

# Report

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Report to:	<b>Risk and Audit Scrutiny Forum</b>
Date of Meeting:	<b>16 December 2010</b>
Report by:	<b>Executive Director (Community Resources)</b>

Subject:	<b>Air Quality Issues following Audit Scotland Report on "Protecting and Improving Scotland's Environment"</b>
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## 1. Purpose of Report

1.1. The purpose of the report is to:-

- ◆ update the Risk and Audit Scrutiny Forum on South Lanarkshire Council's Air Quality issues in relation to Audit Scotland's – "Protecting and Improving Scotland's Environment Report"

## 2. Recommendation(s)

2.1. The Forum is asked to approve the following recommendation(s):-

- (1) that the update on South Lanarkshire's Air Quality issues be noted

## 3. Background

3.1. Audit Scotland prepared a report on Local Authorities in relation to the use of the money that is made available to them from the Scottish Government with regard to a variety of issues to protect and improve Scotland's environment. Air Quality, the Water Environment, Bio-diversity and Waste Management were the key areas of concern.

3.2. The Environment Act 1995 places a statutory obligation on local authorities to review and assess the quality of air within their District and to compare the findings with the National Air Quality Objectives (NAQO) (see Appendix 1). Although air quality is generally good within South Lanarkshire, there are areas that have been identified through the review and assessment reporting mechanism where air quality is poor and this is predominantly as the result of road transport pollution.

## 4. Current Position

4.1. Following a Detailed Assessment of air quality within the area surrounding the Whirlies Roundabout, East Kilbride, an Air Quality Management Area (AQMA) was declared in November 2008 due to the likely exceedance of the 2010 NAQO for PM<sub>10</sub> (Particulate Matter less than 10 microns). (See Appendix 2). Following on from the declaration, the Council have an obligation to develop an Action Plan detailing its proposed remediation measures to achieve the required improvement in air quality within the AQMA. To this end, a Steering Group was set up comprising Officers from Planning, Roads, Fleet, Education, and Environmental Services. A range of measures have been identified and will be taken forward to a public consultation event, following which a final Action Plan will then be implemented.

(See Appendix 3 for Options identified through the Steering Group to take forward for Public Consultation).

4.2. On-site monitoring has also identified other areas where air quality is poor namely:

- ◆ Main Street, Rutherglen – likely to exceed the NAQO for both PM<sub>10</sub> and NO<sub>2</sub> (Nitrogen Dioxide). A Detailed Assessment has recently been completed in March 2010 with the conclusion that an AQMA must be declared at this location. Air quality modelling of additional roads is currently being undertaken in order to determine the boundary of this AQMA.
- ◆ Hamilton Town Centre – likely to exceed NAQO for NO<sub>2</sub> and PM<sub>10</sub> – about to undertake a Detailed Assessment at this location.
- ◆ Bannatyne Street, Lanark - likely to exceed NAQO for NO<sub>2</sub> – about to undertake a Detailed Assessment at this location.
- ◆ Main Street, Uddingston - likely to exceed NAQO for NO<sub>2</sub> – about to undertake a Detailed Assessment at this location.

It should be noted that an air monitoring unit was recently commissioned at the Raith Interchange, Bothwell. The unit has been located for the specific purpose to monitor PM<sub>10</sub> and NO<sub>2</sub> from road traffic. However the unit has not been operating long enough to ascertain the status of air quality at this location.

Air monitoring is also currently undertaken at Ayr Road, Glespin for PM<sub>10</sub> to monitor particulates from an open cast coal mine. Monitored results from this have always been within the NAQO for this rural location.

### **4.3. Issues specifically raised by the Forum:**

4.3.1. “If AQMA was declared in 2008, why are we still developing the air quality action plan?”

The AQMA was declared in November 2008 and following due process in terms of the legislation and relevant guidance documents, extensive consultation took place with all significant internal stakeholders, namely Roads, Planning, Education, Fleet as well as external stakeholders such as Haulage Association, SPT. A Steering Group was set up and a range of measures have been identified that should have a positive impact on air quality. A Draft Action Plan is at present being finalised, the results of which will go forward to a public consultation event, and the outcome of this will be included in the final Action Plan.

4.3.2. “What measures are likely to be taken, and what have we tried already if anything?”

