



Barnsley Metropolitan Borough Council Air Quality Action Plan 2025-2030

In fulfilment of Part IV of the Environment Act 1995, as amended by the Environment Act 2021

Local Air Quality Management

Barnsley Metropolitan Borough Council

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Executive Summary

Air quality in Barnsley

This Air Quality Action Plan (AQAP) has been produced as part of our statutory duties required by the Local Air Quality Management framework. It outlines the actions we will take to improve air quality in Barnsley between 2025 and 2030. The AQAP sets out how the local authority will exercise its functions to secure the achievement of the air quality objectives.

This action plan is a final version and has been adopted on the 1st June 2026. Implementation of the outlined measures will result in the relevant objective(s) being attained borough-wide by 2027 at the latest.

The relevant Air Quality Management Areas (AQMAs) addressed by this action plan are outlined below. All AQMAs are established with the aim to meet the NO₂ annual mean air quality objective, with AQMA No. 6 also established to meet the NO₂ 1-hour mean objective.

- **AQMA No. 1** - An area encompassing residential properties one hundred metres from either side of the central reservation of the M1 motorway in Barnsley (established 2001)
- **AQMA No. 2A** - Residential properties along Dodworth Road between Junction 37 of the M1 motorway and Town End roundabout, including a portion of Summer Lane (established 2005).
- **AQMA No. 4** - Residential properties along the uphill carriageway of Harborough Hill Road from the gyratory (established 2008)
- **AQMA No. 6** - Residential properties along the A616 Manchester Road in Langsett (established 2012, amended in 2016).
- **AQMA No. 7** - Residential properties at the junction of Sheffield Road and the A6133 Cemetery Road (established 2012).

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Previous assessment of the Borough's air quality revealed the breaching (exceedance) of the annual average objective (standard) for nitrogen dioxide gas (NO₂) at receptors (mainly houses). These areas are close to several arterial roads and junctions near to Barnsley town centre, and close to the M1 motorway.

This action plan replaces the previous Air Quality Action Plan which ran from 2017 to 2022. Projects delivered through the previous Air Quality Action Plan include:

- Delivery of a Quality Bus Corridor traffic management scheme resulting in the revocation of an AQMA.
- The delivery of several Active Travel schemes aimed at encouraging people to use alternative modes of transport instead of the private car.
- Development of the '*Barnsley MBC Air Quality and Emissions Good Practice Planning Guidance*', in order to mitigate against the air quality impact of future development in the borough.
- Working with the South Yorkshire Mayoral Combined Authority (SYMCA) to introduce additional Zero Emission Buses (ZEBRA) on routes in Barnsley.
- Implementation of intelligent traffic management systems to ease traffic flow and congestion and hence reduce emissions.
- Significant progress in the way of civic leadership, engagement, climate adaptation and mitigation, governance, delivery, Greenhouse Gas reporting and a significant range of programs covering:
 - Energy efficiency & renewable energy
 - Sustainable transport & active travel
 - Highway improvements & maintenance
 - Resource efficiency
 - Decentralised heating
 - Protection and Improvement to the natural environment
 - Environmental Awareness Training
 - Social Prescribing & other initiatives
 - Communications, and.
 - Procurement & Social Value.

Public health context

Poor air quality is a significant public health issue. There is strong evidence that air pollution causes the development of coronary heart disease, stroke, respiratory disease, and lung cancer, exacerbates asthma, and has a contributory role in mortality¹. Additionally, air pollution particularly affects the most vulnerable in society: children and older people, and those with heart and lung conditions. There is also often a strong correlation with equalities issues, because areas with poor air quality are also often the less affluent areas.

The mortality burden of the air pollution mixture (based on both particulate matter (PM_{2.5}) and nitrogen dioxide (NO₂)) in the UK, is equivalent to 29,000 to 43,000 deaths at typical ages. Between 2017 and 2025, the total cost to the NHS and social care of air pollution in England, where there is more robust evidence for an association, is estimated to be £1.60 billion for PM_{2.5} and NO₂ combined (£1.54 billion for PM_{2.5} and £0.06 billion for NO₂). Barnsley Metropolitan Borough Council is committed to reducing the exposure of people in the Barnsley borough to poor air quality to improve health.

Barnsley's air quality issues are typical of an urban location, with emissions from road transport being a major source of air pollution, and the underlying reason for declaration of all our air quality management areas. Emissions from industrial and domestic sources are still of importance and continue to be subject to the relevant regulation, where appropriate.

Air pollution is associated with a number of adverse health impacts. It is recognised as a contributing factor in the onset of heart disease and cancer. Additionally, air pollution particularly affects the most vulnerable in society: children and older people, and those with heart and lung conditions. There is also often a strong correlation with equalities issues because areas with poor air quality are also often less affluent.

¹ Department for Environment, Food & Rural Affairs, Improving Outdoor Air Quality and Health: Review of Interventions. Available at: <https://www.gov.uk/government/publications/improving-outdoor-air-quality-and-health-review-of-interventions>. [Accessed 10th May 2026].

The UK Health Security Agency (formally Public Health England) has estimated that the costs of air pollution in England to health and social care services could reach between £5.3 billion and £18.6 billion between 2018 and 2035². Barnsley MBC is committed to reducing the exposure of people in Barnsley to poor air quality in order to improve health.

Air quality priorities

We are developing actions under five key themes, which have been developed and agreed by the Barnsley Metropolitan Borough Council Air Quality Action Plan Steering Group, chaired by our Service Director of Public Health. These are:

- Reduce Traffic;
- Behavioral Change;
- Increase efficiency;
- Regulation; and
- Improve our green spaces.

Underlying these key themes are aims which provide focus and commitment for each of the themes, ensuring that all stakeholders understand the overall aims of this Plan. Whilst we understand that national actions and legislation are expected to deliver road traffic emission reduction, primarily our priorities will be to complement these national actions with local air quality improvement, particularly at local residual air pollution hot spots, such as our AQMAs.

In this AQAP we outline how we plan to effectively tackle air quality issues within our control. However, we recognise that there are a large number of air quality policy areas that are outside of our influence (such as vehicle emissions standards agreed in Europe), but for which we may have useful evidence, and so we will continue to

² Public Health England. Estimation of costs to the NHS and social care due to the health impacts of air pollution: summary report, May 2018. Available at: <https://www.gov.uk/government/news/new-tool-calculates-nhs-and-social-care-costs-of-air-pollution> [Accessed 8th May 2026].

work with regional and central government on policies and issues beyond Barnsley MBC's direct influence. As Barnsley has several AQMAs, this plan includes actions for all AQMAs, rather than producing individual action plans for each AQMA.

In order to effectively target the sources of pollution, this AQAP includes a study identifying key emission sources of oxides of nitrogen (NO_x) that contribute to the formation of nitrogen dioxide (NO₂). This source apportionment study has been used to quantify the potential reductions in annual mean NO₂ concentrations that can be achieved across Barnsley following the introduction of air quality actions.

Responsibilities and commitments

This AQAP was prepared by the Regulatory Services department of Barnsley Council with the support and agreement of the following officers and departments:

- Regulatory Services
- Strategic Transport, Sustainability & Climate Change
- Planning
- Public Health

This AQAP has been approved by members of Air Quality Steering Group:

This commitment to local air quality improvement has been further demonstrated by the Council developing a new Corporate Plan performance indicator for air quality: *“CO25 Air quality nitrogen dioxide levels – micrograms per cubic meter under Outcome 11 – Strong and Resilient Communities, Protecting the borough for future generations”*. The target of 40 micrograms per cubic meter relates to the annual mean NO₂ air quality objective in the UK, the standard that is being breached within our AQMAs, and the standard that the actions within the action plan are attempting to meet.

Furthermore, actions which will impact on National Highways' road network (especially the M1 motorway in the Barnsley borough and the A616 in Langsett where we have declared AQMAs), will receive sign-off from National Highways officers, following joint working between the Council and National Highways in developing actions, and subsequent consultation.

Air quality actions

The following table (Table 1) details the actions the Council wishes to pursue, subject to securing appropriate funding, and securing stakeholder approval. These actions have been ranked low, medium, or high on their effectiveness to reduce air pollution emissions, based on the Action Toolbox in LAQM Technical Guidance TG22.

Table 1 – proposed air quality actions

No.	Proposed Action	Effectiveness
1	Carriageway Improvements	High
2	SYMCA Bus Reform	High
3	Encourage uptake of lower emission vehicles and alternative fuels (EVs, CNG, H2)	High
4	Specific schemes for the Langsett AQMA (AQMA No. 6)	High
5	Speed restrictions on gradient Feasibility Study	Low
6	Procurement	High
7	Control over emissions from Part B and A2 processes, and act as consultees for Part A1 processes	High
8	Enforcement of the Clean Air with regards to industrial smoke	High
9	Enforcement of the Clean Air with regards to domestic smoke control	High
10	Investigation of nuisance complaints, including appropriate action to resolve the problem	Medium
11	BMBC fleet improvement	High
12	Priority parking for LEVs	High
13	ECO Stars Heavy Duty Vehicle Recognition Scheme	High
14	Support organisations in reducing emissions	High
15	Energise Barnsley & Barnsley Strategic Resilience Partnership	High
16	Explore potential for public heat networks	High
17	Tree planting	Low
18	Consolidation Centre	Medium
19	Barnsley Intelligent Transport System (MOVA / SCOOT/ Bus Virtual Triggers)	Medium
19	Delivery of Active Travel Routes & encouraging cycling and walking behavioural change	High
20	Delivery of an improved Active Travel Hub – enabling more bikes and EV bikes for hire	Low
21	Care4Air	Low
22	Assessment of air quality impact of major traffic schemes	Low
23	Smoky diesel hotline	Low
24	Development of an Active Travel Strategy for developers for the next Local Plan	Low
25	Anti-idling enforcement	Medium

Review & engagement

This AQAP has been approved by Barnsley MBC's Place Directorate Senior Management Team on the 1st June 2026 and was presented at Place Directorate Cabinet Members Briefing on the 3rd June 2026.

This AQAP has been signed off by the Director of Public Health.

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

If you have any comments on this AQAP, please send them to Pollution Control at:

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1 Introduction

This report outlines the actions that Barnsley MBC will deliver between 2026 and 2030 in order to reduce concentrations of air pollutants and exposure to air pollution; thereby positively impacting on the health and quality of life of residents and visitors to the Barnsley Borough. The purpose of the report is to set out how the local authority will exercise its functions in order to achieve the relevant air quality objectives.

This action plan is a final version and has been adopted from 01/06/2026.

It has been developed in recognition of the legal requirement on the local authority to achieve and maintain Air Quality Objectives under Part IV of the Environment Act 1995, as amended by the Environment Act 2021, and to meet the requirements of the Local Air Quality Management (LAQM) statutory process.

This Plan will be reviewed every five years at the latest and progress on measures set out within this Plan will be reported on annually within Barnsley's Annual Status Report.

Further details of Barnsley's local air quality, including up-to-date local data and comparison with the Daily Air Quality Index (AQI; which tells us the daily pollution concentrations and their impacts on our health), can be found at our [Barnsley Metropolitan Borough Council air quality](#) webpage or the [Air Quality in England](#) webpage.

2 Summary of Current Air Quality in Barnsley

Barnsley Metropolitan Borough Council's air quality issues are typical of an urban location, with emissions from road transport being a major source of air pollution, and the underlying reason for the declaration of the five Air Quality Management Areas (AQMAs). Emissions from industrial and domestic sources are still of importance, however, and continue to be subject to the relevant regulation, where appropriate.

Previous assessment of Barnsley MBC's air quality revealed an exceedance of the annual average Air Quality Objective (standard) for nitrogen dioxide gas (NO₂) at receptors (mainly houses).

There have been inter-year fluctuations of NO₂ concentrations, but there is a general downward trend and there have been no exceedances of the Air Quality Objectives in AQMA 1 or 2A over the past five years. As a result of this, the Council aims to explore revocation of AQMA 1 in the future. These areas are close to several arterial roads and junctions near to Barnsley town centre and close to the M1 motorway.

In 2024, there were three exceedances of the NO₂ annual mean air quality objective identified across the 64 passive monitoring sites and two automatic monitoring sites across Barnsley. Two of these exceedances occurred within AQMA 4 and the third was at site 53, on Sheffield Road in the town centre. In 2024, NO₂ concentrations slightly decreased overall compared to 2023 concentrations, with the greatest decrease seen at site 50, from 26.3 µg/m³ in 2023 to 23.1 µg/m³ in 2024. The greatest increase was seen at site 49, from 29.4 µg/m³ in 2023 to 32.0 µg/m³ in 2024.

The annual mean NO₂ concentration did not exceed 60 µg/m³ at any monitoring locations during 2024, which indicates that an exceedance of the 1-hour mean objective (200 µg/m³) is unlikely at these sites.

2.1 Air Quality Management Areas

The relevant Air Quality Management Areas (AQMAs) addressed by this AQAP are outlined in the following table (Table 2).

