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Democratic Services Section
Legal and Civic Services Department
Belfast City Council
City Hall
Belfast
BT1 5GS

5th October 2026

MEETING OF THE PEOPLE AND COMMUNITIES COMMITTEE

Dear Alderman/Councillor,

The above-named Committee will meet in the Lavery Room - City Hall and via Microsoft Teams on **Tuesday, 6th October, 2026 at 5.15 pm**, for the transaction of the business noted below.

You are requested to attend.

Yours faithfully,

John Walsh

Chief Executive

AGENDA:

1. **Routine Matters**

   (a) Apologies

   (b) Minutes

   (c) Declarations of Interest

2. **Presentation from IFA re: Domestic Football Ground Criteria Requirements**

3. **Restricted**

   (a) Request for the Use of Botanic Gardens and Boucher Road Playing Fields (Pages 1 - 6)

   (b) GLL Proposed Schedule of Charges 2027/28 (Pages 7 - 14)

   (c) Carrick Hill Community Centre - Proposed Transfer from Council ownership (Pages 15 - 20)

   (d) GLL Annual User Survey Outcomes 2026 (Pages 21 - 72)

4. **Matters referred from Council/Motions**

(a) Motion - Food Allergy Safety in Parks, Play Areas and Leisure Centres (Pages 73 - 74)

(b) Response to Motion - Policy re: Lock Boxes associated with short-term holiday lets (Pages 75 - 78)

(c) Response from Minister - Consultation on Animal Welfare Policy Reforms (Pages 79 - 82)

5. **Committee/Strategic Issues**

(a) Dual Language Street Signs Report (Pages 83 - 94)

(b) Consultation re: DAERA's Clean Air Strategy (Pages 95 - 112)

6. **Operational Issues**

(a) BCC 2026 Air Quality Progress Report (Pages 113 - 272)

(b) Alleygate Delivery Update - Rosetta Park (Pages 273 - 278)

(c) Ballymacarrett Community Centre - Update (Pages 279 - 284)

(d) Secure Needle/Drug Waste Bins - Update (Pages 285 - 288)

(e) Support for Sport Funding Options (Pages 289 - 292)

(f) GAA Joint Management Board Partnership Agreement (Pages 293 - 296)

(g) Waste Collection Update (Pages 297 - 324)

(h) Request for the Use of Parks (Pages 325 - 328)

7. **Issues Raised in Advance by Members**

(a) Parks' Opening Times and Lighting (Councillor de Faoite to raise)

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of the Local Government Act (Northern Ireland) 2014.

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Belfast City Council

PEOPLE AND COMMUNITIES COMMITTEE

Subject:	**Notice of Motion – Food Allergy Safety in Parks, Play Areas and Leisure Centres**
Date:	6th October, 2026
Reporting Officer:	David Sales, Strategic Director of City and Neighbourhood Services
Contact Officer:	Barry Flynn, Committee Services Officer

Restricted Report				
Is this report restricted?	**Yes**		**No**	X

Call-in				
Is the decision eligible for Call-in?	**Yes**	X	**No**	

1.0	**Purpose of Report/Summary of Main Issues**
1.1	The Standards and Business Committee, at its meeting on 22nd September, referred the following motion to the Committee for consideration.
2.0	**Recommendation**
2.1	The Committee is requested to consider the motion and, if adopted, a report will be submitted for consideration in due course.
3.0	**Main Report**
3.1	The Committee is requested to consider the following motion, which has been proposed by Councillor Bower and seconded by Councillor McDonough-Brown.
3.2	"This Council recognises that severe food allergies are a major public health issue, affecting many children and adults across Belfast. Belfast City Council is aware that allergen or allergen residue (such as dairy, peanut, or tree nut oils) left on park play equipment and benches can trigger allergic reactions, including in rare cases anaphylaxis, when a child or adult with a severe allergy comes into contact with it. This Council acknowledges public parks and play areas should be safe, accessible, and inclusive spaces for everyone, including those with allergies. This motion builds on the UK's first National Allergy Strategy, launched in April 2026, which calls for a whole-society approach to allergy awareness - extending that principle to everyday outdoor spaces. Therefore, Belfast City Council resolves to: 1. Introduce a dedicated Food Allergy Awareness Campaign across all Belfast City Council managed parks, play areas, and leisure centres, including brief allergy-awareness guidance for park services and leisure centre staff; 2. Design and install clear, child-friendly signage at park entrances and play areas, encouraging park users to: • Wash or wipe hands after eating and before using shared play equipment. • Consume food in designated picnic areas rather than on or around play equipment. • Immediately dispose of all food waste in the bins provided. 3. Ensure adequate waste bin placement near play areas and park entrances/exits to facilitate safe disposal of food waste and packaging; 4. Provide anaphylaxis awareness training for leisure centre staff, including recognition of symptoms and safe use of adrenaline auto-injectors (EpiPens/Jext), and review whether Council-managed leisure centres should hold spare adrenaline auto-injectors for emergency use, in line with the legal provisions already used by schools; and 5. Report back to Committee within six months on implementation, including signage rollout, bin placement, and leisure centre staff training."
4.0	**Financial and Resource Implications** N/A
5.0	**Equality or Good Relations Implications** N/A

Belfast City Council

PEOPLE AND COMMUNITIES COMMITTEE

Subject:	**Response to Motion – Policy re: Lock Boxes associated with short-term holiday lets**
Date:	6th October, 2026
Reporting Officer:	David Sales, Strategic Director of City and Neighbourhood Services
Contact Officer:	Barry Flynn, Committee Services Officer

Restricted Report				
Is this report restricted?	**Yes**		**No**	X

Call-in				
Is the decision eligible for Call-in?	**Yes**	X	**No**	

1.0	**Purpose of Report/Summary of Main Issues**
1.1	To bring to the Committee's attention a response received to the above-mentioned motion.
2.0	**Recommendation**
2.1	The Committee is requested to note the receipt of the response and to agree to close the motion.
3.0	**Main Report**
3.1	The Committee, at its meeting on 23rd June, adopted the following motion, which had been proposed by Councillor McKay and seconded by Councillor Carson. The motion is set out hereunder: "This Council agrees to introduce a policy prohibiting lockboxes from being installed on any property, wall, railing, fence, or street furniture other than the dwelling to which they relate. This measure is needed because the proliferation of lockboxes in areas in Belfast particularly the inner city with high concentrations of short-term holiday lets is causing visual clutter and environmental harm, while also diminishing the amenity of residential streets and shared spaces, the Council should also ensure that any breach is subject to enforcement action and removal. This approach is consistent with action already taken by other councils and city authorities to restrict or remove external lockboxes associated with short-term holiday lets."
3.2	Accordingly, the Committee agreed that a letter be forwarded to the relevant government department seeking clarification on whether it intended to introduce and expedite measures to address the matter.
3.3	A response (Appendix 1) has been received on behalf of the Minister for Instructure which indicates that responsibility for the management of lockboxes lies across several agencies; and, as such, would be problematic to address collectively. The correspondence indicates that the department has no plans at present to introduce legislation in this regard, whilst welcoming any "continued engagement" with the Council on concerns regarding lock boxes placed on infrastructure owned by the department.
4.0	**<u>Financial and Resource Implications</u>** N/A.
5.0	**<u>Equality or Good Relations Implications</u>** N/A
	Documents Attached
	Appendix 1

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Department for Infrastructure
An Roinn Bonneagair
Depairtment fur Infrastructure
www.infrastructure-ni.gov.uk

From the office of the Minister for Infrastructure
LIZ KIMMINS MLA

Private Office, 3rd Floor,
James House, Gasworks Site,
2 - 4 Cromac Avenue,
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Telephone: (028) 9054 0540
Email: Private.office@infrastructure-ni.gov.uk

Mr Barry Flynn
Committee Services Officer
Belfast City Council, Legal and Civic Services Department
City Hall
Belfast
BT1 5GS

Your reference: 23.06.26 P&C BF/JT
Our reference: COR-0761-2026
15 September 2026

Barry, a chara,

POLICY PROHIBITING KEY LOCKBOXES ASSOCIATED WITH SHORT-TERM HOLIDAY LETS

Thank you for your letter of 4 August 2026 to the Executive Office regarding Belfast City Council's Notice of Motion on key lock boxes associated with short-term holiday lets. I have been asked to respond on matters within my department's remit.

I note that the motion, adopted by Belfast City Council on 1 July 2026, calls for a policy prohibiting lockboxes from being installed on any property, wall, railing, fence or street furniture other than the dwelling to which they relate, together with enforcement action and removal where necessary. I recognise the Council's concerns about the increasing number of lockboxes in some parts of Belfast and their potential impact on the appearance of the public realm and residential amenity.

My department's responsibilities include management of the public road network and associated infrastructure, as well as planning control. Where lockboxes are attached to infrastructure owned or managed by the Department, any action would need to be considered in light of the relevant statutory powers, road safety, maintenance and liability implications, and the proportionality of any enforcement response.

The adoption of a Notice of Motion does not, in itself, create new enforcement powers or legal prohibitions. Any enforcement action must be supported by appropriate legislation and carried out in accordance with administrative law principles.

The Department is not currently aware of any specific legislative provision in the north that generally prohibits lockboxes associated with short-term holiday lets. Furthermore, the presence of a lockbox does not necessarily indicate unlawful activity, and such devices may serve legitimate purposes, including providing access for carers, healthcare professionals and family members. Responsibility for wider policy issues relating to short-term holiday accommodation extends beyond this department and includes local councils, the Department for the Economy and Tourism NI.

I will keep this matter under review and would welcome continued engagement with Belfast City Council should specific issues arise concerning infrastructure owned or managed by the Department.

Is mise le meas,

LIZ KIMMINS MLA
Minister for Infrastructure

Belfast City Council

PEOPLE AND COMMUNITIES COMMITTEE

Subject:	**Response from DAERA Minister - Animal Welfare Policy Reforms in Northern Ireland**
Date:	6th October, 2026
Reporting Officer:	David Sales, Strategic Director of City and Neighbourhood Services
Contact Officer:	Barry Flynn, Committee Services Officer

Restricted Report				
Is this report restricted?	**Yes**		**No**	X

Call-in				
Is the decision eligible for Call-in?	**Yes**	X	**No**	

1.0	**Purpose of Report/Summary of Main Issues**
1.1	To bring to the Committee's attention a response in the above-mentioned matter.
2.0	**Recommendation**
2.1	The Committee is requested to note the receipt of the response.
3.0	**Main Report**
3.1	The Committee, at its meeting on 23rd June, in considering a draft Council response to a consultation exercise on Animal Welfare Policy Reforms, agreed that a letter be forwarded to the DAERA Minister inviting him to meet with a deputation to discuss animal welfare issues; and that the Council be invited to partake in any evidence session relating to the consultation exercise.
3.2	A response (Appendix 1) has been received on behalf on behalf of the DAERA Minister in which he suggests that the Northern Ireland Local Government Association would be the best forum in which such issues could be addressed collectively with local councils. Such discussions could also be facilitated also through the Society of Local Government Chief Executives; and that local government officers would be invited to partake in an associated working group. In essence, the Minister is of the view that a meeting with a Council deputation would not be necessary at this juncture. A departmental response to the consultation exercise will be issued in due course.
4.0	**<u>Financial and Resource Implications</u>** N/A.
5.0	**<u>Equality or Good Relations Implications</u>** N/A
	Documents Attached
	Appendix 1

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From the Office of the Minister of Agriculture, Environment and Rural Affairs

Department of Agriculture, Environment and Rural Affairs
An Roinn Talmhaíochta, Comhshaoil agus Gnóthaí Tuaithe
Depairtment o' Fairmin, Environment an' Kintra Matthers
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Telephone: 028 9052 4140
Email: private.office@daera-ni.gov.uk

Our Ref: INV-0620-2026
Date: 10 September 2026

Dear Barry

Consultation on Animal Welfare - Policy Reforms in Northern Ireland

Thank you for your letter of 4 August requesting a meeting with councillors to discuss a range of wider concerns in respect of animal welfare issues in the city.

I have met with representatives from the Northern Ireland Local Government Association (NILGA) in recent months to discuss similar matters and remain willing to meet NILGA again, which I consider to be the best way forward in terms of local government engagement. This would also provide an opportunity to discuss the consultation response to my Animal Welfare Pathway, or any other related matters, with representatives from all local councils under which responsibility for non-farmed animal welfare rests.

My Department remains committed to working in partnership with councils to take forward new reforms to strengthen animal welfare. Neither I nor my Department can develop legislation in isolation, which is why my officials have also asked the Society of Local Authority Chief Executives (SOLACE) to nominate key staff from councils to join a working group which will, in the first instance, work to plan for implementation of Lucy's Law in Northern Ireland. It is anticipated that this approach will also provide a template for future reforms in this area. This ongoing engagement will provide space for discussion on how improvements to animal welfare can be implemented, but also to address and resolve the concerns or challenges councils may have about the reforms contained in my Pathway.

I want to thank Belfast City Council for its consultation response, which is being considered alongside responses from other councils, organisations and individuals. A consultation response and way forward document will be published in due course.

If you are deaf or have a hearing difficulty you can contact the Department via the Next Generation Text Relay Service by dialling 18001 + telephone number.

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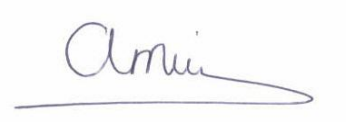
Yours sincerely



ANDREW MUIR MLA
Minister of Agriculture, Environment and Rural Affairs

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Belfast City Council

PEOPLE AND COMMUNITIES

AGENDA ITEM : PROPOSALS FOR DUAL LANGUAGE STREET SIGNS

Subject:	**Proposals for dual language street signs**
Date:	6th October 2026
Reporting Officer:	Kate Bentley, Director of Planning and Building Control
Contact Officer:	Ian Harper, Building Control Manager, ext. 2430 Heather Wylie, Property and Legal Coordinator, ext. 2464

Restricted Reports

Is this report restricted? **Yes** [ ] **No** [x]

Please indicate the description, as listed in Schedule 6, of the exempt information by virtue of which the council has deemed this report restricted.

Insert number [ ]

1. Information relating to any individual
2. Information likely to reveal the identity of an individual
3. Information relating to the financial or business affairs of any particular person (including the council holding that information)
4. Information in connection with any labour relations matter
5. Information in relation to which a claim to legal professional privilege could be maintained
6. Information showing that the council proposes to (a) to give a notice imposing restrictions on a person; or (b) to make an order or direction
7. Information on any action in relation to the prevention, investigation or prosecution of crime

If Yes, when will the report become unrestricted?

After Committee Decision	[ ]
After Council Decision	[ ]
Sometime in the future	[ ]
Never	[ ]

Call-in

Is the decision eligible for Call-in? **Yes** [x] **No** [ ]

1.0	**Purpose of Report/Summary of Main Issues**
1.1	To consider applications for the erection of dual language street signs for forty-nine existing streets within the city.
2.0	**Recommendation**
2.1	The Committee is asked to agree to the erection of a second street nameplate in Irish at Wynchurch Road, Sunningdale Park, Oakwood Park, Woodside Walk, Dunmore Avenue, Brooklands Grange, Coolnasilla Close, Harcourt Drive, Hamill Street, Dalebrook Park, North Queen Park, Stockmans Park, Carlisle Square, Flaxton Place, Suffolk Court, Windsor Park, Woodside Drive, Hardinge Place, Magnolia Park, Glenhill Park, Good Shepherd Drive, Coolnasilla Park West, Pineview Drive, Sicily Park, The Boulevard, Annadale Crescent, Kingsberry Park, Ardenlee Court, Cranbrook Court, Salisbury Gardens, Glencregagh Drive, Cedar Avenue, Clonelly Avenue, Havana Gardens, Mount Merrion Park, Somerton Park, Gracehill Court, Cliftonville Drive, Oldpark Terrace, Glanworth Drive, Lepper Street, Westland Gardens, Coolnasilla Park, Hannahglen Heights, Tullymore Drive, Fruithill Park, Springfield Meadows and Chlorine Gardens. The Committee is asked to agree to the erection of a second street nameplate in Ulster Scots at Ravenscroft Avenue.
3.0	**Main Report**
3.1	Key Issues The Council may erect a second street nameplate in a language other than English pursuant to Article 11 of the Local Government (Miscellaneous Provisions) (NI) Order 1995.
3.2	Members are reminded that at the People and Communities Committee meeting on 11th August 2026, members were advised that the reporting of DLSS survey results to Committee would be paused whilst waiting for Counsel advice on an interpretation issue relating to the Policy. The report can be found at the following link:
3.3	Counsel has advised that whilst clause 3.0 (iii) provides that the Council will 'note for its records those Occupiers who did not reply', clause 3.0 (viii) of the Policy states that where 15% of the Occupiers of that street have indicated they are in favour of a second language street sign, then that sign may be erected subject to the Council's residual discretion. It does not refer to 15% of the responses. Counsel concluded that, in their view, officers have been correctly applying the Policy.
3.4	Members are therefore asked to consider the following applications to erect dual language street nameplates showing the name of the street expressed in a language other than English. The second language is Irish.

English Name	Non- English Name	Location	Persons surveyed
Wynchurch Road	Bóthar Wynchurch	Off Upper Knockbreda Road, BT6	159
Sunningdale Park	Páirc Sunningdale	Off Cavehill Road, BT14	191
Oakwood Park	Páirc Choill na Darach	Off Malone Court, BT9	64
Woodside Walk	Siúlán Thaobh na Coille	Off Bell Steel Road, BT17	79

Dunmore Avenue	Ascaill an Dúin Mhóir	Off Alexandra Park Avenue, BT15	51
Brooklands Grange	Gráinseach Fhearann an tSrutháin	Off Upper Dunmurry Lane, BT17	123
Coolnasilla Close	Clós Chúil na Saileach	Off Coolnasilla Park East, BT11	41
Harcourt Drive	Céide Harcourt	Off Oldpark Avenue, BT14	94
Hamill Street	Sráid Uí Ámaill	Off Institution Place, BT12	72
Dalebrook Park	Páirc Shruthán an Ghleanntáin	Off Ladybrook Park, BT11	121
North Queen Park	Páirc na Banríona Thuaidh	Off North Queen Street, BT15	24
Stockmans Park	Páirc Mhic Giolla Stoic	Off Stockmans Avenue, BT11	57
Carlisle Square	Cearnóg Carlisle	Off Carlisle Road, BT15	67
Flaxton Place	Plás Flaxton	Off Old Mill Way, BT14	49
Suffolk Court	Cúirt Suffolk	Off Upper Suffolk Road, BT11	58
Windsor Park	Páirc Windsor	Off Lisburn Road, BT9	135
Woodside Drive	Céide Thaobh na Coille	Off Bell Steel Road, BT17	154
Hardinge Place	Plás Hardinge	Off Newlodge Road & Spamount Street, BT15	19
Magnolia Park	Páirc na Magnóilianna	Off Broom Park, BT17	35
Glenhill Park	Páirc Chnoc an Ghleanna	Off Glen Road, BT11	104
Good Shepherd Drive	Céide an Aoire Mhaith	Off Good Shepherd Road, BT17	33
Coolnasilla Park West	Páirc Chúil na Saileach Thiar	Off Coolnasilla Avenue, BT11	145
Pineview Drive	Céide Radharc na Giúise	Off Pineview Road, BT36	35
Sicily Park	Páirc na Sicile	Off Upper Lisburn Road, BT10	357
The Boulevard	An Búlbhard	Off Annadale Embankment, BT7	165
Annadale Crescent	Corrán Ghleanntán Anna	Off Annadale Embankment, BT7	215
Kingsberry Park	Páirc Kingsberry	Off Cheltenham Park, BT6	58
Ardenlee Court	Cúirt Ardán Liath	Off Ardenlee Gardens, BT6	31
Cranbrook Court	Cúirt Cranbrook	Off Ardoyne Road, BT14	89
Salisbury Gardens	Gairdíní Salisbury	Off Salisbury Avenue, BT15	54
Glencregagh Drive	Céide Ghleann na Creagaí	Off Glencregagh Park, BT6	108

Cedar Avenue	Ascaill an Chéadrais	Off Antrim Road/Cavehill Road, BT15	144
Clonelly Avenue	Ascaill Chluain Ailí	Off Ramoan Gardens, BT11	41
Havana Gardens	Gairdíní Havana	Off Ardoyne Avenue, BT14	64
Mount Merrion Park	Páirc Chnoc Mhuirfean	Off Rosetta Road, BT6	222
Somerton Park	Páirc Somerton	Off Somerton Road, BT15	110
Gracehill Court	Cúirt Chnoc an Ghrásta	Off Ardilea Street, BT14	18
Cliftonville Drive	Céide Cliftonville	Off Cliftonville Road, BT14	31
Oldpark Terrace	Ardán na Seanpháirce	Off Oldpark Road, BT14	29
Glanworth Drive	Céide Ghleannúir	Off Skegoneill Avenue, BT15	50
Lepper Street	Sráid Lepper	Off Duncairn Gardens, BT15	88
Westland Gardens	Gairdíní Westland	Off Westland Road, BT14	60
Coolnasilla Park	Páirc Chúil na Saileach	Off Coolnasilla Park East, BT11	87
Hannahglen Heights	Arda Ghleann Haine	Off Glen Road, BT17	123
Tullymore Drive	Céide na Tulaí Móire	Off Tullymore Gardens, BT11	47
Fruithill Park	Páirc Chnoc na dTorthaí	Off Andersonstown Road, BT11	225
Springfield Meadows	Cluainte Chluanaí	Off Springfield Road, BT13	47
Chlorine Gardens	Gairdíní an Chlóirín	Off Malone Road, BT9	40

3.5 Members are asked to consider the following application to erect dual language street nameplates showing the name of the street expressed in a language other than English. The second language is Ulster Scots.

English Name	Non- English Name	Location	Persons surveyed
Ravenscroft Avenue	Corbiescroft Evvenye	Off Upper Newtownards Road/Beersbridge Road, BT5	110

3.6 The Irish translations were authenticated by Queens University, the approved translator for Belfast City Council. The Ulster Scots translations were authenticated by a group of academics in conjunction with the Council's Ulster-Scots Stakeholder Forum.

3.7 In accordance with the Council's policy for the erection of dual language street signs, surveys of all persons appearing on the electoral register plus owners or tenants in actual possession of commercial premises for the above streets were carried out and the following responses were received.

3.8	Wynchurch Road, BT6 • 74 occupiers (46.54%) were in favour of the erection of a second street name plate. • 23 occupiers (14.47%) were not in favour of the erection of a second street name plate. • 5 occupiers (3.14%) had no preference either way.
3.9	Following member notification, an objection was received from Councillor Davy Douglas, "Wynchurch is a mixed area close to the Cregagh estate and Flush Park, both traditional unionist areas. It is an area where people of both denominations live side by side without issue. I feel that the adoption of Irish street signage could be seen as divisive and have an adverse impact on good relations within the community, creating division where none currently exists. This has already been seen recently in Wynchurch Avenue where the street was surveyed twice, resulting in an increasing majority rejecting the proposal each time. Despite this, the views of the people who live in the street were ignored and dual language street signage was imposed against their wishes, damaging community relations in the process".
3.10	Sunningdale Park, BT14 • 62 occupiers (32.46%) were in favour of the erection of a second street name plate. • 55 occupiers (28.80%) were not in favour of the erection of a second street name plate. • 7 occupiers (3.66%) had no preference either way.
3.11	One resident commented that band parades which have never come down the road were the result of the dual language signs erected in nearby Sunningdale Park North. They state that they have no objection to dual language signs, but when it results in parades as a way of protest, they don't believe that just 15% of the road should be making the decision.
3.12	Another resident also mentioned the band parades and stated that they would like to avoid ruining the peaceful street.
3.13	Oakwood Park, BT9 • 29 occupiers (45.31%) were in favour of the erection of a second street name plate. • 9 occupiers (14.06%) were not in favour of the erection of a second street name plate. • 1 occupier (1.56%) had no preference either way.
3.14	Woodside Walk, BT17 • 23 occupiers (29.11%) were in favour of the erection of a second street name plate.
3.15	Dunmore Avenue, BT15 • 32 occupiers (62.75%) were in favour of the erection of a second street name plate. • 6 occupiers (11.76%) were not in favour of the erection of a second street name plate.
3.16	Brooklands Grange, BT17 • 54 occupiers (43.90%) were in favour of the erection of a second street name plate.

	• 2 occupiers (1.63%) had no preference either way.
3.17	Coolnasilla Close, BT11 • 15 occupiers (36.59%) were in favour of the erection of a second street name plate.
3.18	Harcourt Drive, BT14 • 28 occupiers (29.79%) were in favour of the erection of a second street name plate.
3.19	Hamill Street, BT12 • 25 occupiers (34.72%) were in favour of the erection of a second street name plate. • 1 occupier (1.39%) had no preference either way.
3.20	Dalebrook Park, BT11 • 41 occupiers (33.88%) were in favour of the erection of a second street name plate. • 1 occupier (0.83%) was not in favour of the erection of a second street name plate.
3.21	North Queen Park, BT15 • 11 occupiers (45.83%) were in favour of the erection of a second street name plate.
3.22	Stockmans Park, BT11 • 21 occupiers (36.84%) were in favour of the erection of a second street name plate. • 3 occupiers (5.26%) were not in favour of the erection of a second street name plate.
3.23	Carlisle Square, BT15 • 27 occupiers (40.30%) were in favour of the erection of a second street name plate.
3.24	Flaxton Place, BT14 • 13 occupiers (26.53%) were in favour of the erection of a second street name plate. • 1 occupier (2.04%) was not in favour of the erection of a second street name plate. • 1 occupier (2.04%) had no preference either way.
3.25	Suffolk Court, BT11 • 26 occupiers (44.83%) were in favour of the erection of a second street name plate.
3.26	Windsor Park, BT9 • 44 occupiers (32.59%) were in favour of the erection of a second street name plate.

	• 11 occupiers (8.15%) were not in favour of the erection of a second street name plate. • 5 occupiers (3.70%) had no preference either way.
3.27	Woodside Drive, BT17 • 39 occupiers (25.32%) were in favour of the erection of a second street name plate. • 1 occupier (0.65%) had no preference either way.
3.28	Hardinge Place, BT15 • 9 occupiers (47.37%) were in favour of the erection of a second street name plate.
3.29	Magnolia Park, BT17 • 8 occupiers (22.86%) were in favour of the erection of a second street name plate.
3.30	Glenhill Park, BT11 • 54 occupiers (51.92%) were in favour of the erection of a second street name plate.
3.31	Good Shepherd Drive, BT17 • 5 occupiers (15.15%) were in favour of the erection of a second street name plate.
3.32	Coolnasilla Park West, BT11 • 55 occupiers (37.93%) were in favour of the erection of a second street name plate.
3.33	Pineview Drive, BT36 • 14 occupiers (40%) were in favour of the erection of a second street name plate. • 3 occupiers (8.57%) were not in favour of the erection of a second street name plate.
3.34	Sicily Park, BT10 • 96 occupiers (26.89%) were in favour of the erection of a second street name plate. • 120 occupiers (33.61%) were not in favour of the erection of a second street name plate. • 8 occupiers (2.24%) had no preference either way.
3.35	One resident pointed out that Sicily Park is a main access road to Taughmonagh Estate which is a majority Loyalist area. They believe the erection of signs in Irish would lead to vandalism and civil unrest in an area of mixed religious and political beliefs, which is a normally peaceful and friendly community.
3.36	One resident commented that they are keen on Irish street signs but do not wish to cause tension with Taughmonagh/Benmore. They believe the signage may cause tensions in a quiet street.

3.37	One other resident commented whilst they would like an Irish translation on the street nameplate, due to the proximity to a loyalist estate they chose the no preference option in order to support good relations.
3.38	The Boulevard, BT7 • 46 occupiers (27.88%) were in favour of the erection of a second street name plate. • 15 occupiers (9.09%) were not in favour of the erection of a second street name plate. • 3 occupiers (1.82%) had no preference either way.
3.39	One resident commented that they believe the area is a settled and mixed community with great social cohesion amongst its residents. They feel that the application will create division where there is currently none. They support the growth of the Irish language, but believe this application is an attempt not to promote the Irish language, but to mark territory and divide. The resident further remarks that they believe it will have an impact on property value in the street in that a percentage of NI population may view the area to be hostile to their beliefs and background.
3.40	Annadale Crescent, BT7 • 41 occupiers (19.07%) were in favour of the erection of a second street name plate. • 32 occupiers (14.88%) were not in favour of the erection of a second street name plate. • 3 occupiers (1.40%) had no preference either way. • A member objection was received from Cllr Bradley Ferguson member for Lisnasharragh, see paragraph 3.70
3.41	Kingsberry Park, BT6 • 25 occupiers (43.10%) were in favour of the erection of a second street name plate. • 1 occupier (1.72%) was not in favour of the erection of a second street name plate. A member objection was received from Cllr Bradley Ferguson member for Lisnasharragh, see paragraph 3.70
3.42	Ardenlee Court, BT6 • 12 occupiers (38.71%) were in favour of the erection of a second street name plate. • 1 occupier (3.23%) was not in favour of the erection of a second street name plate. A member objection was received from Cllr Bradley Ferguson member for Lisnasharragh, see paragraph 3.70
3.43	Cranbrook Court, BT14 • 20 occupiers (22.47%) were in favour of the erection of a second street name plate.
3.44	Salisbury Gardens, BT15 • 18 occupiers (33.33%) were in favour of the erection of a second street name plate. • 11 occupiers (20.37%) were not in favour of the erection of a second street name plate.

	• 3 occupiers (5.56%) had no preference either way.
3.45	Glencregagh Drive, BT6 • 29 occupiers (26.85%) were in favour of the erection of a second street name plate. • 24 occupiers (22.22%) were not in favour of the erection of a second street name plate. • 2 occupiers (1.85%) had no preference either way.
3.46	Cedar Avenue, BT15 • 53 occupiers (36.81%) were in favour of the erection of a second street name plate. • 5 occupiers (3.47%) were not in favour of the erection of a second street name plate. • 3 occupiers (2.08%) had no preference either way.
3.47	Clonelly Avenue, BT11 • 10 occupiers (24.39%) were in favour of the erection of a second street name plate. • 1 occupier (2.44%) was not in favour of the erection of a second street name plate. • 1 occupier (2.44%) had no preference either way.
3.48	Havana Gardens, BT14 • 24 occupiers (37.50%) were in favour of the erection of a second street name plate.
3.49	Mount Merrion Park, BT6 • 91 occupiers (40.99%) were in favour of the erection of a second street name plate. • 35 occupiers (15.77%) were not in favour of the erection of a second street name plate. • 5 occupiers (2.25%) had no preference either way.
3.50	Somerton Park, BT15 • 46 occupiers (41.82%) were in favour of the erection of a second street name plate. • 1 occupier (0.91%) was not in favour of the erection of a second street name plate. • 2 occupiers (1.82%) had no preference either way.
3.51	Gracehill Court, BT14 • 7 occupiers (38.89%) were in favour of the erection of a second street name plate.
3.52	Cliftonville Drive, BT14 • 14 occupiers (45.16%) were in favour of the erection of a second street name plate.
3.53	Oldpark Terrace, BT14 • 7 occupiers (24.14%) were in favour of the erection of a second street name plate.

3.54	Glanworth Drive, BT15 • 17 occupiers (34%) were in favour of the erection of a second street name plate.
3.55	Lepper Street, BT15 • 34 occupiers (38.64%) were in favour of the erection of a second street name plate. • 2 occupiers (2.27%) had no preference either way.
3.56	Westland Gardens, BT14 • 23 occupiers (38.33%) were in favour of the erection of a second street name plate. • 1 occupier (1.67%) had no preference either way.
3.57	Coolnasilla Park, BT11 • 39 occupiers (44.83%) were in favour of the erection of a second street name plate. • 1 occupier (1.15%) was not in favour of the erection of a second street name plate. • 2 occupiers (2.30%) had no preference either way.
3.58	Hannahglen Heights, BT17 • 34 occupiers (27.64%) were in favour of the erection of a second street name plate. • 4 occupiers (3.25%) were not in favour of the erection of a second street name plate.
3.59	Tullymore Drive, BT11 • 25 occupiers (53.19%) were in favour of the erection of a second street name plate.
3.60	Fruithill Park, BT11 • 106 occupiers (47.11%) were in favour of the erection of a second street name plate.
3.61	Springfield Meadows, BT13 • 16 occupiers (34.04%) were in favour of the erection of a second street name plate.
3.62	Chlorine Gardens, BT9 • 13 occupiers (32.50%) were in favour of the erection of a second street name plate.
3.63	Ravenscroft Avenue, BT5 • 19 occupiers (17.27%) were in favour of the erection of a second street name plate. • 10 occupiers (9.09%) were not in favour of the erection of a second street name plate.

- 1 occupier (0.91%) had no preference either way.

Assessment against policy

3.64 The Council's policy on the erection of a second street nameplate requires that at least fifteen percent (15%) of the occupiers surveyed must be in favour of the proposal to erect a second street sign in a language other than English, to progress to Committee for consideration.

3.65 All the surveys listed above demonstrate compliance with the threshold contained within the Policy.

Applications failing to meet the 15% threshold, for information.

3.66 Members are advised that the following applications to erect dual language street nameplates failed to meet the 15% threshold. The applicants were given the opportunity to advise the Council of any special circumstances in relation to their applications. The council did not receive notification of any special circumstances from the applicants for the streets listed below. In line with the policy, where there are no special circumstances, these applications are considered to have ended and have been closed.

Street	Language	Surveys Issued	For	Against	No Preference
Lagmore Avenue	Irish	131	12 (9.16%)	0 (0%)	0 (0%)
Closnamona Court	Irish	19	0 (0%)	0 (0%)	0 (0%)
Knocknagoney Avenue	Ulster Scots	85	4 (4.71%)	15 (17.65%)	1 (1.18%)
Brae Hill Park	Ulster Scots	85	10 (11.76%)	12 (14.12%)	2 (2.35%)
Brentwood Park	Ulster Scots	110	7 (6.36%)	34 (30.91%)	4 (3.64%)
Knockwood Park	Ulster Scots	107	8 (7.48%)	15 (14.02%)	0 (0%)

Financial and Resource Implications

3.67 There is a cost of approximately £19,800 to cover the cost of the manufacturing and erection of the dual language street signs. The cost for these street signs has been allowed for in the current budget.

Equality or Good Relations Implications/Rural Needs Assessment

3.68 Each application for a dual language street sign is subject to an initial assessment and an elected member notification process to identify any potential adverse impacts on equality, good relations and rural needs.

3.69 The initial assessments for Sicily Park and Annadale Crescent identified that the carrying out of the survey had the potential to cause adverse impacts on the grounds of good relations. The applications were subsequently screened and the draft screenings identified that the carrying out of a survey in itself for these streets had the potential to give rise to community tension, as could the erection of street signs. It was acknowledged however that the process could alternatively assist in promoting cultural and linguistic diversity. The applications were

	presented previously to Committee prior to survey in line with the agreed process referencing the initial assessment and screening and the streets were approved for survey by Committee and full Council.
3.70	A member objection was received from Cllr Bradley Ferguson member for Lisnasharragh raised an objection for Annadale Crescent, Kingsberry Park and Ardenlee Court stating: - *"While I fully respect the cultural traditions and identities of all communities in Northern Ireland, I believe the introduction of bilingual signage in Lisnasharragh is divisive, unnecessary, and does not reflect the wishes of the majority of residents in the area. Lisnasharragh is a diverse and shared space and introducing street signs that are strongly associated with one particular political and cultural identity risks undermining community cohesion and alienating those from a different background.* *Public consultation should play a central role in decisions of this nature. However, I have serious concerns about the consultation process, particularly around the weighting of responses, the level of local engagement, and whether it genuinely reflects the majority opinion in each affected street. The interests of the whole community must be taken into account – not just those of activists or lobby groups.* *The Irish language is, for some, a deeply valued part of their cultural heritage. However, for others, it is seen – fairly or not – as a political symbol. As such, I strongly believe that street signage should remain neutral and inclusive to foster a shared future for everyone in Belfast.* *I urge the council to prioritise policies that promote inclusivity and mutual respect rather than those that risk increasing division"*
3.71	These applications were presented to Committee prior to survey in line with the agreed process referencing the member objections and the streets were approved for survey by Committee and full Council.
3.72	There were no other member objections received for all other streets. In addition, there were no other of the above streets where the potential for adverse impacts were identified during the initial assessment.
4.0	**Appendices**
	None

PEOPLE AND COMMUNITIES COMMITTEE

Belfast City Council

Subject:	DAERA consultation into the 'Clean Air Strategy for Northern Ireland to 2032
Date:	6th October 2026
Reporting Officer:	Siobhan Toland, Director of City Services
Contact Officer:	Alastair Curran Environmental Protection Manager

Restricted Reports

Is this report restricted? **Yes** ☐ **No** ☑

Please indicate the description, as listed in Schedule 6, of the exempt information by virtue of which the council has deemed this report restricted.

Insert number ☐

1. Information relating to any individual
2. Information likely to reveal the identity of an individual
3. Information relating to the financial or business affairs of any particular person (including the council holding that information)
4. Information in connection with any labour relations matter
5. Information in relation to which a claim to legal professional privilege could be maintained
6. Information showing that the council proposes to (a) to give a notice imposing restrictions on a person; or (b) to make an order or direction
7. Information on any action in relation to the prevention, investigation or prosecution of crime

If Yes, when will the report become unrestricted?

After Committee Decision	☐
After Council Decision	☐
Sometime in the future	☐
Never	☐

Call-in

Is the decision eligible for Call-in? **Yes** ☑ **No** ☐

1.0	**Purpose of Report/Summary of Main Issues**
1.1	The Committee is advised that the Department of Agriculture, Environment and Rural Affairs (DAERA) is presently consulting upon a Clean Air Strategy for Northern Ireland that will run until 2032 - https://www.daera-ni.gov.uk/consultations/clean-air-strategy-northern-ireland-2032. The Clean Air Strategy for Northern Ireland succeeds the 2007 Air Quality Strategy for England, Scotland, Wales and Northern Ireland and provides for the protection of human health and the environment.
1.2	This report serves to provide an overview of the DAERA Clean Air Strategy as it applies to and modifies the council's statutory Local Air Quality Management (LAQM) functions in respect of the protection of human health, as provided for via Part III of the Environment (Northern Ireland) Order 2002 and the Air Quality Regulations (Northern Ireland) 2003.
1.3	The report serves also to provide recommended responses to a series of questions posed by DAERA as an aspect of the DAERA consultation into the Clean Air Strategy for Northern Ireland to 2032. Proposed responses to the 32 consultation questions posed are provided from **Section 3.24** of this report onwards, and at **Appendix 1** to this Committee report.
2.0	**Recommendation**
2.1	The Committee is requested to: • Note the contents of this report concerning the DAERA consultation into the '*Clean Air Strategy for Northern Ireland to 2032*'. • Agree that the proposed consultation responses, provided at Appendix 1 to this report, be submitted to the DAERA by the consultation deadline of 17:00 hours on 27th October 2026.
2.2	Upon Committee agreement, the consultation response will be provided to DAERA by 27th October 2026, indicating that the consultation response remains subject to ratification at a meeting of full Council on 2nd November 2026, and that the consultation response may therefore be subject to amendment.
3.0	**Main Report**
3.1	The DAERA Clean Air Strategy for NI to 2032 indicates that air pollution is one of the most serious environmental health challenges, and that whilst progress has been made, levels of pollutants such as fine particular matter ($PM_{2.5}$), nitrogen dioxide (NO_2), and ozone (O_3) still exceed latest World Health Organisation (WHO) guidelines in many areas of NI. The proposed Clean Air Strategy sets out how DAERA, government Departments and partner organisations will work together to reduce these air pollutants, protect health, and create a cleaner environment. For clarity, the Committee is advised that to date, $PM_{2.5}$ and ozone (O_3) have not been included within the LAQM regime for action by councils, and that as a consequence of the 2007 Strategy and objective concentrations established within the schedule to the Air Quality Regulations (Northern Ireland) 2003, NI councils have not been working towards 2021 WHO Air Quality Guideline values.
3.2	DAERA have advised that the Clean Air Strategy will serve to provide direction and a framework for action to further improve ambient air quality, which will support better human health, increase public awareness of air quality issues to encourage behavioural change, reduce air pollution and protect the natural environment.
3.3	DAERA have further advised that the Clean Air Strategy will focus upon reducing the main ambient air pollutants that have direct effects on human health, noting that ammonia

	emissions, which arise mainly from agriculture and which can impact both human health and ecosystems, are subject to other policy measures including, for example, the draft Ammonia Strategy for Northern Ireland.
3.4	The overall aim of the Clean Air Strategy is therefore, '*To improve air quality across Northern Ireland by 2032 for the benefit of human health and the environment'*. Three goals have been established in pursuit of this aim; namely: 1. To improve air quality to support better human health and prevent ill health and premature deaths associated with air pollution; 2. To reduce air pollution for a cleaner environment; and 3. To increase public awareness of air quality issues and empower the public to take personal action to improve air quality.
3.5	The Strategy includes five Strategic Objectives; 1. Develop our evidence base by building on the existing high quality air quality monitoring network to provide more scientific air quality data, which will help to show if policy changes are working or not. 2. Improve legislation by updating existing legislation to protect Northern Ireland's air quality and human health. The Committee will recall that DAERA recently concluded a public consultation into the tightening of annual average particulate matter (PM_{10} and $PM_{2.5}$) limits, targets and objectives for Northern Ireland. The Committee considered this matter and a proposed council consultation response at agenda item 4c of its 11th August 2026 meeting. 3. Raise awareness and change behaviour by providing people with clear, concise and accurate information to allow people to make better informed decisions and change behaviour. 4. Work towards zero pollution by preventing air pollution at source. If prevention is not fully possible, air pollution should be minimised; and, if air pollution has occurred, it should be remediated. 5. Deliver change through partners by working together to manage and improve Northern Ireland's air quality. DAERA will work with the District Councils to improve the Local Air Quality Management (LAQM) regime and grant.
3.6	DAERA have advised that the Strategy will have a 6-year duration until 2032, with a midpoint review in 2029, and that at the end of the strategy timescale, a further review will take place. DAERA have further advised that if a new Strategy is not in place to replace the current Strategy, it will remain operational and fulfil requirements of Part III Air Quality of the Environment (Northern Ireland) Order 2002 for DAERA to prepare and publish a strategy containing policies with respect to the assessment or management of air quality.
3.7	In terms of current NI ambient air quality conditions, DAERA have advised that the main air pollutants of concern are particulate matter (PM_{10}, $PM_{2.5}$ & $PM_{0.1}$), nitrogen oxides (NOx), ozone (O_3), sulphur dioxide (SO_2), and polycyclic aromatic hydrocarbons (PAHs).
3.8	DAERA have additionally advised that further progress is needed on particulate matter (measured as PM_{10} and $PM_{2.5}$), ozone (O_3) and nitrogen dioxide (NO_2) to meet more stringent World Health Organisation (WHO) 2021 guideline values, to reduce the negative impacts or air pollution and to save lives, adding that there is growing concern regarding particulate matter

	pollution and its impact on human health. Moreover, DAERA have highlighted that although ambient monitoring has been expanded within Northern Ireland, ultrafine particles ($PM_{0.1}$), are not currently monitored and that as an overall consequence, Northern Ireland requires stronger mitigation measures to meet international health-based standards and protect vulnerable communities.
3.9	DAERA have clarified that existing standards, limit values, target values and objectives, for air quality within NI, come primarily from the CAFÉ Directive, The Air Quality Standards Regulations (Northern Ireland) 2010, the National Emissions Ceiling Directive, and the 2007 UK Air Quality Strategy. DAERA refer to the 2021 WHO Air Quality Guideline values but highlight that further change is necessary if we are to comply with these values.
3.10	In terms of the 5 strategic objectives, DAERA have advised that the following actions will be taken to help improve air quality to support better human health, reduce air pollution and increase public awareness of air quality issues.
3.11	**Objective 1. Develop our evidence base.** • Undertake knowledge surveys. • Review the Northern Ireland air quality monitoring network. • Expand and upgrade the NI air quality monitoring network. • Assess the feasibility of establishing ultra-fine particulate matter monitoring in Northern Ireland. • Develop an Air Quality Model Application.
3.12	**Objective 2. Improve legislation.** • Consult on new $PM_{2.5}$ and PM_{10} limit values and make relevant legislative changes. • Review and simplify air quality policy monitoring terms for the public. • DAERA will work with the UK Government to analyse the consultation responses to the 2026 UK wide consultation on solid fuel burning.
3.13	**Objective 3. Raise awareness and bring about behavioural change.** • Launch Air Quality Awareness and Behaviour Change Campaigns
3.14	**Objective 4. Work towards zero pollution.** • Achieve a fair and just transition to phasing out of coal, manufactured solid fuels and unseasoned wood for home heating. • Produce Local Draft Transport Plans. • Conduct diesel particulate filter tests.
3.15	**Objective 5. Deliver change through partners.** • Establish a Northern Ireland Clean Air Forum. • Increase investment in Active Travel. • Deliver a transboundary air pollution collaborative project (PEACEPLUS). • Establish an Air Quality Common Framework. • Improve policy integration between air quality, noise and net zero. • Review the LAQM process and associated guidance. • Review the LAQM Grant.

3.16	In terms of indicators, DAERA advise that '*final indicators*' will be informed by the public consultation but suggested indicators for particulate matter are a downward (improving) trend in: • $PM_{2.5}$ to 10 µg/m^3, assessed as an annual average, in line with WHO Interim Target 4 (from 25 µg/m^3 at present); and • PM_{10} to 20 µg/m^3, assessed as an annual average, in line with WHO Interim Target 4 (from 40 µg/m^3 at present)
3.17	To measure improvement in feedback, the following indicator is to be used: • 10% increase in average score across all respondents for key questions to the awareness survey.
3.18	Improvement in vehicle emissions will be measured using the following indicator: • A downward (improving) trend in the Wellbeing Framework NO_2 indicator, down to 10 µg/m^3.
3.19	With regard to implementation and governance, DAERA have advised that delivery of the Strategy will rely upon interdepartmental collaboration between DAERA, DfE, DfI and DoH, and district council engagement, and that a new Clean Air Forum will operate alongside a cross-Departmental Steering Group to enable partnership working between DAERA, NICS Departments, district councils and non-government organisations.
3.20	DAERA is to lead delivery of the Strategy and the majority of the actions detailed within Annex A (Actions and Delivery Plan) of the Strategy. It is noted, however, that there are to be specific partner obligations upon NI councils in respect of: **Strategic Objective 1 – Develop our evidence base.** • Review the Northern Ireland air quality monitoring network. • Expand and upgrade the NI air quality monitoring network.
3.21	**Strategic Objective 3 - Raise awareness and bring about Behavioural Change.** • Launch Air Quality Awareness and Behaviour Change Campaigns.
3.22	**Strategic Outcome 5 – Deliver Change through Partners.** • Establish a Northern Ireland Clean Air Forum. • Review the LAQM process and associated guidance. • Review the Local Air Quality Management Grant.
3.23	DAERA have advised that government funding for delivery of the Strategy and Delivery Plan will be subject to usual affordability and business case assessments by relevant Departments and that district councils will continue to have an element of funding provided through the LAQM annual grant process.
3.24	In terms of the consultation process, and as advised within paragraph 1.3, DAERA have posed 32 questions for consultees to consider, with questions 1-5 covering consultee details. The council's proposed consultation responses are detailed in **Appendix A** to this report and are summarised as follows for **questions 6 – 32**:

3.25	**Questions 6 and 7 - Do you agree with the aim of the draft Clean Air Strategy?** Whilst we agree with the aim of the draft Clean Air Strategy, we have highlighted that: • The draft Strategy is being consulted upon in late 2026, with an operational period to 2032, and that a new Strategy will therefore have to be agreed within this time period to be available from 2033, alongside implementation of the current Strategy. • The Strategy should have a significantly longer lifetime to provide a continuity of approach to improving air quality, supported by successive Implementation Plans.
3.26	**Questions 8 and 9 - Do you agree with the three goals in the draft Clean Air Strategy?** We have indicated '*no*' and have recommended that: • Goal 2, '*To reduce air pollution for a cleaner environment*' should be amended to reflect more meaningful and tangible environmental outcomes and / or benefits such as safeguarding the natural environment and / or biodiversity.
3.27	**Questions 10 and 11 - Do you agree with the five strategic objectives in the draft Clean Air Strategy?** We have indicated that we '*do*' agree and have not therefore provided any recommendations concerning alternative or additional Strategic Objectives.
3.28	**Questions 12 - Do you believe that the proposed new actions for Strategic Objective 1, will deliver an improved air quality evidence base across Northern Ireland?** We have indicated '*no*' and have advised that: • We note that DAERA has already commissioned a review of the NI air quality monitoring network to ensure that coverage is in place for legislative compliance; protection of health and the environment; provision of air quality alerts; and the assessment of emissions levels considering 2021 WHO air quality guidelines. • Whilst additional monitoring at locations of relevant public exposure is welcomed, the Strategy does not seemingly consider that, when combined with atmospheric dispersion modelling, compliance with air quality objectives may be assessed across a much wider geographical extent than through monitoring alone.
3.29	**Question 13 - Are there any additional actions that you suggest should be included within Strategic Objective 1?** We have advised that: • Under the LAQM regime, where a USA or Progress Report indicates risk of an air quality objective not being achieved, the council is required to complete a Detailed Assessment (DA). LAQM.TG22 advises that for a DA, targeted ambient monitoring is required for a range of pollution sources. Various screening thresholds for these pollution sources, together with monitoring actions, if the screening confirms potential issues, are provided within LAQM.TG22. • DAERA's proposed expansion of the monitoring network should be targeted, having regard to district council LAQM review and assessment processes and associated screening.
3.30	**Question 14 - Do you have any other comments about Strategic Objective 1?** We have advised that: • We note that DAERA is to regularly engage with district councils, to include 2 formal meetings per year, to discuss locations for additional monitoring and additional pollutants.

	• Such discussions should include the use of low cost air quality sensors, highlighting that Defra has recently funded development of PAS 4023:2023, '*Selection, deployment & quality control of low-cost air quality sensor systems in outdoor ambient air CoP*'.
3.31	**Question 15 - Do you believe that the proposed actions for Strategic Objective 2, will deliver improved air quality legislation for Northern Ireland?** Whilst we have advised DAERA that proposed actions for Strategic Objective 2 will deliver improved air quality legislation for Northern Ireland, we have highlighted that: • DAERA has already recently consulted upon draft Regulations to tighten annual mean particulate matter limits, targets and objectives within NI, in advance of this Strategy consultation. • Whilst DAERA has stated that progress is needed on particulate matter, ozone and nitrogen dioxide levels to meet WHO guidelines, no further tightening of standards for ozone (O_3) and / or nitrogen dioxide (NO_2) is proposed within the Strategy.
3.32	**Question 16 - Are there any additional actions that you suggest should be included within Strategic Objective 2?** We have noted and advised that: • DAERA has proposed a downward trend in the Wellbeing Framework NO_2 indicator, to 10 µg/m^3, as a Strategy Indicator, to be adopted without any associated strengthening of the nitrogen dioxide (NO_2) legislation and objectives. • It is unclear what additional powers are available to NI councils, competent authorities and transport partners in the pursuit of this indicator. • DAERA should engage with NI councils, competent authorities and transport partners regarding additional necessary actions in pursuit of this indicator and / or concerning proposals to strengthen NO_2 standards.
3.33	By way of amplification, the Committee is advised that the '*Wellbeing Framework NO_2 indicator*' is assessed as an annual mean of urban traffic levels of nitrogen dioxide. The Committee is further advised that this 10 µg/m^3 annual mean indicator is equivalent to the WHO annual mean Air Quality Guideline Value for nitrogen dioxide but that DAERA has not proposed or brought forward legislation, to date, to tighten the existing 40 µg/m^3 annual mean objective for nitrogen dioxide to 10 µg/m^3, in a manner similar that which it recently consulted upon for particulate matter. It is unclear, therefore, what additional legislative powers are available to NI councils and competent authorities and transport partners in pursuit of this 10 µg/m^3 annual mean Wellbeing Framework indicator. For clarity, the Wellbeing Framework NO_2 indicator for 2025 was 27.2 µg/m^3.
3.34	Moreover, the lowest monitored nitrogen dioxide (NO_2) annual mean concentration across Belfast in 2025 was 11.3 µg/m^3, recorded at an urban background monitoring site in east Belfast. The majority of other roadside and kerbside NO_2 monitoring sites across the city recorded NO_2 annual mean concentrations typically in excess of 20 µg/m^3 during 2025, but below the current annual mean objective of 40 µg/m^3. 2025 air pollution monitoring data is summarised in the council's 2026 Progress Report, provided as a separate agenda item to this Committee meeting.
3.35	**Question 17 - Do you have any other comments about Strategic Objective 2?** We have advised DAERA that with regard to reviewing and simplifying air quality policy monitoring terms for the public:

	• Most UK air pollution information services already use the Committee on the Medical Effects of Air Pollutants (COMEAP) approved Air Quality Index, which presents pollution levels on a simple 1 (Low) to 10 (High) scale, and which is based upon concentrations of NO_2, SO_2, O_3, PM_{10} & $PM_{2.5}$. • Real-time air quality monitoring data is available via the DAERA NI Air website, with passive monitoring results, commentary and exceedance reporting provided through council LAQM reports, also available via the DAERA NI Air website. • Any proposed reporting changes should align with COMEAP recommendations and approvals.
3.36	**Question 18. Do you believe that the proposed new action for Strategic Objective 3 will deliver raised awareness and bring about behavioural change?** In consideration of the Strategic Objective 3 action to launch air quality awareness and behaviour change campaigns, we have noted and indicated that: • This action will not deliver raised awareness and bring about behavioural change. • DAERA is to develop, launch and lead an awareness / behaviour change campaign, for each year for the Strategy, with topics including *'No idling' at schools; solid fuel burning; wet wood burning; Clean Air Primary Schools Campaign; indoor air quality and Clean Air Night / Day*. • Many of these campaigns have already been implemented by councils and target different air pollutants. • DAERA should deliver consistent awareness campaigns on a prioritised basis, taking account of the health disbenefits of respective air pollutants.
3.37	**Question 19. Are there any additional actions that you suggest should be included within Strategic Objective 3?** We have indicated that there are no additional actions that should be included within Strategic Objective 3.
3.38	**Question 20 - do you have any other comments about Strategic Objective 3?** We have advised that: • It is unclear if successive year-on-year awareness campaigns, over the 6-year lifespan of the Clean Air Strategy, targeting different air pollution messaging and priorities, will bring about the necessary behavioural changes referred to in Strategic Objective 3. • In many instances, significant progress can only be achieved through messaging in support of legislative controls such as, for example, The Air Quality (Domestic Solid Fuels Standards) Regulations 2020, as they apply to the sale of domestic wood, supply of certain manufactured solid fuels and supply of bituminous coal.
3.39	**Question 21 - Do you believe that the proposed new actions for Strategic Objective 4, will help to achieve a fair and just transition to phasing out of coal, manufactured solid fuels and unseasoned wood for home heating?** We have indicated '*no*' in our response and highlighted to DAERA that: • Although DAERA's proposal to bring forward legislation to tighten of annual average particulate matter standards is welcomed, the home heating action for DAERA to issue a '*Call for Evidence', to seek views on bringing forward secondary legislation, to restrict or phase out coal and / or, manufactured solid fuels, and / or unseasoned wood*' by the end of 2027 is unlikely to result in any short term meaningful air quality impacts, as it is anticipated that it may take years for any secondary legislation to be introduced and implemented.

