

# **WEST DUNBARTONSHIRE COUNCIL**

## **Report by the Executive Director of Corporate Services**

**Corporate & Efficient Governance Committee : 29 October 2008**

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**Subject: Air Quality Progress Report 2008**

### **1. Purpose**

- 1.1** To advise the Committee of the findings of the Local Air Quality Progress Report 2008 and to report further measures being taken to improve local air quality.

### **2. Background**

- 2.1** The Environment Act 1995 requires Local Authorities to review and assess air quality within their areas to help government and the devolved administrations tackle air pollution by examining sources and concentrations of pollutants. This work is undertaken by the Environmental Health Section in accordance with Scottish Government timescales.

- 2.2** The previous Progress Report in 2007 concluded that:

- Air quality within the West Dunbartonshire Council area during 2006 remained good.
- Two areas namely A814, Glasgow Road, Dumbarton, and at the A82 Dumbuck junction appeared to have breached the Nitrogen Dioxide National Objective.

Further more detailed work in these areas would be undertaken during 2007 and reported in the 2008 progress report.

- a screening assessment of PM<sub>10</sub> (particulates) at Kilbowie Roundabout revealed that the objective of 18µg/m<sup>3</sup> to be attained by 2010 was in danger of being breached. To obtain more robust data a TEOM (Tapered Element Oscillating Microbalance) was located at the site, in February 2007 to provide real time information on PM<sub>10</sub> levels in the atmosphere.
- 2.3** The Local Air Quality Progress Report 2008 which reports on the calendar year 2007 was submitted to the Scottish Government in June 2008 and the Scottish Government accept its conclusions. Copies of the report will be placed in Members rooms.

### **3. Main Issues**

#### **3.1 Compliance with National Air Quality Objectives**

##### **3.1.1 Dumbarton 1 (A814, Glasgow Road, Dumbarton)**

- (i) This diffusion tube is located at a pelican crossing on the A814 close to its junction with Leven Street, Dumbarton. Results from the tube designated Dumbarton 1 show a substantial decrease in 2007 with a bias adjusted annual average of  $23\mu\text{g}/\text{m}^3$ . The 2007 Progress Report gave details of an exceedence of the annual average national objective of  $40\mu\text{g}/\text{m}^3$  at this location during 2006. This was the first time the location had breached the objective and the increase was initially blamed on an increase in traffic using the A814.

However following an investigation it was discovered that a balanced flue was located on the façade of the building only 2 metres away from the tube location and with the exhaust discharged at almost the same level as the tube. Guidance states that that  $\text{NO}_2$  tubes should not be located within 10 metres of balanced flues. The diffusion tube was relocated to the other side of the pelican crossing but away from the exhaust of the balanced flue. Since this relocation the results from the tube have decreased markedly.

- (ii) In April 2007 a real time  $\text{NO}_x$  analyser was located as close as possible to the location of the Dumbarton 1 diffusion tube. The ratified data to the end of 2007 shows an annual mean of  $19\mu\text{g}/\text{m}^3$  with no exceedences of the hourly mean. This unit will remain at this location throughout 2008.
- (iii) As stated in the 2007 Progress Report a significant amount of development, both residential and commercial, has already been granted Planning Consent. We anticipate that as these developments are completed there will be a significant increase in vehicle traffic using the A814 (Glasgow Road, Dumbarton).
- (iv) At a recent meeting of the Sustainability Working Group the Manager of Roads, Waste and Transport confirmed that air quality is a significant element of the Local Transport Strategy with a commitment to improve air quality by a variety of means including minimising congestion and promotion of sustainable travel.

##### **3.1.2 Milton 1, A82 Dumbuck Junction**

- (i) The  $\text{NO}_2$  bias adjusted annual average for 2007 for this diffusion tube was  $43\mu\text{g}/\text{m}^3$ . In 2006 this figure was  $45\mu\text{g}/\text{m}^3$ . Prior to 2006 this location had never breached the National Air Quality Objective. The location of this diffusion tube is close to the Dumbuck traffic light junction on the A82 trunk road. The Committee will be aware that the A82 is the main trunk road access to the west coast of Scotland and is the busiest road within the Council area. The nearest relevant receptors are occupants of residential properties which are set back 10 - 15 metres from the kerb. Guidance provides factors which can be applied to concentrations measured at kerbside locations to provide an

estimate of the concentration at the building façade. The estimated NO<sub>2</sub> concentration at the façade is 35.25µg/m<sup>3</sup>.

