

ITEM No ...3.....

REPORT TO: COMMUNITY SAFETY AND PUBLIC PROTECTION COMMITTEE –
21 AUGUST 2017

REPORT ON: AIR QUALITY UPDATE

REPORT BY: EXECUTIVE DIRECTOR OF NEIGHBOURHOOD SERVICES

REPORT NO: 251-2017

1 PURPOSE OF REPORT

1.1 To provide an update on progress to improve air quality and with implementation of Cleaner Air for Scotland Strategy – The Road to a Healthier Future (CAFS), in partnership with the Scottish Government and its partner organisations.

2 RECOMMENDATION

2.1 It is recommended that Committee note the content of this report and remit the Executive Director of Neighbourhood Services and the Executive Director of City Development to continue with the implementation of the Air Quality Action Plan and participation in the CAFS process.

3 FINANCIAL IMPLICATIONS

3.1 There are no direct financial consequences from this report. Individual projects associated with the air quality action plan, including the financial implications, will be reported to the relevant Committee as required

4 MAIN TEXT

4.1 Background

4.1.1 Part IV of the Environment Act 1995 and subsequent Regulations places a statutory duty on local authorities to periodically review and assess the air quality within their area. This process is known as the Local Air Quality Management (LAQM) system.

4.1.2 The Scottish Government recognises that local authorities are meeting their statutory LAQM responsibilities in actively working towards achieving air quality standards. However, in general, across Scotland the rate of progress needs to increase if the Government's aim of achieving full compliance with EU air quality legislation by 2020 is to be met. As a means to increase the rate of progress, Scottish Government introduced Cleaner Air for Scotland Strategy – The Road to a Healthier Future (CAFS). Local authorities' progress on implementation of CAFS actions is now included in the annual Air Quality Progress Reports that they are required to submit annually to Scottish Government.

4.2 Air Quality Progress Report 2017

4.2.1 Reference is made to Article V of the Environmental Services and Sustainability committee of 20th February 2006, which approved the establishment of an Air Quality Management Area in the city. This forms the basis for the necessary air quality monitoring and the measures the Council must implement in order to work towards meeting the air quality objectives. As well as the EU/UK National Air Quality Standards (NAQS), local authorities in Scotland must also aim to achieve the more stringent statutory objectives set out in Scottish Regulations.

4.2.2 Of the seven NAQS pollutants, there is no anticipated risk of exceeding the statutory objectives for benzene, carbon monoxide, 1, 3-butadiene, sulphur dioxide and lead. Neighbourhood Services continues to monitor levels of nitrogen dioxide (NO₂) and particulates (PM10) at specific areas within the city.

4.2.3 The latest results and analysis of the ratified data for 2016, along with the progress in implementing the measures contained in the Air Quality Action Plan, have been submitted to the Scottish Government and SEPA within the 2017 Air Quality Progress Report. A copy of

this document had been provided to the Group Leaders and also Lord Provost Borthwick. During 2016, positive improvements have continued across the city:

- 81% of all long-term NO₂ monitoring locations show an improving or stable trend in annual mean concentrations.(annual mean objective for NO₂ is 40 µg/m³);
- No exceedances of the NO₂ hourly mean objective were identified by automatic monitors or indicated by diffusion tubes in 2016. This is the third consecutive year that this objective has been met;
- 67% of all long-term PM10 monitoring locations show an improving or stable trend in annual mean concentrations.(annual mean objective for PM10 is 18 µg/m³); and
- The PM10 daily mean objective was met at all monitoring locations in 2016. This is the first year that the objective has been met.

4.2.4 Following commencement of the 2011 Air Quality Action Plan and ongoing implementation of its measures, improvements have been achieved in NO₂ concentrations at Lochee Road, Meadowside and Whitehall Street. For PM10, reductions have also been achieved in Logie Street, Meadowside and Seagate. Graphs showing these improving trends are contained in Appendix 1 of this report.