Table 2 – Relevant Declared Air Quality Management Areas

AQMA Name	Date of Declaration	Pollutants and Air Quality Objectives	One Line Description	Is air quality within the AQMA influenced by National Highways roads?	Level of Exceedance: Declaration	Level of Exceedance: Current Year	Number of Years Compliant with Air Quality Objective
No. 1	03/10/2001	NO ₂ Annual Mean	An area encompassing residential properties one hundred metres either side of the central reservation of the M1 motorway in Barnsley	YES	46.4 µg/m ³	32.3 µg/m ³	5 Years
No. 2A	16/06/2005	NO ₂ Annual Mean	Residential properties along Dodworth Road between Junction 37 of the M1 motorway and Town End roundabout, including a portion of Summer Lane.	NO	49.7 µg/m ³	33.1 µg/m ³	5 Years
No. 4	07/07/2008	NO ₂ Annual Mean	Residential properties along the uphill carriageway of Harborough Hill Road from the gyratory	NO	58.6 µg/m ³	48.4 µg/m ³	n/a – in exceedance
No. 6	30/08/2012 (Amended 27/10/2016 to include NO ₂ 1-hour mean)	NO ₂ Annual Mean NO ₂ 1-hour mean	Residential properties along the A616 Manchester Road in Langsett	YES	77.1 µg/m ³	37.6 µg/m ³	2 Years
No.7	30/08/2012	NO ₂ Annual Mean	Residential properties at the junction of Sheffield Road and the A6133 Cemetery Road	NO	48.5 µg/m ³	34.9 µg/m ³	5 Years

A map showing the location of the current AQMAs is contained within Appendix C. Further details of our AQMAs can be found at [List of Local Authorities with AQMAs - DEFRA, UK](#).

2.2 Public Exposure

These issues are important public health issues and are addressed through several key programmes, including promotion of active travel which contributes to reducing emissions, as well as improving physical activity levels. The annual burden of long-term exposure to air pollution in the UK has been estimated to be an effect equivalent to 29,000 to 43,000 deaths at typical ages³.

Although air pollution can be harmful to everyone, it particularly affects people living in polluted areas, those who are exposed to higher levels of air pollution in their day-to-day lives, and those who are more susceptible to health problems caused by air pollution, widening health inequalities⁴.

The inclusion of the following indicators supports local areas to prioritise action on air quality to help reduce the health burden from air pollution.

- Adult mortality attributable to particulate air pollution measured as fine particulate matter (PM_{2.5}).
- Mortality burden associated with long term exposure to particulate air pollution at current levels, expressed as the percentage of annual deaths from all causes in those aged thirty and older.
- Annual concentration of fine particulate matter at an area level, adjusted to account for population exposure.

³ UK Health Security Agency, Chemical Hazards and Poisons Report: Air Quality — Special Edition (London: UKHSA, 2022), Available at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1083447/CHaPR_AQ_Special_Edition_2206116.pdf. [Accessed 8 May 2026].

⁴ Public Health England, *Health Matters: Air Pollution* (London: Public Health England, 2018), Available at: <https://www.gov.uk/government/publications/health-matters-air-pollution> . [Accessed 8 May 2026].

Figure 1 – Estimated fraction of mortality attributable to fine particulate matter⁵

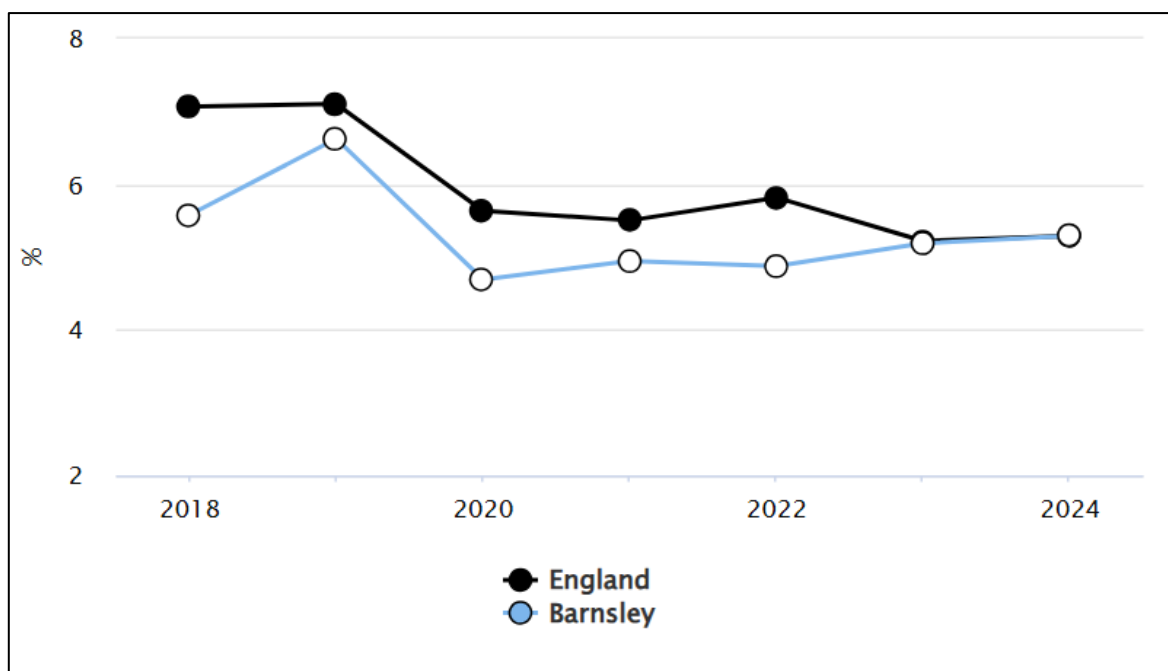
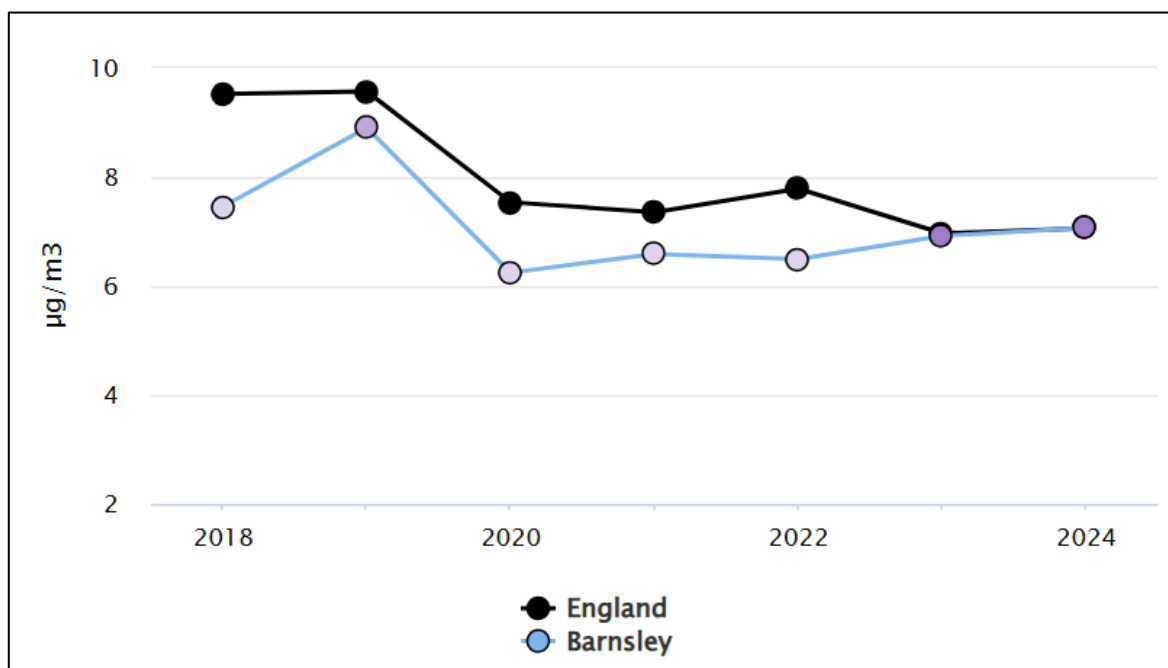


Figure 2 – Air Pollution: Fine Particulate Matter (New Method – Concentrations of total PM_{2.5}) for Barnsley



⁵ Office for Health Improvement and Disparities, *Public Health Outcomes Framework: May 2026 Data Update* (London: OHID, 2026). Available at: <https://www.gov.uk/government/statistics/public-health-outcomes-framework-may-2026-data-update>. [Accessed 8 May 2026].

Although Barnsley is meeting the standards for PM_{2.5}, there is no known safe concentration for this pollutant, hence, the Government's desire that emissions of this pollutant are tackled at local, as well as national level. As local sources of PM_{2.5} particles are very similar to sources of nitrogen dioxide gas (traffic, houses, industry), it is important also to assess any action to reduce emissions of nitrogen dioxide for their impact on PM_{2.5} emissions.

Other public health outcome framework indicators (PHOF) for the borough highlight the prevalence of poor health (e.g. cardiovascular disease, respiratory disease), which can be associated with poor air quality (one of many factors), or are a co-benefit of actions to improve air quality (such as promotion of the active travel agenda on levels of obesity).

Consequently, Public Health is keen that concentrations of both of these pollutants are addressed generally within the borough where feasible and not just within our AQMAs, in order to give wider protection to public health.

3 Barnsley's Air Quality Priorities

3.1 Public Health Context

The public health links with poor air quality have been highlighted within the Chief Medical Officer Annual report 2022 into Air Quality. From this, the following 15 recommendations have been made:

1. **Overall outdoor air pollution** - outdoor air pollution is falling and will fall further, provided we continue and accelerate the things we know work. This requires action in many sectors, but the interventions are all realistic. We need to focus on areas where people live, study, work and undertake leisure activities.
2. **Indoor air pollution** - As outdoor air pollution falls, indoor air pollution becomes a greater proportion of the problem. Ventilation and reducing emissions are important. Several interventions are highlighted in the report. However, the path to improvement is not as clear as for outdoors, and further research will be needed.
3. **Road transport** - the electrification of light vehicles and public transport is important for reducing air pollution from vehicle tailpipes – momentum must be maintained, and accelerated wherever possible. Emissions from tyres and road wear will not be improved by electrification, and this is a key research and innovation need.
4. **Heavy-duty vehicles** - A greater range of options for reducing air pollution emissions from heavy vehicles is needed. Some specialised vehicles such as refrigerated units need to be addressed, especially in urban areas.
5. **Railways** - The electrification of railways can significantly reduce air pollution emissions from trains and improve air quality for travelers, staff and those living nearby. Where this is not possible, bi-mode or other low-pollution technologies should be used. Closed spaces are important, for example we should look to end diesel trains being left running in enclosed stations.
6. **Urban planning** - With national government, local authorities are central in the response to air pollution. Urban planning should support reducing air pollution concentrations locally – such as reducing air pollution near schools

and healthcare settings. Shifting to active travel where possible has direct health wins as well as reducing air pollution from vehicles – planning should support this.

7. **Industry** - The substantial improvements from industrial processes over recent years are impressive. Wherever possible remaining industries that emit pollution should be sited away from densely populated areas. Where they cannot, such as construction, mitigations can significantly reduce the impact and they should be adhered to.
8. **Agriculture** - Ammonia emissions from agriculture contributes to secondary particulate matter air pollution, which can travel large distances and affect populated areas. Significant reductions in ammonia air pollution could be achieved by precision application of slurry to, or into soil, and covering slurry-stores. There would be capital costs, but these changes could be self-sustaining afterwards.
9. **The NHS** - The NHS is committed to halving its contribution to poor air quality within a decade while reducing health inequalities.
10. **Healthcare staff** - The training of healthcare staff should include the health effects of air pollution and how to minimise these, including communication with patients.
11. **Planning & Indoor air pollution** - People spend large periods of time indoors and many indoor places are public, where individuals have little control over the quality of air they breathe. These two factors should be recognised in the planning and development of public indoor spaces.
12. **Effective ventilation** - while minimising energy use and heat loss, is a priority for reducing air pollution, respiratory infections and supporting the renewable energy transition to reduce emissions. This is a major engineering challenge which needs solving.
13. **Indoor air pollution policy** - while there is co-ordination across government, the ownership of indoor air quality policy within government needs to be clarified.
14. **Wood stoves and other solid fuel heating** - The use of wood stoves is increasing and can impact air quality significantly in urban areas. Air pollution emissions can be reduced, but not fully eliminated, by using modern, less

polluting stoves and burning wood that is dry. In smoke control areas, the rules should be adhered to.

15. **Research priorities** - highlighted in the research section. Indoor air pollution in particular needs greater research interest. Policies should be evaluated once implemented.

This report further strengthens the link that the most vulnerable groups in society are those most affected by air pollution, through the combined impact of poor air quality and deprivation, along with longer term health inequalities. This report also details the ongoing costs of air pollution to the NHS and the wider social care system.

3.2 Planning and Policy Context

The air quality impact of development is recognised nationally and locally. Nationally, the National Planning Policy Framework December 2024(NPPF) provides guidance as to how planning can take account of the impact of new development on air quality.