A draft Action Plan is currently being finalised and should be available on line within the next 4 weeks. The types of measures that we have looked at range from actions by a variety of Services, including Environmental Services, Planning, Roads as well as partnership working with SPT. There are 28 options that have been identified in the draft Action Plan. (See Appendix 3).

- 4.3.3. “Where can elected members and the public get information on levels of pollutants?”

There are a number of visual display screens at Council Offices within South Lanarkshire where air quality is displayed – Q & A at South Vennel, Café at South Vennel, Lanark; East Kilbride Central Library and Rutherglen Town Hall. A display screen is due to be installed at the foyer area at the West Wing, Council Offices, Hamilton. In addition, Further information on air quality can be obtained from the Scottish Government’s air quality website <http://www.scottishairquality.co.uk> or by contacting Environmental Services.

- 4.3.4. “What is the situation at Raith interchange – does this fall within South Lanarkshire’s area or North Lanarkshire’s area?”

This falls within South Lanarkshire’s area and we currently monitor both PM<sub>10</sub> and NO<sub>2</sub> at this location. The monitored results have so far been within the NAQO.

## **5. Employee Implications**

- 5.1. None.

## **6. Financial Implications**

- 6.1. As part of the Single Outcome Agreement, South Lanarkshire Council is awarded £46,000 each year from the Scottish Government for air quality measures, however this money is not ring fenced.

- 6.2. Where an AQMA exists or is likely to exist, the Scottish Government offer grant assistance to local authorities to support air quality functions and this money is ring fenced.

- 6.3. For information, South Lanarkshire Council was awarded the following amounts for this purpose:

Year 07/08: Local Air Quality Management Capital Grant Scheme: £124,190  
For Service/Maintenance of equipment and purchase of new equipment.

Year 09/10: Local Air Quality Management Capital Grant Scheme: £112,720.48  
For Service/Maintenance of equipment and purchase of new equipment.

Year 10/11: Local Air Quality Management Capital Grant Scheme: £61,000  
For Service/Maintenance of equipment.

- 6.4. In addition, from 08/09, the Scottish Government began offering local authorities financial assistance to support action plan measures where an AQMA has been declared. South Lanarkshire Council was awarded the following amounts for this purpose:

Year 09/10: Application for Funding to Support Air Quality Action Plan Measures:  
£70,000

To install Real Time Passenger Information on bus stops within East Kilbride area to encourage modal shift from private vehicles and onto public transport to improve air quality and to install a cycle track from Nerston in East Kilbride to Uddingston.

Year 10/11: Application for Funding to Support Air Quality Action Plan Measures:  
£60,000

To install Real Time Passenger Information on bus stops within East Kilbride area to encourage modal shift from private vehicles and onto public transport to improve air quality.

6.5. With regard to revenue costs, these are being met by the Services existing budget.

## **7. Other Implications**

7.1. The declaration of the AQMA at Whirlies Roundabout and the development of an air quality action plan fulfils a specific action in the Council's sustainable development strategy. The action plan is a statutory control measure intended to reduce the potential risks to human health of poor air quality, defined by national standards for air pollutants.

## **8. Equality Impact Assessment and Consultation Arrangements**

8.1. This report does not introduce a new policy, function or strategy, therefore, no impact assessment is required. The AQMA action plan will be the subject of extensive consultation which will include internal stakeholders such as Roads, Planning, Fleet, Education, Licensing as well as external stakeholders such as statutory consultees, namely Scottish Government and SEPA as well as SPT and Road Haulage Association.

**Norrie Anderson**  
**Executive Director (Community Resources)**

30 November 2010

### **Link(s) to Council Values/Improvement Themes/Objectives**

- ◆ Improve the quality of the physical environment

### **Previous References**

- ◆ Audit Scotland Report – “Protecting and Improving Scotland’s Environment”

### **List of Background Papers**

List of Papers Attached:

- ◆ Appendix 1 – NAQO for Scotland – Extract from Air Quality (Scotland) Regulations 2000 as amended
- ◆ Appendix 2 - Map of AQMA at Whirlies Roundabout, East Kilbride
- ◆ Appendix 3 - Options identified through the Steering Group to take forward for Public Consultation

**Contact for Further Information**

If you would like to inspect the background papers or want further information, please contact:-

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Ext: 6509 (Tel: 01355 806509)

