



**Air quality action plan 2024 – 2029**  
**in fulfilment of Part IV of the Environment Act 1995**  
**Local air quality management**  
**June 2024**

If you need this information in another language or format, please contact us to discuss how we can best meet your needs. Phone 0303 123 1015 or email [equalities@southlanarkshire.gov.uk](mailto:equalities@southlanarkshire.gov.uk)

Information		South Lanarkshire Council	
Local Authority Officer		Bronah Byrne	
Department		Planning and Regulatory Services	
Address		South Lanarkshire Council, Brandon Gate Floor 1, Leechlee Road, Hamilton, ML3 OXB	
Phone		0303 123 1015	
Email		<a href="#">Customer service enquiry</a>	
Report Reference Number		SLC_Action Plan 2_ 2024_2029	
Date		June 2024	

## Executive summary

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 action we will take to improve air quality in South Lanarkshire between April 2024 and March 2029.

Air quality across South Lanarkshire has improved since the original AQAP was developed. We have revoked one of our three Air Quality Management Areas (AQMAs) with work commencing on revoking the remaining two AQMAs.

This action plan replaces the previous action plan which ran from March 2019. Projects delivered through the past action plan include:

### Revocation

Revocation of the Lanark AQMA

### Active travel

The WALKCYCLE4AIR App and competition was launched in partnership with North Lanarkshire Council. The App aims to encourage people out of their cars whilst enjoying fresh air and cutting their emissions at the same time. Since launch the App has been downloaded over 2,200 times. More information is available here: [Treasure trail helps address air pollution - South Lanarkshire View](#) (Air Quality Action Plan South Lanarkshire Council 2019: S15 – Investigate behaviour change initiatives)

‘Love to Ride South Lanarkshire’ was a tailored online behaviour change programme and platform which ran for eighteen months and has been proven to motivate and encourage more people on bikes. The project engaged with 35 workplaces and encouraged 18% of new riders to become occasional or regular riders and 9% of active occasional riders to become regular riders. More information is available here: [Cycle for fun and prizes this September - South Lanarkshire View](#). (Air Quality Action Plan South Lanarkshire Council 2019: S15 – Investigate behaviour change initiatives)

‘Beat the Street’ projects have been delivered in South Lanarkshire since 2018. This is a sustainable active travel behaviour change initiative aimed at encouraging residents and visitors to decrease journeys by car and increase journeys made using more active and sustainable means of travel. Projects have taken place in Lanark and Rutherglen, East Kilbride (EK)(twice), Hamilton and Blantyre, Cambuslang and Rutherglen and most recently within Clydesdale area. Over 53,000 people have taken part and community engagement has ranged between 10 – 17% of the local population. Participants have walked, cycled, or wheeled over 700,000 miles (28 times round the world). Some further information is available here: <https://www.southlanarkshireview.scot/news/article/1542/beat-the-street-launched-in-east-kilbride> (Air Quality Action Plan South Lanarkshire Council 2019: S15 – Investigate behaviour change initiatives)

‘BetterPoints – Think, Move, Breathe’ is an App based active and sustainable travel behaviour project that rewards participants for choosing active and sustainable ways of travelling across South Lanarkshire. More information is available here: [BetterPoints - Think, Move, Breathe](#). (Air Quality Action Plan South Lanarkshire Council 2019: S15 – Investigate behaviour change initiatives)

South Lanarkshire Council (SLC) has worked in partnership with South Lanarkshire College to support the expansion of cycling uptake with students and staff. SLC supported the college in their purchase of a new e-cargo bike which will enable sustainable deliveries across campus as well as transporting materials for the horticultural department. Dr Bike sessions have also been supported to assist staff and students with bike maintenance. (Air

Quality Action Plan South Lanarkshire Council 2019: S9. – Encourage the uptake of low emission vehicles)

South Lanarkshire re-launched its 'Cycle2Work' scheme and in 2022 agreed that this scheme would now be an all-year-round project with no closing date for applications. More information is available here: [Cycle2Work](#) (Air Quality Action Plan South Lanarkshire Council 2019: S9. – Encourage the uptake of low emission vehicles)

Cycle training has also been provided within our schools. In academic year 2022-23 there were 67 schools delivering to Bikeability Level 1 and 52 schools training to Level 2 on-road with a further 2 schools delivering Level 2 style training in the playground. (Air Quality Action Plan South Lanarkshire Council 2019: S9. – Encourage the uptake of low emission vehicles)

Ongoing improvements and expansion of the cycling and walking network continued and a link to the current network is available via online resource linked here: [The air that we breathe story map](#). An example of the infrastructure improvements is available here: [Improvements underway for Active Travel routes - South Lanarkshire View](#) (Air Quality Action Plan South Lanarkshire Council 2019: S14 – Improve cycle routes)

The EK branch of Universal Connections participated in a Beat the Street legacy project aimed at upskilling members of the local community in cycle training. Nine members of staff and volunteers completed their 'Train the Trainers Bikeability Leaders' course. This will enable the centre to run essential cycling courses for young people and the wider community to build their confidence, using cycle lanes safely and basic bike maintenance to keep their bikes roadworthy. (Air Quality Action Plan South Lanarkshire Council 2019: S9. – Encourage the uptake of low emission vehicles)

Installation of cycle shelter at Universal Connections (UC) EK, which is part of SLC Education. UC works closely with youth and those in the wider community, and they are working on supporting and encouraging cycling as a viable travel option. SLC are currently installing a fully segregated cycling infrastructure within East Kilbride and the installation of the cycling shelter supports UC in their endeavours regarding cycling. (Air Quality Action Plan South Lanarkshire Council 2019: S15 – Investigate behaviour change initiatives)

Installation of Public Bike Maintenance stands within Calderglen Country Park and Lanark Country Park to encourage active travel choices by means of cycling to and from and within the parks within both towns. (Air Quality Action Plan South Lanarkshire Council 2019: S15 – Investigate behaviour change initiatives)

SLC Walking and Cycling Sustainable Travel Promotion. Each year SLC undertake a publicity campaign with our "Leave the Car at Home" message, and this involves a variety of publicity formats such as billboard advertising, bus rear advertising and supermarket digital sheet advertising. (Air Quality Action Plan South Lanarkshire Council 2019: S15 – Investigate behaviour change initiatives)

East Kilbride Active Travel Infrastructure – As part of the EK Active Travel study undertaken in 2019, community engagement led to a series of routes highlighted for enhancement for both walking and cycling. Several routes have now been installed throughout the town including segregated bidirectional cycle lanes with additional footway provision for pedestrians. (Air Quality Action Plan South Lanarkshire Council 2019: S15 – Investigate behaviour change initiatives)

Improvement in Bus Services – SLC in partnership with Strathclyde Partnership for Transport (SPT) have been improving facilities at bus stops including providing high quality bus shelters, making bus stops more accessible, with installation of high kerbs that are at the same height as the floor of the buses and providing timetable information at all bus stops.

Also installed are real time passenger information along some of the strategic bus routes, making travelling by bus more convenient and desirable. (Air Quality Action Plan South Lanarkshire Council 2019: S15 – Investigate behaviour change initiatives)

## **Education**

Focused air quality workshops have been delivered to both primary and secondary school students. (Air Quality Action Plan South Lanarkshire Council 2019: S13 – integration of air quality awareness within education)

The ‘On the Move’ project has been delivered in Lanark and Blantyre with work ongoing to introduce it to the Calderglen area in EK. Primary schools and communities around Lanark and Blantyre have worked together to inspire locals to travel responsibly for the environment. More information is available here: [On the Move to cleaner air in Lanark - South Lanarkshire View](#) (Air Quality Action Plan South Lanarkshire Council 2019: S13 – integration of air quality awareness within education and S15 – Investigate behaviour change initiatives)

Young sports leaders and S6 students from St Andrews and St Brides High School had an opportunity to be trained as Bikeability Instructors as part of the legacy work from one of the ‘Beat the Street’ projects. These students are now able to deliver on road cycle training to primary school children under the Cycling Scotland’s Training Scheme. Children who are taught this course learn safe cycling skills and road safety and Highway Code awareness, and basic cycle maintenance checks along with Eco and Active Travel to improve air quality. (Air Quality Action Plan South Lanarkshire Council 2019: S13 – integration of air quality awareness within education)