- (ii) A diffusion tube has been located at the façade of one of the houses and the results will be included in next years Update and Screening Assessment.

### **3.1.3 Kilbowie Roundabout, Clydebank**

(i) A real time NO<sub>x</sub> analyser and TEOM is located at Kilbowie Roundabout. Ratified data for 2007 showed an annual mean NO<sub>2</sub> figure of 25µg/m<sup>3</sup> with no exceedences of the hourly mean.

(ii) PM<sub>10</sub> results for 2007 indicate an annual average figure of 17µg/m<sup>3</sup> (gravimetric). There were three exceedences of the daily mean objective (>50µg/m<sup>3</sup>) during 2007.

## **3.2 Vehicle Emissions Testing & Encouraging Improvements**

**3.2.1** In September 2005 the Council elected to adopt the provisions of the Road Traffic (Vehicle Emissions) (Fixed Penalty) (Scotland) Regulations 2003 and were duly authorised by the Scottish Executive on 29 March 2006.

**3.2.2** During 2007/2008 three roadside vehicle emission testing days were undertaken in partnership with staff from Glasgow City Council and Strathclyde Police. In the course of these three days 199 vehicles were tested. 8 Fixed Penalty Notices and 1 Deferred Test Notice were issued to drivers whose vehicle failed to meet the required emission standards. All owners subsequently produced evidence that their vehicle had been repaired and had passed a second emissions test. Payment of the Fixed Penalty Notice was therefore waived.

**3.2.3** Also in partnership with Strathclyde Police, Officers regularly visit taxi ranks and bus termini to ensure that waiting vehicles are switching off their engines. To date it has not been necessary to issue any Fixed Penalty Notices as all drivers have co-operated with our requests to switch off their engines.

**3.2.4** During 2007 two publicity campaigns continued. One "If you breath you're involved" to encourage sustainable improvements in local air quality and the other "idling gets you nowhere" to reduce air pollution by switching off engines when parked or to use public transport rather than motor vehicles.

## **4. Personnel Issues**

**4.1** There are no personnel issues.

## **5. Financial Issues**

**5.1** Scottish Government funding of £12,000 for 2008/2009 has been secured to undertake further vehicle emissions testing and local publicity. A further £5000 has also been allocated from the general West Dunbartonshire Council Capital budget for air quality purposes.

## **6. Risk Analysis**

**6.1** There are no risks associated with this report.

## **7. Conclusions**

**7.1** Air quality within the West Dunbartonshire Council area remains good. Only one NO<sub>2</sub> tube result indicates a breach of the National Objective of 40µg/m<sup>3</sup> – Milton 1. However at this location the nearest relevant receptor is 10 -15 metres away from the roadside. Monitoring and work to improve local air quality will continue and will be reported in the 2009 West Dunbartonshire Update and Screening Assessment Report.

## **8. Recommendation**

**8.1** The Committee is invited to note the content of this report.

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**Executive Director, Corporate Services.**  
**Date: 29 October 2008.**

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**Appendix:** None

**Background Papers:** Environment Act 1995  
West Dunbartonshire Council Air Quality Review &  
Assessment Stage 1 1999  
West Dunbartonshire Council Air Quality Review &  
Assessment Stage 2 2001  
West Dunbartonshire Council Update & Screening  
Assessment 2003  
Scottish Executive, Technical Guidance LAQM TG (03) &  
subsequent Revisions  
West Dunbartonshire Council Local Air Quality Strategy  
West Dunbartonshire Council Update & Screening  
Assessment 2006  
West Dunbartonshire Council Progress Report 2007  
West Dunbartonshire Council Progress Report 2008

**Wards Affected:** All