Paragraphs specifically require that developments: (i) Prioritise sustainable transport modes; (ii) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.(iii) do not cause unacceptable impacts; (iv) contribute towards compliance with relevant limit values or national objectives for pollutants; (v) take into account the presence of AQMAs and Clean Air Zones;(vi) consider cumulative impacts; and (vii) identify opportunities to improve air quality and mitigate impacts.

Supporting the NPPF and in order to ensure that the air quality impact of future development in the borough is appropriately mitigated, this Service has developed the Barnsley MBC Air Quality and Emissions Good Practice Planning Guidance⁶. The guidance provides a template for integrating air quality considerations into land-use

⁶ Barnsley Metropolitan Borough Council, Air Quality and Emissions Good Practice Planning Guidance (Barnsley: Barnsley MBC, 2021). Available at: <https://www.barnsley.gov.uk/media/20122/pdc-2020-mar-bmbc-aqande-technical-planning-guidance-v13.pdf>. [Accessed 8 May 2026]

planning and development management policies that can influence the reduction of road transport emissions.

The air quality assessments follow a three-stage process:

- **Stage 1:** Determining the classification of the development proposal.
- **Stage 2:** Assessing and quantifying the impact on local air quality/
- **Stage 3:** Determining the level of mitigation required by the proposal to meet Local Development Plan requirements.

3.3 Source Apportionment

The AQAP measures presented in this report are intended to be targeted towards the predominant sources of emissions within Barnsley's area. To inform the development of this Action Plan, a source apportionment study was carried out in order to identify key contributors to air pollution and emissions at pollution hotspots in Barnsley.

Source apportionment of NO_x emissions and NO₂ concentrations was carried out using background mapping data published by Defra⁷ and air quality modelling to estimate contributions from local roads. Road transport activity data were determined using DfT traffic counts and local traffic counts. Emissions from road traffic were calculated using the emission factors and fleet projections provided in the Emissions Factors Toolkit⁸.

The study looked at the contribution of emissions sources at five locations, where monitored annual mean NO₂ concentrations were within 10% of the UK Air Quality Objective of 40 µg/m³:

- Footpath Sign, School House, Langsett (DT3).
- Langsett - Footpath Sign Bus Stop (DT8).
- 49 Harborough Hill Road (DT41).

⁷ <https://uk-air.defra.gov.uk/data/laqm-background-home>

⁸ <https://laqm.defra.gov.uk/air-quality/air-quality-assessment/emissions-factors-toolkit/>

- Harborough Hill Road – near to bakery (DT43).
- Sheffield Road, town centre (DT53).

Figure 3 presents contributions to concentrations away from local sources in Barnsley centre from background mapping data. Figure 4 presents a further apportionment of the contribution from local roads to concentrations at NO₂ hotspots in Barnsley by vehicle type. Table 3 presents this source apportionment information in tabular format.

The three main contributors to regional NO_x and NO₂ concentrations are emissions from roads, domestic and commercial combustion, and rural sources. Local contributions to NO₂ concentrations from road transport are dominated by emissions from cars and HGVs. In Langsett (the locations of DT3 and DT8), LGVs are also a major source of NO₂ concentrations, reflecting the larger proportion of HGVs and through traffic on the A616.

Figure 3: Source apportionment of regional contribution to annual mean NO₂ concentrations at hotspots in the BMDC area

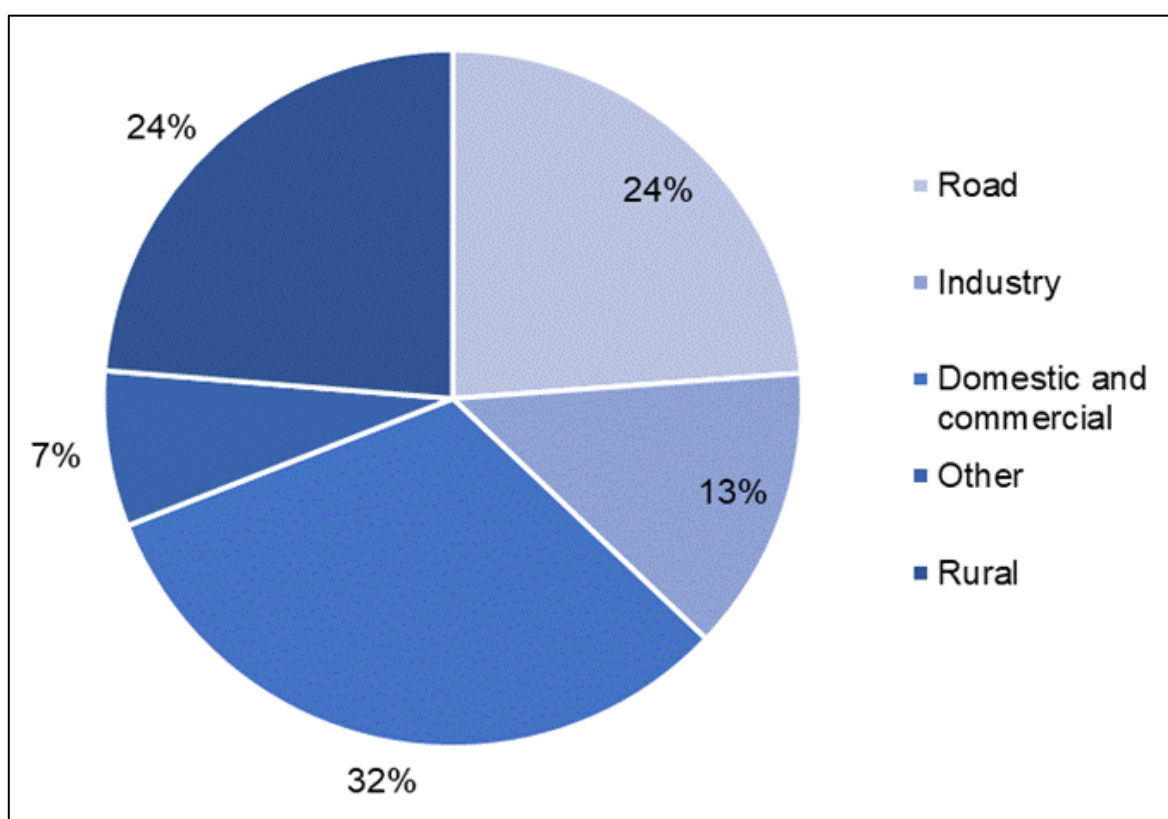


Figure 4: Source apportionment of local roads contribution to annual mean NO₂ concentrations at hotspots in the BMDC area by vehicle type, µg/m³

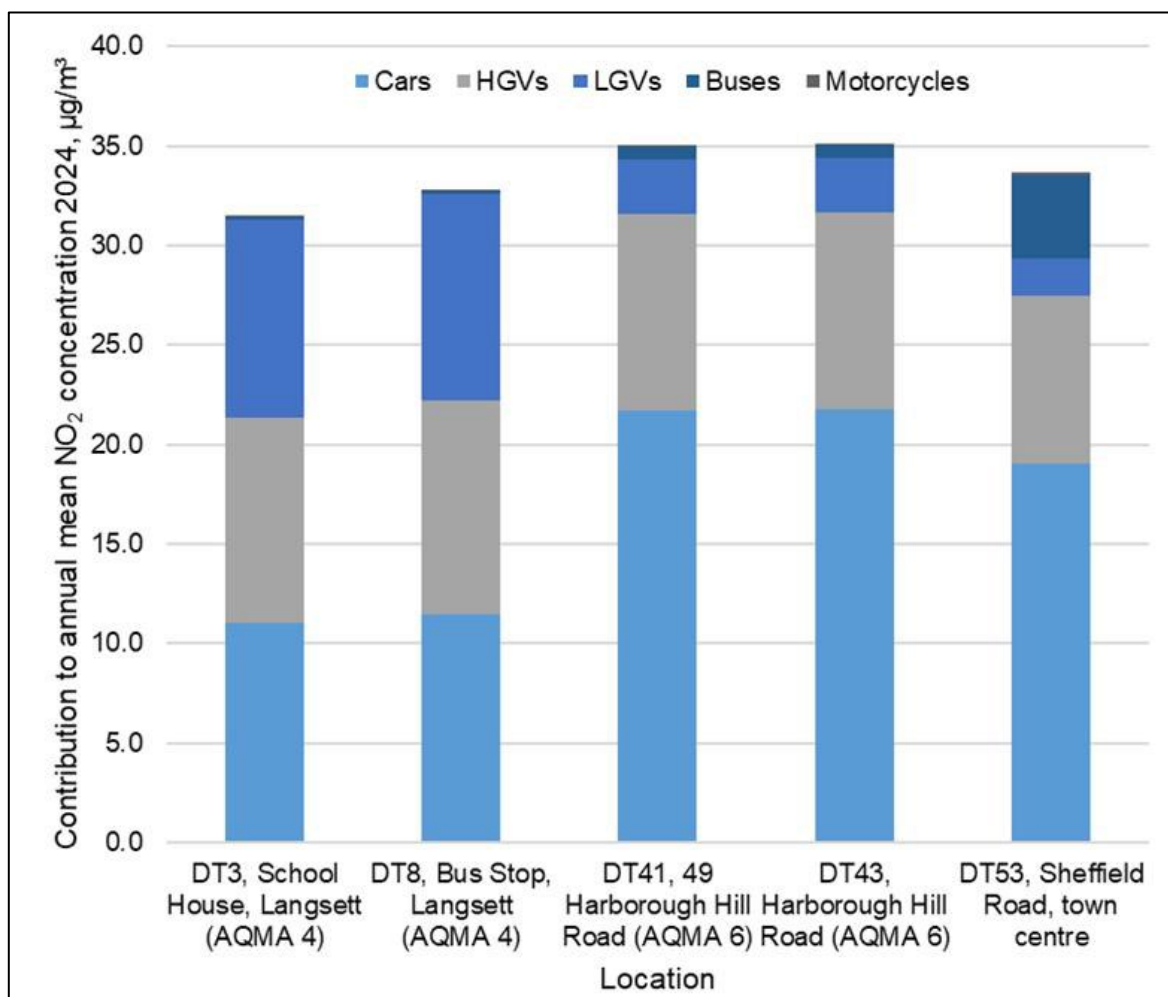


Table 3: Source apportionment of local roads contribution to annual mean NO₂ concentrations at hotspots in the BMDC area by vehicle type, µg/m³

Site ID	Location	Cars	HGVs	LGVs	Buses	Motorcycles
DT3	Footpath Sign, School House, Langsett	35%	33%	32%	< 0.1%	< 0.1%
DT8	Langsett - Footpath Sign Bus Stop	35%	33%	32%	< 0.1%	< 0.1%
DT41	49 Harbrough Hill Road	62%	28%	8%	2%	< 0.1%
DT43	Harbrough Hill Road – near to bakery	62%	28%	8%	2%	< 0.1%
DT53	Sheffield Road, town centre	57%	25%	6%	13%	< 0.1%

3.4 Required Reduction in Emissions

The monitoring data collected during 2024 shows only three monitoring locations (DT41, DT43, and DT53) which exceed the 40 µg/m³ annual mean threshold set for NO₂. Concentrations at a further two monitoring locations (3 and 8) are within 10% of the objective. Table 4 sets out the required reduction in NO₂ concentrations and emissions of NO_x from local roads to achieve compliance. The largest reduction in road emissions and NO₂ concentrations is seen at DT41 on Harborough Hill Road.

Table 4 - Required reduction in emissions to achieve compliance with the threshold for annual mean NO₂ concentrations in 2024

Site ID	Location	Monitored NO ₂ concentration, 2024, µg/m ³	Required reduction (µg/m ³)	Required reduction in road emissions as %
DT41	49 Harborough Hill Road	48.3	8.3	31.2
DT43	Harborough Hills Road – near to bakery	48.1	8.1	30.0
DT53	Sheffield Road, town centre	44.6	4.6	18.3

3.5 Key Priorities

We have developed actions under five key themes. These have been developed and agreed by the Barnsley MBC Air Quality Action Plan Steering Group, chaired by our Director of Public Health. These are:

- Reduce Traffic
- Behavioral Change
- Increase Efficiency
- Improve Fleet
- Regulation

Underlying these themes are aims which provide focus and commitment for each of the themes, ensuring that all stakeholders understand the overall aims of the Plan.

The key themes are detailed in Table 5.

Table 5 – Key priorities of the Barnsley Air Quality Action Plan

Key Theme	Aim	Relevant actions
Reduce Traffic	We aim to improve air quality by promoting public transport and other travel alternatives to the use of the private car	• SYMCA Bus Reform • Promoting Travel Alternatives
Behavioural Change	We aim to improve air quality by encouraging people who live, work or learn in Barnsley to take steps to reduce their impact	• Delivery of Active Travel schemes • Active Travel Plan Policy • Anti-idling
Increase Efficiency	We aim to improve air quality by ensuring our transport networks operate as efficiently as possible by smoothing traffic flows and reducing congestion	• Carriageway Improvements Specific scheme for AQMA 6 • Junction improvements schemes • Planning applications - air quality mitigation and assessment • Barnsley Intelligent Transport Systems • Assessment of air quality impact of major traffic schemes
Improve Fleet	We aim to improve air quality by reducing emissions from our Barnsley MBC fleet and other assets	• Procurement • BMBC Fleet improvements • Introduction of EV charging in car parks
Regulation	We aim to improve air quality by ensuring that industrial and domestic air pollution is correctly and fairly regulated, and ensuring that businesses are aware of their statutory requirements	• Control over emissions from Environmental Permits • Enforcement of Clean Air Act with regards to industrial smoke • Enforcement of Clean Air Act with regards to domestic smoke • Investigation of nuisance complaints, including appropriate action to resolve the complaint

The NICE air quality guidance⁹ for local authorities recognises (amongst other proposed air quality mitigations), the impact of the introduction of 20 mph zones and vegetation barriers on improving air quality.