Conference of Schools (COS1) event – On the back of the Conference of the Parties 26 (COP26) summit event in Glasgow in 2021 young people from all high schools within South Lanarkshire created a Youth Forum on Climate Change and Sustainability. They held their first mini-COP event called Conference of Schools 1 (COS1) in 2022 which was held over three days at Palace Grounds in Hamilton with more than 500 primary aged children in attendance. The Youth Forum came up with a theme for the event “TIERS” which focused on Travelling, Influencing, Eating, Reduce-Reuse-Recycle, and Shopping. They asked the school attendees to commit to a set of pledges and to raise awareness across the rest of the schools. A further COS2 event also ran in February 2024 and more information is available: <https://blogs.glowscotland.org.uk/sl/public/primaryscience/uploads/sites/13996/2024/05/28124907/COS2-Case-Study-final.pdf> (Air Quality Action Plan South Lanarkshire Council 2019: S13 – integration of air quality awareness within education)

## **Tackling engine idling**

South Lanarkshire’s externally funded engine idling promotion campaign continues. Graphics have developed banners which are displayed on a rota locational basis on streetlamps and railings. The campaign emphasises the effects of poor air quality from engine idling. The refreshed campaign branding ‘30 good reasons to switch off your engine’ and ‘11 good reasons to turn off your engine’ are in use around schools and sports centres. The new branding has been very well received. An example of the campaign is available here: [https://www.southlanarkshirereview.scot/news/article/1304/pupils\\_switch\\_on\\_to\\_social\\_to\\_ask\\_you\\_to\\_switch\\_off\\_your\\_engine](https://www.southlanarkshirereview.scot/news/article/1304/pupils_switch_on_to_social_to_ask_you_to_switch_off_your_engine). (Air Quality Action Plan South Lanarkshire Council 2019: S15 – Investigate behaviour change initiatives)

## **Improvements to vehicle emissions**

South Lanarkshire increased the numbers of fuel efficient and electric vehicles within the council fleet, including pool cars, sweepers, and a minibus, and expanded the public electric vehicle charging network with 133 charging points now available. Read more here: [Tariff to](#)

[be introduced for electric vehicle charging - South Lanarkshire View](#) (Air Quality Action Plan South Lanarkshire Council 2019: S9. – Encourage the uptake of low emission vehicles)

An ECO Stars fleet scheme has been running since 2014 and aims to raise awareness among companies of the important role they can play in helping improve local air quality by enhancing the performance of their fleet. To date there are 289 members with 10,618 vehicles registered to the scheme. SLC is a member of the scheme. More information is available here: [Commercial vehicle operators save costs and save the planet - South Lanarkshire View](#). (Air Quality Action Plan South Lanarkshire Council 2019: S9 – Encourage the uptake of low emission vehicles and L10 – Engage local businesses in eco fleet initiatives and travel planning)

An Eco Stars Taxi scheme commenced in 2021 and has 13 taxi operators with a total of 174 vehicles registered within the scheme. Three Taxi Operators workshops have also been run as a joint initiative with North Lanarkshire Council. These workshops gave taxi operators information and advice on the Energy Savings Trust Switched on Taxi loan. Information on the Low Emission Zone (LEZ) scrappage scheme which is open to households within 20km of an LEZ was also provided (several towns within South Lanarkshire fall within this radius). The scrappage scheme provides grants to households to dispose of non-compliant vehicles. Information was also given on Glasgow's LEZ and how it might impact drivers from both North and South Lanarkshire, as well as showcasing some ultra-low emissions taxis from the Glasgow Taxi Centre. (Air Quality Action Plan South Lanarkshire Council 2019: S9 – Encourage the uptake of low emission vehicles and L10 – Engage local businesses in eco fleet initiatives and travel planning)

In 2020 an Eco Stars Bus Operators workshop was held. This was also a joint initiative with North Lanarkshire Council to make bus operators aware of the funding incentives from BEAR (Transport Scotland's Bus Emissions Abatement Retrofit programme). This programme aims to fit buses/coaches with Clean Vehicle Retrofit Accreditation Scheme (CVRAS) accredited retrofit technology measures to support the delivery of Scotland's LEZs and neighbouring authorities benefit also by reducing nitrogen dioxide (NO<sub>2</sub>) and particulate matter (PM<sub>10</sub> and PM<sub>2.5</sub>) emissions in air. (Please note that PM<sub>10</sub> refers to airborne particulate matter with an aerodynamic diameter of 10µm (micrometres or microns) or less. PM<sub>2.5</sub> refers to airborne particulate matter with an aerodynamic diameter of 2.5µm or less). Three Bus Operators were successfully signed up to this programme following this workshop. (Air Quality Action Plan South Lanarkshire Council 2019: S9 – Encourage the uptake of low emission vehicles and L10 – Engage local businesses in eco fleet initiatives and travel planning)

Traffic signal optimisation has been introduced at key locations where possible within areas that impact the flow of traffic to and within the AQMAs. The Split Cycle Offset Optimisation Technique (SCOOT) traffic light system enables groups of traffic signals in busy areas to work together so that traffic flow is smoother, congestion reduced, and emissions minimised. (Air Quality Action Plan South Lanarkshire Council 2019: S8 use of SCOOT or other intelligent traffic system)

Funded Vehicle Emissions Testing events are held during the summer months at locations that include existing, former, and potential AQMAs. Vehicles are randomly selected from the traffic and with Police assistance diverted to a safe site, and those vehicles are tested. These events are delivered in partnership with North Lanarkshire Council and Police Scotland. These events are exclusively funded by Scottish Government (SG) grant award and delivered by SLC certified Environmental Health Staff. (Vehicle emission testing actions not included within the 2019 AQAP. This matter to be addressed within 2024-2029 AQAP)

## Greening of public spaces

Working in partnership with a local community gardening group 'Grow 73' several large wooden planters with pollution fighting plants were installed adjacent to a busy road junction. The project has been running for several years now and 'Grow 73' continue to maintain the planters. They have also engaged with the Royal Horticultural Society who have supported the project by providing advice, compost, and additional plants. (Air Quality Action Plan South Lanarkshire Council 2019: R5. Investigate the use of green infrastructure)

The council has signed an agreement with the Clyde Climate Forest committing to help plant 18 million trees by 2031. More information is available here: [Tree planting takes root across South Lanarkshire - South Lanarkshire View](#) and [Thousands of trees planted at local nature reserve - South Lanarkshire View](#). (Air Quality Action Plan South Lanarkshire Council 2019: R5. Investigate the use of green infrastructure)

## NO<sub>2</sub> monitoring

Following the Environmental Standards Scotland report September 2022, South Lanarkshire undertook a review of the non-automatic (passive monitoring) NO<sub>2</sub> monitoring locations in 2023 and sited all diffusion tubes at optimum locations considering congestion, idling traffic and high traffic flows as well as the sensitive receptors at hospitals, schools, health centres and nursing homes as recommended by this report. (Air Quality Action Plan South Lanarkshire Council 2019: S16: Continue to expand air quality monitoring activities)

## Health impacts

Air pollution is associated with several 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 the less affluent areas<sup>1,2</sup>.

The annual health cost to society of the impacts of PM<sub>10</sub> and PM<sub>2.5</sub> alone in the UK is estimated to be around £16 billion<sup>3</sup>. SLC is committed to reducing the exposure of people in South Lanarkshire to poor air quality to improve health.

## Action development

We have developed actions that can be considered under nine broad topics (not prioritised):

- Alternatives to private vehicle use
- Policy guidance
- Domestic solid fuel burning
- Promoting low emission transport
- Promoting travel alternatives
- Public information
- Transport planning and infrastructure
- Traffic management
- Vehicle fleet efficiency

---

<sup>1</sup> Environmental equity, air quality, socioeconomic status and respiratory health, 2010

<sup>2</sup> Air quality and social deprivation in the UK: an environmental inequalities analysis, 2006

<sup>3</sup> Defra. Abatement cost guidance for valuing changes in air quality, May 2013



Our priority will be to revoke the remaining two AQMAs and produce an 'Air Quality Strategy' (AQS). This AQS will cover air quality across all South Lanarkshire and will be especially protective of current and revoked AQMA's. This overarching strategy will support all the broad priority areas as detailed above.

In the interim period between revoking the remaining two AQMAs and developing the AQS this revised AQAP will set out the key measures that SLC will take to effectively tackle air quality issues within our control to continue to meet statutory air quality objectives. However, we recognise that there are air quality policy areas that are outside of our influence, but for which we may have useful evidence, and so we will continue to work with SG and partner organisations on policies and issues beyond South Lanarkshire's direct influence.

