

Report on	Air Quality Action Plan
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Is this report restricted for confidential business?	Yes	
If 'Yes', confirm below the exempt information category relied upon	No	x

1.0	Purpose of Report
1.1	To inform Members on the Air Quality Action Plan produced as part of our statutory duties required by the Local Air Quality Management framework. It outlines the action to be taken to improve air quality in Mid Ulster District Council up to 2023.
2.0	Background
2.1	It is estimated that the annual health cost to society of the impacts of particulate matter alone in the UK maybe in the region of £16 billion.
2.2	Through the development of the Action Plan Council will demonstrate it is committed to reducing the exposure of people in the Council area to poor air quality and improve health and wellbeing
2.3	Additionally the Action Plan has been developed in recognition of the legal requirement on the local authority to work towards Air Quality Strategy (AQS) objectives under Part III of the Environment Order (NI) 2002 and relevant regulations made under that part and to meet the requirements of the Local Air Quality Management (LAQM) statutory process.
2.4	This Plan will progress on measures set out within this Plan and will be reported on annually within Mid Ulster District Council's Progress Report.
2.5	The Action Plan replaces the previous action plans which ran from June 2010.
3.0	Main Report
3.1	Air Quality Management Areas: There are three areas within the district where poor quality has been declared: <ul style="list-style-type: none"> • Charlemont Street, Moy • Newell Road, Dungannon • Church Street, Lower King Street Magherafelt
3.2	Compliance with NO_x objective limits: Calculations within the report demonstrate that a 5%-20% reduction in road traffic emissions is required to bring the levels of NO _x down to the objective limits: <ul style="list-style-type: none"> • Newell Road, Dungannon AQMA, work towards a reduction of 20% in traffic emissions. • Charlemont Street, Moy AQMA, work towards a reduction of 15% in traffic emissions. • Church Street, Magherafelt work towards a reduction of 5% in traffic emissions.
3.3	Key Priorities:

	<p>Given the reductions required the plan considers 8 Key Priorities.</p> <ul style="list-style-type: none"> • Traffic Management • Transport Planning and Infrastructure • Promoting Travel Alternatives • Promotion of Vehicle Fleet Efficiency • Promoting Low Emission Transport • Environmental Permits • Providing Information to the Public
3.4	<p>Measureable Actions:</p> <p>The 11 proposed actions outline how it is planned to effectively tackle air quality issues. It is however, recognised that there are a large number of air quality policy areas that are outside our influence (such as vehicle emissions standards agreed in Europe and infrastructure development). To this end it is proposed to identify and engage key stakeholder through partnership working to:</p> <ul style="list-style-type: none"> • Ensure potential air quality issues are assessed within all new developments before problems arise, through consultation with the Planning Department • Investigate the potential of Policy requiring a number of electric charging points to be included in certain developments, through consultation with the Planning Department • Investigate potential for traffic control systems leading to and within AQMA • Control of emissions from Part C processes • Investigation of air quality nuisance complaints, appropriate action to resolve the problem • Enforcement of the Clean Air Act with regards to industrial smoke • Prepare information leaflets on how to help improve air quality and reduce exposure. • Dissemination of information leaflets • Encourage the installation of new bicycle stands at large supermarkets located in the District and promote the use of existing bicycle stands • Install bicycle stands at Council buildings where not already present • Promote walking to school • Identify, map and promote use of electric vehicle recharging points within Council area. • Investigate fleet improvements of Council owned vehicles

4.0	Other Considerations
4.1	<p><u>Financial & Human Resources Implications</u></p> <p>Financial: Costs for development of leaflets and web based material . DEARA have granted the supply and analysis of diffusion tubes and some staff costs, Letter of offer £4 783.</p> <p>Human: Staff time for implementation of the actions, stakeholder engagement, educational programme delivery</p>
4.2	<u>Equality and Good Relations Implications</u>

	Appendix 2 - Screening Report
4.3	<p><u>Risk Management Implications</u></p> <p>N/A</p>
5.0	Recommendation(s)
5.1	That Members agree the Draft Mid Ulster Air Quality Action Plan and associated arrangements.
6.0	Documents Attached & References
6.1	Appendix 1 – Mid Ulster District Council – Air Quality Action Plan – November 2017
6.2	Appendix 2 - Equality and Good Relations Screening Report



Comhairle Ceantair
Lár Uladh
Mid Ulster
District Council

Mid Ulster District Council Air Quality Action Plan

In fulfilment of Part III of the
Environment Order (NI) 2002
Local Air Quality Management

Date: November 2017

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Executive Summary

This Air Quality Action Plan (AQAP) has been produced as part of our statutory duties required by the Local Air Quality Management framework. It outlines the action we will take to improve air quality in Mid Ulster District Council between 2017-2023.

This action plan replaces the previous action plan which ran from June 2010.

Projects delivered through the previous action plan include: engagement with stakeholder through face to face meetings, consideration of air quality in responses to planning applications and Local Authority Pollution Prevention and Control enforcement.

Air pollution is associated with a number of adverse health impacts. It is recognised as a contributing factor in the onset of heart disease and cancer. Additionally, air pollution particularly affects the most vulnerable in society: children and older people, and those with heart and lung conditions.

What is the cause of the problem?

The results of Progress Reports and Assessments would indicate that road traffic is the principal source responsible for the local exceedances of NO₂.

Moy: The AQMA declared at Moy encompasses an area incorporating a section of the A29 Road from the River Blackwater Bridge running northwest up to the junction with Benburb Road. The AQMA also incorporates a section of the B106 Road (Killyman Street) running northwards from the junction with the A29 to the junction (but not including) at Meadowview. The width of the AQMA was designated by demarcating a distance of 20 metres either side of the centre line of the road, which is sufficient to include the façade of the sensitive receptors (i.e. private dwellings). This road (A29) forms a main arterial route for road traffic moving north and south through the centre of the village en-route to the M1 motorway, Dungannon, Omagh, Cookstown, Donaghmore, Pomeroy, Carrickmore, Armagh, Blackwatertown, Armagh and the A1 at Newry; and to local commercial premises. Traffic at peak periods is at its maximum during the school run and commuting, but traffic levels remain consistently busy throughout the day.

The main cause for nitrogen dioxide exceeding the objective limit is the volume of traffic along the A29 through Moy. It would not be cost effective or practical to change the topography and physical structure of the road within the AQMA and so alterations to traffic flow, vehicle type and emissions may need to be employed. In order for any change to be effective, the associated feeder roads such as Killyman Street must also be considered.

Newell Road Dungannon: The AQMA declared at Newell Road (McKee's Terrace) encompasses an area incorporating No's 2 to 14 McKee's Terrace on Newell Road. The width of the AQMA was designated by demarcating a distance of 20 metres either side of the centre line of the road, which is sufficient to include the façade of the sensitive receptors (i.e. private dwellings). This road forms a main arterial route for road traffic moving through the north and west side of Dungannon town en-route to Cookstown, Donaghmore, Pomeroy and Carrickmore; and to local commercial premises. Traffic at peak periods is at its maximum during the school run and commuting. The main cause for nitrogen dioxide exceeding the objective limit is the volume of traffic along the carriageway at Newell Road. It would not be cost effective or practical to change the topography and physical structure of the road within the AQMA and so alterations to traffic flow, vehicle type and emissions may need to be employed. In order for any change to be effective, the associated feeder roads such as Ballygawley Road, Mullaghmore Road, Granville Road, Quarry Lane and Donaghmore Road; and the surrounding area must also be considered.

Magherafelt: The AQMA declared on Church Street and Lower King Street Magherafelt encompasses an area incorporating a section of the Castledawson Road. The width of the AQMA was designated by demarcating a distance of 20 metres either side of the centre line of the road, which is sufficient to include the façade of the sensitive receptors (i.e. private dwellings). This road forms a main arterial route for road traffic moving north and south through the centre of the town en-route to local towns and villages and onwards to the cities of Derry and Belfast. Traffic at peak periods is at its maximum during the school run and commuting, but traffic levels remain consistently busy throughout the day.