3.40	**Question 22 - Are there any additional actions that you suggest should be included within Strategic Objective 4?** We have responded '*yes*' and advised DAERA that: • Recent PM emissions data indicated that significant NI PM emissions arise from agriculture, industrial processes and transport, in addition to residential, commercial and public sector combustion. • The Strategy does not appear to contain any significant commitments or actions to address these prominent particulate matter emission sources. • Fig. 15 NOx emissions shows that transport is the principal emission source for NI. • Whilst councils continue to work to achieve NO_2 objectives, the Strategy does not appear to contain any significant policy and / or legislative measures to directly reduce transport related air pollution.
3.41	**Question 23 - Do you have any other comments about Strategic Objective 4?** We have indicated that we have no other comments concerning Strategic Objective 4.
3.42	**Question 24 - Do you believe that the proposed new actions for Strategic Objective 5, will deliver positive change to air quality in Northern Ireland through working with delivery partners?** We have indicated '*yes*' and clarified that: • Council welcomes DAERA's commitment that a Clean Air Forum will be established for all relevant stakeholders, as this is considered to be critical to the delivery of LAQM processes. • Whilst the council welcomes the proposed review of policy and technical guidance relating to air quality, net zero and environmental noise, we note that it is to be completed by 2030, and that the LAQM process for NI is to be reviewed by 2032. • We have recommended that these timescales should be bought forward.
3.43	**Question 25 - Are there any additional actions that you suggest should be included within Strategic Objective 5?** We have indicated that: • The legislative framework underpinning LAQM within NI urgently requires additional amendments, alongside the introduction of a clear and ambitious policy direction from key government Departments, to deliver the necessary positive changes. • Council would advocate that the NI Assembly considers designating a lead government Department, tasked with ensuring delivery of necessary LAQM functions across all Departments, as they are best placed to effect policy changes necessary to reduce emissions from transport and combustion sources for commercial and private premises. • Our strong view is that NI Air Quality legislation requires introduction of a statutory responsibility on a lead Department, to co-ordinate development and delivery of Action Plans, alongside the development and implementation of achievable regional policy plans to successfully deliver beneficial changes in air quality at a NI level.
3.44	**Question 26 - Do you have any other comments about Strategic Objective 5?** We have indicated that we have no other comments concerning Strategic Objective 5.
3.45	**Question 27 - Do you believe that the proposed indicators for the Clean Air Strategy will effectively measure the success of the Strategic Objectives and their actions?** We have indicated '*no*' to this question and noted and advised that: • We have expressed concern regarding adoption of the Wellbeing Framework NO_2 indicator.

	• DAERA has advised that delivery of the Clean Air Strategy for Northern Ireland is to rely upon interdepartmental collaboration between DAERA, DfE, DfI & DoH, and district councils. • Whilst Delivery Plan actions have an identified lead and completion date, few actions will have a direct beneficial impact on NO_2 and PM concentrations within the Strategy lifetime.
3.46	**Question 28 - Have you any comments on the Implementation and Governance proposals for the Clean Air Strategy?** We have indicated to DAERA that • LAQM legislation urgently requires additional amendments, alongside introduction of a clear and ambitious policy direction from key government Departments, to deliver necessary air quality changes. • We would advocate that the Assembly considers designating a lead Department, tasked with ensuring delivery of LAQM functions across Departments, as they are best placed to effect the various policy changes necessary to reduce air quality emissions. • A lead government Department should co-ordinate development and delivery of Air Quality Action Plans, alongside development and implementation of regional policy plans to deliver beneficial changes in air quality.
3.47	We are not proposing to respond to consultation questions 29, 30, 31 and 32 concerning Equality and Disability, Rural Needs Impact, Strategic Environmental Impact and Habitats Regulations Impact Assessments for the draft Clean Air Strategy.
3.48	**<u>Financial and Resource Implications.</u>** There are no immediate financial or resource implications for the council in the development of this proposed consultation response to the DAERA Clean Air Strategy for Northern Ireland to 2032. The Report has been developed from within existing Scientific Unit air quality staff resources.
3.49	Council Air Quality Officers will, however, continue to develop and submit annual applications to the DAERA LAQM grant process to support existing LAQM projects and any new air quality actions, projects or obligations arising from the Clean Air Strategy for Northern Ireland to 2032.
3.50	**<u>Equality or Good Relations Implications/Rural Needs Assessment</u>** There are no Good Relations Implications or Rural Needs Assessment implications associated with this proposed consultation response.
4.0	**Appendices - Documents Attached**
4.1	Appendix A – Consultation response to the DAERA Clean Air Strategy for Northern Ireland to 2032.

Appendix A – Consultation response to the DAERA Clean Air Strategy for Northern Ireland to 2032.

Department of Agriculture, Environment and Rural Affairs
Air and Environmental Quality Branch
1st Floor, Clare House
303 Airport Road West
Belfast
BT3 9ED

Via email: casni@daera-ni.gov.uk

Dear Sir / Madam

Re: Consultation on the 'Clean Air Strategy for Northern Ireland to 2032'.

Consultation questions.

1. What County do you live in? - **Co. Antrim**.
2. Are you responding on behalf of an organisation? – **Yes.**
3. If yes, please provide the name of your organisation - **Belfast City Council**.
4. Which background category best represents you? - **District Council.**
5. If other, please specify: N/A

Clean Air Strategy - Views on each Strategic Objective.

6. Do you agree with the aim of the draft Clean Air Strategy? (Y)
7. If no, please provide your comments about an alternative or additional aim:

Council notes that the Strategy's aim is to improve air quality across NI by 2032 for the benefit of human health & the environment.

Whilst the council agrees with this aim, we note that the Strategy is being consulted upon in late 2026, with an operational period to 2032. A new Strategy will have to be agreed within this time period to be available from 2033, alongside implementation of the current Strategy. It is considered that the Strategy should have a significantly longer lifetime to provide continuity of approach to improving air quality, supported by successive Implementation Plans.

500 / 500 characters

8. Do you agree with the three goals in the draft Clean Air Strategy? (N)
9. If no, please provide your comments about alternative or additional goals:

The 3 goals to be achieved by 2032 are:

1. **To improve air quality to support better human health and prevent ill health and premature deaths associated with air pollution.**
2. **To reduce air pollution for a cleaner environment.**
3. **To increase public awareness of air quality issues and empower the public to take personal action to improve air quality.**

It is considered that goal 2, *To reduce air pollution for a cleaner environment* should be amended to reflect more meaningful and tangible environmental outcomes and / or benefits such as safeguarding the natural environment and / or biodiversity.

499 / 500 characters

10. Do you agree with the five strategic objectives in the draft Clean Air Strategy? (Y)

11. If no, please provide your comments about alternative or additional Strategic Objectives:

N/A

Clean Air Strategy - Actions for each Strategic Objective.

Strategic Objective 1: Develop our Evidence Base.

12. Do you believe that the proposed new actions for Strategic Objective 1 will deliver an improved air quality evidence base across Northern Ireland? (N)

Please provide further detail to support your answer:

It is noted that DAERA has commissioned a review of the NI air quality monitoring network to ensure that coverage is in place for legislative compliance; protection of health and the environment; provision of air quality alerts; and the assessment of emissions levels considering 2021 WHO air quality guidelines. Whilst additional monitoring at locations of relevant public exposure is welcomed, the Strategy does not consider that, when combined with atmospheric dispersion modelling, compliance can be assessed across a much wider geographical extent than through monitoring alone.

498 / 500 characters

13. Are there any additional actions that you suggest should be included within Strategic Objective 1? (Y)

Please provide further detail to support your answer:

Under the LAQM regime, where a USA or Progress Report indicates risk of an air quality objective not being achieved, the council is required to complete a Detailed Assessment (DA). LAQM.TG22 advises that for a DA, targeted ambient monitoring is required for the following emission sources; road traffic sources; non-road transport sources (airports, railways & ports); industrial sources; commercial and domestic combustion sources; and fugitive or uncontrolled sources. Various screening thresholds for these emission sources, together with monitoring actions, if the

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screening confirms potential issues, are provided within Ch. 7 of LAQM.TG22. It is recommended that DAERA's proposed expansion of the air quality monitoring network should be targeted, having regard to the outworkings of the district council LAQM review and assessment processes and associated screening.

749 / 750 characters

14. Do you have any other comments about Strategic Objective 1?

It is noted that DAERA is to regularly engage with councils to include 2 formal meetings per year to discuss locations for additional monitoring / additional pollutants. It is considered that such discussions should include the use of low cost air quality sensors. Defra funded development of PAS 4023:2023, '*Selection, deployment & quality control of low-cost air quality sensor systems in outdoor ambient air CoP*' to standardise the use of low cost sensors as standalone units or as part of a network, to account for uncertainties, and to enable better integration with other AQ measurements.

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Strategic Objective 2: Improve Legislation.

15. Do you believe that the proposed actions for Strategic Objective 2, will deliver improved air quality legislation for Northern Ireland? (Y)

Please provide further detail to support your answer:

It is noted that DAERA has already consulted upon the Draft Air Quality (Amendment) Regulations (NI) 2026 to tighten annual mean particulate matter (PM_{10} and $PM_{2.5}$) limits, targets and objectives in NI, in advance of this Strategy consultation.

Whilst DAERA have stated that progress is needed on current particulate matter, ozone and nitrogen dioxide levels to meet the more stringent World Health Organization guidelines, to reduce the negative impacts or air pollution and to save lives, no further tightening of standards for ozone and nitrogen dioxide is proposed within this Strategy.

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16. Are there any additional actions that you suggest should be included within Strategic Objective 2? (Y)

Please provide further detail to support your answer:

Strategic objective 2 includes the updating of existing particulate matter (PM_{10} & $PM_{2.5}$) legislation to protect air quality and human health. It is noted, however, that DAERA has proposed a downward trend in the Wellbeing Framework NO_2 indicator, to 10 µg/m^3, as a Strategy Indicator, to be adopted without any associated strengthening or amplification of the nitrogen dioxide (NO_2) legislation and objectives. It is unclear, therefore, what additional powers are available to NI councils, competent authorities

and transport partner organisations in the pursuit of this indicator. It is considered that DAERA should therefore engage with NI councils, competent authorities and transport partner organisations regarding any additional necessary actions in pursuit of this indicator and / or concerning proposals to strengthen existing NO_2 limit values, targets or objectives.

750 / 750 characters

17. Do you have any other comments about Strategic Objective 2?

DAERA's commitment to review and simplify AQ terminology for the public is welcomed. However, it should be noted that most UK air pollution information services already use the COMEAP approved Air Quality Index, which presents pollution levels on a simple 1 (Low) to 10 (High) scale, similar to the UV & pollen forecasts, based on concentrations of NO_2, SO_2, O_3, PM_{10} & $PM_{2.5}$. Real-time monitoring data is available via the DAERA website, with passive monitoring results, commentary & exceedance reporting provided through council LAQM reports. Any proposed changes should align with COMEAP.

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Strategic Objective 3: Raise Awareness and bring about behaviour change.

18. Do you believe that the proposed new action for Strategic Objective 3 will deliver raised awareness and bring about behavioural change? (N)

Please provide further detail to support your answer:

It is noted that DAERA is to develop, launch and lead an awareness and behaviour change campaign, for each year for the Strategy, with topics including *'No idling' at schools; solid fuel burning; wet wood burning; Clean Air Primary Schools Campaign; indoor air quality and Clean Air Night / Day*.

Many of these campaigns have, however, already been implemented by councils for some time, and target different air pollutants. It is considered that DAERA should deliver consistent awareness campaigns on a prioritised basis, taking account of the health disbenefits of respective air pollutants.

500 / 500 characters

19. Are there any additional actions that you suggest should be included within Strategic Objective 3? (N)

Please provide further detail to support your answer: 750 characters

20. Do you have any other comments about Strategic Objective 3?

It is unclear if successive year on year awareness campaigns, over the 6 year life of the Strategy, targeting different air pollution messaging and priorities, will bring about the

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necessary behavioural changes referred to in Strategic Objective 3. It is considered that in many instances, significant progress can only be achieved through messaging in support of legislative controls such as, for example, The Air Quality (Domestic Solid Fuels Standards) Regulations 2020, as they apply to the sale of domestic wood, supply of certain manufactured solid fuels & supply of bituminous coal.

499 / 500 characters

Strategic Objective 4: Work towards zero pollution.

21. Do you believe that the proposed new actions for Strategic Objective 4, will help to achieve a fair and just transition to phasing out of coal, manufactured solid fuels and unseasoned wood for home heating? (N)

Please provide further detail to support your answer:

DAERA's proposal to bring forward legislation to tighten of annual average particulate matter (PM_{10} & $PM_{2.5}$) limits, targets and objectives in NI is welcomed. However, the home heating Strategy Action 4.1 for DAERA to issue a '*Call for Evidence', to seek views on bringing forward secondary legislation, to restrict or phase out coal and / or, manufactured solid fuels, and / or unseasoned wood'* by the end of 2027 is unlikely to result in any short term meaningful air quality impacts as it is anticipated that it may take many years for any secondary legislation to be introduced and implemented.

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22. Are there any additional actions that you suggest should be included within Strategic Objective 4? (Y)

With regard to recent PM_{10} and $PM_{2.5}$ emissions for NI, figs 13 & 14 show that significant particulate matter emissions arise from agriculture, industrial processes and transport, in addition to residential, commercial & public sector combustion. The Strategy does not, however, appear to contain any significant commitments or actions to address these prominent particulate matter sources. A PEACEPLUS project and a draft Ammonia Strategy are mentioned. Moreover, fig. 15 concerning NOx emissions shows that transport is the principal source. Whilst councils continue to work to achieve the 40 μgm^{-3} annual and 200 μgm^{-3} 1-hour mean objectives via the LAQM regime, the Strategy does not appear to contain any significant policy/legislative measures to directly reduce transport related air pollution. For example, no actions concerning the uptake of zero emission vehicles, etc.

749 / 750 characters

23. Do you have any other comments about Strategic Objective 4?

N/A

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Strategic Objective 5: Deliver Change through Partners.

24. Do you believe that the proposed new actions for Strategic Objective 5, will deliver positive change to air quality in Northern Ireland through working with delivery partners? (Y)

Please provide further detail to support your answer:

Council welcomes DAERA's commitment that a Clean Air Forum will be established for all relevant stakeholders, as this is considered critical to the continued successful delivery of LAQM processes.

Whilst the council welcomes the proposed review of policy & technical guidance relating to air quality, net zero & environmental noise, to improve connectivity between environmental policy matters, which is to be completed by 2030, and the Local Air Quality Management process for NI, which is to be reviewed by 2032, the council would suggest that these timescales should be bought forward.

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25. Are there any additional actions that you suggest should be included within Strategic Objective 5? (Y)

Please provide further detail to support your answer:

It is considered that the legislative framework underpinning LAQM urgently requires amendments, alongside the introduction of a clear & ambitious policy direction from key government Departments, to deliver necessary positive changes.

We would advocate that the Assembly considers designating a lead government Department, tasked with ensuring delivery of necessary LAQM functions across all Departments, as they are best placed to effect policy changes necessary to reduce emissions from transport & combustion sources for commercial & private premises. Further, our strong view is that NI AQ legislation requires introduction of a statutory responsibility on a lead Department, to coordinate development & delivery of Action Plans, alongside development & implementation of achievable regional policy plans to successfully deliver beneficial changes in AQ at a NI level.

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26. Do you have any other comments about Strategic Objective 5?

N/A

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27. Do you believe that the proposed indicators for the Clean Air Strategy will effectively measure the success of the Strategic Objectives and their actions? (N)

Please provide further detail to support your answer:

We have expressed concern regarding adoption of the Wellbeing Framework indicator.

Moreover, DAERA has advised that Strategy delivery will rely on interdepartmental collaboration between DAERA, DfE, DfI & DoH, & councils. Annex A is the Clean Air Delivery Plan. Whilst actions have an identified lead & completion date, it is considered that few actions will have a direct beneficial impact on NO_2 & PM levels within the Strategy lifetime, e.g. analysis of the 2026 consultation on solid fuel burning to determine further options will take time to develop and implement policy / legislation.

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28. Have you any comments on the Implementation and Governance proposals for the Clean Air Strategy? (Y).

LAQM legislation urgently needs additional amendments, alongside introduction of a clear and ambitious policy direction from key government Departments, to deliver necessary AQ changes.

We would advocate that the Assembly considers designating a lead Department, tasked with ensuring delivery of LAQM functions across Depts, as they are best placed to effect policy changes necessary to reduce AQ emissions.

A lead Dept should coordinate development and delivery of AQ Action Plans, alongside development & implementation of regional policy plans to deliver beneficial changes in AQ.

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29. Have you any comments on the Equality and Disability Screening Assessment of the draft Clean Air Strategy? (N)

Please provide further detail to support your answer:

N/A

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30. Have you any comments on the Rural Needs Impact Assessment of the draft Clean Air Strategy? (N)

Please provide further detail to support your answer:

N/A

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31. Have you any comments on the Strategic Environmental Impact Assessment of the draft Clean Air Strategy? (N)

Please provide further detail to support your answer:

N/A

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32. Have you any comments on the Habitats Regulations Impact Assessment of the draft Clean Air Strategy? (N)

Please provide further detail to support your answer:

N/A

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Yours sincerely,

Siobhan Toland
Director of City Services
City and Neighbourhood Services Department

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PEOPLE AND COMMUNITIES COMMITTEE

Belfast City Council

Subject:	Belfast City Council 2026 Air Quality Progress Report
Date:	6th October 2026
Reporting Officer:	Siobhan Toland, Director of City Services
Contact Officer:	Alastair Curran, Environmental Protection Manager

Restricted Reports

Is this report restricted? **Yes** ☐ **No** ☑

Please indicate the description, as listed in Schedule 6, of the exempt information by virtue of which the council has deemed this report restricted.

Insert number ☐

1. Information relating to any individual
2. Information likely to reveal the identity of an individual
3. Information relating to the financial or business affairs of any particular person (including the council holding that information)
4. Information in connection with any labour relations matter
5. Information in relation to which a claim to legal professional privilege could be maintained
6. Information showing that the council proposes to (a) to give a notice imposing restrictions on a person; or (b) to make an order or direction
7. Information on any action in relation to the prevention, investigation or prosecution of crime

If Yes, when will the report become unrestricted?

After Committee Decision	☐
After Council Decision	☐
Sometime in the future	☐
Never	☐

Call-in

Is the decision eligible for Call-in? **Yes** ☑ **No** ☐

1.0	**Purpose of Report / Summary of Main Issues**
1.1	Members will be aware that the council is required, as a consequence of the cycle of reporting for Northern Ireland, established via Table 1-2 '*Phased Approach - Cycle of Reporting for Northern Ireland*' of the Department for Environment, Food and Rural Affairs (Defra) Local Air Quality Management Technical Guidance LAQM.TG(22), to provide either an annual Progress Report or Updating and Screening Assessment (USA) to the Department of Agriculture, Environment and Rural Affairs (DAERA), detailing the status of ambient air quality for the Belfast City Council area, together with progress on implementation of the local air quality management regime, and on achieving or maintaining ambient air pollution concentrations below the respective air quality objective levels for human health, as detailed within the 2007 Air Quality Strategy for England, Scotland, Wales and Northern Ireland and Air Quality Regulations (Northern Ireland) 2003.
1.2	Members are advised that for 2026, the council was required to provide a Progress Report to DAERA by 30th June 2026. An extension to the submission deadline has, however, been obtained from DAERA to allow for the 2026 Progress Report to be considered by the People and Communities Committee, and for any necessary revisions to be made, prior to the Progress Report being submitted to DAERA for technical appraisal. Accepted 2026 Progress Reports will be made available to the public later this year on the DAERA NI Air website, via the following weblink: https://www.airqualityni.co.uk/reports/district-council-reports-1
1.3	By way of context, Defra have advised that Progress Reports are intended to provide continuity within the local air quality management system, filling gaps between the three-yearly requirement to undertake an Updating and Screening Assessment, whereas Updating and Screening Assessments are intended to identify any significant changes in local ambient air quality that may have occurred since the previous rounds of Review and Assessment were completed.
1.4	Accordingly, the Committee is advised that this report serves to provide background to, and an overview of the Belfast City Council 2026 Air Quality Progress Report. The Committee is additionally advised that the 2026 Progress Report is the final Progress Report associated with the Belfast City Air Quality Action Plan 2021 – 2026, which is scheduled to conclude at the end of 2026.
2.0	**Recommendation**
2.1	• The Committee is requested to review the attached Belfast City Council 2026 Air Quality Progress Report (Appendix A) and to recommend that the Progress Report be submitted to the Department of Agriculture, Environment and Rural Affairs (DAERA) for independent technical appraisal.
3.0	**Main Report**
3.1	Members are advised that to ensure a standardisation of approach, and in accordance with requirements detailed within LAQM.TG(22), the Belfast City Council 2026 Air Quality Progress Report has been developed by populating the Defra 2026 Northern Ireland Progress Report Template.
3.2	Accordingly, the Defra 2026 Northern Ireland Progress Report Template, as in previous years, requires the council to report on:

	• New ambient air quality monitoring data, to include a summary of all monitoring undertaken and a comparison of monitoring results with air quality objectives (section 2); • New local developments that are of a scale or function such that may have an effect on ambient air quality (to include road traffic or other transport sources, industrial sources, commercial or domestic sources and new developments with fugitive or uncontrolled sources (section 3); • Recent planning applications that the council has been consulted upon by the Planning Authority, where some form of planning condition or other control may have been necessary in order to manage ambient air quality impacts (section 4); • Planning policies designed to manage ambient air quality (section 5); • Local transport plans and policies (section 6); • Climate change strategies (section 7); • Progress with implementation of the Belfast City Air Quality Action Plan 2021 – 2026 (section 8) and; • Conclusions and proposed actions (section 9).
3.3	The Committee will be aware that Belfast City Council continues to maintain four Air Quality Management Areas (AQMAs) across the city, declared for exceedances of nitrogen dioxide (NO_2) annual and 1-hour mean objectives, and encompassing major arterial road transport routes into and out of the city. Details of these AQMAs and their declarations are provided within '*Section 1.4 Summary of Previous Review and Assessments',* of the 2026 Progress Report.
3.4	With regard to new ambient air quality monitoring data, the Committee is advised that section 2 of the 2026 Progress Report presents new monitoring data for the 2025 monitoring year. During 2025, the council continued to operate four automatic roadside monitoring sites for nitrogen dioxide (NO_2) at Stockmans Lane, the A12 Westlink at Roden Street, the Upper Newtownards Road at Ballyhackamore and the Ormeau Road at Shaftesbury Avenue. It should be noted, however, that during 2025, and as a consequence of commencement a directly adjacent residential development, the Ormeau Road monitoring site had to be closed, pending relocation. Accordingly, Ormeau Road monitoring data capture rates were significantly reduced for 2025. A further automatic urban background monitoring site is operated by the Environment Agency within Belfast City centre at Lombard Street. There were no exceedances of the nitrogen dioxide annual, or 1-hour mean objectives recorded at any of these automatic monitoring sites during 2025. Indeed, monitored annual mean nitrogen dioxide concentrations during 2025 were comfortably below the 40 μgm^{-3} objective level at all of these monitoring sites, with the highest nitrogen dioxide annual mean concentration of 33.5 μgm^{-3} recorded at the Stockmans Lane roadside site. Moreover, annual and 1-hour mean concentrations have now been below the respective nitrogen dioxide objective levels for a number of years at all of these sites (tables 2.3 and 2.4).
3.5	In addition to the above-mentioned automatic monitoring sites, the council has also located 79 passive nitrogen dioxide diffusion tubes at 71 human health relevant receptor locations across the city during 2025. 2025 nitrogen dioxide monitoring data for these diffusion tubes is summarised in table 2.5 of the 2025 Progress Report, along with historical comparative data, for the period 2021-2025, in table 2.6.
3.6	During 2025, two monitored exceedances of the 40 μgm^{-3} nitrogen dioxide annual mean objective were recorded at diffusion tube monitoring site No. 70 (44.7 μgm^{-3}) at Henry Place,

	adjacent to the A12 Westlink, and at diffusion tube monitoring site No. 106 (46.4 μgm^{-3}), situated adjacent to new residential student accommodation, located at the junction of the M3 Motorway off slip with Nelson Street and the A12 Westlink.
3.7	The Committee will appreciate that for the purposes of local air quality management, regulations state that exceedances of ambient air quality objectives should be assessed in relation to the quality of air at locations that are situated outside of buildings or other natural or man-made structures, above or below ground.
3.8	Accordingly, when the 2025 nitrogen dioxide annual mean concentration at Henry Place was corrected for distance to the façade of the nearest residential premises, the resultant annual mean concentration of 26.5 μgm^{-3} indicated compliance with the 40 μgm^{-3} nitrogen dioxide annual mean objective. This distance correction assessment is corroborated by monitoring data for diffusion tube No. 100, located at the façade of flats at Henry Place, which recorded a nitrogen dioxide annual mean concentration of 29.9 μgm^{-3} during 2025; substantially below the 40 μgm^{-3} annual mean objective.
3.9	When the nitrogen dioxide annual mean concentration at the M3 Motorway off slip monitoring site was, however, corrected for distance to the façade of the nearest residential premises, the resultant annual mean concentration of 45.3 μgm^{-3} indicated an exceedance of the 40 μgm^{-3} nitrogen dioxide annual mean objective during 2025, and an increase over preceding monitoring years' distance corrected monitoring results. It is noted, however, that relevant human health receptors are located on and above the first floor (>+8.5m above the ground floor mezzanine level) of the residential development and that an Air Quality Impact Assessment, (AQIA) submitted as an aspect of the planning applications for this development, demonstrated that occupants would not be exposed to air quality concentrations exceeding air quality objectives, including those for nitrogen dioxide, at relevant receptor locations and elevations. Council air quality officers will, nevertheless, continue to monitor nitrogen dioxide concentrations at this location and if determined necessary, we will amend the boundary of AQMA 1 to include this residential location, and work to address any further nitrogen dioxide exceedances in collaboration with competent authority partners as an aspect of any future Belfast City Air Quality Action Plan(s).
3.10	No monitored exceedances of any of the objectives for other ambient air pollutants, under consideration within the 2026 Progress Report were recorded across the city during the 2025 monitoring year, including for particulate matter (PM_{10} and $PM_{2.5}$), sulphur dioxide (SO_2) and benzene (C_6H_6).
3.11	Accordingly, and on the basis of our 2025 monitoring data, the council is content that there are no requirements to either extend or amend the boundaries of any of our four AQMAs at this time.
3.12	Within section 3 of the 2026 Progress Report, we have considered relevant new developments across the city, to include new road traffic and other transport sources, new industrial sources, new commercial and domestic sources, and new developments with fugitive or uncontrolled emissions. In consideration of AQIAs and associated air quality data for these developments, we have concluded that for 2025, there are no new, or newly identified local developments, which may have an appreciably adverse impact upon ambient air quality within the Belfast City Council area.

3.13	Within Section 4 of the 2026 Progress Report and having regard to the various planning applications considered during 2025, screening or detailed ambient air quality impact assessments were received for 14 major proposed developments, that in the council's view, had the potential to have an adverse impact upon ambient air quality. Table 4.1 of the 2026 Progress Report provides summary details of the various proposed developments, their locations and planning application references. Full details of the proposed developments may be obtained via the Northern Ireland Planning Portal public register.
3.14	Section 5 of the 2026 Progress Report provides an overview of local planning policies that may be applied to manage ambient air quality for the city, including the Belfast Local Development Plan (LDP), and associated supplementary planning guidance.
3.15	Section 6 of the 2026 Progress Report provides details of local transport plans and associated strategies that may have an impact on local ambient air quality, including the Department for Infrastructure (DfI) Eastern Transport Plan (ETP) 2035, which encompasses the following five council areas; Antrim and Newtownabbey Borough Council; Ards and North Down Borough Council; Belfast City Council; Lisburn and Castlereagh City Council; and Mid and East Antrim Borough Council. DfI have acknowledged that a review of economic, social and environmental challenges for the new eastern plan area has confirmed that a number of key overarching themes, reiterated throughout local, regional and national policy documents, are to be reflected within the ETP 2035, including that pollution from vehicles contributes to poor local ambient air quality and the construction of roads and railways can harm the built or natural environment.
3.16	Section 7 of the 2026 Progress Report provides details of local climate change strategies and initiatives that may also have beneficial impacts upon ambient air quality, including formation of a Climate and City Resilience Committee, appointment of a Climate Commissioner and formation of the city's '*Our Planet Board*', which provides for community oversight of commitments within the Belfast Agenda to create a sustainable, nature-positive city and delivery of an associated programme of work covering three key areas: re-naturing of the city and increasing resilience to climate change; creating a sustainable circular economy and; innovating to net zero.
3.17	Section 8 of the 2026 Progress Report provides details on progress with implementation of the Belfast City Air Quality Action Plan 2021-2026: https://www.belfastcity.gov.uk/documents/belfast-city-air-quality-action-plan-2021-2026 Updates have again been provided by our competent or relevant authority partners, and by other city bodies and partner organisations on actions taken to improve ambient air quality across Belfast during the Action Plan years of 2021-2026.
3.18	Finally, section 9 of the 2026 Progress Report provides overall conclusions and proposed actions. In terms of conclusions from the 2025 monitoring data and trends over recent years, and mindful of recommendations arising from DAERA technical appraisal reports concerning recent Progress Reports and Updating And Screening Assessments, including the 20th November 2024 appraisal report concerning our 2024 Updating and Screening Assessment, that the council should move to revoke AQMA No. 2 Cromac Street and Albertbridge Road, AQMA No. 3 Upper Newtownards Road and AQMA No. 4 Ormeau Road. DAERA again advised the Council in its appraisal report dated the 28th November 2025 concerning our 2025 Progress Report, that the council should move to revoke both AQMAs Nos. 3 and 4. The 2026 Progress Report advises DAERA that the council has decided not to move to revoke any of its Air Quality Management Areas at this time, and instead to continue to monitor within its

	AQMAs and in other city locations in order to work towards further improving ambient air quality, having regard to air quality guidelines for ambient air quality as recommended by the World Health Organisation, in its 2021 Global Air Quality Guidelines: particulate matter ($PM_{2.5}$ and PM_{10}), ozone, nitrogen dioxide, sulphur dioxide and carbon monoxide publication.
3.19	The Committee is reminded, however, that LAQM.TG(22) advises in respect of the amendment or revocation of an AQMA that, '*the revocation of an AQMA should be considered following three consecutive years of compliance with the relevant objective, as evidenced through monitoring. Where NO_2 monitoring is completed using diffusion tubes, to account for the inherent uncertainty associated with the monitoring method, it is recommended that revocation of an AQMA should be considered following three consecutive years of annual mean NO_2 concentrations being lower than 36 μgm^{-3} (i.e. not within 10% of the annual mean NO_2 objective due to uncertainties and yearly variations). There should not be any declared AQMAs for which compliance with the relevant objective has been achieved for a consecutive five-year period*'.
3.20	In terms of future actions, the 2026 Progress Report advises that the council will continue to review our monitoring locations and to relocate monitoring sites to better reflect relevant exposure, and we will discontinue monitoring from areas of continued low pollutant concentrations, significantly below air quality objective levels.
3.21	Finally, and as already highlighted within section 1.4 of this report, the Committee is again advised that the 2026 Progress Report is the final Progress Report associated with the Belfast City Air Quality Action Plan 2021 – 2026, which is scheduled to conclude at the end of 2026. Accordingly, the 2026 Progress Report advises that upon completion of the current Air Quality Action Plan, in consideration of recent ambient monitoring data and trends, and having regard to air quality guidelines for ambient air quality as recommended by the World Health Organisation, in its 2021 Global Air Quality Guidelines: particulate matter ($PM_{2.5}$ and PM_{10}), ozone, nitrogen dioxide, sulphur dioxide and carbon monoxide publication, it is Belfast City Council's intention to engage with our competent authority partners, Translink, Belfast Harbour and other significant transport organisations and partners from across the city concerning development of a new 5-year Air Quality Action Plan for the city covering the period 2027 – 2032.
3.22	The Committee will, however, recall that DAERA have recently concluded a public consultation into the tightening of annual average particulate matter (PM_{10} and $PM_{2.5}$) limits, targets and objectives for Northern Ireland. The Committee considered this matter and proposed council consultation response at agenda item 4c of its 11th August 2026 meeting, where the accompanying Committee report indicated that adoption of a tightened annual mean objective of 20 μgm^{-3} for PM_{10} by DAERA might lead to the designation of a new Air Quality Management Area and associated Action Planning for PM_{10} for a city centre location. Accordingly, any new 5-year Air Quality Action Plan for Belfast may need to be revised in order to address particulate matter (PM_{10}), in addition to nitrogen dioxide emissions, at a point during its operational period.
3.23	**<u>Financial and Resource Implications</u>** There are no financial or resource implications for the council in the production of this Belfast City Council 2026 Air Quality Progress Report. The Report has been developed from within existing Scientific Unit air quality staff resources.

3.24	**<u>Equality or Good Relations Implications/Rural Needs Assessment</u>** There are no Good Relations Implications or Rural Needs Assessment implications associated with this Belfast City Council 2026 Air Quality Progress Report.
4.0	**Appendices**
	Appendix A - Belfast City Council 2026 Air Quality Progress Report

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Belfast City Council

2026 Air Quality Progress Report

In fulfilment of Environment (Northern Ireland) Order 2002

Local Air Quality Management

30 August 2026

Information	**Belfast City Council**
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Date	30 August 2026

Executive Summary

Belfast City Council has completed this 2026 Progress Report in accordance with the provisions of Part III of The Environment (Northern Ireland) Order 2002 and the Northern Ireland Local Air Quality Management Policy Guidance document LAQM.PGNI (09).

In undertaking this report, council Air Quality Officers have completed a review of recent ambient air quality monitoring data across the city in order to identify locations where new or existing exceedances of Air Quality Strategy Objectives and European Commission Limit Values are occurring. The review has also identified those locations where ambient air quality has improved, and exceedances are no longer occurring.

In addition, a Detailed Assessment for the city was completed during 2023. This project was undertaken mainly to address the emerging pollutant of concern, fine particulate matter ($PM_{2.5}$), but it also considered nitrogen dioxide (NO_2) and particulate matter (PM_{10}) concentrations, all in terms of national and European air quality standards and objectives, and the 2021 World Health Organisation (WHO) 'Global Air Quality Guidelines: particulate matter ($PM_{2.5}$ and PM_{10}), ozone, nitrogen dioxide, sulphur dioxide and carbon monoxide' publication.

There are four Air Quality Management Areas (AQMAs) presently declared across the city for a combination of exceedances of the nitrogen dioxide (NO_2) annual and hourly mean Air Quality Strategy objectives, associated principally with emissions from road transport. A review of monitoring data for these Air Quality Management Areas, and for the city generally, indicates that there have been improvements in ambient nitrogen dioxide concentrations across Belfast over recent years; however, there are still some nitrogen dioxide hotspots within / close to AQMA 1 (M1 Motorway / A12 Westlink corridor), with continuing exceedances of nitrogen dioxide (NO_2) annual mean Air Quality Strategy objective.

The conclusions of the council's 2023 Detailed Assessment confirmed that based upon predicted / modelled annual mean nitrogen dioxide (NO_2) and particulate matter (PM_{10}) concentrations for a 2028 forward projection year, all annual mean and shorter-term average concentrations are predicted to be below the UK AQOs for nitrogen dioxide (NO_2) and

particulate matter (PM_{10}) at locations of relevant human health exposure within the Belfast City Council area.

For a base year of 2019 (pre-Covid), there were no predicted exceedances of UK AQO for particulate matter throughout the city; the only exceedances of UK AQOs were predicted in relation to annual mean nitrogen dioxide concentrations at sensitive receptor locations within, or near to the boundaries of the existing Air Quality Management Areas (AQMAs) along the M1 Motorway / A12 Westlink corridor (AQMA 1) and East Bridge Street / Cromac Street (AQMA 2).

The Detailed Assessment's conclusion was therefore that consideration should be given to revocation of the Ormeau Road AQMA (AQMA No. 4) and the Upper Newtownards Road AQMA (AQMA No. 3). More information concerning the detailed assessment was provided within our 2023 Progress Report and 2024 Updating and Screening Report.

The council had noted DAERA's recommendations, included within its appraisal letter of 20th November 2024, and reiterated within its 28th November 2025 appraisal letter, in relation to the outcome and conclusions of the council's 2024 Updating and Screening Assessment (USA), and 2025 Progress Report. The Department has recommended that the council should progress with the revocation of AQMA No. 2, Cromac Street and Albertbridge Road, AQMA No. 3 Upper Newtownards Road and AQMA No. 4 Ormeau Road, due to continual compliance with the 40 μgm^{-3} NO_2 annual mean objective. DAERA additionally highlighted that the M1 Motorway / A12 Westlink corridor AQMA No. 1 could be amended to revoke the designation for the 200 μgm^{-3} 1-hour mean NO_2 objective, as compliance has been achieved for the past 5 years. The council was recommended to consider these actions prior to the next Progress Report. Further to 9th January 2024 meeting of the People and Communities Committee meeting, however, the council has decided not to move to revoke any of its Air Quality Management Areas at this juncture but to continue to work with competent authorities and other city partner organisations to further improve ambient air quality within Belfast.

We note that, in its appraisal letter of 28th November 2025, DAERA repeated its advice on moving to revoke AQMAs 3 and 4, as outlined in the LAQM Technical Guidance (LAQM.TG(22), in order to enable the council to focus its monitoring efforts in other areas.

Monitored levels of benzene (C_6H_6) and sulphur dioxide (SO_2) continue to remain well below the respective objective concentrations and show no reasons for concern at this time. There have been no monitored exceedances of Air Quality Strategy objectives for any pollutant, other than nitrogen dioxide (only within AQMA 1), in recent years across the city, and no new emission sources have been identified that would have the potential to alter this position.

Numerous new developments have been commenced throughout Belfast during 2025. These developments were identified as an aspect of the planning process and where necessary, Air Quality Impact Assessments were received. The air quality impacts for these developments were then assessed, and any necessary development specific ambient air quality mitigation measures were identified and requested by way of planning conditions, as part of the planning process.

Additionally, the council, its competent authority partners, Translink, Belfast Harbour and other significant transport organisations and partners from across the city are continuing to work on the delivery or completion of the various air quality improvement measures detailed within the Belfast City Air Quality Action Plan 2021-2026.

The aim of the current Air Quality Action Plan is to continue to reduce nitrogen dioxide (NO_2) emissions from transport sources and to promote and enable a shift towards more sustainable modes of transport in order to achieve compliance with UK Air Quality Strategy objectives for NO_2. Where necessary, an additional aim of the Action Plan is to identify, develop and implement mitigation measures to address concentrations of fine particulate matter ($PM_{2.5}$) across the city. Chapter 8 (Table 8.1) provides information on progress with the 2021-2026 Belfast City Air Quality Action Plan.

It should be noted that this report is the final Progress Report to be developed in connection with the current 2021-2026 Belfast City Air Quality Action Plan. Upon completion of the current Air Quality Action Plan at the end of 2026, in consideration of recent monitoring data and trends, and having regard to air quality guidelines for ambient air quality as recommended by the World Health Organisation, in its 2021 Global Air Quality Guidelines: particulate matter ($PM_{2.5}$ and PM_{10}), ozone, nitrogen dioxide, sulphur dioxide and carbon monoxide publication, Belfast City Council will engage with competent authority partners, Translink, Belfast Harbour and other significant transport organisations and partners from across the city concerning development of a new Air Quality Action Plan for the city. It should be noted that DAERA is consulting upon a new Clean Air Strategy for Northern Ireland which is scheduled to run until 2032. An aspect of this Strategy is the proposed tightening of existing annual average particulate matter (PM_{10} and $PM_{2.5}$) limits, targets and objectives in Northern Ireland. Particulate matter may therefore have to be considered as an aspect of any new Belfast City Air Quality Action Plan.

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1 Introduction

1.1 Description of Local Authority Area

Belfast is the capital city of Northern Ireland and as such, the city, and its wider metropolitan area, is the largest settlement in the region and the second largest city on the island of Ireland with an estimated population in 2025 of around 348,005. The city lies at the head of Belfast Lough in the lower reaches of the Lagan Valley and is flanked by the Black Mountain to the west and the Castlereagh Hills to the east. The Belfast City Council district area sits at the heart of the growing population of the wider Belfast Metropolitan Urban Area, which also comprises part of the surrounding areas of Lisburn and Castlereagh City Council, North Down and Ards District Council, Antrim and Newtownabbey District Council and Mid and East Antrim District Council.

In terms of historical ambient air quality issues, Belfast used to experience sustained elevated levels of sulphur dioxide (SO_2) and particulate matter (PM_{10}), associated principally with the widespread use of solid fuel for domestic heating. However, through the introduction of the Council's smoke control programme in the late 1960s, the Clean Air (Northern Ireland) Order 1981 and more recent availability of natural gas to domestic, commercial and industrial sectors, concentrations of particulate matter (PM_{10}) and sulphur dioxide (SO_2) have declined substantially to the extent that we do not experience exceedances of any air quality strategy objectives, or indeed European Commission limit values, for either of these pollutants. Accordingly, the number of locations where we monitor these ambient pollutants has been reduced over recent years in accordance with the government's risk and exposure-based approach to local air quality management.

Although Belfast city does not experience exceedances of any air quality strategy objectives for particulate matter (PM_{10}), we are aware of growing concerns around the effects of fine particulate matter ($PM_{2.5}$) on human health. Therefore, although not included within regulations at present for Northern Ireland councils, Belfast City Council has proactively opted to report $PM_{2.5}$ monitoring data as part of this Progress Report. The council is also aware of a recent public consultation on the Draft Air Quality (Amendment) Regulations (Northern Ireland) 2026, to tighten annual average particulate matter (PM_{10} and $PM_{2.5}$) limits, targets and objectives in Northern Ireland. This consultation was issued by the Department

of Agriculture, Environment and Rural Affairs (DAERA) and published on the Department's website on 8 June 2026 at the following link: https://www.daera-ni.gov.uk/consultations/consultation-draft-air-quality-amendment-regulations-northern-ireland-2026.

The consultation closed for submissions on 31st August 2026.

Moreover, we are aware of the evidence from national studies showing that domestic solid fuel burning contributes more than previously thought to particulate emissions. The contribution from solid fuel combustion to fine particulate matter ($PM_{2.5}$) concentrations has been also recognised within the UK Clean Air Strategy 2019 and the Clean Air Strategy NI Public Discussion Document, DAERA, November 2020. Therefore, Belfast City Council decided to undertake a detailed assessment for the city, for particulate matter (PM_{10}), fine particulate matter ($PM_{2.5}$) and nitrogen dioxide (NO_2) pollutants. This project was concluded in March 2023, and the outcomes of the assessment were presented within the council's 2023 Progress Report and referred to in the council's 2024 Updating and Screening Assessment Report and its 2025 Progress Report.

Over recent times, emissions of nitrogen oxides, associated principally with road transport, have become a more prominent ambient air pollutant. This is a similar situation to that experienced in many other major cities and conurbations across the United Kingdom. Accordingly, as a result of the first round of the review and assessment process, which was completed in 2004, Belfast City Council opted to declare four Air Quality Management Areas across the city. We published our first Air Quality Action Plan for the city back in 2006 and it was completed substantially in 2010, with around 90% of planned actions delivered to schedule. Of the outstanding 10% of actions, it was considered that the majority of these would have had limited additional impact within our Air Quality Management Areas.

In order to address the remaining 'hot spot' areas of elevated nitrogen dioxide, the council along with relevant partners developed a 2015-2020 Air Quality Action Plan (AQAP) for the city that contained a manageable number of proven air quality mitigation measures. This AQAP concluded at the end of 2020. A final review of the implementation of the various mitigation measures included within the 2015-2020 AQAP was undertaken and reported by the council to the Department of Agriculture Environment and Rural Affairs (DAERA) as part of the council's 2023 Progress Report, submitted to DAERA in June 2023.

Whilst previous AQAPs have delivered continuing improvements in ambient air quality across the city, a limited number of nitrogen dioxide (NO_2) hotspots still remain. Moreover, fine particulate matter ($PM_{2.5}$) has emerged as an additional ambient air pollutant of concern for the city.

Accordingly in 2021, the council, competent authorities and other partner organisations developed a new Air Quality Action Plan for the city; the Plan was approved by DAERA and Defra's independent technical appraisers in February 2022 and may be viewed on the Belfast City Council website as follows: https://www.belfastcity.gov.uk/documents/belfast-city-air-quality-action-plan-2021-2026

The aim of the Belfast City Air Quality Action Plan 2021-2026 is to continue to reduce nitrogen dioxide (NO_2) emissions from transport sources and to promote and enable a shift towards more sustainable modes of transport in order to achieve compliance with UK Air Quality objectives for nitrogen dioxide. Where necessary, an additional aim of this Action Plan is to identify, develop and implement mitigation measures to address concentrations of fine particulate matter ($PM_{2.5}$) across the city. Chapter 8 (Table 8.1 Action Plan Progress) of this 2026 Progress Report provides information on progress with the 2021-2026 Belfast Air Quality Action Plan.

1.2 Purpose of Progress Report

This report fulfils the requirements of the Local Air Quality Management (LAQM) process, as set out within Part III Air Quality of The Environment (Northern Ireland) Order 2002, the Air Quality Strategy for England, Scotland, Wales and Northern Ireland 2007 and relevant Northern Ireland Policy and Technical Guidance documents. The LAQM process places an obligation on all local authorities to regularly review and assess ambient air quality within their areas, and to determine whether or not air quality objectives are being achieved or are likely to be achieved by the respective 'to be achieved' date. Where exceedances are considered likely, the local authority must then declare an Air Quality Management Area (AQMA) and prepare an Air Quality Action Plan (AQAP) setting out the measures that it and competent authorities intend to put in place in pursuit of the objectives.

For Local Authorities in Northern Ireland, Progress Reports continue to be required in the intervening years between three-yearly Updating and Screening Assessment reports. Their purpose is to maintain continuity in the LAQM process. They are not, however, intended to be as detailed as Updating and Screening Assessment Reports, or to require as much effort. However, if a Progress Report identifies the risk of exceedance of an Air Quality Objective, the Local Authority is advised that it should undertake a detailed assessment immediately and not wait until the next round of Review and Assessment.

1.3 Air Quality Objectives

The air quality objectives applicable to LAQM within Northern Ireland are set out in the Air Quality Regulations (Northern Ireland) 2003, Statutory Rules of Northern Ireland 2003, No. 342, (https://www.legislation.gov.uk/nisr/2003/342/contents/made), and are detailed in the following Table 1.1. This table shows the objectives in units of microgrammes per cubic metre (µg/m^3), and milligrams per cubic metre (mg/m^3) for carbon monoxide, together with the number of exceedances in each year that are permitted (where applicable) and the date by which they were to be achieved.

Table 1.1 – Air Quality Objectives included in Regulations for the purpose of LAQM in Northern Ireland.

Pollutant	Air Quality Objective		Date to be achieved by
	Concentration	Measured as	
Benzene	16.25 µg/m^3	Running annual mean	31.12.2003
	3.25 µg/m^3	Running annual mean	31.12.2010
1,3-butadiene	2.25 µg/m^3	Running annual mean	31.12.2003
Carbon monoxide	10 mg/m^3	Running 8-hour mean	31.12.2003
Lead	0.50 µg/m^3	Annual mean	31.12.2004
	0.25 µg/m^3	Annual mean	31.12.2008
Nitrogen dioxide	200 µg/m^3 not to be exceeded more than 18 times a year	1-hour mean	31.12.2005
	40 µg/m^3	Annual mean	31.12.2005
Particulate matter (PM_{10}) (gravimetric)	50 µg/m^3, not to be exceeded more than 35 times a year	24-hour mean	31.12.2004
	40 µg/m^3	Annual mean	31.12.2004
Sulphur dioxide	350 µg/m^3, not to be exceeded more than 24 times a year	1-hour mean	31.12.2004
	125 µg/m^3, not to be exceeded more than 3 times a year	24-hour mean	31.12.2004
	266 µg/m^3, not to be exceeded more than 35 times a year	15-minute mean	31.12.2005

1.4 Summary of Previous Review and Assessments

As part of its ongoing review and assessment process, Belfast City Council completed a 2nd and 3rd stage review and assessment of ambient air quality throughout the city in early 2004. This assessment concluded that modelled and monitored exceedances of short and longer-term objectives for both nitrogen dioxide (NO_2) and particulate matter (PM_{10}) were occurring in the city and would be likely to continue to do so in some locations beyond 2010. Consequently, in August 2004, the council, in consultation with other relevant and competent authorities, declared four Air Quality Management Areas (AQMAs), comprising of the M1 Motorway and A12 Westlink corridor; Cromac Street to the junction of Short Strand, Woodstock Link and the Albertbridge Road; the Upper Newtownards Road; and the Ormeau Road.

The M1 Westlink / A12 Westlink corridor AQMA was declared on the basis that annual and hourly-mean nitrogen dioxide concentrations would exceed 31st December 2005 Air Quality Strategy objectives. In addition, particulate matter (PM_{10}) annual and 24-hour mean concentrations were predicted also to exceed relevant objectives at this location. The three other Air Quality Management Areas were declared on the grounds that the annual mean nitrogen dioxide (NO_2) objective would be exceeded at these locations during 2005 and beyond. A subsequent source apportionment study, completed for each of the Air Quality Management Areas, indicated that the principal source of the exceedances was emissions associated with road transport.

Current Air Quality Management Areas are described and depicted in more detail as follows:

1. The M1 / Westlink corridor from the Belfast City boundary at Sir Thomas and Lady Dixon Park to the end of the Westlink at the junction with Great George's Street and York Street including Stockman's Lane and Kennedy Way. This area was declared for predicted exceedances of both the nitrogen dioxide and particulate material annual mean air quality strategy objectives, as well as exceedances of the particulate matter 24-hour mean objective and the nitrogen dioxide 1-hour mean objective. This AQMA was revoked for exceedances of particulate matter objectives in September 2015, but remains of concern in respect of the annual mean air quality objective for nitrogen dioxide.
2. Cromac Street to the junction with East Bridge Street and then from East Bridge Street to the junction with the Ravenhill and Albertbridge Roads and Short Strand.

