. Therefore, further reduction of PM or NO2 concentrations below air quality standards is likely to bring additional health benefits.

Aim 5.0 Promoting and Improving Health Outcomes Linked to Air Quality

Actions:

5.1 Analyse and publish data on air quality and $PM_{2.5}$ levels routinely in Joint Strategic Needs Assessments and Health and Wellbeing Strategies.

5.2 Promote key public health campaigns e.g. National Clean Air Day.

5.3 Work with Public Health to allow actions to be measured against health outcomes.

5.4 Ensure that messages regarding poor air quality days are distributed to key stakeholders and the public.

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[i] https://www.gov.uk/government/publications/air-pollution-a-tool-to-estimate-healthcare-costs
[ii] Estimating local mortality burdens associated with particulate pollution, Public health England 2014
[iii] http://fingertipsreports.phe.org.uk/public-health-outcomes-framework/e08000022.pdf
[IV]https://fingertips.phe.org.uk/search/air%20quality#page/4/gid/1/pat/6/par/E12000001/ati/102/are/E08000022/iid/30101/age/230/sex/4
[v]Wilkie et al – Presentation NE Regional Directors Workshop on Air Quality (2018)

6.0 Air Quality & Public Consultation

6.1 Public Liaison

Effective risk communication is important to ensure information is relayed in a clear and concise manner. The Council will ensure all information is provided openly and transparently when communicating air quality issues to the public.

Air quality is a complex issue due to the varying factors that affect releases of emission and plume dispersion. There will always exist a difficulty in explaining health, social and environmental impacts of poor air quality. ~~to the layperson~~.

There is great scope for members of the public, businesses, voluntary organisations and neighbouring authorities to play an important role in dealing with air quality issues within the Borough. The Council will encourage participation in the process of improving local air quality, recognising the valuable contribution of these sectors. A collaborative approach to dealing with air quality issues will be developed in partnership with other relevant departments within the Local Authority including Public Health, Strategic Planning, Transport Planners and the Environmental Sustainability Team.

Careful consideration needs to be given to those groups or individuals who are most at risk from the hazards posed by poor local air quality, such as the elderly, the very young and those who already suffer from respiratory ailments, for example, asthma. In addition, with many people, it is assumed that air quality relates primarily to climate change. Whilst this is a major issue that we must tackle, it is also critical to relay the potential impacts on human health and quality of life when dealing with local air quality. The Council will treat any concerns raised by a member of the public seriously and with respect, recognising the importance of the issue to that group or individual.

6.2 Reviewing the Strategy

The Air Quality Strategy will be subject to periodic review as the Strategy is relevant for a 5 year period, 2023 to 2028. Any review of the strategy will take into account the following:

- Changes to relevant air quality legislation, regulations, Local Air Quality Management guidance or the National Air Quality Strategy,
- Introduction of new legislation or Regulations,
- Changes in local circumstances, such as the introduction of any Air Quality Management Areas or health inequalities,
- Introduction of new sources of industrial emissions ,
- Updates or changes to existing Council policy or guidance impacting upon air quality.

Aim 6: Encouraging Public Participation And Air Quality and Informed Choices on Air Quality and Health Consequences

Actions:

6.1 The Air Quality Strategy is to be implemented and promoted to ensure it is fully effective in meeting its objectives.

6.2 We will investigate ways to improve awareness of air quality within the North Tyneside Borough.

6.3 We will investigate ways to engage with local schools to promote air quality.

6.4 We will promote collective working with the Public Health Team to increase awareness of air pollution and promote messages.

7.0 The Net Zero 2030 Plan (2022)

In July 2019 North Tyneside Council declared a Climate Emergency. The Our North Tyneside Council Plan 2021-25 has the stated ambition that:

"We will publish an action plan of the steps we will take and the national investment we will seek to make North Tyneside carbon net-zero by 2030."

North Tyneside Council recognises that the climate emergency challenge must be tackled at a number of different levels, with the combined effort of government, businesses, stakeholders and individuals. As an organisation, the Council's carbon footprint is less than 2% of the Borough, so it is essential to develop a collaborative approach to the challenge. In August, Cabinet approved the Carbon Net-Zero 2030 Action Plan**.**

The Authority's NetZero 2030 Plan will assist the development of energy supply options; help achieve efficiencies; reduce costs and help to meet carbon reduction targets.

