

Transport and Environment Committee

10:00am, Tuesday, 1 November 2016

Delivering Air Quality

Item number	8.2
Report number	
Executive/routine	Routine
Wards:	All

Executive Summary

Poor air quality results in significant health costs. The Scottish Government is committed to improving air quality across the country. This report sets out a course of action that can be initiated to support the Council's and government's objectives for cleaner air.

The report also lists some headline outcomes from the Annual Air Quality Monitoring Report, details of which will be reported to the Transport and Environment Committee's meeting in January 2017.

Links

Coalition pledges	P51
Council priorities	CP2
Single Outcome Agreement	S02

Delivering Air Quality

1. Recommendations

- 1.1 It is recommended that Committee notes the contents of this report and agrees the course of action as below;
 - 1.1.1 The development of a positive promotion of air quality issues to improve public understanding, including publicising air quality information sourced from the air quality monitoring stations;
 - 1.1.2 The broadening of the Future Transport Member-Officer Working Group's remit to oversee a joined up strategy approach to air quality, transport and spatial planning; and
 - 1.1.3 The investigation of the potential benefits of using a Low Emission Zone (LEZ) and /or Clean Air Zone (CAZ) approach in Edinburgh.

2. Background

- 2.1 The UK and Scottish Governments are committed to improving air quality. A recent report from the University of the West of England, identifies that cars, buses and lorries are the main cause of air pollution in 95% of those cities in the UK where the air is classed unfit to breathe. Additionally, the report states that pollution is estimated to shorten the lives of more than 50,000 people a year. This is far higher than the number of deaths caused by traffic accidents (1,713 in 2013) and reflects the general prevailing situation across the UK where air quality is a secondary consideration compared to road safety.
- 2.2 The Scottish Government has emphasised the importance of air quality in its policy document Cleaner Air for Scotland (CAFS). This document sets out a five year plan of how to achieve full compliance with EU air quality legislation.
- 2.3 CAFS contains a vision that states that "Scotland's air quality will be the best in Europe". Its mission is "To protect and enhance health, wellbeing, environment, placemaking and sustainable economic growth through improved air quality across Scotland."

- 2.4 To support CAFS delivery, a governance group has been created. This includes a number of local authority representatives; in particular Environmental Health Officers, Heads of Planning (HOPS) and Chief Transport Officers (SCOTS). A letter has been sent from the Scottish Government to all local authority Chief Executives advising of the group and promoting cross-professional working at a local authority level to deliver local solutions.
- 2.5 There are multiple benefits in having cleaner air and in the UK, the health impacts of poor air have been estimated at £15 billion per year. The total economic cost of air pollution in the UK may be as much as £54 billion per year.
- 2.6 Scotland has different, more demanding, air quality targets than England for particles (PM₁₀ and PM_{2.5}).
- 2.7 Edinburgh has been measuring air quality since 1999. Individual years' measurements can be affected by such factors as weather and road works, so the conclusions drawn from analysis need to be in the context of a time series and need to be qualified. However, trends across the city show a general improvement in both NO₂ and PM₁₀ concentrations.
- 2.8 The Council's Single Outcome Agreement SO2 focus is on improved health and wellbeing. Policy priority coalition pledge P51 contributes to the delivery of this outcome through the investigation of potential low emission zones.

3. Main report

- 3.1 Details of the Annual Air Quality Monitoring for 2015/16 and progress with measures in the Air Quality Action Plan will be reported to the Transport and Environment Committee, in January 2017, following the verification of data by the Scottish Government. An indication of the trends can be found in Appendix 1 and, at this stage, the following summary can be drawn from the monitoring data:
 - 3.1.1 Monitoring results for nitrogen dioxide show that the annual mean standard continues to be breached within 4 out of 5 Air Quality Management Areas (AQMA) in Edinburgh. The exception to this is Great Junction Street which just meets the standard of 40µg/m³.
 - 3.1.2 All existing AQMA continue to be required.
 - 3.1.3 A new monitoring location at Duke Street is close to breaching the standard and monitoring will continue here and at other locations across the city where concentrations indicate potential breaches.
 - 3.1.4 Monitoring results for PM₁₀ meet the tighter Scottish targets except for the monitoring location at Salamander Street. Evidence suggests that activities regarding the handling and storage of open materials at and adjacent to Leith Docks are a contributory factor to the higher concentrations.