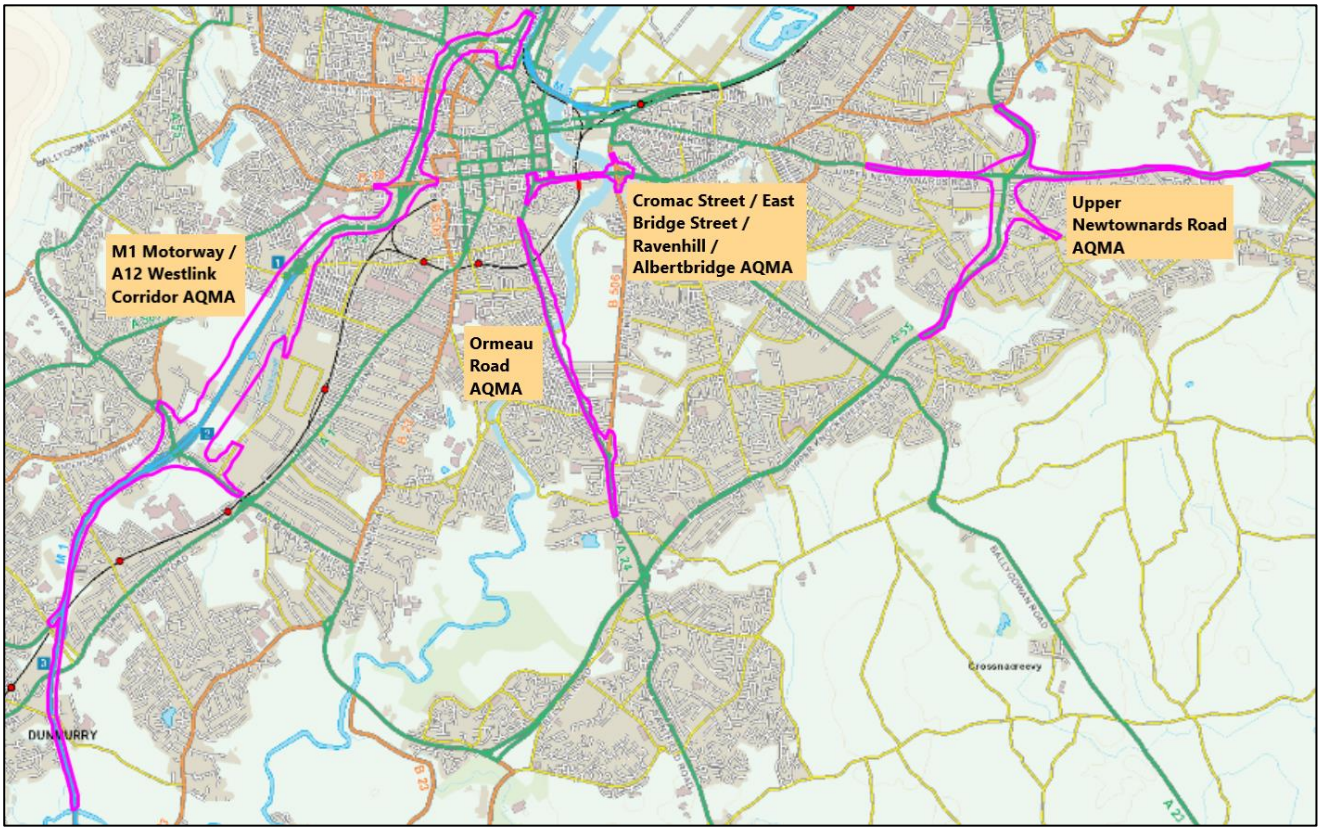
This AQMA was declared for predicted exceedances of the nitrogen dioxide annual mean Air Quality Strategy objective.

3. The Upper Newtownards Road from the North Road junction to the Belfast City boundary at the Ulster Hospital, incorporating the Knock Road to the City boundary at Laburnum Playing Fields and Hawthornden Way. This AQMA was declared for predicted exceedances of the nitrogen dioxide annual mean Air Quality Strategy objective.
4. The Ormeau Road from the junction with Donegall Pass to the city boundary at Galwally. This area was declared for predicted exceedances of the nitrogen dioxide annual mean Air Quality Strategy objective.

The boundaries of these Air Quality Management Areas are denoted in pink in the following Figure 1.1 and were set to take account of atmospheric dispersion modelling uncertainties.

Please note that the Belfast City Council boundary was revised in 2015 as a consequence of the reform of local government in Northern Ireland. The above-mentioned AQMAs were declared on the basis of the previous council boundary.

Figure 1.1– Map(s) of AQMA Boundaries



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A further detailed air quality review and assessment was completed by Belfast City Council in 2010, informed by the outcome of the 2009 Updating and Screening Assessment. Accordingly, the 2010 Detailed Assessment considered the potential for exceedances of nitrogen dioxide objectives at a number of further locations across the city, including at the junction of the Sydenham Bypass with the Lower Newtownards Road, Shaftesbury Square, Donegall Road and Albertbridge Road, and at locations throughout the city centre. Although atmospheric dispersion modelling studies, undertaken as part of the detailed review and assessment process, did suggest exceedances of the nitrogen dioxide annual mean objective at some the of above-mentioned locations, the review and assessment identified that there was no relevant public exposure at these locations during 2010. As a result, the 2010 Detailed Air Quality Review and Assessment for Belfast City Council concluded that there was no need to declare further Air Quality Management Areas or to expand or revoke the existing AQMAs. This conclusion was accepted by DAERA.

Ambient air quality monitoring results, as presented in previous annual progress and updating and screening assessment reports, had identified sustained improvements in particulate matter (PM_{10}) concentrations within the M1 Motorway / A12 Westlink Air Quality Management Area, confirming that it had been in compliance with the particulate matter (PM_{10}) objectives for a number of years. This resulted in the M1 Motorway / A12 Westlink AQMA being revoked for exceedances of particulate matter 24-hour and annual mean objectives in September 2015.

The current stage (Round 9) of the Review and Assessment process requires that a Progress Report be completed for submission by 30th June 2026. This report therefore addresses the requirements of the May 2025 Defra LAQM.TG(22) technical guidance publication in identifying any significant changes that have occurred since the previous round of Review and Assessment, which may have the potential to adversely affect local ambient air quality.

For reference and additional background information, historical Belfast City Council air quality review and assessment reports are listed in the following table, and are also available to download from the Department of Agriculture, Environment & Rural Affairs (DAERA) for Northern Ireland 'Northern Ireland Air' website via the follow weblink: https://www.airqualityni.co.uk/reports/district-council-reports-1

Table 1.2 – Historical Belfast City Council Air Quality Reports

• Belfast City Council Progress Report 2025 - Published: 28th November 2025
• Belfast - Updating and Screening Assessment - 2024 - Published: 10th September 2024
• Belfast City Council 2023 Air Quality Progress report - Published: 10th January 2024
• Belfast City Council 2022 Air Quality Progress Report - Published: 15th February 2023
• 2021 Updating and Screening Assessment for Belfast City Council - Published: 1st October 2021
• Belfast - Progress Report - 2020 - Published: 11th November 2020
• Belfast - Progress Report - 2019 - Published: 11th November 2020
• Belfast - Updating and Screening Assessment - 2018 - Published: 17th December 2018
• Belfast - Progress Report - 2017 - Published: 17th November 2017
• Belfast - Progress Report - 2016 - Published: 21st October 2016
• Belfast - Updating and Screening Assessment - 2015 - Published: 21st October 2016
• Belfast - LAQM Progress Report - 2014 - Published: 14th November 2014
• Belfast - LAQM Progress Report - 2013 - Published: 1st April 2013
• Belfast - Updating and Screening Assessment report - 2012 - Published: 3rd October 2012
• Belfast - Progress Report - 2011 - Published: 30th April 2011
• Belfast - Detailed Assessment - September 2010 - Published: 30th September 2010
• Belfast - Progress Report - 2010 - Published: 30th April 2010
• Belfast - Updating and Screening Assessment - 2009 - Published: 30th April 2009
• Belfast - Joint Air Quality Progress and Action Plan Progress Report - 2007 - Published: 30th April 2007
• Belfast - Detailed Assessment - April 2007 - Published: 30th April 2007
• Belfast - Joint Air Quality Progress and Action Plan Progress Report - 2008 - Published: 10th June 2008
• Belfast - Updating and Screening Assessment - 2006 Appendix - Published: 31st July 2006
• Belfast - Updating and Screening Assessment - 2006 - Published: 31st July 2006
• Belfast - Health Impact Assessment of the Draft Air Quality Action Plan for Belfast - Published: 1st May 2006
• Belfast - Progress Report - Published: 1st September 2005

2 New Monitoring Data

2.1 Summary of Monitoring Undertaken

2.1.1 Automatic Monitoring Sites

Belfast City Council operates four automatic monitoring stations across the city in order to help inform its air quality management processes and to provide real time information to the public in relation to air pollution levels across the city and within our Air Quality Management Areas.

Accordingly, to ensure that the data from our sites is both accurate and representative, the monitors at each site are calibrated on a bi-weekly (Stockman's Lane AURN affiliate site) or on a four-weekly basis by the council's technical staff, in accordance with the procedures detailed in the Defra Automatic Urban and Rural Network (AURN) local site operators' manual. In addition, data management, quality assurance and quality control and service and maintenance support are provided by appointed contractors. The data from our sites is made available to the Department of Agriculture, Environment and Rural Affairs (DAERA) and is reported on the 'Northern Ireland Air' website in near real time (https://www.airqualityni.co.uk/). Under the current LAQM regime, and for the purpose of LAQM reporting, pollutant concentrations should be reported to an accuracy of 1 decimal place. Automatic monitoring data presented in this report relates to the calendar year (i.e. January – December). 2025 data capture levels exceeded the Department's 75% data capture threshold for the calculation of annual statistics at three council sites; one site (Ormeau Road) had to be closed in May 2025 due to residential construction works being undertaken directly adjacent to the monitoring enclosure. Consequently, 2025 data capture levels at the Ormeau Road site were 35.9%, below the 75% threshold. It was therefore necessary to annualise the nitrogen dioxide data as per the requirements of Box 7-9 of LAQM.TG (22). We are currently re-establishing this monitoring site at a nearby location. Further information regarding our QA/QC procedures and processes has been provided in Appendix A to this report.

In addition to the council's automatic monitoring sites, the UK Environment Agency and DAERA operate an AURN urban background monitoring site at Lombard Street in Belfast City Centre. Unfortunately, during 2025, data capture levels at the Belfast Centre site were

below the Department's 75% data capture threshold for nitrogen dioxide (69.7%); consequently, it was necessary to annualise the data from this monitoring site (Box 7-9 of LAQM.TG (22).

In relation to correction of our automatic monitoring data, this process is generally of principal concern with regard to the treatment of particulate matter monitoring data. In September 2019, the Belfast Centre site replaced the FDMS equipped TEOMs with a Palas Fidas 200, which complies with Defra's UK PM Pollution Climate standard. Government equivalence tests have determined that both of types of equipment meet the equivalence criteria, and on that basis, no correction factors need to be applied to this monitoring data.

The Stockman's Lane site is equipped with a Met One Instruments 1020 Beta Attenuation Monitor (BAM) with a heated inlet for monitoring particulate matter (PM_{10}). Government technical guidance highlights that a BAM, equipped with a heated inlet, also meets the equivalence criteria for PM_{10} monitoring, provided that the results are corrected for slope. This correction involves dividing measured concentrations by a factor of 1.035. It should be noted that the data presented on the DAERA Northern Ireland Air website and in this report have already been corrected to the reference equivalent.

During 2019, Belfast City Council replaced ageing NOx API M200A analysers at two of its monitoring sites, namely the Upper Newtownards Road and Stockman's Lane with more modern T200 variants. In addition, the unheated BAM 1020 particulate matter (PM_{10}) analyser at Stockman's Lane was also replaced with a heated inlet variant in order to continue to collect high quality data and to achieve >90% data collection rates throughout the year. In 2020, the council also replaced a further aged API M200 NOx analyser at the Ormeau Road site.

During 2022, we progressed with the upgrade of our analyser communication systems (including modems) at our four monitoring sites. AQMSs were consequently updated from GSM modems to 4G IP Routers, and the T200 analysers were upgraded to use NumaView diagnostic and communications software.

During 2025, Belfast City Council replaced its ageing NOx API M200A analyser at the A12 Westlink / Roden Street site with a more modern API N200 model. In addition, due to a significant instrument fault, the BAM 1020 particulate matter (PM_{10}) analyser at Stockman's Lane was also replaced with a similar model, which was provided by the UK Environment Agency.

A location map showing automatic monitoring site locations across the Belfast City Council area is presented in the following Figure 2.1, with further site-specific monitoring details provided in Table 2.1.

Figure 2.1 – Map of Automatic Monitoring Sites

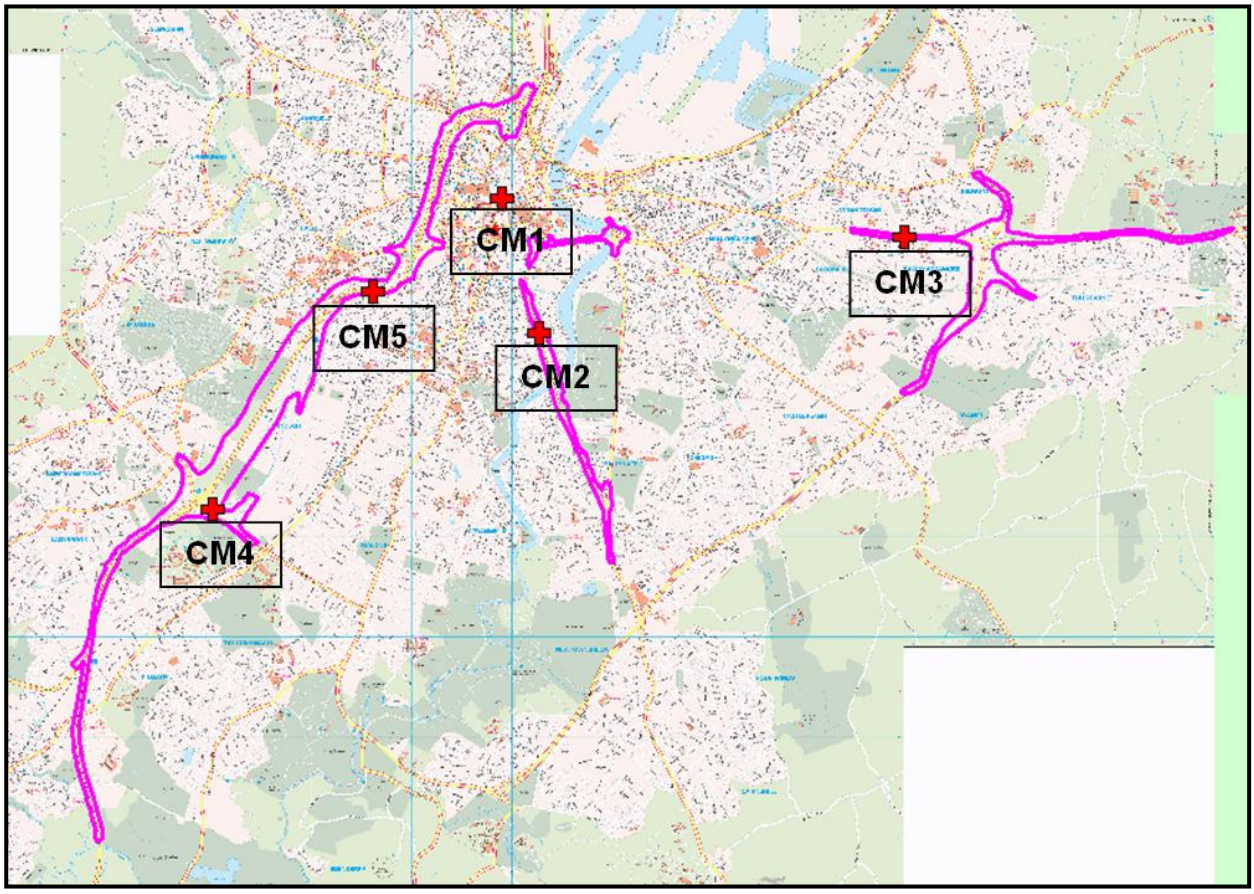

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Table 2.1 – Details of Automatic Monitoring Sites

Site ID	Site Name	Site Type	X OS Grid Reference	Y OS Grid Reference	Inlet Height (m)	Pollutants Monitored	In AQMA?	Monitoring Technique	Relevant Exposure? (Y/N with distance (m) from monitoring site to relevant exposure)	Distance to Kerb of Nearest Road (m) (N/A if not applicable)	Does this Location Represent Worst-Case Exposure?
CM1	Belfast Centre AURN site Lombard Street	Urban Background	333898	374358	4.0	Nitrogen dioxide, sulphur dioxide, carbon monoxide, ozone and particulate matter (PM_{10} and $PM_{2.5}$) Benzene, Black Carbon, Heavy Metals	N	Chemiluminescence, UV Fluorescence, IR Absorption, UV Absorption, Light-Scattering Monitor (Palas Fidas 200) Benzene sampler Aethalometer Digitel aerosol	Y (Monitoring site is located in a city centre pedestrian precinct)	26 m	Y
CM2	Belfast Ormeau Road	Roadside	334272	373012	1.3	Nitrogen dioxide	Y	Chemiluminescence	Y (6 m)	3 m	Y
CM3	Belfast Upper Newtownards Road	Roadside	337911	373972	1.3	Nitrogen dioxide	Y	Chemiluminescence	Y (7 m)	2 m	Y
CM4	Belfast Stockman's Lane	Roadside	331010	371252	3.0	Nitrogen dioxide and particulate matter (PM_{10})	Y	Chemiluminescence Beta Attenuation Monitor	Y (10 m)	3 m	Y
CM5	Belfast Westlink Roden Street	Roadside	332609	373434	2.6	Nitrogen dioxide	Y	Chemiluminescence	Y (17 m)	5 m	Y

2.1.2 Non-Automatic Monitoring Sites

The government's risk and exposure-based approach to local air quality management means that Belfast City Council's principal focus has been on addressing citywide ambient nitrogen dioxide (NO_2) levels over recent years. Accordingly, in order to understand how nitrogen dioxide levels are varying across the city and in addition to our automatic analysers, the council operates a range of passive diffusion tubes for nitrogen dioxide at a range of both background and roadside locations across the city.

The NOx diffusion tube monitoring network has changed considerably since the declaration of the Air Quality Management Areas in 2004. In 2025, the extensive council monitoring network comprised 79 diffusion tubes throughout the city at 71 locations, which generate annual mean NO_2 data to assist in the review and assessment process and to aid developers in conducting air quality impact assessments, where deemed necessary.

The council regularly reviews its monitoring locations and relocates or discontinues tubes from areas of sustained low nitrogen dioxide annual mean concentrations. In 2025, we removed 4 tubes (Nos. 25 (Whitewell Road), 74 (Ardmore Park), 107 (Springfield Road) and 117 (Ladas Drive)) from the network, due to consistently low concentrations recorded or changes to 'relevant exposure' locations; we relocated three tubes (Nos. 15 (Shaftesbury Square), 33 (Great Victoria Street) and 121 (412 Whitewell Road)), along the same roads, but closer to relevant exposure (residential properties), and we added two tubes (Nos. 122 (Westlink / Divis Street) and 123 (Shankill Road, Spectrum Centre). All locations are detailed in Figure 2.2 and Table 2.2.

Nitrogen dioxide diffusion tubes comprise a small clear plastic tube containing a chemical reagent supported on stainless steel grids that absorb the pollutant directly from the surrounding ambient air. In this case, triethanolamine is used as the reagent to monitor levels of ambient nitrogen dioxide. Belfast City Council's diffusion tubes are exposed for successive four or five-week periods, in general accordance with the Defra Diffusion Tube Monitoring Calendar (https://laqm.defra.gov.uk/air-quality/air-quality-assessment/diffusion-tube-monitoring-calendar/) and, as a result, they provide a good general indication of average nitrogen dioxide concentrations, thereby allowing a comparison with the nitrogen dioxide annual mean objective.

To ensure that experimental error is minimised in the preparation and analysis of its nitrogen dioxide diffusion tubes, Belfast City Council has appointed Gradko International Ltd. to supply, analyse and report data for its diffusion tubes. Gradko employs a 20% triethanolamine solution for monitoring ambient nitrogen dioxide and adheres to the requirements of the government's 'Diffusion Tubes for Ambient NO_2 Monitoring: Practical Guidance for Laboratories and Users' publication.

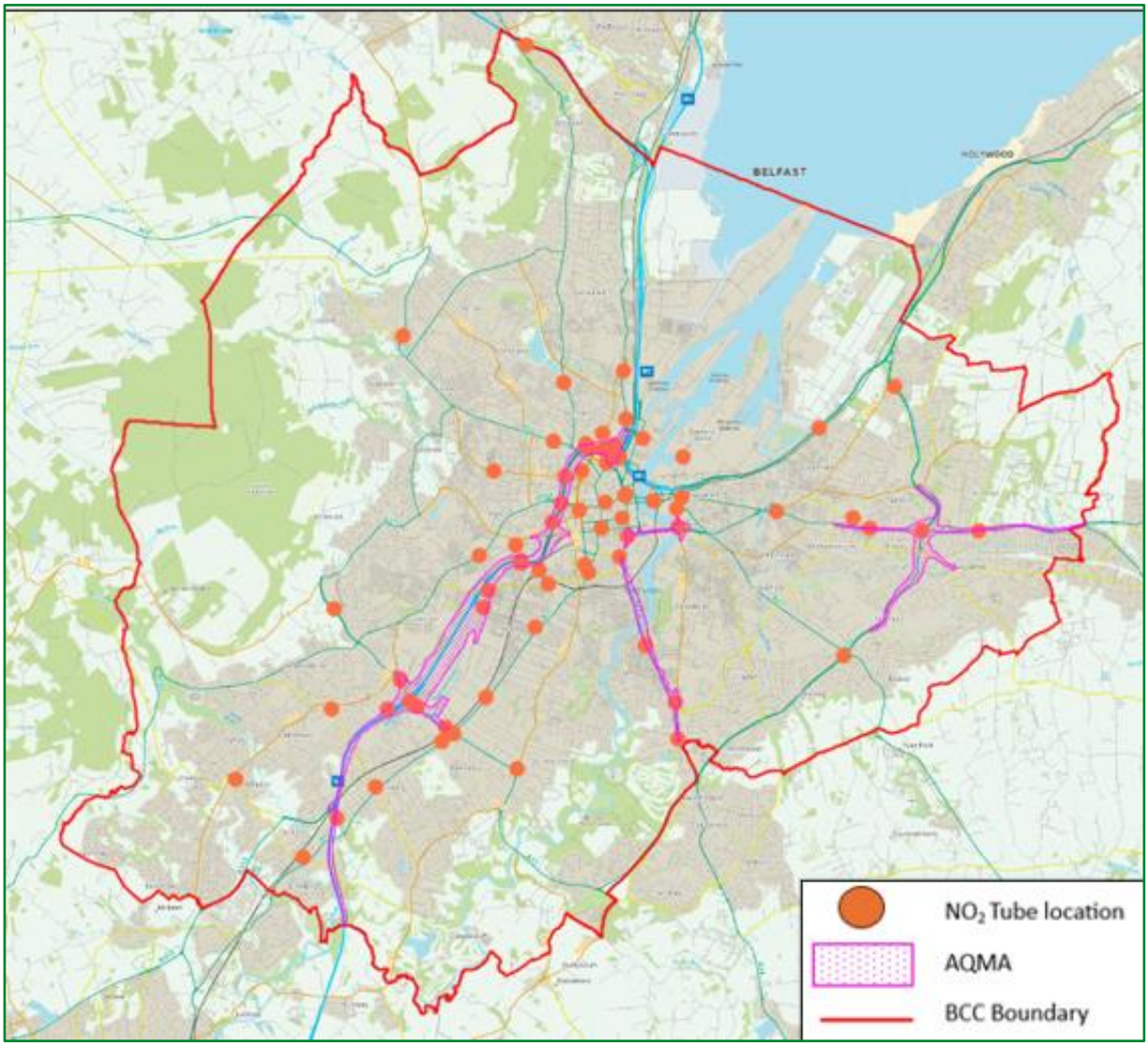
To further ensure that its diffusion tube monitoring data is as accurate as possible, the council co-locates a number of diffusion tubes with reference method compliant chemiluminescent nitrogen dioxide analysers at the Lombard Street, Upper Newtownards Road, A12 Westlink / Roden Street and Stockman's Lane monitoring sites. This process allows a bias adjustment factor (with a 95% confidence interval as an estimate of the uncertainty on the bias adjustment factor) to be calculated and used to correct the diffusion tube monitoring data.

In the case of the diffusion tube data presented in this report, the monitoring data has been corrected using a local bias adjustment factor derived from three of the above-mentioned co-location studies (Upper Newtownards Road, Westlink / Roden Street and Stockman's Lane monitoring sites). The Lombard Street AURN site (Belfast Centre) was unable to be considered as part of the 2025 co-location study due to the relatively low nitrogen dioxide automatic data capture rate (70%). This monitoring site is operated by the UK Environment Agency and DAERA.

The bias adjustment calculation and data scaling were undertaken using Defra's new Diffusion Tube Data Processing Tool. Outputs from the spreadsheet for treatment of Belfast City Council's 2025 diffusion tube monitoring data are included in Appendix A to this report.

Figure 2.2 – Maps of Non-Automatic Monitoring Sites.

Belfast City Council Boundary



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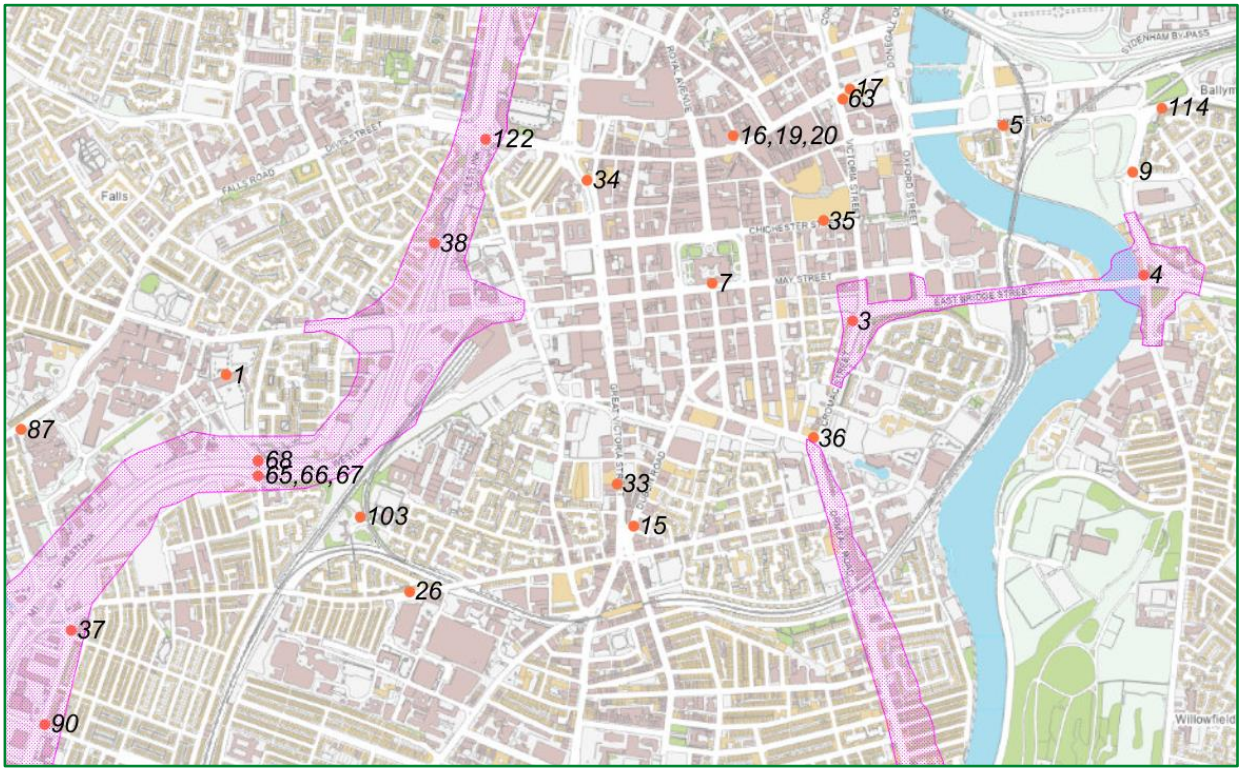
Belfast City Centre



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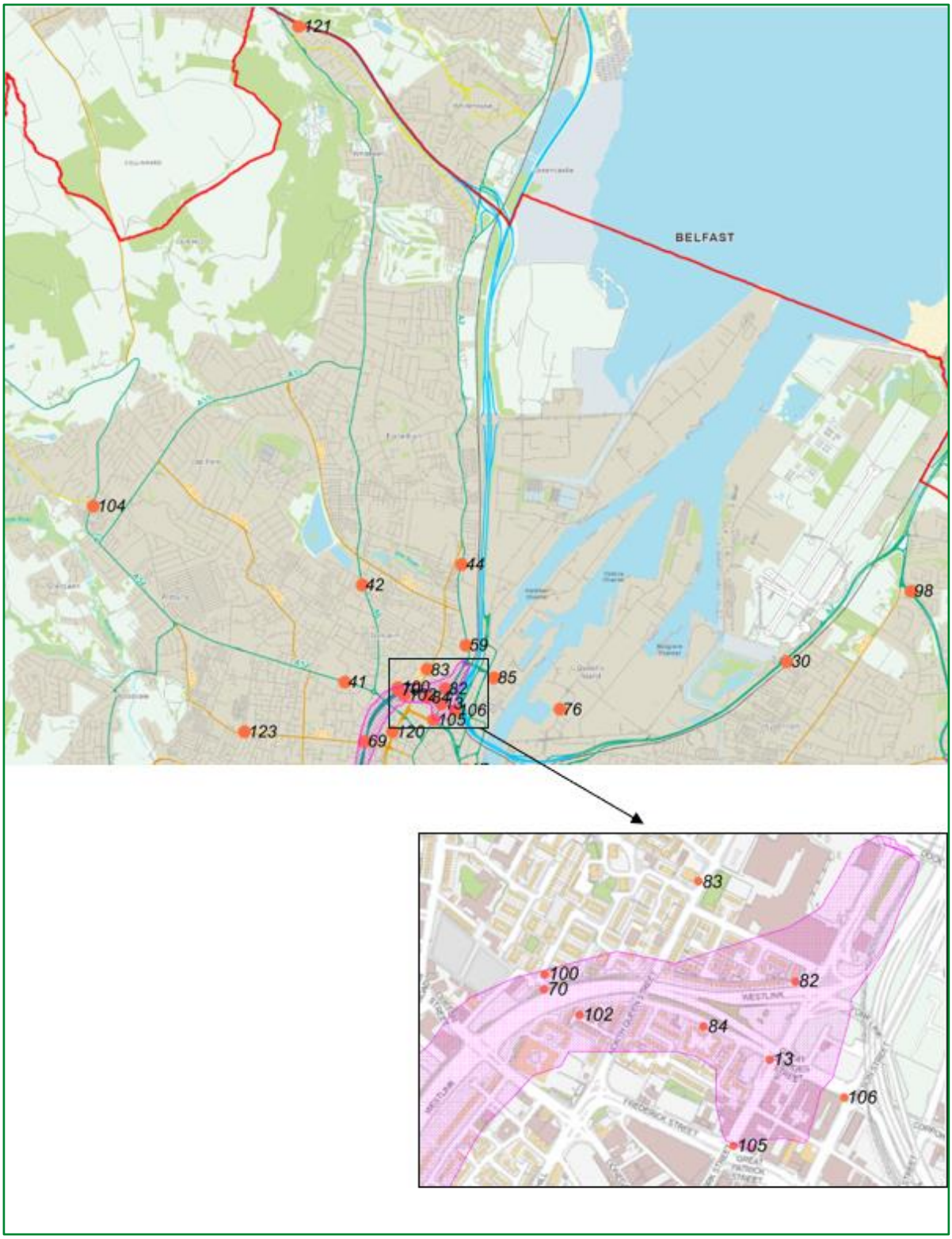
North Belfast



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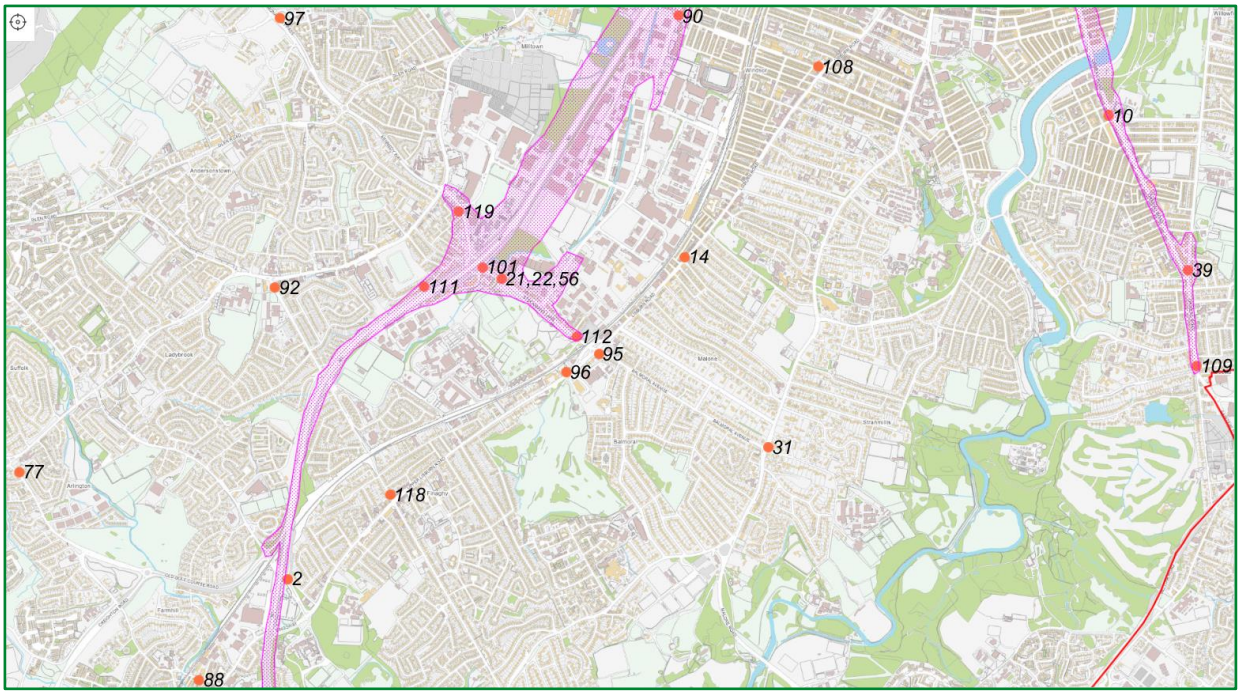
Southwest Belfast



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East Belfast

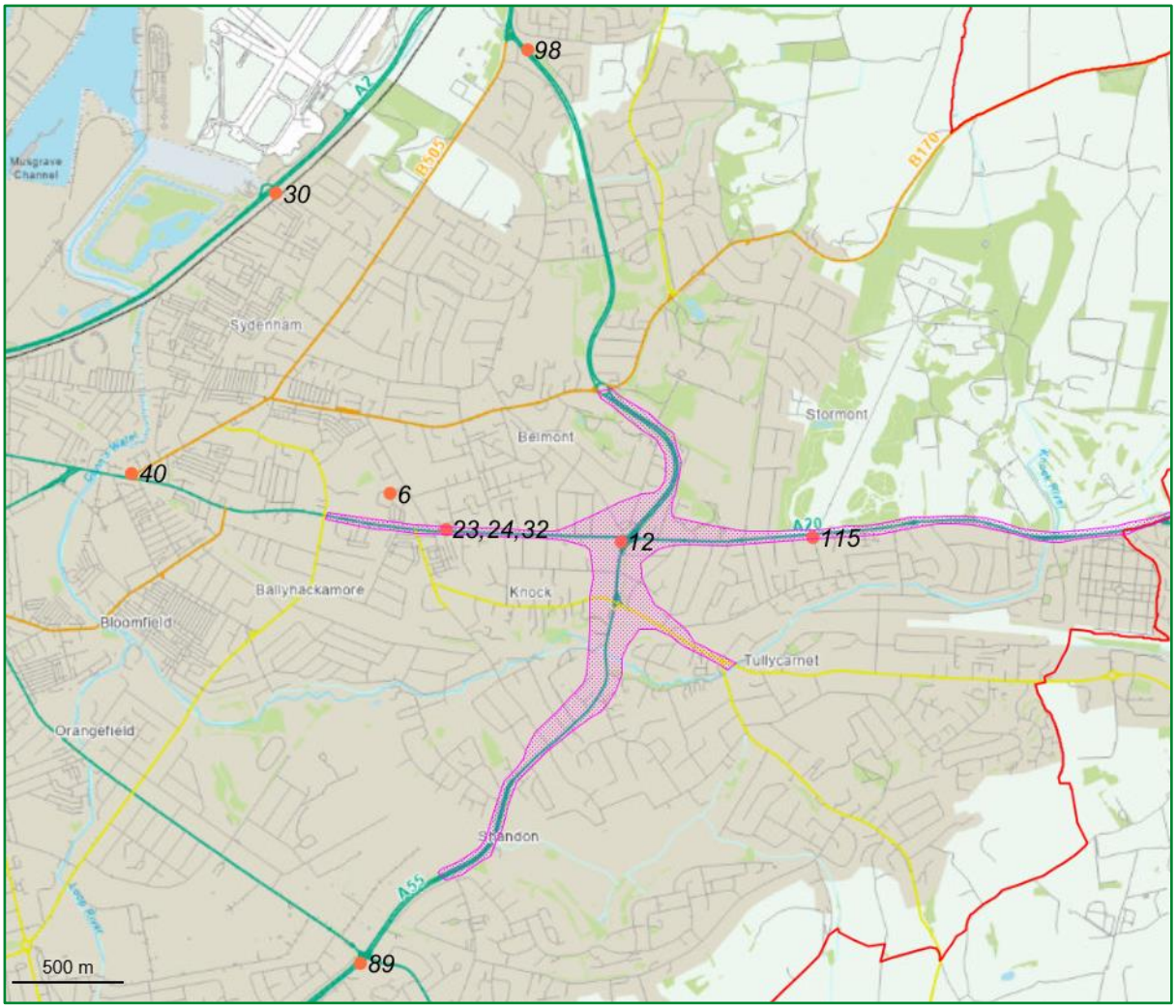

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Table 2.2 – Details of Non-Automatic Monitoring Sites

Tube ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	In AQMA? Which AQMA?	Distance to Relevant Exposure (m)	Distance to Kerb of Nearest Road (m)	Tube Co-located with a Continuous Analyser	Height (m)
1	Royal Victoria Hospital	Urban Background	332522	373708	NO_2	No	68.0	82.0	No	3.2
2	Black's Road	Roadside	329780	369528	NO_2	Yes - AQMA 1	26.0	2.0	No	2.7
3	61 Cromac Street	Roadside	334220	373853	NO_2	Yes - AQMA 2	12.0	2.5	No	3.0
4	Albertbridge Road	Roadside	335013	373979	NO_2	Yes - AQMA 2	10.0	1.5	No	3.0
5	Queen's Bridge	Roadside	334630	374385	NO_2	No	10.0	1.5	No	3.0
6	58 Earlswood Road	Urban Background	337681	374133	NO_2	No	3.0	65.0	No	3.0
7	Donegall Square South	Roadside	333840	373956	NO_2	No	173.0	6.0	No	3.0
9	Short Strand	Roadside	334983	374260	NO_2	No	24.0	1.0	No	3.0
10	301 Ormeau Road	Roadside	334499	372186	NO_2	Yes - AQMA 4	0.1	7.5	No	3.0
12	Knock Road	Roadside	338718	373918	NO_2	Yes - AQMA 3	17.0	1.5	No	2.5
13	Great George's Street	Kerbside	333981	375102	NO_2	Yes - AQMA 1	9.0	0.5	No	3.0

Tube ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	In AQMA? Which AQMA?	Distance to Relevant Exposure (m)	Distance to Kerb of Nearest Road (m)	Tube Co-located with a Continuous Analyser	Height (m)
14	Lisburn Road	Roadside	332063	371376	NO_2	No	3.0	3.5	No	2.7
15	Shaftesbury Square / Botanic Studios	Kerbside	333627	373298	NO_2	No	5.0	1.0	No	2.7
16, 19, 20	Lombard Street	Urban Background	333898	374358	NO_2	No	167.0	26.0	Yes	4.0
17	Albert Clock	Roadside	334213	374485	NO_2	No	3.0	3.0	No	3.1
21, 22, 56	Stockman's Lane	Roadside	331009	371251	NO_2	Yes - AQMA 1	14.0	2.5	Yes	3.0
23, 24, 32	Ballyhackamore	Roadside	337930	373972	NO_2	Yes - AQMA 3	35.0	2.0	Yes	3.0
26	Donegall Road	Kerbside	333018	373120	NO_2	No	2.5	1.0	No	2.7
30	Station Road	Roadside	337168	375485	NO_2	No	19.0	2.0	No	2.7
31	Malone Road	Roadside	332544	370283	NO_2	No	12.0	2.5	No	3.0
33	Great Victoria Street / GO Garage	Kerbside	333548	373772	NO_2	No	6.0	1.0	No	3.2
34	College Square East	Roadside	333501	374236	NO_2	No	3.0	3.0	No	3.0
35	Chichester Street	Roadside	334140	374126	NO_2	No	3.0	3.0	No	3.5
36	Cromac & Ormeau Avenue (AQMA)	Kerbside	334114	373536	NO_2	Yes - AQMA 2	3.0	0.5	No	2.5

Tube ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	In AQMA? Which AQMA?	Distance to Relevant Exposure (m)	Distance to Kerb of Nearest Road (m)	Tube Co-located with a Continuous Analyser	Height (m)
37	Broadway	Roadside	332100	373015	NO_2	Yes - AQMA 1	6.0	1.0	No	3.0
38	Albert Street / Westlink (AQMA)	Roadside	333085	374065	NO_2	Yes - AQMA 1	6.0	16.0	No	3.0
39	Ormeau Road (junction with Ravenhill Road) (AQMA)	Roadside	334957	371298	NO_2	Yes - AQMA 4	5.5	3.0	No	3.0
40	Upper Newtownards Road & Hollywood (AQMA)	Roadside	336516	374226	NO_2	No	24.0	2.0	No	3.0
41	Crumlin Road	Roadside	333101	375295	NO_2	No	20.0	3.0	No	3.0
42	262 Antrim Road	Roadside	333258	376186	NO_2	No	6.0	2.0	No	2.7
44	Shore Road (Ivan Street end)	Roadside	334177	376375	NO_2	No	2.5	5.0	No	3.0
59	York Street	Roadside	334214	375638	NO_2	No	5.0	3.5	No	2.7
63	Queen's Square / Victoria Street	Roadside	334193	374457	NO_2	No	0.1	7.0	No	2.7
65, 66, 67	Westlink AQMS	Roadside	332610	373434	NO_2	Yes - AQMA 1	22.0	5.0	Yes	2.6
68	Opposite Westlink AQMS	Kerbside	332610	373474	NO_2	Yes - AQMA 1	49.0	1.0	No	2.5
69	Peters Hill	Kerbside	333281	374755	NO_2	Yes - AQMA 1	48.0	1.0	No	3.5 (above the canyon)

Tube ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	In AQMA? Which AQMA?	Distance to Relevant Exposure (m)	Distance to Kerb of Nearest Road (m)	Tube Co-located with a Continuous Analyser	Height (m)
70	Henry Place	Kerbside	333588	375224	NO_2	Yes - AQMA 1	17.0	1.0	No	3.5 (above the canyon)
76	Titanic Quarter	Roadside	335073	375049	NO_2	No	5.0	1.5	No	2.7
77	Poleglass (Upper Dunmurry Lane)	Roadside	328237	370138	NO_2	No	5.0	3.0	No	2.7
82	Molyneaux Street	Roadside	334025	375238	NO_2	Yes - AQMA 1	2.5	11.0	No	2.7
83	North Queen Street	Roadside	333857	375412	NO_2	No	9.5	3.0	No	2.7
84	Great George's Street / Portland Place	Roadside	333866	375160	NO_2	Yes - AQMA 1	5.5	4.0	No	2.7
85	Sailor Town / Dock Street	Roadside	334468	375340	NO_2	No	15.0	4.0	No	2.7
87	RVH, Falls Road	Roadside	331964	373558	NO_2	No	6.0	3.0	No	2.7
88	Dunmurry Lane	Roadside	329273	368947	NO_2	No	4.0	2.0	No	2.7
89	Upper Knockbreda Road	Kerbside	337547	372019	NO_2	No	23.0	0.5	No	2.5
90	Tates Avenue / Glenmachan Street	Roadside	332028	372759	NO_2	Yes - AQMA 1	8.0	2.5	No	2.5
92	Andersonstown Road	Roadside	329707	371200	NO_2	No	10.0	2.0	No	2.5
95	Balmoral Avenue	Roadside	331568	370818	NO_2	No	8.5	2.5	No	2.7

Tube ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	In AQMA? Which AQMA?	Distance to Relevant Exposure (m)	Distance to Kerb of Nearest Road (m)	Tube Co-located with a Continuous Analyser	Height (m)
96	Upper Lisburn Road (Kings Hall)	Roadside	331379	370712	NO_2	No	4.5	3.5	No	2.7
97	Monagh Bypass	Roadside	329737	372743	NO_2	No	6.5	3.0	No	2.7
98	Knocknagoney (2 Garnerville Park)	Roadside	338297	376131	NO_2	No	7.0	2.0	No	2.7
100	Henry Place 2	Roadside	333589	375251	NO_2	Yes - AQMA 1	-9.0	27.0	No	2.5
101	Stockmans Lane Roundabout	Roadside	330900	371316	NO_2	Yes - AQMA 1	4.5	3.0	No	2.5
102	North Queen Park	Roadside	333650	375180	NO_2	Yes - AQMA 1	-7.0	15.0	No	2.5
103	Blythefield Park (Bentham Drive)	Roadside	332885	373323	NO_2	No	40.0	15.0	No	2.5
104	Ligoniel Crossroads	Roadside	330800	376914	NO_2	No	13.0	1.5	No	3.0
105	Ulster University	Kerbside	333918	374952	NO_2	Yes - AQMA 1	6.5	1.0	No	2.5
106	M3 Motorway / Offramp	Kerbside	334110	375036	NO_2	No	0.5	4.0	No	2.5
108	Lisburn Road and Tates Avenue Junction	Roadside	332825	372465	NO_2	No	2.7	2.5	No	2.5
109	444 Ormeau Road (Galwally Park)	Roadside	335005	370749	NO_2	Yes - AQMA 4	7.0	3.0	No	2.5

Tube ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	In AQMA? Which AQMA?	Distance to Relevant Exposure (m)	Distance to Kerb of Nearest Road (m)	Tube Co-located with a Continuous Analyser	Height (m)
111	73a Owenvarragh Park	Roadside	330562	371205	NO_2	Yes - AQMA 1	3.0	2.0	No	2.5
112	1 Stockman's Lane	Roadside	331440	370918	NO_2	Yes - AQMA 1	8.0	2.0	No	2.5
114	Strand Walk	Kerbside	335061	374433	NO_2	No	11.0	1.0	No	2.5
115	Stormont	Roadside	339583	373935	NO_2	Yes - AQMA 3	8.0	2.5	No	2.5
118	Finaghy Road North	Roadside	330367	370009	NO_2	No	7.0	1.5	No	2.7
119	28 Kennedy Way	Roadside	330763	371636	NO_2	Yes - AQMA 1	20.0	1.5	No	2.7
120	Carrick Hill	Roadside	333539	374844	NO_2	No	-2.0	5.0	No	2.5
121	412 Whitewell Road	Roadside	332686	381325	NO_2	No	18.0	7.5	No	3.0
122	Westlink / Divis Street	Kerbside	333225	374347	NO_2	Yes - AQMA 1	5.0	1.0	No	2.5
123	Shankill Road (Spectrum Centre)	Kerbside	332187	374843	NO_2	No	6.0	1.0	No	2.7

** Please note that the various site IDs relate to current monitoring locations across the city. Over the preceding years, some sites may have relocated or monitoring discontinued. For these reasons, site IDs may be non-sequential.*

2.2 Comparison of Monitoring Results with Air Quality Objectives

2.2.1 Nitrogen Dioxide (NO_2)

Automatic Monitoring Data

Tables 2.3 and 2.4 summarise recent monitoring data from the council's nitrogen dioxide automatic analysers for 2025 and preceding years from 2021. In addition, trends in annual mean monitoring data for nitrogen dioxide are summarised in Figure 2.3.

All automatic monitoring sites in Belfast measured NO_2 annual mean concentration below 40 µg/m^3 during 2025. Moreover, there were no NO_2 1-hour means above 200 µg/m^3 recorded in Belfast during 2025.

Belfast Centre (Lombard Street) AQMS

The Belfast Centre AURN site is an urban centre / urban background site, situated in a substantially pedestrianised area of Belfast City Centre, and operated by the UK Environment Agency and DAERA. Urban background sites are located such that the pollution levels monitored are not influenced significantly by any single source or street, but rather by the integrated contribution from all sources upwind of the station e.g. by all traffic, combustion sources etc. Accordingly, there were no exceedances of any nitrogen dioxide air quality objectives recorded at the Belfast Centre AURN during 2025, with the annual mean being 18.9 µg/m^3; less than half of the 40 µg/m^3 annual mean objective value. As 2025 automatic data capture levels at the Belfast Centre site were below the Department's 75% data capture threshold for nitrogen dioxide (69.7%), annualisation of data from this site was required and undertaken in accordance with LAQM.TG(22) guidance. The highest nitrogen dioxide hourly mean in 2025 was 108 µg/m^3; substantially less than the 200 µg/m^3 AQO hourly mean value (18 exceedances permitted per annum).

Ormeau Road AQMS (AQMA 4)

The Belfast Ormeau Road monitoring site had to be closed in May 2025 due to residential construction works undertaken directly adjacent to the monitoring enclosure. Consequently, 2025 data capture levels at the Ormeau Road site were 35.9%; substantially below the 75% threshold. It was necessary therefore to annualise the nitrogen dioxide data as per the requirements of Box 7-9 of LAQM.TG (22). In summer 2026, we relocated the Ormeau Road monitoring site to an adjacent new permanent monitoring location; approximately 20m away

on the opposite side of Shaftesbury Avenue, but still along the main Ormeau Road carriageway.

The monitoring data demonstrates that nitrogen dioxide concentrations at the Ormeau Road monitoring site have been significantly below the annual mean air quality objective since 2014. Moreover, dispersion modelling undertaken as part of Belfast City Council Detailed Assessment for the city (finalised in 2023) predicted that 2019 (base year) and 2028 (future year) annual mean NO_2 concentrations within AQMA 4, which covers Ormeau Road from the junction with Donegall Pass to the Belfast City boundary at Galwally, would be below the UK AQO level at all locations of relevant human health exposure.

At this stage, however, the council has decided not to move to revoke the Ormeau Road Air Quality Management Area, and instead to continue to monitor within this AQMA and in other city locations in order to work towards further improving ambient air quality, having regard to air quality guidelines for ambient air quality as recommended by the World Health Organisation, in its 2021 Global Air Quality Guidelines: particulate matter ($PM_{2.5}$ and PM_{10}), ozone, nitrogen dioxide, sulphur dioxide and carbon monoxide publication.

Upper Newtownards Road AQMS (AQMA 3)

Annual mean concentrations of nitrogen dioxide at the Upper Newtownards Road site have been below the annual mean air quality objective since 2011, meaning that the nitrogen dioxide annual mean objective is being consistently achieved along the Upper Newtownards Road. As a result of the Covid-19 pandemic restrictions, and since 2020, there has been a marked reduction in nitrogen dioxide concentrations, due to significant reductions in traffic numbers. Nitrogen dioxide annual mean results (21.3 µg/m^3) for 2025 are lower than pre-pandemic annual mean data and significantly below the 40 µg/m^3 annual mean objective level.

In addition, the Knock Road non-automatic roadside diffusion tube, located at the busy junction of the Upper Newtownards Road, Hawthornden Way and the Knock Road (Upper Newtownards Road AQMA worst case location) recorded exceedances of the annual mean objective in previous years up until 2016. The 2017 calendar year was the first year when the annual mean concentration at the Knock Road junction fell below the air quality objective (36 µg/m^3), which was still the case in 2025 (26.7 µg/m^3). Consequently, there have not

been any monitored exceedances of the air quality objectives for NO_2 identified within this AQMA over the last nine monitoring years.

Moreover, it should be noted that the Belfast Rapid Transit Glider commenced operation along this route from September 2018. In order to facilitate operation of the Glider, a bus lane was established on the Upper Newtownards Road, Albertbridge Road and East Bridge Street, which operates from 07.00 to 19.00, Monday to Saturday inclusive. Glider operations together with introduction of the associated bus lane are likely to have had a beneficial impact on traffic movements and pollution levels along the Upper Newtownards Road, Albertbridge Road and East Bridge Street

The abovementioned nitrogen dioxide monitoring data for this Upper Newtownards Road AQMA No. 3, and the outcome of the council's detailed assessment, which also confirmed that modelled 2019 (base year) and 2028 (future year) annual mean NO_2 concentrations within AQMA No. 3 would be below the annual mean objective, indicate that this AQMA could be revoked.

At this stage, however, the council has decided not to move to revoke the Upper Newtownards Road Quality Management Area, and instead to continue to monitor within this AQMA and in other city locations in order to work towards further improving ambient air quality, having regard to air quality guidelines for ambient air quality as recommended by the World Health Organisation, in its 2021 Global Air Quality Guidelines: particulate matter ($PM_{2.5}$ and PM_{10}), ozone, nitrogen dioxide, sulphur dioxide and carbon monoxide publication.