In accordance with the requirements of PG (S) (23) South Lanarkshire expects both the Whirlies and Rutherglen AQMAs to be revoked no later than 31<sup>st</sup> December 2024 and where possible within the shortest possible time. Following revocation of all AQMAs, SLC will continue to monitor, influence and act to ensure no future new AQMAs arise nor former AQMA's redeclared.

## **Responsibilities and commitment**

This AQAP was prepared by the Planning and Regulatory Services of South Lanarkshire Council with the following organisations and departments consulted:

- Scottish Ministers
- The Scottish Environment Protection Agency
- Neighbouring local authorities
- NHS Lanarkshire
- Transport Scotland
- Historic Environment Scotland
- Nature Scotland
- Local representative Members of Scottish Parliament
- Local representative Members of Parliament
- Public Health Scotland
- Scottish Government Air Quality
- SLC - Councillors
- SLC - Community Councils
- SLC – Community and Enterprise Resources
- SLC – Education Resources
- SLC – Finance and Corporate Resources
- SLC – Housing and Technical Resources
- SLC – Social Work Resources
- SLC's Air Quality Consultants - Ricardo

Following consultation, this AQAP will be formally approved and signed by the Executive Director for Community and Enterprise Resources.

This AQAP will be formally reviewed and republished on a five-yearly cycle from the date of publication unless a South Lanarkshire Air Quality Strategy is adopted within that interim timeframe. It is anticipated that the Strategy will supersede the AQAP.

Progress each year will be reported in the Annual Progress Report (APR) produced by South Lanarkshire as part of our statutory Local Air Quality Management duties. These are available at [South Lanarkshire Council | Scottish Air Quality](#)



Local authorities are expected to allow 12 months for the formal action plan review process to take place and ensure the revised action plan is republished within the five-yearly cycle.

If you have any comments on this AQAP, please send them to Bronah Byrne at

Address:       Planning and Regulatory Services  
                  South Lanarkshire Council  
                  Brandon Gate  
                  1 Leechlee Road  
                  Hamilton  
                  ML3 0XA

Phone: 0303 123 1015

Email: [Customer service enquiry](#)

## List of tables

Table 1.1: Contribution to annual mean PM<sub>10</sub> (% contribution) East Kilbride

Table 1.2: Contributions to annual mean PM<sub>10</sub> (% Contribution) Rutherglen

Table 1.3: Summary of air quality action plan measures 2019 and 2024-2029 update.

Table 1.4: Consultation undertaken

Table 2.1: Air quality action plan 2024 -2029 measures – category and classification, expected / actual completion, measure status and delivery organisation

Table 2.2: Air quality action plan 2024 -2029 measures – funding source, funding status, estimated cost of measure, target reduction in pollutant / emission from measure, key milestones and comments.

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

Table B.1 – Action Plan measures not pursued and the reasons for that decision

## List of figures

Figure 1.1: Trends in annual mean NO<sub>2</sub> concentrations at automatic monitoring sites (2018 – 2022)

Figure 1.2: Trends in annual mean NO<sub>2</sub> (diffusion tube) (roadside sites 2018 - 2022)

Figure 1.3: Trends in annual mean NO<sub>2</sub> (diffusion tube) (kerbside sites 2018 – 2022)

Figure 1.4: Trends in annual mean NO<sub>2</sub> (diffusion tube) (urban background 2018 – 2022)

Figure 1.5: Trends in annual mean concentrations PM<sub>10</sub> (using FIDAS correction values) at automatic sites (2018 – 2022)

Figure 1.6: Trends in annual mean PM<sub>2.5</sub> concentrations (using FIDAS correction values) at automatic sites (2018 – 2022)

Figure 1.7: PM<sub>10</sub> Annual mean source apportionment summary – Whirlies 2015

Figure 1.8: Road Transport Sources Only – Percentage Contribution to PM<sub>10</sub> at Automatic Monitoring Site, Whirlies

Figure 1.9: Contribution to Annual Mean PM<sub>10</sub> Rutherglen

Figure 1.10: Road traffic sources only percentage contribution to annual mean PM<sub>10</sub> concentrations in Rutherglen

## Introduction

This report outlines the actions that South Lanarkshire will deliver between 2024-2029 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 South Lanarkshire.

It has been developed in recognition of the legal requirement on the local authority to work towards Air Quality Strategy objectives under Part IV of the Environment Act 1995 and relevant regulations made under that part 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 South Lanarkshire's air quality APR. All previous APRs are available here: [South Lanarkshire Council | Scottish Air Quality](#)

This second AQAP (2024 – 2029) for South Lanarkshire will be a soft touch review of the original AQAP (2019). This review is based on the current air quality conditions within South Lanarkshire. Lanark AQMA has been revoked and the process of revoking the remaining two AQMAs at Whirlies (located in EK) and in Rutherglen has commenced. It is anticipated that all AQMAs will be revoked by the end of 2024. Thereafter it is South Lanarkshire's ambition to fully develop and adopt an overarching AQS.

## Summary of current air quality in South Lanarkshire

Air quality is generally good in most parts of South Lanarkshire. The main source of localised air pollution in South Lanarkshire is road traffic emissions; and to a lesser extent, emissions from industrial processes and commercial/domestic fuel combustion. The main pollutants of concern are nitrogen dioxide (NO<sub>2</sub>) and particulate matter (PM<sub>10</sub> and PM<sub>2.5</sub>).

The most recent air quality data reported within the APR is from the monitoring network data collected during 2022. Real time data from our eight air quality monitoring stations is also available here: [Latest pollution map \(scottishairquality.scot\)](#).

The reported data shows an overall downward trend in the measured concentrations of the main pollutants of concern. Concentrations measured in 2022 are similar to those measured in 2021, and all remain lower than 2019.

### Nitrogen dioxide (NO<sub>2</sub>)

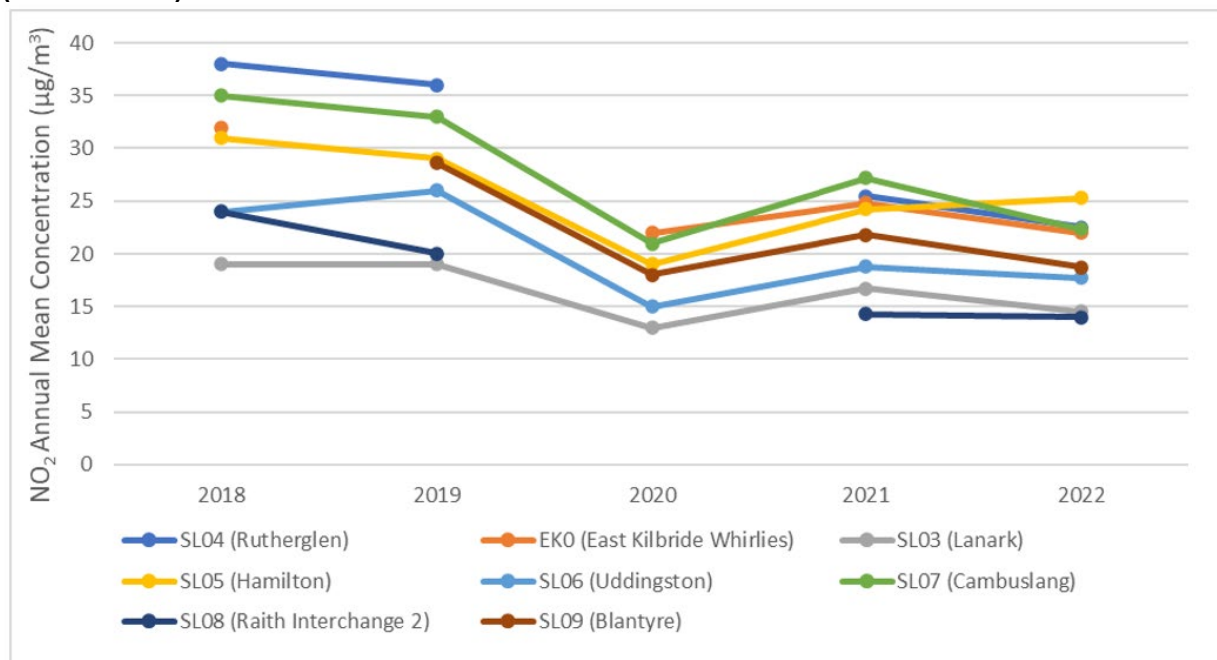
The last five years' measurements indicate an overall downward trend in measured NO<sub>2</sub> concentrations at all automatic and passive (NO<sub>2</sub> diffusion tube) monitoring sites; with a sharp decline between 2019 and 2020 attributable to reduced road traffic emissions during the nationwide pandemic restrictions in 2020.