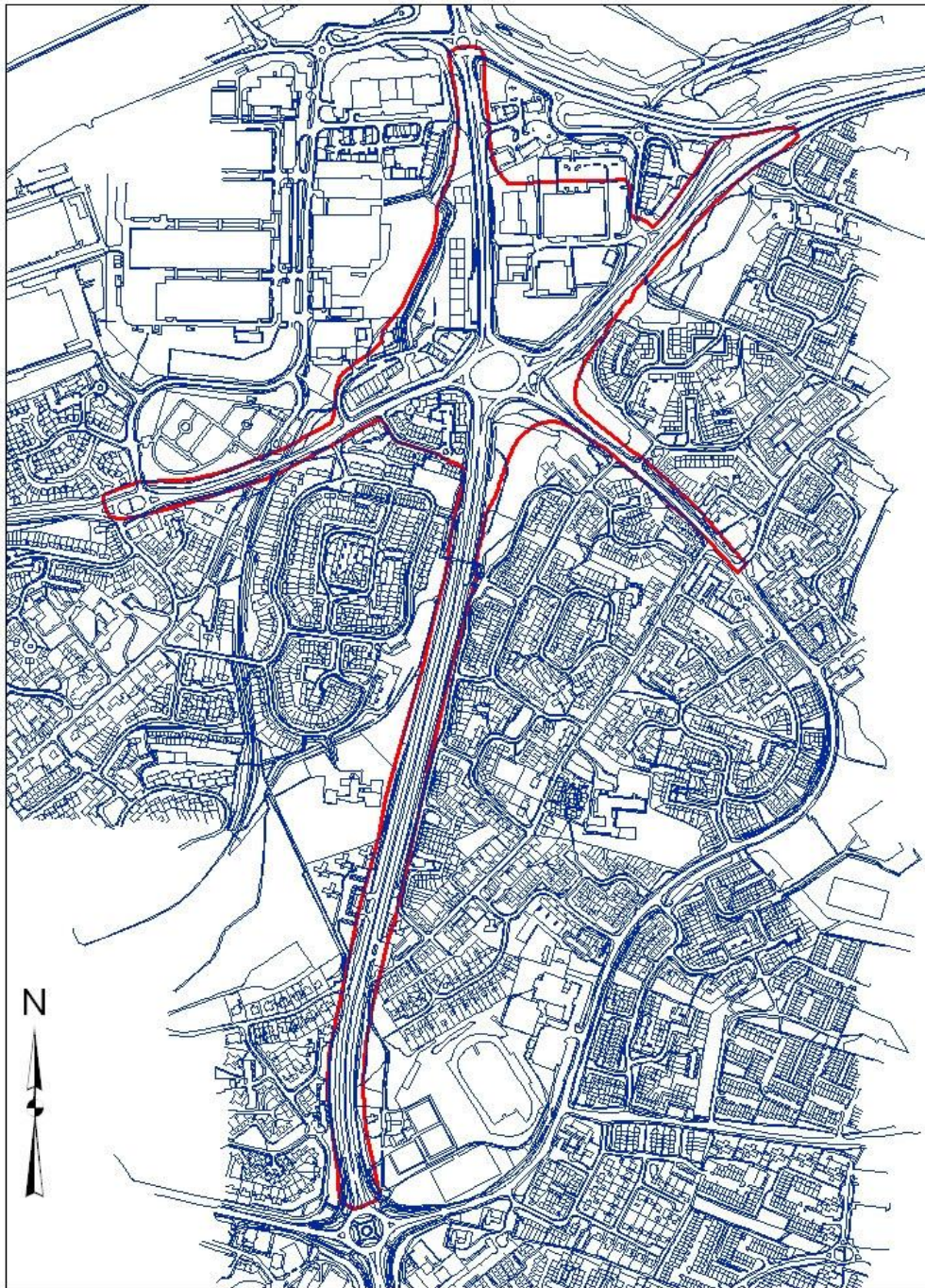
E-mail: [ann.crossar@southlanarkshire.gov.uk](mailto:ann.crossar@southlanarkshire.gov.uk)