The Low Carbon Plan builds on the Authority's success in reducing carbon dioxide emissions and places an increased focus on exploring a number of emerging opportunities associated with energy generation and energy services under its direct control. However, to maintain and improve on recent carbon reduction, the Low Carbon Plan also recognises that the energy reduction and energy efficiency stages of the energy hierarchy are essential building blocks and includes actions to further develop these areas.

North Tyneside Council recognises the significant role it can play in helping to accelerate the national transition towards a low carbon economy. The broad themes of this action plan aims to address as part of this transition include the following: -

- **Energy efficiency**
  The authority is clear that to reduce the demand for power and heat in buildings across all sectors, the energy efficiency of existing buildings must continue to improve.

- **Decarbonising / generating heat and power**
  Within the borough, the authority is clear that opportunities may exist to enable the generation of heat and power to support its own demands as well as those of businesses and households.

- **Decarbonising travel**
  Travel contributes to 37% of the borough's carbon footprint. Reducing vehicle emissions and usage by encouraging modal shift and accelerating the transition to low carbon transport is integral to decarbonisation and improving air quality. Decarbonising road transport is a national ambition, with the Government having stated its intention to end the sale of new conventional petrol and diesel cars and vans by 2030 and hybrid cars and vans by 2035.

- **Waste and recycling**
  The Authority has a statutory duty to collect and dispose of household waste arising within the borough. To achieve this, it directly provides a kerbside collection service and contract arrangements are in place to dispose of residual waste and reprocess recyclable material.

- **Food**
  The authority recognises that the potential impact of more sustainable food policies can be a significant factor in carbon emissions reduction.

- **Climate Adaptation**
  The authority is clear that to meet its climate ambitions, adaptation to climate change must also be an inherent and core part of the Action Plan.

- **Insetting Carbon Emissions**
  The authority has identified a range of carbon reduction projects which will impact on reducing its own direct emissions and emissions from the borough. There is however recognition that there are some emissions which will not be addressed by physical technology interventions or cultural behaviour. It is these emissions which the authority will focus its approach on in terms of identifying insetting options.

- **Economy and skills**
  The authority's ambition for a low carbon and clean growth economy means that we will continue to nurture a broad range of low carbon industries, including some sectors which have world leading positions; this success to date is built upon wider strengths in the borough in support for innovation and excellence.

- **Behaviour change**
  The authority has a long history of promoting messages to households to make small and easy changes to reduce the impacts of lifestyle on
  the environment.

  In order to assess the impact of the actions, the Authority has assessed carbon savings and additionally has considered a range of co-benefits that the actions will deliver. The main co-benefits used in this overall assessment are:

  • Improved air quality
  • Health and well being
  • Biodiversity
  • Local or regional economic benefits
  • Skills development and training opportunities
  • Climate adaptation and resilience,
  • Just transition

Governance of the Carbon Net-Zero 2030 Action Plan

The overall governance of the Climate Emergency is split between the authority's Carbon Net zero 2030 Board (Internal) and the borough wide Climate Emergency Board (External). The authority has a role in managing the continuity between the two Boards and this extends to the reporting of progress. Insofar as monitoring and updating the Climate Emergency Action Plan, this will be done on an annual basis by the authority with

the support of the stakeholders who have been a central supporting factor in its development.

Nationally, a number of greenhouse gases and energy datasets are produced under the National Atmospheric Emissions Inventory (NAEI), which is used by Local Authorities and public users interested in their local areas. These datasets include Local and Regional CO_2 emissions; Road transport fuel consumption and non-gas, non-electricity and non-road transport fuel consumption. The statistics are produced approximately 1.5 years in arrears.

- The statistics are used by North Tyneside Council and other organisations as an important body of information to help identify high emitting sources of CO_2 and energy intensive sectors, to monitor changes in CO_2 emissions over time, and to help design carbon reduction strategies. The Borough's carbon footprint is reducing and can be seen in the Figure 6 below.

- North Tyneside's carbon footprint in 2019 was 854.8 ktCO2e. This is split across 36% domestic, 36% transport and 27% industry & commercial sectors, with waste emissions only a minor portion (0.3%). The emissions of the Borough since 2005 have been also assessed, showing how this proportional split in emissions total has changed over time.