4.2.5 Although there were a lot of positive improvements, there remain a number of areas where further work is required to improve air quality:

- Dock Street at A92(T) for NO₂
- Lochee Road(area between Tullideph Rd and Polepark Rd) for NO₂ and PM10
- Logie Street for NO₂
- Seagate for NO₂
- Stannergate for PM10
- Victoria Road at Hilltown for NO₂
- West Marketgait for NO₂

4.2.6 Work continues to further improve air quality within the city. Measures that were progressed in 2016/17 and those that are proposed to be undertaken in 2017/18 are detailed in section 2.2 of the 2017 Air Quality Progress Report and shown in Appendix 2 of this report. In addition to this the council is working with European Partners and Scottish Cities Alliance to achieve a pilot in Dundee of zero emission hydrogen cell buses. These buses would be used on bus routes within our known air quality hotspots.

4.2.7 The reporting template for this year's Air Quality Progress Report includes a section on the implementation of CAFS. Progress made against the relevant actions is detailed in section 2.3 of the 2017 Air Quality Progress Report and shown in Appendix 3 of this report.

4.2.8 The Scottish Government have reviewed the Annual Progress Report and have accepted the conclusions reached.

4.3 Cleaner Air for Scotland Strategy (CAFS)

4.3.1 The Scottish Government launched CAFS in November 2015. This cross-government strategy provides a national framework which sets out how the Scottish Government and partner organisations propose to reduce air pollution further to protect human health. CAFS sets an ambitious five year target to;

- achieve full compliance with the EU standards for air quality;
- make significant progress towards revocation of all AQMAs and
- establish and implement a new National Low Emission Framework (NLEF) before 2020.

The delivery timeline has, however, been shortened. Scottish Government made a commitment in its Programme for Government to "identify and put the first low emission zone in place by 2018, creating a legacy on which other areas can build".

4.3.2 A CAFS Governance Group was established to oversee the implementation of the strategy. It is managed by the Scottish Government, SEPA and Transport Scotland. The four major cities

are members and a representative from Neighbourhood Services attends on behalf of Dundee City Council.

- 4.3.3 Two critical elements of the delivery of CAFS are the development of a National Modelling Framework (NMF), led by SEPA, and National Low Emission Framework (NLEF), led by Transport Scotland.
- 4.3.4 The Scottish Government is undertaking detailed modelling of the four major cities (Aberdeen, Dundee, Edinburgh and Glasgow). Work is scheduled to be undertaken in Dundee in September 2017.
- 4.3.5 The outputs from the modelling will be used to consider a range of air quality improvement options, which will include Low Emission Zones (LEZ). The NLEF is a transport-focused, evidence based appraisal process to enable local authorities to develop a business case for, seek funding for and implement, transport related vehicle access interventions on a consistent nationwide basis. In line with the approach set out in CAFS, interventions are not selected until the NMF/NLEF processes are complete. The NLEF Appraisal Guidance is expected to be available later this year.
- 4.3.6 In response to the Scottish Government's commitment to have the first LEZ in place by 2018 the CAFS Governance Group have revised the NMF and NLEF work programmes and are considering adjustments to the approach and the identification of a local authority as an early adopter to deliver an LEZ by the end of 2018.
- 4.3.7 In July 2017 the Scottish Parliament's Environment, Climate Change and Land Reform Committee launched an inquiry into how to reduce the impact of air pollution on the public's health. The subsequent report may influence and lead to amendments to CAFS, however, until further guidance is issued, work will continue in line with current guidance.

5 POLICY IMPLICATIONS

This report has been subject to an assessment of any impacts on Equality & Diversity, Fairness & Poverty, Environment and Corporate Risk. A copy of the Impact Assessment is available on the Council's website at www.dundeecity.gov.uk/ia

6 CONSULTATIONS

- 6.1 The Council's Management Team were consulted in the preparation of this report.

7 BACKGROUND PAPERS

- 7.1 Integrated-Impact Assessment for Report 251-2017.