The main cause for nitrogen dioxide exceeding the objective limit is the volume of traffic along the Church Street and King Street. In October of 2016 the new A31

Magherafelt bypass opened linking the Castledawson Road Roundabout and the Moneymore Road.

Air Quality Action Plan

The annual health cost to society of the impacts of particulate matter alone in the UK is estimated to be around £16 billion. Mid Ulster District Council is committed to reducing the exposure of people in Mid Ulster District Council area to poor air quality in order to improve health.

We have developed actions that can be considered under 8 Key Priorities.

- Traffic Management
- Transport Planning and Infrastructure
- Promoting Travel Alternatives
- Promotion of Vehicle Fleet Efficiency
- Promoting Low Emission Transport
- Environmental Permits
- Providing Information to the Public

In this AQAP we outline how we plan to effectively tackle air quality issues within our control. However, it is recognised that there are a large number of air quality policy areas that are outside our influence (such as vehicle emissions standards agreed in Europe and infrastructure development). We will continue to work with regional and central government on policies and issues beyond Mid Ulster District Council's direct influence.

Responsibilities and Commitment

This AQAP was prepared by the Environmental Health Department of Mid Ulster District Council in support of the vision and values within the 4 Themed Priorities of the Council Corporate Plan.

This AQAP has been approved by Mid Ulster District Council Environmental Committee and ratified by Full Council.

This AQAP will be subject to biennial (two-yearly) review, with appraisal of progress and reporting to the Environment Committee. Additionally progress each year will be reported in the Progress Reports produced by Mid Ulster District Council as part of our statutory Local Air Quality Management duties.

If you have any comments on this AQAP please send them to Bronagh Carney at:

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Introduction

This report outlines the actions that Mid Ulster District Council will deliver between 2017-2023 in order to reduce concentrations of air pollutants and exposure to air pollution; thereby positively impacting on the health and quality of life of residents and visitors to the Mid Ulster District Council area.

It has been developed in recognition of the legal requirement on the local authority to work towards Air Quality Strategy (AQS) objectives under Part III of the Environment Order (NI) 2002 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 biennially, and progress on measures set out within this Plan will be reported on annually within Mid Ulster District Council's Progress Report.

Summary of Current Air Quality in Mid Ulster District Council

Currently there are 33 NO₂ diffusion tube monitoring locations within the Mid Ulster Council area. There is currently 2 background sampling locations, of the monitoring location sites in Moneymore, Maghera and Cookstown, none have demonstrated exceedances of the objective limits of 40µg/m³ for NO₂.

In February 2012 an Air Quality Management Area was declared at Church Street and Lower King Street, Magherafelt. Newell Road, Dungannon and Charlemont Street, Moy were declared as AQMAs in January 2015. All three of the declarations were due to exceedance above the objective limits of 40µg/m³ for NO₂.

The monitoring locations are to be reviewed in 2017-2018.

1.1 Public Health Context

Air pollution is associated with a number of adverse health impacts. The Committee on the Medical Effects of Air Pollutants (COMEAP), 2015 statement on the health effects of nitrogen dioxide (NO₂) concluded that evidence associating NO₂ with health has strengthened in recent years. The evidence points to an increase in estimating the mortality effects associated with long-term average concentrations of NO₂.

Planning and Policy Context

Regional Development Strategy 2035, the revised Regional Development Strategy (RDS) for the future development of Northern Ireland up until 2035 and it is the spatial strategy for the Northern Ireland Executive. The RDS provides an overarching strategic planning framework to facilitate and guide the public and private sectors.

Accordingly, the RDS influences the Programme for Government, the Investment Strategy for Northern Ireland (ISNI), Department and Councils' decisions and investments, and investment by the private sector.

Air Quality Strategic Guidance within the Regional Development Strategy will reduce air pollution from transport. This will include the need to adapt the existing transport network to facilitate the modal shift away from the car. The way existing transport is used needs to be looked at to favour modes of transport that allow reduction of Northern Ireland's carbon footprint.

Strategy Planning Policy Statement for Northern Ireland (SPSS) Planning for Sustainable Development, sets out the Department's regional planning policies for securing the orderly and consistent development of land in Northern Ireland under the reformed two-tier planning system. The provisions of the SPSS must be taken into account in the preparation of Local Development Plans, and are also material to all decisions on individual planning applications and appeals.

Mitigating and Adapting to Climate Change. A central challenge in furthering sustainable development is mitigating and adapting to climate change, whilst improving air quality.

Improving Health and Well-Being, Networks of green spaces, commonly referred to as green infrastructure, provide a wide range of environmental benefits (in both rural and urban areas) including flood water storage, urban cooling, improved air quality and habitats for wildlife.

Safeguarding Residential and Work Environs, There are a wide range of environment and amenity considerations, including air quality, which should be taken into account by planning authorities when proposing policies or managing development.

Mid Ulster District Council Corporate Plan 2015-2019, is the first Corporate Plan of the new Mid Ulster District Council. The document provides the overarching themes and priorities to promote the critical balance of economic growth of the local industry, deliver community needs whilst maintaining a sustainable environment. *Theme 3: Sustaining our Environment*, aims to protect, preserve and enhance the local Environment which should be taken account when delivering Council functions.

Our 10 year Community Plan for Mid Ulster, aims to deliver a range of actions to improve local well-being and quality of life. The Health and Wellbeing of the citizens of Mid Ulster is a prominent feature within the plan and the vision for success for this is proposed through improved health and wellbeing, increased healthy life expectancy, reduction of preventable deaths and reduction in health inequalities. All of the strategic actions will incorporate the principles of sustainable environment, equality and highest standard of public service. Mid Ulster Council Community Plan highlights the need for growth with consideration given to global warming and climate change or negative impact on the health and well-being of communities.

Theme 2- Infrastructure, specifies that improving the quality of our environment is also important. This includes the protection and development of the diverse elements within it and this will be considered as part of its cross cutting principles. The aim of the theme will measure success on the improvement of air quality. Also, *Theme 4: Health and Well Being*, provides a clear responsibility for Council to assist with the growth of

healthy communities, through the delivery of initiatives such as 'Health Towns and Villages'. Such initiatives enable people to live longer healthier lives, become more active in an environment where there is improving air quality.

Draft Local Development Plan (LDP) 2030. The first stage in drafting the area plan has been undertaken by Mid Ulster District Council. The LDP "Preferred Options Paper" has been published with a Sustainability Appraisal (SA) including a Strategic Environmental Assessment (SEA) Interim Report measuring the options against agreed economic, environmental and social objectives. In line with regional policy and objectives, sustainable development is a key theme within these documents, and local air quality management is considered via the SA / SEA process.

1.2 Source Apportionment

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

The Department for Environment, Food and Rural Affairs (DEFRA) guidance LAQM TG(16) (section 7) states that source apportionment allows district councils "to understand the contribution of all sources of emissions to exceedances of the air quality objectives within an AQMA". Source apportionment helps the Council "to allow the authority to identify the predominant sources that contribute the air quality exceedances within its AQMAs".

The source apportionment work carried out in 2014 by Dungannon and South Tyrone Borough Council as part of the preliminary study for the action plan considered the following vehicle categories:

- Cars;
- Buses and coaches;
- Light Delivery Vehicles (LDVs);
- Heavy Goods Vehicles (HGVs)
- Motor Bikes.

This source apportionment provided details on the percentage of each vehicle category in the total traffic flow and therefore the relative contribution of each to the total NO₂ concentrations measured at that time.

Cars and LDV's account for over 80-85% of the total numbers of vehicles passing through each of the AQMA. Buses and HGVs account for approximately 15-20% of the total number of vehicles.

1.3 Required Reduction in Emissions

Magherafelt District Council and Dungannon and South Tyrone Borough Councils declared AQMA for each of the 4 areas based on monitored NO₂ concentrations in excess of Air Quality Strategy objectives. A key part of the action planning process is to first ascertain the minimum reduction of NO₂ required to meet the AQS objective limit inside the AQMA.