Figure 4, 5, 6 Borough of North Tyneside Carbon Emissions 2005 – 2019

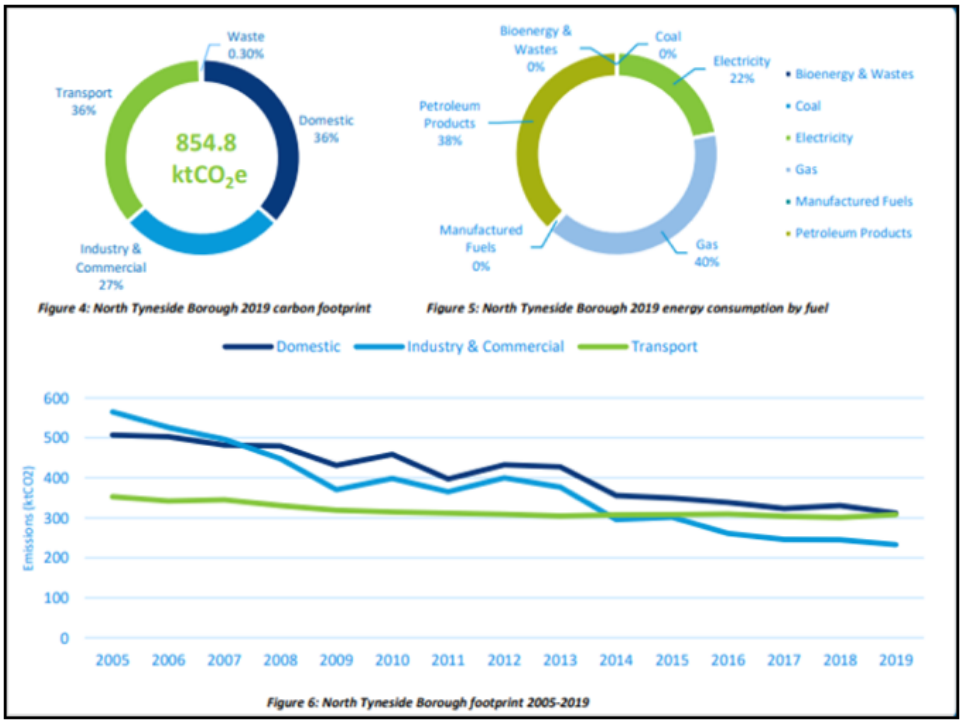


Figure 4: North Tyneside Borough 2019 carbon footprint

Figure 5: North Tyneside Borough 2019 energy consumption by fuel

Figure 6: North Tyneside Borough footprint 2005-2019

Aim 7: To review and promote benefits of carbon Net Zero Action Plan on Air Quality.

Actions:

7.1. The Carbon Net Zero 2030 Plan will continue to be implemented to tackle energy and carbon reductions at source.

7.2. North Tyneside Council will continue to review and promote energy efficiency measures.

7.3. Promote the integration and connection of large industry within the borough to promote retrofitting and deliver decarbonisation through industrial clustering.

7.4. North Tyneside Council will continue to influence and promote the installation of low carbon solutions within private sector homeowners.

7.5. North Tyneside Council will assess options for the development of a borough-wide heat and energy plan.

8.0 Improving Collaborative Working

The Council are committed to improving the Borough's air quality by working closely with all relevant parties internally and externally. Air quality requires commitment from the public, industry and the council. This will require ensuring information on air quality and its benefits on health and environment are promoted. This Strategy will provide the impetus for driving forward the aims and actions highlighted by setting up a regular steering group meetings to review. The annual Air Quality Status Report will report on progress and will be overviewed by Public Health to emphasis the link to health.

It is also important that information on air quality is provided to the public in a clear and accessible way by the Council. The Council web site http://www.northtyneside.gov.uk provides details on air quality within the Borough and Local Air Quality Management Review and Assessment Reports are available for viewing. The Strategy will similarly be made accessible via the website and through Council offices and local libraries.

Aim 8: Improving Collaborative Working

Actions:

8.1 North Tyneside Council will collate air quality aims and actions and carry out review on a regular basis via a steering group.

8.2 All air quality information will be available on the website to promote air quality and encourage public to make informed choices.

8.3 We will ensure good links with public health to enhance the understanding of the health implications associated with poor air quality and the extent to which air quality threatens the health of North Tyneside's communities.