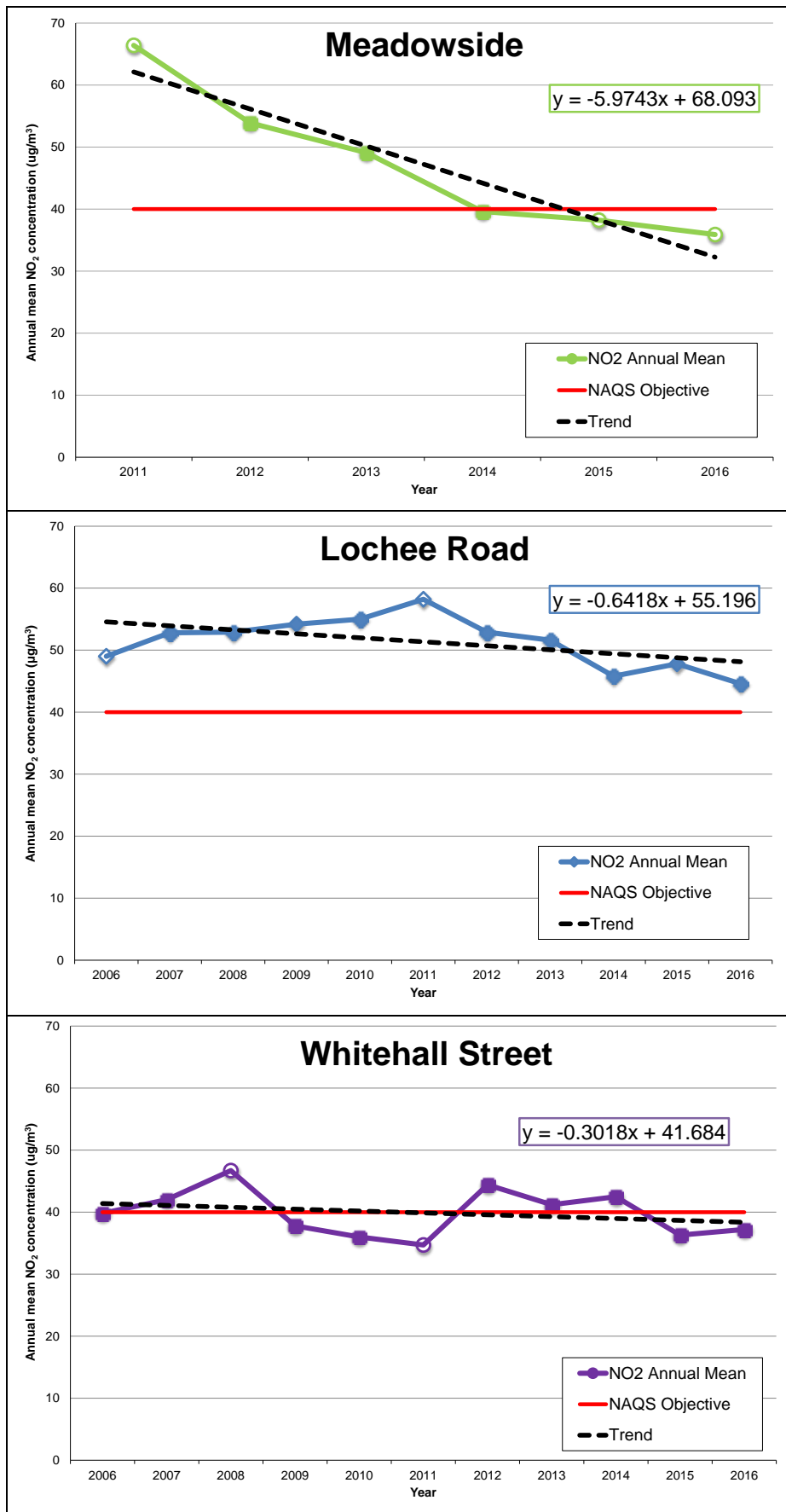
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