In this reduction estimation study the following NO₂ diffusion tube data:

Table 1.1: Diffusion Tube Data

Background monitoring location	Declared area	NO ₂ Annual Mean 2016
2016 Ardgannon	Charlemont Street, Moy	61 µg/m ³
	Newell Road, Dungannon	58 µg/m ³
	Church Street, Magherafelt	45 µg/m ³

In order to ascertain the level of NO₂ contribution from the primary source (road traffic), the level of background NO₂ pollution has to be deducted from the overall annual mean for the given year. A representative background level of 11 µg/m³ was taken from the 2016 annual mean diffusion tube result from the monitoring site Ardgannon in Dungannon. Ardgannon is a good example of a 'Background Site' as it is a quiet residential area where the NO₂ pollution from major roads is significantly diluted to give a representation of the NO₂ levels across a larger area. At the time of assessment no 'background site' existed in Magherafelt. A new background site was established at 'The Quays' in Moy at the beginning of 2014. A review of the monitoring locations within the Magherafelt area is to be undertaken in 2018.

1. Charlemont Street, Moy:

The NO₂ annual mean for 2016 is 61 µg/m³. The annual mean objective limit for NO₂ is 40 µg/m³. **Therefore the required reduction in emissions is 21 µg/m³ or a 20% improvement in air quality at the site.**

2. Newell Road, Dungannon:

The NO₂ annual mean for 2016 is 58 µg/m³. The annual mean objective limit for NO₂ is 40 µg/m³. **Therefore the required reduction in emissions is 18 µg/m³ or a 15% improvement in air quality at the site.**

3. Church Street, Magherafelt: (to be updated)

The NO₂ annual mean for 2016 is 48 µg/m³. The annual mean objective limit for NO₂ is 40 µg/m³. **Therefore the required reduction in emissions is 8 µg/m³ or a 5% improvement in air quality at the site.**

The guidance document published by NSCA '*Air Quality Actions Plans: Interim Guidance for Local Authorities (November 2000)*', advises that because pollutants may undergo significant changes as a result of atmospheric chemistry and due to the differences in source contribution, it is better to present the required reductions of NO₂ in terms of oxides of nitrogen (NO_x).

Oxides of nitrogen are predominantly emitted into the atmosphere in the form of nitric oxide (NO) which is then converted to nitrogen dioxide (NO₂) through chemical processes in the atmosphere. Under the most common atmospheric conditions, the dominant pathway for NO₂ formation is via the reaction of NO with Ozone (O₃).

Using a conversion factor from the Air Quality website (https://uk-air.defra.gov.uk/assets/documents/reports/cat06/0502160851_Conversion_Factors_Between_ppb_and.pdf) the annual mean NO₂ results can be converted into Total NO_x (inclusive of background concentrations).

1. Charlemont Street, Moy

2.1 Calculation of required NO_x reduction

$$61 \mu\text{g}/\text{m}^3 \text{ NO}_2 \text{ annual mean} = 119.78 \mu\text{g}/\text{m}^3 \text{ NO}_x \text{ annual mean}$$

$$11 \mu\text{g}/\text{m}^3 \text{ NO}_2 \text{ Background Level} = 21.60 \mu\text{g}/\text{m}^3 \text{ NO}_x \text{ Background Level}$$

$$40 \mu\text{g}/\text{m}^3 \text{ NO}_2 \text{ Objective} = 78.55 \mu\text{g}/\text{m}^3 \text{ NO}_x \text{ target}$$

The figures in Table 2.1 show the source contributions to pollution levels. The figures indicate that **18% of the total NO_x value is derived from background sources**. Given that there are no industrial sources or exposed domestic sources it is clear that **road traffic is the primary source of the remaining 82% of NO_x emissions**.

Therefore, the NO_x contribution from road traffic at the Moy AQMA is calculated in Table 2.2;

Table 2.2: NO_x Contribution in AQMA

$$\frac{\% \text{ Source Contribution} \times \text{Total Predicted NO}_x}{100}$$

$$\text{NO}_x \text{ Contribution} = \frac{82 \times 119.78}{100}$$

Table 2.3: Target NO_x Concentration Level

$$\text{Target NO}_x \text{ Concentration Level} =$$

$$\text{NO}_x \text{ Contribution from Traffic Emissions} - \text{Level of NO}_x \text{ Reduction required}$$

$$98.2 - 41.23$$

Table 2.3 above shows the target level of the objective limit in NO_x. It is then possible to calculate the percentage reduction in road traffic emissions required to bring the ambient air quality levels down to the objective limit as shown in Table 2.4.

Table 2.4: Percentage Improvement Required

$$\frac{\text{NO}_x \text{ Contribution from Road Traffic} - \text{Target Level}}{\text{NO}_x \text{ Contribution from Road Traffic}} \times 100$$

$$\frac{98.2 - 78.55}{98.2} \times 100 = 20\%$$

The calculations in Table 2.4 show that a **20% reduction in road traffic emissions** is required to meet the NO_x objective limits within the Charlemont Road AQMA.

2. Newell Road, Dungannon

Table 2.5: Calculation of required NO_x reduction

$$58 \mu\text{g}/\text{m}^3 \text{ NO}_2 \text{ annual mean} = 113.89 \mu\text{g}/\text{m}^3 \text{ NO}_x \text{ annual mean}$$

$$11 \mu\text{g}/\text{m}^3 \text{ NO}_2 \text{ Background Level} = 21.60 \mu\text{g}/\text{m}^3 \text{ NO}_x \text{ Background Level}$$

$$40 \mu\text{g}/\text{m}^3 \text{ NO}_2 \text{ Objective} = 78.55 \mu\text{g}/\text{m}^3 \text{ NO}_x \text{ target}$$

The figures in Table 2.5 show the source contributions to pollution levels. The figures indicate that **19% of the total NO_x value is derived from background sources**. Given that there are no industrial sources or exposed domestic sources it is clear that **road traffic is the primary source of the remaining 81% of NO_x emissions**.

Therefore, the NO_x contribution from road traffic at the Newell Road AQMA is calculated in Table 2.6 below;

Table 2.6: NO_x Contribution in AQMA

$$\frac{\% \text{ Source Contribution} \times \text{Total Predicted NO}_x}{100}$$

$$\text{NO}_x \text{ Contribution} = \frac{81 \times 113.89}{100}$$

Table 2.7: Target NO_x Concentration Level

$$\text{Target NO}_x \text{ Concentration Level} =$$

$$\text{NO}_x \text{ Contribution from Traffic Emissions} - \text{Level of NO}_x \text{ Reduction required}$$

$$92.25 - 35.34$$

Table 2.7 above shows the target level of the objective limit in NO_x. It is then possible to calculate the percentage reduction in road traffic emissions required to bring the ambient air quality levels down to the objective limit as shown in Table 2.8.

The calculations in Table 2.8 show that a **15% reduction in road traffic** emissions is required to bring the levels of NO_x down to the objective limits within the Newell Road AQMA.

3. Church Street, Magherafelt

Table 2.9: Calculation of required NO_x reduction

$$\begin{aligned}
 48 \mu\text{g}/\text{m}^3 \text{ NO}_2 \text{ annual mean} &= 94.26 \mu\text{g}/\text{m}^3 \text{ NO}_x \text{ annual mean} \\
 11 \mu\text{g}/\text{m}^3 \text{ NO}_2 \text{ Background Level} &= 21.60 \mu\text{g}/\text{m}^3 \text{ NO}_x \text{ Background Level} \\
 40 \mu\text{g}/\text{m}^3 \text{ NO}_2 \text{ Objective} &= 78.55 \mu\text{g}/\text{m}^3 \text{ NO}_x \text{ target}
 \end{aligned}$$

The figures in Table 2.9 show the source contributions to pollution levels. The figures

Table 2.8: Percentage Improvement Required

$$\frac{\text{NO}_x \text{ Contribution from Road Traffic} - \text{Target Level}}{\text{NO}_x \text{ Contribution from Road Traffic}} \times 100$$

Table 2.10: NO_x Contribution in AQMA

$$\frac{\% \text{ Source Contribution} \times \text{Total Predicted NO}_x}{100}$$

$$\text{NO}_x \text{ Contribution} = \frac{77 \times 94.26}{100}$$

Table 2.11: Target NO_x Concentration Level

$$\begin{aligned}
 &\text{Target NO}_x \text{ Concentration Level} = \\
 &\text{NO}_x \text{ Contribution from Traffic Emissions} - \text{Level of NO}_x \text{ Reduction required} \\
 &72.6 - 15.71
 \end{aligned}$$

indicate that only **23% of the total NO_x value is derived from background sources**. Given that there are no industrial sources or exposed domestic sources, it is clear that **road traffic is the primary source of the remaining 77% of NO_x emissions**. Therefore, the NO_x contribution from road traffic at the Church Street AQMA is calculated in Table 2.10 below;

Table 2.9 above shows the target level of the objective limit in NO_x. It is then possible to calculate the percentage reduction in road traffic emissions required to bring the ambient air quality levels down to the objective limit as shown in Table 2.10.