Stockman's Lane AQMS (AQMA 1)

Unfortunately, despite completion of significant structural improvements to the M1 Motorway and A12 Westlink corridor, nitrogen dioxide concentrations at Stockman's Lane have historically remained high. 2020 was the first year, however, when the annual mean concentration (33 µg/m^3) fell below the objective level of 40 µg/m^3, likely due to Covid-19 travel restrictions. Whilst reductions in nitrogen dioxide annual mean concentrations at the Stockman's Lane site had been following a relatively consistent declining trend (the 2019 nitrogen dioxide annual mean was 45 µg/m^3, which is a ~8% reduction from the 2018 annual mean of 49 µg/m^3), the Covid-19 pandemic had an obvious impact on 2021 and 2022 annual mean concentrations. The 2021 annual mean (36 µg/m^3) and 2022 annual mean (36.4

µg/m^3) nitrogen dioxide concentrations were about 20% lower than the 2019 (pre-pandemic) levels. The 2023 annual mean (35.6 µg/m^3) and 2024 annual mean (33.3 µg/m^3) concentrations continued this downward trend. The 2025 concentration of 33.5 µg/m^3 is broadly equivalent to the 2024 annual mean.

Although concentrations recorded at this automatic station are now much lower than the 40 µg/m^3 annual mean objective, one roadside diffusion tube (Diffusion tube No. 101 - Stockman's Lane Roundabout), located near to the Stockman's Lane AQMS, recorded a 2025 NO_2 annual mean concentration of 36.7 µg/m^3. The 2025 nitrogen dioxide annual mean concentration at this diffusion tube monitoring location was therefore marginally above the 36 µg/m^3 (i.e. within 10% of the NO_2 annual mean objective for NO_2 passive diffusion tube monitoring) threshold, established in Box 3-2 AQMA Process Diagram of LAQM.TG(22) (May 2025) for revocation of an AQMA.

The council's 2023 Detailed Assessment had also suggested elevated nitrogen dioxide annual mean concentrations at this location. Therefore, we will continue monitoring at this location (within the M1 Motorway / A12 Westlink Corridor Air Quality Management Area) to identify any potential further exceedances and to better establish nitrogen dioxide concentrations and trends.

There were no NO_2 1-hour mean concentrations above 200 µg/m^3 recorded at the Stockmans Lane AQMS location during 2025; the maximum hourly mean nitrogen dioxide concentration in 2025 was 132 µg/m^3.

A12 Westlink / Roden Street AQMS (AQMA 1)

As shown in Table 2.3, the 2025 nitrogen dioxide annual mean (31.1 µg/m^3) monitored at the A12 Westlink / Roden Street site was higher than in the previous five years. However, this annual mean concentration is still noticeably lower than the 2019 pre-pandemic level (34 µg/m^3) and comfortably below the annual mean objective of 40 µg/m^3.

Consideration of nitrogen dioxide concentrations for 2025 indicate that monthly mean values were higher in most months throughout 2025 when compared to 2024. This increase in nitrogen dioxide concentrations may be due to an increase in traffic flow along the A12 Westlink corridor. It is noted that Annual Average Daily Traffic flows close to A12 Westlink / Roden Street AQMS location have increased significantly since the 2020 Covid pandemic

(https://www.infrastructure-ni.gov.uk/sites/default/files/2026-04/2024-traffic-and-travel-information-report.pdf).

There were, however, no NO_2 1-hour mean concentrations above 200 µg/m^3 recorded at this AQMS location during 2025; the maximum hourly mean nitrogen dioxide concentration in 2025 was 142 µg/m^3.

The nitrogen dioxide annual mean air quality objective has not been exceeded at the A12 Westlink / Roden Street automatic monitoring site since 2011. However, one roadside diffusion tube, located at Henry Place, further along the A12 Westlink corridor, has recorded exceedances of the annual mean objective over the past several years, including in 2025 (44.7 µg/m^3). There were also three other tubes located along the A12 Westlink corridor that recorded annual mean concentrations above 36 µg/m^3 during 2025. The council will therefore continue monitoring within the Westlink Corridor / M1 Air Quality Management Area (AQMA 1) to identify further improvements in nitrogen dioxide concentrations and any emerging trends.

Historically, modelled and monitored exceedances of the 1-hour mean objective for nitrogen dioxide were encountered only in the vicinity of the M1 Motorway / A12 Westlink corridor. As a result, this is the only Air Quality Management Area within Belfast that has been declared on the basis of exceedances of the 1-hour objective.

From ambient nitrogen dioxide monitoring data for the Stockman's Lane and A12 Westlink / Roden Street monitoring sites, as summarised in Table 2.4, it can be seen that the number of exceedances of the hourly mean objective has substantially decreased over recent years, both now demonstrating compliance with the 200 µg/m^3 objective, not to be exceeded more than 18 times per year - since 2013. In fact, there have been no recorded nitrogen dioxide 1-hour mean concentrations greater than 200 µg/m^3 at either monitoring site since 2019.

DAERA, in their letter of 20th November 2024, concerning an appraisal of the council's 2024 Updating and Screening Assessment (USA) highlighted that there had been no exceedances of the 1-hour NO_2 objective recorded within any declared AQMA for the last five years presented within the 2024 USA. DAERA and their technical assessors therefore advised the Council to consider revocation of the 1-hour NO_2 designation for the M1 Motorway / A12 Westlink corridor AQMA.

At that stage, however, the council has decided not to move to revoke the M1 Motorway and A12 Westlink corridor Air Quality Management Area (No. 1) for exceedances of the nitrogen dioxide 1-hour mean objective, and instead to continue to monitor within this AQMA and in other city locations in order to work towards further improving ambient air quality, having regard to air quality guidelines for ambient air quality as recommended by the World Health Organisation, in its 2021 Global Air Quality Guidelines: particulate matter ($PM_{2.5}$ and PM_{10}), ozone, nitrogen dioxide, sulphur dioxide and carbon monoxide publication. The council notes that the WHO air quality guidelines for nitrogen dioxide that were not re-evaluated, and consequently remain valid, include the 200 µg/m^3 guideline value, assessed over a 1-hour averaging time period.

Table 2.3 – Results of Automatic Monitoring for NO_2: Comparison with Annual Mean Objective

Site Name	Site Type	Within AQMA? Which AQMA?	Valid Data Capture for Monitoring Period % [a]	Valid Data Capture 2025 % [b]	Annual Mean Concentration (µg/m³)				
					2021*	2022*	2023*	2024*	2025 [c]
Belfast Centre (Lombard Street)	Urban Background	N	74.0	69.7	21	21.1	18.8[c]	18.1[c]	18.9[c]
Belfast Ormeau Road	Roadside	Y (CM2)	98.9	35.9	18	18.8	18.0	17.5	18.4[c]
Belfast Upper Newtownards Road	Roadside	Y (CM3)	92.4	92.4	21	22.2	21.0	20.6	21.3
Belfast Stockman's Lane	Roadside	Y (CM4)	96.9	96.9	36	36.4	35.6	33.3	33.5
Belfast Westlink / Roden Street	Roadside	Y (CM5)	99.5	99.5	28	27.9	28.5	27.1	31.1

[a] i.e. data capture for the monitoring period, in cases where monitoring was only carried out for part of the year

[b] i.e. data capture for the full calendar year (e.g. if monitoring was carried out for six months the maximum data capture for the full calendar year would be 50%)

[c] Means should be "annualised" as in Boxes 7.9 and 7.10 of LAQM.TG(22), if valid data capture is less than 75%

* Annual mean concentrations for previous years are optional

Figure 2.3 – Trends in Annual Mean NO_2 Concentrations Measured at Automatic Monitoring Sites

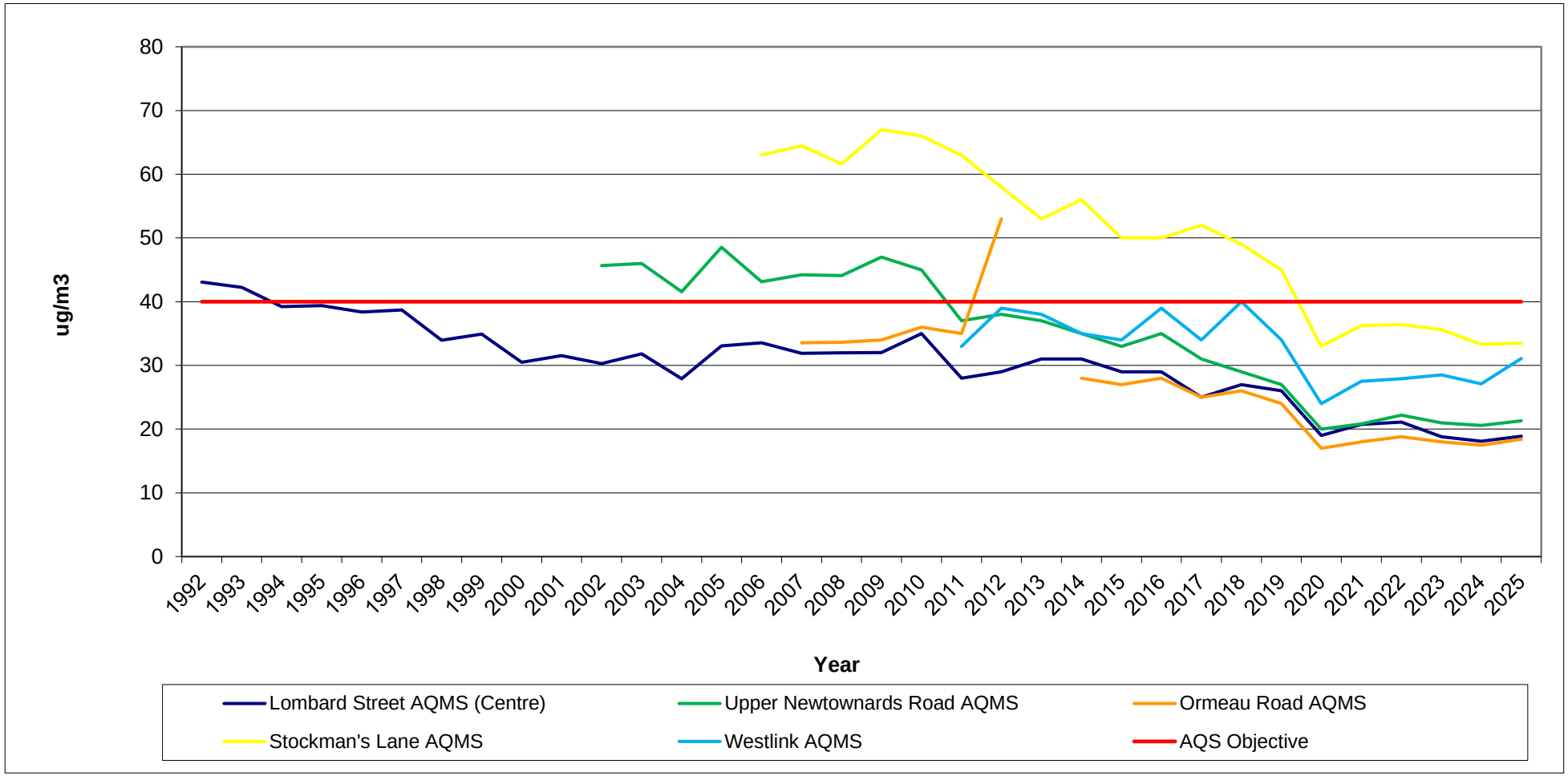


Table 2.4 – Results of Automatic Monitoring for NO_2: Comparison with 1-hour Mean Objective

Site ID	Site Type	Within AQMA?	Valid Data Capture for Monitoring Period % [a]	Valid Data Capture 2025 % [b]	Number of Hourly Means > 200 µg/m³				
					2021* [c]	2022* [c]	2023* [c]	2024* [c]	2025 [c]
Belfast Centre (Lombard Street)	Urban Background	N	74.0	69.7	0	0(93)[c]	0(84)[c]	0(82)[c]	0(81)[c]
Belfast Ormeau Road	Roadside	Y	98.9	35.9	0	0	0	0	0(90)[c]
Belfast Upper Newtownards Road	Roadside	Y	92.4	92.4	0	0	0	0	0
Belfast Stockman's Lane	Roadside	Y	96.9	96.9	0	0	0	0	0
Belfast Westlink / Roden Street	Roadside	Y	99.5	99.5	0	0	0	0	0

In bold, exceedance of the NO_2 hourly mean AQS objective (200 µg/m³ – not to be exceeded more than 18 times per year)

[a] i.e. data capture for the monitoring period, in cases where monitoring was only carried out for part of the year

[b] i.e. data capture for the full calendar year (e.g. if monitoring was carried out for six months the maximum data capture for the full calendar year would be 50%)

[c] If the data capture for full calendar year is less than 85%, include the 99.8th percentile of hourly means in brackets

* Number of exceedances for previous years is optional

Diffusion Tube Monitoring Data

In order to obtain a better understanding of how concentrations of nitrogen dioxide (NO_2) are varying across the city over time, and to investigate those locations where previous rounds of the review and assessment process have highlighted areas of concern, Belfast City Council has placed 79 diffusion tubes at 71 human health relevant receptor locations across the city. Data from these diffusion tubes for 2025 have been summarised in Table 2.5 alongside historical data, where it is available, in Table 2.6.

In terms of the outcome of the 2025 nitrogen dioxide diffusion tube monitoring, it is noted that concentrations at most locations are broadly comparable to, or slightly higher in comparison to 2024 results. However, they are still significantly lower than 2019 pre-pandemic concentrations.

Since the 2025 Progress Report, council officers have removed 3 tubes (Nos. 74 (Ardmore Park), 107 (Springfield Road) and 117 (Ladas Drive)) from the network, due to consistently low concentrations recorded or changes to 'relevant exposure' locations; we relocated three tubes (Nos. 15 (Shaftesbury Square), 33 (Great Victoria Street) and 121 (412 Whitewell Road)), along the same roads, but closer to relevant exposure (residential properties), and we added two tubes (Nos. 122 (Westlink / Divis Street) and 123 (Shankill Road, Spectrum Centre). All locations are detailed in Figure 2.2 and Table 2.2

Only two exceedances of the 40 µg/m^3 annual mean air quality objective were recorded during 2025; at a location next to the junctions of the M3 Motorway / M2 Motorway / Nelson Street (Diffusion tube No. 106 – 46.4 µg/m^3) and at Henry Place at the A12 Westlink corridor (Diffusion tube No. 70 – 44.7 µg/m^3).

Diffusion tube monitoring site No. 106 at the M3 off slip is located immediately next to a dominant road transport NO_2 pollution source, and at a worst-case location (complex junction). In 2025, the diffusion tube monitoring site was re-located nearer to the façade of a newly completed student residential accommodation development, having in previous years, been located further away from the façade, at construction hoardings at the boundary of the construction site. Accordingly, for previous years, and taking account of the separation distance from the monitoring location to the façade of the residential development, the Defra Diffusion Tube Processing Tool had indicated no exceedances of the nitrogen dioxide annual mean objective were likely at the façade of the residential development. However,

the Diffusion Tube Processing Tool has predicted an annual mean NO_2 concentration of 45.3 µg/m^3 at the façade of this residential premises during 2025, indicating an exceedance of the 40 µg/m^3 annual mean objective. It is noted, however, that relevant residential receptors are located on the first floor (> +8.5m above ground level) and above floors of the development, and not at the ground floor mezzanine level. Moreover, the Air Quality Impact Assessment, submitted as part of the applications for this development (LA04/2016/1252/F and LA04/2021/2893/F), demonstrated that residential occupants of the development would not be exposed to air pollution concentrations exceeding the respective AQ objectives, taking account of the locations of residential receptors at floors above the ground floor mezzanine level. We will, however, continue to monitor nitrogen dioxide at this location to better understand ambient concentrations and trends.

In 2025, diffusion tube monitoring site no. 70 at Henry Place, located on a fenceline immediately above the A12 Westlink, recorded an exceedance of the nitrogen dioxide annual mean air quality objective (44.7 µg/m^3). However, Defra NO_2 distance correction calculations for this location indicate no exceedance of the 40 µg/m^3 annual mean at the nearest relevant residential receptor location; at flats situated some 18 m back from the fenceline (26.5 µg/m^3). This distance correction assessment is confirmed by 2025 monitoring results for diffusion tube monitoring site No. 100 (Henry Place 2), situated at a façade of the above-mentioned flats, which recorded a ‘distance corrected’ nitrogen dioxide annual mean concentration of 33.9 µg/m^3 in 2025.

In addition, for the 2025 monitoring year, there were nine overall diffusion tube monitoring sites (No. 13 - Great Georges Street, Nos. 21, 22 & 56 - Stockman’s Lane AQMS, No. 68 - opposite Westlink AQMS, No. 70 - Henry Place, No. 101 - Stockman’s Lane Roundabout, No. 106 - M3, No. 114 - Strand Walk, No. 121 – Whitewell Rd and No. 122 Westlink / Divis Steet), located at roadside / kerbside locations, where annual mean nitrogen dioxide concentrations were above the 36 µg/m^3 (within 10% of the annual mean objective of 40 µg/m^3) threshold for revocation of an AQMA.

A summary of fall-off with distance calculations from the Diffusion Tube Data Processing Tool are presented in Table A.4 (Appendix A)

Table 2.5 – Annual Results Summary

Diffusion Tube ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	NO_2 Mean Concentrations (µg/m³)												Simple Annual Mean (µg/m³)			Comment
			Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Raw Data	Bias Adjusted (0.92) and Annualised	Distance Corrected to Nearest Exposure	
1	332522	373708	28.7	23.8	20.8	19.4	14.5	13.9	9.2	15.7	18.2	16.4	23.3	24.7	19.0	17.5	-	
2	329780	369528	40.5	33.7	33.7	30.9	30.1	31.2	29.0	27.7	32.5	33.4	40.3	34.2	33.1	30.4	-	
3	334220	373853	35.5	32.8	32.3	30.9	27.6	23.0	17.5	24.8	25.4	25.5	33.7	29.8	28.2	25.9	-	
4	335013	373979		26.1	24.6	27.2	22.4	19.6		21.1	22.5	23.2	30.6		24.1	22.2	-	
5	334630	374385		27.5	30.3	29.3	24.2	17.3	17.4	24.2	21.6	24.3	31.3		24.7	22.7	-	
6	337681	374133	20.2	15.1	14.5	11.5	8.4	8.2	7.0	7.9	10.5	11.9	16.2	16.8	12.3	11.3	-	
7	333840	373956		30.9	32.9	31.4	29.1	25.6	20.9	27.5	25.0		52.2	26.3	30.2	27.7	-	
9	334983	374260	45.3	36.0	37.0	33.5	36.4	31.2	28.0	30.1	34.4	32.5	38.5	38.4	35.1	32.2	-	
10	334499	372186	35.4	27.2	27.6	23.8	22.8	22.7	18.4	22.4	20.0	23.9	26.7	26.4	24.8	22.7	-	
12	338718	373918	39.4	30.4	30.3	30.8	27.4	27.6	22.0	26.3	22.7	29.0	32.3	31.0	29.1	26.7	-	
13	333981	375102	45.5	46.6	47.6			37.7	31.3	40.0	35.3		45.4	43.8	41.5	38.0	25.3	

14	332063	371376	29.8	25.0	29.5	23.5	23.6	17.9	18.1	21.0	23.2	24.7	32.2	28.8	24.8	22.7	-	
15	333627	373298		31.4	33.1	29.3	25.9	23.5	17.6	25.8	27.0			29.2	27.0	24.7	-	
16	333898	374358	24.9	17.9	23.8	22.4	20.7	16.9	14.0	20.5	18.7	19.3	26.8	27.9	-	-	-	Triplicate Site with 16, 19 and 20 - Annual data provided for 20 only
19	333898	374358	28.4	23.9	24.9	25.3	20.9	15.5	14.5	20.4	20.8	20.6	25.9	26.9	-	-	-	Triplicate Site with 16, 19 and 20 - Annual data provided for 20 only
20	333898	374358	26.0	25.2	25.7	25.5	22.2	16.8	13.6	21.3	19.7	20.0	25.9	26.2	21.9	20.1	-	Triplicate Site with 16, 19 and 20 - Annual data provided for 20 only
17	334213	374485		38.8	35.8	39.7	29.9	29.1	23.0	31.8	35.3		37.1	35.6	33.6	30.8	-	
21	331009	371251	42.0	36.7	39.3	36.8	39.3	42.1	34.1	38.8	46.2	47.8	39.9	35.2	-	-	-	Triplicate Site with 21, 22 and 56 - Annual data

																		provided for 56 only
22	331009	371251	45.2	38.5	39.6	36.0	39.5	42.5	34.5	38.5	44.9	43.5	41.1	41.6	-	-	-	Triplicate Site with 21, 22 and 56 - Annual data provided for 56 only
56	331009	371251	47.2	40.2	37.5	38.3	39.1	43.5	33.8	39.0	44.6	44.7	42.0	38.9	40.3	37.0	26.0	Triplicate Site with 21, 22 and 56 - Annual data provided for 56 only
23	337930	373972	31.3		24.5	20.7	20.0	17.9	15.5	16.6	21.0	18.7	22.8		-	-	-	Triplicate Site with 23, 24 and 32 - Annual data provided for 32 only
24	337930	373972	30.0		22.1	21.8	19.6	16.2	15.6	15.7	19.2	22.4	23.2		-	-	-	Triplicate Site with 23, 24 and 32 - Annual data provided for 32 only

32	337930	373972	31.7		24.9	22.4		17.5	15.9	17.0	20.2	22.3	26.4	24.1	21.4	19.6	-	Triplicate Site with 23, 24 and 32 - Annual data provided for 32 only
26	333018	373120		29.4	34.5	33.5	28.6	25.7	21.8	25.9	27.2		34.3	31.9	29.3	26.9	-	
30	337168	375485	25.1	25.9	23.2	15.4	17.0	12.0	32.7	13.4	7.0	16.9	18.5	17.7	18.7	17.2	-	
31	332544	370283	35.0	29.0	30.8	31.0	27.4	21.5	17.4	22.9	28.3	21.7	28.6		26.7	24.5	-	
33	333548	373772	40.6	32.9	35.3	31.0	23.4	23.3	21.9	26.1	29.1	28.7	36.4	33.0	30.1	27.6	-	
34	333501	374236		37.1	37.6	39.0	32.4	23.4	21.2	30.0	32.3	27.8	34.2	37.8	32.1	29.4	-	
35	334140	374126	37.4	37.7	38.6			31.1	26.0	31.3	30.1	32.3			33.0	32.4	-	
36	334114	373536		33.9	37.9	33.4	31.8	26.6	26.1	26.2	30.9	31.0	36.5	36.6	31.9	29.3	-	
37	332100	373015	48.0	35.4		36.7	30.5	31.9		32.4	36.7	34.2	38.2	38.5	36.3	33.3	-	
38	333085	374065		37.8	33.2	45.0	32.7	26.4	18.6	30.5	29.4	26.3	32.9	33.3	31.5	28.9	-	
39	334957	371298		27.5	30.8	21.4	17.7	21.7	17.5	17.1	22.5	23.7	29.2	26.7	23.3	21.3	-	
40	336516	374226	32.4	26.3	24.1	25.2	18.2	18.5	15.7	17.3	19.3	20.0	23.8	25.1	22.2	20.3	-	
41	333101	375295	33.3	30.1	28.4	27.4	24.5	21.4	18.5	22.4	24.9	24.2	29.4	31.5	26.3	24.2	-	

42	333258	376186		28.6	26.9	26.3	21.1	18.0	16.7	20.6	23.6	22.5	28.7	30.2	23.9	21.9	-	
44	334177	376375	32.6	32.8	29.8	31.1	23.8	21.9	18.2	23.8	27.7	24.9	29.1	29.7	27.1	24.9	-	
59	334214	375638		40.7	38.1	41.9	34.8	27.7	21.9	35.4	33.0	30.4	36.4	39.5	34.5	31.7	-	
63	334193	374457	33.3	33.9	33.9	38.0	29.9	22.6	21.1	29.2	26.9	26.2	30.9	30.8	29.7	27.3	-	
65	332610	373434	34.2	37.7	40.8	38.5	39.5	18.0	25.6	30.1	26.2	28.5	37.1	38.4	-	-	-	Triplicate Site with 65, 66 and 67 - Annual data provided for 67 only
66	332610	373434	35.6	38.6	37.1	34.8	37.2	26.2	25.1	32.0	26.6	29.5	38.6	36.5	-	-	-	Triplicate Site with 65, 66 and 67 - Annual data provided for 67 only
67	332610	373434	32.8	38.7	41.1	36.8	35.4	24.3	25.1	32.0	27.5	32.2	37.1	37.3	33.1	30.4	-	Triplicate Site with 65, 66 and 67 - Annual data provided for 67 only
68	332610	373474	53.8	45.3	37.0	44.0	33.7	43.7	30.2	38.1	45.4	41.3	43.7	39.8	41.3	37.9	18.7	

69	333281	374755	43.7	38.2	30.9	48.2	40.6	30.2	23.9	36.3	33.6	30.6	41.8		36.2	33.2	-	
70	333588	375224	63.1	53.6	44.1	47.8	41.2	50.6	31.0	45.6	53.4	46.8	52.5	55.1	48.7	**44.7**	26.5	
76	335073	375049		21.0	26.3	19.3	19.5	14.0	14.1	17.1	20.3	18.3	26.0	23.7	20.0	18.3	-	
77	328237	370138	27.8	21.7	21.8	18.7	16.0	18.9	17.9	16.7	21.2	21.2	24.2	22.6	20.7	19.0	-	
82	334025	375238	36.4	36.2	36.6	40.7	34.6	29.5	22.0	32.1	34.3	29.2	34.6	36.4	33.5	30.8	-	
83	333857	375412		40.0	34.9	33.0	30.6	24.7	18.5	27.4	34.9		33.4		30.8	28.3	-	
84	333866	375160	34.4	36.9	39.3	56.5	32.7	23.2	22.7	28.4	25.3	24.6	36.8	38.5	33.3	30.5	-	
85	334468	375340	31.7	30.8	31.8	31.4	30.1	20.4	21.1	25.1	23.9	23.9	33.3	31.3	27.9	25.6	-	
87	331964	373558	36.8	31.9	31.7	36.6	26.2	26.2	20.8	29.5	31.9	29.2	35.4	36.4	31.1	28.5	-	
88	329273	368947			25.6	23.8		37.2	12.9	18.7	19.1	18.6	24.8	24.9	22.8	20.9	-	
89	337547	372019	30.4	27.1	29.1	24.4	24.6	21.7	20.5	21.2		25.2	28.3	24.8	25.2	23.1	-	
90	332028	372759	46.9	38.4	39.0	34.4	37.4	33.7	28.6	37.2	36.7	40.6	48.9	42.4	38.7	35.5	-	
92	329707	371200	35.4	26.1		25.0	22.0	21.8	18.0	22.0	25.8	23.5	31.4	29.5	25.5	23.4	-	
95	331568	370818	36.9	34.8	37.7	32.9	32.7	28.3	22.6	28.6	29.1	28.6	35.7	34.0	31.8	29.2	-	
96	331379	370712		23.1	22.9	21.1	18.7	15.6	15.7	18.8	18.0	20.7	24.3	24.2	20.3	18.6	-	

97	329737	372743	27.0	24.1	19.5	22.8	18.7	23.7	17.8	21.6	18.8	23.2	24.0	23.1	22.0	20.2	-	
98	338297	376131	44.2	29.6	36.9	29.6	32.6	34.3	13.5	27.5	36.8	38.1	37.8	32.9	32.8	30.1	-	
100	333589	375251	41.4	40.7	29.5	36.8	22.7	29.1	18.5	27.5	36.6		35.6	40.3	32.6	29.9	33.9	
101	330900	371316		39.2	43.4	37.3	38.7	39.7	39.8	33.9	40.2	41.1	44.0	42.6	40.0	36.7	31.2	
102	333650	375180	34.4	33.9	34.0	30.7	24.7			23.1	25.5	15.8	32.3	35.9	29.0	26.6	30.3	
103	332885	373323	28.6	24.8	28.2	25.2	24.9	16.1	14.4	20.1	20.2	21.0	27.9	28.2	23.3	21.4	-	
104	330800	376914		18.5		18.4	13.7		10.1	12.1	13.4	12.2	15.9	16.5	14.5	13.3	-	
105	333918	374952	35.4	36.3	33.9	39.0	32.7	19.7	19.9	27.8	29.1	29.1		37.4	30.9	28.4	-	
106	334110	375036	59.2	52.7	51.5	50.0	47.3	51.5	47.0	29.4	53.7	54.9	56.0	53.2	50.5	**46.4**	**45.3**	
108	332825	372465	34.6	34.1	39.5	34.9	34.6	25.3	24.7	28.4	25.8		35.2	31.7	31.7	29.1	-	
109	335005	370749	35.2	25.6	26.8	28.1	28.3	22.0	20.0		23.6	24.1	30.1	31.2	26.8	24.6	-	
111	330562	371205	32.7	33.4		29.9	21.2	18.4	13.3	22.4	23.5	19.7	27.8	29.3	24.7	22.6	-	
112	331440	370918	47.6	37.3	40.8	42.7	38.1	35.5	30.1	31.4	41.6	38.6	42.7	36.6	38.6	35.4	-	
114	335061	374433	50.5	42.9	31.7	46.9	41.7	40.0	29.2	31.2	41.4	38.5	43.6	39.2	39.7	36.4	25.7	
115	339583	373935	22.0	16.1	17.2	13.9	11.7		10.3	9.3	11.4	14.1	17.5	18.8	14.8	13.5	-	

118	330367	370009		34.9	36.6	34.3	28.5	21.8	18.5	26.8	26.5	28.0	34.3	33.7	29.4	27.0	-	
119	330763	371636	39.7	35.5	39.0	42.1	30.7	26.4	22.6	28.5	33.7	25.9	35.4	36.0	32.9	30.2	-	
120	333539	374844	33.4	31.8	29.4	30.6	27.8	19.4	15.3	24.6	24.6	24.0	29.7	33.6	27.0	24.8	26.4	
121	332686	381325	28.2	27.5	26.8	47.2	44.4	39.6	44.0	43.3	39.3	48.6	41.2	42.9	39.4	36.2	24.5	
122	333225	374347							29.7	38.5	42.7	40.7	47.2	43.1	40.3	39.0	29.8	
123	332187	374843						23.3	18.3	22.8	24.9	23.3	27.5	29.8	24.3	24.1	-	

In bold, exceedance of the NO_2 annual mean AQS objective of 40 µg/m^3

Underlined, annual mean > 60 µg/m^3, indicating a potential exceedance of the NO_2 hourly mean AQS objective

[a] Means should be "annualised" as in Boxes 7.9 and 7.10 of LAQM.TG(22), if full calendar year data capture is less than 75%

[b] If an exceedance is measured at a monitoring site not representative of public exposure, NO_2 concentration at the nearest relevant exposure should be estimated based on the NO_2 fall-off with distance calculator, and results should be discussed in a specific section. The procedure is also explained in paragraphs 7.82 to 7.85 of LAQM.TG(22)

Table 2.6 – Results of NO_2 Diffusion Tubes (2021 to 2025)

Diffusion Tube ID	Site Name	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture 2025 (%)	Annual Mean Concentration (µg/m³) - Adjusted for Bias [a]				
						2021 (Bias Adjustment Factor = 0.79)	2022 (Bias Adjustment Factor = 0.81)	2023 (Bias Adjustment Factor = 0.80)	2024 (Bias Adjustment Factor = 0.82)	2025 (Bias Adjustment Factor = 0.92)
1	Royal Victoria Hospital	332522	373708	Urban Background	100.0	18.1	16.6	15.9	14.4	17.5
2	Black's Road	329780	369528	Roadside	100.0	30.7	31.5	30.5	29.0	30.4
3	61 Cromac Street	334220	373853	Roadside	100.0	24.5	26.2	25.1	24.0	25.9
4	Albertbridge Road	335013	373979	Roadside	75.0	20.8	21.0	20.5	20.9	22.2
5	Queen's Bridge	334630	374385	Roadside	82.7	23.1	24.4	23.0	22.5	22.7
6	58 Earlswood Road	337681	374133	Urban Background	100.0	12.3	10.7	10.8	10.2	11.3
7	Donegall Square South	333840	373956	Roadside	82.7	23.4	25.5	26.8	24.4	27.7
9	Short Strand	334983	374260	Roadside	100.0	32.8	31.7	30.7	30.2	32.2
10	301 Ormeau Road	334499	372186	Roadside	100.0	23.5	23.2	23.3	21.4	22.7
12	Knock Road	338718	373918	Roadside	100.0	26.0	25.2	25.8	23.4	26.7
13	Great George's Street	333981	375102	Kerbside	75.0	36.3	35.1	36.5	33.7	38.0

Diffusion Tube ID	Site Name	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture 2025 (%)	Annual Mean Concentration (µg/m³) - Adjusted for Bias [a]				
						2021 (Bias Adjustment Factor = 0.79)	2022 (Bias Adjustment Factor = 0.81)	2023 (Bias Adjustment Factor = 0.80)	2024 (Bias Adjustment Factor = 0.82)	2025 (Bias Adjustment Factor = 0.92)
14	Lisburn Road	332063	371376	Roadside	100.0	22.4	23.1	22.6	21.9	22.7
15	Shaftesbury Square / Botanic Studios	333627	373298	Kerbside	75.0	26.4	26.7	27.1	25.0	24.7
16, 19, 20	Lombard Street	333898	374358	Urban Background	100.0	21.1	21.0	20.9	18.8	20.1
17	Albert Clock	334213	374485	Roadside	82.7	28.1	28.7	28.6	27.4	30.8
21, 22, 56	Stockman's Lane	331009	371251	Roadside	100.0	33.4	37.8	36.4	35.2	37.0
23, 24, 32	Ballyhackamore	337930	373972	Roadside	92.3	19.8	19.8	19.7	19.4	19.6
26	Donegall Road	333018	373120	Kerbside	82.7	24.8	24.0	24.7	23.7	26.9
30	Station Road	337168	375485	Roadside	100.0	17.2	17.1	16.6	15.5	17.2
31	Malone Road	332544	370283	Roadside	90.4	26.3	23.9	25.5	24.8	24.5
33	Great Victoria Street / GO Garage	333548	373772	Kerbside	100.0	28.3	29.5	30.8	30.3	27.6
34	College Square East	333501	374236	Roadside	92.3	27.5	27.9	28.0	26.2	29.4

Diffusion Tube ID	Site Name	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture 2025 (%)	Annual Mean Concentration (µg/m³) - Adjusted for Bias [a]				
						2021 (Bias Adjustment Factor = 0.79)	2022 (Bias Adjustment Factor = 0.81)	2023 (Bias Adjustment Factor = 0.80)	2024 (Bias Adjustment Factor = 0.82)	2025 (Bias Adjustment Factor = 0.92)
35	Chichester Street	334140	374126	Roadside	65.4	32.1	33.2	30.2	30.2	32.4
36	Cromac & Ormeau Avenue (AQMA)	334114	373536	Kerbside	92.3	23.4	24.1	23.9	25.6	29.3
37	Broadway	332100	373015	Roadside	82.7	30.2	33.1	32.6	29.5	33.3
38	Albert Street / Westlink (AQMA)	333085	374065	Roadside	92.3	22.8	24.5	26.3	25.6	28.9
39	Ormeau Road (junction with Ravenhill Road) (AQMA)	334957	371298	Roadside	92.3	26.7	27.1	22.1	21.8	21.3
40	Upper Newtownards Road & Hollywood (AQMA)	336516	374226	Roadside	100.0	20.2	20.0	18.5	19.5	20.3
41	Crumlin Road	333101	375295	Roadside	100.0	23.2	22.7	22.4	21.4	24.2
42	262 Antrim Road	333258	376186	Roadside	92.3	26.5	25.9	26.1	22.1	21.9
44	Shore Road (Ivan Street end)	334177	376375	Roadside	100.0	23.9	23.2	23.2	23.1	24.9

Diffusion Tube ID	Site Name	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture 2025 (%)	Annual Mean Concentration (µg/m³) - Adjusted for Bias [a]				
						2021 (Bias Adjustment Factor = 0.79)	2022 (Bias Adjustment Factor = 0.81)	2023 (Bias Adjustment Factor = 0.80)	2024 (Bias Adjustment Factor = 0.82)	2025 (Bias Adjustment Factor = 0.92)
59	York Street	334214	375638	Roadside	92.3	29.7	30.8	30.1	26.2	31.7
63	Queen's Square / Victoria Street	334193	374457	Roadside	100.0	34.3	32.4	26.3	25.4	27.3
65, 66, 67	Westlink AQMS	332610	373434	Roadside	100.0	30.1	28.8	29.4	27.9	30.4
68	Opposite Westlink AQMS	332610	373474	Kerbside	100.0	31.8	36.0	35.2	29.3	37.9
69	Peters Hill	333281	374755	Kerbside	90.4	32.3	30.5	30.7	31.1	33.2
70	Henry Place	333588	375224	Kerbside	100.0	**45.7**	**42.0**	**43.0**	39.1	**44.7**
76	Titanic Quarter	335073	375049	Roadside	92.3	17.2	18.3	17.5	18.1	18.3
77	Poleglass (Upper Dunmurry Lane)	328237	370138	Roadside	100.0	18.1	19.3	18.2	17.6	19.0
82	Molyneaux Street	334025	375238	Roadside	100.0	28.3	29.6	29.4	26.5	30.8
83	North Queen Street	333857	375412	Roadside	75.0	28.8	26.7	28.4	26.6	28.3
84	Great George's Street /Portland Place	333866	375160	Roadside	100.0	26.9	26.7	26.9	26.3	30.5

Diffusion Tube ID	Site Name	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture 2025 (%)	Annual Mean Concentration (µg/m³) - Adjusted for Bias [a]				
						2021 (Bias Adjustment Factor = 0.79)	2022 (Bias Adjustment Factor = 0.81)	2023 (Bias Adjustment Factor = 0.80)	2024 (Bias Adjustment Factor = 0.82)	2025 (Bias Adjustment Factor = 0.92)
85	Sailor Town / Dock Street	334468	375340	Roadside	100.0	23.9	23.2	24.2	22.9	25.6
87	RVH Falls Road	331964	373558	Roadside	100.0	28.1	27.2	26.3	24.3	28.5
88	Dunmurry Lane	329273	368947	Roadside	75.0	19.2	18.8	18.4	17.0	20.9
89	Upper Knockbreda Road	337547	372019	Kerbside	92.3	24.2	24.3	23.3	21.5	23.1
90	Tates Avenue/ Glenmachan Street	332028	372759	Roadside	100.0	21.0	27.8	33.0	31.3	35.5
92	Andersonstown Road	329707	371200	Roadside	92.3	25.0	22.8	22.0	22.3	23.4
95	Balmoral Avenue	331568	370818	Roadside	100.0	28.1	28.9	28.6	27.7	29.2
96	Upper Lisburn Road (Kings Hall)	331379	370712	Roadside	92.3	20.3	19.5	18.4	18.5	18.6
97	Monagh Bypass	329737	372743	Roadside	100.0	18.0	18.4	19.1	18.5	20.2
98	Knocknagoney (2 Garnerville Park)	338297	376131	Roadside	100.0	33.5	32.0	31.1	30.3	30.1
100	Henry Place 2	333589	375251	Roadside	90.4	26.9	28.8	26.0	24.3	29.9

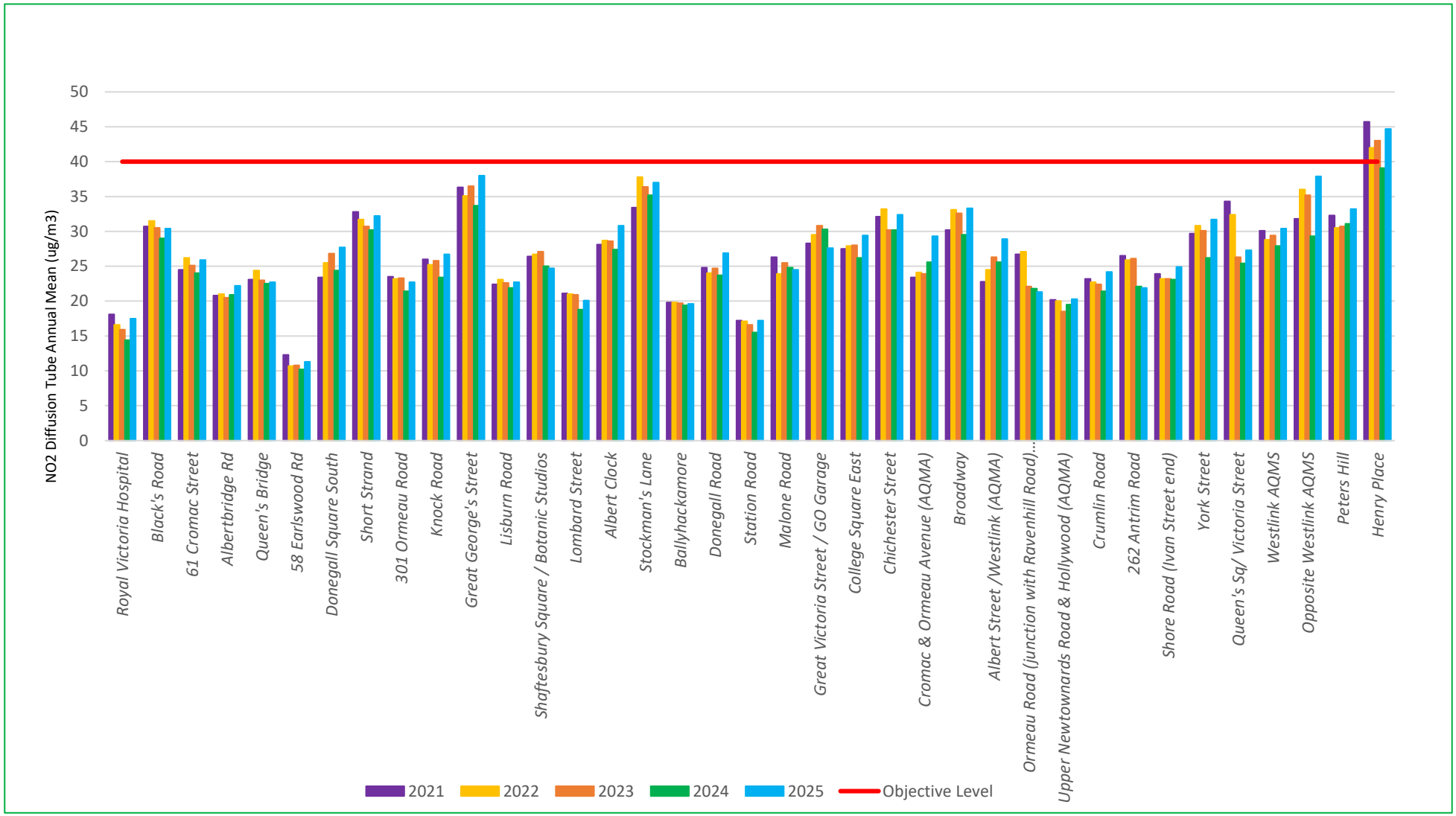
Diffusion Tube ID	Site Name	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture 2025 (%)	Annual Mean Concentration (µg/m³) - Adjusted for Bias [a]				
						2021 (Bias Adjustment Factor = 0.79)	2022 (Bias Adjustment Factor = 0.81)	2023 (Bias Adjustment Factor = 0.80)	2024 (Bias Adjustment Factor = 0.82)	2025 (Bias Adjustment Factor = 0.92)
101	Stockmans Lane Roundabout	330900	371316	Roadside	92.3	32.6	39.2	36.3	36.2	36.7
102	North Queen Park	333650	375180	Roadside	82.7	28.3	25.4	24.9	23.8	26.6
103	Blythefield Park (Bentham Drive)	332885	373323	Roadside	100.0	20.2	19.8	19.2	18.6	21.4
104	Ligoniel Crossroads	330800	376914	Roadside	75.0	**N/A**	13.5	13.0	13.3	13.3
105	Ulster University	333918	374952	Kerbside	92.3	**N/A**	29.8	30.3	26.9	28.4
106	M3	334110	375036	Kerbside	100.0	**N/A**	**45.8**	**42.3**	**41.3**	**46.4**
108	Lisburn Road and Tates Avenue Junction	332825	372465	Roadside	90.4	**N/A**	31.7	29.2	28.1	29.1
109	444 Ormeau Road (Galwally Park)	335005	370749	Roadside	92.3	**N/A**	**N/A**	24.2	24.2	24.6
111	73a Owenvarragh Park	330562	371205	Roadside	92.3	**N/A**	**N/A**	19.5	19.1	22.6
112	1 Stockman's Lane	331440	370918	Roadside	100.0	**N/A**	**N/A**	32.8	32.7	35.4

Diffusion Tube ID	Site Name	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture 2025 (%)	Annual Mean Concentration (µg/m³) - Adjusted for Bias [a]				
						2021 (Bias Adjustment Factor = 0.79)	2022 (Bias Adjustment Factor = 0.81)	2023 (Bias Adjustment Factor = 0.80)	2024 (Bias Adjustment Factor = 0.82)	2025 (Bias Adjustment Factor = 0.92)
114	Strand Walk	335061	374433	Kerbside	100.0	**N/A**	**N/A**	35.6	33.6	36.4
115	Stormont	339583	373935	Roadside	92.3	**N/A**	**N/A**	17.6	11.3	13.5
118	Finaghy Road North	330367	370009	Roadside	92.3	**N/A**	**N/A**	**N/A**	28.5	27.0
119	28 Kennedy Way	330763	371636	Roadside	100.0	**N/A**	**N/A**	**N/A**	29.1	30.2
120	Carrick Hill	333539	374844	Roadside	100.0	**N/A**	**N/A**	**N/A**	21.0	24.8
121	412 Whitewell Road	332686	381325	Roadside	100.0	**N/A**	**N/A**	**N/A**	**N/A**	36.2
122	Westlink / Divis Street	333225	374347	Kerbside	51.9	**N/A**	**N/A**	**N/A**	**N/A**	39.0
123	Shankill Road (Spectrum Centre)	332187	374843	Kerbside	59.6	**N/A**	**N/A**	**N/A**	**N/A**	24.1

In bold, exceedance of the NO_2 annual mean AQS objective of 40 µg/m³

[a] Means should be "annualised" as in Boxes 7.9 and 7.10 of LAQM.TG(22), if full calendar year data capture is less than 75%

Figure 2.4 – Trends in Annual Mean Nitrogen Dioxide Concentrations Measured at Diffusion Tube Monitoring Sites



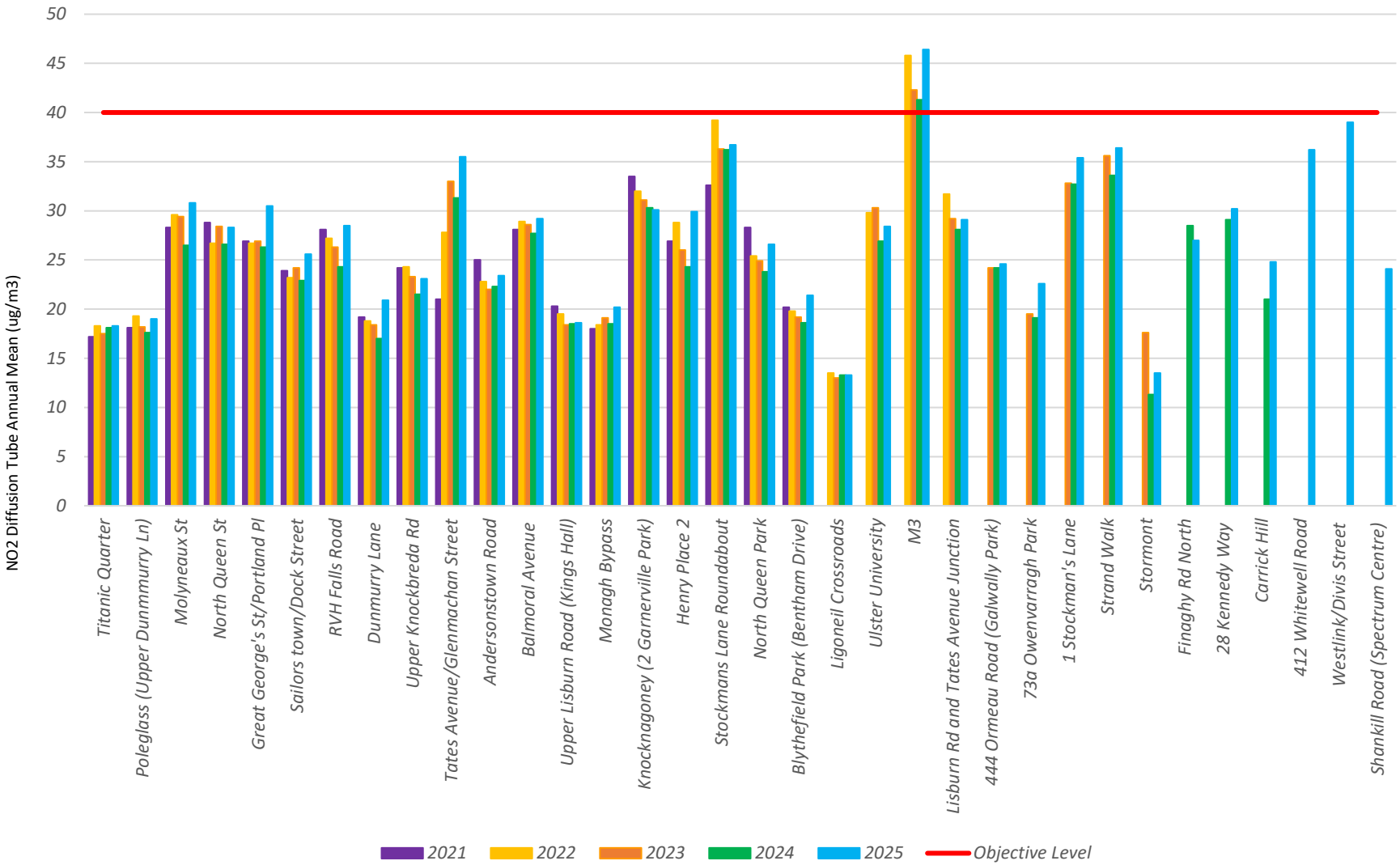

NO2 Diffusion Tube Annual Mean (ug/m3)
50
45
40
35
30
25
20
15
10
5
0
Titanic Quarter
Poleglass (Upper Dunmmurry Ln)
Molyneaux St
North Queen St
Great George's St/Portland Pl
Sailors town/Dock Street
RVH Falls Road
Dunmurry Lane
Upper Knockbreda Rd
Tates Avenue/Glenmachan Street
Andersonstown Road
Balmoral Avenue
Upper Lisburn Road (Kings Hall)
Monagh Bypass
Knocknagoney (2 Garnerville Park)
Henry Place 2
Stockmans Lane Roundabout
North Queen Park
Blythefield Park (Bentham Drive)
Ligoneil Crossroads
Ulster University
M3
Lisburn Rd and Tates Avenue Junction
444 Ormeau Road (Galwally Park)
73a Owenvarragh Park
1 Stockman's Lane
Strand Walk
Stormont
Finaghy Rd North
28 Kennedy Way
Carrick Hill
412 Whitewell Road
Westlink/Divis Street
Shankill Road (Spectrum Centre)
2021
2022
2023
2024
2025
Objective Level

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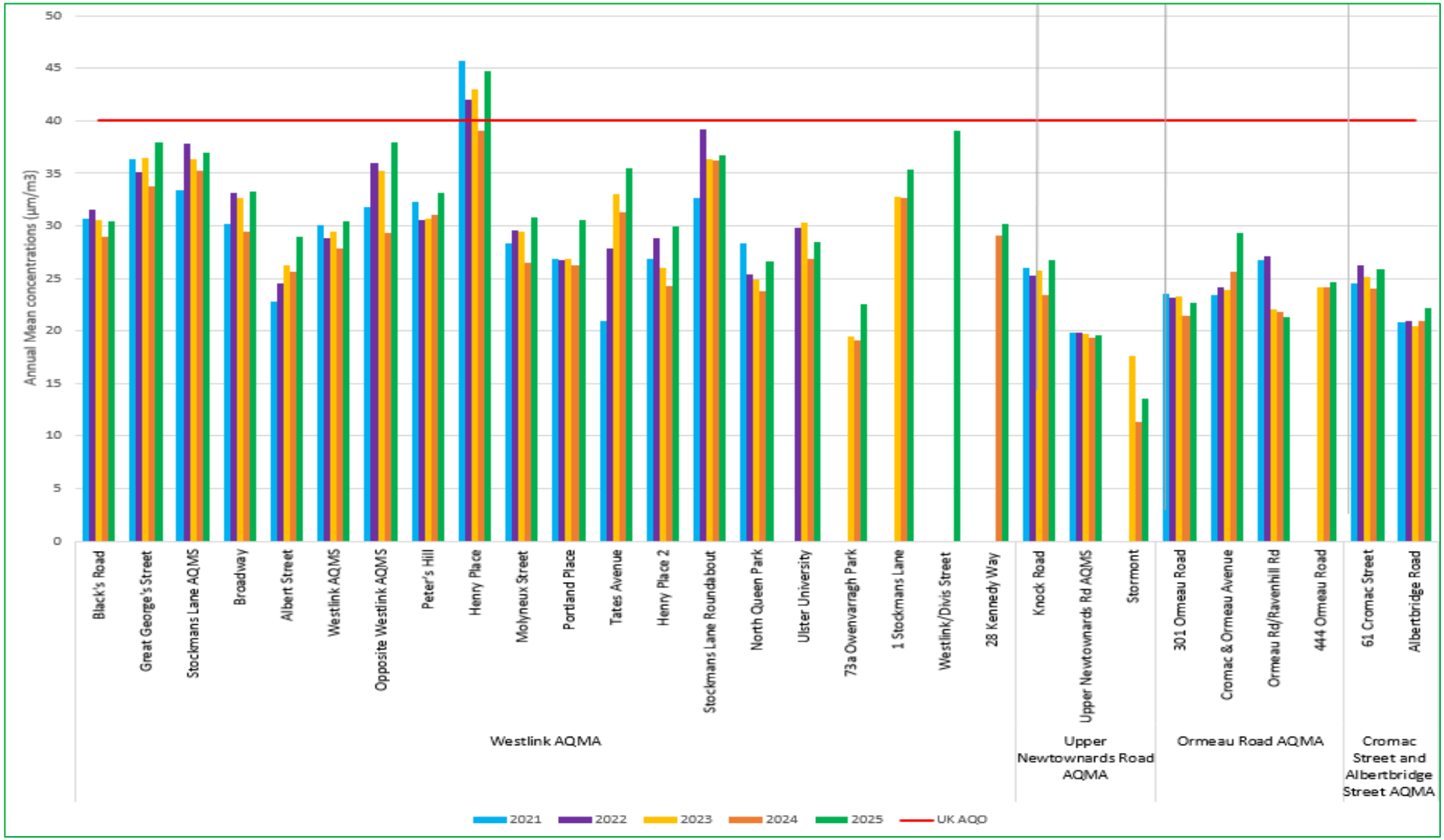
Figure 2.5 – Trends in Annual Mean Nitrogen Dioxide Concentrations Measured at Diffusion Tube Monitoring Sites within AQMAs



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2.2.2 Particulate Matter (PM_{10})

As a result of a historic reliance upon solid fuel for domestic heating, Belfast used to experience frequent exceedances of the 24-hour and annual mean objectives for particulate matter (PM_{10}) across the city. However, with completion of the city's smoke control programme and the widespread availability of natural gas to all sectors, emissions of particulate matter have decreased significantly since around 2000. As a result, the council was able to decommission its Belfast Clara Street particulate matter (PM_{10}) monitoring site in east Belfast in 2007.