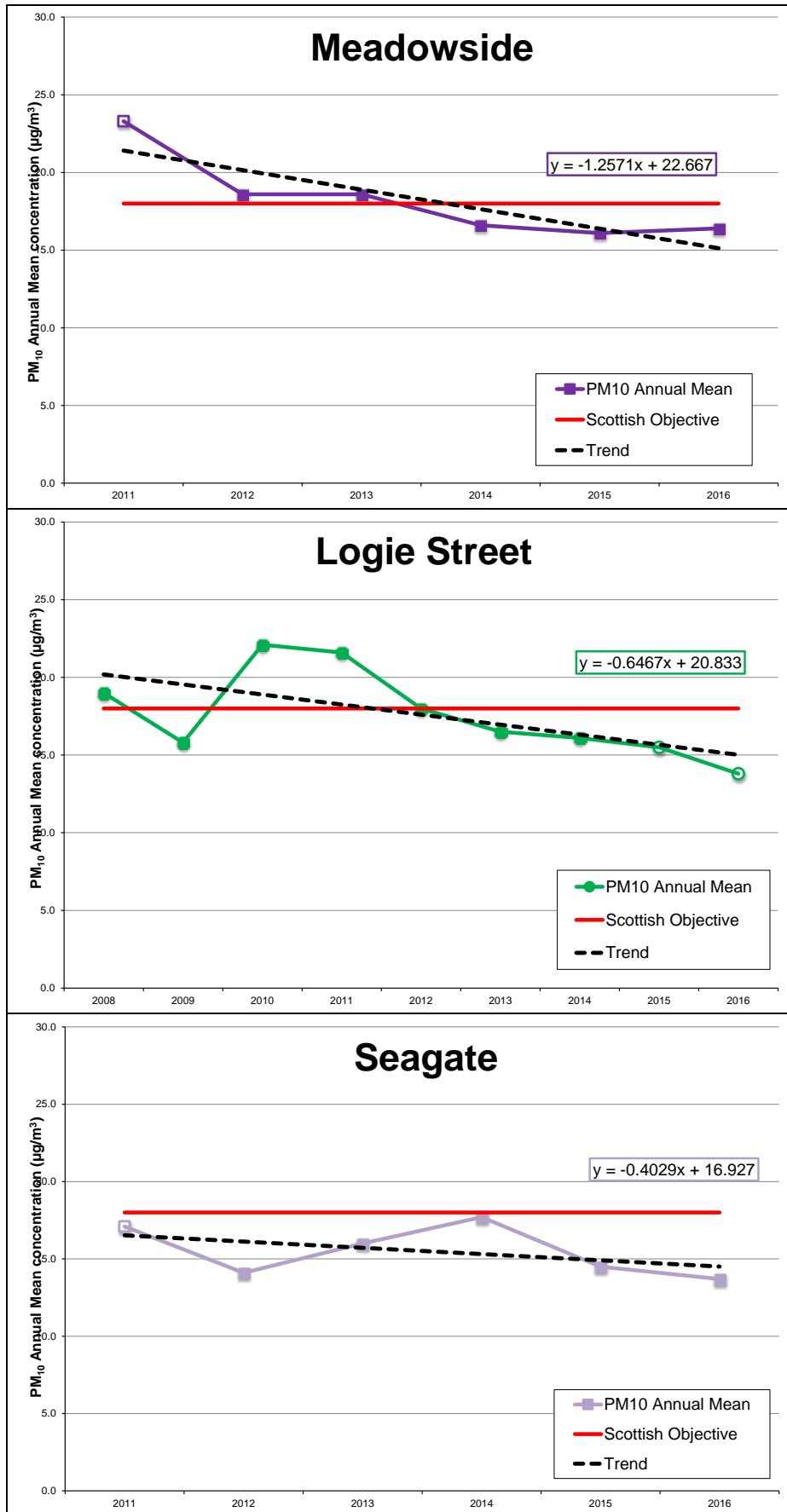
24 July 2017