⁹ National Institute for Health and Care Excellence, *Air Pollution: Outdoor Air Quality and Health* (NICE Guideline NG70) (London: NICE, 2017), Available at: <https://www.nice.org.uk/guidance/NG70> . [Accessed 8 May 2026]

4 Development and Implementation of Barnsley AQAP

4.1 Consultation and Stakeholder Engagement

In developing and updating this AQAP, we have worked with other local authorities, agencies, businesses and the local community to improve local air quality. Schedule 11 of the Environment Act 1995, as amended by the Environment Act (2021), requires local authorities to consult the bodies listed in Table 6.

We have also undertaken a review of local, regional and national existing strategies, plans and policies which have direct or indirect links to air quality:

- Barnsley MBC Transport Strategy, 2020-2040¹⁰
- Barnsley MBC, Housing Strategy 2024-2028¹¹
- Barnsley MBC, Public Health Strategy 2025-2030¹²
- Barnsley MBC, Local Plan 2019-2033¹³

The local plans referenced above have assisted in the development of this plan, while supporting continued and sustainable growth in the borough.

¹⁰ Barnsley Metropolitan Borough Council, Barnsley Transport Strategy: Moving from A to B (Barnsley MBC, 2020). Available at: <https://www.barnsley.gov.uk/media/22023/barnsley-transport-strategy.pdf>. [Accessed 10th May 2026].

¹¹ Barnsley Metropolitan Borough Council, Housing Strategy 2024–2028 (Barnsley MBC, 2024) Available at: <https://www.barnsley.gov.uk/media/gxqo1mvn/bmbc-housing-strategy-2024-2028.pdf>. [Accessed 10th May 2026].

¹² Barnsley Metropolitan Borough Council, Public Health Strategy 2025–2030 (Barnsley MBC, 2025). Available at: <https://www.barnsley.gov.uk/media/knpeoq5y/public-health-strategy-2025-30.pdf>. [Accessed 10th May 2026].

¹³ Barnsley Metropolitan Borough Council, Barnsley Local Plan 2019 (Barnsley MBC, 2019). Available at: <https://www.barnsley.gov.uk/media/17249/local-plan-adopted.pdf>. [Accessed 15th May 2026].

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The current Local Plan, adopted in 2019, provides local planning policy for the future development of Barnsley up to the year 2033. However, following review, a new Local Plan is currently being prepared.

For instance, the objective to reduce carbon emissions from housing will also assist with reduction of local air quality pollutant emissions, through the progressive use of more energy efficient ways to heat and power local housing.

Furthermore, through the planning regime, appropriate mitigation will be required for any future development which may be located in areas of air quality concern.

Examples of such mitigation include the provision of electric vehicle charging points in car parks, the introduction of Active Travel schemes to promote walking and cycling and other Travel Plan interventions.

The Barnsley AQAP also recognises other Council aspirations, notably restructuring the economy through economic regeneration. Increasing economic activity to maintain enough jobs and businesses to support the working population will potentially generate increased traffic on the local road network, which can then impact on congestion and road traffic emissions. This issue has been acknowledged. Regionally, where the Sheffield City Region Integrated Infrastructure Plan recognises air quality as an issue and identifies opportunities to reduce transport related emissions. The Local Plan identifies sites in the Borough for future development; whilst also within the Local Plan, there is a policy specifically relating to mitigation of air quality impact from future development, in locations where there are potential air quality concerns.

The previous version of the Barnsley AQAP follows the development of a Sheffield City Region (SCR) AQAP. Consequently, this updated Barnsley AQAP remains closely linked to the SCR AQAP, as this regional plan identifies mechanisms for air quality related actions which may be undertaken at this level, with associated funding bids also undertaken regionally. The development of regional funding bids is currently expected to be carried out by officers from the Combined Authority, in partnership with officers from Barnsley MBC. This arrangement is likely, as any subsequent funding awards for schemes which would benefit Barnsley would very likely be lodged and administered by the Combined Authority. The actions proposed within the SCR action plan are very similar to this plan, with the regional plan acting

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as a supporting document to this plan. Barnsley MBC's air quality Steering Group will make the final decision regarding any regional actions to be pursued within the borough.

A formal consultation exercise on the draft plan was undertaken between December 2025 and February 2026.

All relevant information was made available on the Barnsley MBC website where stakeholders were invited to comment online on the draft plan.

The consultation was advertised and promoted via social media with a campaign to direct residents to review and comment on the plan. Furthermore, all Barnsley MBC staff living and working in the borough were notified to provide their thoughts. The draft plan consultation was also announced in the regional AQ meeting, encouraging Doncaster, Rotherham and other surrounding local authorities to give feedback.

Responses gathered from the public consultation were mixed, with some comments being skeptical about the measures. Many comments received via social media raised the need to improve availability of parking spaces, the need for Park & Rides, and requested that fixing potholes should be a priority. Barnsley MBC considered this feedback in the finalization of the final Air Quality Action Plan and acknowledges the priority issues raised by respondents to the public consultation.

In addition, stakeholders who were considered to have a significant role in developing and implementing the plan were contacted directly. Besides those stakeholders listed in Table 7, ongoing consultation will continue with stakeholders internal to the Council via the Steering Group. The response to our consultation stakeholder engagement is given in Appendix A: Response to Consultation.

Table 6 - Consultation Undertaken

Consultee	Consultation Undertaken
The Secretary of State	No
The Environment Agency	No
National Highways	No
All neighbouring local authorities	Yes
Bodies representing local business interests and other organisations as appropriate	Yes

4.2 Steering Group

This draft action was presented at the inaugural meeting of the Steering Group, following approval of the draft plan by Council. The composition of the Steering Group is detailed in Table 7.

Table 7 – Composition of the Steering Group

Role	Responsible Person(s)
Chair	Director of Public Health, Barnsley MBC
Secretariat and Administration	Regulatory Services, Barnsley MBC
Directors and Heads of Strategic Transport	Head of Strategic Transport
Directors and Heads of Development	Service Director, Public Health and Communities Directorate
Directors and Heads of Planning	Head of Planning
Directors and Heads of Public Health	- Director of Public Health - Head of Public Health - Public Health Principal

The Steering Group will meet twice a year to gauge progress with the actions, promote new actions (where appropriate) and ensure that the local air quality management process in Barnsley is delivering and evolving.

The inaugural meeting of the Steering Group considered the actions within the draft of this plan and consequently approved the list of actions to go forward to wider consultation.

Regardless of actions being approved by stakeholder consultation, or by the Steering Group, some of these actions are yet subject to securing suitable funding.

5 AQAP Measures

5.1 AQAP Measures (Tabulated)

Table 8 shows the Barnsley AQAP measures. It contains:

- A list of the actions that form part of the plan;
- The departments/organisations responsible for delivering this action;
- Estimated cost of implementing each action;
- Expected benefit in terms of pollutant emission and/or concentration reduction¹⁴;
- The timescale for implementation; and
- How progress will be monitored.

The regular Annual Status Reports (ASRs) will be used to provide regular annual updates on implementation of these measures.

¹⁴ The effectiveness of these actions has been indicated qualitatively as high effectiveness (H - green), medium effectiveness (M - amber) and low effectiveness (L - red) in line with the Action Toolbox (Table A.1) presented in LAQM Technical Guidance TG.22.

Table 8 – Air Quality Action Plan Measures

Measure number	Measure name	Category	Classification	Estimated Year Measure to be Introduced	Estimated / Actual Completion Date	Organisations Involved	Funding Source	Funding Status	Estimated Cost of Measure	Measure Status	Effectiveness in reduction pollutant emissions/ concentrations	Key Performance Indicator	Progress to Date	Comments /Potential Barriers to Implementation
1	Carriageway Improvements	Traffic Management	UTC, Congestion management, traffic reduction	2024	2027	Local Authority Highways and Major Projects departments	South Yorkshire Mayoral Combined Authority (SYMCA)	Funded	n/a	Implement-ation	High	Completion of the scheme	Several carriageway improvements already delivered	Previous construction of road management schemes adjacent / within AQMAs has resulted in revocation of AQMAs – leading to this being a key measure
2	SYMCA Bus Reform	Transport Planning and Infrastructure	Public transport improvements- interchanges stations and services	2026	2027	SYMCA ST	South Yorkshire Mayoral Combined Authority (SYMCA)	Funded	£10k - 50k	Implement-ation	High	Number of ZEBRA buses in the fleet	Consultation on Proposed Bus Reform Jan 2025	Agreement based on previously signed ones elsewhere in South Yorkshire, but opportunity to update emission requirement (EURO specification)
3	Encourage uptake of lower emission vehicles and alternative fuels (EVs, CNG, H2)	Promoting Low Emission Transport	Procuring alternative Refuelling infrastructure to promote Low Emission Vehicles, EV recharging, Gas fuel recharging	2024	2026	South Yorkshire Combined Authority (SYMCA) BMBC - Environment & Transport and Place Directorate	OZEV & ORCS delivered. Now on LEVI funding (distributed by SYMCA)	Funded	Min £1.2M due for capital and £125k for capability to deliver on-street charging)	Implement-ation	High	Public and private charging points / emission reductions from transport (DfT / SYMCA measures)	• By 2030: about 30% of vehicles in Barnsley have the potential to be electric. • By 2040: about 90% of vehicles in Barnsley potential to be electric. • Barnsley council has 74 public EV charging bays in council car parks. These were fully funded from grant schemes.	Over the next few years, more people are expected to choose electric vehicles. This means more people will need places to charge, especially if they do not have a driveway.
4	Specific schemes for the Langsett AQMA (AQMA No. 6)	Traffic Management	UTC, Congestion management, traffic reduction	2026	2027	National Highways	BMBC & National Highways	n/a	n/a	Planning	High	Reduction in concentrations	Setting up of working group	The joint National Highways-BMBC working party has identified potential actions, which now require further consideration and consultation
5	Speed restrictions on gradient Feasibility Study	Traffic Management	UTC, Congestion management, traffic reduction	2024	2026	BMBC, Regulatory Services	BMBC	Funded	<£10k	Completed	Low	Decision to implement the scheme	This measure has been completed during the development of the AQAP, in which the study determined that a speed reduction was not appropriate	This AQMA has been declared due to increased emissions using a steep uphill carriageway. Concentrations adjacent to the downhill carriageway are meeting air quality objectives for NO ₂
6	Procurement	Policy Guidance and Development Control	Sustainable Procurement Guidance	2026	Ongoing	BMBC, Procurement	BMBC	Funded	n/a	Ongoing	High	Production and implementation of revised policy	See Section 5.2.6	Process will involve the review of other local authority procurement policies

Measure number	Measure name	Category	Classification	Estimated Year Measure to be Introduced	Estimated / Actual Completion Date	Organisations Involved	Funding Source	Funding Status	Estimated Cost of Measure	Measure Status	Effectiveness in reduction pollutant emissions/ concentrations	Key Performance Indicator	Progress to Date	Comments /Potential Barriers to Implementation
7	Control over emissions from Part B and A2 processes, and act as consultees for Part A1 processes	Other	Other	2021	2032	BMBC, Regulatory Services	BMBC	Funded	£10k - 50k	Ongoing	High	Reduction in breaches of Part A1, Part A2 and Part B permits	Ongoing inspection carried out on an annual basis (more frequently if required)	Ongoing statutory duty for local authorities
8	Enforcement of the Clean Air Act with regards to industrial smoke	Other	Other	2021	2032	BMBC, Regulatory Services	BMBC	Funded	£10k - 50k	Implement-ation	High	Reduction in breaches of the Clean Air Act	Ongoing	Ongoing statutory duty for local authorities
9	Enforcement of the Clean Air Act with regards to domestic smoke control	Other	Other	2021	2033	BMBC, Regulatory Services	BMBC	Funded	£10k - 50k	Implement-ation	High	Reduction in breaches of the Clean Air Act	Ongoing	Schedule 12 of the Environmental Bill amends the Clean Air Act 1993 to allow local authorities to impose financial penalties in smoke control areas. The existing criminal offence of emitting smoke from a chimney in a Smoke Control Area is replaced with a civil penalty regime.
10	Investigation of nuisance complaints, including appropriate action to resolve the problem	Other	Other	2024	2033	BMBC, Regulatory Services	BMBC	Funded	£10k - 50k	Implement-ation	Medium	Reduction in nuisance complaints attributed to air quality/smoke; decrease in resolution time for existing nuisances	Ongoing	The use of Abatement Enforcement Notices (Under the Environmental Protection Act 1990) and Community Protection Warning / Notices (ASB, Crime and Policing Act 2014) will be utilised to help tackle antisocial burning
11	BMBC fleet improvements	Vehicle Fleet Efficiency	Vehicle Replacement Programme	2021	2025	BMBC	BMBC	Funded	£1 million - £10 million	Implement-ation	High	Number of electric vehicles purchased (minimum of 30)	33 fully electric vehicles, which amount to 15 percent of the Council fleet	Vehicle replacement ongoing as vehicles near their end-of-life
12	Priority parking for LEVs	Promoting Low Emission Transport	Priority parking for LEV's	2024	2030	BMBC	BMBC/Grants	Funded	n/a	Implement-ation	High	Not yet determined	Programme in progress – delivery includes providing EV charging points for residents without access to off-street parking. All major BMBC car parks now have EV charging points and priority parking	Consultation process should provide opportunity to comment on priority parking for LEVs