Appendices

Appendix A - Table of Air Quality Actions:

Ref.	Action	Responsible	Timescale
Aim 1: Maintain and Improve Air Quality and Health			
1.1	North Tyneside Council will monitor air pollutants to assess compliance with the UK air quality standards to ensure the objective levels are not breached.	Environmental Health	Ongoing
1.2	An Annual Air Quality Status Report will be submitted for approval by Public Health and DEFRA, and published on the Councils' website.	Environmental Health	Ongoing
1.3	North Tyneside Council will carry out risk-based inspection programme of all Local Authority regulated permitted processes under the Environmental Permitting Regulations 2016 (as amended).	Environmental Health	Ongoing
1.4	The smoke control orders will be fully promoted and enforced. The importance of the smoke control areas will be publicised on the Councils website and in local publications to highlight the importance of compliance with the Orders.	Environmental Health	Ongoing
1.5	North Tyneside will introduce a policy for the enforcement of financial penalties and initiate targeted inspection based on air quality and public health.	Environmental Health	April 2024
1.6	The Taxi policy will be promoted with regard to the vehicle age policy and reduction in car emissions to accelerate Zero and Ultra Low Emission Vehicles (ULEVs) uptake.	Taxi Licensing	2024
Aim 2: Reducing Transport Related Emissions			
2.1	North Tyneside will support the greater use of more sustainable modes of transport in preference	Transport Planners	Ongoing

Ref.	Action	Responsible	Timescale
	to motorised journeys, through the implementation of the North Tyneside Transport Strategy and the Carbon Net Zero Plan.		
2.2	Through 'Go Smarter in North Tyneside' and related initiatives, work with schools and other local stakeholders to encourage modal shift and travel behaviour change for regular journeys	Strategic Transport	
2.3	Engage with bus operators to progress the objectives of the North East Bus Service Improvement Plan (e.g. targeted improvements to bus priority and traffic signal technology to support bus reliability).	Strategic Transport	2024
Aim 3: To Review Air Quality in Planning Policy, Development and Land Use			
3.1	To encourage pre-planning application discussions between the developer and North Tyneside Council where air quality is indicated as a potential concern.	Development Control	Ongoing
3.2	Environmental health will act as consultee on air quality assessment requirements and format dependant on developments and underlying air quality. Environmental health will review air quality reports in technical and non-technical format in timely manner to the Planning department. .	Development Control	Ongoing
3.3	Environmental Health will ensure website has signposting to good practice guidance for assessment or mitigation of air quality issues particularly with regard to construction phase of the site. .	Environmental Health	Ongoing
3.4	To ensure effective implementation of policies that effect air quality within the Local Plan.	Planning	

Ref.	Action	Responsible	Timescale
Aim 4: Reviewing and Promoting Reductions in Emissions from Fixed Sources			
4.1	To review Local Authority EPR permits on a eight yearly cycle from the date of their issue.	Environmental Health	
4.2	Implementation of the Carbon Net Zero 2030 Action Plan and monitoring its outputs annually	Sustainability	Annually
4.3	Reporting of greenhouse gas emissions	Sustainability	Ongoing
4.4	Work with the North of Tyne Combined Authority on a Business Decarbonisation Support Programme	Sustainability	2024
Aim 5: Air Quality & Improving Public Health			
5.1	Analyse and publish data on air quality and $PM_{2.5}$ levels routinely in Joint Strategic Needs Assessments and Health and Wellbeing Strategies	Environmental Health	Ongoing
5.2	Promote key public health campaigns e.g. National Clean Air Day	Environmental Health/Public Health	Ongoing
5.3	Public Health to allow actions to be measured against health outcomes.	Public Health	Ongoing
5.4	Ensure that messages regarding poor air quality days are distributed to key stakeholders and the public.	Environmental Health	Ongoing
Aim 6: Encouraging Public Participation and Air Quality and Informed Choices on Air Quality and Health Consequences			
6.1	The Air Quality Strategy is to be implemented and promoted to ensure it is fully effective in meeting its objectives.	All- Steering Group	Ongoing
6.2	We will investigate ways to improve awareness of air quality within the North Tyneside Borough	All-Steering Group	Ongoing
6.3	We will investigate ways to engage with local schools to promote air quality.	Environmental Health	December 2024