APPENDIX 1:

IMPROVING TRENDS IN ANNUAL MEAN CONCENTRATIONS OF NO₂



IMPROVING TRENDS IN ANNUAL MEAN CONCENTRATIONS OF PM10



Appendix 2: Extract from 2017 Air Quality Progress Report 2017- AQAP Measures

Progress and Impact of Measures to address Air Quality in Dundee City Council

Dundee City Council has taken forward a number of measures during the current reporting year of 2016 in pursuit of improving local air quality. Details of all measures completed, in progress or planned are set out in **Table 2.2**. More detail on these measures can be found in the air quality Action Plan relating to the AQMA. Key completed measures are:

- Dundee City continues to lead the way in the uptake of electric vehicles in the UK and are the only Scottish City named as a Go Ultra Low City by the Office for Low Emission Vehicles. The funding that the city secured in 2016 is being used to build on the existing infrastructure and in developing a comprehensive and innovative charging network in the region that will encourage all groups to switch to electric vehicles.

The main element of the proposed infrastructure is to create three charging hubs across the city that will ensure that anybody in Dundee is only a short distance from a charging hub. These will be supplemented by taxi only chargers on 2 of the sites following a successful bid into OLEV in 2017.

- The uptake of electric vehicles was also advanced through the offer of free parking to all within the city, changes to the taxi licensing rules to encourage uptake: and, taking advantage of all funding streams available to purchase new vehicles. To date between council fleet (81 EVs) and taxi industry (currently 48 EVs) over 3 million pure electric miles have been driven in the city with electric vehicles now becoming a well-recognised site in the city.
- Continuation of both ECOSTARS Schemes for Heavy Duty Vehicles (HDV) and Taxis/Private Hire vehicles (PHV). DCC was delighted in reaching the milestone of recruiting the 100th member in the latter part of 2016. Local haulier Harry Lawson Ltd was presented with an award for achieving a four star rating in February 2017. There are now 105 member (4666 vehicles) in the HDV Scheme and 15 members (512 vehicles) in the Taxi/PHV Schemes
- The Dundee Cycling Strategy was adopted in June 2016 and gives a greater focus to all the cycling related work around the Council. The government had requested that all local authorities develop strategies around active travel. In late 2016, the Dundee Cycling Forum was established as a community body whose aims are the encouragement, promotion and support of cycling in the city.
- Continuation of delivery of air pollution and active/sustainable travel workshops to every Primary 5 class in Dundee and the “i-bike” officer initiative to raise awareness and encourage modal shift to gain air quality improvements.
- Active participation in the Cleaner Air for Scotland Governance Group and in the implementation/consideration of aims and objectives of CAFS across all relevant service/policy areas to contribute to the achievement of the necessary air quality improvements. An update on progress is detailed in section 2.3 below;

Progress has been slower than originally expected on the following measures:

- Dundee City Council commissioned consultants to undertake a review of bus movements in Crichton Street/Whitehall Street/Nethergate to investigate and identify measures to improve air quality. This project is now scheduled to be completed in early 2017/18.
- Continuation of detailed assessment of traffic and urban realm issues in the Seagate examined a range of traffic management options which could reduce pollution on the Seagate, a pollution hotspot. This work identified options to reroute a substantial proportion of the buses in the area to other streets. Further funding was provided in 2016/17 to investigate the viability of these proposed changes. The traffic modelling has shown that the proposed transport management options would be unacceptable on traffic congestion, access and air quality grounds. The area will therefore be re-examined as part of the CAFS (NMF & NLEF) assessment process detailed in 2.3 of this report.

Dundee City Council expects the following measures to be completed over the course of the next reporting year:

- Further expansion of the infrastructure to support uptake of ULEV by taxi trade;
- the “ i-bike” officer initiative to raise awareness and encourage modal shift to gain air quality improvements;
- both ECOSTARS Schemes for Heavy Duty Vehicles and Taxis/Private Hire vehicles to encourage engagement with and participation of these transport providers in the achievement of air quality improvements in the city;
- active participation in the Cleaner Air for Scotland Governance Group and in the implementation/consideration of aims and objectives of CAFS across all relevant service/policy areas to contribute to the achievement of the necessary air quality improvements. The actions that are to be taken forward 2017/18 are detailed in section 2.3 of the main report.