However, as domestic and industrial emissions were addressed, so emissions of particulate matter from road transport along the M1 Motorway and A12 Westlink corridor gained in prominence. Upon completion of the council's first review and assessment of air quality in 2004, it was concluded that the M1 Motorway and A12 Westlink corridor should be declared as an Air Quality Management Area on the basis of modelled and monitored exceedances of the 24-hour and annual mean objectives for particulate matter.

As highlighted in the subsequent 2006 Air Quality Action Plan for Belfast, a range of structural improvements, designed to relieve traffic congestion, were completed for the M1 Motorway and A12 Westlink corridor. As a result, monitored levels of particulate matter began to decline within this Air Quality Management Area (Figure 2.6).

In terms of exceedances of the 40 $\mu g/m^3$ particulate matter annual mean objective, there have been no exceedances of the annual mean objective within this AQMA since 2008. Monitoring data from the Belfast Westlink site at Roden Street, which was established in 2010 and is located within the M1 Motorway / A12 Westlink Air Quality Management Area, indicated no exceedances of particulate matter objectives up until 2014 whereupon PM_{10} monitoring was discontinued at this site. Particulate matter monitoring continues however at the Stockman's Lane site.

On the basis of historical monitoring data, which demonstrated sustained improvements in particulate matter, the council revoked the M1 Motorway / A12 Westlink Air Quality Management Area for exceedances of the particulate matter annual, and 24-hour mean objectives in September 2015.

The particulate matter 24-hour mean data, as summarised in Table 2.8, has remained comfortably below the objective at all monitoring sites during recent years.

2025 results, with an annual mean of 18.9 µg/m^3 recorded at the Stockman's Lane site are similar to previous several years' results - with and without Covid-19 restrictions. It is considered that more information is required to accurately investigate the impact of the Covid-19 lockdowns and subsequent behaviours on particulate matter concentrations; the consistency in annual means recorded at the Stockman's Lane monitoring site could be due to increased levels of 'working from home' during the pandemic, which may have resulted in increased domestic combustion processes, replacing commercial combustion particulate matter emissions, which are likely to have been reduced due to Covid-19 restrictions.

Figure 2.6 shows that the 2025 levels of PM_{10} recorded at Stockman's Lane (18.9 µg/m^3) and Belfast Centre (13.4 µg/m^3) sites are similar to several previous years. Overall, there were no exceedances of the 24 hour and annual mean objectives for particulate matter (PM_{10}) in Belfast during 2025.

Moreover, during 2023, Belfast City Council completed a Detailed Assessment for the city, for PM_{10}, $PM_{2.5}$ and NO_2 pollutants. Detailed atmospheric dispersion modelling was undertaken for a 2019 base year and for a 2028 forward projection year for PM_{10}.

The outcome of the detailed assessment for PM_{10} indicated that there were no predicted exceedances of the relevant PM_{10} AQOs in either the 2019 base year or 2028 forward projection year. The outcome and conclusions of this 2023 Detailed Assessment are in accordance with the conclusions of previous Updating and Screening Assessments, Progress Reports and Detailed Assessments undertaken by the council in respect of PM_{10}.

Table 2.7 – Results of Automatic Monitoring for PM_{10}: Comparison with Annual Mean Objective

Site ID	Site Type	Within AQMA?	Valid Data Capture for Monitoring Period % [a]	Valid Data Capture 2025% [b]	Confirm Gravimetric Equivalent (Y or N/A)	Annual Mean Concentration (µg/m³)				
						2021* [c]	2022* [c]	2023* [c]	2024 [c]	2025 [c]
CM1 Belfast Centre (Lombard Street)	Urban Background	N	98	98	Y	13	13.9	12.6	12.8	13.4
CM4 Belfast Stockman's Lane	Roadside	Y (Westlink)	93	93	Y	19	18.2	16.6	18.0	18.9

In bold, exceedance of the PM_{10} annual mean AQS objective of 40 µg/m³

[a] i.e. data capture for the monitoring period, in cases where monitoring was only carried out for part of the year

[b] i.e. data capture for the full calendar year (e.g. if monitoring was carried out for six months the maximum data capture for the full calendar year would be 50%)

[c] Means should be "annualised" as in Boxes 7.9 and 7.10 of LAQM.TG(22), if valid data capture is less than 75%

* Annual mean concentrations for previous years are optional

Figure 2.6 – Trends in Annual Mean PM_{10} Concentrations

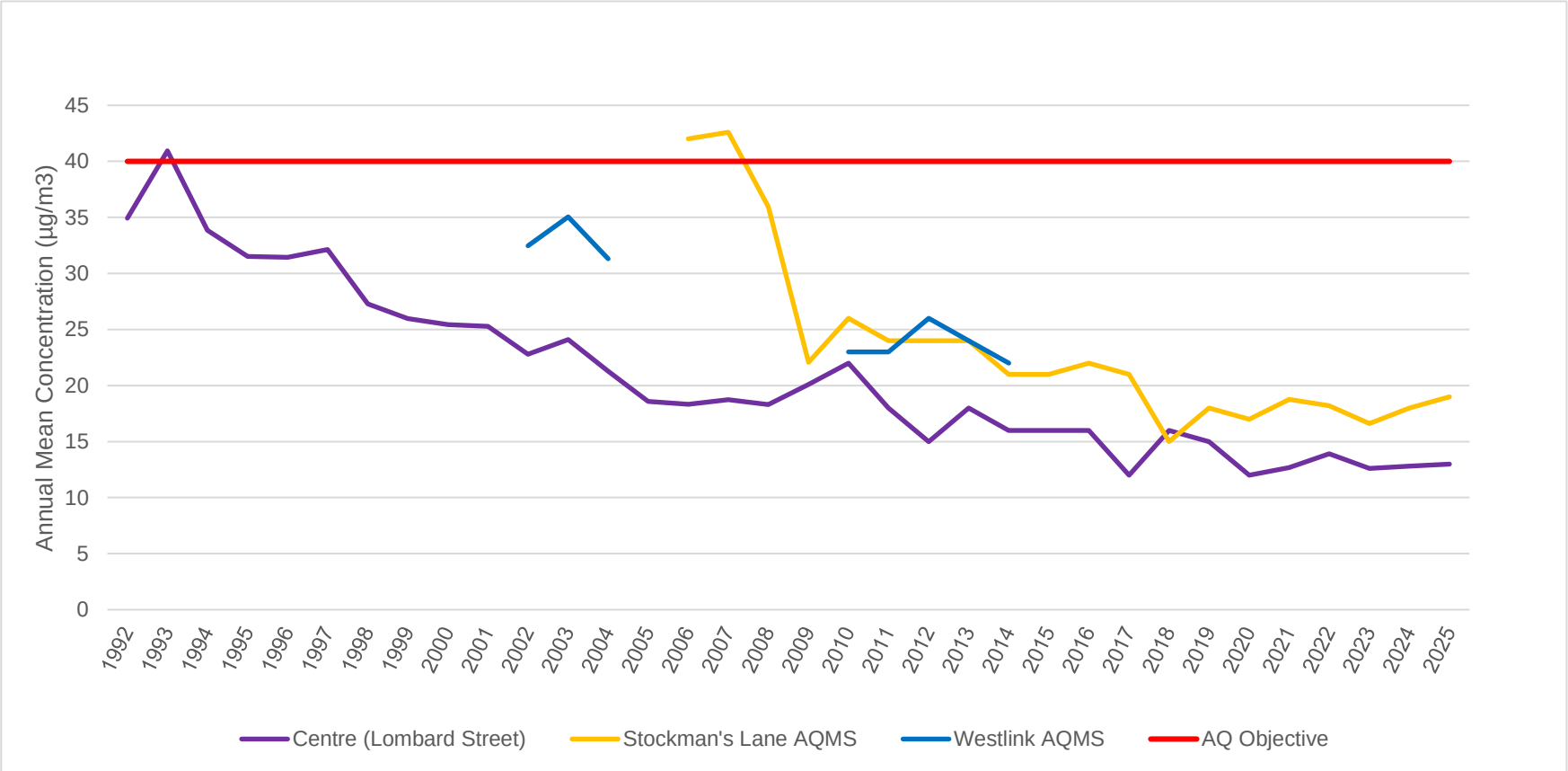


Table 2.8 – Results of Automatic Monitoring for PM_{10}: Comparison with 24-hour Mean Objective

Site ID	Site Type	Within AQMA?	Valid Data Capture for Monitoring Period % [a]	Valid Data Capture 2025 % [b]	Confirm Gravimetric Equivalent (Y or N/A)	Number of Daily Means > 50µg/m³				
						2021* [c]	2022* [c]	2023* [c]	2024 [c]	2025 [c]
CM1 Belfast Centre (Lombard Street)	Urban Background	N	98	98	Y	0	4	1	0	1
CM4 Belfast Stockman's Lane	Roadside	Y (Westlink)	93	93	Y	1	7	0	1	3

In bold, exceedance of the PM_{10} daily mean AQS objective (50 µg/m³ – not to be exceeded more than 35 times per year)

[a] i.e. data capture for the monitoring period, in cases where monitoring was only carried out for part of the year

[b] i.e. data capture for the full calendar year (e.g. if monitoring was carried out for six months the maximum data capture for the full calendar year would be 50%)

[c] if data capture for full calendar year is less than 85%, include the 90.4th percentile of 24-hour means in brackets

* Number of exceedances for previous years is optional

2.2.3 Sulphur Dioxide (SO_2)

As a result of a historic reliance upon solid fuel for domestic heating, Belfast City used to experience frequent and widespread exceedances of the 15-minute, 1-hour and 24-hour mean objectives for sulphur dioxide (SO_2). However, with completion of the city's smoke control programme and the widespread availability of natural gas to all sectors, levels of sulphur dioxide have decreased dramatically since 2000. There have been no monitored exceedances of any sulphur dioxide objective within the city since 2002. Sustained low levels of sulphur dioxide have meant that the council, in consultation with Defra, has been able to terminate ambient monitoring at all locations with the exception of the Belfast Centre AURN site at Lombard Street. No Air Quality Management Areas have been declared for sulphur dioxide across Belfast.

Recent sulphur dioxide monitoring data from the Belfast Centre site is summarised in Table 2.9. As indicated, no exceedances of any objective were observed during 2025.

Table 2.9 – Results of Automatic Monitoring for SO_2: Comparison with Objectives

Site ID	Site Type	Within AQMA?	Valid Data Capture for Monitoring Period % [a]	Valid Data Capture 2025 % [b]	Number of: [c]		
					15-minute Means > 266 µg/m³	1-hour Means > 350 µg/m³	24-hour Means > 125 µg/m³
Belfast Centre (Lombard Street)	Urban Background	N	97	97	0	0	0

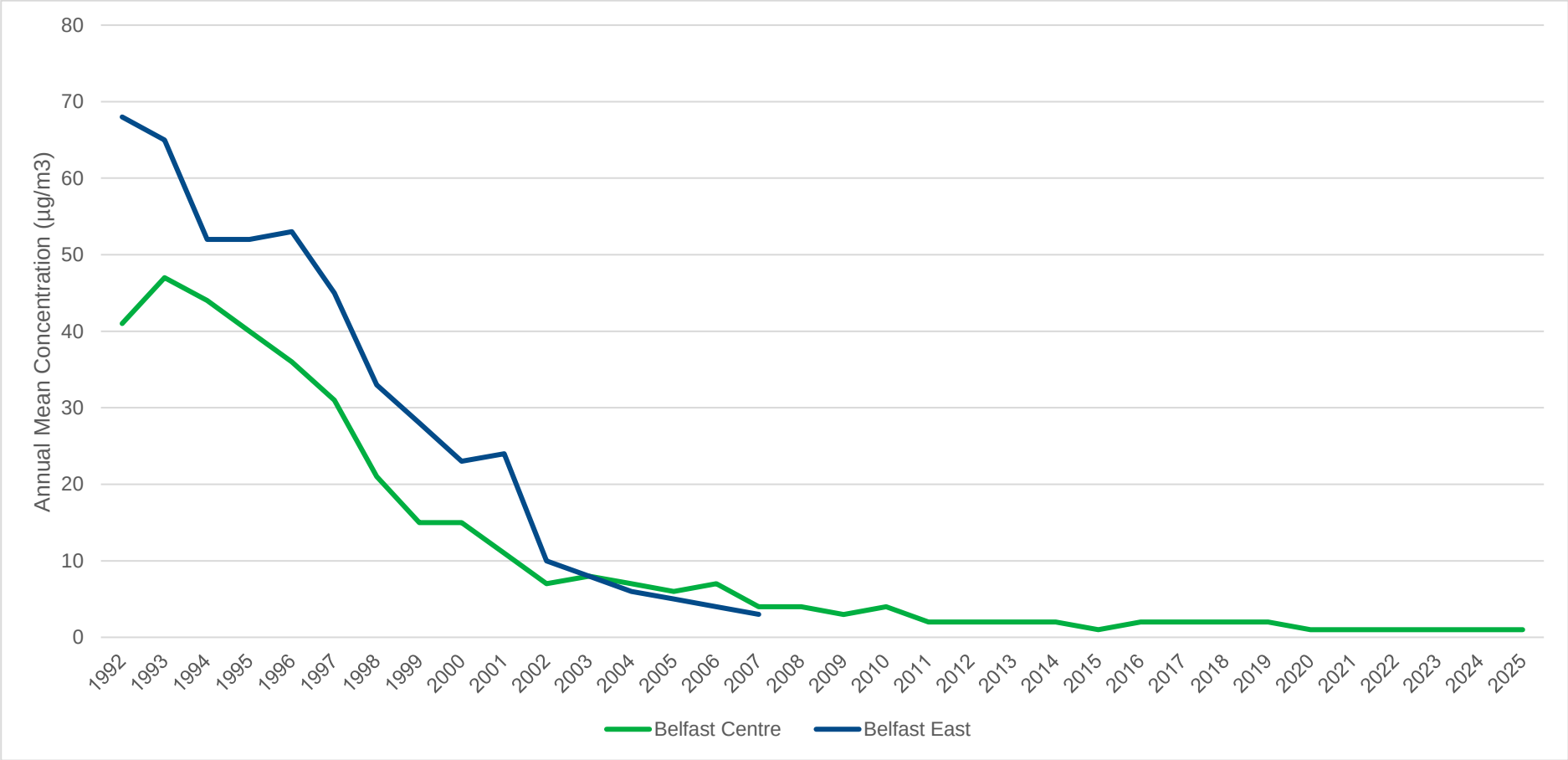
In bold, exceedance of the relevant AQS objective (15-min mean = 35 allowed/year; 1-hour mean = 24 allowed/year; 24-hour mean = 3 allowed/year)

[a] i.e. data capture for the monitoring period, in cases where monitoring was only carried out for part of the year

[b] i.e. data capture for the full calendar year (e.g. if monitoring was carried out for six months the maximum data capture for the full calendar year would be 50%)

[c] if data capture for full calendar year is less than 85%, include the relevant percentile in bracket (in µg/m³): 15-min mean = 99.9th; 1-hour mean = 99.7th; 24-hour mean = 99.2th percentile.

Figure 2.7 – Trends in Annual Mean Sulphur Dioxide (SO_2) Concentrations



2.2.4 Benzene

Benzene concentrations have been monitored at the Belfast Centre Lombard Street AURN site and were monitored at the Belfast roadside site commencing from 2002. The Belfast Centre site monitors benzene exposure for the city centre, whilst the Belfast Roadside site monitored benzene concentrations on the Upper Newtownards Road up until its closure in October 2007. No exceedances of the 2010 Air Quality Strategy objective (3.25 µg/m^3 running annual mean) nor the 2010 EU Limit Value (5 µg/m^3 annual mean) for benzene have been recorded in Belfast since 2002.

Table 2.10 below, confirms that there have been no exceedances of the running annual mean of 3.25 µg/m^3 for benzene within Belfast over recent years.

Table 2.10 – Benzene Annual Mean Concentrations for the Belfast Centre Site 2021 – 2025

Site ID	Site type	Within AQMA? Which AQMA?	Valid Data Capture 2025%	Running annual mean concentrations (µg/m^3)				
				2021	2022	2023	2024	2025
Belfast Centre (Lombard Street)	Urban Background	N	96	0.39	0.38	0.42	0.39	0.39

2.2.5 Other Pollutants Monitored

Fine Particulate Matter ($PM_{2.5}$)

Fine particulate matter ($PM_{2.5}$) concentrations have been monitored at the Belfast Centre AURN site since 2008. Although it is not a statutory requirement for NI local authorities to currently report on $PM_{2.5}$ levels, as this pollutant is not in scope of LAQM regulations, Belfast City Council has nevertheless included $PM_{2.5}$ results for 2025 within this progress report - Table 2.11 and Figure 2.8 below.

The annual mean for this pollutant in 2025 was 7.9 µg/m^3, which is substantially below the limit value of 25 µg/m^3 and UK air quality annual mean objective of 20 µg/m^3.

Although Belfast does not experience monitored exceedances of any air quality strategy objectives, we are aware of growing concerns around the effects of the $PM_{2.5}$ fraction on human health. Therefore, although not included in Regulations at present for Northern Ireland councils, Belfast City Council has proactively opted to monitor and assess ambient $PM_{2.5}$ concentrations within Belfast.

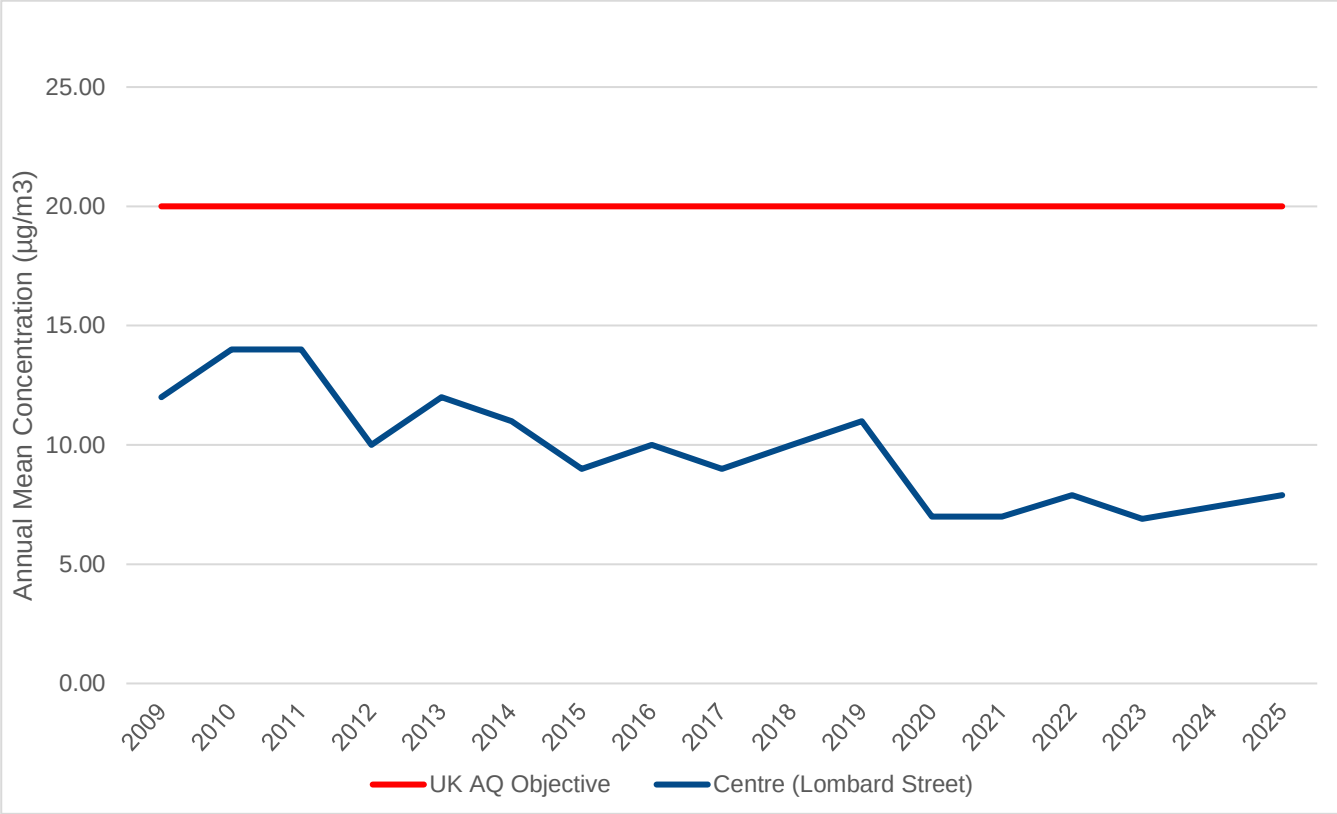
Moreover, Belfast City Council has recently completed a Detailed Assessment for the city, for PM_{10}, $PM_{2.5}$ and NO_2 pollutants. Detailed atmospheric dispersion modelling was undertaken for a 2019 base year and for a 2028 forward projection year for $PM_{2.5}$. The dispersion modelling was validated, verified and adjusted using data from Belfast City Council various automatic particulate monitors, as well as additional $PM_{2.5}$ monitoring undertaken by Zephyr small sensor air quality monitors.

The detailed atmospheric dispersion modelling indicated that there were no sensitive receptor locations where predicted 2019 annual mean $PM_{2.5}$ concentrations were greater than 20 µg/m^3. The highest predicted annual mean $PM_{2.5}$ concentration in 2019 was 14.1 µg/m^3, at a non-residential location. For 2028, there are similarly no predicted annual mean $PM_{2.5}$ concentrations greater than 20 µg/m^3 and therefore unlikely to be locations of exceedance of the UK annual mean $PM_{2.5}$ AQO.

Table 2.11 – $PM_{2.5}$ Annual Mean Levels for the Belfast Centre Site 2020-2024

Site ID	Site type	Within AQMA? Which AQMA?	Valid Data Capture 2025%	Annual mean concentrations (µg/m^3)				
				2021	2022	2023	2024	2025
Belfast Centre (Lombard Street)	Urban Background	N	98%	7.0	7.9	6.9	7.4	7.9

Figure 2.8 – Trends in Annual Mean $PM_{2.5}$ Concentrations at Belfast Centre Monitoring Site.



Additional ambient air quality monitoring

Since 2021, Belfast City Council has also carried out an additional monitoring, using EarthSense Zephyr air quality monitors, across the city as part of the Detailed Assessment and School Streets Monitoring projects. The Zephyr monitor is an indicative grade air quality analyser and is used to monitor NO_2 using electrochemical sensors, and PM_{10} and $PM_{2.5}$ using optical particle counting sensors giving real-time results every minute. This additional non-LAQM monitoring methodology and results are summarised within Appendix B.

2.2.6 Summary of Compliance with AQS Objectives

Belfast City Council has examined the results from monitoring within its district. Concentrations of ambient pollutants, as prescribed in the Air Quality Strategy for England, Scotland, Wales and Northern Ireland, outside of existing Air Quality Management Areas, are below the respective objectives at relevant receptor locations, except for one location near the existing AQMA 1 (diffusion tube 106). This location, with exceedance of NO_2 annual mean AQO at relevant receptor, will be closely monitored and AQMA 1 expanded if required.

A Detailed Assessment for the city for NO_2, PM_{10} and $PM_{2.5}$ concluded in March 2023, indicated that there were no predicted exceedances of any AQOs in relation to particulate matter (PM_{10} and $PM_{2.5}$) for a 2019 base year and for a 2028 forward assessment year. In relation to NO_2, there were no predicted exceedances of the nitrogen dioxide UK annual mean objective for the 2028 (forward assessment year) however, there were some predicted exceedances of the 40 µg/m^3 nitrogen dioxide annual mean objective at a number of sensitive receptor locations during 2019. However, all of these receptors are located within, or near to the boundaries of the existing Air Quality Management Areas (AQMAs) along the M1 Motorway / A12 Westlink corridor (AQMA 1) and East Bridge Street / Cromac Street (AQMA 2).

On the basis of the various 2025 year ambient air pollution monitoring data provided within this Progress Report, and the conclusions of the 2023 Detailed Assessment, Belfast City Council will consider the need to amend the boundary of AQMA 1 and to revise or expand its monitoring locations.

The Council will continue to monitor air pollution conditions across the city in order to confirm that recent improvements in ambient air quality are sustained and that those locations where poorer air quality persists or emerges are identified and addressed. It is the Council's view however, that in consideration of the 2025 monitoring data and recent monitoring trends presented within this 2026 Progress Report, and in consequence of the conclusions of the council's Detailed Assessment, finalised in 2023, there is no need to proceed to a new Detailed Assessment at this time.

3 New Local Developments

3.1 Road Traffic Sources

The following road traffic sources, which may have an impact on air quality, have been considered since the last Updating and Screening Assessment:

- Narrow congested streets with residential properties close to the kerb.
- Busy streets where people may spend one hour or more close to traffic.
- Roads with a high flow of buses and/or HGVs.
- Junctions.
- New roads constructed or proposed since the last Updating and Screening Assessment.
- Roads with significantly changed traffic flows.
- Bus or coach stations.

Belfast City Council confirms that as there have been no significant changes to any of the above-mentioned transport related sources since the 2024 Updating and Screening Assessment, and there is consequently no need to proceed to a Detailed Assessment.

We would advise, however, the Department for Infrastructure (DfI) and Translink are continuing to finalise construction, public relam, and pedestrian acess works at and around Grand Central Station (https://www.translink.co.uk/bgcs). The new transport hub, which opened in 2024, provides a new integrated public transport interchange for Belfast comprising a new station concourse, 26 bus stands, 8 railway platforms, bus maintenance and parking, a bus access bridge, cycle and taxi provision, car parking, a new public square, public realm improvements, highway improvements and infrastructure improvements.

Belfast City Council confirms that the abovementioned development (LA04/2017/1388/F) was considered through the Department for Infrastructure's strategic planning consultation process; an Air Quality Impact Assessment, submitted for the proposed station development, as an aspect of a wider Environmental Statement, demonstrated that the development will not have a significant adverse impact on ambient air quality and relevant human health receptors. In addition, we will enage with Translink and the DfI Strategic Planning Directorate concerning discharge of a planning condition concerning the nitrogen dioxide 1-hour mean objective in those parts of the bus station / railway station, etc. that are

not fully enclosed, and where members of the public might reasonably be expected to spend one hour or more.

3.2 Other Transport Sources

The following additional transport sources, which may have an impact on air quality, have been considered since the 2024 Updating and Screening Assessment:

- Airports.
- Locations where diesel or steam trains are regularly stationary for periods of 15 minutes or more, with potential for relevant exposure within 15m.
- Locations with a large number of movements of diesel locomotives, and potential long-term relevant exposure within 30m.
- Ports for shipping.

Belfast City Council confirms that as there have been no significant changes to any of the above-mentioned sources since the 2024 Updating and Screening Assessment, there is no need to proceed to a Detailed Assessment.

3.3 Industrial Sources

The following industrial sources, which may have an impact on air quality, have been considered since the 2024 Updating and Screening Assessment:

- Industrial installations: new or proposed installations for which an air quality assessment has been carried out.
- Industrial installations: existing installations where emissions have increased substantially, or new relevant exposure has been introduced.
- Industrial installations: new or significantly changed installations with no previous air quality assessment.
- Major fuel storage depots storing petrol.
- Petrol stations.
- Poultry farms.

Within Northern Ireland, the permitting of prescribed industrial activities under The Pollution Prevention and Control (Industrial Emissions) Regulations (Northern Ireland) 2013, as amended, is undertaken by both local authorities and the Industrial Pollution and

Radiochemical Inspectorate (IPRI) of the Department of Agriculture, Environment and Rural Affairs. IPRI has responsibility for the permitting of what are defined as Part A and B processes, whereas district councils permit Part C processes for emissions into the air.

IPRI have confirmed that there were no new or substantial changes to emissions for 2025 for the Belfast City Council area from those sites regulated by the Inspectorate.

Belfast City Council confirms, therefore, that there have been no other changes to any of the above-mentioned sources since the 2024 Updating and Screening Assessment, and that there is no consequent need to proceed to a Detailed Assessment.

3.4 Commercial and Domestic Sources

The following commercial and domestic sources, which may have an impact on ambient air quality, have been considered since the last Updating and Screening Assessment:

- Biomass combustion plant – individual installations.
- Areas where the combined impact of several biomass combustion sources may be relevant.
- Areas where domestic solid fuel burning may be relevant.
- Combined Heat and Power (CHP) plant.

Belfast City Council confirms that the above-mentioned installations are considered as an aspect of the council's planning process. Where necessary, an Air Quality Impact Assessment is requested to demonstrate that the development proposal will not have an unacceptable adverse impact on local ambient air quality or on relevant human health receptors. Further information on 2025 planning applications, which have required an Air Quality Impact Assessment, is provided within Section 4 of this 2026 Progress Report.

The Assessments submitted to date have demonstrated that the proposed developments will not have a significant adverse impact on ambient air quality in the vicinity of the development sites. Moreover, domestic background sources (which include domestic, commercial, and institutional space heating) were estimated as part of the council's Detailed Assessment, which was concluded in 2023, and reported within the 2024 Updating and

Screening Assessment. Accordingly, it is considered that there is no need to proceed to a new Detailed Assessment for commercial and domestic sources.

3.5 New Developments with Fugitive or Uncontrolled Sources

The following new developments with fugitive or uncontrolled sources, which may have an impact on air quality, have been considered since the last Updating and Screening Assessment:

- Landfill sites.
- Quarries.
- Unmade haulage roads on industrial sites.
- Waste transfer stations, etc.
- Other potential sources of fugitive particulate matter emissions.

Belfast City Council confirms that as there have been no significant changes to any of the above-mentioned sources or any new sources since the 2024 Updating and Screening Assessment, there is no need to proceed to a Detailed Assessment for fugitive or uncontrolled sources.

Belfast City Council confirms that there are no new or newly identified local developments, which may have an impact on air quality, within the Local Authority area. Belfast City Council further confirms that all the following sources have been considered:

- **Road traffic sources**
- **Other transport sources**
- **Industrial sources**
- **Commercial and domestic sources**
- **New developments with fugitive or uncontrolled sources.**

4 Planning Applications.

During 2025, Belfast City Council considered numerous planning applications for developments that had the potential to negatively impact upon ambient air quality.

Detailed or screening ambient air quality impact assessments were requested for all of the following proposed developments that in the council's view had the potential to have a negative impact on ambient air quality or to introduce new human health receptors into an area of existing poor ambient air quality. A summary of Planning Applications for which Air Quality Impact Assessments (AQIA) were submitted, in support of larger or more significant developments, is presented in Table 4.1. All applications can be viewed via the Northern Ireland Planning Public Register website.

Table 4.1 - Major New Developments which had the potential to have a negative impact on ambient air quality in the 2025 period.

Application Reference	Location	Proposal Description
LA04/2024/2044/F	Lands at 39 Corporation Street, Belfast, BT1 3BA	Erection of 895 room Purpose Built Managed Student Accommodation (PBMSA) across 9-20 storey building blocks with communal facilities, internal and external communal amenity space including landscaped courtyard and roof terraces and ancillary accommodation. With additional use outside term time (no more than 50% of the rooms) as short-term let accommodation and (no more than 50% of the rooms) accommodation for use by further or higher education institutions
LA04/2025/0088/F	Lands adjacent and southwest of Monagh By-pass, northwest of Nos. 17, 19 and 22 Black Ridge Gardens and c.150 metres southeast of Nos.	Proposed mixed use development (in lieu of the previously approved employment zone under LA04/2020/0804/F) comprising a three storey building of 36 no. Category 1 (over 55's) social housing apartments and 7 no. single storey Class B1/B2

	38 to 70 (evens) Black Ridge View (part of the wider Glenmona mixed-use development), Belfast	Business/Light Industrial Units. Development includes 2 no. access points, car parking, landscaping and all associated site work
LA04/2024/2145/F	Lands at North Foreshore / Giant's Park Dargan Road, Belfast, BT3 9LZ	Creation of a new Adventure Park comprising a community / visitor hub building including café, creche, flexible exhibition / community space, ancillary office space and maintenance yard. Development includes community gardens, BMX track, crazy golf, dog park, walking/running/cycle paths, outdoor amphitheatre, biodiversity zones, and recreational facilities. Associated landscaping and infrastructure (drainage, lighting, car / coach parking, WC block etc).
LA04/2025/0906/F	Lands adjacent and north of No. 219 Shore Road; and adjacent and east of Nos. 23 & 24 Oakmount Drive	Proposed residential development comprising 29 social housing units (including 25 dwellings and 4 apartments), landscaping, open space, access and ancillary site works
LA04/2024/2077/F	Adelaide Business Centre 2-6 Apollo Road, Belfast, BT12 6HP	Proposed change of use from office space (B1) and storage or distribution (B4) to Bowling Alley, Restaurant, Indoor Golf, Children's Soft Play, VR Zone & Amusements, Smoking Area, Car Parking and Associated Site Works. Proposal includes changes to elevations. (Amended Plans Received)
LA04/2025/0477/F	Northland House, 3-5 Frederick Street, Belfast, BT1 2LW	Six storeys building for Centre for Digital Health Technology (CDHT) research and development facility (Use Class B1), comprising laboratories, office spaces, communal meeting areas, public realm improvements to Frederick Street and associated works including demolition.

LA04/2024/2146/F	Lands at Irwin Way, Belfast Harbour Estate. Located approximately 140m northwest of 7 Airport Road West, Belfast and approximately 200m northeast 11 Airport Road West, Belfast, BT3 9ED.	Storage and Distribution Warehouse for the refurbishment and processing of gas cylinders (to include degassing zone, shot blasting area, powder coating and pressure testing zones & external secure storage area) with office and ancillary spaces, roof mounted PV, and, all associated site works including car parking, new vehicular and servicing access, EV charging stations, refuse store, external tanks and substation.
LA04/2024/1592/F	Marlborough House at no. 28-32 Victoria Street, Belfast and no. 8 and 10-12 Marlborough Street; 11 Prince's Street and 2-4 Prince's Court, Belfast, BT1 3GG	Residential development comprising the demolition of no. 8 Marlborough Street, partial demolition of existing Marlborough House, and the refurbishment of existing Listed Building (Princes Court) (3 storeys), for the erection of 103 no. apartments (mix of 1-bed, 2-bed and 3 bed units) (8 storeys), with provision of private amenity, and internal and external communal amenity spaces; and associated site and infrastructure works. (amended description)
LA04/2022/0809/F	Lands to the south and west of Woodland Grange to the north of Blacks Gate and to the east of Moor Park Mews Belfast.	Amendments to approved schemes ref. Z/2008/0993/F (erection of 53 No. dwellings) & ref. Z/2013/0120/F (erection of 46 No. dwellings); to reduce overall density from 99 No. dwellings to 92 No. dwellings and associated and ancillary works.
LA04/2025/1343/F	Vacant lands at junction of Shankill Road and North Boundary Street, and to the south of Boundary Walk.	Proposed erection of 4-storey apartment scheme (48 no. units) with associated parking (12 no. spaces), amenity provision and all associated works.
LA04/2024/0675/F	The Arches Centre 11-13 Bloomfield Avenue / 387-	Change of Use of first and second floor to 39 No. apartments; extension to second floor for 6 No. apartments and erection of

	389 Newtownards Road, Belfast, BT5 5AA	new third floor for 19 No. apartments (all social housing dwellings, 64 No. in total), and ancillary/associated works. Solar panels on roof (amended plans and description).
LA04/2024/2002/F	Vacant lands adjacent and southwest of Peter's Hill and Townsend Street junction, and to the north of Dayton Street, Belfast	Proposed 48 residential units comprising 45 no. apartments across 2 no. 4-5 storeys blocks and 3 no. townhouse dwellings, including on street layby parking, courtyard amenity space, covered bicycle and bin storage with landscaping and all associated site works.
LA04/2024/0910/F	70 Whitewell Road, Newtownabbey, BT36 7ES Site at Hazelwood Integrated College	Redevelopment of Hazelwood Integrated College to include demolition of existing building and development of new school campus, new sports pitch, outdoor play areas, car parking, hard and soft landscaping and retention and refurbishment of the Listed Building (Graymount House) and other associated site works including a temporary mobile village during the construction process
LA04/2025/0574/F	Surface level car park at lands to east of Lanyon Place Station Mays Meadow, Belfast, BT1 3NR	Erection of eight storey building comprising seven floors of grade A office accommodation, ground floor retail / business units together with car parking (15 no. spaces), cycle parking and plant areas: and public realm improvements including dedicated drop-off area to front of building

5 Air Quality Planning Policies

Most developments across the city are subject to the local development planning and the planning process, which provides an opportunity to identify and prevent potential air quality problems from arising in the first place.

In June 2009, and in view of the need for a consistent approach to air quality management as part of the planning process, Belfast City Council launched its *'Air quality and land use planning: A Belfast specific guidance note for developers and air quality consultants*' document. The document outlines what the council's Environmental Protection Unit, as an internal consultee to the Belfast Planning Service, will look for in forming its opinion on a proposed development and its potential impact on ambient air quality.

Since production of this Belfast specific guidance document, Environmental Protection UK (EPUK) and the Institute of Air Quality Management (IAQM) have produced their 2017 guidance document entitled, '*Land-Use Planning & Development Control: Planning For Air Quality Guidance from Environmental Protection UK and the Institute of Air Quality Management for the consideration of air quality within the land-use planning and development control processes'*. The council's Environmental Protection Unit now refers to the qualifying criteria set out in this document in order to determine when an Air Quality Impact Assessment is required.

Belfast Local Development Plan (LDP)

Belfast City Council is currently developing its Local Development Plan (LDP) that outlines how land across the city will be used and developed in the future. The LDP is comprised of two development plan documents - the Plan Strategy and the Local Policies Plan.

The LDP Plan Strategy was adopted in May 2023 and includes a clear commitment to enhance environmental quality, where possible, and in assessing development proposals, it will ensure the consideration of a wide range of environmental factors including ambient air quality. The Council has also published a suite of Supplementary Planning Guidance (SPG) documents which seek to support, clarify and / or illustrate by example policies within the LDP. Where relevant to a particular development proposal, SPG can be taken into account as a material consideration when determining planning applications. New SPG on

Environmental Quality may be prepared during the plan period (up to 2035) – this will be dependent on business need and whether any new regional policy or guidance is published in due course.

In terms of ambient air quality, one of the Plan Strategy's visions is for '*Building a smart connected and resilient place'*. The Plan therefore encourages the expansion of green infrastructure networks for walking and cycling to encourage active travel and improve air quality and promote increased use of public transport, whilst retaining appropriate provision for cars.

In terms of strategic policies, **SP3 – Improving health and wellbeing** advises that the council will support development that maximises opportunities to improve health and wellbeing, and that development will not be permitted where it will result in significant harm to life, human health or wellbeing. Justification and amplification include that the provision of good quality green open space, linked to a green and blue infrastructure network, will help to improve ambient air quality and provide respite beneficial for enhancing mental health. Improving connectivity between residential and employment areas, which are well served by a range of sustainable travel modes, would encourage active travel and reduce air pollution. This will deliver significant community health benefits.

SP6 - Environmental resilience states that the council will support development where it helps to reduce greenhouse gas emissions and is adaptable in a changing climate to build environmental resilience. Justification and amplification include that the policy aims to build environmental resilience and support the transition to a low carbon future. It embeds the Regional Development Strategy (RDS) policy to reduce our carbon footprint and facilitate mitigation and adaptation to climate change, whilst improving ambient air quality.

SP7 – Connectivity states that the council will support connectivity to and within the city by sustainable transport modes, such as public transport, walking and cycling. Land for sustainable transport infrastructure projects will be safeguarded and opportunities to protect and enhance existing provision will be maximised. Justification and amplification include that Belfast has a major transport challenge due to a large 'travel to work' catchment area. A significant number of commuters using private vehicles cause congestion on the key city corridors, leading to increasing air pollution and resulting in the designation of four Air Quality Management Areas, where pollution levels exceed EU standards. There is

consequently a need to improve sustainable transport links with commuter towns and the strategic transport routes shall be protected, as important trade links that contribute to the economic health of the city.

SP8 – Green and blue infrastructure network states that the council will support the development of a green and blue infrastructure network, designating and safeguarding sites and accesses required for the green and blue infrastructure network across the plan area. Justification and amplification include that this policy recognises the opportunity to plan for a green and blue infrastructure network across the plan area, to address the significant challenges of poor health due to an inactive lifestyle, poor connectivity, air pollution and climate change.

Moreover, **Plan Policy ENV1 – Environmental quality** states that planning permission will be granted for development that will maintain and, where possible, enhance environmental quality, and protects communities from materially harmful development. Development must not result in an unacceptable adverse impact on the environment, including the following considerations:

- Ground contamination;
- **Air quality;**
- Water quality;
- Noise; and
- Light pollution.

The Policy further advises that the council will also require development to address the following:

a) Existing land contamination and ensuring that development does not cause contaminated land or pollute water;
b) Local air quality, particularly nitrogen dioxide and particulates (including in Air Quality Management Areas);
c) Protection of the city's designated quiet areas and quiet times of day for businesses (daytime) and residents (night-time); and
d) The need to limit the city's contribution to light spillage and 'sky glow'.

Justification and amplification in respect of ambient air quality includes that the presence of air pollution can lead to an adverse impact on human health. Air pollution is also known to

adversely affect ecosystems such as water quality, soils, plants and animals. The RDS acknowledges that there is a need to reduce air pollution from transport by the use of more energy efficient transport. The planning system also positively contributes to improving air quality and minimising its harmful impacts. Belfast City Council has declared four Air Quality Management Areas where there are exceedances of nitrogen dioxide and particulate matter objectives. These are: the M1 Motorway / A12 Westlink corridor; Cromac Street / Albertbridge Road; the Upper Newtownards Road; and the Ormeau Road.

Any ambient air quality issue that relates to land use and development is a material planning consideration and factors to be considered include:

- The severity of impacts on ambient air quality;
- Ambient air quality in the area surrounding the proposed development;
- The likely use of the development, i.e. the length of time that people are likely to be exposed at that location; and
- The positive benefits provided through other material considerations.

The Belfast City Council Adopted Plan Strategy documents may be accessed via the following weblink:

https://www.belfastcity.gov.uk/Planning-and-building-control/Planning/Local-development-plan-(1)/Local-development-plan/Adoption-of-Plan-Strategy-documents

The LDP Local Policies Plan is currently being prepared, and it will set out the Council's local policies and site-specific proposals in relation to development and use of land in Belfast. It will contain local policies, including site specific proposals, designations and land use zonings required to deliver the council's vision, objectives and strategic policies, as set out in the Plan Strategy.

6 Transport Strategy and Local Transport Plans

In June 2025, the Department for Infrastructure (DfI) launched the draft Transport Strategy for public consultation, a vital first step in shaping a modern, future focused transport system. The Strategy aims to deliver a cleaner, smarter, and more inclusive transport network by 2035, that addresses both urban and rural connectivity, creates a cleaner and greener foundation for growth and recognises the Department's commitment to improving regional balance. More information on the DfI Transport Strategy 2035 may be found via the following weblink: https://www.infrastructure-ni.gov.uk/articles/transport-strategy

The Department for Infrastructure are currently preparing a new Transport Plan which will set the framework for making transport policy and investment decisions up until 2035. The Eastern Transport Plan (ETP) 2035, previously known as the Belfast Metropolitan Transport Plan (BMTP), covers five council areas and will also support preparation of the Local Development Plans for these councils.

The new ETP encompasses the following 'five councils':

- Antrim and Newtownabbey Borough Council (ANBC);
- Ards and North Down Borough Council (ANDBC);
- Belfast City Council (BCC);
- Lisburn and Castlereagh City Council (LCCC); and
- Mid and East Antrim Borough Council (MEABC)

ETP 2035 aims to ensure that the transport network meets the needs of the people and businesses living, working and visiting the ETP area, both now and into the future.

To date key deliverables such as the Vision, Objectives and Guiding Principles have been developed in collaboration with stakeholders. Also, public engagement exercise to launch the ETP, which sought feedback on the draft vision and objectives, took place between 4 September 2023 and 30 October 2023.

Following consideration of the responses from the public engagement exercise and through wider feedback, the vision and objectives have been agreed as:

Deliver an integrated and re-balanced transport network in favour of sustainable, efficient modes, which connects communities creating an accessible, inclusive, safe and prosperous economic region by delivering carbon reduction, improving air quality, enhancing the built and natural environment and facilitating healthy and sustainable travel choices over unnecessary private car travel.

More information on the Eastern Transport Plan (ETP) 2035 can be found here: https://www.infrastructure-ni.gov.uk/articles/eastern-transport-plan-etp-2035

Work on testing schemes, proposed measures and associated evaluation has progressed throughout 2024 and 2025 for the City Centre, and the wider Metropolitan Area.

A draft of the Belfast City Centre Chapter and the Metropolitan Area Chapter of the ETP is anticipated to be available in advance of the LDP Local Policies Plan publication for Belfast City Council with public consultation anticipated to commence in summer 2026 (subject to Ministerial approval)

7 Climate Change Strategies

Belfast City Council declared a climate emergency in 2019 and established an All Party Working Group on the Climate Crisis, now replaced by a Climate and City Resilience Committee, to provide political leadership. In 2021, Belfast City Council appointed a Belfast Climate Commissioner within the organisation who heads up a Climate Team. The Climate Commissioner co-chairs the city's 'Our Planet Board', which provides community oversight of the commitment in the Belfast Agenda to create a sustainable, nature-positive city and delivery of an associated programme of work. The programme of work covers three key areas: Re-naturing the city and increasing resilience to climate change; Creating a sustainable circular economy and innovating to net zero. Current progress of the above three areas is summarised as follows:

Renaturing the city and increasing resilience to climate change.

- 148,173 trees and 3,599 metres of hedgerow planted, and 6,285 people engaged in the programme across Belfast.
- Achieved bronze sustainable food award through participation in the UK and NI Sustainable Food Places initiative.
- Delivery of nature-based solutions via the UPSURGE Community Garden at Lower Botanic Gardens.
- Developed a Sustainable Food Strategy for the city.
- Held Belfast's first 'Living Lab' project to help build climate resilience.
- Completed the £33 million Belfast Tidal Flood Alleviation Scheme, providing enhanced protection for over 3,000 homes and businesses by constructing flood defences along 8.5 km of the River Lagan.

Creating a sustainable circular economy.

- Achieved a 38.9 percent recycling rate for Belfast, generating the lowest waste per capita in NI.
- Commenced the expansion of the kerbside glass collection scheme to approximately 70,000 households which will result in citywide provision of kerbside glass collections by March 2027.
- Since 2020, Belfast has moved from 47th out of 48 destinations to 9th out of 100 destinations in the Global Destination Sustainability Index. It is the highest ranking destination in the UK and Ireland.
- Commenced work to develop a low-carbon heat network within central Belfast City.
- Established the Belfast Retrofit Delivering Hub to help accelerate retrofit activity across public and private buildings, engaging 120 representatives from 66 organisations.

Innovating to Net Zero.

- Launched the Belfast Local Area Energy Plan (LAEP) to provide a roadmap for Belfast to achieve net-zero carbon emissions and transition to a sustainable, affordable energy system. It outlines pathways, and steps for decarbonisation, supporting wider socio-economic goals like job creation and prosperity for residents.

- Delivery of 22 climate projects costing almost £1 million, including energy audits, installation of metering and monitoring in Belfast City Council buildings and the development of a digital twin for city hall, recycling pilots, baseline species rich grassland and other initiatives.
- Achieved an ‘A’ rating for the third year in a row in the Carbon Disclosure Project.
- Belfast Harbour has witnessed a 35 percent reduction in greenhouse gas emissions in 2024 and has electrified 30 percent of its fleet.
- The Housing Executive has been appointed the HEARTH Advisory Board. Led by Oxford Brookes University, this research project is examining the benefits to vulnerable populations of transitioning to net zero.

Within council, a Climate Programme Board oversees delivery of the 2025 Climate Action Plan and a £1 million climate fund. The Climate Action Plan aims to close the gap between the Council’s current climate actions and its ambition to be a net zero and resilient Council. It sets out a range of actions that will be undertaken by Belfast City Council to build resilience and reduce emissions across its estate and operations. The Plan is informed by a climate risk assessment and annual emission monitoring, which is reported on annually and via the Council’s public body reporting obligation. All short-term actions have been mainstreamed into the Corporate Annual Delivery Plan for 2025-26. Going forward, the Plan will be reviewed annually, with priority actions brought forward by Departments for inclusion in the Council’s Annual Delivery Plan, thereby ensuring that the Climate Action Plan supports delivery of the Annual Delivery Plan and that climate actions are resourced as part of the annual planning cycle.

The council is also an active member of the Local & Central Government Climate Change Working Group led by DAERA and SOLACE, the Sustainable Development Forum, Local Government Climate Action Network, the Stormont All Party Working Group Climate, Belfast Emergency Planning Group, Greening the City Advisory Group, Green Arts Collective, Healthy Cities and the Resilient Cities Network, and regularly speaks at conferences and events. We routinely engage with a range of cities on climate issues including Cork, Galway, Liverpool, Manchester, Birmingham, Newcastle, Fife, etc. We have also provided inputs into a range of cross-departmental initiatives including Culture 2024, Grey to Green, Belfast Stories and the Belfast Business Promise.

8 Implementation of Action Plans

In 2006, Belfast City Council, along with relevant partner organisations, launched its first Air Quality Action Plan (AQAP) for the city, designed to address areas of air quality concern, safeguard good air quality and to achieve national air quality strategy objectives and EU limit values by 2010. Around 90 percent of that action plan was completed by the 2010 deadline but, although the air quality limit values and objectives for particulate matter have now been achieved across the city, limit values and objectives for nitrogen dioxide continue to be exceeded and give cause for concern in a few remaining 'hot spot' locations.

In mid-2012, the Council commenced development of a new Air Quality Action Plan for the city to address the remaining NO_2 hotspots. Concentrations of PM_{10} were complying with annual and daily mean objectives at this time within the M1 Motorway / A12 Westlink corridor AQMA.

The Council published a second AQAP for the city in 2015, which concluded at the end of 2020. A final review of the implementation of various mitigation measures included within the 2015-2020 AQAP was undertaken and reported by the Council to the Department of Agriculture Environment and Rural Affairs (DAERA) as part of the Council's 2020 Air Quality Progress Report, submitted to DAERA in June 2020.

Whilst the second AQAP continued to deliver improvements in ambient air quality within our AQMAs and across the city, a limited number of transport related nitrogen dioxide (NO_2) hotspots remained. Moreover, fine particulate matter ($PM_{2.5}$) had emerged as an additional air pollutant of concern. Consequently, in 2021, the Council with partner organisations developed a new 5-year Air Quality Action Plan 2021-2026 for the city.

The aim of this AQAP is to continue reducing emissions from transport sources and to promote and enable a shift onto more sustainable modes of transport to achieve compliance with the air quality objectives for nitrogen dioxide. An additional aim of the Plan is to identify, develop and implement mitigation measures, where necessary, to address concentrations of $PM_{2.5}$ across the city.

A summary of mitigation measures proposed as part of the new AQAP is provided within Table 8.1 of this Progress Report. Belfast City Council monitors implementation of the Air

Quality Action Plan 2021-2026 via annual meetings of the Action Planning Steering Group and reports on its progress via Progress Reports and / or Annual Status Reports.