Ref.	Action	Responsible	Timescale
6.4	We will promote collective working with the Public Health Team to increase awareness of air pollution and promote messages.	Public Health	Ongoing
Aim 7: To review and promote benefits of carbon Net Zero Action Plan on Air Quality.			
7.1	The Carbon Net Zero 2030 Plan will continue to be implemented to tackle energy and carbon reductions at source.	Sustainability	Ongoing
7.2	North Tyneside Council will continue to review and promote energy efficiency measures.	Sustainability	Ongoing
7.3	Promote the integration and connection of large industry within the borough to promote retrofitting and delivery decarbonisation through industrial clustering.	Sustainability	Ongoing
7.4	North Tyneside Council will continue to influence and promote the installation of low carbon solutions within private sector homeowners.	Housing Strategy	Ongoing
7.5	North Tyneside Council will assess options for the development of a borough-wide heat and energy plan	Housing	Ongoing
Aim 8: Improving Collaborative Working			
8.1	North Tyneside Council will collate air quality aims and actions and carry out review on a regular basis via a steering group.	Environmental Health	Ongoing
8.2	All air quality information will be available on the website to promote ai quality and encourage public to make informed choices.	Environmental Health	Ongoing
8.3	We will ensure good links with public health to enhance the understanding of the health implications associated with poor air quality and the extent to which air quality threatens the health of North Tyneside's communities.	Public Health	Ongoing

Appendix B – Air Pollutant Monitoring Sites

Figure B.1 – Map of Non-Automatic Monitoring Sites (North East)