All annual mean NO<sub>2</sub> concentrations measured at automatic monitoring sites within South Lanarkshire were below the annual mean objective of 40 µg/m<sup>3</sup> during 2022. See Figure 1.1: Trends in annual mean NO<sub>2</sub> concentrations at automatic monitoring sites (2018 – 2022).

For diffusion tube data see Figure 1.2: Trends in annual mean NO<sub>2</sub> (diffusion tube) (roadside sites 2018 - 2022), Figure 1.3: Trends in annual mean NO<sub>2</sub> (diffusion tube) (kerbside sites 2018 – 2022) and Figure 1.4: Trends in annual mean NO<sub>2</sub> (diffusion tube) (urban background 2018 – 2022).

No sites measured 1-hour mean NO<sub>2</sub> concentrations in excess of 200 µg/m<sup>3</sup> objective during 2022; all measurement sites were therefore compliant with the 1-hour short-term mean objective.

**Figure 1.1: Trends in annual mean NO<sub>2</sub> concentrations at automatic monitoring sites (2018 – 2022)**



**Figure 1.2: Trends in annual mean no<sub>2</sub> (diffusion tube) (roadside sites 2018 - 2022)**

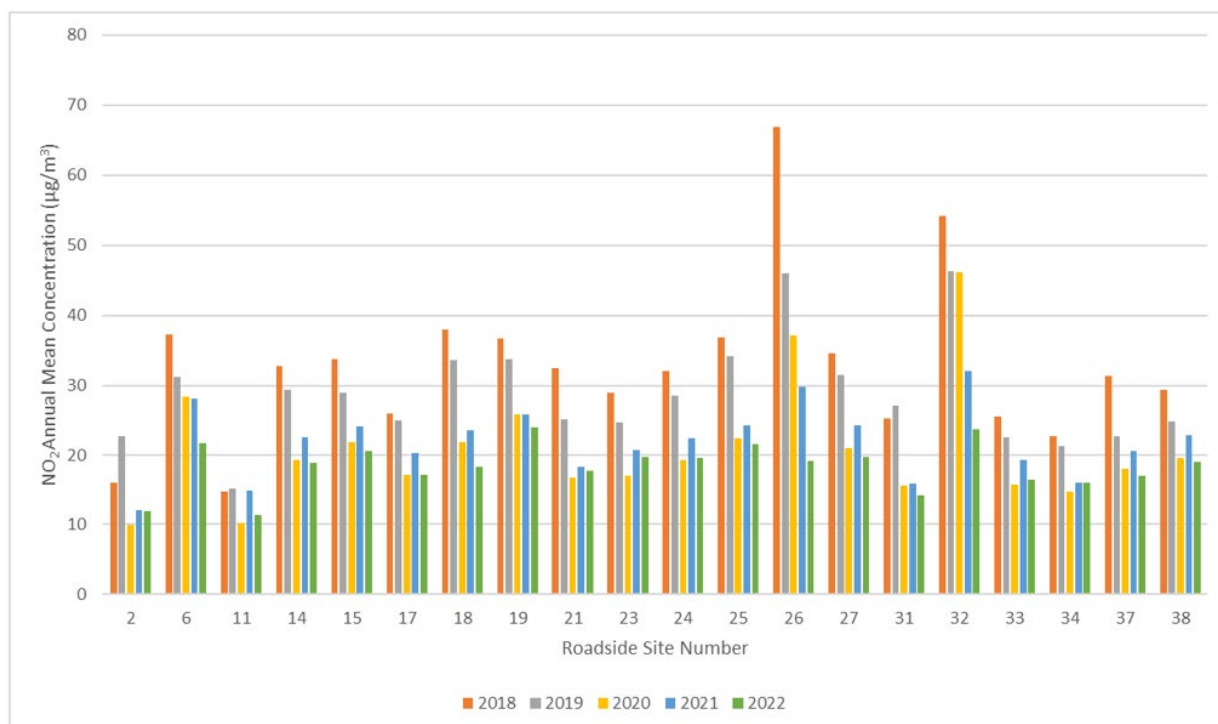


Figure 1.3: Trends in annual mean NO<sub>2</sub> (diffusion tube) (kerbside sites 2018 – 2022)

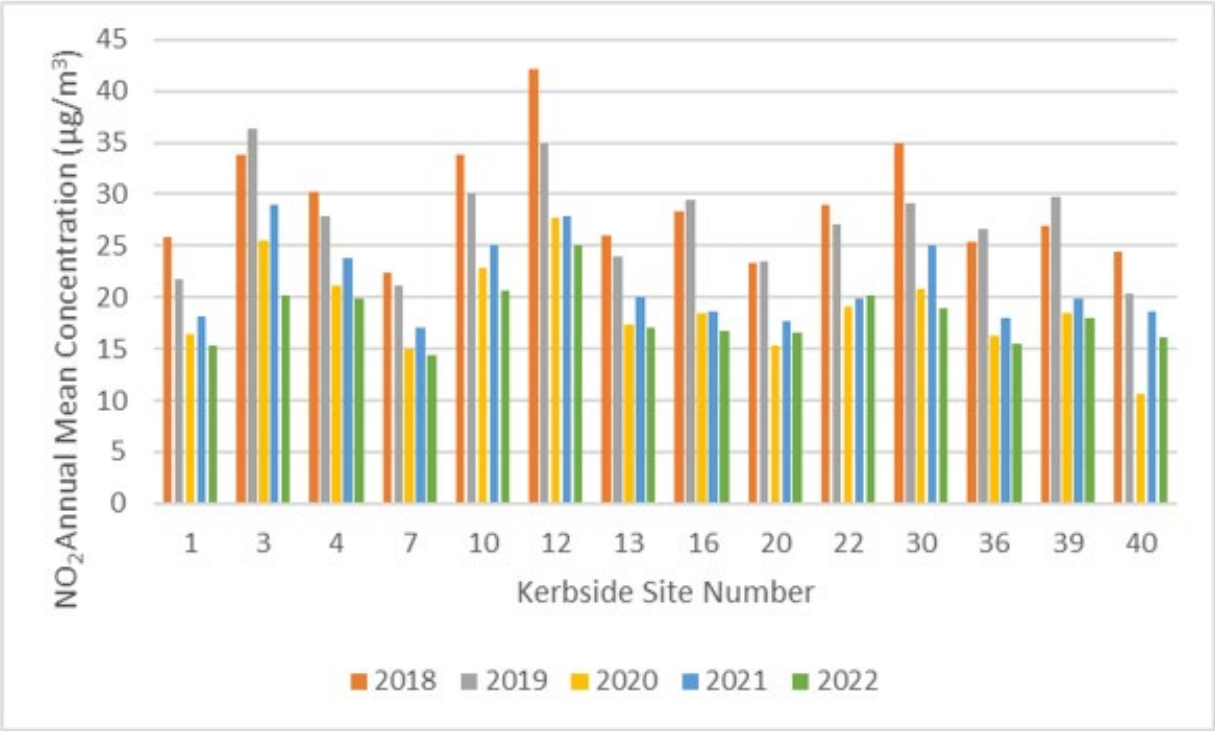
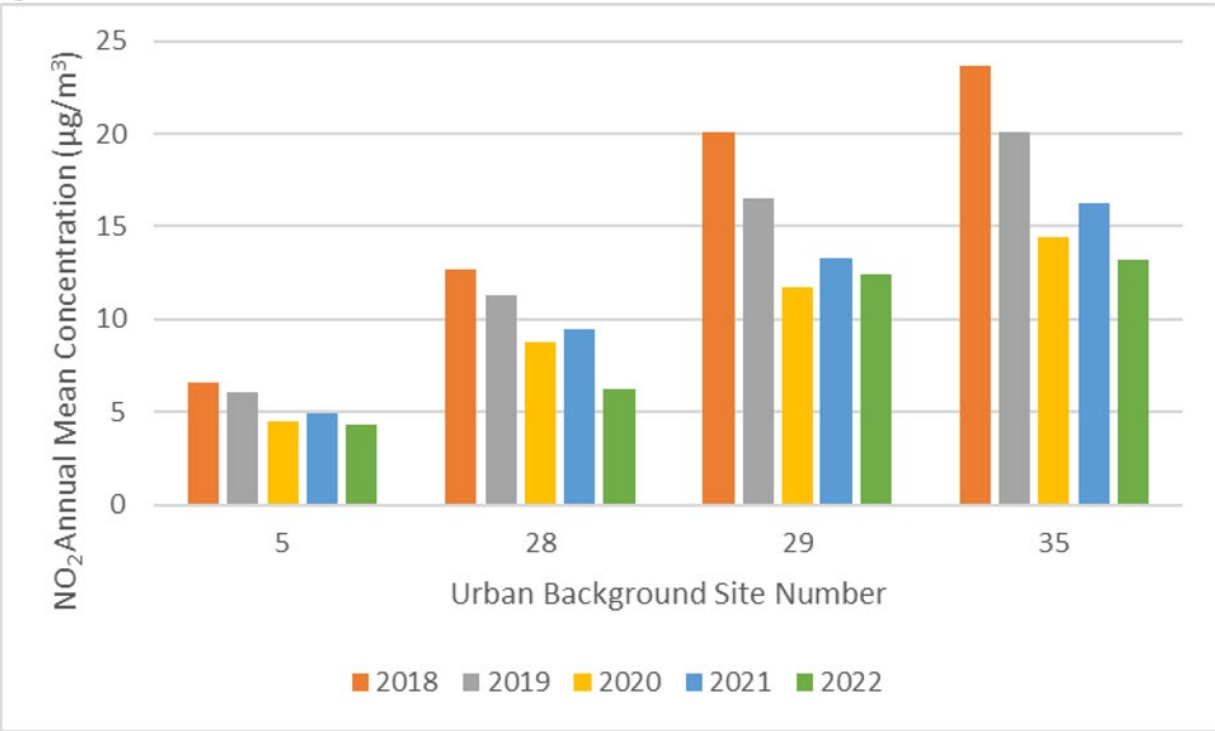