The calculations in Table 2.11 show that a **5% reduction in road traffic** emissions is required to bring the levels of NO_x down to the objective limits within the Newell Road AQMA. Therefore:

- Newell Road, Dungannon AQMA, work towards a reduction of 20% in traffic emissions.
- Charlemont Street, Moy AQMA, work towards a reduction of 15% in traffic emissions.
- Church Street, Magherafelt work towards a reduction of 5% in traffic emissions.

1.4 Key Priorities

Mid Ulster District Council will work jointly on the Key Priorities of the Action Plan through Stakeholder engagement, to work towards air quality improvements. The

Table 2.12: Percentage Improvement Required

$$\frac{\text{NO}_x \text{ Contribution from Road Traffic} - \text{Target Level}}{\text{NO}_x \text{ Contribution from Road Traffic}} \times 100$$

$$\frac{72.6 - 56.89}{72.6} \times 100 = 5\%$$

implementation of the Action Plan will have the following areas prioritised for action:

- Priority 1 – Traffic Management
- Priority 2 - Transport Planning and Infrastructure
- Priority 3 - Policy Guidance and Development Control
- Priority 4 - Promoting Travel Alternatives
- Priority 5 – Promotion of Vehicle Fleet Efficiency
- Priority 6 - Promoting Low Emission Transport
- Priority 7 - Environmental Permits
- Priority 8 - Public Information

Development and Implementation of Mid Ulster District AQAP

1.5 Consultation and Stakeholder Engagement

In developing/updating this AQAP, the Environmental Health Department have worked with other departments, agencies, businesses and the local community to improve local air quality. Part III of the Environment Order (NI) 2002 requires local authorities to consult with certain bodies:

The following is a list of statutory and non-statutory consultees to which the plan is to be distributed:

- Department of Agriculture Environment and Rural Affairs
- Health and Social Care Trusts
- Mid Ulster District Council Councillors and Officers
- Neighbouring local authorities
- Local residents within and bordering the AQMA (Updating letter sent)
- Relevant local businesses, community groups and forums
- Other relevant local stakeholders

In addition, we have undertaken the following stakeholder engagement:

- Information available on Council website
- Personal contact with residents and businesses through door step calling and leaflet drop

1.6 Steering Group

To successfully develop and deliver an Action Plan it is essential that all relevant authorities as defined in the Air Quality Regulations (Northern Ireland) 2003 work in partnership with the Council to ensure that the required reduction in Nitrogen Dioxide is achieved.

These proposals have been considered in the context of the powers available to the Council; and to the Stakeholders who will help to implement them. Whilst action plans produced in England, Scotland and Wales might contain more effective proposals, the ability of Northern Ireland councils to operate on a similar level, is compromised by the system of governance in Northern Ireland which is undertaken by several different departments. Local authorities in the rest of the UK generally have responsibility for education, transport, planning control, roads and housing. Such autonomy is not available to councils in Northern Ireland. As a result, proposals within Northern Ireland air quality action plans tend to be weaker in impact overall.

To implement the AQAP, the Stakeholder Steering Group shall meet quarterly and include Officers from the following:

Internal Council Officers from:

- Environmental Committee
- Development Department
- Planning Department

External Council Department Representatives:

- Transport NI
- Public Health Agency
- Education Authority
- Local Schools as identified
- Local Business/town Centre forum for Dungannon, Cookstown and Magherafelt

AQAP Measures

Table 3.1 shows the Mid Ulster District council AQAP measures. It contains:

- a list of the actions that form part of the plan
- the responsible individual and departments/organisations who will deliver this action
- expected benefit in terms of pollutant emission and/or concentration reduction
- the timescale for implementation
- how progress will be monitored

Table 3.1 – Air Quality Action Plan Measures

Measure No.	Measure	EU Category	EU Class	Lead Authority	Planning Phase	Implementation Phase	Key Performance Indicator	Target Pollution Reduction in the AQMA	Estimated Completion Date
1	Ensure potential air quality issues are assessed within all new developments before problems arise, through consultation with the Planning Department	Policy Guidance and Development Control	Air Quality Planning and Policy Guidance	MUDC	2017	Immediate	Unable to determine	Development of appropriate response for planning consultations in line with up to date guidance	On going
2	Investigate the potential of Policy requiring a number of electric charging points to be included in certain developments, through consultation with the Planning Department	Policy Guidance and Development Control	Air Quality Planning and Policy Guidance	MUDC	2017	2018	Set criteria where electric charging points are required	Development of Policy and Guidance Develop appropriate response for planning consultations in line	On going

Measure No.	Measure	EU Category	EU Class	Lead Authority	Planning Phase	Implementation Phase	Key Performance Indicator	Target Pollution Reduction in the AQMA	Estimated Completion Date
3	Investigate potential for traffic control systems leading to and within AQMA	Traffic Management	UTC, Congestion management, traffic reduction	TransportNI	2018	2019	To be determined	To be determined and dependent on proposed changes	To be agreed
4	Control of emissions from Part C processes	Environmental Permits	Air Quality Planning and Policy Guidance	MUDC	2017	Ongoing	Meet 95% inspection target in line with DEARA requirements	Compliance with KPI	Ongoing
5	Investigation of air quality nuisance complaints, appropriate action to resolve the problem	No EU category/ classification	No EU category/ classification	MUDC	In place	Ongoing	85% of complaints to be responded to within 3 days	Compliance with KPI	Ongoing

Measure No.	Measure	EU Category	EU Class	Lead Authority	Planning Phase	Implementation Phase	Key Performance Indicator	Target Pollution Reduction in the AQMA	Estimated Completion Date
6	Enforcement of the Clean Air Act with regards to industrial smoke	No EU category/ classification	No EU category/ classification	MUDC	2017	Ongoing	85% of complaints to be responded to within 3 days	Ongoing	Ongoing
7	Prepare information leaflets on how to help improve air quality and reduce exposure. Dissemination of information leaflets	Promoting Travel Alternatives Transport and Planning Infrastructure	Promotion of cycling Promotion of walking School Travel & Workplace Travel Planning	MUDC DEARA EA PHA	2017-2023	Ongoing	To be determined	Development of leaflets and information on Council website. Promotion campaigns and advertisements Talks within Council Talks within schools	Ongoing