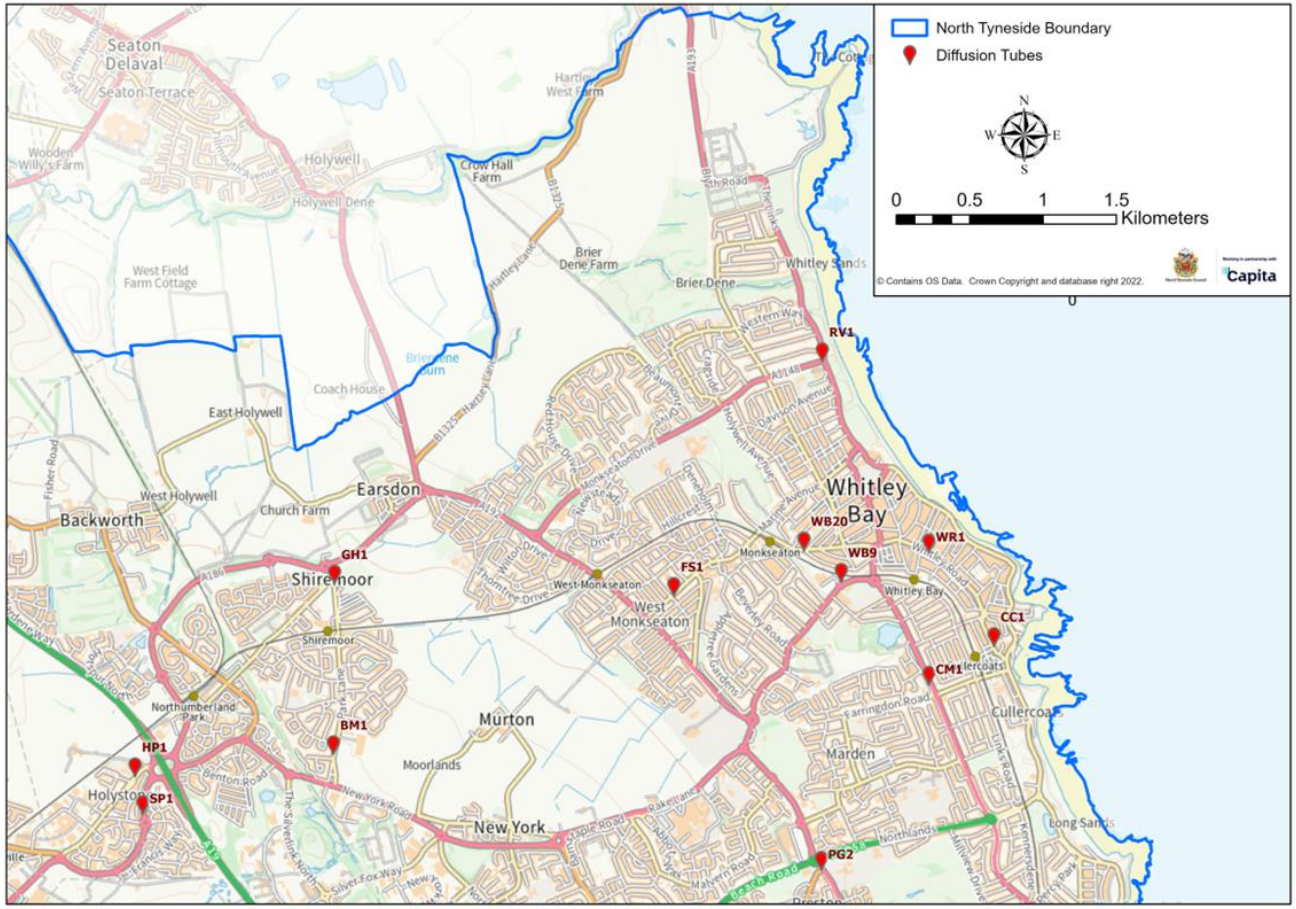


Figure B.2 – Map of Non-Automatic Monitoring Site (North West)