Figure 1.4: Trends in annual mean NO<sub>2</sub> (diffusion tube) (urban background 2018 – 2022)

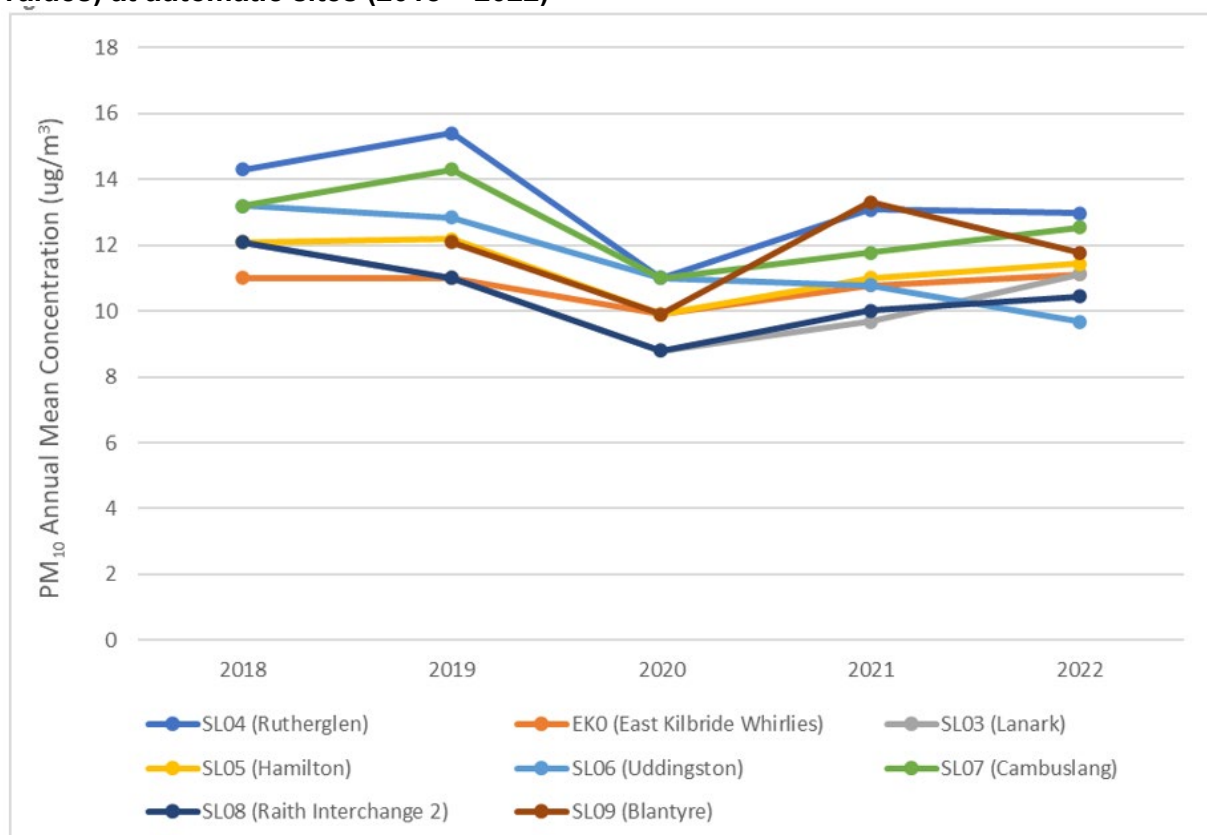


## Particulate matter (PM10)

The 18  $\mu\text{g}/\text{m}^3$  Scottish PM<sub>10</sub> annual mean objective was not exceeded at any of South Lanarkshire Council's eight automatic monitoring sites in 2022. Measured PM<sub>10</sub> concentrations in 2022 were similar to those measured in 2021. See Figure 1.5: Trends in Annual Mean Concentrations PM<sub>10</sub> (Using FIDAS Correction Values) at Automatic Sites (2018 – 2022).

No PM<sub>10</sub> daily means greater than 50  $\mu\text{g}/\text{m}^3$  were measured at any monitoring site during 2022. All measurement sites were therefore compliant with the 24-hour short-term mean objective.

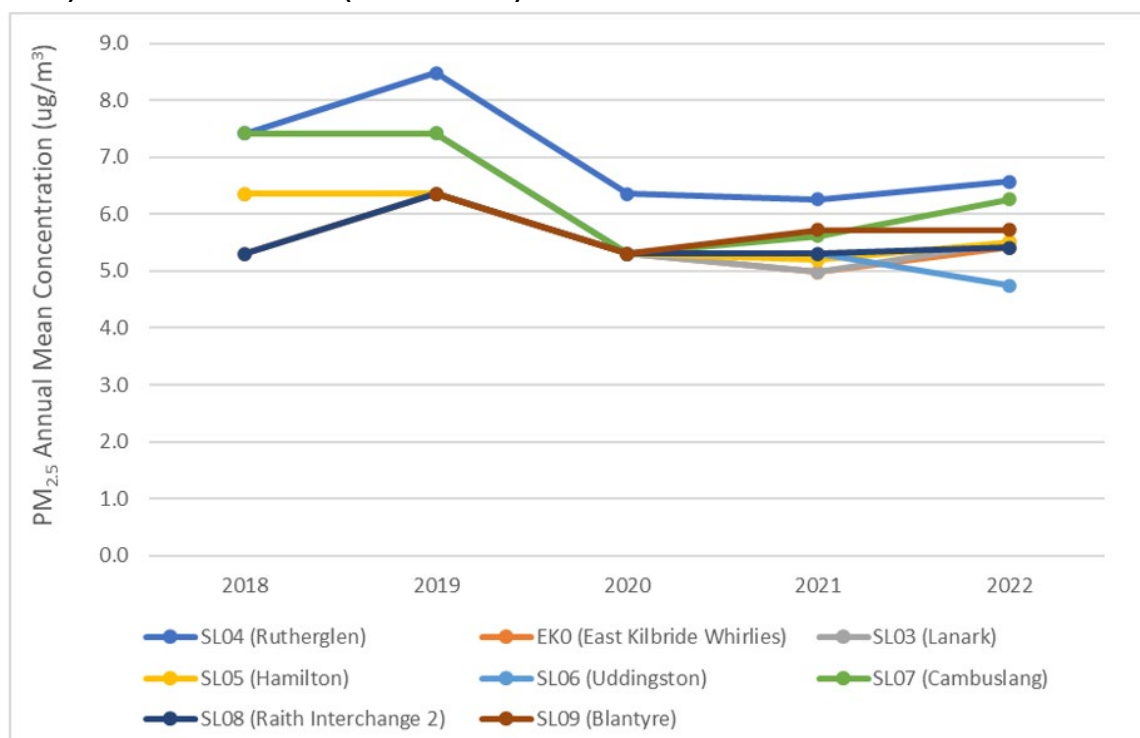
**Figure 1.5: Trends in annual mean concentrations PM10 (using FIDAS correction values) at automatic sites (2018 – 2022)**



## Particulate matter (PM2.5)

South Lanarkshire Council measured PM<sub>2.5</sub> concentrations at eight of their automatic sites in 2022. No exceedances of the Scottish PM<sub>2.5</sub> annual mean objective were measured. Measured PM<sub>2.5</sub> concentrations in 2022 were similar to those measured in 2021. See Figure 1.6: Trends in annual mean PM<sub>2.5</sub> concentrations (using FIDAS correction values) at automatic sites (2018 – 2022).