Measure number	Measure name	Category	Classification	Estimated Year Measure to be Introduced	Estimated / Actual Completion Date	Organisations Involved	Funding Source	Funding Status	Estimated Cost of Measure	Measure Status	Effectiveness in reduction pollutant emissions/ concentrations	Key Performance Indicator	Progress to Date	Comments /Potential Barriers to Implementation
13	ECO Stars Heavy Duty Vehicle Recognition Scheme	Freight and Delivery Management	Delivery and Service plans	2015	2026	BMBC, Transport Research Laboratory	BMBC, SYMCA	n/a	n/a	Completed	High	n/a – transitioned from BMBC remit	n/a - transitioned from BMBC remit	This scheme was originally set up by Barnsley and neighbouring South Yorkshire local authorities as a means of working with this fleet sector (HGVs, buses, coaches and vans) to improve air quality. The success of the scheme has resulted in an approach by the Transport Research Laboratory to take over the running of the scheme and the intellectual property rights, which the Council agreed to.
14	Support organisations in reducing emissions	Other	Behavioural Change	2020	2030	BMBC	BMBC	n/a	n/a	Ongoing	High	Number of organisations demonstrably benefiting from support (e.g. in reporting of reduced carbon footprint)	The Strategic Resilient Partnership meets quarterly and supports others / shares best practice so that others can adopt a range of interventions to help them be more resilient through reduced energy usage, emissions, lower operating costs and contribute positively to social and economic outcomes. Further details and annual report with details of measures are available here: Strategic Resilience Partnership	None, this is working well at present
15	Energise Barnsley & Barnsley Strategic Resilience Partnership	Other	Behavioural Change	2020	Ongoing	Energise Barnsley and private business/ stakeholders	Energise Barnsley	n/a	n/a	Implement-ation	High	KPIs include number of solar PV installations, number of bond and emission reductions Delivery of Solar PV and battery storage via Energise Barnsley under various schemes	Through our Energise Barnsley partnership we are installing solar photovoltaics on 910 council properties so far and have secured community bonds and pots to invest back into opportunities to support the local communities.	None at present
16	Explore potential for heat/ energy networks	Promoting Low Emissions heat and energy	Public Procurement of stationary combustion sources	2026	2030	BMBC	BMBC / grants / stakeholder funding	n/a	n/a	Planning	High	Uptake once the project is running	Through the Public Sector decarbonisation scheme, we retrofitted our highest usage council buildings and some of our schools to use low or zero emission equipment such as air source heat pumps and photovoltaics	Unknown at present

Measure number	Measure name	Category	Classification	Estimated Year Measure to be Introduced	Estimated / Actual Completion Date	Organisations Involved	Funding Source	Funding Status	Estimated Cost of Measure	Measure Status	Effectiveness in reduction pollutant emissions/ concentrations	Key Performance Indicator	Progress to Date	Comments /Potential Barriers to Implementation
17	Tree planting	Other	Other	2025	2030	BMBC	BMBC/ Partners/ Stakeholders	Funded	<£20k	Implement-ation	Low	Number of trees planted (target 246,000)	Ongoing	Following Mayor Coppard's initiative to plant over 1.4 million trees, we are committed to plant "our share" of over 246,000 – that's one tree for every person living in Barnsley
18	Consolidation Centre	Freight and Delivery Management	Freight Consolidation Centre	2025	2030	BMBC	n/a	n/a	n/a	Planning	Medium	n/a	n/a	Dependent on future opportunities
19	Barnsley Intelligent Transport Systems	Traffic Management	UTC, Congestion management, traffic reduction	2021	2023	BMBC, ST	BMBC	Funded	£1 million - £10 million	Completed	Medium	As the system is responsive to demand management requirements, it is considered difficult to prescribe a key performance indicator, however ITS (SCOOT/MOVA / Bus Virtual Triggers28) has been installed within several of our AQMAs	See previous PRs. Installation of SCOOT within AQMAs, 2A, 4 and 7. Installation of MOVA in AQMA 5	Intend to continue beyond 2025, subject to securing of further funding in future years
20	Encourage cycling and walking (developing infrastructure and campaigns)	Promoting Travel Alternatives	Promotion of cycling	2021	2040	BMBC, ST	South Yorkshire Mayoral Combined Authority (SYMCA)	Funded	> £10 million	Planning	High	Completion of schemes	Successful Sheffield City Region bid for £166 million. River Dearne long route (RDLR) scheme is part of the South Yorkshire Mayoral Combined Authority's Transforming Cities fund. The RDLR will improve active travel routes within the Dearne valley Park area between Harborough Hill Road, Pontefract Road, and Grange Lane. Where possible, the existing route will be widened to a four-metre shared use foot and cycle way.	One scheme is designed to enhance walking and cycling routes to retail estates located close to AQMA 4. Promotion of Active Travel as part of Clean Air Day. A number of schemes which will help give people more choices to travel without relying on their cars, so we can all work towards a healthy, more sustainable Barnsley and rapidly reduce emissions.
21	Care4Air South Yorkshire Clean Air Campaign	Public Information	Via other mechanisms	2007	Ongoing	BMBC, Regulatory Services	South Yorkshire Local Transport Plan	n/a	n/a	Ongoing	Low	Voluntary uptake by the public; Care4Air awards	See website for details of progress	http://www.care4air.org/

Measure number	Measure name	Category	Classification	Estimated Year Measure to be Introduced	Estimated / Actual Completion Date	Organisations Involved	Funding Source	Funding Status	Estimated Cost of Measure	Measure Status	Effectiveness in reduction pollutant emissions/ concentrations	Key Performance Indicator	Progress to Date	Comments /Potential Barriers to Implementation
22	Assessment of air quality impact of major traffic schemes	Traffic Management	UTC, Congestion management, traffic reduction	2021	2032	BMBC, Regulatory Services	BMBC	Funded	< £10k	Implementation	Low	Assessment of air quality impact of major road schemes with allotted timescale	Assessments completed to allotted timescales	Ongoing subject to future road schemes
23	Smoky diesel Hotline	Public Information	Via other mechanisms	n/a	Ongoing	BMBC, Regulatory Services	BMBC, Regulatory Services	Funded	n/a	Ongoing	Low	Number of prosecutions	Ongoing	https://www.barnsley.gov.uk/services/pollution/air-pollution/vehicle-pollution/
24	Promoting Travel Alternatives (Workplace travel planning; encourage / facilitate home-working; personalised travel planning; school travel plans)	Promoting Travel Alternatives	Workplace Travel Planning	2024	2040	BMBC	South Yorkshire Mayoral Combined Authority (SYMCA)	Funded	> £10 million	Planning	Low	Increase in active travel for work commutes	We have delivered over 10km of new active travel routes and will continue to promote walking, cycling and more sustainable modes of transport and will work closely with SYMCA to ensure the suitable provision of bus and rail	Ongoing projects
25	Anti-idling policy feasibility study	Traffic Management	Anti-idling enforcement	2025	2030	BMBC, Highways, Transport and Public Health	BMBC/ Stakeholders	Funded	<£10k	Planning	Medium	Reduced vehicle emissions around schools	One school used as a pilot diffusion tube deployed to get readings. School and BMBC interacting and educational process taking place parents have been contacted re dangers of vehicle emissions.	Feasibility study to determine if an anti-idling policy is appropriate for Barnsley Multiple teams within Barnsley to meet in 2026 to further explore the scope of this project

5.2 AQAP Measures (Detailed)

These proposed actions are discussed in more detail below:

5.2.1 Carriageway Improvements

As well as current congestion issues, it is hoped that the Borough will be subject to further employment and housing growth in future, in order to continually drive local economic regeneration and secure a more prosperous future. Such development and increasing economic activity, by its very nature, will generate increased traffic on the local network which can increase congestion and road transport emissions.

In order to mitigate against this, previous transport modelling work undertaken has demonstrated that carriageway improvements can be undertaken to improve vehicle flows and hence reduce emissions. This has proven successful in the past in Barnsley, resulting in the revocation of two AQMAs.

5.2.2 South Yorkshire Mayoral Combined Authority (SYMCA) Bus Reform

As of January 2025, the SYMCA have been consulting on a Bus Reform with their preferred option being Bus Franchising. Under Bus Franchising, the SYMCA would take control of how buses are operated, owning the depots and bus fleets. It will give them the power to decide bus routes, timetables, quality standards, ticket options, cost of fares, how to improve the reliability of the bus network and how buses, trams and trains can connect. Being responsible for bus fleets will enable more Zero Emission buses to be procured.

5.2.3 Encourage uptake of lower emission vehicles and alternative fuels

Regionally, the Sheffield City Region Air Quality Action Plan states that:

“At present the uptake of low emission vehicles amongst the public has been limited, as with most products in their infancy, although there has recently been some acceleration in the number of nationally registered EVs. Growth in uptake is forecast over the next 25 years as car manufacturers move to develop low emission alternatives. The gradual shift to low emission, electric and hybrid vehicles will only be possible if research and investment in an

infrastructure that can support them is undertaken at national and local level.

The partners have a key role to play by directing resources to encourage the shift to a low emission economy.

The [Energy Savings Trust website](#) provides a detailed discussion around the use of low emission vehicles, including electric vehicles. This site includes information relating to available grants for purchasing electric vehicles, running costs, range issues, and location of re-charging facilities.

The UK government also sets out national policies relating to the roll-out of electric passenger vehicles, including the phase-out of the sale of petrol & diesel cars & vans from 2030 onwards (or 2035 onwards for hybrid vehicles).

With this expected major shift in sales of new electric vehicles (especially cars), the Council (along with all other local authorities) is partnered with the NHS Fleet Recognition Scheme, which enables Council staff to purchase an EV vehicle.

As of 2026, there are 34 EVs in the BMBC fleet. The majority of Council owned car parks in the town centre now have an EV charging point, with 78 public EV chargers available. Through the LEVI funding, it is anticipated that this will also be rolled out to the Principal Towns. Around 9,000 electric vehicles are in use in Barnsley as of September 2025, according to SYMCA.

The [Barnsley MBC Air Quality and Emissions Good Practice Guidance](#) includes recommendations to developers on suitable mitigation techniques to offset the air quality impact of future development. This guidance recommends, where appropriate, the installation of electric vehicle charging points for these future developments.

5.2.4 Specific schemes for the Langsett AQMA (AQMA No. 6)

The air quality issues within Langsett are still being monitored via diffusion tubes and further discussion will be held with national highways to see if any further improvements can be made to further lower NO₂ emissions on this route.

A major trans-Pennine road (A616) passes through the village of Langsett, which is subject to a gradient and right-hand turn junction used by a high number of HGVs. The A616 is a National Highways administered road and is also part of proposed an enhanced trans-Pennine connectivity scheme. Initial discussions have been held with

National Highways on appropriate air quality mitigations within the context of the proposed scheme. Since 2018, further speed reduction and road resurfacing has been carried out, though no investigation into outcomes or way forward has been carried out as of 2026. It must be stressed however that improvement in air quality in Langsett requires the active involvement and commitment of National Highways Planning applications – air quality assessment and mitigation.

In order to mitigate more effectively against the air quality impact of future development, this service will continue to implement local guidance. The guidance provides a template for integrating air quality considerations into land-use planning and development management policies that can influence the reduction of road transport emissions.

The air quality assessments follow a three-stage process:

- **Stage 1:** Determining the classification of the development proposal.
- **Stage 2:** Assessing and quantifying the impact on local air quality.
- **Stage 3:** Determining the level of a mitigation required by the proposal to meet Local Development Plan requirements This local guidance is complimented nationally by the requirements of the National Planning Policy Framework.

In addition, the planning process can consider the siting of any new large industrial sources. Underpinning the planning process are the relevant planning policies. Currently, these are contained within the Local Plan adopted in 2019¹⁵, which is currently under review.

These policies require an applicant to consider air quality in these circumstances. Should this assessment (which is appraised by the Barnsley MBC) indicate exceedance of any UK air quality objectives, then the proposed development will require appropriate mitigation, or the application may then be refused on air quality grounds.