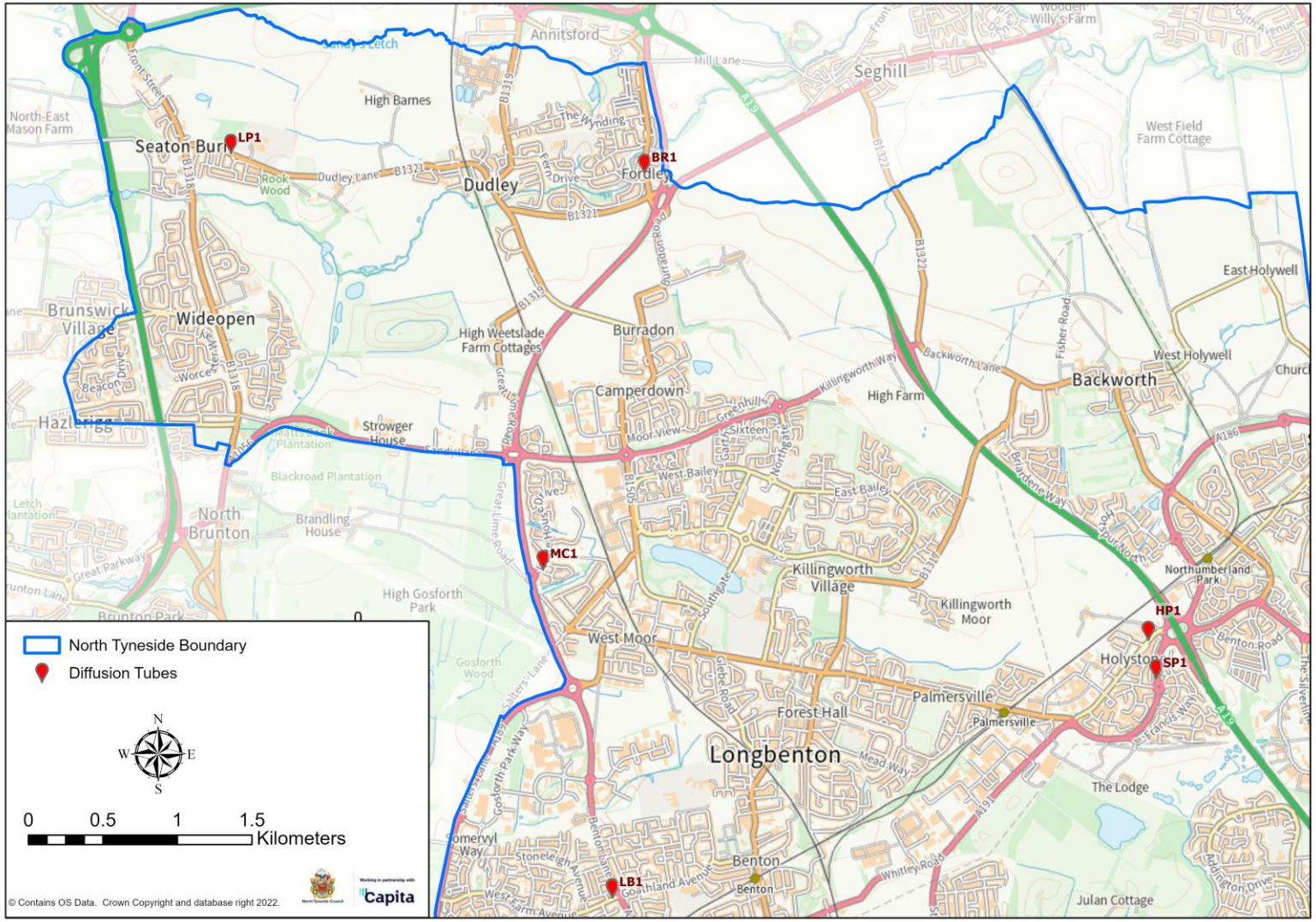


Figure B.3 – Map of Non-Automatic Monitoring Site (South East)