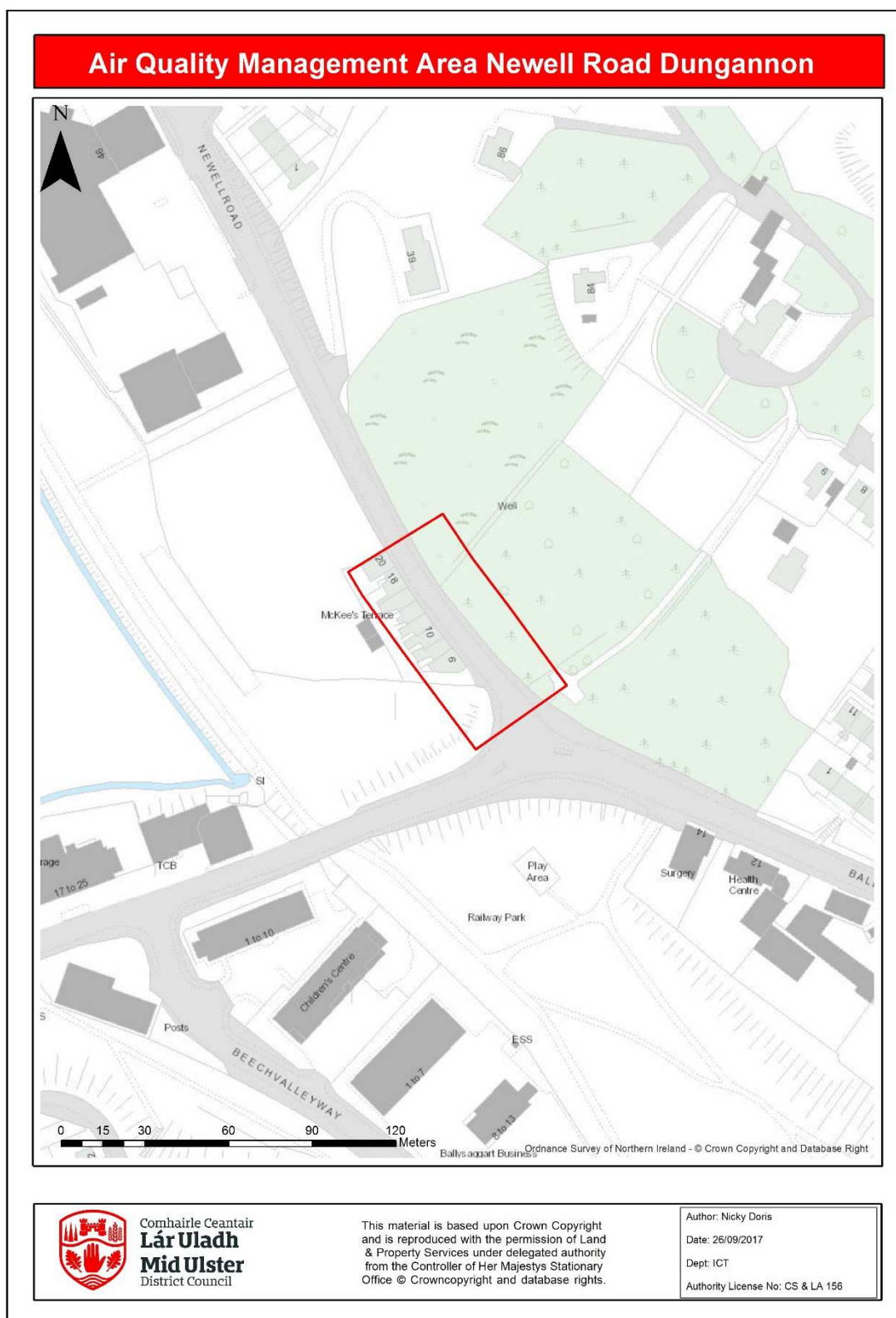
Measure No.	Measure	EU Category	EU Class	Lead Authority	Planning Phase	Implementation Phase	Key Performance Indicator	Target Pollution Reduction in the AQMA	Estimated Completion Date
8	Encourage the installation of new bicycle stands at large supermarkets located in the District and promote the use of existing bicycle stands	Promoting Travel Alternatives	Promotion of cycling	MUDC Local Business/town Centre forum	2019	2020	Increase in number of bike stands Promotion campaigns and advertisement	Unable to determine	Ongoing
9	Install bicycle stands at Council buildings where not already present	Promoting Travel Alternatives	Promotion of cycling	MUDC	2019	2020	Increase in number of bike stands within district Produce Map of stands at council premises make available on council website Promotion campaigns and advertisement	Unable to determine	Ongoing

Measure No.	Measure	EU Category	EU Class	Lead Authority	Planning Phase	Implementation Phase	Key Performance Indicator	Target Pollution Reduction in the AQMA	Estimated Completion Date
10	Promote walking to school	Promoting Low Emission Transport	Promotion of walking	MUDC EA PHA	2018-2023	2018	Increase in number of pupils walking to school	Compliance with KPI	2018
11	Identify, map and promote use of electric vehicle recharging points within Council area.	Promoting Low Emission Transport	Other	MUDC Local Business/town Centre forum	2018	2018	Map produced and available on council website Promotion campaigns and advertisement	Unable to determine	2018
12	Investigate fleet improvements of Council owned vehicles	Vehicle Fleet Efficiency	Vehicle Retrofitting Programme	MUDC	Not yet determined	Not yet determined	Adherence to replacement policy	Not yet determined	Not yet determined

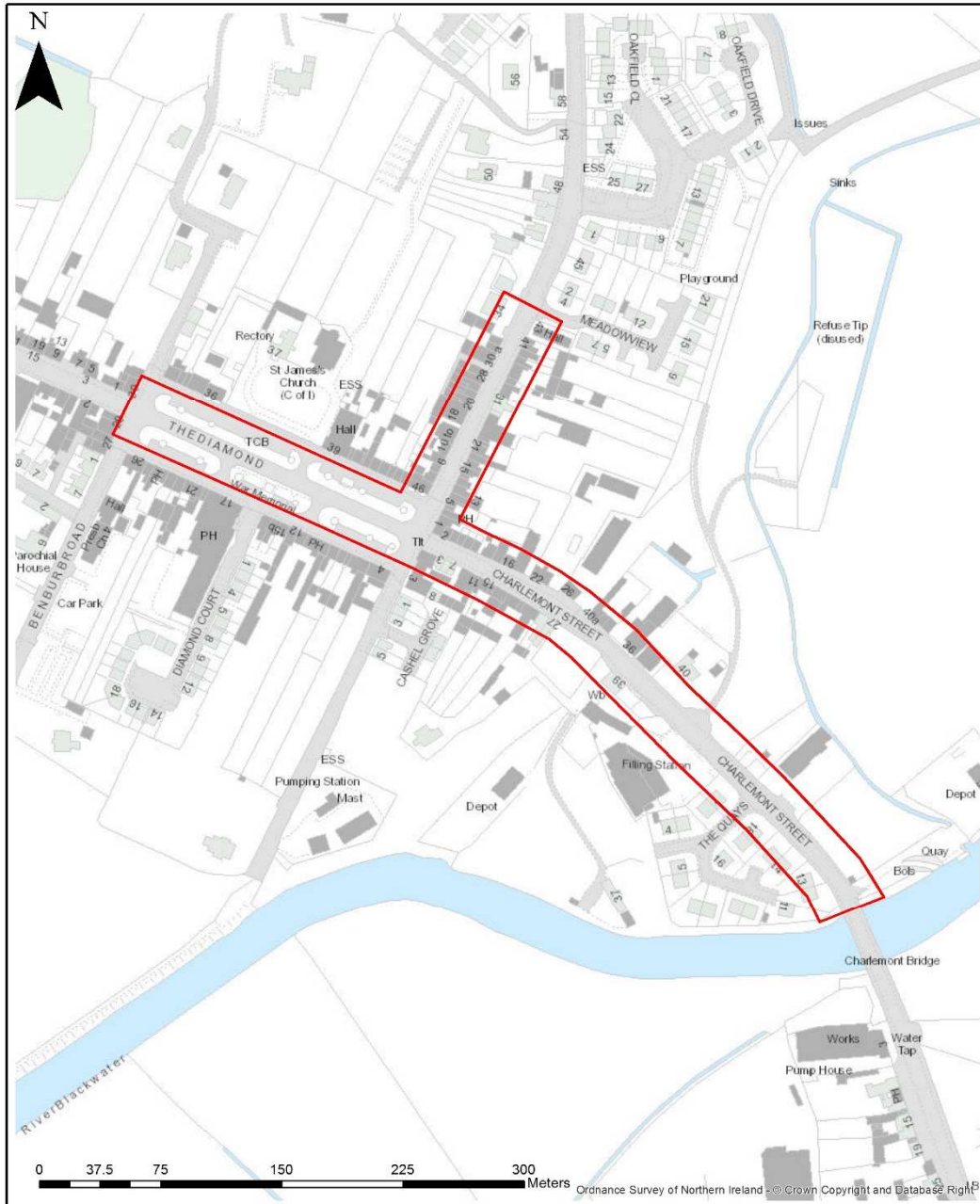
Glossary of Terms

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
COMEAP	Committee on the Medical Effects of Air Pollutants
Defra	Department for Environment, Food and Rural Affairs
DEARA	Department of Environment Agriculture and Rural Affairs
EA	Education Authority
EU	European Union
HGV	Heavy Goods Vehicles
INSNI	Investment Strategy for Northern Ireland
LAQM	Local Air Quality Management
LDP	Local Development Plan
LDV	Light Delivery Vehicles
MUDC	Mid Ulster District Council
NO ₂	Nitrogen Dioxide
NO _x	Nitrogen Oxides
NSCA	National Society for Clean Air
PHA	Public Health Agency – Southern Public Health Agency, Northern Public Health Agency
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
RDS	Regional Development Strategy
SA	Sustainability Appraisal
SEA	Strategic Environmental Assessment
SPSS	Strategy Planning Policy Statement