¹⁵ Barnsley Metropolitan Borough Council, *Local Plan Adopted*, Barnsley Metropolitan Borough Council, January 2019. Available at: <https://www.barnsley.gov.uk/media/17249/local-plan-adopted.pdf> [Accessed 18th May 2026].

Subsequent to the planning process, it is likely that the siting of a large industrial process would then be subject to the issue of an environmental permit, by either the Environment Agency or Barnsley MBC, depending on the nature and size of any installation. This process would introduce further scrutiny of any air quality issues.

Similarly, the impact of introducing exposure close to these installations can be assessed (such as the encroachment of domestic housing on large industrial sources). Should this assessment indicate exposure to air pollution exceeding air quality objectives, then any application for any such development would require suitable mitigation or would be refused on air quality grounds.

There is a finite number of large industrial installations in the borough, and this authority is also aware of large industrial installations in neighbouring authorities, so the impact of these can also be considered.

5.2.5 Speed restrictions on gradient feasibility study

This measure has been completed during the development of the AQAP, in which the study determined that the average speed was approximately 42 mph. As such, BMBC and the South Yorkshire Partnership agreed that a speed reduction would not be an appropriate measure to carry forward.

5.2.6 Procurement

Barnsley MBC are in the process of implementing changes to sustainable procurement. This includes:

- workshops for suppliers to help them reduce their emissions, and
- the development of a social value brochure (to ensure that any additional benefits and value derived from public sector contracts go direct to communities etc.).

As part of this, Strategic Resilience offers complimentary use of a 'digital tool' that allows any organisation in Barnsley to identify opportunities to reduce emissions, costs and energy usage. Furthermore, as an organisation, the Strategic Resilience Team in partnership with Public Health, Procurement and Human Resources have updated the impact assessment tool to embed triple-bottom-line considerations into

business as usual and join-up services to maximise efficiencies and support with attaining best value during procurement.

5.2.7 Control over emissions from Part B and A2 processes, and act as consultees for Part A1 processes

Continuing control over relevant industrial processes which require an environmental permit ensures that air emissions are kept at a legislative minimum or below.

In addition, consideration has been given to the potential effects of the proposed combustion activity (diesel engines with a net rated thermal input of 1-50 MW), intended to be introduced into the Environmental Permitting Regulations 2010 (as amended) by January 2019.

This relates to the possible growth of diesel arrays, and the use of standby generators. We are already considering this issue, especially for planning applications for the installation of “short term operating reserve” (STORs), and the impact of air quality in the borough. We are asking for appropriate air quality assessments, with the methodology agreed with the local authority. These assessments are required to assess these installations’ predicted emissions on local air pollution concentrations, including comparison against air quality objectives. Should this assessment (which is appraised by the local authority) indicate exceedance of any air quality objectives, then the proposed development will require appropriate mitigation, or the application may then be refused on air quality grounds.

5.2.8 Enforcement of the Clean Air Act with regards to industrial smoke

Continuing control of industrial air emissions.

5.2.9 Enforcement of the Clean Air Act with regards to domestic smoke control

Continuing control of domestic air emissions. Barnsley MBC is aware of the growing impact of domestic sources on PM_{2.5} emissions from biomass burning. The entire Barnsley borough is covered by smoke control orders, and Barnsley MBC offer advice to householders who are considering using biomass and solid fuel appliances on the [Barnsley MBC smoke control website](#).

All stoves or boilers intended for domestic use in the Barnsley borough therefore will have to be exempted appliances or the householder will need to use an authorised fuel. Furthermore, Barnsley MBC investigates complaints regarding domestic smoke under the requirements of the Clean Air Act 1993. This AQAP measure consequently deals with enforcement of the Clean Air Act with regards to domestic smoke control, which includes emissions from domestic solid fuel stoves and boilers.

Barnsley MBC have also undertaken monitoring of PM_{2.5} concentrations within parts of the borough³², which may be subject to domestic PM_{2.5} emissions. This monitoring concluded that air quality standards relating to PM_{2.5} were not being exceeded.

5.2.10 Investigation of nuisance complaints, including appropriate action to resolve the problem

Regulatory services will continue to investigate complaints and monitor the borough to control domestic and industrial emissions to ensure compliance.

5.2.11 Barnsley MBC fleet improvement

Barnsley MBC's fleets are already members of the ECO Stars HDV fleet recognition scheme. Consequently, they are trialing an "enhanced roadmap" for the ECO Stars scheme, with the aim of identifying opportunities to further reduce emissions.

5.2.12 Priority parking for Low Emission Vehicles

Barnsley MBC has a new Car Parking Strategy, which includes the provision of EV charging in its car parks. as means of encouraging their use in the Barnsley urban area.

5.2.13 ECO Stars Heavy Duty Vehicle (HDV) Recognition Scheme

The ECO Stars fleet recognition scheme is a free scheme that aims to help fleet operators improve efficiency and reduce fuel consumption, with the subsequent benefit of reducing emissions. This scheme was originally set up by Barnsley and neighbouring South Yorkshire local authorities as a means of working with this fleet sector (HGVs, buses, coaches and vans) in order to improve air quality. The success of the scheme has resulted in an approach by the Transport Research Laboratory to take over the running of the scheme and the intellectual property rights, which the

Council agreed to. This measure, under the remit of Barnsley MBC, was completed during the development of this AQAP.

5.2.14 Support organisations in reducing emissions

Work with organisations to support them to reduce their carbon emissions through a program of activity involving behaviour change and the roll-out of software to help them identify emissions; data and insight would be used to direct investment to areas where an impact can be made to achieve significant reductions.

The Council has embedded the principles of sustainability into ‘business as usual’ through use of the impact assessment tool. The Strategic Resilient Partnership meets quarterly and supports others / shares best practice so that others can adopt a range of interventions to help them be more resilient through reduced energy usage, emissions, lower operating costs and contribute positively to social and economic outcomes. Further details and annual report with details of measures are available here: [Strategic Resilience Partnership](#)

5.2.15 Energise Barnsley & Barnsley Strategic Resilience Partnership

Continue to strengthen strategic partnerships such as Energise Barnsley and Barnsley Strategic Resilience Partnership to deliver interventions at scale to achieve a reduction in emissions.

5.2.16 Explore potential for public heat networks

Explore the potential of heat networks with anchor institutions and key sites where the public convene to access essential services.

5.2.17 Tree planting

Following Mayor Coppard’s initiative to plant over 1.4 million trees, we are committed to plant “our share” of over 246,000 – that’s one tree for every person living in Barnsley.

5.2.18 Consolidation Centres

Should opportunity for these arise in the Borough, then the air quality benefits of these should be encouraged.

5.2.19 Barnsley Intelligent Transport Systems

SCOOT (Split Cycle Offset Optimisation Technique) and MOVA (Microprocessor Optimised Vehicle Actuation) have been installed at various junctions in the Barnsley urban area, including AQMAs 2A, 4 and 5. These systems are used to reduce the traffic problems by using a variety of traffic management methods. SCOOT is a tool for managing and controlling traffic signals in urban areas. It is an adaptive system that responds automatically to fluctuations in traffic flow through the use of on-street detectors embedded in the road. MOVA tends to be used at more isolated junctions, but the principle is the same as SCOOT.

The Council has also procured a system called ‘*Bus Virtual Triggers*’ which will be installed at traffic signals throughout the borough. This system will detect a bus approaching and alter the signal timings to allow the bus to get through the junction. This will save vehicles idling and improve journey times.

5.2.20 Encourage cycling and walking (developing infrastructure and campaigns)

In 2021, the Council received over £13 million from the Transforming Cities Fund, which was later rolled into the City Region Sustainable Transport Settlement, which added a further £45 million for infrastructure projects aimed specifically for bus corridor improvements and Active Travel schemes.

There have also been funds secured through the newly formed Active Travel England; currently in Tranche 5 of funds being released. Specifically, the guidance states that:

“Investing in cycling (....and walking....) can help bring about a modal shift away from use of private vehicles, thereby reducing emissions of relevant air pollutants. There are also co-benefits in encouraging cycling, e.g. on health”.

5.2.21 Care4Air

[Care4Air](#) is the South Yorkshire air quality campaign, owned by the four South Yorkshire local authorities and SYPTE. This scheme has been operating for several years and aims to encourage behavioral change using a positive “social

marketing” message in order for individuals and organisations to reduce emissions. In the past, this campaign has been very successful and has received national recognition. Consideration needs to be given regarding the direction of the scheme, and again, identify appropriate funding.

5.2.22 Assessment of air quality impact of major traffic schemes

The air quality impact of any future major traffic schemes is considered in detail and recommendations for mitigation are made when appropriate.

5.2.23 Smoky Diesel Hotline

Central Government still operates their web page for the reporting of excessively smoking heavy goods vehicles, coaches and buses. [Barnsley MBC has hosted this smoky diesel hotline locally on its own website](#), and lobby Central Government, whether it would be feasible to develop a similar hotline for light duty vehicles.

5.2.24 Promoting Travel Alternatives

We will be replacing the current Supplementary Planning Document in time for the next Local Plan with a new Active Travel Strategy which will be aimed at developers to encourage sustainable modes of transport in their new housing (and commercial) developments. We will also be introducing a workplace travel plan for Council officers.

5.2.25 Anti-idling policy feasibility study

The policy has been tested at one pilot school within Barnsley, where a NO₂ diffusion tube has been deployed to assess the magnitude of pollution caused by idling at this location. Barnsley MBC has engaged with the school to provide education on the issue and contacted parents via letter to inform them of the dangers from vehicle emissions.

5.3 Timescales of the AQAP Measures

The timescale of the AQAP measures varies as many measures are already in progress; completed but extended in scope; or yet to be commenced. In summary:

- 11 measures (44%) are already in progress
- 8 measures (32%) have been completed, but following review have been extended in scope, or are continuously operational
- 6 measures (24%) are yet to be implemented.

The success of these measures will be determined by reviewing performance against the relevant KPIs each year as part of the Barnsley Annual Status Report. The timeline for implementation of measures will also be revised as necessary if any barriers are encountered/anticipated that may result in delay.

With the exception of continuous measures and measures with implementation dates beyond 2030, there are two measures that expected to be completed by the time of the next AQAP review (2030).

5.4 Air Quality Partners

The Air Quality Partners responsible for implementing these measures include:

- Barnsley MBC including responsible departments within the Council including:
 - Housing Service
 - Growth and Sustainability Directorate
 - Environmental Health & Public Protection
 - Procurement and Contract Management
- South Yorkshire Mayoral Combined Authority (SYMCA), and
- National Highways.

5.5 Maintaining Safe Air Quality

The measures listed in Section 5.1 of the AQAP are expected to improve air quality in the Borough beyond the attainment of compliance with air quality objectives for NO₂ within the AQMAs. This is evidenced through the implementation of measures relating to PM_{2.5} and the control of smoke, domestic emissions and industrial emissions.

Chapter 6 of the AQAP sets out the quantified reduction of NO₂ concentrations for four measures within the Borough in order to attain compliance with NO₂ air quality objectives, such that the implementation of further measures is expected to improve air quality within Barnsley further.

6 Quantification of Measures

6.1 Model scenarios

Emissions from road transport in future years will also be affected by other factors including population growth and improvements in vehicle emissions technology. As a result, all locations are expected to reach compliance for annual mean NO₂ concentrations by 2030.

To quantify the additional reductions that will be achieved through the Action Plan in order to safeguard and bring forward compliance, dispersion modelling was carried out using Ricardo's RapidAir model to quantify the expected impacts of three priority actions on NO₂ concentrations at hotspot locations in Barnsley:

- **M2:** SYMCA bus reform.
- **M13:** Introduce priority parking for LEVs, combined with other measures to support shift to EV and LEV use.
- **M24 and M25:** Reduction in the number of cars to represent a modal shift towards active travel and public transport.

Table 9 provides a summary of the methodology used in the scenario modelling.

Table 9 – Assessment methods for scenario modelling

Measure ID	Description	Evaluation method
M2	SYMCA bus reform	• 100% of the bus fleet was assumed to be electric vehicles on routes passing monitoring locations in AQMA 6 and on Sheffield Road. • Note that these bus routes do not pass through Harborough Hill, and as a result locations in AQMA 4 will not be impacted by this measure. • No modelling has been conducted to account for potential modal shift from private vehicles resulting from improved services.

Measure ID	Description	Evaluation method
M13	Introduce priority parking for LEVs, combined with other measures to support shift to EV and LEV use.	- The impact of this measure will be to encourage a shift from petrol and diesel private vehicle use to electric or LEV vehicles for trips to and from the car parks where the scheme is implemented. - This measure was assumed to apply to the Market Gate car park and Glass Works car park in the vicinity of AQMA 4. On this road, a 2.5% shift from petrol and diesel private vehicles to EV and LEVs was assumed in combination with other measures to support LEV and EV usage in the AQAP. - Concentrations in AQMA 6 and at DT53 were assumed to be unaffected by any vehicle fleet changes.
M24 and M25	Reduction in the number of cars to represent a modal shift towards active travel and public transport	- These are borough-wide measures and are assumed to affect traffic at all modelled locations. - The following three scenarios were modelled to provide a comparison of the impact of different magnitudes of shift towards public transport and active travel: HIGH: 10% reduction in car traffic flows. MEDIUM: 7% reduction in car traffic flows. LOW: 5% reduction in car traffic flows. - Emissions from road transport in future years will also be affected by other factors including population growth and improvements in vehicle emissions technology.