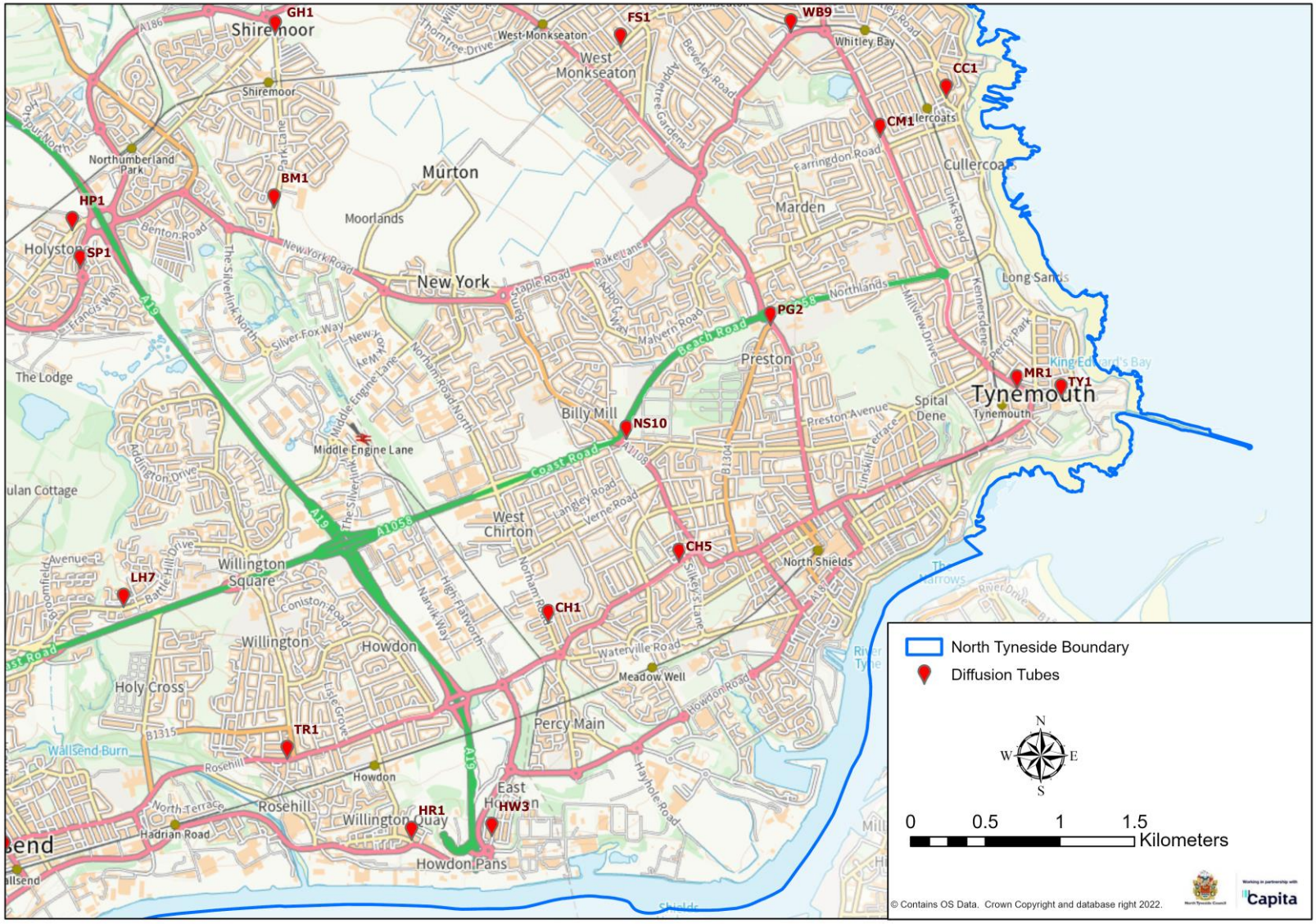
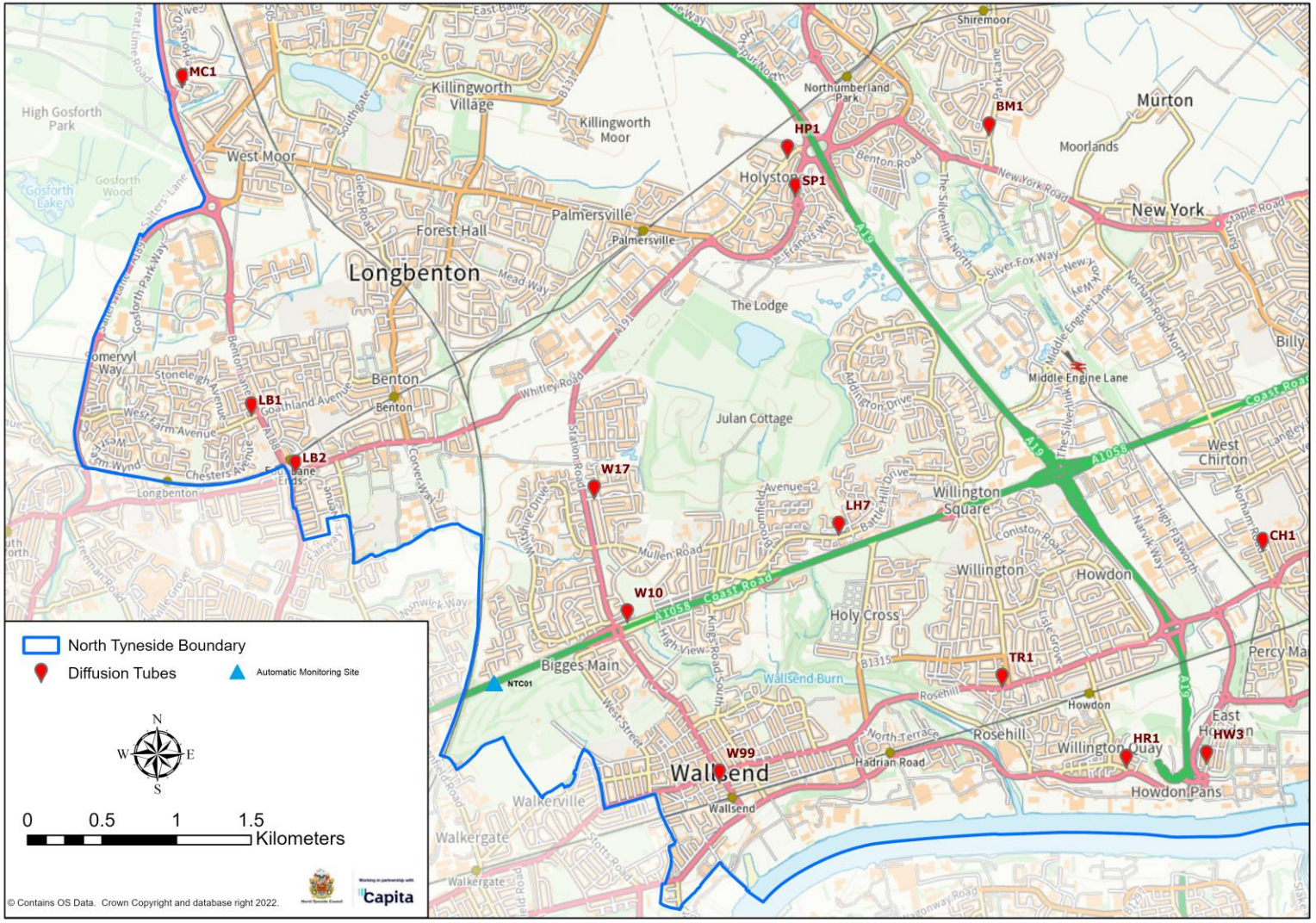


Figure B.4 – Map of Automatic and Non-Automatic Monitoring Site (South West)



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3. Local Air Quality Management Technical Guidance 2022, Department of Environment, Food & Rural Affairs, August 2022