Appendix 1 - AQMA Maps



Air Quality Management Area Charlemont St The Moy



Comhairle Ceantair
Lár Uladh
Mid Ulster
District Council

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Author: Nicky Doris

Date: 26/09/2017

Dept: ICT

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Air Quality Management Area Church St and Lower Kings St Magherafelt



Comhairle Ceantair
Lár Uladh
Mid Ulster
District Council

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Authority License No: CS & LA 156

 <p>Comhairle Ceantair Lár Uladh Mid Ulster District Council</p>	<h2>Equality & Good Relations Screening Report</h2>
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Introduction

Mid Ulster District Council has a statutory duty to screen its policies, procedures, practices/decisions. This Policy Screening Form and Report assists Council Departments to consider the likely equality and good relations impacts of the aforementioned, if any, placed upon our ratepayers, citizens, service users, staff and visitors to the district.

Section 1 – Policy scoping

This asks the Policy Author to provide details on the policy, procedure, practice and/or decision being screened and what available evidence you have gathered to help make an assessment of the likely impact on equality of opportunity and good relations. Reference to policy within this document refers to either of the aforementioned (policy, procedure, practice, and/ or decision).

Section 2 – Screening questions

This asks about the extent of the likely impact of the policy on groups of people within each of the Section 75 categories. Details of the groups consulted and the level of assessment of the likely impact. This includes consideration of multiple identity and issues.

Section 3 – Screening decision

This guides the Council to reach a screening decision as to whether or not there is a need to carry out an equality impact assessment (EQIA), or introduce measures to mitigate the likely impact, or the introduction of an alternative policy to better promote equality of opportunity.

Section 4 – Monitoring

This provides guidance to the Council on monitoring for adverse impact and broader monitoring.

Section 5 – Approval and authorisation

This verifies the Council's approval of a screening decision by a senior manager responsible for the policy.

Appendix A Screening Process

Section 1 Policy Scoping & Information

The first stage of the screening process involves scoping the policy under consideration which sets the context and confirms the aims and objectives for the policy being screened. Scoping the policy helps to identify constraints as well as opportunities and will help the policy author to work through the screening process on a step by step basis.

1. Policy Name		
Mid Ulster District Council – Air Quality Action Plan		
2. Is this an existing, revised or a new policy?		
Revised Action Plan		
3. What is it trying to achieve? (aims/outcomes)		
Required as part of the statutory duties required by the Local Air Quality Management framework.		
It outlines the action we will take to improve air quality in Mid Ulster District Council between 2017-2023.		
4. Are there any Section 75 categories which might be expected to benefit from the intended policy?	Yes	✓
	No	
If so, please explain		
Action Plan aims to have a positive impact improve air quality.		
6. Who initiated or wrote the policy?		
Mid Ulster District Council		
7. Who owns and who implements the policy?		
Mid Ulster District Council		

Implementation factors

		Yes	No
Are there any factors which could contribute to/ detract from intended aim/ outcome of the policy?			
• If yes, are they financial?			✓
• If yes, are they legislative?		✓	
• If yes, Please specify	Financial: Legislative: Compliance with Air Quality Strategy (AQS) objectives under Part III of the Environment Order (NI) 2002		
• Other, Please specify			

Stakeholders

The internal and external (actual or potential) that the policy will be impacted upon

	Yes	No
Staff	✓	
Service Users	✓	
Other public sector organisations	✓	
Voluntary/community/ trade unions	✓	
Other, please specify		

Others policies with a bearing on this policy

Policies	Owners
<ul style="list-style-type: none"> Mid Ulster Council Corporate Plan 2015-2019 Our 10 Year Community Plan Local Development Plan 	Mid Ulster District Council

Available evidence

Information and available evidence (qualitative and quantitative) gathered to inform the policy under each of the Section 75 groups as identified within the Northern Ireland Act 1998.

Section 75 category	Details of evidence/information																																				
Religious belief	<p>63.77% of the population were brought up in the Catholic religion and 33.46% belong or were brought up in a Protestant and Other Christian (including Christian related) religion. Other religions comprised 690 (0.5%) and None 3,153 (2.28%) of the population (Source: 2011 Census).</p> <table><tr><th>Religion or Religion brought up in</th><th>No.</th><th>%</th></tr><tr><td>Catholic</td><td>88,375</td><td>63.77</td></tr><tr><td>Protestant and Other Christian (including Christian related)</td><td>46,372</td><td>33.46</td></tr><tr><td>Other religions</td><td>690</td><td>0.5</td></tr><tr><td>None</td><td>3,153</td><td>2.28</td></tr><tr><td>Total</td><td>138,590</td><td>100</td></tr></table>	Religion or Religion brought up in	No.	%	Catholic	88,375	63.77	Protestant and Other Christian (including Christian related)	46,372	33.46	Other religions	690	0.5	None	3,153	2.28	Total	138,590	100																		
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Political opinion	<p>Political party representation can be used as an approximate barometer of political opinion of people within Mid Ulster council area. The most recent local government/ council election in 2014 the percentage 1st preference vote share for each of the political party/ independents is detailed bellowed along with representation (seats) on Council (Source: NISRA):</p> <table><tr><th>Party</th><th>Votes</th><th>Percentage</th><th>Council Seats</th></tr><tr><td>SF</td><td>22,587</td><td>41.0%</td><td>18</td></tr><tr><td>DUP</td><td>9,723</td><td>17.6%</td><td>8</td></tr><tr><td>UUP</td><td>9,573</td><td>17.4%</td><td>7</td></tr><tr><td>SDLP</td><td>7,600</td><td>13.8%</td><td>6</td></tr><tr><td>Independent</td><td>2,689</td><td>4.9%</td><td>1</td></tr><tr><td>TUV</td><td>2,380</td><td>4.3%</td><td>0</td></tr><tr><td>Alliance</td><td>250</td><td>0.6%</td><td>0</td></tr><tr><td>UKIP</td><td>195</td><td>0.4%</td><td>0</td></tr></table>	Party	Votes	Percentage	Council Seats	SF	22,587	41.0%	18	DUP	9,723	17.6%	8	UUP	9,573	17.4%	7	SDLP	7,600	13.8%	6	Independent	2,689	4.9%	1	TUV	2,380	4.3%	0	Alliance	250	0.6%	0	UKIP	195	0.4%	0
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Racial group	<p>According to the 2011 Census the overwhelming majority of the population 136,485 (98.48%) were classified as ‘white’. Within this total will be migrant communities, such as Polish, Lithuanian and so forth. Statistics indicate that the number of people in Mid Ulster Local Government District (LGD) born outside Northern Ireland is:</p> <table><tr><th>Place of Birth</th><th>No.</th></tr><tr><td>Great Britain</td><td>4,053</td></tr><tr><td>Republic of Ireland</td><td>2,250</td></tr><tr><td>EU Countries (Czech Republic, Estonia, Hungary, Latvia, Lithuania, Poland, Slovakia and Slovenia)</td><td>6,795</td></tr><tr><td>Other</td><td>2,280</td></tr></table> <p>The minority ethnic language profile within the area can serve as a possible indicator of the Black & Minority Ethnic (BME) community profile within the</p>	Place of Birth	No.	Great Britain	4,053	Republic of Ireland	2,250	EU Countries (Czech Republic, Estonia, Hungary, Latvia, Lithuania, Poland, Slovakia and Slovenia)	6,795	Other	2,280																										
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	<p>district. The composition of language groups in Mid Ulster LGD area is also noted from the 2011 census by NISRA as:</p> <table><tr><th>Main Languages of residents in Mid Ulster Council area</th><th>No.</th></tr><tr><td>English</td><td>125,715</td></tr><tr><td>Polish</td><td>2,008</td></tr><tr><td>Lithuanian</td><td>2,039</td></tr><tr><td>Portuguese</td><td>903</td></tr><tr><td>Irish (Gaelic)</td><td>404</td></tr><tr><td>Slovak</td><td>477</td></tr><tr><td>Russian</td><td>297</td></tr><tr><td>Latvia</td><td>261</td></tr><tr><td>Hungarian</td><td>117</td></tr><tr><td>Chinese</td><td>64</td></tr><tr><td>Tagalog/Filipino</td><td>38</td></tr><tr><td>Malaysian</td><td>33</td></tr><tr><td>Other</td><td>922</td></tr></table>	Main Languages of residents in Mid Ulster Council area	No.	English	125,715	Polish	2,008	Lithuanian	2,039	Portuguese	903	Irish (Gaelic)	404	Slovak	477	Russian	297	Latvia	261	Hungarian	117	Chinese	64	Tagalog/Filipino	38	Malaysian	33	Other	922
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Other	922																												
Age	<p>The age profile of Mid Ulster Local Government District area as at 2015 (Source, NISRA)</p> <table><tr><th></th><th>Mid Ulster</th><th>Northern Ireland</th></tr><tr><td>Total Population</td><td>144,002</td><td>1,851,621</td></tr><tr><td></td><td></td><td></td></tr><tr><td>0-15 years</td><td>33,123</td><td>385,200</td></tr><tr><td>16-39 years</td><td>47,646</td><td>583,116</td></tr><tr><td>40-64 years</td><td>43,621</td><td>591,481</td></tr><tr><td>65+ years</td><td>19,612</td><td>291,824</td></tr><tr><td></td><td></td><td></td></tr><tr><td>Population Change % (2005-2015)</td><td>15.3%</td><td>7.2%</td></tr></table>		Mid Ulster	Northern Ireland	Total Population	144,002	1,851,621				0-15 years	33,123	385,200	16-39 years	47,646	583,116	40-64 years	43,621	591,481	65+ years	19,612	291,824				Population Change % (2005-2015)	15.3%	7.2%	
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Population Change % (2005-2015)	15.3%	7.2%																											