- 3.1.5 The Scottish Government and SEPA have advised the Council that an AQMA will be required for non-compliance of PM₁₀ Scottish targets at Salamander Street.
- 3.1.6 Concentrations of PM₁₀ are going down.
- 3.1.7 Concentrations of NO₂ in the AQMAs are going down.
- 3.2 Contrary to what is often reported in the media, much progress is generally being made. It is important to communicate the information to the public accurately and to raise public awareness of this issue. The eight air quality monitoring stations producing real time data could be made public at a number of roadside locations in the city. Consideration will be given as to how best to publicise this in a positive way.
- 3.3 The Scottish Government appreciates that addressing issues of air quality requires different multi-disciplinary and partnership working. Communities, businesses and national and local government bodies all have a role to play. Local authorities are well placed to act through their transport, planning, environment and sustainability responsibilities as well as through their ability to coordinate and influence the actions of others.
- 3.4 The National Low Emission Framework is being designed to enable local authorities to develop a range of air quality improvement options – largely related to transport. This allows for the development of Low Emission Zones (LEZs) and Clean Air Zones (CAZs), as well as other regulation schemes.
- 3.5 The Scottish Government is keen to promote these options and Edinburgh is well placed to demonstrate leadership in air quality.
- 3.6 Transport priorities in supporting active travel by putting pedestrians and cyclists first and seeking a change in modal split will have a long term impact on air quality. At the same time as reducing the number of cars on the road, it increases the public demand for cleaner air as more people walk and cycle.
- 3.7 A number of measures within the current Air Quality Action Plan are also being pursued by the Council. For example, promoting cleaner public transport via a voluntary means and the adoption of a fleet efficiency recognition scheme ECOSTARS Edinburgh, which provides best practice to operators of goods vehicles, buses and coaches whose fleets regularly serve the Edinburgh area.
- 3.8 The emphasis on a holistic approach to air quality can be supported through governance structures. To help ensure that programmes and outcomes are aligned to maximise effectiveness, it is intended to put in place a strategic level of governance through the Future Transport Member-Officer Working Group that links air quality to planning and transport issues.

- 3.9 It is important to ensure best practice is followed and that opportunities are taken to learn from other places. For instance, the Mayor of London is taking the lead in addressing matters of air quality and there may be lessons that Edinburgh can take from London's approach. Transport Scotland has already met with Transport for London regarding options for the development of LEZs.
- 3.10 By way of future delivery of air quality improvements in Edinburgh, it is recommended that the following actions be considered:
- 3.10.1 The development of a positive promotion of air quality issues to improve public understanding, including publicising air quality information sourced from the air quality monitoring stations;
- 3.10.2 The broadening of the Future Transport Member-Officer Working Group's remit to oversee a joined up strategy approach to air quality, transport and spatial planning; and
- 3.10.3 The investigation of the potential benefits of using a LEZ and/or CAZ approach in Edinburgh.

4. Measures of success

- 4.1 CAFS identifies Key Performance Indicators (KPIs) in delivering the government strategy for cleaner air. They relate for the most part to quantitative improvements in levels of pollutants. A Scottish Air Quality Indicator will be produced to inform the development of KPIs. This report is not seeking such specific outcomes – so a more appropriate measure at this stage would be the consideration and adoption of the recommendations set out in para 3.10.

5. Financial impact

- 5.1 There is minimal financial impact relating to this report. Financial support will be available from the Scottish Government in the event that a LEZs or CAZ is taken forward. There will be minimal costs involved in a visit to London.

6. Risk, policy, compliance and governance impact

- 6.1 The European Commission launched infraction proceedings against the UK Government (Member State) for breach of nitrogen dioxide Limit Values under the EU Air Quality Directive. The European Commission allowed an extension until 1 January 2015 for compliance of the Edinburgh Urban area. However, the Scottish Government has indicated that it would not seek to pass on any fines to Local Authorities which are imposed by the EU on the UK Government.

7. Equalities impact

- 7.1 This report is a statement of facts regarding ambient air quality measurements and sets out a course of action that the Council can initiate to support the government's objectives for cleaner air. Therefore, a full equalities impact is not required. The contents have no negative impacts on the Public Sector Equality Duty of the Equality Act 2010.

8. Sustainability impact

- 8.1 The content of this report is a statement of facts and does not in itself promote any environmental impact.

9. Consultation and engagement

- 9.1 None required at this stage.