Table 8.1 – Action Plan Progress

No.	Measure	Category / Classification	Lead Authority	Description	Implementation Date	Estimated Completion Date	Air Quality Benefits	Progress to Date
1.	Zero Emission Public Transport	Promoting Low Emission Transport / Public Vehicle Procurement	Translink	Introduce circa 100 new zero-emission buses to the Greater Belfast area.	Nov 2020 to April 2022	Dec 2022	Replaces circa 100 diesel buses with zero emission vehicles.	Rollout of 103 Zero Emission Vehicles and EV infrastructure for the Belfast Metro has been completed.
2.	Zero Emission Public Transport	Promoting Low Emission Transport / Public Vehicle Procurement	Translink	Develop Programme to decarbonise the bus fleet in the Greater Belfast area.	Nov 2022 to Dec 2025	Dec 2030	To remove all diesel buses in Belfast Metro and replace with a zero-emission fleet by 2030.	Zero emission bus fleet replacement programme is on course for completion by 2030. Circa 1/3 of all Belfast Metro services are now operated by zero emission buses.
3.	Bus Fleet Improvement	Vehicle Fleet Efficiency / Vehicle Retrofitting Programmes	Translink	Through vehicle modification, deliver minimum Euro 6 emission standards for all buses and coaches operating in Belfast.	Oct 2020 to Dec 2022	Dec 2022	Significant reduction in NOx and particulate matter emissions.	Euro 6 emission upgrade project has been completed for Goldline services and the Belfast Metro.
4.	Decarbonisation of the rail network	Promoting Low Emission Transport / Public Vehicle Procurement	Translink	Transition of all rail rolling stock to a net-zero traction power by 2040.	New Trains 4 – 2030 New Trains 5 – 2035 New Trains 5 - 2040	Dec 2040	Ultimately, zero emission on the rail network by end of 2040.	Initial Technical Study and Rail Decarbonisation Strategy completed in 2023. Detailed feasibility study for Belfast to border route completed in 2024. New Trains 4 Feasibility Study due for completion in mid-2025. NT3 complete and all trains in service.

No.	Measure	Category / Classification	Lead Authority	Description	Implementation Date	Estimated Completion Date	Air Quality Benefits	Progress to Date
								Enterprise replacement programme progressing with contract awarded May 26. NT4 programme progressing, with feasibility study complete and SOC submitted. Rail Fleet Strategy being developed that aligns with the business objectives including Enterprise Replacement Project, New Trains 4 and Network Development Strategy.
5.	Future Ticketing System	Transport Planning and Infrastructure / Public Transport Improvements	Translink	Contactless payment on all bus and rail services by 2024. Account-based ticketing on all bus and rail services by 2028.	2018	2028	Provide greater ease of use, improved integration and best value for customers, thereby encouraging modal shift to public transport and a reduction in emissions from cars.	Contactless payment rolled out on all Metro services in 2022. Installation of ticket vending machines with contactless payment acceptance at all rail stations completed in 2024. Roll out of contactless payment on all Ulsterbus services completed in 2024. Next steps are to implement account-based ticketing on Ulsterbus and Glider services in 2027 and on NI Railways services by 2028.

No.	Measure	Category / Classification	Lead Authority	Description	Implementation Date	Estimated Completion Date	Air Quality Benefits	Progress to Date
6.	Belfast Transport Hub (Belfast Grand Central Station)	Transport Planning and Infrastructure / Public Transport Improvements	Translink	Major new multi-modal transport hub for Belfast.	Main works construction commenced in Q1 2022	August 2026	Provide a new integrated transport hub, including facilities for active travel to encourage and facilitate increased modal shift towards sustainable transport.	Belfast Grand Central Station is now operational for both bus and rail services. Construction works nearing completion in the surrounding street works and public realm areas, supporting the enhancement of Active Travel infrastructure in Belfast.
7.	Promote Public Transport	Promoting Travel Alternatives / Other – Promoting Public Transport	Translink All BCC stakeholders	Undertake engagement across companies, organisations and agencies to incentivise reduced use of the private car and greater use of public transport. Provide information at our stations, on Personalised Travel Planning, Corporate Commuter Initiatives (CCIs), providing best value fares information and promotional activity to attract modal switch onto public transport. Promote the use of low and zero emission buses with the development of new branding and messaging to highlight their benefits.	Nov 2020	Ongoing	Modal shift from car use to public transport/active travel will reduce emissions.	Proactive on the ground engagement and promotion throughout 2025 and 2026 across a broad range of stakeholders/sectors promoting the benefits of public transport, encouraging active, sustainable travel and modal shift from the private car. Programme of Personalised Travel Planning along with best ticket/fare options and promotion of journey planning via Journey App campaigns and education. Promotion of low and zero emission buses and benefits of such via below the line communications and livery branding.

No.	Measure	Category / Classification	Lead Authority	Description	Implementation Date	Estimated Completion Date	Air Quality Benefits	Progress to Date
								Ongoing promotion of the benefits of Public Transport in terms of climate with a bespoke integrated climate campaign in 2025 running into 2026.
8.	Belfast Rapid Transit (BRT) Phase 2	Transport Planning and Infrastructure / Public Transport Improvements	A Belfast Region City Deal (BRCD) Infrastructure project being developed by DfI	The Belfast Rapid Transit Phase 2 (BRT2) project is the further development of the Belfast Rapid Transit system north to Antrim and Newtownabbey and south to Lisburn and Castlereagh and an extension of the existing CITI route to serve Queen's University and City Hospital – bus priority measures, enhanced facilities & new vehicles. One of 3 infrastructure projects being taken forward by DfI as part of BRCD	Utilising the £35m from Belfast Region City Deal, alongside an additional £13m of departmental funding, it is hoped to deliver the first phase of works, as outlined in the Minister's Assembly statement of 25th February 2025, by 2030. .	Delivery of the remainder of the project, and the associated timescales for this work, is dependent on securing the necessary funding to address the remaining shortfall which is currently estimated to be £76.5m.	BRT will have a beneficial impact on modal shift, traffic movements and direct pollution levels along the route. For example, the Glider vehicles are demonstrating a 90% reduction in NO_2 and particulate matter emissions relative to the oldest vehicles in the Metro fleet.	DfI Minister Kimmins made an announcement on 25th February 2025 outlining the next steps for the Belfast Rapid Transit Phase 2 project with a particular focus on those elements that are being taken forward with the £35 million funding from Belfast Region City Deal along with an additional £13m committed from departmental budgets. The OBC for the project was approved in December 2025 and consultants have recently been appointed to progress the design phase of the project.
9.	Bus & Rail based Park & Ride / Interchange	Alternatives to Private Vehicle Use / Bus and Rail based Park & Ride	DfI Translink	1500 additional Bus & Rail Park and Ride spaces by 2023 across NI. Promotion of active travel links.	April 2018	Ongoing	Modal shift from car use to Public Transport / Active Travel will reduce GHG emissions.	Newtownards P&R - 450 spaces. Planning permission has been granted and land acquired. Delivery dependant on business case approval and full funding.

No.	Measure	Category / Classification	Lead Authority	Description	Implementation Date	Estimated Completion Date	Air Quality Benefits	Progress to Date
								Moira P&R – additional 448 spaces. Planning permission granted. Construction underway. Opening by Summer 2026. Ballymena P&R - 370 additional spaces. Planning permission granted. Letter of Offer received. Construction underway. Opening Winter 2026. Mossley West P&R - 280 spaces in addition to existing site at the train station. Planning permission granted. Letter of Offer received. Opening by 2027. Priority for the delivery of further new / extended P&Rs to be informed by emerging Transport Plans. Delivery will be dependent on funding.
10.	Bus Route Improvements	Transport Planning and Infrastructure / Bus Route Improvements	DfI Translink	Bus priority on all key Metro corridors in Belfast equivalent to that provided on the BRT Glider corridors. Bus stop 'balancing' to reduce stop/start.	April 2020	Ongoing	By converting general traffic lanes to bus lanes, journey times are reduced and consequently fuel consumption and	Additional bus lanes installed on Howard St, Great Victoria St, Bruce St, Dublin Rd and North St as part of BGCS construction phase mitigation to be retained.

No.	Measure	Category / Classification	Lead Authority	Description	Implementation Date	Estimated Completion Date	Air Quality Benefits	Progress to Date
							emissions are reduced. By better balancing the location and number of bus stops, dwell times are reduced, reducing idling, stop/start and associated emissions.	Implementation of Experimental Traffic Control Scheme to extend bus lane hours on south Belfast routes to include AM and PM peak inbound and outbound operation. Preliminary designs for bus priority and bus stop balancing on Shore Road completed. Progress of work dependant on funding and public consultation. Further bus stop balancing plans for Castlereagh Road and Glen Road to be progressed.
11.	Park and Ride	Alternatives to Private Vehicle Use / Bus and Rail based Park & Ride	DfI Translink	The current Park & Ride Strategic Delivery Programme aims to deliver circa 2,000 additional spaces by 2025 (dependent on budget allocation)	2013	2025	This extension to the programme will have positive impacts on improving air quality for Belfast by providing alternative transportation for commuters travelling into the city rather than relying upon the private car.	DfI progressing business cases for Comber, Downpatrick, Dungiven and Tillysburn park and rides. Delivery is dependent upon statutory approvals and funding. Tillysburn Park & Ride (450-500 spaces) Officials are currently considering appropriate delivery mechanisms for Park & Ride sites, including Tillysburn

No.	Measure	Category / Classification	Lead Authority	Description	Implementation Date	Estimated Completion Date	Air Quality Benefits	Progress to Date
								and these considerations are still ongoing. Comber P&R (approx. 410 spaces) – Translink are taking forward the detailed design of this scheme, however further progression is dependent on funding. Downpatrick P&R (approx. 400 spaces) – Progression is dependent on funding.
12.	Improved walking and cycling connectivity to public transport interchanges	Transport Planning and Infrastructure / Other - Active Travel Network Improvements	DfI Translink	Enhance walking and cycling infrastructure to bus and rail stations, halts and Park and Ride sites.	2021	Ongoing	Improve infrastructure to make it easier and more attractive to walk and cycle to and from public transport interchanges, thereby reducing car usage and associated emissions.	Translink continues to work with key stakeholders to improve integration between Active Travel and Public Transport. Active travel linkages to public transport interchanges prioritised within DfI's NI Active Travel Delivery Plan. Translink is to install additional cycle storage at 21 halts / stations by end 2026.
13.	Bicycle Strategy for NI Belfast Cycling Network	Transport Planning and Infrastructure / Cycle Network	DfI Walk Wheel Cycle Trust	The Bicycle Strategy will be followed with a Belfast Cycling Network to guide the development and operation of cycling infrastructure across the city for the next 10 years.	2017	Published 2022	Increased levels of cycling could reduce congestion, improved air quality, reduce noise pollution and	Delivery plan published in March 2022. Implementation ongoing.

No.	Measure	Category / Classification	Lead Authority	Description	Implementation Date	Estimated Completion Date	Air Quality Benefits	Progress to Date
			(formerly Sustrans)	A public consultation on the draft Belfast Cycling Network was held in early 2017. A consultation report was published in 2018.			contribute to a cleaner environment.	The Belfast Cycle Network is now superseded by the Eastern Transport Plan.
14.	Blue / Green Infrastructure Funding	Transport Planning and Infrastructure / Other – Blue and Green Infrastructure	DfI	Capital grant funding for Councils to construct greenways. The following greenway projects have been allocated a grant over the 2020/21 and 2021/22 period: - Lagan Gateway greenway (BCC) - Forth Meadow greenway (BCC) - Strathfoyle greenway (DC&SDC) - Strabane North greenway (DC&SDC) - Banbridge Riverside lighting (ACB&CBC)	2020-2022 depending on available Budget allocation	March 2022	Greenways have the potential to bring significant benefits to us all in terms of more physically active lifestyles, active travel, improved mental and physical health and wellbeing, social inclusion, tackling climate change, the strengthening of the local economy and tourism.	The Blue Green Infrastructure Fund concluded in 2023. 50% capital funding towards council led greenway delivery is available through the Department's Greenways and Active Travel enabling measures grant scheme
15.	Green Recovery	Traffic Management / Strategic Highway Improvements	DfI	Temporary reallocation of road space to aid social distancing and active travel: - Pedestrianisation of Hill Street/Gordon Street - Reallocation of parking spaces for extended footway use - Pop-up cycle lanes to connect main hospitals for key workers – Dublin Road, Donegall Road and Grosvenor Road	2020/21	Ongoing	Increased levels of walking and cycling could reduce congestion, improve air quality, reduce noise pollution and contribute to a cleaner environment.	**Pedestrianisation of Hill Street / Gordon Street** – Officials are currently preparing for further engagement with key stakeholders to aid the development of a suitable proposal for Hill Street / Gordon Street in advance of formal consultation.

No.	Measure	Category / Classification	Lead Authority	Description	Implementation Date	Estimated Completion Date	Air Quality Benefits	Progress to Date
								Further progress on this matter will be subject to the satisfactory completion of the legislative process. **Reallocation of parking spaces for extended footway use** – the reallocation of road space for sustainable and active travel will be considered as part of the Eastern Transport Plan **Pop-up cycle lanes to connect main hospitals for key workers (Dublin Road, Donegall Road and Grosvenor Road)** - the Department has reviewed the use of pop-up cycle lanes and published its findings, which has shown support for the concept. Work is now being undertaken to develop designs suitable for taking forward to consultation with the intention of formalising the current arrangements.
16.	Belfast Multi-Modal Transport Model	Traffic Management / Other	DfI	It is expected that the Multi-Modal Transport Model will be enhanced and updated as part	2022	Complete.	This model will provide the capability to	Update of the Belfast Multi-Modal Strategic Transport Model (BSTM2) was

No.	Measure	Category / Classification	Lead Authority	Description	Implementation Date	Estimated Completion Date	Air Quality Benefits	Progress to Date
				of the development of the Belfast Metropolitan Transport Plan (now Eastern Transport Plan) in conjunction with the Belfast City Council Local Development Plan. However, this is currently 'in abeyance' in light of the COVID emergency and the programming of work for the Transport Plans. A key use of the model will be in transport and land-use option generation and testing. The transport model will provide forecasts of traffic flows and speeds to enable the estimation of air quality using separate detailed atmospheric dispersion modelling software held by Belfast City Council.		Potential for future update.	estimate the likely changes in air quality arising from changes in population and employment (BCC Planning inputs) and different transport investment options (DfI). Note that the decision to develop this model is currently 'in abeyance' in light of the COVID pandemic and the continuing impact on travel patterns.	progressed in line with the development of the Eastern Transport Plan (formerly termed the Belfast Metropolitan Transport Plan). As part of this progress, the Transport Model has been augmented with input supply and demand data; updated to a 2019 base year with an additional 2023 Present Year Validation update; and integrated growth forecasts from TEMProNI tool and the BCC local development plan zonings. Investment in BSTM2 has allowed for future scenarios to be modelled and tested as part of the Eastern Transport Plan.
17.	Belfast Metropolitan Transport Plan (BMTP) Ministerial decision taken in 2023 to change name from BMTP to Eastern	Transport Planning and Infrastructure / Other	DfI	A new ETP will be prepared to integrate with the Belfast City Council LDP. The ETP will assess total transport demands arising from planned developments and the achievement of a range of agreed objectives. The new ETP will become the extant Transport Plan and will include a range of schemes covering	2023 estimated in line with LDP programme	2030 in line with LDP assumed	It is expected that the balance of measures in the ETP will impact positively on ambient air quality.	Work on the ETP has progressed since 2023 in line with Local Development Plan (LDP) timetables. Key deliverables such as the Vision, Objectives and Guiding Principles have been produced. Progress has included wide council and stakeholder

No.	Measure	Category / Classification	Lead Authority	Description	Implementation Date	Estimated Completion Date	Air Quality Benefits	Progress to Date
	Transport Plan (ETP)			road, rail, bus, cycling and pedestrian networks. Whilst the contents of the new ETP cannot be assumed in advance, it is expected to include substantial demand management measures to restrict the use of private cars in the city centre and for commuting purposes in particular. These measures are expected to complement and reinforce any measures delivered as part of the Belfast City Council Parking Strategy and Action Plan.				engagement with the project publicly launched in September 2023. Work on testing schemes, proposed measures and associated evaluation was progressed throughout 2024 and 2025 for the City Centre, and the wider Metropolitan Area. A draft of the Belfast City Centre Chapter and the Metropolitan Area Chapter of the ETP is anticipated to be available in advance of the LDP Local Policies Plan publication for Belfast City Council with public consultation anticipated to commence in Summer 2026
18.	Electric Vehicles	Promoting Low Emission Transport / Procuring Alternative Refuelling Infrastructure to Promote LEV, EV recharging, gas fuel recharging	DfI	The development of publicly accessible Electric Vehicle (EV) charging infrastructure is a commercially led activity in NI and its provision rests solely with the Charge Point Operators (CPOs). Officials continue to provide advice to CPOs on operational matters such as procedural arrangements for planning and installation requirements.	2015	Ongoing	There are significant benefits to both the environment and to the driver in the use of electric vehicles.	Northern Ireland joined the Vehicle Emissions Trading Schemes in January 2025. A consultation on flexibilities for manufacturers was held in early 2025 and legislative changes will be made over the course of the year. These will allow greater flexibilities for manufacturers to meet the annual targets

No.	Measure	Category / Classification	Lead Authority	Description	Implementation Date	Estimated Completion Date	Air Quality Benefits	Progress to Date
				The Department maintains regular and ongoing engagement with the UK Government on a range of issues relating to electric vehicles (EV). This engagement has included discussions with the Office for Zero Emission Vehicles (OZEV) and the Department for Transport on access to UK-wide grant schemes and on HM Government's new paid for marketing campaign aimed at building public confidence in electric vehicles and encouraging their purchase. The Department works with the other NICS Departments and local councils to explore options to meet the Executives commitment for all departmentally owned or leased cars and vans being zero emission by 2035. The ability of people who do not have driveways to charge electric vehicles and avail of home charging tariffs has been restricted as it is an offence to				set within the Vehicle Emission Trading Schemes. Local Councils have availed of funding for the installation of charge points under the Office for Zero Emission Vehicles (OZEV) 'On Street Residential Charge Point Scheme' (ORCS). The Department has committed over £470,000 match funding to support applications to ORCS. Local councils are set to install up to 250 charge points across Northern Ireland this year (2026). DfI have developed a 'Framework' for fleet decarbonisation which has been agreed by all Government departments, and which will be monitored through a NICS fleet log. The 11 local Councils have also adopted a similar approach with a Framework to help inform actions in individual Council areas through the DfI Council Fleet Working Group.

No.	Measure	Category / Classification	Lead Authority	Description	Implementation Date	Estimated Completion Date	Air Quality Benefits	Progress to Date
				lay a cable across the footway to access a vehicle parked at the roadside or for any other purpose without consent from the Department. To remove this barrier for EV drivers without a driveway the Department launched the availability of two cross pavement solutions on Wednesday 30th September 2026. The temporary cable protector has been introduced through a six-month rolling pilot to enable ongoing monitoring and evaluation. The Department uses its website and social media channels to showcase current electric vehicle (EV) uptake, promote the availability of UK-wide DfT/OZEV grants, and direct the public to Department for Transport funding for EVs and charging infrastructure. These channels also support the DfT marketing campaign, which focuses on convenience, range and cost. In addition, the Department highlights the increasing availability of public charging points and has developed the 'Little Changes' decarbonisation campaign.				Officials have completed the first review of the cable cover cross pavement solution which is due to be published in the near future.

No.	Measure	Category / Classification	Lead Authority	Description	Implementation Date	Estimated Completion Date	Air Quality Benefits	Progress to Date
				This initiative aims to raise awareness of sustainable transport options and address perceived barriers to change, while reinforcing DfI's commitment to tackling climate change by promoting accessible, affordable and appealing alternatives. A Northern Ireland Transport Sector Decarbonisation Factsheet has also been produced, providing key information on electric vehicles, public transport and active travel. This resource is designed to support and inform those considering a move to more sustainable travel options. Through DfI social media channels, the Department regularly shares statistics on EV usage, drawing on data from EVANI. These platforms also guide the public to relevant information on DfT grants, home charging costs, and the expanding public charging network, alongside other important updates.				
19.	Lagan Pedestrian and Cycle Bridge	Transport Planning and Infrastructure / Cycle Network	A Belfast Region City Deal (BRCD)	If confirmed in the final Belfast Region City Deal, the proposed bridge, is one of 3 infrastructure projects being	Procurement commenced June 2024	2027	Increased levels of walking and cycling could reduce congestion,	An Outline Business Case has been approved, with planning permission and

No.	Measure	Category / Classification	Lead Authority	Description	Implementation Date	Estimated Completion Date	Air Quality Benefits	Progress to Date
			Infrastructure project being developed by DfI	taken forward by DfI as part of BRCD. It will span the River Lagan from the Gasworks to the Ormeau Embankment aiming to improve accessibility to the city centre for residents and communities east of the River Lagan. The Bridge also aims to encourage both people from the city centre and local communities to use Ormeau Park for recreational use.			improve air quality, reduce noise pollution, and contribute to a cleaner environment.	other statutory approvals in place. Technical consultants were appointed in October 2022 to complete the preliminary design, prepare procurement documents, and manage the procurement competition. Procurement of a Contractor to deliver the detailed design and construction phases is ongoing however the Department is considering the implications of the A5 judgement on this and all DfI projects. Completing the work is then expected to take up to 24 months from date of contract award.
20.	Promoting travel alternatives: Behavioural change programmes	Promoting Travel Alternatives / Promotion of Cycling, Walking, Schools and Workplace Travel Plans	PHA, DfI and DAERA, Belfast City Council, EU Interreg (delivered by Walk Wheel Cycle	Sustrans works in a range of settings: • Schools with the Active School Travel Programme; • Workplaces with the Leading the Way Programme; • Communities – to promote walking and cycling as a mode of transport. In addition: • Active Travel Hub in CS Lewis Square, east Belfast	Ongoing 2015 2016	Ongoing – Currently, all these programmes are underway, with a review of extension. The Communities ' project was	Changing people's travel habits – swapping the car for walking, cycling and public transport.	WWCT continues to deliver the Active School Travel Programme, which is co-funded by the PHA and DfI. Active Travel Challenge - annual month-long initiative in June promotes all forms of sustainable transport – walking, cycling and public transport. The Challenge is delivered by WWCTrust and

No.	Measure	Category / Classification	Lead Authority	Description	Implementation Date	Estimated Completion Date	Air Quality Benefits	Progress to Date
			Trust WWCT Cycling UK/ Sustrans/ European Cycling Federation WWCT(previously Sustrans)	and more recently Whiterock Community Centre in west Belfast – provides a base for range of interventions with community groups, individuals and workplaces. • Project to encourage walking and cycling in new Forthmeadow Greenway • Applied to run Active Travel Hub at Cathedral Gardens **Cycle-friendly Employer Accreditation Scheme** – Cycling UK run this in N. Ireland with support from Sustrans. **Pedal Perks** cycling discount scheme offered by range of businesses to encourage cycling to premises.	2017 2018 2017	ceased by PHA in 2023	Active Travel Hubs are visible in the community to provide info & encourage travel alternatives. Provide facilities to encourage active travel e.g. cycle parking; changing facilities; mileage incentives. Incentivises active travel to shops and facilities.	partners with Translink, DFI and PHA. There is no government funding for the Active Travel Hub in east Belfast. Whiterock Hub in west Belfast (opened in March 2023) has been closed. There is a Plan to open a Hub at Grand Central Station but there is currently no resource funding. DAERA's Air and Environmental Quality Team (AEQ) delivered Clean Air Day presentations to primary schools across NI in May/June 2024. Belfast City Council also carries out an air quality awareness campaign every June as part of the Clean Air Day initiative.
21.	Transport planning and infrastructure: Build safe protected cycling infrastructure	Transport Planning and Infrastructure / Cycle Network	DfI WWCT (Sustrans)	**Walking and Cycling Index, Belfast** – produced every 2 years in collaboration with DfI. Provides evidence of support for cycling and progress to date, includes a public survey of attitudes to cycling.	2015	Ongoing	Safety is biggest barrier to people cycling. Traffic-free greenways enable more people to walk or cycle. Urban greenways used by commuters	Walking and Cycling Index continues to be part funded by DfI. Most of the funding is provided through the Freshfield Foundation via WWCT.

No.	Measure	Category / Classification	Lead Authority	Description	Implementation Date	Estimated Completion Date	Air Quality Benefits	Progress to Date
				Belfast Cycling Network – published in June 2021, the Strategy sets out government plans to develop cycle routes in Belfast. The Bicycle Strategy will be followed with a Cycling Network for Belfast to guide the development and operation of cycling infrastructure in the city for the next 10 years. A public consultation on the draft Belfast Cycling Network was held in January 2017 and in early 2018, a consultation report was published. **Safe Routes to School campaign** – to enable children to walk and cycle rather than being driven. **Strategic plan for Greenways** – Paths for Everyone. Funding pot for Councils to develop greenways. Walk Wheel Cycle Trust has assisted some Councils with community consultation and feasibility plans.	2017 Ongoing Part of Active School Travel Programme/ lobbying work 2016	Report published June 2021 Ongoing Ongoing	as well as leisure trips.	Index report for 2025 was published in March 2026. Next survey will be in 2027, for publishing in 2028. Implementation of Belfast Cycling Network is covered under item 13. Greenway delivery is covered under item 14. Consultation on a draft Active Travel Delivery Plan (ATDP), including network plans for every settlement in NI with a population greater than 5,000 and prioritised routes within those towns and cities, closed on 28th February 2025. May 2026 - The Plan is being considered by Minister before publication. The Strategic Plan for Greenways is being reviewed.
22.	Traffic management	Traffic Management / Strategic Highways	DfI WWCT	Introduction of 20 mph speed limits	2019	Ongoing	As above, as we saw in lockdown less traffic encourages people	Schemes to reduce *'rat running'*, and to promote sustainable travel will be

No.	Measure	Category / Classification	Lead Authority	Description	Implementation Date	Estimated Completion Date	Air Quality Benefits	Progress to Date
		Improvements, reduction of speed limits, 20 mph zones	(formerly Sustrans)	**School Streets** – closing area around schools to traffic. This is a proposed pilot scheme, which has proved successful and popular in GB. **Low Traffic Neighbourhoods** – implement car-free areas.	TBC		to walk or cycle. Traffic restraint measures necessary to reduce volume of traffic and polluting vehicles.	considered more fully in the Eastern Transport Plan, which is being developed in conjunction with council's Local Policies Plans. **Update on 20 mph speed limits**: A DfI review of the part time 20 mph initiative has recommended a modest and targeted third tranche of schemes. This will supplement the 233 schemes already in place at schools across NI. Plans for pilot School Streets are progressing.
23.	Dust monitoring	Other / Air Quality Monitoring and Assessment	Belfast Harbour Commissioners	Monitor particulate matter from bulk cargoes in Port operational areas of Belfast Harbour Estate and implement mitigation measures.	Commenced	Ongoing	Identify areas of high concentration for action.	Monitoring ongoing. High concentration areas identified. Operational controls are in place.
24.	AQ Modelling	Other / Air Quality Monitoring and Assessment	Belfast Harbour Commissioners	Complete Baseline Air Quality Modelling of the Belfast Harbour Estate.	Commenced	2022	Establish theoretical baseline & identify areas for attention.	Completed.
25.	NO_2 Monitoring	Other / Air Quality Monitoring and Assessment	Belfast Harbour Commissioners	Conduct monthly diffusion tube monitoring of NO_2 at 18 sites within the Belfast Harbour Estate.	Commenced	Ongoing	Establish baseline of NO_2 levels & identify areas for attention.	Completed. Monitoring ongoing

No.	Measure	Category / Classification	Lead Authority	Description	Implementation Date	Estimated Completion Date	Air Quality Benefits	Progress to Date
26.	Real Time AQ Monitoring stations	Other / Air Quality Monitoring and Assessment	Belfast Harbour Commissioners	Implement real time Air Quality Monitoring for air pollution at 5 locations within the Belfast Harbour Estate.	2021	Ongoing	Accessible Air Quality information/ potential link to SMART traffic controls.	Completed. 5 real time AQ sensors installed. Ongoing data validation for NO_2 and particulate matter (PM_{10} and $PM_{2.5}$). New sensor procured in 2025 for co-location monitoring and validation.
27.	Strategy	Policy Guidance and Development Control/Other	Belfast Harbour Commissioners	Publish a Harbour Air Quality Strategy.	2021	Ongoing	Public commitment to improve Air Quality.	Air Quality and Climate Action Strategy combined under wider ESG Framework.
28.	Low / zero carbon fuels	Promoting Low Emission Transport / Company Vehicle Procurement	Belfast Harbour Commissioners	Replace the light vehicle fleet with electric/alternative fuels.	2021	2027	Reduced air emissions from vehicles.	60% of fleet has been electrified. Capital provisions are in place to complete transition by 2027. Residual ground fleet HVO transition complete
29.	EV Charging	Promoting Low Emission Transport / Procuring Alternative Refuelling Infrastructure to Promote LEV, EV recharging, gas fuel recharging	Belfast Harbour Commissioners	Work with tenants to encourage installation of EV charging points.	2021	2025	Reduced air emissions from vehicles.	Continue to facilitate connections from tenants that have provided requests. Completed strategic EV scaling review with Royal Haskoning DHV to inform future direction (BHC). Partnered with Weev for first phase of installation works at

No.	Measure	Category / Classification	Lead Authority	Description	Implementation Date	Estimated Completion Date	Air Quality Benefits	Progress to Date
								Harbour Office, which is now complete. Milewater depot charging scheme to be completed by end-2026.
30.	Car sharing	Alternatives to Private Vehicle Use / Car & Lift Sharing Schemes	Belfast Harbour Commissioners	Introduce a Car Sharing Scheme for tenants.	2021	Ongoing	Reduced air emissions from vehicles (subject to relaxation of Covid-19 restrictions).	Re-focused on autonomous last-mile connectivity at Queens Island, aligned to Queens Island Strategic Transport Master Plan.
31.	Active Travel	Promoting Travel Alternatives / Promotion of cycling and walking	Belfast Harbour Commissioners	Encourage active travel, including walking and cycling to; from and within the estate for local journeys.	2021	Ongoing	Reduced air emissions from vehicles.	Being considered as a part of the Queens Island Strategic Transport Master Plan.
32.	SMART traffic control	Traffic Management / Other	Belfast Harbour Commissioners	Queens Road Mobility project / SMART traffic system.	2021	2023	Reduced air emissions from vehicles.	Completed
33.	Integrated commuter plans	Promoting Travel Alternatives / Workplace Travel Planning	Belfast Harbour Commissioners	Integrated commuter plans to reduce private car use including first and last mile connectivity.	2022	2025	Reduced air emissions from vehicles.	Being considered as a part of the Queens Island Strategic Transport Master Plan.
34.	Cycle lanes	Transport Planning and Infrastructure / Cycle Network	Belfast Harbour Commissioners	Additional cycle lanes and crossing points.	2020	2025	Reduced air emissions from vehicles.	Integrated into all future infrastructure projects.
35.	Green corridors	Transport Planning and Infrastructure / Other – Blue and	Belfast Harbour Commissioners	Introduce Green spaces and screening / corridors.	2021	Ongoing	Absorb vehicle emissions.	Biodiversity Action Plan being updated to include expansion of screening and corridors.

No.	Measure	Category / Classification	Lead Authority	Description	Implementation Date	Estimated Completion Date	Air Quality Benefits	Progress to Date
		Green Infrastructure						City Quays Gardens completed.
36.	Shore-side power	Promoting Low Emission Plant / Shift to installations using low emission fuels for stationary and mobile sources	Belfast Harbour Commissioners	Assess feasibility of shore power – cruise/ferry vessels.	2021	Ongoing	Reduced air and GHG emissions from vessels.	Feasibility assessment continuing, based on vessel operator requirements. Targeting cruise ships, aligned to new deepwater quay construction - starting in financial year 2025.
37.	Decarbonise port cranes & HGV's	Promoting Low Emission Plant / Shift to installations using low emission fuels for stationary and mobile sources	Belfast Harbour Commissioners	Substitute hydrocarbon fuels with low carbon alternatives – cranes/plant & HGV's.	2021	Ongoing	Reduced air and GHG emissions from port plant & equipment.	HVO transition into landside asserts began on 31st March 2025 and is being phased over two years. On track to complete Q3 2026.
38.	Decarbonise work & pilot boats	Promoting Low Emission Plant / Shift to installations using low emission fuels for stationary and mobile sources	Belfast Harbour Commissioners	Trial alternative marine fuels - Work and Pilot Boats.	2022	2025	Reduced air and GHG emissions from vessels.	Completed – all pilot, work and police boats running on HVO.
39.	Commercial incentive	Promoting Low Emission Plant / Other - Feasibility Study	Belfast Harbour Commissioners	Assess feasibility of Clean Vessel Incentive Scheme.	2022	2023	Reduced air and GHG emissions from vessels.	Initial assessment carried out. No immediate plans to implement.
40.	Ship planning	Other – Vessel Management	Belfast Harbour Commissioners	Optimise Vessel Passage Plans & Berth Utilisation.	2020	Ongoing	Reduced air emissions from vessels.	Completed. Port Management Information Systems (PMIS) in use.

No.	Measure	Category / Classification	Lead Authority	Description	Implementation Date	Estimated Completion Date	Air Quality Benefits	Progress to Date
41.	Zero carbon vessel	Promoting Low Emission Plant / Shift to installations using low emission fuels for stationary and mobile sources.	Belfast Harbour Commissioners	Introduce electric/hybrid workboat.	2021	Ongoing	Reduced air emissions from vessels.	Ongoing collaboration with Artemis Technologies on development of electric foiling workboat / pilot boat. Pilot boat, Hibernia, introduced in April 2024, running hybrid engines and HVO for near-zero emissions in interim.
42.	Driver ECO Skills	Vehicle Fleet Efficiency / Driver Training and ECO Driving Aids	Belfast City Council	Driver ECO Training & Refresher Driver ECO Training & Monitoring by GPS.	From 2020/21 onward	Ongoing	Reduced fuel consumption. Reduced air emissions.	All new Drivers are trained in ECO Driving techniques as part of the induction process and during refresher training as undertaken were deemed appropriate.
43.	Promoting Cleaner commercial vehicles	Promoting Low Emission Transport / Company Vehicle Procurement- Prioritising uptake of low emission vehicles	Belfast City Council	Replacing older commercial EU4 / EU5 vehicles above 3.5 tonnes with EU6 cleaner standard.	From 2020/21 onward	Ongoing	Reduced fuel consumption. Reduced air emissions.	We continue to replace EU4-EU5 above 3.5 tonnes weight with EU6 cleaner standard vehicles. We replaced 84 vehicles in 2024 / 25 to EU6 standard and have plans to replace a further 23 vehicles in 2026/27 to EU6 standard. From January 2023, some 200 vehicles have been transitioned to HVO cleaner bio bulk fuel (50% of the fleet size) based at the Duncrue Complex. In terms

No.	Measure	Category / Classification	Lead Authority	Description	Implementation Date	Estimated Completion Date	Air Quality Benefits	Progress to Date
								of HVO consumed, this would equate to approximately 80% of all fuel purchased. Fuel Sense software fitted to EU6 RCVs to prevent harsh acceleration and enhance fuel efficiency.
44.	Vehicle Emission Testing	Vehicle Fleet Efficiency / Testing Vehicle Emissions	Belfast City Council	All fleet vehicles tested annually to manufacturers approved EU standard.	From 2020/21 onward	Ongoing	Ensuring vehicles meet their EU approved Standard.	All 229 vehicles in 2025 / 26, presented for their Annual GVC Test, have passed their emission test criteria.
45.	Promoting Electric Commercial panel vans	Promoting Low Emission Transport / Company Vehicle Procurement	Belfast City Council	Replacing older commercial panel vans up to 3.5 ton with Electric.	From 2020/21 onward	Ongoing	Reduction in the commercial panel van fleet carbon footprint.	Some 31 light vehicles under 3.5 tonne weight have been replaced with electric models up until 31-03-25.
46.	Promoting Vehicle Electric Bin-lifts	Promoting Low Emission Transport / Company Vehicle Procurement	Belfast City Council	Replacing Refuse Collection Vehicles with rear electric bin-lifts.	From 2020/21 onward	Ongoing	Refuse Collection Vehicle fuel consumption reduction.	There are currently some 31 RCVs narrow tracks fitted with OmniDEL rear electric twin bin-lifts. A further 4 are due to be received by 31-03-26, making 35 in total, with a further 28 RCVs with standard rear twin-bin lifts to be replaced with OmniDEL rear electric twin-bin lift models, as and when capital funding becomes available.

No.	Measure	Category / Classification	Lead Authority	Description		Implementation Date	Estimated Completion Date	Air Quality Benefits	Progress to Date
47.	Frank and Honest Belfast Bikes by Beryl scheme.	Transport Planning and Infrastructure / Public Cycle Hire Scheme	Belfast City Council	Public bike hire scheme in Belfast city centre – 300 bikes and 30 docking sites originally in 2015 in public places, including Titanic Quarter, the Gasworks, Queen's University and York Street. This has now increased to circa 60 docking stations. New contract with Beryl. New scheme was launched in September 2025 with 300 pedal bikes and 100 e-bikes.		From 2015 onward	Ongoing	Cutting congestion and improving air quality.	Expansion of further eight stations delivered. New operator appointed. New scheme including 100 e-bikes was launched in September 2025. Expansion of the scheme is in planning.
48.	Local Development Plan	Policy Guidance and Development Control / Other Policy	Belfast City Council	Number of planning permissions granted on zoned Open Space. Policy: OS1	Belfast City Council Planning decisions and liaising with CNS.	From 2023 onwards	2035	To limit the net loss of zoned open space for uses other than those ancillary or compatible with open space use.	The LDP Plan Strategy was adopted on 2nd May 2023, and its policies have taken effect from that date. Monitoring of the Plan Strategy is underway, and the outcomes will be published in an Annual Monitoring Report submitted to the Department for Infrastructure once the LDP Local Policies Plan has been adopted.
			Belfast City Council	Number of planning permissions that secure Green and Blue Infrastructure improvements, including through Developer Agreements. Policy: SP8 GB1	Belfast City Council through Major Planning decisions (BCC) and S76 Agreements.		2035	75% of major permissions contributing to G & B Infrastructure improvements.	

No.	Measure	Category / Classification	Lead Authority	Description		Implementation Date	Estimated Completion Date	Air Quality Benefits	Progress to Date
			Belfast City Council	The number of applications granted for renewable energy development. Policy: ITU4	BCC monitoring major planning decisions with Developmen t Management		2035	Increase in number of renewable energy schemes.	
			Belfast City Council	Proportion of journeys by sustainable modes– active travel, bus rail & BRT. Policy: TRAN1 TRAN3 TRAN4 TRAN5 TRAN9	Travel survey for Northern Ireland (TSNI) (DfI).		2035	An increase in the proportion of journeys made by sustainable modes	
			Belfast City Council	Number of new dwellings permitted annually outside settlement limits. Policy: DC policies	Housing Monitor and Planning decisions (BCC).		2035	To sustainably manage the number of new dwellings in the countryside.	
			Belfast City Council	Number of non-residential proposals permitted annually outside	Planning decisions (BCC).		2035	To sustainably manage the amount of new non-residential development in the countryside.	

No.	Measure	Category / Classification	Lead Authority	Description	Implementation Date	Estimated Completion Date	Air Quality Benefits	Progress to Date
				settlement limits. Policy: DC policies				
49.	Additional Air Quality Monitoring	Other / Air Quality Monitoring and Assessment	Belfast City Council	Additional NO_2 and particulate matter monitoring using Small Sensors and Diffusion Tube Technologies to assess air quality within Belfast City Council area.	Ongoing	Ongoing	To provide more detailed and real time information on ambient air pollution levels across the city.	Eight small scale air quality sensors (EarthSense Zephyr) monitor NO_2, PM_{10} and $PM_{2.5}$ throughout the city. There are also currently 79 diffusion tubes installed across the city to specifically monitor NO_2. Council officers continue to review air quality monitoring data, to determine where new diffusion tube or other sensors may need to be installed to fill any monitoring information gaps. Monitoring results are reported as part of the council's annual Progress or Updating and Screening Assessment Reports.
50.	Detailed Air Quality Assessment for Fine Particulate Matter ($PM_{2.5}$) and Nitrogen Dioxide (NO_2) for the Belfast City Council area	Other / Air Quality Monitoring and Assessment	Belfast City Council/ DAERA	The purpose of this project is to generate, through the application of ambient monitoring and atmospheric dispersion modelling, detailed information on fine particulate matter ($PM_{2.5}$) and nitrogen dioxide (NO_2) concentrations within the city boundary in order to ascertain whether UK	February 2021	March 2023	The outcome of the modelling study may serve to assist in the development of mitigation policies and measures to better address $PM_{2.5}$ and NO_2 concentrations across the city.	The Detailed Assessment project was finalised in March 2023. Outcomes of the project were summarised and reported within the 2023 Progress Report, 2024 Updating and Screening Assessment and have been

No.	Measure	Category / Classification	Lead Authority	Description	Implementation Date	Estimated Completion Date	Air Quality Benefits	Progress to Date
				air quality objectives, European Commission limit values or WHO guideline values are being achieved in relevant human health receptor locations.				referred to within the 2025 Progress Report. The various Detailed Assessment project reports were formally considered by the People and Communities Committee at agenda item 12 of its meeting of 13th June 2023.
51.	Enforcement within Smoke Control areas and education concerning the use of polluting fuels.	Other / Enforcement Charges and Public Awareness	Belfast City Council	Belfast City Council will undertake greater enforcement within the city's smoke control areas, and it will develop and deliver an awareness campaign to educate Belfast residents of the adverse air quality impacts of using polluting fuels within their homes.	Ongoing	Ongoing	Reduced smoke emissions and greater levels of compliance within Smoke Control Areas	Enforcement within Smoke Control Areas is continuously monitored. Belfast City Council also provides information on its website in relation to Smoke Control Areas within Belfast City: https://www.belfastcity.gov.uk/bins-and-environment/pollution/pollution#143-4 A public information initiative concerning smoke control areas was delivered in autumn 2022 through the council's social and other media channels. A recent awareness campaign was carried out on 19th June 2025 (Clean Air Day), publicising Smoke
					Awareness Campaign August 2022	Ongoing	Greater awareness about polluting fuels and their adverse ambient impacts on air quality.	

No.	Measure	Category / Classification	Lead Authority	Description	Implementation Date	Estimated Completion Date	Air Quality Benefits	Progress to Date
								Control Areas within Belfast, as well as other measures that individuals can take to improve ambient air quality in the city. The campaign also provided links to air quality information on the council's website.

9 Conclusions and Proposed Actions

9.1 Conclusions from New Monitoring Data

Belfast City Council has presented a range of monitoring data within this 2026 Progress Report that addresses pollutants prescribed within the UK Air Quality Strategy. Although these pollutants are routinely measured across the city, the council's focus remains principally upon addressing the existing Air Quality Management Areas (AQMAs) and those areas of the city centre where traffic volumes and congestion might lead to further exceedances of the nitrogen dioxide annual mean and hourly objectives. There were no monitored exceedances for any of the Air Quality Strategy objectives for sulphur dioxide, benzene and particulate matter during 2025.

However, 2025 monitoring data for nitrogen dioxide confirms continued elevated concentrations within the M1 Motorway / A12 Westlink corridor Air Quality Management Area (AQMA 1), with one exceedance of the annual mean objective identified at a diffusion tube (No. 106) monitoring location, next to the M3 Motorway off-slip junction with Nelson Street and the A12 Westlink (directly adjacent to the boundary for AQMA 1), beside a recently completed residential development. Previous Defra NO_2 distance correction calculations for this location had indicated a nitrogen dioxide annual mean concentration of 31.4 µg/m^3 at the building façade during 2024. However, a revised diffusion tube monitoring location and a revised distance correction calculation for 2025 monitoring data, has indicated an annual mean concentration of 45.3 µg/m^3 at the building façade during 2025, indicating also that an exceedance of the 40 µg/m^3 annual mean objective was likely at this relevant residential receptor location (Appendix A). This residential location will continue to be closely monitored for nitrogen dioxide concentrations and consideration will be given to the expansion of AQMA 1 to encompass this residential location if determined necessary.

Additionally, there was one exceedance of the nitrogen dioxide annual mean objective, recorded within AQMA 1, at a diffusion tube No. 70, at Henry Place. However, a Defra NO_2 distance correction calculation for this location has predicted no exceedance of the 40 µg/m^3 annual mean at the nearest residential receptor location, confirmed by 2025 monitoring year data for diffusion tube No. 100 at Henry Place 2.

In the 2025 monitoring year, there were overall nine diffusion tube sites, No. 13 - Great Georges Street, Nos. 21, 22 & 56 - Stockman's Lane AQMS, No. 68 - Opposite the Westlink AQMS, No. 70 - Henry Place, No. 101 - Stockman's Lane Roundabout, No. 106 - M3, No. 114 - Strand Walk, No. 121 – Whitewell Road and No. 122 Westlink / Divis Street, located at roadside / kerbside locations, where annual mean nitrogen dioxide concentrations were above the 36 µg/m^3 (within 10% of the 40 µg/m^3 annual mean objective) threshold for revocation of an AQMA. Seven of these diffusion tube monitoring sites are within or close to AQMA 1. Two locations No. 114 - Strand Walk and No. 121 – Whitewell Road are located outside of any AQMAs. A summary of fall-off with distance calculations from the Diffusion Tube Data Processing Tool is presented in Table A.4 (Appendix A)

We note the LAQM.TG(22) comment at Section 3.57 Amendment and Revocation of AQMAs, which advises that where NO_2 monitoring is completed using diffusion tube, to account for the inherent uncertainty associated with the monitoring method, it is recommended that revocation of an AQMA should be considered following three consecutive years of annual mean NO_2 concentrations being lower than 36 µg/m^3 (i.e. within 10% of the annual mean NO_2 objective).

Moreover, results from the council's Detailed Assessment, finalised in 2023, also suggested localised monitored (by small sensor air quality monitor) and modelled exceedances of the annual mean objective along the A12 Westlink corridor (AQMA 1). We additionally note the LAQM.TG(22) comment that due to the inherent uncertainties of dispersion modelling, consideration should be given to predicted concentrations being 10% below the relevant objective before an amendment or revocation of an AQMA is completed.

However, ambient monitoring data for the Stockman's Lane and A12 Westlink / Roden Street monitoring sites, as summarised in Table 2.4, demonstrate that the number of exceedances of the hourly mean objective (NO_2) has substantially decreased over recent years, both demonstrating compliance with the 200 µg/m^3 objective, not to be exceeded more than 18 times per year - since 2013. In fact, there have been no recorded 1-hour mean concentrations greater than 200 µg/m^3 at either monitoring site since 2019. As a consequence, DAERA included recommendations, within its appraisal letter of 20th November 2024 concerning the council's 2024 Updating and Screening Assessment, to revoke this AQMA 1 in relation to 1-hour mean NO_2 objective.

The Council will, however, continue its monitoring within the M1 Motorway / A12 Westlink corridor Air Quality Management Area (AQMA 1) to identify any further exceedances of the nitrogen dioxide objectives and to determine nitrogen dioxide concentrations and trends. We will also consider extending the boundary of AQMA 1 to include the residential accommodation location next to the M3 Motorway off-slip junction with Nelson Street and the A12 Westlink (immediately adjacent to the boundary for AQMA 1), where 2025 monitoring results indicate that an exceedance of the 40 µg/m^3 annual mean objective is likely at this relevant residential receptor location; diffusion tube No. 106 (Appendix A).

There were no other monitored exceedances of Air Quality Strategy objectives for nitrogen dioxide within the council area, including other AQMAs, during 2025.

Monitoring data for the Ormeau Road site (AQMA 4) demonstrates that nitrogen dioxide concentrations have been significantly below the annual mean air quality objective since 2014. Moreover, dispersion modelling undertaken as part of 2023 Detailed Assessment predicts that annual mean NO_2 concentrations within this AQMA 4, which covers the Ormeau Road from the junction with Donegall Pass to the Belfast City boundary at Galwally, are below the UK AQO level at all locations of relevant exposure during the 2019 assessment base year and 2028 forward projection year.

The magnitude of the decrease in nitrogen dioxide levels along the Upper Newtownards Road (AQMA 3) has been beyond the year-on-year reductions that might have been reasonably predicted using Defra's forward projection factors; even before Covid-19. Moreover, from the monitoring data in Table 2.3, it can be seen that annual mean concentrations of nitrogen dioxide along the Upper Newtownards Road have remained in the range 20 – 22.3 µg/m^3 since 2020, meaning that the nitrogen dioxide annual mean objective is being consistently achieved along the Upper Newtownards Road. 2025 nitrogen dioxide annual mean results (21.3 µg/m^3), recorded at the automatic monitoring site, are lower than pre-pandemic annual mean concentrations and significantly below the 40 µgm^{-3} objective level. Moreover, there have not been any monitored exceedances of air quality objectives for NO_2 identified within this AQMA for the last eight years and dispersion modelling (2019-base year and 2028-future year) undertaken as part of the 2023 Detailed Assessment predict that annual mean NO_2 concentrations within AQMA 3, are below the UK AQO level at all locations of relevant exposure.

In relation to AQMA 2, along the Cromac Street and Albertbridge Road, annual mean NO_2 monitoring concentrations recorded within AQMA 2, have been below 36 µg/m^3 since 2020; therefore, this AQMA has been in compliance with the NO_2 annual mean objective for more than 5 years. However, one diffusion tube monitoring location (No. 114) situated at Strand Walk, close to the boundary of AQMA 2 provided a nitrogen dioxide annual mean concentration of 36.4 µg/m^3, marginally above the 36 µg/m^3 (within 10% of the annual mean objective of 40 µg/m^3) threshold for revocation of an AQMA.

At this stage, the Council has decided, therefore, not to move to revoke any of its Air Quality Management Areas, and instead to continue to monitor within its AQMAs and in other city locations in order to work towards further improving ambient air quality, having regard to air quality guidelines for ambient air quality as recommended by the World Health Organisation, in its 2021 Global Air Quality Guidelines: particulate matter ($PM_{2.5}$ and PM_{10}), ozone, nitrogen dioxide, sulphur dioxide and carbon monoxide publication. This position has been highlighted and confirmed to DAERA in the council's recent Progress Reports.

Moreover, although Belfast city has not experienced exceedances of any air quality strategy objectives for particulate matter (PM_{10} and $PM_{2.5}$) for many years, to address growing concerns around the effects of fine particulate matter ($PM_{2.5}$) on human health, we undertook a Detailed Assessment for the city. This project was finalised in 2023. The Detailed Assessment (using additional monitoring data and dispersion modelling) indicated that the annual mean PM_{10} and $PM_{2.5}$ AQOs were achieved at all monitoring locations, including at an additional six small sensor air quality monitoring locations. In addition, modelled annual mean PM_{10} and $PM_{2.5}$ concentrations for the 2019 (base year) and 2028 (future year) were predicted to be well below the UK AQO concentrations at locations of relevant exposure throughout the city.

Finally, Belfast City Council confirms that no new Air Quality Management Areas (AQMAs) need to be declared for the city at this time.

9.2 Conclusions relating to New Local Developments

Of the planning applications and various air quality impact assessments received and reviewed during 2025, it was concluded that the proposed developments would have no significant adverse impact on existing local ambient air quality. In addition, no significant changes in local circumstances have been identified within Belfast, which would require detailed consideration. As a consequence, it is not considered necessary to proceed to a 'Detailed Assessment' based on new local developments or potential sources.

9.3 Proposed Actions

In conclusion, this 2026 Progress Report has not identified the need to proceed to a Detailed Assessment for any ambient air pollutant under consideration.

The Council would, however, advise that a Detailed Assessment for the city, for particulate matter (PM_{10}, $PM_{2.5}$) and nitrogen dioxide (NO_2) pollutants was undertaken and finalised in spring 2023. The decision to undertake a Detail Assessment was based on recent evidence from national studies confirming that domestic solid fuel burning contributes more than previously thought to particulate emissions. The project also allowed the council to investigate fine particulate matter ($PM_{2.5}$) concentrations across the city as this pollutant is not currently in regulation for the purposes of local air quality management.

The council is also aware of a recent public consultation on the Draft Air Quality (Amendment) Regulations (Northern Ireland) 2026 to tighten annual average particulate matter (PM_{10} and $PM_{2.5}$) limits, targets and objectives in Northern Ireland. This consultation was initiated by the Department of Agriculture, Environment and Rural Affairs (DAERA) and published on the Department's website on 8th June 2026. The outcomes from our recent Detailed Assessment helped Belfast City Council to provide an informed response to the above-mentioned consultation. The consultation closed on 31st August 2026, and on the basis of the DAERA proposals to tighten annual average particulate matter (PM_{10} and $PM_{2.5}$) limits, targets and objectives in Northern Ireland, the council considers that additional ambient monitoring for particulate matter will likely be required in future years.

Belfast City Council has already highlighted that it operates an expansive air quality monitoring network across the city, predominantly focused upon nitrogen dioxide. In 2023,

we added a further seven diffusion tubes to the network to address the outcomes of 2023 Detailed Assessment, and to confirm modelled NO_2 concentrations within and in the vicinity of our existing AQMAs. In 2025, the extensive council monitoring network comprised 79 diffusion tubes at 71 locations throughout the city, which generate monthly and annual mean NO_2 data to assist in the review and assessment process, and to aid developers in conducting air quality impact assessments, where determined necessary.

There were two exceedances of the 40 µg/m^3 annual mean air quality objective for NO_2 recorded during 2025; one at a location next to the junctions of the M3 Motorway / M2 Motorway / Nelson Street (diffusion tube No. 106 – 46.4 µg/m^3) and at Henry Place above the A12 Westlink boundary fendiline (diffusion tube No. 70 – 44.7 µg/m^3).