Appendix 3: Extract from 2017 Air Quality Progress Report- Cleaner Air for Scotland

2.3 Cleaner Air for Scotland

Cleaner Air for Scotland – The Road to a Healthier Future (CAFS) is a national cross-government strategy that sets out how the Scottish Government and its partner organisations propose to reduce air pollution further to protect human health and fulfil Scotland's legal responsibilities as soon as possible. A series of actions across a range of policy areas are outlined, a summary of which is available at <http://www.gov.scot/Publications/2015/11/5671/17>. Progress by Dundee City Council against relevant actions within this strategy is demonstrated below.

2.3.1 Transport – Avoiding travel – T1

All local authorities should ensure that they have a corporate travel plan (perhaps within a carbon management plan) which is consistent with any local air quality action plan. Dundee City Council has a Council Travel Plan (CTP) to reduce the number of single occupancy car journeys made while on Council business and when commuting to work and to incentivise the use of public transport and walking and cycling and car sharing. However, this needs to be revised to bring it in line with DCC's Air Quality Action Plan, the revised corporate policy covering business travel and CAFS deliverables. Subject to the availability of funding the CTP will be reviewed and updated in 2017/18.

2.3.2 Climate Change – Effective co-ordination of climate change and air quality policies to deliver co-benefits – CC2

Scottish Government expects any Scottish local authority which has or is currently developing a Sustainable Energy Action Plan to ensure that air quality considerations are covered. Dundee City Council has committed to becoming a signatory to the EU Covenant of Mayors (CoM) and through the Dundee Partnership to develop a 'Sustainable Energy and Climate Action Plan' (SECAP) for Dundee that would aim to reduce area wide emissions and deliver multiple social, economic and environmental benefits. An "Invitation to Quote" (ITQ) is being prepared for this work and will be discussed internally before being issued on Public Contract Scotland. Air quality funding has been requested for the BEI/MEI element of SECAP development but funding for the main body of work is still to be sourced.

The collation of a Baseline Emission Inventory (BEI) is a prerequisite to SECAP elaboration as it identifies and quantifies the principal sources of CO₂ and GHG emissions and their respective reduction potentials from transport, municipal, tertiary and residential sectors. Subject to the availability of funding the following will be undertaken in 2017/18:

- a) a BEI for 2005 in required CoM format;
- b) a Monitoring Emissions Inventory (MEI) in required CoM format;
- c) an estimate of the projected 'business as usual' emissions through to 2030

2.3.3 Commentary on further actions

In parallel to continuing with the implementation of the AQAP measures Dundee City Council, along with the other three major city authorities, is represented on the CAFS Governance Group. DCC is committed to working with the Scottish Government and its partner organisations to deliver CAFS aim of improving Scotland's air quality to be the best in Europe.

Two critical elements for the delivery of CAFS is the development of a National Modelling Framework (NMF) and National Low Emission Framework (NLEF). SEPA is leading on the development of a standardised two level NMF, for regional and local scales designed to inform decisions on potential transport and planning solutions to local air quality issues. While Transport Scotland are leading on the development NLEF appraisal process.

Detailed modelling of the four major cities is being progressed. The timeline for this work is being phased with Glasgow and Edinburgh being progressed first and then Aberdeen followed by Dundee. The development of the Dundee City Model has been postponed until September 2017 so that the necessary baseline traffic data can be collected after the completion of major roadworks. The outputs from the modelling exercise will be used in the transport focussed NLEF appraisal process to consider a range of transport related vehicle access interventions including Low Emission Zones which will bring further improvements to air quality in the city. The package of interventions to be implemented will not be known until the NMF/NLEF processes are complete