10. Background reading/external references

- 10.1 None

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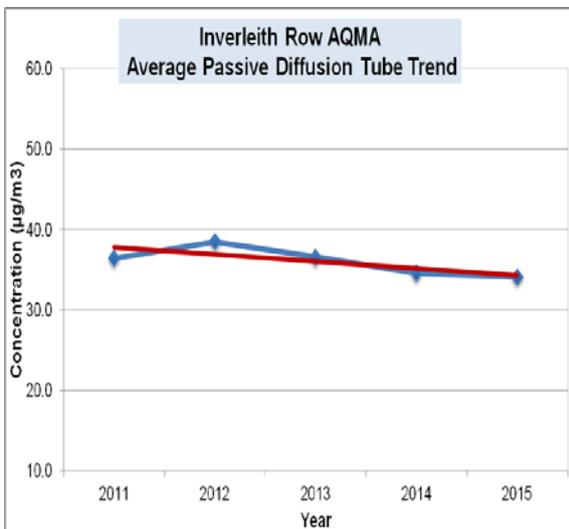
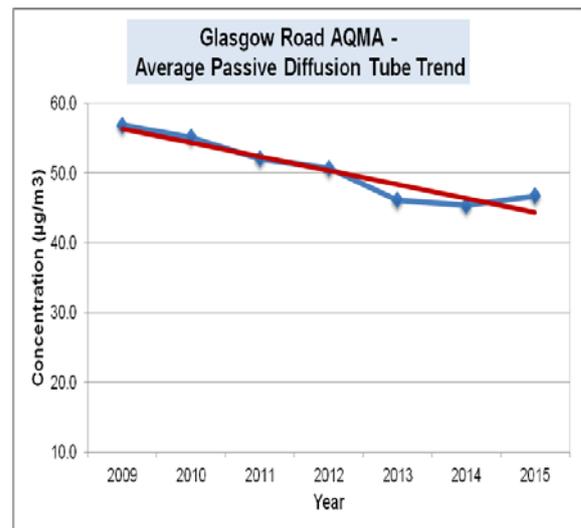
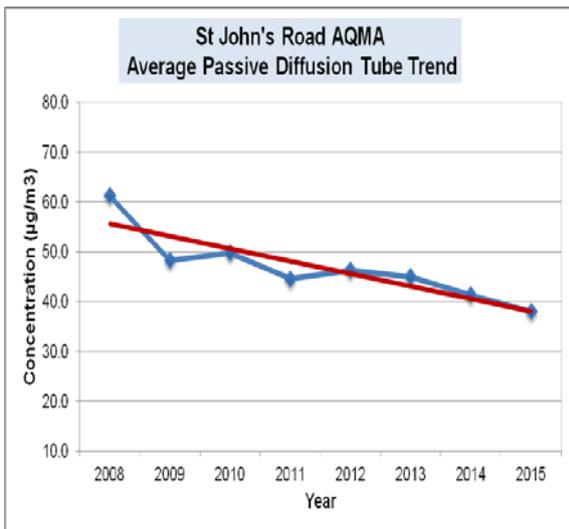
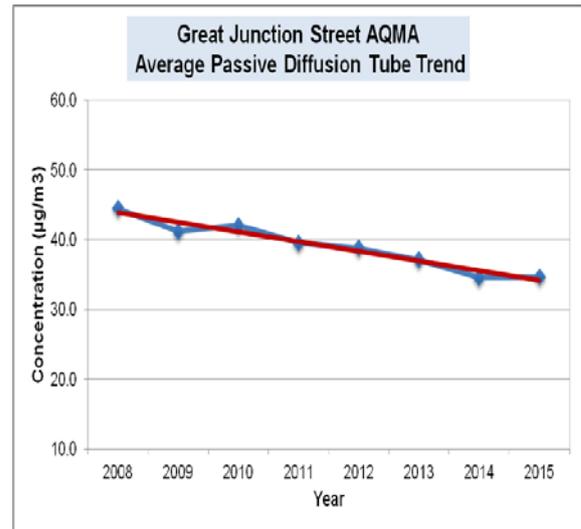
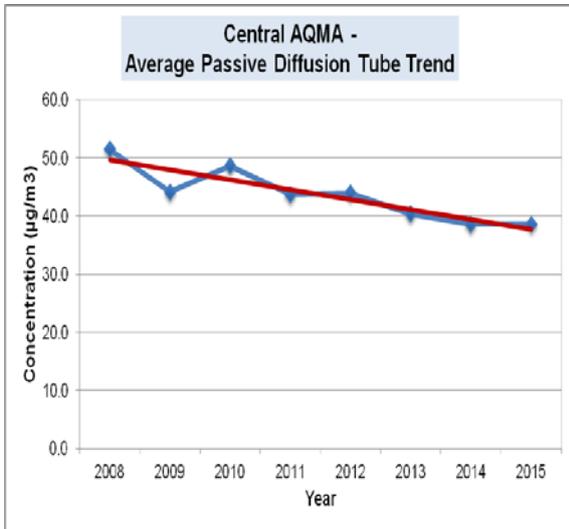
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11. Links