**Appendix 1 – NAQO for Scotland – Extract from Air Quality (Scotland) Regulations 2000 as amended**

**AIR QUALITY OBJECTIVES TABLE**

	<b>Substance</b>	<b>Air Quality Objectives</b>	<b>Prescribed Date</b>
1	Benzene	16.25 micrograms per cubic metre or less, when expressed as running annual mean	31st December 2003
2	1,3-Butadiene	2.25 micrograms per cubic metre or less, when expressed as a running annual mean	31st December 2003
3	Carbon monoxide	11.6 milligrams per cubic metre or less, when expressed as a running 8 hour mean	31st December 2003
4	Lead	0.5 micrograms per cubic metre or less, when expressed as an annual mean	31st December 2004
5	Lead	0.25 micrograms per cubic metre or less, when expressed as an annual mean	31st December 2008
6	Nitrogen dioxide	200 micrograms per cubic metre, when expressed as an hourly mean, not to be exceeded more than 18 times a year	31st December 2005
7	Nitrogen dioxide	40 micrograms per cubic metre or less, when expressed as an annual mean	31st December 2005
8	PM <sub>10</sub>	50 micrograms per cubic metre or less, when expressed as a 24 hour mean, not to be exceeded more than 35 times a year	31st December 2004
8A	PM <sub>10</sub>	50 micrograms per cubic metre or less when expressed as a 24 hour mean, not to be exceeded more than 7 times a year	31st December 2010"; and
9	PM <sub>10</sub>	40 micrograms per cubic metre or less, when expressed as an annual mean	31st December 2004
9A	PM <sub>10</sub>	18 micrograms per cubic metre or less, when expressed as an annual mean	31st December 2010".
10	Sulphur dioxide	350 micrograms per cubic metre or less, when expressed as an hourly mean, not to be exceeded more than 24 times a year	31st December 2004
11	Sulphur dioxide	125 micrograms per cubic metre or less, when expressed as a 24 hour mean, not to be exceeded more than 3 times a year	31st December 2004
12	Sulphur dioxide	266 micrograms per cubic metre or less, when expressed as a 15 minute mean, not to be exceeded more than 35 times a year.	31st December 2005

## Appendix 2 - Map of AQMA at Whirlies Roundabout, East Kilbride



**Figure 1:** Map Showing the Proposed Air Quality Management Area (AQMA) in South Lanarkshire for Exceedances of the PM<sub>10</sub> Annual Average around Whirlies Roundabout

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**Appendix 3 - Options identified through the Steering Group to take forward for Public Consultation**  
**Cost Benefit Analysis – Environmental Services Options**

Action	Start Date	End Date	Cost to Council Low < £50K Medium £50K - £500K High >£500K	Air Quality Benefit Low Medium High For PM10 & NO2 (either combined or individually)	Socio- economic impacts	Climate Change impacts	Ecological impacts	Other Significant impacts	Source of funding & comments
1. Vehicle Emission Testing Enforcement	Ongoing	Ongoing	L-M	L	N	+ve	N	None	SLC & SG
2. Idling Engine Enforcement	Ongoing	Ongoing	L	L	N	+ve	N	None	SLC & SG
3. Awareness Raising/Education	Ongoing	Ongoing	M	L	+ve	N	N	None	SLC
4. Statutory nuisance enforcement	Ongoing	Ongoing	L	L	N	+ve	N	None	SLC
5. Air Quality Monitoring - text alerts, email alerts	Ongoing	Ongoing	L	L	Potentially +ve & -ve	N	N	None	SLC
6. Construction sites - target dust and smoke emissions	Ongoing	Ongoing	L	L-M (Localised)	N	N	N	None	SLC
7. Domestic Emissions - Raise awareness and provide information to assist in energy efficiency in the home	Ongoing	Ongoing	L	L	+ve	+ve	N	None	SLC & SG
8. Real Time Passenger Information on 20 bus stops in EK area to encourage modal shift from private vehicle to public transport.	Ongoing	April 2011	L	L-M	N	+ve	N	None	SG



Notes:

1. Potential to include voluntary testing in public places (supermarkets etc). Taxis and buses could be targeted through licensing.
3. Involvement of other global issues such as sustainable development, carbon management, wellbeing and link them to air quality.
5. As well as the health agenda there is a potential to expand air quality warnings and alerts to businesses using the area. There may be possibilities for these businesses to amend their actions during times of poor air quality.
6. Planning to report on development activity in vicinity of AQMA and timescales of those developments.
7. Possibility to link to national initiatives such as insulation campaign.