Marital status	The below table sets out the marital status profile for Mid Ulster District Council area as extracted from results of the 2011 Census							
				Mid Ulster		Northern Ireland		
				No.	%	No	%	
	Single (never married or never registered a same sex civil partnership) (Aged 16+)			38,353	35.97	517,393	36.14	
	Married (Aged 16+)			54,192	50.82	680,831	47.56	
	In a registered same sex civil partnership (Aged 16+)			62	0.06	1,243	0.09	
	Separated (but is still legally married or still legally in a same sex civil partnership) (Aged 16+)			3,369	3.16	56,911	3.98	
	Divorced or formerly in a same sex civil partnership which is now legally dissolved (Aged 16+)			4,139	3.88	78,074	5.45	
	Widowed or surviving partner from a same sex civil partnership (Aged 16+)			6,523	6.12	97,088	6.78	
Sexual orientation	No specific statistics are available from the 2011 government census for this Category and there are therefore no official statistics available in relation to persons of different sexual orientation. However, the Integrated Household Survey would include between 3% and 4% would be either gay, lesbian and/or bisexual. However, due to the nature of 'disclosure' in this area, umbrella organisations often state that the figure may be closer to 10%.							
	Region	Heterosexual / Straight	Gay/ Lesbian	Bisexual	Gay/ Lesbian/ Bisexual	Other	Don't know /refuse	No response
	England	92.54%	1.10%	0.51%	1.61%	0.33%	4.07%	1.45%
	Wales	93.93%	1.04%	0.48%	1.52%	0.45%	2.99%	1.11%
	Scotland	94.65%	0.82%	0.33%	1.14%	0.26%	2.59%	1.37%
	N Ireland	93.00%	0.64%	0.96%	1.60%	0.26%	3.98%	1.17%
	Total	92.80%	1.06%	0.51%	1.57%	0.32%	3.89%	1.42%
	Research also conducted by the HM Treasury shows that between 5%-7% of the UK population identify themselves as gay, lesbian, bisexual or 'trans' (transsexual, transgendered and transvestite) (LGBT).							

Men & women generally	<p>The gender profile of Mid Ulster LGD is detailed as;</p> <table><tr><td></td><td colspan="2">Mid Ulster</td><td colspan="2">Northern Ireland</td></tr><tr><td></td><td>No.</td><td>%</td><td>No.</td><td>%</td></tr><tr><td>Male</td><td>69,362</td><td>50.05</td><td>887,323</td><td>49.00</td></tr><tr><td>Female</td><td>69,228</td><td>49.95</td><td>923,540</td><td>51.00</td></tr></table>		Mid Ulster		Northern Ireland			No.	%	No.	%	Male	69,362	50.05	887,323	49.00	Female	69,228	49.95	923,540	51.00					
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	No.	%	No.	%																						
Male	69,362	50.05	887,323	49.00																						
Female	69,228	49.95	923,540	51.00																						
Disability	<p>According to the 2011 NISRA census statistics 19.39% of people had a long-term health problem or disability that limited their day-to-day activities whilst 80.43% of people within the district stated their general health was either good or very good</p> <table><tr><td></td><td colspan="2">Mid Ulster</td><td colspan="2">Northern Ireland</td></tr><tr><td></td><td>No.</td><td>%</td><td>No.</td><td>%</td></tr><tr><td>Disability / long term health</td><td>26,870</td><td>19.39</td><td>374,646</td><td>20.69</td></tr><tr><td>No disability / long term health problem</td><td>111,720</td><td>80.61</td><td>1,436,217</td><td>79.31</td></tr></table> <p>In Northern Ireland the profile of persons with a disability has been reported by Disability Action as;</p> <ul style="list-style-type: none">• More than 1 in 5 or 21% of the population have a disability• 1 in 7 people have some form of hearing loss• 5,000 persons use sign language - British Sign Language and/or Irish Sign Language• There are 57,000 blind persons or persons with significant impairment• 52,000 persons with learning difficulties		Mid Ulster		Northern Ireland			No.	%	No.	%	Disability / long term health	26,870	19.39	374,646	20.69	No disability / long term health problem	111,720	80.61	1,436,217	79.31					
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Disability / long term health	26,870	19.39	374,646	20.69																						
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Dependants	<p>Persons with dependents may be people who have personal responsibility for the care of a child (or children), a person with a disability, and/ or a dependent older person. The below table provides a summary with respect Mid Ulster LGD.</p> <table><tr><td></td><td colspan="2">Mid Ulster</td><td colspan="2">Northern Ireland</td></tr><tr><td></td><td>No.</td><td>%</td><td>No.</td><td>%</td></tr><tr><td>Households with dependent children</td><td>18,626</td><td>38.99</td><td>238,094</td><td>33.86</td></tr><tr><td>Lone parent households with dependents</td><td>3,485</td><td>7.30</td><td>63,921</td><td>9.09</td></tr><tr><td>People providing unpaid care</td><td>12,821</td><td>10.69</td><td>231,980</td><td>11.82</td></tr></table> <p>Of the households in Mid Ulster Local Government District with dependent children, they can be summarised as;</p> <ul style="list-style-type: none">• 7,407 families in households have 1 dependent child• 6,394 families in households with two dependent children• 5,014 families in households with three dependent children <p>There are 37,306 dependent children within families.</p>		Mid Ulster		Northern Ireland			No.	%	No.	%	Households with dependent children	18,626	38.99	238,094	33.86	Lone parent households with dependents	3,485	7.30	63,921	9.09	People providing unpaid care	12,821	10.69	231,980	11.82
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Needs, experiences and priorities