6.2 Estimated impact of measures

Table 10 presents the expected further reduction in NO₂ concentrations resulting from measures 2 and 13 in the AQAP.

Table 11 presents the expected reduction in annual mean NO₂ concentrations resulting from measures 24 and 25 in the AQAP.

The SYMCA bus reform (M2) is predicted to have a significant impact on concentrations at diffusion tube site DT53, but a smaller impact on concentrations in AQMA 6 whereas cars, LGVs and HGVs are the main contributors to NO₂ concentrations within AQMA 6.

Measures targeting emissions from private cars have a greater impact in AQMA 4 and at DT53 compared to AQMA 6, reflecting the large contribution of LGVs and HGVs to emissions in AQMA 6.

Table 10 - Estimated percentage reductions in NO₂ concentrations at hotspot locations in Barnsley from measures M2 and M13 (projected to 2030)

Site ID	Location	AQMA	Estimated percentage reduction from M2	Estimated percentage reduction from M13
3	Footpath Sign, School House, Langsett	AQMA 6	0.3%	-
8	Langsett - Footpath Sign Bus Stop	AQMA 6	0.3%	-
41	49 Harborough Hill Road	AQMA 4	-	2.1%
43	Harborough Hill Road – near to bakery	AQMA 4	-	3.2%
53	Sheffield Road, town centre	n/a	8.1%	-

Table 2-3: Estimated percentage reductions in NO₂ concentrations at hotspot locations in Barnsley from measures M24 and M25, low, medium, and high scenarios (projected to 2030)

Site ID	Location	AQMA	Estimated percentage reduction from M24 and M25		
			Low	Medium	High
3	Footpath Sign, School House, Langsett	AQMA 6	0.9%	1.3%	1.9%
8	Langsett - Footpath Sign Bus Stop	AQMA 6	0.9%	1.3%	1.9%
41	49 Harborough Hill Road	AQMA 4	2.8%	3.6%	4.8%
43	Harborough Hill Road – near to bakery	AQMA 4	3.2%	4.1%	5.3%
53	Sheffield Road, town centre	n/a	1.7%	2.3%	3.1%

6.3 Year of Objective Compliance

The expected year of natural compliance (i.e. the year that compliance with the target level would be achieved without including the measures in the Air Quality Action Plan) was assessed through emissions projections and dispersion modelling at the three locations, where monitored annual mean NO₂ concentrations exceeded the Air Quality Objective in 2024. This included two sites within AQMA 4 (DT41 and DT43) and one site outside any AQMA (DT53).

Traffic flows in future years were estimated using the projections from the Trip End Model Presentation Program (TEMPro), published by the Department for Transport. Vehicle fleet projections for future years were taken from the Emissions Factors Toolkit, published by Defra. Background concentrations for future years were taken from the Defra background maps.

The natural year of compliance is presented in Table 11. Compliance is predicted to be achieved within AQMA by 2027; and in 2026 for site DT53. As such, the measures in this Air Quality Action Plan will act to ensure that compliance is achieved and achieve further improvements to air quality across Barnsley.

Table 11 – Expected year of natural-attained compliance at locations where NO₂ concentrations exceed the annual mean NO₂ UK Air Quality Objective

Site ID	Location	AQMA	Monitored NO ₂ concentration, 2024, µg/m ³	Year of expected compliance
DT41	49 Harborough Hill Road	AQMA 4	48.3	2027
DT43	Harborough Hills Road – near to bakery	AQMA 4	48.1	2027
DT53	Sheffield Road, town centre	n/a	44.6	2026

Appendix A: Response to Consultation

A.1 Summary of responses

Table A.1 – Summary of responses to public consultation and stakeholder engagement on the AQAP

Consultee	Category	Response
Langsett Parish Council	Transport	Concern was raised by Langsett Parish Council that the proposed actions to improve air quality within AQMA 6 (Langsett) were too vague and without timelines. National Highways are the authority for the A616 through Langsett. Barnsley MBC will endeavour to set up a joint working party involving BMBC, LPC and NH to address these concerns.
Environment Agency	Industry	Further consideration to be given in the Plan to emissions from stationary sources, which has been accounted for
Barnsley Metropolitan Borough Council Public Health	Transport	- Consideration of 20 mph zones and vegetation barriers as detailed in the draft NICE guidance - Strengthen links with NHS and social car partners – will be addressed by Barnsley MBC Public Health and Regulatory Services as implementation of the Plan progresses. - Driver training to reduce speeds and emissions, particularly working with NHS / social care / voluntary sector fleets.
Local residents	Transport	Consideration of an assisted purchase scheme for low emission vehicles – currently the Council has no facility for such schemes. The Council now partners with the NHS Fleet Recognition Scheme for the purchase of EV and Hybrid vehicles
Local residents	Transport	Concern that the Plan did not address the air quality impact of new development and that the Plan did not consider other sources of traffic emissions as well as diesel cars. The resident has been directed to those sections of the Plan where these issues have been addressed.
Local ward members	Transport	A local ward member requested that the Plan had more consideration of the role of electric vehicles have in securing future road traffic emission reduction. This has subsequently been undertaken in the Plan.
Local ward members	Other	A local ward member raised the issue of public smoking. The member has been responded to directly with the Council's Public Health plans to deal with this issue. This issue is separate to the aims and purpose of this Action Plan.

A.2 External consultees contacted directly

- Neighbouring local authorities (Doncaster, Rotherham, Sheffield, Wakefield, Kirklees, High Peak)
- Environment Agency
- National Highways Stagecoach
- South Yorkshire Passenger Transport Executive
- Sheffield City Region Combined Authority
- Peak District National Park Freight Transport Association
- Barnsley and Rotherham Chamber of Commerce

A.3 Public consultation response

A public consultation of the AQAP was run throughout January 2026, in which 24 responses were received. The public were asked for their views on:

- Do you think the council's new air quality action plan will effectively address air pollution in the borough?
- Which specific measures in the air quality action plan do you think are most important in improving air quality?
- Are there any additional measures you believe should be included in the air quality action plan?
- What lifestyle or behavioural changes (if any) would you be willing to make or have made to improve air quality
- Do you have any other comments regarding the air quality action plan?

Social media comments brought up the issues of reduced parking spaces, the need for Park & Rides, and requested the council fix potholes.

Appendix B: Reasons for Not Pursuing Action Plan Measures

No measures were considered as part of the Barnsley AQAP development and consultation that were not included within the final AQAP.

Appendix C: Maps of Existing AQMAs

Figure C.1 – Map of Non-Automatic Monitoring Site

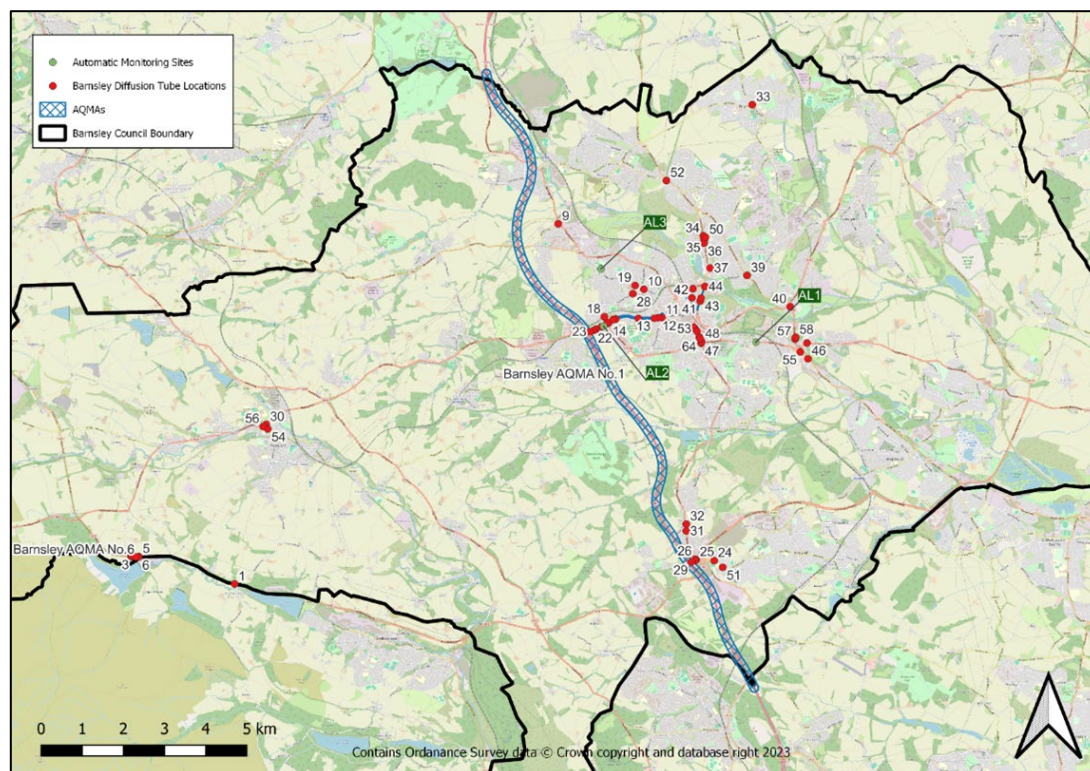


Figure C.2 - Map displaying diffusion tubes 2 to 8, and AQMA 6

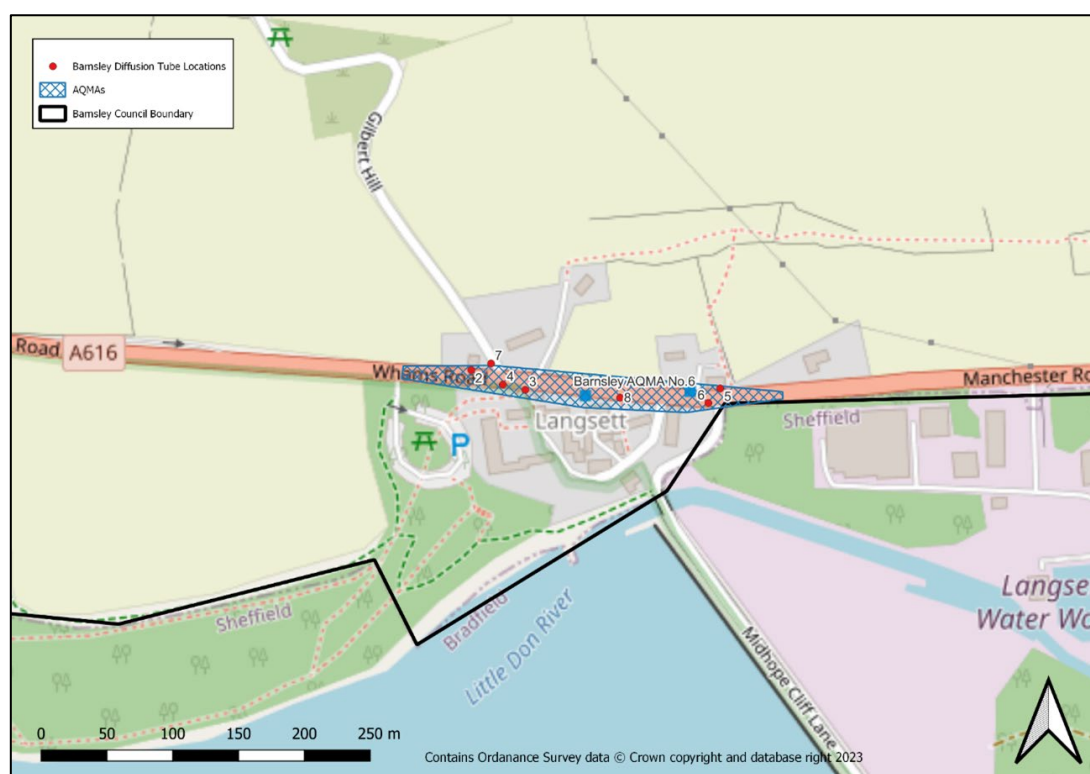


Figure C.3 - Map displaying diffusion tubes 10 to 23, 28, 45, 59 to 60, automatic monitoring location AL3, AQMA1 and AQMA 2A