Diffusion tube monitoring site No. 106 is located immediately next to a dominant road transport NO_2 pollution source and at a worst-case location (complex junction), adjacent to recently completed student residential accommodation. The Diffusion Tube Processing Tool has predicted a 2025 annual mean NO_2 concentration of 45.3 µg/m^3 at the façade of these residential premises, indicating exceedance of the 40 µg/m^3 annual mean objective. It is noted, however, that relevant human health receptors are located on the first floor (> +8.5 m above the ground floor mezzanine level) and above floors. Moreover, the Air Quality Assessment submitted as part of the applications for this development (LA04/2016/1252/F and LA04/2021/2893/F), demonstrated that occupants will not be exposed to air quality concentrations exceeding air quality objectives, including those for nitrogen dioxide. We will, however, continue to monitor air quality concentrations at this location and if required, we will amend the boundary of AQMA 1 to include this residential location and we will address the annual mean exceedance within any future Belfast City Air Quality Action Plans.

During 2025, diffusion tube monitoring site No. 70 at Henry Place above the A12 Westlink boundary fenceline recorded exceedances of the annual mean air quality objective (44.7 µg/m^3). However, a Defra NO_2 distance correction calculation for this location predicted no exceedance of the 40 µg/m^3 annual mean at the nearest residential relevant receptor location. This conclusion is confirmed by the 2025 nitrogen dioxide annual mean concentration recorded at diffusion tube monitoring site no. 100 Henry Place 2, located at the nearest residential receptors; 33.9 µg/m^3.

In 2025 there were nine diffusion tube monitoring sites (No. 13 - Great Georges Street, Nos. 21, 22 & 56 - Stockman's Lane AQMS, No. 68 - Opposite the Westlink AQMS, No. 70 - Henry Place, No. 101 - Stockman's Lane Roundabout, No. 106 - M3, No. 114 - Strand Walk, No. 121 – Whitewell Road and No. 122 Westlink / Divis Street, located at roadside / kerbside locations, where annual mean nitrogen dioxide concentrations were above the 36 µg/m^3 (within 10% of the annual mean objective of 40 µg/m^3) threshold for revocation of an AQMA.

We will consequently continue to review our monitoring locations and to relocate monitoring sites to better reflect relevant exposure, and we will discontinue monitoring from areas of continued low pollutant concentrations, significantly below the air quality objective levels.

Additionally, we will continue to monitor particulate matter and nitrogen dioxide at eight locations, employing small sensor air quality monitoring equipment. Four sensors are permanently sited (data and sensor locations are presented within Appendix B) and four are being utilised for an ongoing school '*school streets*' pilot project. The purpose of this project is to undertake ambient monitoring in the vicinity of a number of primary schools, with a view to helping to inform the designation of '*school streets*'. The designation of '*school streets*' has been proposed as Action 22 of the Belfast City Air Quality Action Plan 2021-2026 by DfI and Sustrans; now Walk Wheel Cycle Trust (WWCT).

(https://www.belfastcity.gov.uk/documents/belfast-city-air-quality-action-plan-2021-2026).
We are continuing with the '*school streets*' monitoring project in 2026.

To ensure that we continue to collect high-quality air quality monitoring data, we will maintain and update, where necessary, our ambient air quality monitoring equipment. During 2025, Belfast City Council finalised updating API NOx analysers at its monitoring network. The remaining monitoring site at Westlink / Roden Street site was equipped with modern API N200 model. In addition, due to a significant equipment fault, the Met One Instruments BAM 1020 particulate matter (PM_{10}) analyser, located at Stockman's Lane monitoring site was also replaced with a similar model, provided by UK Environment Agency.

With regard to our four Air Quality Management Areas, the council has decided not to move to revoke any of its Air Quality Management Areas at present, and instead to continue to

monitor within our AQMAs and in other city locations in order to work towards further improving ambient air quality, having regard to air quality guidelines for ambient air quality as recommended by the World Health Organisation, in its 2021 Global Air Quality Guidelines: particulate matter ($PM_{2.5}$ and PM_{10}), ozone, nitrogen dioxide, sulphur dioxide and carbon monoxide publication. We will, however, consider amendments to AQMA 1, to include the location where an exceedance of the nitrogen dioxide 40 µg/m^3 annual mean objective was predicted during 2025 (diffusion tube No. 106). That was the only exceedance monitored in Belfast during 2025 at a relevant receptor location.

In addition, the recommendations of the 2023 Detailed Assessment, with regard to nitrogen dioxide, are that local actions aimed at road traffic are likely to remain the most effective action for reducing ambient concentrations at nitrogen dioxide hotspot locations in the city. Moreover, fleet composition projections indicate that the next few years will see an accelerated uptake of low-emissions / zero-emissions vehicles and efforts should therefore continue to be made to support the improvement of the vehicle fleet alongside the continued incentivisation of other transport modes and active travel options.

For PM_{10} and $PM_{2.5}$, the Detailed Assessment recommended that targeted actions to reduce public exposure to PM_{10} and $PM_{2.5}$ should focus on those sources that contribute to the domestic background sector, as source apportionment has indicated that this sector accounts for more than 25% of the total modelled particulate matter concentrations across the city.

These above-mentioned recommendations are consistent with the objectives of the Belfast City Air Quality Action Plan 2021-2026. The primary aim of the Air Quality Action Plan is to continue to reduce NO_2 emissions from transport sources and to promote and enable a shift towards more sustainable modes of transport in order to achieve compliance with UK Air Quality Objectives for NO_2. Where necessary, an additional aim of this Action Plan is to identify, develop and implement mitigation measures to address concentrations of fine particulate matter ($PM_{2.5}$) across the city.

We anticipate, therefore, that the current Air Quality Action Plan 2021-2026 measures will continue to deliver improvements in ambient air quality within our AQMAs and across the city beyond the conclusion of the Action Plan at the end of 2026.

Upon completion of the current 2021-2026 Belfast City Air Quality Action Plan, in consideration of recent ambient monitoring data and trends, and having regard to air quality guidelines for ambient air quality as recommended by the World Health Organisation, in its 2021 Global Air Quality Guidelines: particulate matter ($PM_{2.5}$ and PM_{10}), ozone, nitrogen dioxide, sulphur dioxide and carbon monoxide publication, it is Belfast City Council's intention to engage with our competent authority partners, Translink, Belfast Harbour and other significant transport organisations and partners from across the city concerning development of a new 5-year Air Quality Action Plan for the city covering the period 2027 – 2032.

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11 Appendices

Appendix A: Quality Assurance / Quality Control (QA/QC) Data

Appendix B: Non-LAQM Monitoring (Zephyrs) Results 2025

Appendix A: QA/QC Data

QA/QC Diffusion Tube Monitoring

The Council's 2025 passive nitrogen dioxide monitoring network comprises 79 diffusion tubes situated throughout the city at 71 locations. The monitoring has been completed in accordance with Defra's *Local Air Quality Management Technical Guidance document LAQM.TG(22)* and Defra's 2025 Diffusion Tube Monitoring Calendar.

In 2025, Belfast City Council appointed Gradko International Ltd. to supply, analyse and report data for its diffusion tubes. Gradko employs a 20% triethanolamine solution for monitoring ambient nitrogen dioxide and adheres to the requirements of the government's '*Diffusion Tubes for Ambient NO_2 Monitoring: Practical Guidance for Laboratories and Users'* publication.

Government provides an additional layer of surety for local authorities operating nitrogen dioxide diffusion tubes through the independent analytical proficiency-testing scheme, the AIR PT scheme.

AIR PT is an independent analytical proficiency-testing (PT) scheme, operated by LGC Standards and supported by the Health and Safety Laboratory (HSL). AIR PT is a scheme, commenced in April 2014, which combines two long running PT schemes: LGC Standards STACKS PT scheme and HSL WASP PT scheme. As part of this scheme, laboratories are provided with a number of test samples that are designed to test their proficiency in undertaking chemical analyses of diffusion tubes.

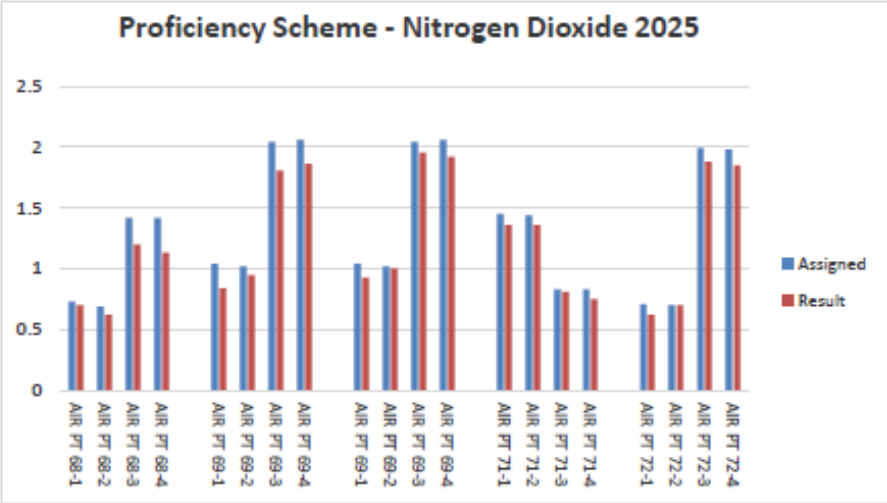
For the 2025 sampling period, Gradko's analytical performance was assessed as follows:

gradko environmental
(A division of Gradko International Ltd.)
St. Martins House, 77 Wales Street Winchester, Hampshire SO23 0RH
tel.: 01962 860331 fax: 01962 841339 email:diffusion@gradko.com

AIR PT Nitrogen Dioxide Proficiency Scheme Results 2025

Methods: GLM 7 – CARY 60 Spectrophotometer

AIR PT Proficiency Scheme - Nitrogen Dioxide 2025					
Date	Round	Assigned value	Procedure GLM 7		
			Measured concentration	z-Score	% Bias
Feb-25	AIR PT 68-1	0.73	0.7	-0.52	-4.1%
Feb-25	AIR PT 68-2	0.69	0.62	-1.25	-10.1%
Feb-25	AIR PT 68-3	1.42	1.2	-2.11	-15.5%
Feb-25	AIR PT 68-4	1.42	1.13	-2.72	-20.4%
Jun-25(A)	AIR PT 69-1	1.04	0.84	-2.51	-19.2%
Jun-25(A)	AIR PT 69-2	1.02	0.95	-0.86	-6.9%
Jun-25(A)	AIR PT 69-3	2.04	1.81	-1.5	-11.3%
Jun-25(A)	AIR PT 69-4	2.06	1.86	-1.29	-9.7%
Jun-25(B)	AIR PT 69-1	1.04	0.93	-1.42	-10.7%
Jun-25(B)	AIR PT 69-2	1.02	1.01	-0.19	-1.5%
Jun-25(B)	AIR PT 69-3	2.04	1.96	-0.56	-4.2%
Jun-25(B)	AIR PT 69-4	2.06	1.92	-0.89	-6.7%
Aug-25	AIR PT 71-1	1.45	1.36	-0.79	-6.2%
Aug-25	AIR PT 71-2	1.44	1.36	-0.74	-5.6%
Aug-25	AIR PT 71-3	0.83	0.81	-0.32	-2.4%
Aug-25	AIR PT 71-4	0.83	0.75	-1.22	-9.6%
Oct-25	AIR PT 72-1	0.71	0.62	-1.5	-12.7%
Oct-25	AIR PT 72-2	0.70	0.7	0.0	0.0%
Oct-25	AIR PT 72-3	1.99	1.88	-0.74	-5.5%
Oct-25	AIR PT 72-4	1.98	1.85	-0.88	-6.6%



Diffusion Tube Annualisation.

Based on 2025 monitoring data capture rates, annualisation was required for three non-automatic diffusion tube monitoring sites: No. 35 - Chichester Street (65% data capture), No. 122 – Westlink / Divis Street (52% data capture) and No. 123 - Shankill Road (Spectrum Centre) (60% data capture). These tubes were annualised using automatic monitoring data from Derry Rosemount (background AURN) and Belfast Stockman's Lane (roadside AURN) automatic monitoring stations, both of which had >85% required data capture. There were no other background monitoring sites in Northern Ireland with sufficient data capture for 2025; therefore, the above roadside site was used for annualisation. This approach was discussed and agreed with LAQM Helpdesk.

The annualisation was undertaken using the Defra Diffusion Tube Processing Tool. Calculations are provided in Table A.4.

Diffusion Tube Bias Adjustment Factors

Belfast City Council has applied a local bias adjustment factor of 0.92 to its 2025 diffusion tube monitoring data. A summary of bias adjustment factors used by Belfast City Council over the past five years is presented in Table A.1.

The council co-locates a number of diffusion tubes with reference method compliant chemiluminescent nitrogen dioxide analysers at the Lombard Street, Newtownards Road, Westlink / Roden Street and Stockman's Lane monitoring sites. This process allows a bias adjustment factor (with a 95% confidence interval as an estimate of the uncertainty on the bias adjustment factor) to be calculated and used to correct the diffusion tube monitoring data. In the case of the diffusion tube data presented in this report, the monitoring data has been corrected using a local bias adjustment factor derived from three co-location studies: Newtownards Road, Westlink / Roden Street and Stockman's Lane. As highlighted above, the Belfast Centre (Lombard Street) AURN site had only 69.7% data capture rate (DC) in 2025; consequently, this monitoring data was considered to be poor overall data capture and excluded from the local bias adjustment calculation.

The local bias adjustment factor was calculated using the Defra Diffusion Tube Processing Tool. Calculations are presented within Table A.4.

For those local authorities that do not wish or are unable to undertake a triplicate diffusion tube colocation study, government publishes a database of bias adjustment factors derived from other local authority co-location studies throughout the United Kingdom. These factors are used subsequently to calculate a combined bias adjustment factors for a range of nitrogen dioxide diffusion tube laboratories.

The latest factors were published in May 2026 and the 2025 derived bias adjustment factor for Gradko Laboratories for a 20% solution of triethanolamine was 0.89. This national factor is slightly lower than the council's 2025 locally derived bias adjustment factor of 0.92. However, the council considers the locally derived bias adjustment factor to be acceptable and of the good precision; consequently, Belfast City Council has applied a local bias adjustment factor of 0.92 to its 2025 monitoring data.

Table A.1 - Bias Adjustment Factor

Year	Local or National	If National, Version of National Spreadsheet	Adjustment Factor
2025	Local	-	0.92
2024	Local	-	0.82
2023	Local	-	0.80
2022	Local	-	0.81
2021	Local	-	0.79

NO_2 Fall-off with Distance from the Road

There were two nitrogen dioxide annual mean exceedances recorded during 2025 at Henry Place (44.7 µg/m^3) and at the A12 Westlink next to the M3 Motorway (46.4 µg/m^3).

Defra NO_2 distance calculations have been applied to the above locations to predict annual mean concentrations at the nearest human health receptor location. The Diffusion Tube Processing Tool has predicted an annual mean concentration of 26.5 µg/m^3 at Henry Place (diffusion tube No. 70), which indicates that no exceedance was likely at this relevant human health receptor location (Table A.2) during 2025.

However, the Processing Tool has predicted an exceedance of annual mean NO_2 concentration (45.3 µg/m^3) at the M3 / A12 Westlink location (diffusion tube No. 106). This M3 Motorway off slip / A12 diffusion tube was added to the councils' monitoring network in

2022 due to the impending introduction of new relevant human health exposure at a residential development. This monitoring site is located next to a dominant strategic network road transport pollution source and situated at a worst-case exposure location.

2025 was the first year when *NO_2 Fall off With Distance Calculations* tool predicted a nitrogen dioxide annual mean concentration at the residential receptor above the AQS objective. It is noted, however, that relevant receptors are located on the first floor up (> +8.5 m above the ground floor mezzanine) and above floors. Moreover, the Air Quality Impact Assessment submitted as part of the application for this development (LA04/2016/1252/F and LA04/2021/2893/F) demonstrated that occupants of the property would not be exposed to air quality concentrations exceeding AQ objectives.

Also, as a distance correction should be considered at any monitoring site where the annual mean concentration is greater than 36 µg/m^3, and the monitoring site is not located at a point of relevant exposure, diffusion tube Nos. 13, 21, 22, 56, 68, 100-102, 114, 120, 121 and 122 also required a distance correction to their 2025 monitoring data. A summary of fall-off with distance calculations from the Diffusion Tube Data Processing Tool is presented below in Table A.2.

Table A.3 - Non-Automatic NO_2 Fall off With Distance Calculations

Site ID	Distance (m)		Annual Mean Concentrations (µg/m^3)			Comments
	Monitoring Site to Kerb	Receptor to Kerb	Annualised and Bias Adjusted	Background	Predicted at Receptor	
13	0.5	9.5	38.0	13.5	25.3	
21, 22, 56	2.5	16.5	37.0	13.5	26.0	
68	1.0	50.0	37.9	13.5	18.7	Warning: Receptor to kerb must be between 0.1m and 50m to calculate concentration. Please check distances and update STEP 2 - Diffusion Tube Inputs tab Columns Distance to Relevant Exposure and Distance to Kerb of Nearest Road
70	1.0	18.0	**44.7**	13.5	26.5	
100	27.0	18.0	29.9	13.5	33.9	Warning: your monitor is more than 10m further from the kerb than your

Site ID	Distance (m)		Annual Mean Concentrations (µg/m³)			Comments
	Monitoring Site to Kerb	Receptor to Kerb	Annualised and Bias Adjusted	Background	Predicted at Receptor	
						receptor - treat result with caution.
101	3.0	7.5	36.7	13.5	31.2	
102	15.0	8.0	26.6	13.5	30.3	Warning: your monitor is more than 10m further from the kerb than your receptor - treat result with caution.
106	4.0	4.5	**46.4**	15.0	**45.3**	Predicted concentration at Receptor above AQS objective.
114	1.0	12.0	36.4	15.0	25.7	
120	5.0	3.0	24.8	14.5	26.4	
121	7.5	25.5	36.2	8.0	24.5	Warning: your receptor is more than 20m further from the kerb than your monitor - treat result with caution.
122	1.0	6.0	39.0	13.5	29.8	

QA/QC of Automatic Monitoring

Belfast City Council operates four automatic monitoring stations across the city in order to help inform its air quality management processes and to provide real time information to the public in relation to air pollution levels across the city centre and within our Air Quality Management Areas.

Accordingly, to ensure that the data from our sites is both accurate and representative, the monitors at each site are calibrated on a biweekly (Stockman's Lane AURN site) or on a four-weekly basis by the council's technical staff in accordance with the procedures detailed in the Defra Automatic Urban and Rural Network (AURN) local site operators' manual.

For our automatic nitrogen dioxide analysers, we complete a two-point calibration using internal zero and a nitric oxide span gas of certified concentration. We obtain our calibration gases under contract from BOC Ltd. who also provide similar gases to government operated AURN monitoring stations. By considering instrument operating parameters and the results of successive calibrations, we can make a determination regarding the ongoing performance of our analysers.

Where an instrument is found not to be operating within normal parameters, we would refer the matter promptly to *Cura Terrae*, who provided service and maintenance support for our equipment throughout 2025. In addition, data management support, including data collection, scaling, reporting and ratification, was provided by *AQDM.*

The data from our sites is made available to the Department of Agriculture, Environment and Rural Affairs and is reported via the 'Northern Ireland Air' website in near real time.

Finally, in 2025 Ricardo provided quality assurance and quality control support (QA/QC) for the council's monitoring equipment to ensure compliance with the requirements of the National Air Quality Strategy as detailed within the Defra Technical Guidance Document LAQM.TG(22). Ricardo engineers visited our sites on an approximately six-monthly basis and compared the performance of our analysers against a range of laboratory grade standards. Ricardo subsequently provided a series of calibration and scaling factors that were used to correct our 2025 automatic monitoring data.

Automatic data presented within this report relates to the calendar year (i.e. January – December). 2025 ratified data capture levels exceeded the Department's 75% data capture threshold for the calculation of annual statistics at three council operated sites. One site, the Ormeau Road AQMS had to be discontinued in May 2025 due to residential construction works being undertaken directly adjacent to the monitoring enclosure. Consequently, 2025 data capture levels at the Ormeau Road site were 35.9%, much below the 75% threshold.

PM_{10} and $PM_{2.5}$ Monitoring Adjustment

Particulate matter is monitored at two AURN monitoring sites within Belfast: Belfast Centre (PM_{10} and $PM_{2.5}$) and Stockman's Lane (PM_{10}).

The Belfast Centre site employs a Palas Fidas 200, which complies with Defra's UK PM Pollution Climate standard. Government equivalence tests have determined that this type of equipment meets the equivalence criteria, and on that basis, no correction factor needs to be applied to this monitoring data.

The Stockman's Lane site is equipped with a Met One Instruments Beta Attenuation Monitor (BAM) with a heated inlet for monitoring particulate matter (PM_{10}). Government technical guidance highlights that a BAM, equipped with a heated inlet, meets the equivalence criteria

for PM_{10} monitoring, provided that the results are corrected for slope. This correction involves dividing measured concentrations by a factor of 1.035. It should be noted, however, that the monitoring data presented on the Defra and Northern Ireland Air websites, and included within this Progress Report, have already been corrected to the reference equivalent.

Automatic Monitoring Annualisation

In 2025, data capture levels at the Belfast Centre and Ormeau Road sites were below the Department's 75% data capture threshold for nitrogen dioxide. Annualisation of data from these sites was therefore required.

In order to complete the annualisation process, councils are required to identify two to four nearby, long-term background continuous monitoring sites for nitrogen dioxide. The data capture for each of these sites should ideally be at least 85%.

Apart from Belfast Centre site, there are only two other long-term, continuous, urban background monitoring sites in Northern Ireland, which measure nitrogen dioxide; namely Ballymena Ballykeel and Derry Rosemount. Only one of these sites (Derry Rosemount) achieved the required 85% data capture in 2025; as the result, and in accordance with LAQM.TG22 guidance (extract below), the AURN roadside site at Stockman's Lane was identified as an acceptable site to be used in the 'annualisation process' for nitrogen dioxide data.

LAQM.TG22 advises in Box 7-9 – Example: Annualising Continuous Monitoring Data, that '*If no background sites are available, and the site to be annualised is itself an Urban Centre, Roadside or Kerbside site, then it is permissible to annualise using roadside or kerbside sites rather than background sites, though this should be clearly stated in the annual report'.*

Two individual adjustment ratios and average ratios have been calculated using Defra's Automatic Monitoring Sites Processing Tool; the results are provided in Table A.4.

NO_2 Fall-off with Distance from the Road

No automatic NO_2 monitoring locations within Belfast City Council required distance correction during 2025.

Table A.4 – Annualisation Summary (concentrations presented in µg/m^3)

Site ID	Annualisation Factor Derry Rosemount	Annualisation Factor Belfast Stockman's Lane	Average Annualisation Factor	Raw Data Annual Mean	Annualised Annual Mean	Comments
Diffusion tube No. 35	1.1159	1.0193	1.0676	33.0	35.2	-
Diffusion tube No. 122	1.0888	1.0204	1.0546	40.3	42.5	-
Diffusion tube No. 123	1.1416	1.0180	1.0798	24.3	26.2	-
Belfast Centre AURN site	0.946	1.008	0.977	19.4	19.0	-
Ormeau Road AQMS	0.783	0.970	0.877	21.0	18.4	-

Table A.5 – Local Bias Adjustment Calculations

	STEP 3a Local Bias Adjustment Input 1	STEP 3b Local Bias Adjustment Input 2	STEP 3c Local Bias Adjustment Input 3
Periods used to calculate bias	9	12	12
Bias Adjustment Factor A	0.99 (0.93 - 1.05)	0.83 (0.79 - 0.88)	0.94 (0.88 - 1.01)
Diffusion Tube Bias B	1% (-5% - 7%)	20% (14% - 26%)	6% (-1% - 13%)
Diffusion Tube Mean (µg/m^3)	21.6	40.3	33.1
Mean CV (Precision)	4.9%	3.2%	4.9%
Automatic Mean (µg/m^3) (for periods used to calculate bias)	21.3	33.6	31.2
Data Capture (for periods used to calculate bias)	97%	97%	99%
Overall Data Capture	92%	97%	99%
Adjusted Tube Mean (µg/m^3)	21 (20 - 23)	33 (32 - 36)	31 (29 - 33)
Overall Diffusion Tube Precision	Good Overall Precision	Good Overall Precision	Good Overall Precision
Overall Continuous Monitor Data Capture	Good Overall Data Capture	Good Overall Data Capture	Good Overall Data Capture
Combined Local Bias Adjustment Factor	0.92		

Notes:

A single local bias adjustment factor has been used to bias adjust the 2024 diffusion tube results.

Appendix B: Non-LAQM Monitoring (Zephyrs) Results 2025

During 2025, Belfast City Council carried out nitrogen dioxide (NO_2) and particulate matter (PM_{10} and $PM_{2.5}$) monitoring using EarthSense Zephyr air quality monitors at eight locations, four of which are permanently sited, and four, which are being utilised for an ongoing primary school 'school streets' project in collaboration with Walk Whell Cycle Trust (previously Sustrans) and DfI. The four permanent monitors are located at the A2 Sydenham By-Pass adjacent to George Best Belfast City Airport; at Clara Street in East Belfast; at Barrack Street (along the A12 Westlink corridor) and at the Lombard Street AURN site in the City Centre (for the proposes of collocation with reference grade analysers).

Figures B.1 to B.4 show the location of each Zephyr monitor in local grid co-ordinates.

Figure B.1 – City Airport Zephyr Location

1. City Airport: X: 337112, Y: 375535.

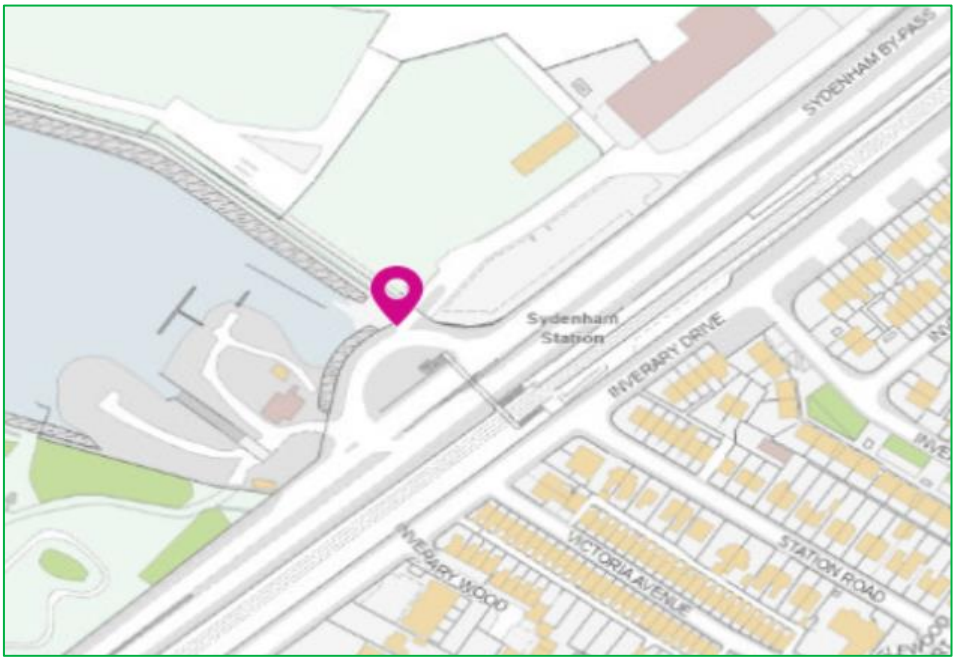


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Figure B.2 – Clara Street Zephyr Location

2. Clara Street: X: 336032, Y: 373469

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Figure B.3 – Westlink Zephyr Location

3. Westlink: Barrack Street location, X: 333313, Y: 374316.

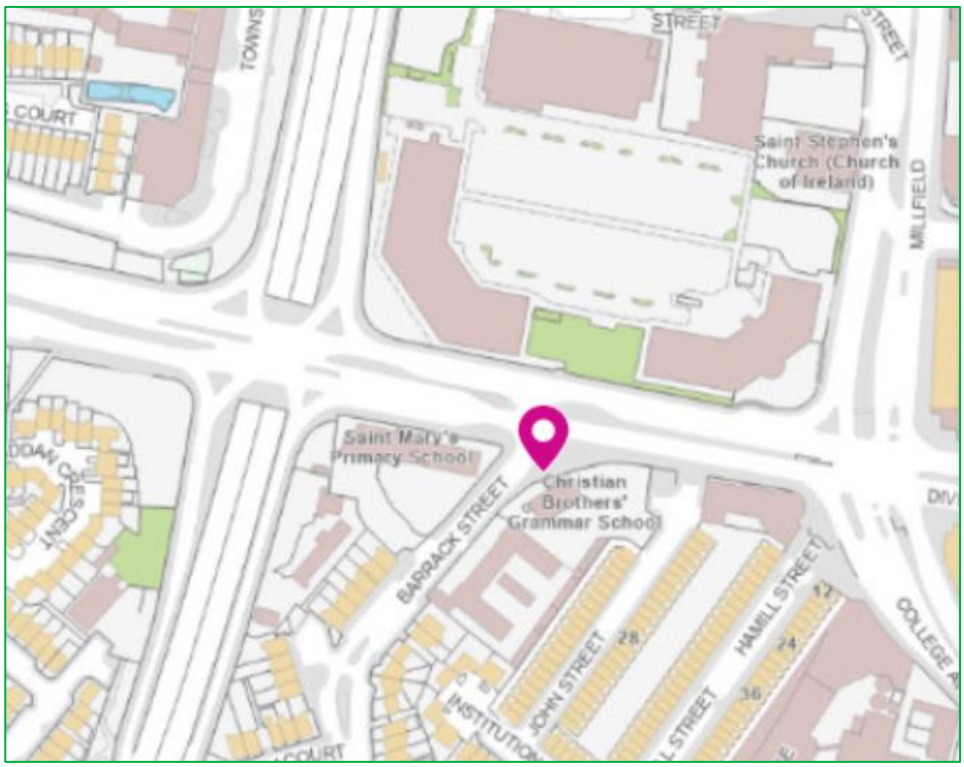

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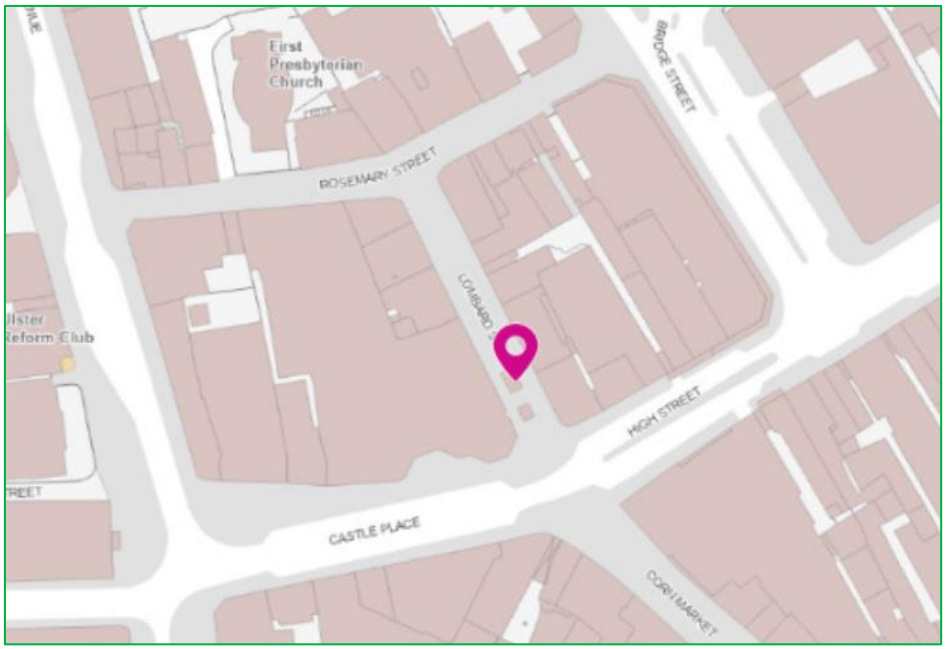
Figure B.4 – Lombard Street Zephyr Location

4. Lombard Street: X: 333902, Y: 374502.



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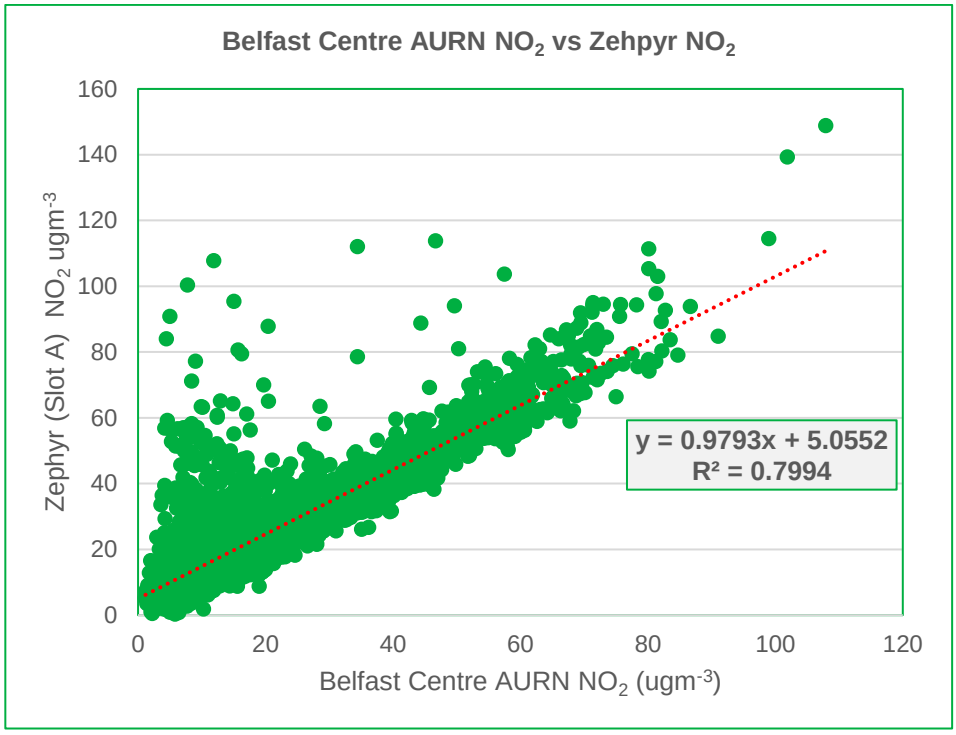
The Zephyr analyser is an active indicative grade analyser and is used to monitor NO_2 using electrochemical sensors, and PM_{10} and $PM_{2.5}$ using optical particle counting sensors giving real-time results every minute. Zephyr monitors recently obtained MCERTS Performance Standards as an Indicative Ambient Particulate Monitor, which gives additional confidence in the performance of the monitors.

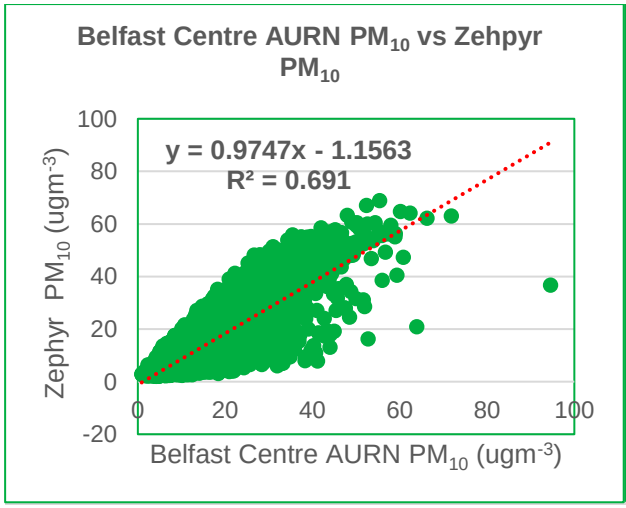
In the absence of a standardised QA/QC methodology, council officers have followed the US Environment Protection Agency guidance available on Defra's website: https://www.epa.gov/air-sensor-toolbox/how-use-air-sensors-air-sensor-guidebook#pane-1

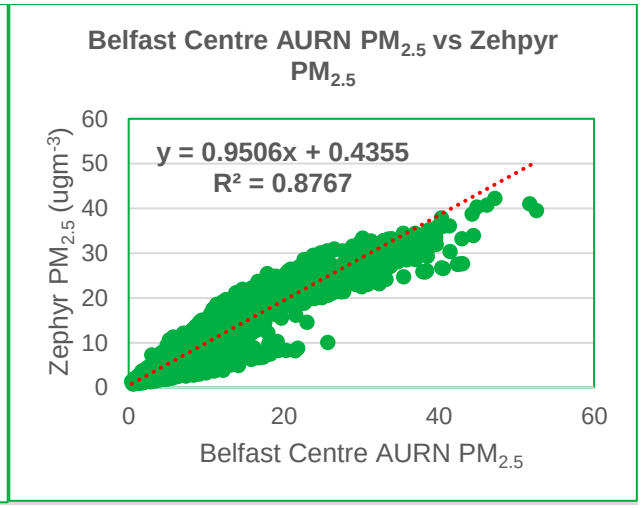
Moreover, we have also followed recommendations for the selection, deployment, maintenance and quality assurance processes contained within the following document: *PAS 4023:2023 Selection, deployment and quality control of low-cost air quality sensor systems in outdoor ambient air – Code of practice (*December 2023).

Prior to installation, all our Zephyr monitoring units were tested by the manufacturer against EU reference analyser standards. In addition, and in order to validate the performance of the abovementioned units for NO_2, PM_{10} and $PM_{2.5}$, council officers have co-located a Zephyr sensor with reference grade analysers at Belfast Centre AURN site. The raw data produced by the EarthSense Zephyr analysers has been corrected using data from the respective reference grade analysers. The correction process helps to account for known bias and unknown interferences from weather and other pollutants. The calculated adjustment factors for 2025 have been applied to all Zephyr analysers. Figure B.5 presents linear regression corrections calculated using Zephyr and reference grade analyser data.

Figure B.5 - Linear regression equation (NO_2, PM_{10}, $PM_{2.5}$) - Zephyr (Slot A) and Belfast Centre AURN reference monitor for the 2025 monitoring year.







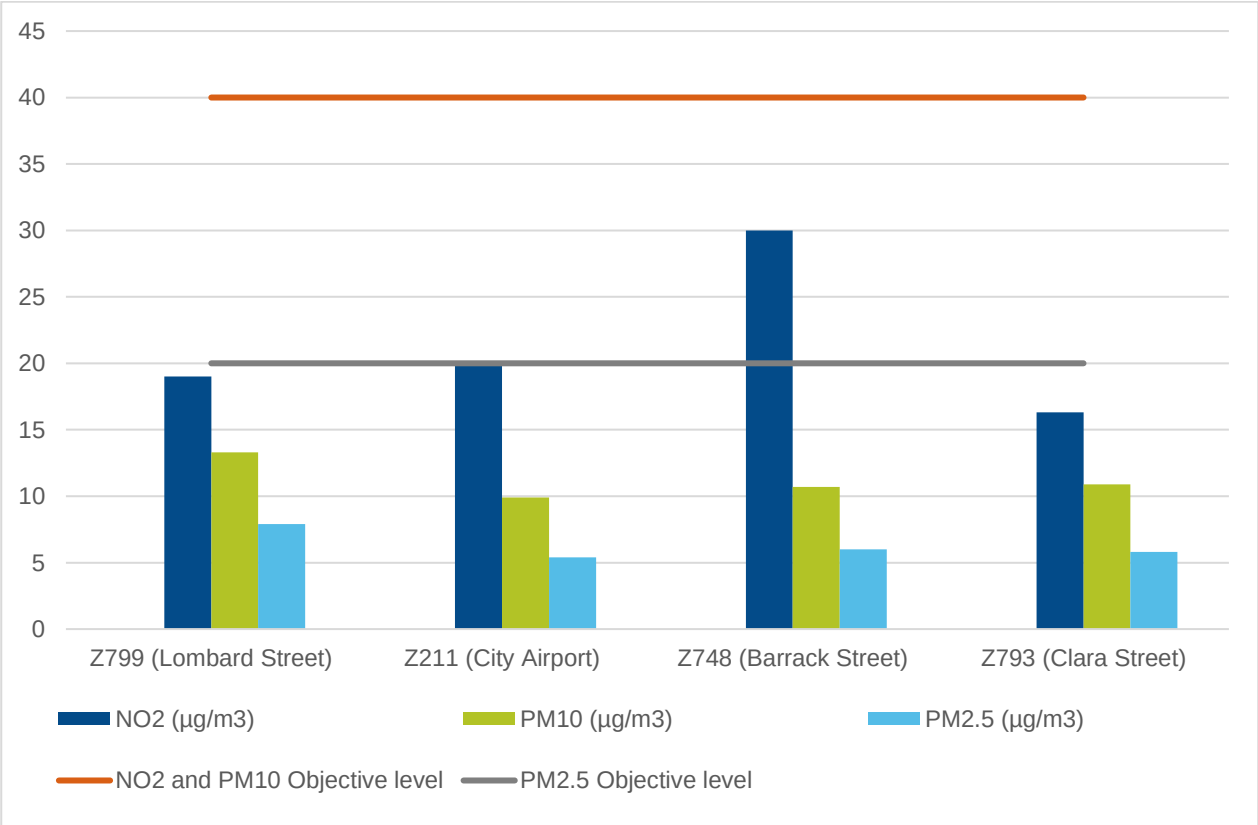
Annual scaled 2025 Zephyr monitoring results are presented in the following Table B.1 and Figure B.5.

Overall, there were no monitored exceedances of statutory AQS objectives during 2025 at any EarthSense Zephyr monitoring site.

Table B.1 - 2025 Annual Scaled Zephyrs Results

Site ID	Site Name	NO_2 (µg/m³)	PM_{10} (µg/m³)	$PM_{2.5}$ (µg/m³)
Z 799	AURN (Lombard Street)	19.0	13.3	7.9
Z 211	City Airport	20.1	9.9	5.4
Z 748	Westlink (Barrack Street)	30.0	10.7	6.0
Z 793	Clara Street	16.3	10.9	5.8

Figure B.6 - 2025 Annual Scaled Zephyr Results



Belfast City Council

PEOPLE AND COMMUNITIES COMMITTEE

Subject:	Alleygate Delivery Update – Rosetta Park
Date:	6th October 2026
Reporting Officer:	Jim Girvan – Director Neighbourhood Services
Contact Officer:	Pól Hamilton – Lead Officer Community Safety Geraldine McCann – Safer City Coordinator

Restricted Reports

Is this report restricted? **Yes** ☐ **No** ☒

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Insert number ☐

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7. Information on any action in relation to the prevention, investigation or prosecution of crime

If Yes, when will the report become unrestricted?

After Committee Decision	☐
After Council Decision	☐
Sometime in the future	☐
Never	☐

Call-in

Is the decision eligible for Call-in? **Yes** ☒ **No** ☐

1.0	**Purpose of Report/Summary of Main Issues**
1.1	The purpose of the following report is to update members on the installation of an Alleygate at Rosetta Park.
2.0	**Recommendation**
2.1	The Committee is asked to note the contents of the report and agree to one of the options outlined.
3.0	**Main Report**
3.1	Delivery of Phase 5 Alleygating programme has completed, however an issue with the location of the Rosetta Park Alleygate requires committee to decide on how to proceed.
3.2	The original proposed location of the Alleygate, agreed at a previous committee was at the entrance to the alleyway between nos. 47 – 49 Rosetta Park.
3.3	Following consultation undertaken as part of Phase 5 delivery, there were 20 responses received from residents with properties in this locality, 16 responses were received in favour of the Alleygate, with 4 objections (2 from the same household).
3.4	A summary of the objections were that it would impact vehicle access to the alleyway, the gates were not required due to no ASB within the area, gates were 'unsightly', gates would impact cleansing of the alleyway and a view that there was no requirement for gates at this location.
3.5	Further engagement and site visits were undertaken with residents who live adjacent to where the Alleygate was due to be placed, these meetings were facilitated by elected members and officers to address some issues raised as part of the consultation process.
3.6	During the site visits a preference emerged which would relocate the Alleygate approx. 20m further back from the initial proposed location, to within the alleyway, between 47 Rosetta Park and 14 Knockbreda Road.
3.7	The decision to amend the location of the Alleygate and the requirement for further formal consultation was agreed at committee in January 2026.
3.8	A second Formal consultation process was undertaken between March and April 2026. Council Officers hand delivered letters at 30 individual properties/households or apartments. The consultation received 17 responses via Councils online YourSay platform, with 6 households indicating an objection to the proposed change and 1 additional objection was received via email during this time.
3.9	A summary of the objections received as part of the second consultation process are outlined below:

	a) The change represents a significant departure from the originally approved location and appears to place a disproportionate impact on a smaller number of residents, the proposed relocation will likely increase noise, foot traffic, and the potential for anti-social behaviour immediately adjacent to residential properties, while also creating practical concerns around access for residents, deliveries, waste collection, and emergency services. b) Proposed change will exclude several homes from the protection of the gate and will leave half of the alleyway open which in turn will have the potential for increasing levels of antisocial behaviour, burglaries and criminal activity. There was no clear evidence provided to demonstrate that this revised location offers a greater benefit than the original proposal. The proposed location may not enable a three-point turn for vehicles in the alley. c) This ensures that vehicles in the alley enter and exit the gate front first to the busy Rosetta Park. In addition, the relocation leaves too much of the alley open to pedestrians and vehicles contrary to the stated purpose of the original scheme.
3.10	Members are asked to consider the report and decide on the most suitable location for the Alleygate at Rosetta Park. The options are: 1. The original proposal at the entrance to the alleyway between nos. 47 – 49 Rosetta Park. 2. To relocate the Alleygate approx. 20m further back from the initial proposed location. 3. To not progress with the Alleygate due to no consensus.
4.0	**Appendices - Documents Attached**
	Appendix 1 – Rosetta Park Map

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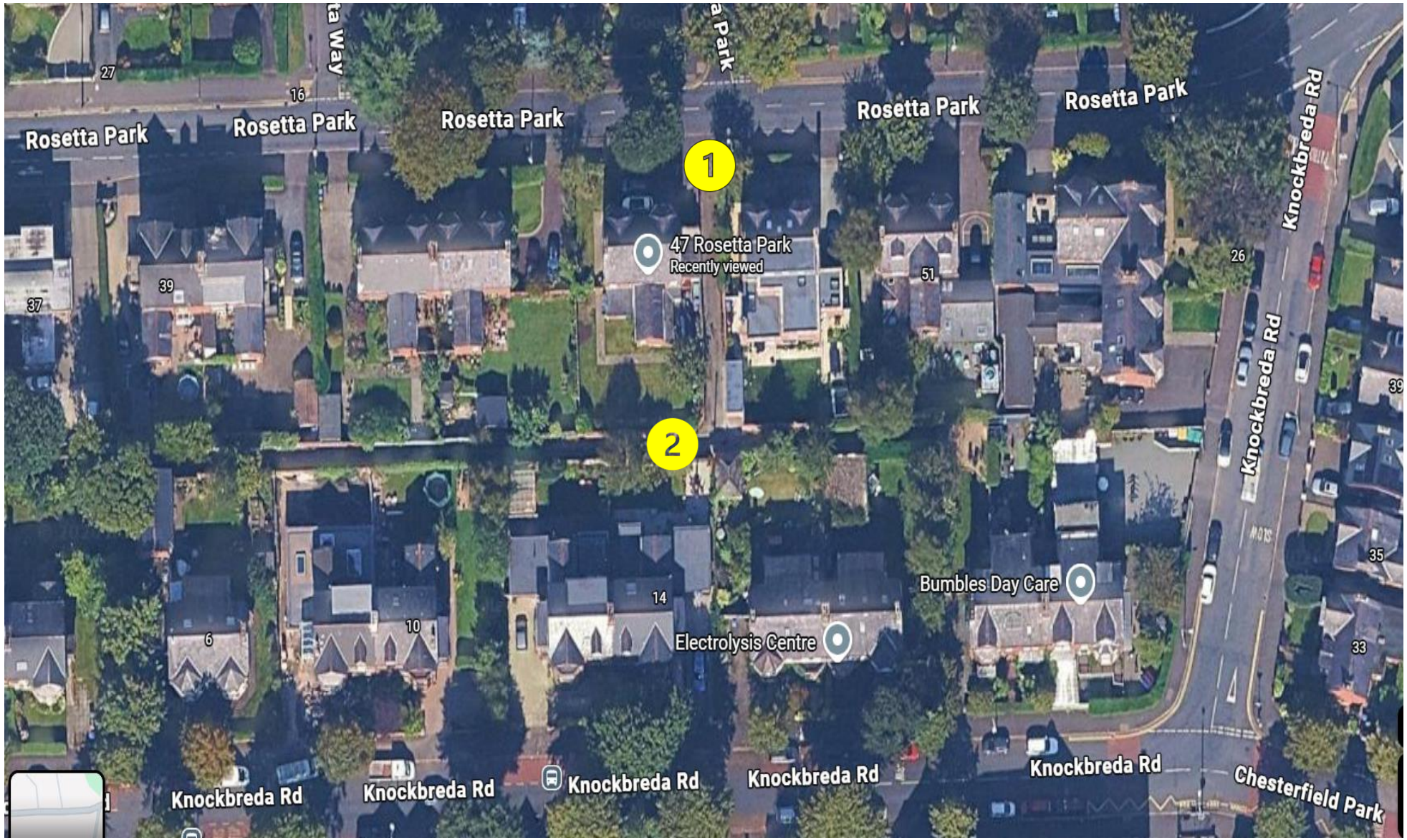
Appendix 1 – Rosetta Park Map



Number 1 – Original Proposed Location
Number 2 – Secondary Proposed Location

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Belfast City Council

STRATEGIC POLICY & RESOURCES COMMITTEE

Ballymacarrett Community Centre Update

Subject:	Ballymacarrett Community Centre Update
Date:	6th October 2026
Reporting Officer:	Jim Girvan Director Neighbourhood Services
Contact Officer:	Margaret Higgins, Lead Officer, Community Provision

Restricted Reports

Is this report restricted? **Yes** X **No** ☐

Please indicate the description, as listed in Schedule 6, of the exempt information by virtue of which the council has deemed this report restricted.

Insert number 3

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5. Information in relation to which a claim to legal professional privilege could be maintained
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If Yes, when will the report become unrestricted?

After Committee Decision	
After Council Decision	
Sometime in the future	X
Never	

Call-in

Is the decision eligible for Call-in? **Yes** X **No** ☐

1.0	**Purpose of Report or Summary of main Issues**

1.1	This report will update members on the actions taken since Ballymacarrett Community Centre was closed in April 2026 and outlines future options in relation to the operation of the centre.
2.0	**Recommendations**
2.1	The Committee is asked to note the contents of the report and agree to one of the options outlined in this report with regards to the future operation of Ballymacarrett Community Centre.
3.0	**Main report**
	Key Issues
3.1	Ballymacarret Community Centre was closed in April 2026 following a Council decision approving that action. This was based on evidence that the operating organisation, Connswater Community & Leisure Services Ltd (CCLS) had been struck off by Companies House and did not meet the requirements to operate the facility. Following this decision, Council officers secured Ballymacarrett Community Centre and continue to carry out checks on the building to ensure that council is compliant with all health and safety and insurance requirements.
3.2	The model for independently managed centres is that the operating organisation has full management responsibility for the facility including service delivery and management of independent bookings. Following closure of the building, officers requested a list of contact details for regular bookings/ user groups so that they could be advised of the Council decision to close and to ascertain if Council could accommodate user groups at other Council facilities. However, a full list was not provided and this has made communication with groups difficult.
3.3	Members will be aware that communication and submission of compliance documentation from CCLS was challenging in the years before the centre's closure. Officers have engaged with those user groups that they are aware of on an ongoing basis and have liaised with them to facilitate access to the facility if they need to gather materials or other equipment.
3.4	The main user groups, Survivors of Suicide (SoS) advised council staff that they needed an office base to operate from following the closure of Ballymacarrett community centre. The group has been given an office space in Dee Street community centre which they have access to five days a week.
3.5	Officers met with members of the former organization that ran the centre, Connswater Community & Leisure Services Ltd in May 26 to update them on the council decision and next steps in relation to the operation of the centre. Officers were advised that a new Board had been formed and that they were keen to undertake operation of the centre again. Officers were

advised at that time that the issue with Company's House remains unresolved and a 'strike' is noted on the site in relation to CCLS.

A further meeting was held with community representatives, new Board members, elected members and Chief officers on 8 July 26. It was agreed at that meeting that the community representatives and Board would produce a recovery and business plan which would be submitted to council for their consideration. Council also offered training on roles and responsibilities of board members.

3.6 In mid August a recovery plan was provided but it did not include sufficient detail to be considered by officers and further information was requested. Officers again offered support in developing a robust business and recovery plan. There has been no further communication in relation to plans to operate the centre from the new Board.