Taking into account the information referred to above, what are the different needs, experiences and priorities of each of the following categories, in relation to the particular policy/decision? Specify details for each of the Section 75 categories

Section 75 category	Details of needs/experiences/priorities
Religious belief	N/A
Political opinion	N/A
Racial group	<p>The Action Plan is based around the improving of air quality in 3 geographical areas.</p> <p>NISRA Statistic show that 1.52% of the population in Mid Ulster are from minority ethnicity, the legacy area of Dungannon with the highest population. Additionally local knowledge of the Newell Road are would indicate that language barrier maybe an issue of concern.</p>
Age	N/A
Marital status	N/A
Sexual orientation	N/A
Men and women generally	N/A
Disability	N/A
Dependants	N/A

Section 2 – Screening Questions

In making a decision as to carry out an Equality Impact Assessment (EQIA), the Council should consider its answers to the questions 1- 3 detailed below.
 If the Council's conclusion is **none** in respect of all of the Section 75 equality of opportunity categories, then the Council may decide to screen the policy out. If a

policy is 'screened out' as having no relevance to equality of opportunity, the Council should give details of the reasons for the decision taken.

If the Council's conclusion is **major** in respect of one or more of the Section 75 equality of opportunity, then consideration should be given to subjecting the policy to the equality impact assessment procedure.

If the Council's conclusion is **minor** in respect of one or more of the Section 75 equality categories, then consideration should still be given to proceeding with an equality impact assessment, or to:

- measures to mitigate the adverse impact; or
- the introduction of an alternative policy to better promote equality of opportunity.

In favour of a 'major' impact

- a) The policy is significant in terms of its strategic importance;
- b) Potential equality impacts are unknown, because, for example, there is insufficient data upon which to make an assessment or because they are complex, and it would be appropriate to conduct an equality impact assessment in order to better assess them;
- c) Potential equality impacts are likely to be adverse or are likely to be experienced disproportionately by groups of people including those who are marginalised or disadvantaged;
- d) Further assessment offers a valuable way to examine the evidence and develop recommendations in respect of a policy about which there are concerns amongst affected individuals and representative groups, for example in respect of multiple identities;
- e) The policy is likely to be challenged by way of judicial review;
- f) The policy is significant in terms of expenditure.

In favour of 'minor' impact

- a) The policy is not unlawfully discriminatory and any residual potential impacts on people are judged to be negligible;
- b) The policy, or certain proposals within it, are potentially unlawfully discriminatory, but this possibility can readily and easily be eliminated by making appropriate changes to the policy or by adopting appropriate mitigating measures;
- c) Any asymmetrical equality impacts caused by the policy are intentional because they are specifically designed to promote equality of opportunity for particular groups of disadvantaged people;
- d) By amending the policy there are better opportunities to better promote equality of opportunity.

In favour of none

- a) The policy has no relevance to equality of opportunity.
- b) The policy is purely technical in nature and will have no bearing in terms of its likely impact on equality of opportunity for people within the equality categories.

Screening questions

1. What is the likely impact on equality of opportunity for those affected by this policy, for each of the Section 75 equality categories (minor/ major/ none)		
Section 75 category	Details of policy impact	Level of impact? minor/major/none
Religious belief		NONE
Political opinion		NONE
Racial group	Action Plan only being communicated in English only.	MINOR
Age		NONE
Marital status		NONE
Sexual orientation		NONE
Men and women generally		NONE
Disability		NONE

Dependants		NONE
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2. Are there opportunities to better promote equality of opportunity for people within Section 75 equality categories? (Yes/ No)		
Section 75 category	If Yes , provide details	If No , provide reasons
Religious belief		No
Political opinion		No
Racial group	Yes	
Age		No
Marital status		No
Sexual orientation		No
Men and women generally		No
Disability		No
Dependants		No

3. Are there opportunities without prejudice, to the equality of opportunity duty, to better promote good relations between Section 75 equality categories, through tackling prejudice and/ or promoting understanding? (Yes/ No)		
	No	
	Yes	✓
If yes, please detail the opportunities below:		
<p>Alternative means of communicating the Action Plan to minority groups.</p> <p>On request translated information leaflets and non-technical summary made available in hard copy and on Mid Ulster District Council website.</p>		

If yes is concluded to Question 3, then the policy will be referred to the Council's Good Relations Working Group for consideration. The Group will consider the potential opportunities and assess if and how the overall impact of a decision/policy can better promote good relations.

Additional Considerations - Multiple identity

<p>Generally speaking, people can fall into more than one Section 75 category. Taking this into consideration, are there any potential impacts of the policy/decision on people with multiple identities? <i>(For example; disabled minority ethnic people; disabled women; young Protestant men; and young lesbians, gay and bisexual people).</i></p>
N/A
<p>Provide details of data on the impact of the policy on people with multiple identities. Specify relevant Section 75 categories concerned.</p>
N/A

Section 3 – Screening Decision

In light of answers provided to the questions within Section 3 select one of the following with regards the policy:

		Select One
1	Shall not be subject to an EQIA - <i>with no mitigating measures required</i>	
2	Shall not be subject to an EQIA - <i>mitigating measures/ alternative policies introduced</i>	✓
3	Shall be subject to an EQIA	

If 1 or 2 above (i.e. not to be subject to an EQIA) please provide details of reasons why.

Actions to address such request to be included and reported on within the Plan.

If 2 above (i.e. not to subject to an EQIA) in what ways can adverse impacts attaching to the policy be mitigated or an alternative policy be introduced.

On request translated information leaflets and non-technical summary will be made available in hard copy and on Mid Ulster District Council website.

To be included within the action of the plan and recorded as a service request. The biennial review to report on such requests.

If 3 above (i.e. shall be subject to an EQIA), please provide details of the reasons.

Mitigation

When it is concluded that the likely impact is 'minor' and an equality impact assessment is not to be conducted, you may consider mitigation to lessen the severity of any equality impact, or the introduction of an alternative policy to better promote equality of opportunity.

Can the policy/decision be amended or changed or an alternative policy introduced to better promote equality of opportunity?

If so, give the **reasons** to support your decision, together with the proposed changes/amendments or alternative policy:

- On request translated information leaflets and non-technical summary will be made available in hard copy and on Mid Ulster District Council website.
- To be included within the action of the plan and recorded as a service request. The biennial review to report on such requests.

Timetabling and prioritising

If the policy has been screened in for equality impact assessment, please answer the below to determine its priority for timetabling the equality impact assessment.

- **On a scale of 1-3 (1 being lowest priority and 3 being highest), assess the policy in terms of its priority for equality impact assessment.**

Priority criterion	Rating (1-3)
Effect on equality of opportunity	
Social need	
Effect on people's daily lives	
Relevance to a Council's functions	

Note: The Total Rating Score should be used to prioritise the policy in rank order with other policies screened in for equality impact assessment. This list of priorities will assist the Council in timetabling. Details of the Council's Equality Impact Assessment Timetable should be included in the Screening Reports.

- **Is the policy affected by timetables established by other relevant public authorities?**

Yes	
No	

Section 5 – Monitoring

Effective monitoring will help identify any future adverse impact arising from the policy which may lead the Council to conduct an equality impact assessment, as well as help with future planning and policy development. Please detail proposed monitoring arrangements below:

Action Plan service requests to be recorded and reported on as part of the biennial review.

Section 6 – Approval and authorisation

Screened by:	Position/ Job Title	Date
	Head of Environmental Health	15/11/2017
Approved by:	Position/ Job Title	Date
	Director of Public Health and Infrastructure	15/11/2017

Note: A copy of the Screening Template, for each policy screened should be 'signed off' and approved by a senior manager responsible for the policy; made easily accessible on the council website as soon as possible following completion and be available on request.