Coalition Pledges	P51 – Investigate the possible introduction of low emission zones
Council Priorities	CP2 – Improved health and wellbeing: reduced inequalities
Single Outcome Agreement	SO2 – Edinburgh's citizens experience improved health and wellbeing, with reduced inequalities in health
Appendices	Appendix 1 Trend Summary of 2015 Annual Data

APPENDIX 1 – TREND SUMMARY OF 2015 ANNUAL DATA

Nitrogen Dioxide Trends within the Air Quality Management Areas (AQMAs)

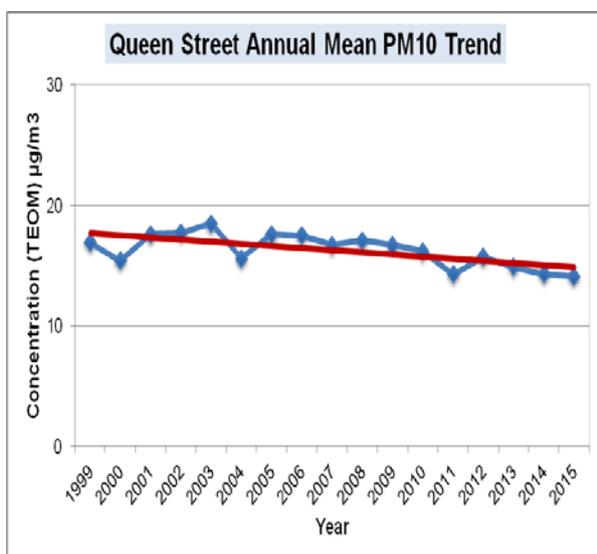
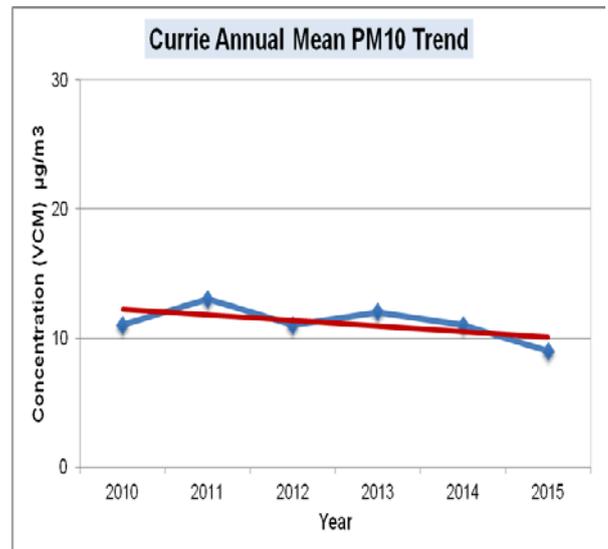
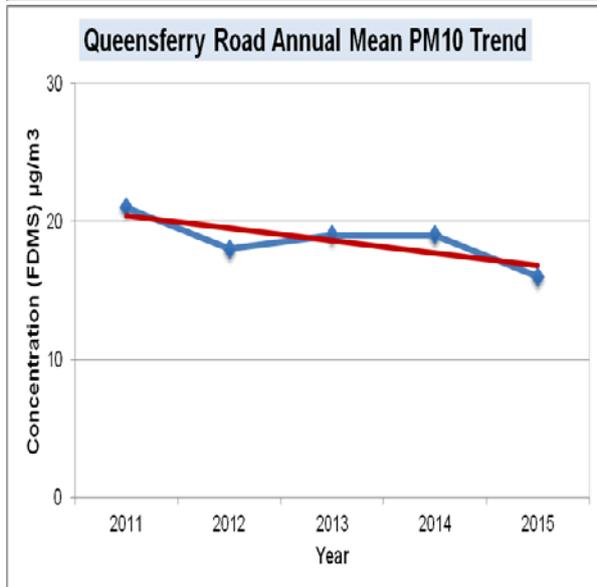
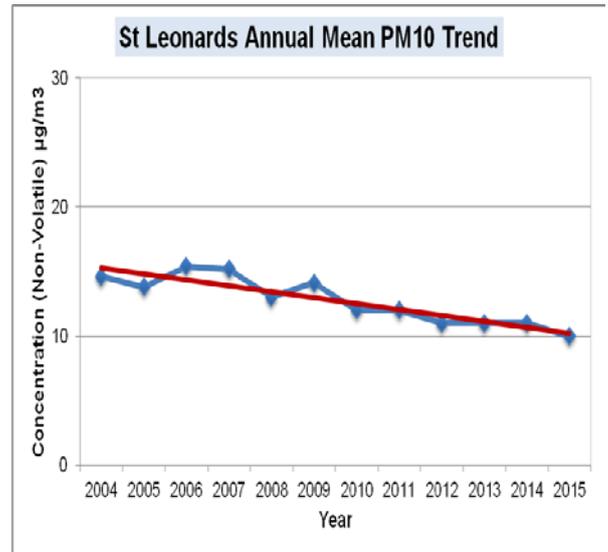
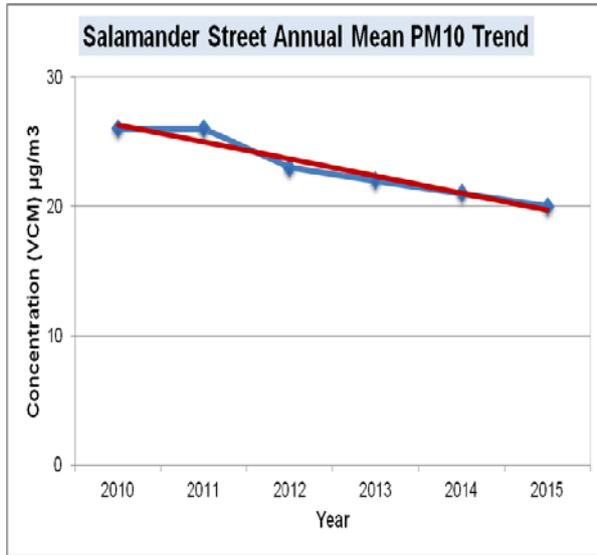