3.7 Officers and elected members have received several enquiries in relation to the operation of Ballymacarrett community centre since its closure in April 26, this has included contact from organisations who have expressed an interest in both operating and using the facility as a bookable space. Given the length of time that has passed and level of enquiries received, members are asked to consider the following options on the future operation of the centre;

Options	**Pros**	**Cons**
1 . Maintain status quo – centre will remain closed and Council will explore recovery plan when this is provided by new Board of CCLS	Provides an opportunity for continuity of delivery.	Centre is not being used despite interest in accessing the facility. No indication when a robust recovery and business plan will be available and no evidence that new Board of CCLS has been formally established.
2. Council undertakes temporary full management responsibility for the facility. Council would operate the centre on a skeleton staff that would be based on usage and risk assessment. Given that it differs from the standard council operating model it	Council has experience in managing 27 community facilities in the area and could operate the centre effectively.	This approach cannot be entirely accommodated using existing staff resources and overtime/agency use will also be required.

	should be used as a temporary measure.		
	3. Carry out an expression of interest exercise where interested parties are invited to express an interest in operating the centre. The contract to operate the centre would be awarded to the organisation which best meets the suggested criteria listed below this table.	This option would provide an opportunity for suitably experienced community organisations to manage the centre in a more cost effective way that direct council operation. It would also provide continuity in regard to the Council agreed status of Independently managed community centres at Ballymacarret.	This option may create competition between different groups in the area who wish to operate the centre.

3.8

Suggested criteria for Option 3

- Delivery or office base in east Belfast.
- Facility management experience to include evidence of developing and implementing relevant procedures including staff management, H&S compliance, budget management and customer focused delivery.
- Experience of delivering services which meet local need, this would include evidence of completing needs analysis and delivering quality services which address these identified needs and improve outcomes for local people.
- Sound financial and governance history, as demonstrated through financial and governance documents.
- Submission of a draft programme which would outline how the centre would operate and meet agreed outputs/outcomes and any partners that would support centre programming.

Members may be aware that at August SP&R, it was agreed that officers would continue work to develop a consistent model for funding and leasing agreements across Independently Managed Community Centres (IMCCs) so that there is a standardised approach for all. Any decision in relation to the operation of Ballymacarrett Community Centre would be included within this exercise.

4.0	**Financial and Resource Implications**
4.1	There is budget of £70,800 for this centre in 26/27.
5.0	**Equality or Good Relations Implications and Rural Needs Assessment**

3.1	This will be considered throughout and any appropriate issues highlighted to Members. Any amendments to existing scheme or new scheme will be considered in the context of any equality/Good Relations and rural needs considerations.
4.0	**Appendices – Documents Attached**
4.1	None

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PEOPLE AND COMMUNITIES COMMITTEE

Belfast City Council

Subject:	Secure Needle/Drug Waste Bin Delivery Update
Date:	Tuesday, 6th October 2026
Reporting Officer:	Jim Girvan – Operational Director, City and Neighbourhood Services
Contact Officer:	Pól Hamilton – Lead Officer, Neighbourhood Services Katharine Browne – Safer City Coordinator

Restricted Reports

Is this report restricted? **Yes** ☐ **No** ☒

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If Yes, when will the report become unrestricted?

After Committee Decision	☐
After Council Decision	☐
Sometime in the future	☐
Never	☐

Call-in

Is the decision eligible for Call-in? **Yes** ☒ **No** ☐

1.0	**Purpose of Report/Summary of Main Issues**
1.1	The purpose of this report is to provide an update on use of Belfast's first outdoor needle disposal bin, located in the Council's Little Donegal Street Car park.
2.0	**Recommendation**
2.1	For Members to note the contents of the report.
3.0	**Main Report**
	Background and Context
3.1	A Notice of Motion was passed on 1st November, 2023 which committed Council to "working with relevant partners, including the Public Health Agency, Government Departments, PSNI, BIDs, businesses and organisations supporting the vulnerable in the City centre core, towards the installation of specific needle/drug waste bins in key locations that are known to have high incidences of needle finds."
3.2	Several meetings were scheduled with key partners to discuss feasibility, risks, costs and management of such needle disposal bins, and the Public Health Agency (PHA), as the body responsible for needle exchange services across NI, agreed to purchase one bin and work in partnership to deliver a pilot initiative.
3.3	Council Officers were tasked with reviewing data on areas with high incidences of needle finds, liaising with landowners about potential installation as well as monitoring and disposal of the needles once the bin became operational. Several sites were considered, and recommendations brought to the People and Communities Committee on 8th April, 2025. At this meeting it was agreed at the bin would be located within Little Donegal Street car park.
3.4	The bin was installed in September 2025, with Community Safety staff inspecting the bin on a quarterly basis to ensure its integrity and to record figures for disposed needles. The bin showed low level usage during the initial first three quarterly inspections however following an inspection on the 22nd of September 2026, marking approximately one year of use, there was evidence of an increase in use and disposals. The annual itemised results included , 295 needles which were safely disposed of, with a breakdown as follows: • 170 loose needles (x169 0.5ml/1ml needles and x1 2ml needle) • 6 small, closed sharps bins containing between 3-5 needles each – totalling 25 needles • 1 medium-size sharps bin which could not be opened – contents unknown • 1 sealed plastic bag containing x100 needles plus syringes • Several open containers used to dispose needles within, total included within the loose needles above (bottles, bags and sharps boxes with no lids) • 1 bin bags worth of waste, both drugs related i.e. wrappers, spoons, wipes and water vials, and other general waste i.e. bottles and food containers
3.5	All of the items will be disposed of safely via Council's existing waste disposal processes.
3.6	The numbers disposed of represent a small percentage compared with those removed by teams across Council - Cleansing, Parks, Facilities and Community Safety staff all routinely remove discarded sharps from public spaces. However, the bin has shown that such a facility

	can play a part in reducing the harm and fear that can be caused by inappropriately discarded sharps.
3.7	Financial & Resource Implications The PHA purchased the needle disposal bin. Monitoring and disposing of any discarded sharps will be managed within existing budgets of operational teams involved in needle disposal for the Council.
3.8	Equality or Good Relations Implications /Rural Needs Assessments There are no good relations or rural needs impacts associated with this report.
4.0	**Appendices - Documents Attached**
4.1	None

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PEOPLE AND COMMUNITIES COMMITTEE

Belfast City Council

Subject:	Support for Sport Grants
Date:	6 October 2026
Reporting Officer:	Jim Girvan, Director of Neighbourhood Services
Contact Officer:	Claire Moraghan, Leisure Development Manager

Restricted Reports

Is this report restricted? **Yes** ☐ **No** ☐

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If Yes, when will the report become unrestricted?

After Committee Decision ☐
After Council Decision ☐
Sometime in the future ☐
Never ☐

Call-in

Is the decision eligible for Call-in? **Yes** √ **No** ☐

1.0	**Purpose of Report/Summary of Main Issues**
1.1	The purpose of this report is to ask members to; - Note Leisure Development Unit's estimated budget allocations for 2027/28, - Approve the continuation of Support for Sport grants in 2027/28; - Agree that officers bring forward a detailed implementation and funding options paper for the Belfast Physical Activity and Sports Development Strategy.
2.0	**Recommendation**
2.1	Members are asked to: - Note the existing Leisure Development budget allocations and that implementation planning for the Belfast Physical Activity and Sports Development Strategy (PASDS) is currently underway - approve the continuation of the Support for Sport Grants programme for 2027/28, within the proposed Leisure Development budget allocation and subject to the Council's budget-setting process; - Agree that officers bring a detailed PASDS implementation and funding options paper to a future committee meeting, including resource requirements, delivery priorities and potential funding mechanisms.
3.0	**Main Report**
3.1	**Background Information** At Committee on 24 April 2026 members agreed to adopt the Belfast Physical Activity and Sports Development Strategy (PASDS) and approved the proposed process to develop accompanying implementation plans.
3.2	At that time there was no additional financial request for the delivery of the strategy however it was agreed that officers would bring future funding and resource implications back to members for approval.
3.3	The estimated 2027/28 budget is detailed in Table One below. **Table One**

Leisure Development Grant Allocation	**Budget**
Support for Sport	£280,000
Boxing Strategy	£200,000
Pitch Partner Agreements	£140,000
Travelling Teams/Individuals	£100,000

Active Belfast	£90,000
Total Grant Allocation	**£810,000**
Sports Development Programming	**£56,500**
Total	**£866,500**

3.4 Support for Sport grants open twice a year allocating £280,000 annually to support local sports clubs and community organisations engaged in sport and physical activity.

3.5 The 2027/28 funding call will open on 19 October 2026, with Tranche 1 closing in early January 2027. Funding recommendations will subsequently be presented for approval under delegate authority with successful projects commencing from 1 April 2027..

3.6 Officers recommend continuation for 2027/28 to ensure continuity of support to sports clubs and community organisations while PASDS implementation plans are developed and considered by committee.

3.7 Officers propose to develop an options paper for consideration by members, setting out proposed delivery priorities, resource requirements and potential funding mechanisms for the implementation of the PASDS.

3.8 Officers will bring in the future options report to committee for members to decide on the implication plan for the 2027/28 year.

4.0

4.1 **Financial and Resource Implications**

The continuation of Support for Sport Grants will be delivered within the proposed 2027/28 Leisure Development budget allocation.

5.0

5.1 **Equality or Good Relations Implications /Rural Needs Assessment**

There are no Equality or Good Relations Implications /Rural Needs Assessments associated with this report.

6.0 **Appendices - Documents Attached or None**

None

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PEOPLE AND COMMUNITIES COMMITTEE

Belfast City Council

Subject:	GAA Joint Management Board Partnership Agreement
Date:	6 October 2026
Reporting Officer:	Jim Girvan, Director of Neighbourhood Services
Contact Officer:	Claire Moraghan, Leisure Development Manager

Restricted Reports

Is this report restricted? **Yes** ☐ **No** ☑

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If Yes, when will the report become unrestricted?

After Committee Decision	☐
After Council Decision	☐
Sometime in the future	☐
Never	☐

Call-in

Is the decision eligible for Call-in? **Yes** ☑ **No** ☐

1.0	**Purpose of Report/Summary of Main Issues**
1.1	The purpose of the reports is to ask members to consider; - a three-month extension to the existing Partnership Agreement with Ulster Council Gaelic Athletic Association. - A request from Antrim GAA and St Agnes GAC to place a storage container at Woodlands Playing Fields.
2.0	**Recommendation**
2.1	Members are asked to: Approve a three-month extension of the Partnership Agreement to allow the conclusion of discussions on potential future investment. Approve the placement of a storage container in Woodlands Playing Fields.
3.0	**Main Report**
3.1	**Background Information** <u>Partnership Agreement</u> Belfast City Council entered into a Partnership Agreement with Ulster Council GAA which provided priority access to bookings in support of sports development outcomes. The Agreement covers floodlit synthetic GAA facilities at: • Cherryvale Playing Fields • Cliftonville Road Playing Fields • Woodlands Playing Fields • Sally Gardens
3.2	To oversee the Partnership agreement a quarterly Joint Management Board meeting takes place involving representatives from Ulster Council GAA, County Antrim GAA, County Down GAA and Belfast City Council. The role of the Joint Management Board is to regulate the use of the playing facilities and to oversee the proper use and sharing of the facilities to maximise the community benefit through the Sports Development Plans for each site. The Agreement holders present a six-monthly programme of use, which demonstrates the GAA sports development outcomes within each of the sites and these bookings are prioritised. Access to the sites outside the programme of use is in accordance with normal booking procedures.
3.3	At Committee on 7 October 2025 members approved a one-year extension to allow the booking/prioritisation model to continue until a future model was agreed through the Physical Activity and Sports Development Strategy and the Pitches Strategy.
3.4	Officers have met with the Joint Management Board over the last few months and negotiations are nearing a conclusion. Expectation is that they will conclude within three months.

3.5	A request was received from Antrim GAA and St Agnes GAC seeking permission to locate a storage container on site adjacent to the storage unit that is already there. The existing unit belongs to BCC and sits on wasteland.
3.6	St Agnes GAC has a very significant and long-standing presence on site going back over 50 years. In recent years the Club as grown significantly and now has teams from Under 6 to senior in boys and men's football, U6 to senior in girls and ladies football and has started underage Hurling and already has Senior Hurling.
3.7	The club has significant levels of equipment that is currently brought back and forward to the site by its volunteer coaches for each of the many coaching and games events. This is a significant challenge for its volunteers and indeed has been a factor that has caused volunteers to walk away.
3.8	The container is 20 feet long, 8 feet high and 7 feet wide, the Club will store playing equipment and playing gear in it and it will be closed after every session. The contents will have no commercial value.
3.9	St. Agnes will take on the cost of the container and installation.
4.0	
4.1	**Financial and Resource Implications** There are no financial or resource implications within this report.
5.0	
5.1	**Equality or Good Relations Implications /Rural Needs Assessment** There are no Equality or Good Relations Implications /Rural Needs Assessments associated with this report.
6.0	**Appendices - Documents Attached or None**
	None

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PEOPLE AND COMMUNITIES COMMITTEE

Belfast City Council

Subject:	Waste Collection Update – Expansion and optimisation of narrow access domestic collection routes
Date:	6 October 2026
Reporting Officer:	Stephen Leonard, Director (Operational) CNS
Contact Officer:	Darren Trowlen, Waste Collection Manager

Restricted Reports

Is this report restricted? **Yes** ☐ **No** ☒

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If Yes, when will the report become unrestricted?

After Committee Decision ☐
After Council Decision ☐
Sometime in the future ☐
Never ☐

Call-in

Is the decision eligible for Call-in? **Yes** ☒ **No** ☐

1.0	**Purpose of Report/Summary of Main Issues**
1.1	To update Committee on the plan to increase restricted/narrow access rounds from three to five and to onboard new rounds and routes as described in the main report below to streets where reported access issues have been frequent and service delivery impacted as a result.
2.0	**Recommendation**
2.1	Members are requested to note the contents of the report.
3.0	**Main Report**
	Narrow Access Vehicles
3.1	The Council waste collection service currently operates three restricted/narrow access (RA1, RA 2 & RA3)) routes using the smaller 18 tonne Refuse Collection Vehicles (RCVs). This currently equates to **29 active routes across black, blue and brown collections**. The rate setting process for 2026/27 approved growth that allowed for the procurement of two additional 18 tonne RCVs and recruitment of drivers and operatives for same, **The Service intends to increase the number of restricted access rounds from the current 29 routes to 47 routes**. As part of the addition of 18 extra restricted access routes, The Service will review the existing 29 mixed stream routes and optimise them alongside the introduction of the additional 18 routes.
3.2	As the current Restricted Access routes have evolved over time, **the routes have become relatively inefficient,** and routes are **often spread across significant geographical ranges**. Narrow access general waste collections are the most common service type. Households in Urban Belfast receive council black bin collections with recycling and food waste collections provided under contract by Bryson Recycling. Narrow access streets in this area only require narrow access black bin collections. Narrow access streets in suburban Belfast may also require blue and brown bin narrow access collections, which has been factored into the creation of the new restricted access routes.
3.3	The project team have **reviewed all current collections and rationalised streets, including those from the "Park with us in mind" pilot that were to be included in the narrow access expansion**. Crew reporting over the last 12 months provided the basis from which to include or exclude these additional streets as appropriate and ensure that streets on which access has been frequently reported as an issue are included in the current expansion.
3.4	In addition, the new InCab routing module, RouteSmart, operates on the basis of single stream crews, so the approach taken with the review of these routes aligns to the software The Service has procured to design routes in the future.
3.5	The additional resource provided **an opportunity to review existing routes and merge all 5 rounds to create 2 narrow access black bin rounds 2 narrow access brown bin rounds and 1 new narrow access blue bin round.** This will standardise the rounds and group them together by electoral ward to maximise the number of properties serviced – this is a similar approach to the kerbside glass expansion over the last 2 years, area-based routes by electoral ward.
3.6	The new rounds have been **designed to allow capacity for future expansion**, should additional streets/properties in those areas require a smaller 18 tonne RCV to service them.
3.7	The new routes and revised former routes equate to 48 routes across blue, black and brown collections **servicing 27331 properties and 888 streets on a narrow access collection schedule**. **This represents an increase of 57% in terms of the number of properties being serviced by a smaller RCV**. It is anticipated the change, overall, should reduce "no access" reporting issues and the service disruption for residents caused by it. Appendix 1 details proposed streams and streets with property counts for the newly designed routes.

3.8 **Communication to residents**
Historically, the council issued separate letters for blue, black, and brown bin collections, meaning a single household could receive up to three different letters. For this service revision and expansion, that traditional approach would require sending 27,000 letters.

3.9 By analysing and merging property data, **we have consolidated this information. We will now hand deliver one tailored letter per household to the 15,348 affected properties**. Each letter covers all relevant waste services, including both old and new collection dates (see examples in Appendices 2, 3, and 4). This consolidated approach is much more user-friendly for residents.

3.10 The Digital Services Printroom and Operations Teams will print and envelope the letters internally. **Resource Advisors will then distribute them over a two-week period from Thursday 15 October to Wednesday 28 October,** delivering approximately 1,500 letters per day (as summarized in Table 1).

New collections for RA1-5 will begin on Monday 2 November.

Table 1 : Letter Delivery Dates

Date	Letters delivered
Thursday 15 October	1535
Friday 16 October	3070
Monday 19 October	4605
Tuesday 20 October	6140
Wednesday 21 October	7675
Thursday 22 October	9210
Friday 23 October	10745
Monday 26 October	12280
Tuesday 27 October	13815
Wednesday 28 October	15350

3.11 **In order to transition from old RA1-3 (See Appendix 5) to New RA1-5 we will need to bridge collections** with a QRT collection at some blue and black bin properties moving from one collection calendar to the new schedule, where the gap between collections is more than 15 days. **This will allow a seamless transition and mitigate any gaps in collections for those households**.

3.12 A number of brown bin properties will also have a longer than usual gap between the old and new collection schedules, however, given the time of year, it is anticipated that a QRT is not required as brown bin use and set out generally declines markedly in October/November.

Table 2 : Anticipated QRT Bridge collections

QRT Collection Dates	Blue Bin HH	Black Bin HH
Sunday 25 October	1833	
Sunday 2 November		5936

3.13 These additional collections will be reflected the in communications issued to these households.

3.14 The **new routes will also need to be built into** the current operational software, **CREST and activated during the transition**, allowing residents to easily check and confirm their new collection day(s) at their address. This will also support crew reporting via the ReportItApp from the first day of the new collection schedules. These routes will be transferred to Whitespace in advance of Whitespace replacing CREST as the new operational software for the service.

4.0

4.1	**Financial and Resource Implications** None. Any additional costs incurred will be covered from existing service budgets.
5.0	
5.1	**Equality or Good Relations Implications /Rural Needs Assessment** There are no equality or good relations implications associated with this report.
6.0	**Appendices**
6.1	Appendix 1 – New RA1-5 routes and streams Appendix 2 – Sample letter to residents – 3 streams Appendix 3 – Sample letter to residents – 1 stream Appendix 4 – Sample letter to residents – 2 streams Appendix 5 - Old RA1-3 Routes

Appendix 9 – New RA1-5 Property Counts and Composition

Table 1: New Restricted Access Route Configuration:

New Routes	Housholds
New Black RA1 FRIDAY A	896
New Black RA1 FRIDAY B	511
New Black RA1 MONDAY A	675
New Black RA1 MONDAY B	841
New Black RA1 THURSDAY A	594
New Black RA1 THURSDAY B	825
New Black RA1 TUESDAY A	662
New Black RA1 TUESDAY B	879
New Black RA1 WEDNESDAY A	704
New Black RA1 WEDNESDAY B	923
New Black RA2 FRIDAY A	793
New Black RA2 FRIDAY B	670
New Black RA2 MONDAY A	747
New Black RA2 MONDAY B	728
New Black RA2 THURSDAY A	715
New Black RA2 THURSDAY B	652
New Black RA2 TUESDAY A	898
New Black RA2 TUESDAY B	502
New Black RA2 WEDNESDAY A	844
New Black RA2 WEDNESDAY B	706
New Blue RA 5 FRIDAY A	572
New Blue RA 5 FRIDAY B	535
New Blue RA 5 MONDAY A	526
New Blue RA 5 MONDAY B	460

New Blue RA 5 THURSDAY A	615
New Blue RA 5 THURSDAY B	837
New Blue RA 5 TUESDAY A	676
New Blue RA 5 TUESDAY B	756
New Blue RA 5 WEDNESDAY A	619
New Blue RA 5 WEDNESDAY B	536
New Brown RA3 FRIDAY A	348
New Brown RA3 MONDAY B	381
New Brown RA3 MONDAY A	375
New Brown RA3 THURSDAY A	251
New Brown RA3 THURSDAY B	420
New Brown RA3 TUESDAY A	302
New Brown RA3 TUESDAY B	492
New Brown RA3 WEDNESDAY A	292
New Brown RA3 WEDNESDAY B	577
New Brown RA4 FRIDAY A	289
New Brown RA4 MONDAY A	462
New Brown RA4 MONDAY B	348
New Brown RA4 THURSDAY A	183
New Brown RA4 THURSDAY B	353
New Brown RA4 TUESDAY A	337
New Brown RA4 TUESDAY B	220
New Brown RA4 WEDNESDAY A	370

New Brown RA4 WEDNESDAY B	434
Grand Total	**27331**
Service/Street	**Households**
Black Bin Collection	**14765**
Blue Bin Collection	**6132**
Brown Bin Collection	**6434**
Grand Total	**27331**

Table 2: New Restricted Access Routes by waste stream

1st New Collection	**New RA1 Black**	**New RA2 Black**	**New RA3 Brown**	**New RA4 Brown**	**New RA5 Blue**
Monday 2 Nov	New RA1 Black	New RA2 Black	New RA3 Brown	New RA4 Brown	New RA5 Blue
Tuesday 3 Nov	New RA1 Black	New RA2 Black	New RA3 Brown	New RA4 Brown	New RA5 Blue
Wednesday 4 Nov	New RA1 Black	New RA2 Black	New RA3 Brown	New RA4 Brown	New RA5 Blue
Thursday 5 Nov	New RA1 Black	New RA2 Black	New RA3 Brown	New RA4 Brown	New RA5 Blue
Friday 6 Nov	New RA1 Black	New RA2 Black	New RA3 Brown	New RA4 Brown	New RA5 Blue
Monday 9 Nov	New RA1 Black	New RA2 Black	New RA3 Brown	New RA4 Brown	New RA5 Blue
Tuesday 10 Nov	New RA1 Black	New RA2 Black	New RA3 Brown	New RA4 Brown	New RA5 Blue
Wednesday 11 Nov	New RA1 Black	New RA2 Black	New RA3 Brown	New RA4 Brown	New RA5 Blue
Thursday 12 Nov	New RA1 Black	New RA2 Black	New RA3 Brown	New RA4 Brown	New RA5 Blue
Friday 13 Nov	New RA1 Black	New RA2 Black			New RA5 Blue

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City & Neighbourhood Services Department

City Services – Resources & Fleet

Belfast City Council

Your reference: DT/New RA

Our reference: 5 AILESBURY GARDENS, BELFAST, BT7 3FJ

Date: As posted

Dear Resident,

Living on a narrow or busy street can sometimes mean missed bin collections because standard, large collection lorries cannot always drive down the road safely. To make sure everyone gets a reliable and consistent service, **Belfast City Council** is fixing this problem directly.

The council is buying more small, specialised bin lorries designed specifically to fit down tight streets. Because we are bringing in these new vehicles, we have redesigned our collection routes. This means the bin collection days for your property might be changing.

Collection schedule changes

Collections will be emptied on your new collection day every two weeks. Please note that collection days sometimes change during public holidays. You can check for holiday updates and view all your council services on the Belfast City Council Bins Page.

Only the bin collections listed below are changing. Any other bin or box services will stay the exact same. If you already have an assisted lift in place, this will continue as normal on your new collection days.

⬛ **Black Bin (General Waste)**
- Last Old Collection: Monday 2 November
- First New Collection: Tuesday 10 November
- Next New Collection: Tuesday 24 November

🟫 **Brown Bin (Organic Waste)**
- Last Old Collection: Monday 2 November
- First New Collection: Thursday 5 November
- Next New Collection: Thursday 19 November

🟦 **Blue Bin (Recycling)**
- Last Old Collection: Monday 26 October
- First New Collection: Tuesday 10 November
- Next New Collection: Tuesday 24 November

As we move to the new schedule, our narrow-access lorries are being rerouted across all services to make the whole system more efficient. Because of this, there may be a slightly shorter or longer gap than usual between your last old collection day and your first new one. We appreciate your patience during this

Belfast City Council, City & Neighbourhood Services Department
The Cecil Ward Building, 4-10 Linenhall Street, Belfast BT2 8BP
Telephone: 02890 320202
Email: waste@belfastcity.gov.uk
Telephone for people who are deaf or hearing impaired: 028 9027 0405

change and encourage you to check your personalised collection calendar online to make sure your bins go out on the right day.

Working together: How you can help us

Because our new, smaller lorries have strict weight and space limits, we need to work together to keep collections running smoothly and safely:

- **Lids flat for safety:** Our bin lifters now have automated safety sensors. If a bin lid cannot close completely flat, the machine cannot safely empty it. Overfilled bins will be tagged by the crew to let you know why your bin was not emptied.
- **No extra waste or heavy liners:** Please do not leave extra bags next to your bin. Also, please do not use full-size plastic liners inside the bin itself, as these can catch on the lifting machinery and injure our crews.
- **Considerate parking:** On your new collection days, please park as close to the kerb as possible. This makes a massive difference and ensures our crews can get down your street on time without getting blocked.
- **Bin presentation:** Please put your bins out for collection by **7am** on your scheduled day. Do not leave them out the night before. To keep pavements clear and safe for everyone, please bring your bins back inside your property boundary as soon as possible after they have been emptied.

Need help or advice?

If you have any questions, please get in touch with our team:

- **Web:** Visit the Belfast City Council Bins Page
- **Email:** waste@belfastcity.gov.uk
- **Phone:** Call our Customer Hub on 028 9027 0230
- **Textphone (for deaf or hearing-impaired residents):** 028 9027 0405

Thank you for your support and cooperation in helping us deliver a cleaner, more reliable waste service to your street.

Yours faithfully,

The Waste Collections Team

City & Neighbourhood Services Department

City Services – Resources & Fleet

Belfast City Council

Your reference: DT/New RA

Our reference: 227 ALBERTBRIDGE ROAD, BELFAST, BT5 4PX

Date: As posted

Dear Resident,

Living on a narrow or busy street can sometimes mean missed bin collections because standard, large collection lorries cannot always drive down the road safely. To make sure everyone gets a reliable and consistent service, **Belfast City Council** is fixing this problem directly.

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■ Black Bin (General Waste)

- Last Old Collection: Tuesday 20 October
- First New Collection: Wednesday 4 November
- Next New Collection: Wednesday 18 November

As we move to the new schedule, our narrow-access lorries are being rerouted across all services to make the whole system more efficient. Because of this, there may be a slightly shorter or longer gap than usual between your last old collection day and your first new one. We appreciate your patience during this change and encourage you to check your personalised collection calendar online to make sure your bins go out on the right day.

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The Cecil Ward Building, 4-10 Linenhall Street, Belfast BT2 8BP
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Thank you for your support and cooperation in helping us deliver a cleaner, more reliable waste service to your street.

Yours faithfully,

The Waste Collections Team

City & Neighbourhood Services Department

City Services – Resources & Fleet

Belfast City Council

Your reference: DT/New RA

Our reference: 5 CRUMLIN GARDENS, BELFAST, BT13 3LJ

Date: As posted

Dear Resident,

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⬛ **Black Bin (General Waste)**
- Last Old Collection: Wednesday 4 November
- First New Collection: Friday 6 November
- Next New Collection: Friday 20 November

🟦 **Blue Bin (Recycling)**
- Last Old Collection: Wednesday 21 October
- First New Collection: Tuesday 3 November
- Next New Collection: Tuesday 17 November

As we move to the new schedule, our narrow-access lorries are being rerouted across all services to make the whole system more efficient. Because of this, there may be a slightly shorter or longer gap than usual between your last old collection day and your first new one. We appreciate your patience during this change and encourage you to check your personalised collection calendar online to make sure your bins go out on the right day.

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Yours faithfully,

The Waste Collections Team

Appendix 1: Current Streams and Streets with Property Counts (RA1-3 Current)

592 Streets/17463 households.

Service/Street	Households
Black Bin Collection	9012
albertbridge road, belfast	19
andersonstown grove, belfast	18
andersonstown park south, belfast	24
andersonstown park west, belfast	70
annsboro street, belfast	3
antrim road, belfast	59
ardcaoin drive, dunmurry, dunmurry	30
ardgreenan crescent, belfast	19
ardmore avenue, ormeau, belfast	47
arizona street, belfast	43
ascot gardens, belfast	9
ashley drive, belfast	7
ashley gardens, dunmurry	6
ashley grove, dunmurry	12
ashley park, dunmurry, dunmurry	52
ava avenue, belfast	9
ava gardens, belfast	21
ava parade, belfast	15
ava street, belfast	55
ballygomartin road, belfast	5
ballyhill road, belfast	10
ballymiscaw cottages, holywood	3
ballymiscaw road, holywood	14
ballyutoag road, belfast	4
barnfield road, lisburn	2
beechfield street, belfast	39
beechmount parade, belfast	50
beechview park, belfast	10
belgravia avenue, belfast	54
bellevue street, belfast	3
belmont road, belfast	6
bethany street, belfast	16
boodles hill, belfast	8
brackenwood lane, dunmurry	3
bryson street, belfast	12
butler walk, belfast	7
capstone street, belfast	6
castle court, belfast	5
castlecoole park, belfast	12

castleview terrace, belfast	26
cavehill road, belfast	17
cedar view, castlereagh	14
charleville avenue, belfast	27
cheviot street, belfast	29
cliftonville drive, belfast	21
cliftonville parade, belfast	24
cliftonville road, belfast	80
cliftonville street, belfast	31
clondara parade, belfast	16
clondara street, belfast	34
clowney street, belfast	25
colin grove, dunmurry	2
college gardens, belfast	37
constance street, belfast	36
cooke court, belfast	30
cooke mews, belfast	2
cooke place, belfast	11
cooke street, belfast	52
cranbrook court, belfast	41
cregagh road, castlereagh, belfast	4
cregagh street, belfast	30
crumlin road, belfast	39
donegall road, belfast	5
duffield park, belfast	30
duncairn gardens, belfast	44
dungloe crescent, belfast	60
dunluce avenue, belfast	164
dunraven parade, belfast	62
earls court, belfast	16
edenvale crescent, belfast	51
edenvale grove, belfast	4
edgar street, belfast	14
edith street, belfast	36
elmwood avenue, belfast	10
elmwood mews, belfast	1
enid drive, belfast	27
enid parade, belfast	55
evelyn avenue, belfast	28
fairhill gardens, belfast	4
fairhill park, belfast	79
fairhill walk, belfast	39
fairway drive, belfast	7
falls road, belfast	18
fane street, belfast	100
fernwood street, belfast	28

finvoy street, belfast	23
flush green, belfast	30
flush road, belfast	13
formby park, belfast	45
fortwilliam crescent, belfast	68
garnerville gardens, belfast	57
garnerville park, belfast	53
geary road, belfast	50
gipsy street, belfast	23
glen road, belfast	26
glencairn road, belfast	3
glencregagh road, belfast	17
glenveagh drive, belfast	12
green mount, belfast	14
hamill street, belfast	26
harper street, belfast	48
hatton drive, belfast	88
hawthorn glen, hannahstown, belfast	124
henderson avenue flats, belfast	27
henderson avenue, belfast	113
henderson court, belfast	9
hillview avenue, belfast	38
hugo street, belfast	24
institution place, belfast	20
irwin avenue, belfast	30
irwin crescent, belfast	56
irwin drive, belfast	41
jameson street, belfast	31
jocelyn gardens, belfast	23
john street, belfast	43
kenbella parade, belfast	4
kenilworth place, belfast	15
kennel bridge, belfast	21
kerrera court, belfast	7
kerrera mews, belfast	10
kerrera street, belfast	16
kerrsland crescent, belfast	20
kerrsland drive, belfast	17
kerrsland mews, belfast	8
kerrsland parade, belfast	12
killowen street, belfast	36
kincraig park, newtownabbey	7
kings park lane, belfast	6
kings vale, belfast	15
kinross avenue, belfast	6

knock green, belfast	23
knock grove, belfast	27
knock link, belfast	18
knock way, belfast	14
knockmount gardens, belfast	36
knocknagoney green, belfast	11
knockwood crescent, belfast	80
knockwood grove, belfast	20
lagmore dale, dunmurry	168
lake glen avenue, belfast	4
lake glen close, belfast	13
lake glen crescent, belfast	17
lake glen drive, belfast	30
lake glen green, belfast	13
lake glen parade, belfast	9
lake glen park, belfast	12
lancedean road, belfast	39
legann street, belfast	54
leganoe street, belfast	6
legnavea place, belfast	9
lenadoon avenue, belfast	15
lennoxvale, belfast	2
ligoniel road, belfast	14
lisburn road, belfast	51
lismain street, belfast	56
lisnasharragh park, belfast	16
lisnasharragh terrace, belfast	5
lomond avenue, belfast	7
lomond street, belfast	7
loopland court, belfast	12
loopland crescent, belfast	44
loopland gardens, belfast	106
loopland grove, belfast	21
loopland parade, belfast	19
loopland road, belfast	49
luxor gardens, belfast	33
madrid street, belfast	24
malton drive, belfast	1
malton rise, belfast	26
manse road, belfast	10
marlborough park central, belfast	66
marsden gardens, belfast	16
mcatamney terrace, belfast	2
mica drive, belfast	74
minnowburn drive, belfast	20
moonstone street, belfast	59

moss road, holywood	4
mount pleasant, belfast	14
mount prospect park, belfast	52
mountainhill lane, belfast	7
mountainview drive, belfast	35
mountainview gardens, belfast	76
mountainview parade, belfast	36
mountainview park, belfast	38
mulroy park, belfast	12
nelson square, belfast	11
new barnsley crescent, belfast	80
new barnsley drive, belfast	46
new barnsley gardens, belfast	22
newington avenue, belfast	24
northfield rise, belfast	30
notting hill manor, belfast	8
oakhill, castlereagh	26
oakland avenue, belfast	79
ogilvie street, belfast	76
old colin road, dunmurry	10
orangefield green, belfast	25
orchard court, holywood	44
ormeau road, ormeau	1
pomona avenue, belfast	20
ponsonby avenue, belfast	49
primrose street, ormeau, belfast	24
quarry road, belfast	8
raby street, belfast	64
ranelagh street, belfast	71
ravenhill avenue, belfast	34
ravenhill parade, belfast	53
ravensdene crescent, belfast	26
ravensdene park gardens, belfast	3
ravensdene park, belfast	36
ridgeway street, belfast	35
river terrace, belfast	32
riverview street, belfast	31
rockdale street, belfast	63
rockmore road, belfast	68
rockmount street, belfast	42
rockville street, belfast	60
rocky road, belfast	24
rodney drive, belfast	60
rodney parade, belfast	51
rosebank court, belfast	7
rosemount gardens, belfast	41

rossmore avenue, belfast	40
rossmore drive, belfast	103
rossmore park, belfast	30
sandbrook gardens, belfast	14
sandbrook grove, belfast	15
sandbrook park, belfast	74
sandhurst drive, belfast	122
sandymount street, belfast	67
serpentine gardens, newtownabbey	53
serpentine parade, newtownabbey	42
shaftesbury avenue, belfast	54
sintonville avenue, belfast	29
somerton gardens, belfast	28
st albans gardens, belfast	50
st ives gardens, belfast	43
st james crescent, belfast	51
st james road, belfast	72
st judes square, belfast	11
st katharines road, belfast	75
stockmans drive, belfast	34
stockmans gardens, belfast	14
stoney road, belfast	9
strandview street, belfast	34
stranmillis street, belfast	31
sugarfield street, belfast	7
sydenham crescent, belfast	29
templemore street, belfast	10
the hill, belfast	26
tildarg street, belfast	75
trostan gardens, belfast	12
tyndale green, belfast	66
ulsterville avenue, belfast	6
ulsterville drive, belfast	15
ulsterville gardens, belfast	90
ulsterville place, belfast	10
upper hightown road, belfast	8
upper malone road, belfast	38
upper newtownards road, belfast	80
upton cottages, belfast	23
vara drive, belfast	53
veryan gardens, newtownabbey	48
vidor court, belfast	6
vidor gardens, belfast	24
vionville park, belfast	40
voltaire gardens, newtownabbey	45

wandsworth crescent, belfast	21
wandsworth place, belfast	16
west circular crescent, belfast	48
westway parade, belfast	23
whispering pines, belfast	5
white brae, belfast	1
whitewell crescent, newtownabbey	59
whitewell drive, newtownabbey	20
whitewell parade, newtownabbey	24
willowbank gardens, belfast	77
willowfield gardens, belfast	55
willowholme street, belfast	23
wilton gardens, belfast	4
wilton street, belfast	58
wolfhill road, belfast	5
woodburn drive, belfast	26
woodstock road, belfast	45
wynfield court, belfast	8
Blue Bin Collection	4101
andersonstown grove, belfast	18
andersonstown park south, belfast	24
andersonstown park west, belfast	70
annsboro street, belfast	3
antrim road, belfast	15
ardcaoin drive, dunmurry, dunmurry	30
ardgreenan crescent, belfast	19
arizona street, belfast	44
ascot gardens, belfast	5
ballygomartin road, belfast	51
ballyhill road, belfast	11
ballymiscaw cottages, holywood	3
ballymiscaw road, holywood	14
ballyutoag road, belfast	5
bellevue street, belfast	3
belmont road, belfast	6
bethany street, belfast	16
brackenwood lane, dunmurry	3
castle court, belfast	5
castlecoole park, belfast	12
castleview terrace, belfast	26
cedar view, castlereagh	14
crumlin gardens, belfast	36
crumlin road, belfast	18
duffield park, belfast	30
dunraven parade, belfast	62

earls court, belfast	16
edenvale crescent, belfast	53
edenvale grove, belfast	4
enid drive, belfast	27
enid parade, belfast	55
fairhill gardens, belfast	4
fairhill park, belfast	80
fairhill walk, belfast	39
fairway drive, belfast	7
flush green, belfast	30
flush road, belfast	13
fortwilliam crescent, belfast	68
garnerville gardens, belfast	60
garnerville park, belfast	53
geary road, belfast	50
glencairn crescent, belfast	76
glencairn street, belfast	92
glencregagh road, belfast	17
green mount, belfast	14
hawthorn glen, hannahstown, belfast	124
irwin avenue, belfast	22
irwin crescent, belfast	57
irwin drive, belfast	41
kenbella parade, belfast	4
kennel bridge, belfast	21
kerrsland crescent, belfast	20
kerrsland drive, belfast	17
kerrsland mews, belfast	8
kerrsland parade, belfast	12
kincraig park, newtownabbey	7
kings park lane, belfast	6
kings vale, belfast	15
kinross avenue, belfast	4
knock green, belfast	25
knock grove, belfast	27
knock link, belfast	18
knock way, belfast	14
knockmount gardens, belfast	36
knocknagoney green, belfast	11
knockwood crescent, belfast	81
knockwood grove, belfast	20
knockwood park, belfast	21
lagmore dale, dunmurry	171
lake glen avenue, belfast	4
lake glen close, belfast	13

lake glen crescent, belfast	17
lake glen drive, belfast	30
lake glen green, belfast	13
lake glen parade, belfast	9
lake glen park, belfast	12
lancedean road, belfast	39
ligoniel road, belfast	2
lisnasharragh park, belfast	16
lisnasharragh terrace, belfast	5
loopland court, belfast	12
loopland crescent, belfast	44
loopland gardens, belfast	108
loopland grove, belfast	21
loopland parade, belfast	19
loopland road, belfast	49
luxor gardens, belfast	33
malton drive, belfast	1
malton rise, belfast	26
manse road, belfast	10
marlborough park central, belfast	67
minnowburn drive, belfast	20
moss road, holywood	4
mountainview drive, belfast	35
mountainview gardens, belfast	76
mountainview parade, belfast	36
mountainview park, belfast	38
nelson square, belfast	11
new barnsley crescent, belfast	80
new barnsley drive, belfast	47
new barnsley gardens, belfast	22
new barnsley park, belfast	95
northfield rise, belfast	30
notting hill manor, belfast	8
oakhill, castlereagh	26
oakland avenue, belfast	80
orangefield green, belfast	25
orchard court, holywood	44
pomona avenue, belfast	2
quarry road, belfast	8
ravensdene crescent, belfast	52
ravensdene park gardens, belfast	6
ravensdene park, belfast	72
rocky road, belfast	24
rosetta drive, belfast	24
rutherglen street, belfast	106
st johns avenue, belfast	28

st johns place, belfast	27
stockmans drive, belfast	34
stockmans gardens, belfast	14
stoney road, belfast	9
sugarfield street, belfast	7
sydenham crescent, belfast	29
the hill, belfast	26
trostan gardens, belfast	12
twaddell avenue, belfast	1
upper hightown road, belfast	8
upper malone road, belfast	46
upper newtownards road, belfast	39
upton cottages, belfast	23
vionville park, belfast	20
wandsworth crescent, belfast	21
wandsworth place, belfast	16
west circular crescent, belfast	48
westway parade, belfast	23
whispering pines, belfast	5
white brae, belfast	1
wilton gardens, belfast	4
wolfhill road, belfast	5
woodvale gardens, belfast	43
wynfield court, belfast	8
Brown Bin Collection	4530
andersonstown grove, belfast	18
andersonstown park south, belfast	24
andersonstown park west, belfast	70
annsboro street, belfast	3
antrim road, belfast	30
ardcaoin drive, dunmurry, dunmurry	30
ardgreenan crescent, belfast	19
arizona street, belfast	43
ascot gardens, belfast	9
ashley gardens, dunmurry	3
ashley grove, dunmurry	6
ashley park, dunmurry, dunmurry	26
ballygomartin road, belfast	51
ballyhill road, belfast	10
ballymiscaw cottages, holywood	3
ballymiscaw road, holywood	14
ballyutoag road, belfast	5
bellevue street, belfast	3
belmont road, belfast	6
bethany street, belfast	16

boodles hill, belfast	8
brackenwood lane, dunmurry	3
castle court, belfast	5
castlecoole park, belfast	12
castleview terrace, belfast	26
cedar view, castlereagh	14
colin grove, dunmurry	3
crumlin gardens, belfast	1
crumlin road, belfast	18
duffield park, belfast	30
dungloe crescent, belfast	60
dunraven parade, belfast	62
earls court, belfast	16
edenvale crescent, belfast	51
edenvale grove, belfast	4
enid drive, belfast	27
enid parade, belfast	55
fairhill gardens, belfast	4
fairhill park, belfast	79
fairhill walk, belfast	39
fairway drive, belfast	7
flush green, belfast	30
flush road, belfast	13
formby park, belfast	45
fortwilliam crescent, belfast	68
garnerville gardens, belfast	57
garnerville park, belfast	53
geary road, belfast	50
glen road, belfast	26
glencairn crescent, belfast	75
glencairn road, belfast	3
glencairn street, belfast	92
glencregagh road, belfast	17
glenveagh drive, belfast	10
green mount, belfast	14
hawthorn glen, hannahstown, belfast	124
henderson avenue flats, belfast	27
henderson avenue, belfast	113
henderson court, belfast	9
irwin avenue, belfast	23
irwin crescent, belfast	56
irwin drive, belfast	41
kenbella parade, belfast	4
kennel bridge, belfast	21
kerrsland crescent, belfast	20

kerrsland drive, belfast	17
kerrsland mews, belfast	8
kerrsland parade, belfast	12
kincraig park, newtownabbey	7
kings park lane, belfast	6
kings vale, belfast	15
kinross avenue, belfast	4
knock green, belfast	23
knock grove, belfast	27
knock link, belfast	18
knock way, belfast	14
knockmount gardens, belfast	36
knocknagoney green, belfast	11
knockwood crescent, belfast	80
knockwood grove, belfast	20
lake glen avenue, belfast	4
lake glen close, belfast	13
lake glen crescent, belfast	17
lake glen drive, belfast	30
lake glen green, belfast	13
lake glen parade, belfast	9
lake glen park, belfast	12
lancedean road, belfast	39
leganoe street, belfast	6
legnavea place, belfast	9
lenadoon avenue, belfast	1
lennoxvale, belfast	2
ligoniel road, belfast	14
lisnasharragh park, belfast	16
lisnasharragh terrace, belfast	5
loopland court, belfast	12
loopland crescent, belfast	44
loopland gardens, belfast	106
loopland grove, belfast	21
loopland parade, belfast	19
loopland road, belfast	49
luxor gardens, belfast	33
malton drive, belfast	1
malton rise, belfast	26
manse road, belfast	10
marlborough park central, belfast	66
minnowburn drive, belfast	20
moss road, holywood	4
mountainhill lane, belfast	7
mountainview drive, belfast	35
mountainview gardens, belfast	76

mountainview parade, belfast	36
mountainview park, belfast	38
mulroy park, belfast	12
nelson square, belfast	11
new barnsley crescent, belfast	80
new barnsley drive, belfast	46
new barnsley gardens, belfast	22
new barnsley park, belfast	94
northfield rise, belfast	30
notting hill manor, belfast	8
oakhill, castlereagh	26
oakland avenue, belfast	79
old colin road, dunmurry	10
orangefield green, belfast	25
orchard court, holywood	44
pomona avenue, belfast	2
quarry road, belfast	8
ravensdene crescent, belfast	26
ravensdene park gardens, belfast	3
ravensdene park, belfast	36
rocky road, belfast	24
rosetta drive, belfast	24
rutherglen street, belfast	106
silverstream avenue, belfast	119
somerton gardens, belfast	28
st johns avenue, belfast	26
st johns place, belfast	27
stockmans drive, belfast	34
stockmans gardens, belfast	14
stoney road, belfast	9
sugarfield street, belfast	7
sydenham crescent, belfast	29
the hill, belfast	26
trostan gardens, belfast	12
twaddell avenue, belfast	1
tyndale green, belfast	33
upper hightown road, belfast	8
upper malone road, belfast	46
upper newtownards road, belfast	34
upton cottages, belfast	23
vionville park, belfast	20
voltaire gardens, newtownabbey	45
wandsworth crescent, belfast	21
wandsworth place, belfast	16
west circular crescent, belfast	48
westway parade, belfast	23

whispering pines, belfast	5
white brae, belfast	1
whitewell drive, newtownabbey	20
wilton gardens, belfast	4
wilton street, belfast	58
wolfhill road, belfast	5
woodburn drive, belfast	26
woodvale gardens, belfast	43
wynfield court, belfast	8
(blank)	
(blank)	
Grand Total	17643

PEOPLE AND COMMUNITIES COMMITTEE

Belfast City Council

Subject:	**Request for the use of Parks for 2026 Events**
Date:	Tuesday 06 October 2026
Reporting Officer:	Stephen Leaonard, Director of City and Neighbourhood Services.
Contact Officer:	Paula Irvine, Parks Events and Outreach Manager

Restricted Reports

Is this report restricted? **Yes** [ ] **No** [x]

Please indicate the description, as listed in Schedule 6, of the exempt information by virtue of which the council has deemed this report restricted.

Insert number [ ]

1. Information relating to any individual.
2. Information likely to reveal the identity of an individual.
3. Information relating to the financial or business affairs of any particular person (including the council holding that information)
4. Information in connection with any labour relations matter
5. Information in relation to which a claim to legal professional privilege could be maintained.
6. Information showing that the council proposes to (a) to give a notice imposing restrictions on a person; or (b) to make an order or direction.
7. Information on any action in relation to the prevention, investigation or prosecution of crime

If Yes, when will the report become unrestricted?

After Committee Decision	[ ]
After Council Decision	[ ]
Sometime in the future	[ ]
Never	[ ]

Call-in

Is the decision eligible for Call-in? **Yes** [x] **No** [ ]

1.0	**Purpose of Report/Summary of Main Issues**
1.1	The Committee is asked to note that Council has received requests from event organisers to host events in Belfast City Council Parks during 2026. • CIYMS Festive 5K Run, organised by Orangegrove Athletics Club at Belmont Park. • Halloween Twilight Event at Strangford Avenue Playing Fields, delivered by BCC Parks Outreach in partnership with Glenveagh SEN School and the Friends of Glenveagh.
2.0	**Recommendation**
2.1	The Committee is asked to grant authority to the applicants for the proposed events on the dates noted; subject to the completion of the appropriate event management plans and satisfactory terms being agreed by the Director of City & Neighbourhood Services and on the condition that the Event Organisers: I. resolves all operational issues to the Council's satisfaction; II. meets all statutory requirements including Public Liability Insurance cover, Health and Safety, and licensing responsibilities; and III. shall consult with adjoining public bodies and local communities as necessary. Please note that the above recommendations are taken as a pre-policy position in advance of the Council agreeing a more structured framework and policy for 'Events', which is currently being taken forward in conjunction with the Councils Commercial team.
3.0	**Main Report**
3.1	**<u>Key Issues</u>**
3.2	If agreed, the event organisers or promoters will be required in advance of the event to submit an event management plan for approval by the Council and all relevant statutory bodies. This will include an assessment of how the event will impact upon the surrounding area and measures to mitigate these impacts.
3.3	**<u>CIYMS CI Festive 5K Run – Orangegrove Athletics Club – Belmont Park – Monday 28 December 2026</u>**
3.4	Belfast City Council has received a request from Orangegrove Athletics Club to host their CI Festive 5K Run at Belmont Park on Monday 28 December 2026. The fun run has been running for 42 years, and this is the fourth year it will be hosted by Orangegrove Athletics club. Participants are encouraged to attend in fancy dress with prizes being awarded to the best entrants. The number of entrants will be capped at 250 to safely accommodate all runners.
3.5	The event is aimed at raising money for Northern Ireland Hospice with an entrance fee of £10 per person. The entrance fee will be used to cover the costs for hosting the event including first aid, with all remaining funds being donated to the NI Hospice.
3.6	The event organiser has requested permission to collect money on site during the event. Belfast City Council are in receipt of a letter from NI Hospice authorising Orangegrove to fundraise on their behalf.
3.7	NI Hospice charity number: NIC102337

3.8 3.9	**Key Dates for the event are:** Set Up – Monday 28 December 2026 – 9am Event – Monday 28 December 2026 – 12pm to 1pm De-rig – Monday 28 December 2026 – 2pm
3.10	**<u>Halloween Twilight Event – BCC Parks Outreach in partnership with Glenveagh SEN School and their Friends Group – Strangford Avenue Playing Fields – Thursday 22 October 2026</u>**
3.11	The Friends of Glenveagh is the registered charity supporting Glenveagh SEN School in Belfast, which provides education for pupils aged 8 to 19 with severe, profound and complex learning disabilities, autism and associated sensory, communication and medical needs.
3.12	Members will recall that in December 2025, the Council's Property and Projects team relocated containers from Cathedral Gardens to Strangford Avenue Playing Fields. The containers provide a practical base for accessible outdoor learning, environmental and wellbeing activity. Belfast Health Development Unit (BHDU) has also provided funding to support this work, helping to establish the foundations for a more coordinated programme for children and young people with special educational needs.
3.13	Council officers are working with Glenveagh SEN School and the Friends of Glenveagh to understand pupils' needs, test suitable approaches and build a programme around the school community. Areas identified for development include health and wellbeing, habitat enhancement, outdoor learning, Forest School activities and potentially some summer provision.
3.14	The first programmed activity arising from this partnership will be a Halloween Twilight Event at Strangford Avenue Playing Fields. Supported by Council Parks Outreach officers and delivered in partnership with the School and the Friends of Glenveagh, it will provide an accessible and sensory-aware alternative to traditional Halloween events and enable pupils, siblings and families to participate together. The proposed programme includes a small decorated trail, pumpkin patch, sensory and quiet space, interactive dance and movement activity, face painting, best dressed competition and light refreshments.
3.15	The event will take place outside normal park opening hours. Attendance will be limited to 250 people, with tickets priced at £3 per person and managed through advance registration via the school. The Friends of Glenveagh also wish to operate a tuck shop on site and has also requested permission to collect money on site during the event. All proceeds will support the group's Christmas activities, including the purchase of a gift for each pupil and a Santa visit to Strangford Avenue PF or the school dependent on the weather.
3.16	Charity number for Friends of Glenveagh: 111024.
3.17	Learning from the event will inform the development of year-round and seasonal activity at the site, including potential Christmas, Easter and end-of-term programmes. The intention is to consolidate the approach with Glenveagh in the first instance and then widen engagement to the wider cluster of SEN schools, enabling more children, young people and families to benefit from the park and open space. Due to the date on which the request was received and the associated Committee timescales, it will not be possible for the request to be formally ratified prior to the event.
3.18	Residents living around the boundary of Strangford Avenue Playing Fields will receive advance notification by leaflet or letter, setting out details of the event and relevant contact information.

3.19	Participants will be encouraged to use the parking available within the Glenveagh School grounds. If weather conditions are unsuitable, the event will be relocated to Glenveagh School.
3.20	The Parks Outreach Team will work with the school during the week before the event to decorate the small Halloween trail. Subject to operational agreement, the decorations may remain in place until after Halloween and will be removed shortly afterwards.
3.21	**Key Dates for the event are:** Set Up – Thursday 22 October 2026 – 9am Event – Thursday 22 October 2026 – 6pm to 8pm De-rig – Thursday 22 October 2026 – 8pm to 9pm
3.22	**Financial and Resource Implications** There are no known financial or resource implications arising from the recommendations in this report. The work at Strangford Avenue at present is supported through existing Council resources and funding provided by Parks Outreach & BHDU.
3.23	**Equality or Good Relations Implications/Rural Needs Assessment** There are no adverse equality, good relations or rural needs implications. The Halloween event is intended to provide an inclusive and sensory-aware opportunity for pupils with complex and additional needs and their families.
4.0	**Appendices**
	None