**Figure 1.6: Trends in annual mean  $\text{PM}_{2.5}$  concentrations (using FIDAS correction values) at automatic sites (2018 – 2022)**



Please refer to the latest version of South Lanarkshire's APR for the most up to date summary of air quality in South Lanarkshire available here: [South Lanarkshire Council | Scottish Air Quality](#)

## South Lanarkshire Council's air quality action plan priorities

SLC is committed to continuing to achieve compliance with health-based air quality objectives. As previously reported the main source of localised air pollution in South Lanarkshire is road traffic emissions; and to a lesser extent, emissions from industrial processes and commercial/domestic fuel combustion. The main pollutants of concern are  $\text{NO}_2$ ,  $\text{PM}_{10}$  and  $\text{PM}_{2.5}$ . South Lanarkshire's AQAP priorities will focus on these sources of localised air pollution.

## Source apportionment

The AQAP measures presented in this report are intended to be targeted towards the predominant sources of emissions within SLC's area. Source apportionment was carried out by South Lanarkshire in 2009 for the Whirlies AQMA and again in 2017 using the latest data available at that time. Source apportionment work was also undertaken for the Lanark and Rutherglen AQMAs in 2017. Details of the 2009 and 2017 source apportionment analysis are available within the 2019 Air Quality Action Plan.

The source apportionment analysis undertaken for each designated AQMA concluded that  $\text{NO}_2$  concentrations were due to traffic emissions.  $\text{PM}_{10}$  and  $\text{PM}_{2.5}$  concentrations however were largely influenced by background concentrations which can come from a variety of man-made sources such as quarrying, domestic heating, transport, industrial sources or from natural sources such as dust, pollen, volcanic ash, sea salt and others.



The 2017 source contributions for Whirlies and Rutherglen AQMAs (the remaining AQMA's at time of writing) are outlined in the following sections.

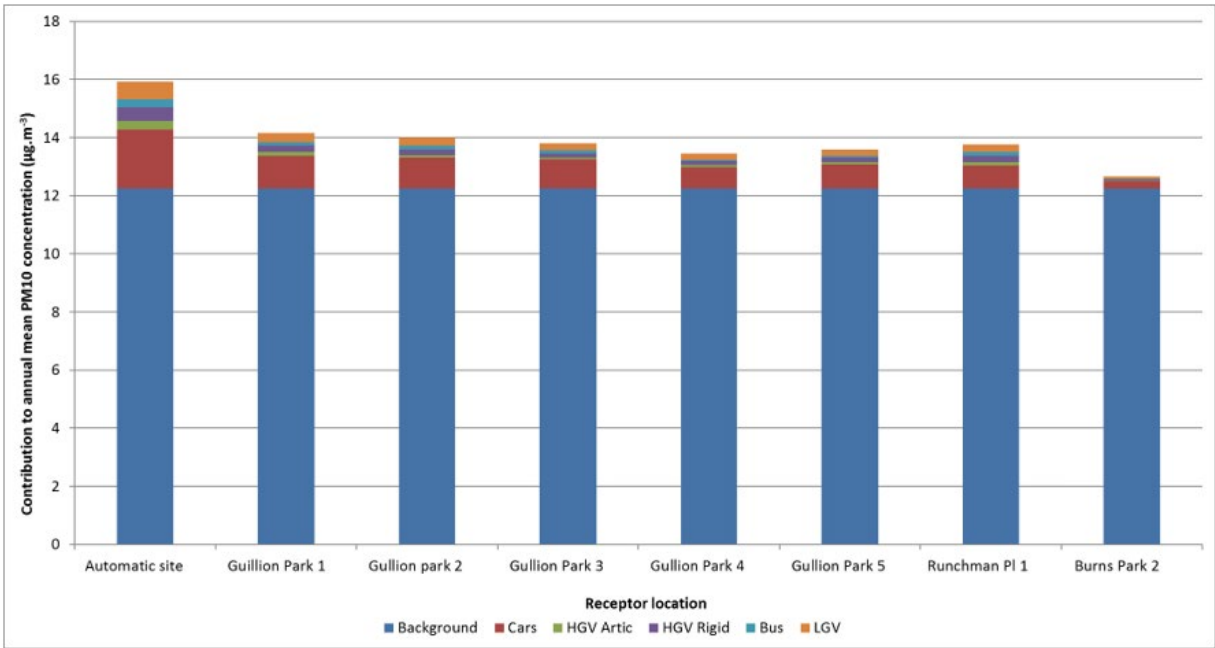
**Whirlies AQMA**

In January 2017 SLC commissioned Ricardo Energy and Environment to undertake an update to the PM<sub>10</sub> source apportionment evidence base for the Whirlies AQMA. The updated analysis made use of 2015 local traffic counts and pollutant measurement data.

The updated source apportionment confirmed that background concentrations of PM<sub>10</sub> in EK continue to be high in relation to the Scottish annual mean objective (18µg.m<sup>-3</sup>). Local emissions from cars and LGVs were identified as the principal local sources of PM<sub>10</sub> resulting in borderline exceedances of the objective. In addition, other road traffic and stationary sources also contribute to local concentrations.

A breakdown of source contributions to annual mean concentrations including background is presented in Figure 1.7: PM<sub>10</sub> annual mean source apportionment summary – Whirlies 2015, with the corresponding percentages presented in Table 1.1: Contribution to annual mean PM10 (% contribution) East Kilbride. The road traffic source contributions are presented in Figure 1.8 Road transport sources only – percentage contribution to PM10 at automatic monitoring site, Whirlies.

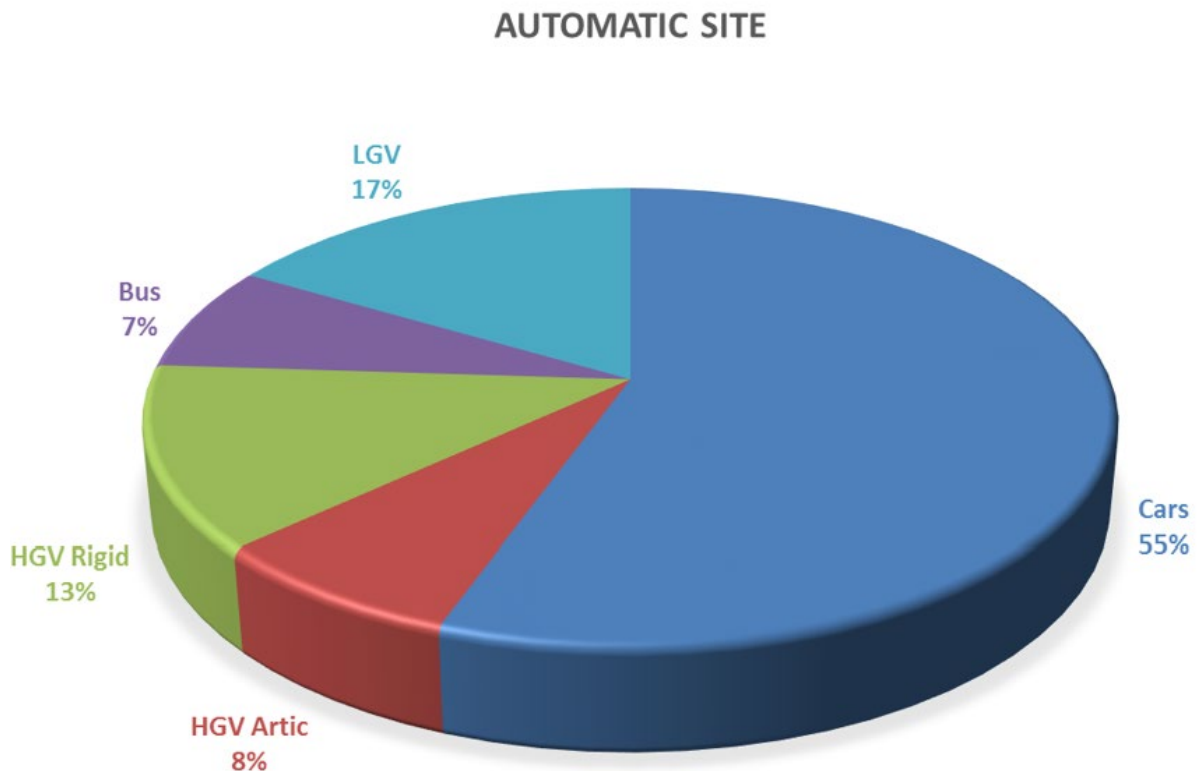
**Figure 1.7: PM<sub>10</sub> annual mean source apportionment summary – Whirlies 2015**