Summary of the locations where 2015 monitoring results are at or exceed the Annual Mean Nitrogen Dioxide Objective (40µg/m³)

Site ID	Site Address	% Data Capture	Annual Mean * (µg/m ³)
Central AQMA			
76b	Angle Park Terr 74	100	46
48c	Cowgate Blackfriars	67	41
48e	Cowgatehead 2	50	44
79d	Dundee St/Yeaman	75	42
25	Easter Road	42	40
37a	Grassmarket 41	58	43
74g	Leith Street	75	49
67	London Rd/Earlston	58	42
81	London Rd/E.Norton	100	50
69	London Rd/Wolseley	92	43
70	London Rd/Wolseley	100	44
135	Nicolson Street 69	100	46
47	Princes St Eastbound	100	42
24	Princes St / Mound	83	42
144	South Bridge 59	83	44
141	South Clerk St 84	83	40
3b	Torphichen Pl 1	83	42
3	Torphichen Pl	100	45
2	West Maitland St	100	42
28d	West Port 42	83	52
28c	West Port 50	83	46
28b	West Port 62	83	58
Glasgow Road AQMA			
16	Glasgow Road 68	100	40
15	Glasgow Rd Newbridge	100	40
58	Glasgow Rd Newbridge	100	45
Great Junction St AQMA			
29c	Bernard Street/PS	100	40
St John's Road AQMA			
ID5	St John's Rd (Auto)	89	65
1d	St John's Rd 131	100	46
Inverleith Row AQMA			
55	Inverleith/Ferry Rd	100	41
Outwith any AQMA			
30f	Duke Street	92	40
64	Queensferry Rd 550	92	48

* Bias Adjustment Factor for Passive Diffusion Tube data = 0.76

PM₁₀ Trends at Air Quality Monitoring Stations*



* Monitoring commenced at Glasgow Road in 2012. To date there is insufficient data to undertake a trend analysis (a minimum of five years is required). Monitoring of PM₁₀ will commence at St John's Road in January 2017.