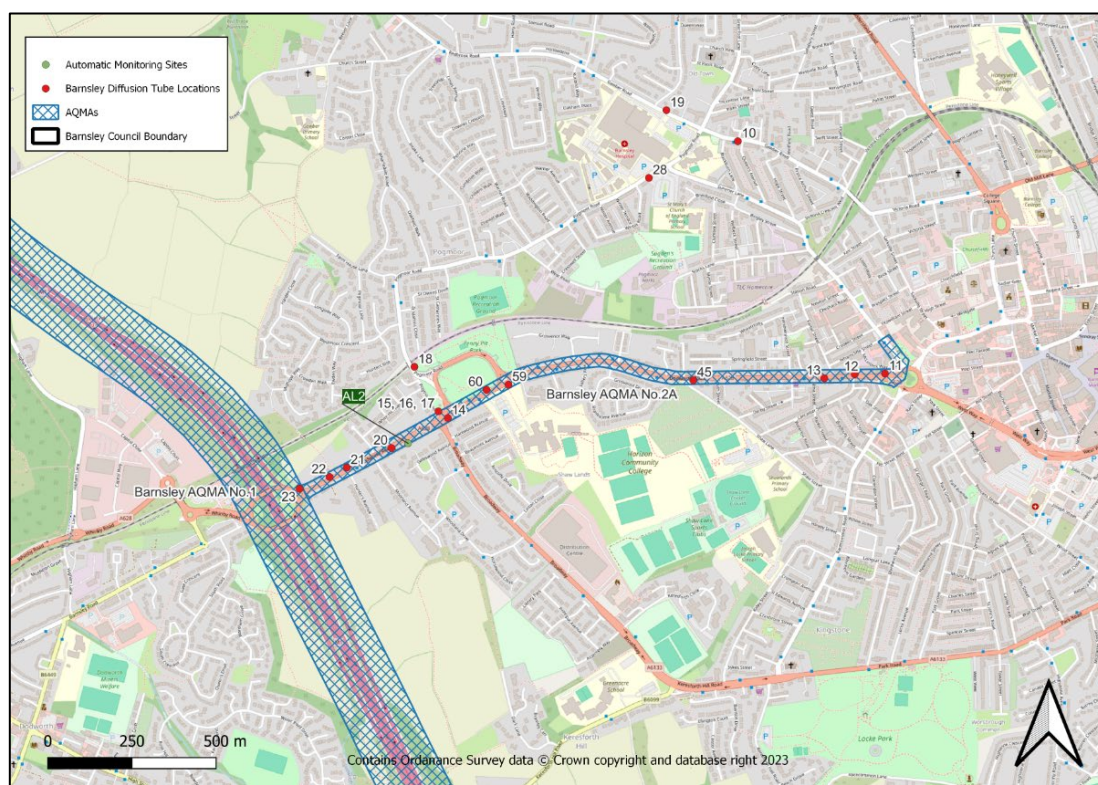


Figure C.4 - Map displaying diffusion tubes 24 to 27, 29, 31, 51 and AQMA 1

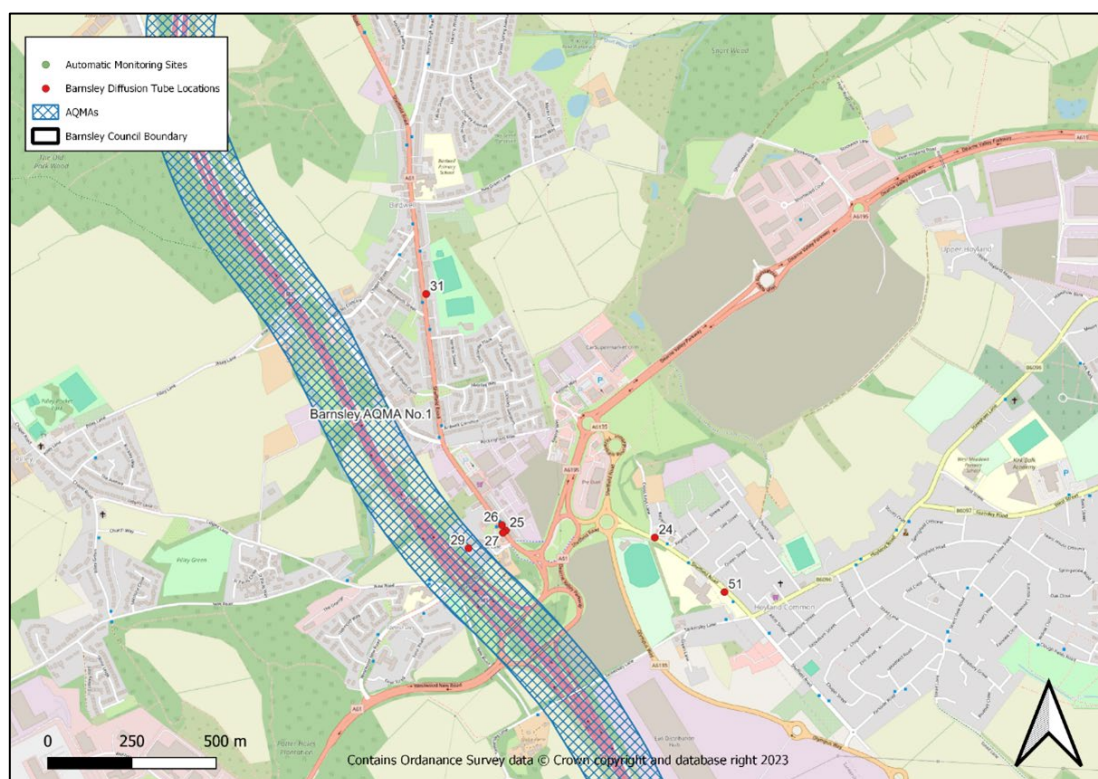


Figure C.5 - Map displaying diffusion tubes 37 to 38, 41 to 44, and AQMA 4

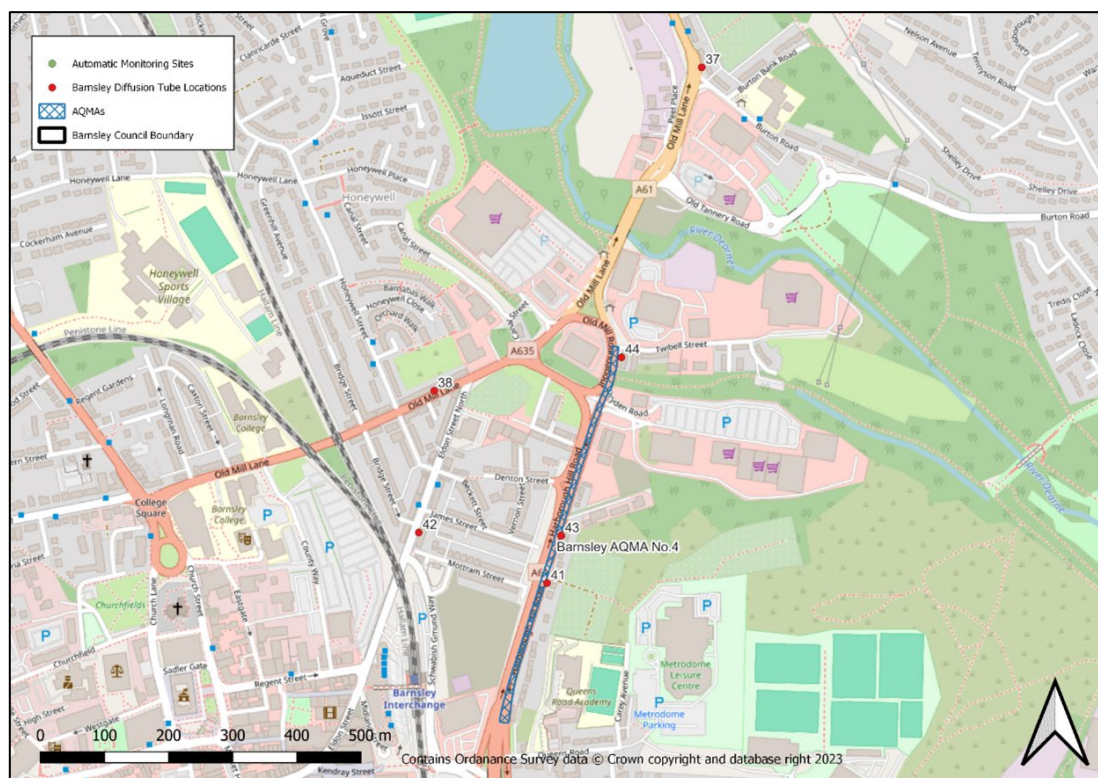
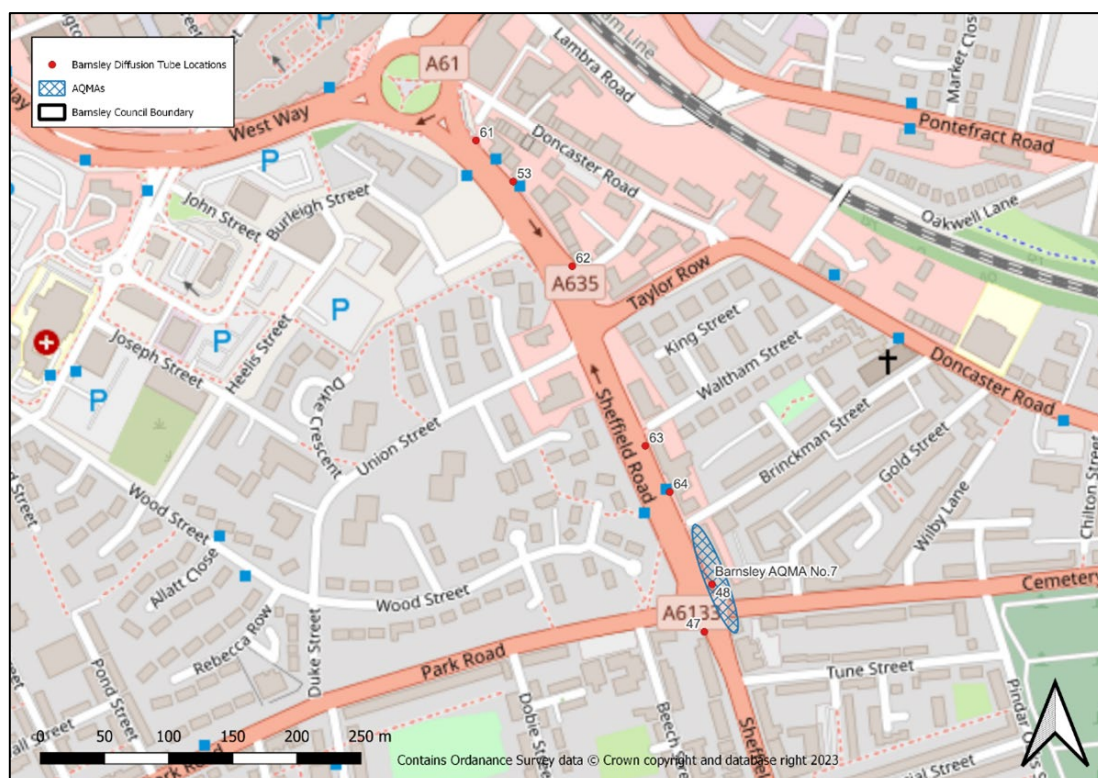


Figure C.6 - Map displaying diffusion tubes 47, 48, 53, 61 to 64 and AQMA 7



Glossary of Terms

Abbreviation	Definition
AQAP	Air Quality Action Plan – a document outlining measures to improve local air quality and achieve objectives
AQMA	Air Quality Management Area – an area declared where air quality objectives are exceeded or likely to be exceeded
AQS	Air Quality Strategy
ASR	Annual Status Report (air quality reporting under LAQM)
Barnsley MBC	Barnsley Metropolitan Borough Council
CNG	Compressed Natural Gas
CO ₂	Carbon Dioxide
Defra	Department for Environment, Food and Rural Affairs
DfT	Department for Transport
DT	Diffusion Tube (passive NO ₂ monitoring device/site)
ECO Stars	Efficient and Cleaner Operations fleet recognition scheme
EU	European Union
EV	Electric Vehicle
H ₂	Hydrogen (fuel)
HDV	Heavy Duty Vehicle
HGV	Heavy Goods Vehicle
ITS	Intelligent Transport Systems
KPI	Key Performance Indicator
LAQM	Local Air Quality Management
LEV	Low Emission Vehicle
LEVI	Local Electric Vehicle Infrastructure funding programme
LGV	Light Goods Vehicle
MOVA	Microprocessor Optimised Vehicle Actuation (traffic signal control system)

Barnsley Metropolitan Borough Council

Abbreviation	Definition
NH	National Highways
NHS	National Health Service
NICE	National Institute for Health and Care Excellence
NO ₂	Nitrogen Dioxide
NO _x	Oxides of nitrogen
NPPF	National Planning Policy Framework
OHID	Office for Health Improvement and Disparities
ORCS	On-Street Residential Chargepoint Scheme
OZEV	Office for Zero Emission Vehicles
PH	Public Health
PHOF	Public Health Outcomes Framework
PM ₁₀	Particulate Matter ≤10 micrometres diameter
PM _{2.5}	Particulate Matter ≤2.5 micrometres diameter
PV	Photovoltaics (solar panels)
RDLR	River Dearne Long Route
SCOOT	Split Cycle Offset Optimisation Technique (adaptive traffic signal control)
SCR	Sheffield City Region
STOR	Short Term Operating Reserve (energy generation system)
STTF	Sustainable Transport Transition Fund
SYMCA	South Yorkshire Mayoral Combined Authority
SYP	South Yorkshire Police
SYPT	South Yorkshire Passenger Transport Executive
UTC	Urban Traffic Control

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