**Table 1.1: Contribution to annual mean PM<sub>10</sub> (% contribution) East Kilbride**

<b>Receptor</b>	<b>Total PM<sub>10</sub> %</b>	<b>Background %</b>	<b>Road %</b>	<b>Cars %</b>	<b>HGV Artic %</b>	<b>HGV Rigid %</b>	<b>Bus %</b>	<b>LGV %</b>
<b>Automatic site</b>	100	76.9	23.1	12.8	1.8	3.0	1.7	3.8
<b>Gullion Park 1</b>	100	86.4	13.6	7.9	0.9	1.6	0.9	2.2
<b>Gullion Park 2</b>	100	87.5	12.5	7.6	0.6	1.4	0.9	2.0
<b>Gullion Park 3</b>	100	88.7	11.3	7.3	0.4	1.1	0.8	1.8
<b>Gullion Park 4</b>	100	91.1	8.9	5.4	0.6	1.0	0.4	1.5
<b>Gullion Park 5</b>	100	90.2	9.8	6.1	0.7	1.1	0.4	1.6
<b>Runciman Place 1</b>	100	89.0	11.0	5.7	0.9	1.5	1.0	1.8
<b>Burns Park 2</b>	100	96.8	3.2	2.0	0.2	0.3	0.1	0.5

**Figure 1.8: Road transport sources only – percentage contribution to PM<sub>10</sub> at automatic monitoring site, Whirlies**



In summary the 2017 source apportionment for Whirlies, EK results indicate that:

- Background concentrations of PM<sub>10</sub> contributed to a high proportion of the PM<sub>10</sub> measured, 77% at the automatic monitoring station at the Whirlies roundabout.
- Cars contributed the greatest contribution from road traffic sources, with 13% of the total PM<sub>10</sub>.
- LGVs contribute a maximum of almost 4% of the total PM<sub>10</sub>.
- HGVs and buses had a minor contribution to road traffic PM<sub>10</sub> within the Whirlies AQMA.

Conclusion - action plan measures will mainly focus on localised action to reduce the impact from road traffic emissions within the Whirlies AQMA. Measures to reduce pollutant concentrations from road traffic sources focus on the reduction in traffic volume passing through the AQMA, reduce any traffic queuing and reduce emissions from given vehicle categories. All of these have been considered within this revised AQAP.

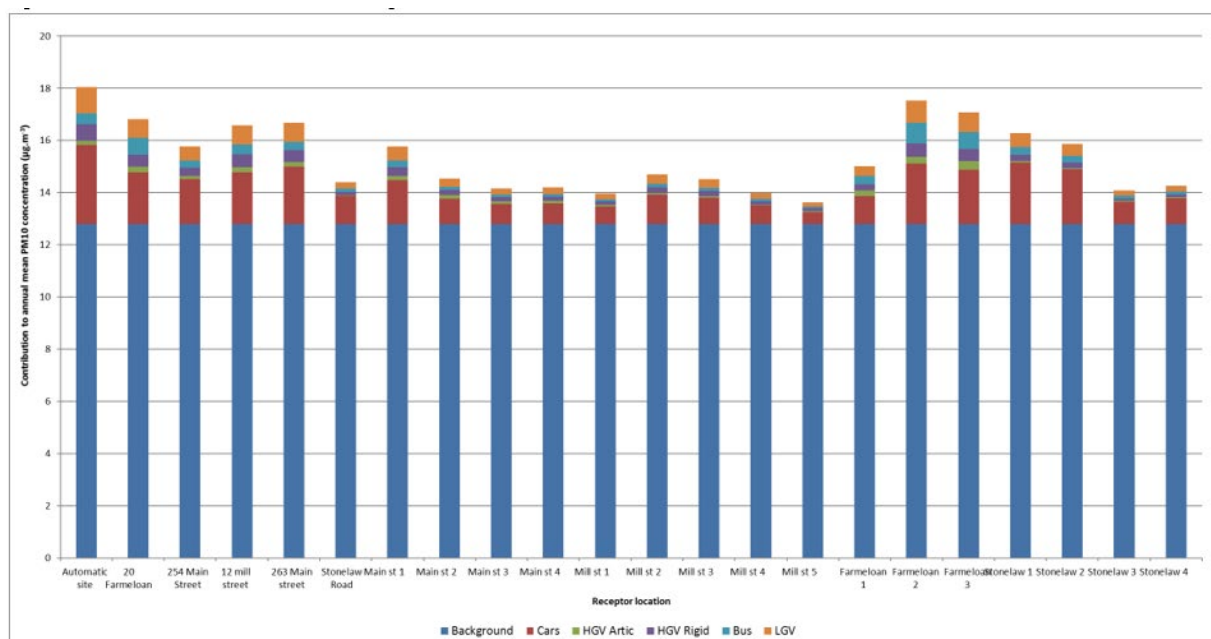
### **Rutherglen AQMA**

A source apportionment analysis was undertaken in 2017 to identify the emission sources that contribute to local concentrations of PM<sub>10</sub> within the Rutherglen AQMA. PM<sub>10</sub> concentrations were influenced by background concentrations from a wide variety of sources. Cars contributed significantly to road source emissions of PM<sub>10</sub> and PM<sub>2.5</sub>.

A breakdown of source contributions to annual mean concentrations including background is presented in Figure 1.9 Contribution to annual mean PM<sub>10</sub> Rutherglen with the

corresponding percentages presented in Table 1.2 Contributions to annual mean PM10 (% contribution) Rutherglen. The road traffic contribution only is presented in Figure 2.1.