### Cost Benefit Analysis – Licensing Options

Action	Start Date	End Date	Cost to Council Low < £50K Medium £50K - £500K High >£500K	Air Quality Benefit Low Medium High For PM10 & NO2 (either combined or individually)	Socio-economic impacts	Climate Change impacts	Ecological impacts	Other Significant impacts	Source of funding & comments
1. Investigate preferential licensing for taxis with low emissions	Long term	Long term	L	L-M	-ve for operators	+ve	N	-ve response from operators	SLC
2. Cleaner Taxi's - Emissions Strategy for Taxi's to reduce harmful emissions from taxis and private hire vehicles	Long term	Long term	L	L-M	-ve for operators	+ve	N	-ve response from operators	SLC

### Cost Benefit Analysis – Planning Options

Action	Start Date	End Date	Cost to Council Low < £50K Medium £50K - £500K High >£500K	Air Quality Benefit Low Medium High For PM10 & NO2 (either combined or individually)	Socio- economic impacts	Climate Change impacts	Ecological impacts	Other Significant impacts	Source of funding & comments
1. All Developments within or impacting on AQMA are reviewed for air quality impacts and all practical emission mitigation options are considered and implemented	Ongoing	Ongoing	L	L-M	N	+ve	N	None	SLC
2. Introduce supplementary Air Quality Planning Guidance for Developments within SLC	Ongoing	Ongoing	L	L-M	N	+ve	N	None	SLC
3. Promote Sustainable Development and encourage use of planning to reduce need for travel to reach amenities and services	Ongoing	Ongoing	L	M	+ve	+ve	+ve	+ve Linking to other SLC policies and initiatives	SLC
4. Ensure compliance with construction guidelines and implementation of proposed mitigation measures for each development	Ongoing	Ongoing	L	L	+ve	+ve	N	None	SLC
5. Air Quality is included as a priority topic in the next revision of SLC local plan	Ongoing	Ongoing	L	L	N	N	N	None	SLC

### Cost Benefit Analysis – Possible Options for Partnership with External Agencies

Action	Start Date	End Date	Cost to Council Low < £50K Medium £50K - £500K High >£500K	Air Quality Benefit Low Medium High For PM10 & NO2 (either combined or individually)	Socio- economic impacts	Climate Change impacts	Ecological impacts	Other Significant impacts	Source of funding & comments
1. Better public Transport - Quality Bus Partnership Scheme	Long Term	Long Term	H	H	+ve	+ve	N	+ve Health	SLC/SPT
2. Support local bus operators - survey and upgrade all bus stops - make public transport more attractive - access to greater information etc.	Ongoing	Ongoing	H	M	+ve	N	N	+ve Safety	SLC/SPT
3. Use of Traffic Commissioners powers to regulate the emission levels of public buses used within SLC or at least EK	Ongoing	Ongoing	L	M	N	+ve	N	None	SLC
4. Support National Government to reduce atmospheric pollution at National Level - Lobbying Scottish Government and UK Government on policies on:  Improve green vehicle	Ongoing	Ongoing	L	M	+ve	+ve	N	None	SLC

<p>technologies</p> <p>Encourage reduction in road traffic at National Level</p> <p>Promote greener transport options</p> <p>Improve access to affordable public transport through use of student, carer and senior travel cards</p> <p>Remove monopoly Regulations on public transport operators i.e. allow operators to have dialogue to encourage co-operation and closer working</p>									
<p>5. Support local fuel stations to provide alternative/green fuels e.g. electric chargers/bio diesel</p>	<p>Long Term</p>	<p>Long Term</p>	<p>L</p>	<p>L</p>	<p>+ve input to local economy</p>	<p>+ve</p>	<p>N</p>	<p>N</p>	<p>SLC</p>



lights to further up Kingsway									
6. Variable Message Signs	To investigate with Transport Scotland								
7. Promote Cleaner Vehicles	Long term	Long term	L	H	+ve	+ve	N	N	SG/SLC
8. Infrastructure provision for electric & low emission vehicles	Ongoing	Ongoing	L	M	+ve	+ve	N	None	SLC
9. Investigate limiting bus emissions esp. Hamilton- EK route	Ongoing	Ongoing	L	M	+ve	+ve	+ve	-ve would require low emission buses only on route. Financial implications to operators	SLC/SG/TS

1. The problem may be moved from one location to another.
2. Action 2 is not viable as the technology is not designed for the area. SCOOT needs a network of traffic lights covering all junctions; East Kilbride junctions are roundabouts and are not regulated by lights.  
BIAS is designed to keep buses moving in an urban environment.
3. There is a cost-benefit analysis for a bus park and ride facility at Nerston/Stewartfield Way