**Figure 1.9: Contribution to annual mean PM10 Rutherglen**

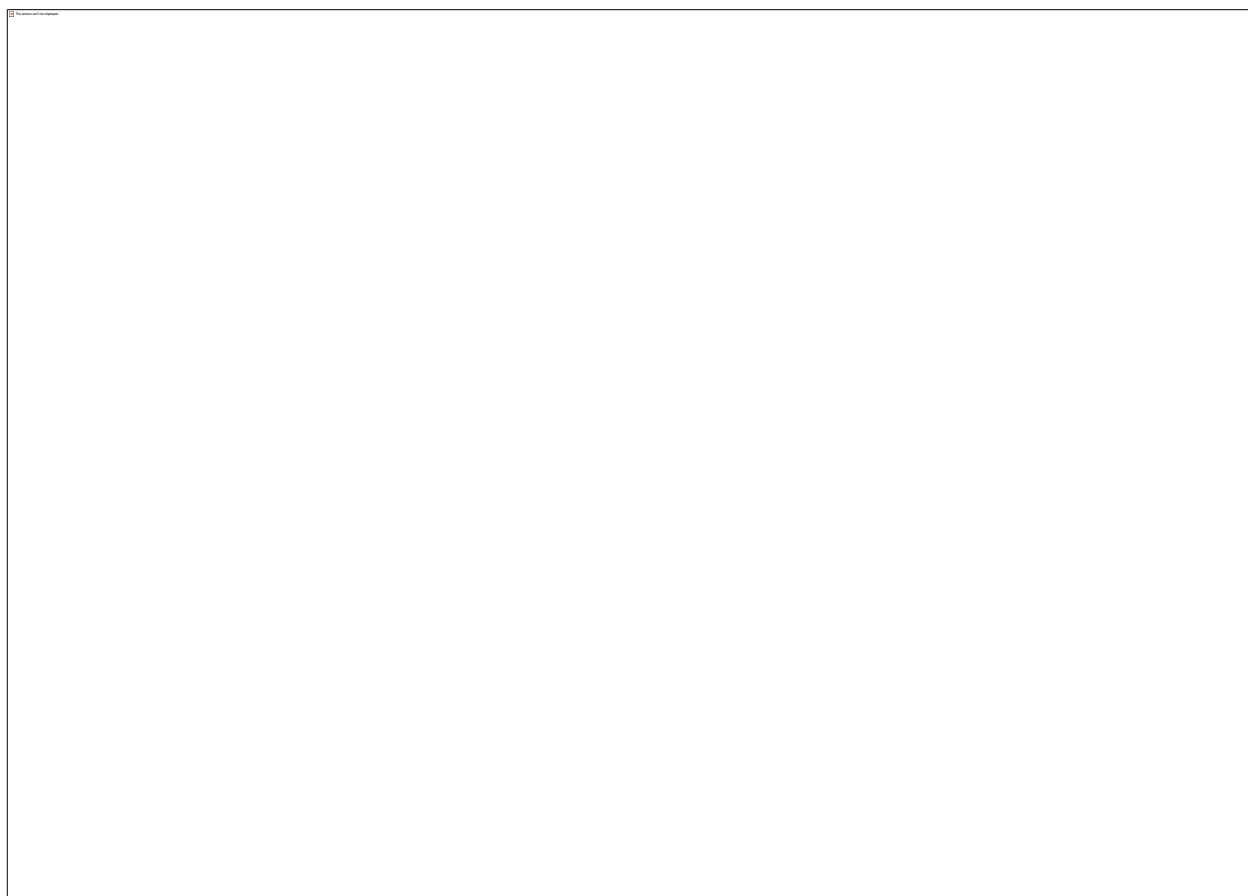


**Table 1.2: Contributions to annual mean PM10 (% contribution) Rutherglen**

Receptor	Total PM <sub>10</sub> %	Background %	Road %	Cars %	HGV Artic %	HGV Rigid %	Bus %	LGV %
Automatic site	100	70.9	29.1	16.8	0.9	3.6	2.3	5.6
20 Farmelohan	100	76.0	24.0	11.8	1.3	2.6	3.9	4.3
254 Main Street	100	81.1	18.9	10.9	0.9	2.0	1.7	3.4
12 Mill Street	100	77.1	22.9	12.0	1.2	3.1	2.3	4.4
263 Main Street	100	76.7	23.3	13.2	1.0	2.7	2.0	1.7
Stonelaw Road	100	88.8	11.2	7.6	0.2	0.8	1.0	1.7
Main St 1	100	81.1	18.9	10.7	1.0	2.2	1.5	3.5

Receptor	Total PM <sub>10</sub> %	Background %	Road %	Cars %	HGV Artic %	HGV Rigid %	Bus %	LGV %
Main St 2	100	87.9	12.1	6.7	0.9	1.4	0.9	2.2
Main St 3	100	90.3	9.7	5.5	0.7	1.1	0.7	1.8
Main St 4	100	90.0	10.0	5.7	0.6	1.2	0.7	1.8
Mill St 1	100	91.5	8.5	4.8	0.5	1.0	0.6	1.6
Mill St 2	100	87.0	13.0	7.8	0.4	1.5	0.9	2.4
Mill St 3	100	88.1	11.9	7.1	0.4	1.4	0.8	2.2
Mill St 4	100	91.4	8.6	5.1	0.3	1.0	0.6	1.6
Mill St 5	100	93.8	6.2	3.5	0.3	0.8	0.5	1.2
Farmeloan 1	100	85.1	14.9	7.1	1.4	1.7	2.0	2.6
Farmeloan 2	100	72.9	27.1	13.3	1.4	3.0	4.5	4.8
Farmeloan 3	100	74.9	25.1	12.2	2.0	2.8	3.8	4.4
Stonelaw 1	100	78.6	21.4	14.5	0.4	1.5	1.8	3.2
Stonelaw 2	100	80.6	19.4	13.2	0.3	1.3	1.7	2.9
Stonelaw 3	100	90.8	9.2	6.1	0.3	0.7	0.8	1.4
Stonelaw 4	100	89.7	10.3	7.1	0.2	0.7	0.9	1.5

**Figure 1.10: Road traffic sources only percentage contribution to annual mean PM<sub>10</sub> concentrations in Rutherglen**



The results of the source apportionment analysis for Rutherglen indicated:

- Background PM<sub>10</sub> contributes a high proportion of the PM<sub>10</sub> measured, 71% at the automatic monitoring station.
- Cars contributed the greatest proportion of PM<sub>10</sub> from road traffic sources, followed by LGV and HGV.
- At Farmelohan and Main Street, buses contribute a greater proportion of PM<sub>10</sub> than at other locations.

Conclusion - considering the high contribution from background PM<sub>10</sub>, partnership working for national action on PM<sub>10</sub> reduction has been included within the AQAP. More localised measures to reduce the impact from road traffic emissions within the Rutherglen AQMA have also been included. Measures to reduce pollutant concentrations from road traffic sources should focus on reducing the amount of traffic passing through the AQMA, reduce any traffic queuing and congestion; and, where possible aim to reduce emissions from different vehicle categories such as buses. All these measures have been considered within the AQAP.

## **Required reduction in emissions**

The required reduction in emissions is an estimate in the improvement in air quality required to achieve compliance with the National Air Quality Strategy (NAQS) objectives for PM<sub>10</sub> within the Rutherglen and Whirlies AQMAs. As the 2023 APR shows, no emissions have exceeded the air quality objectives for several years. As such a calculated emission reduction figure has not been generated within this revised AQAP.

## Key priorities

The priorities set out in this plan aim to further improve air quality to protect and enhance human health, wellbeing, and our environment. Minimising emissions from road traffic through the reduction of emissions from transport as well as promoting and encouraging the uptake of active and sustainable transport will play a vital role in this AQAP. The following actions have been identified as priority areas:

- Priority 1 – Complete the revocation of the Whirlies and Rutherglen AQMAs.
- Priority 2 – Develop a local AQS to ensure air quality remains a high priority issue and to ensure any deterioration in air quality is responded to quickly.
- Priority 3 – Promote and support the uptake of active and sustainable transport.
- Priority 4 – Reduce emissions from transport.
- Priority 5 – Support placemaking to reduce the need to travel, facilitate the 'live local' ambitions and reduce car dependency.
- Priority 6 – Integrate air quality with other relevant South Lanarkshire strategies.
- Priority 7 – Consider non-transport emissions sources with a particular focus on other sectors including domestic (household combustions) and agriculture.
- Priority 8 – Provision of air quality data to inform the public and encourage sustainable behaviour change which benefits air quality.
- Priority 9 – Review air quality data collection to ensure data is relevant, robust, fit for purpose and considers new technologies.

The measures identified via assessment as priorities and therefore included within the Action Plan can be understood as comprising two types:

- Strategic measures aimed at integrating air quality into all relevant areas of decision making within South Lanarkshire Council.
- Local specific measures aimed at reducing traffic volumes and congestion within the AQMAs, reducing emissions from principal sources, promoting greater awareness of local air quality, encouraging more sustainable travel choices and green infrastructure.

This light touch review updates the original 2019 AQAP measures. A summary of the progress made with the 2019 measures, comments on the 2024 -2029 update together with revised or new measure wording have been included within Table 1: Summary of air quality action plan measures 2019 and 2024 -2029 update. The new 2024-2029 AQAP measures are detailed in Table 2.1 and Table 2.2.



**Table 1.3: Summary of air quality action plan measures 2019 and 2024-2029 update.**

<b>2019 AQAP measure reference</b>	<b>Description</b>	<b>Progress with 2019 AQAP measure</b>	<b>Comments for 2024 – 2029 revision</b>	<b>Revised / new action plan measure for 2024-2029</b>
<b>Strategic 1</b>	Strengthening links with Local Transport Strategy (LTS).	Have worked with traffic and transportation colleagues to embed air quality (AQ) matters into draft LTS 2024 -2034.	Update wording to reflect ongoing nature of links with all future transport strategies for SLC.	Continue to strengthen links with all future Local Transport Strategies.
<b>Strategic 2</b>	Strengthening links with local planning and economic development.	AQ guidance included in planning <a href="#">supplementary development guidance</a> .	Update wording to reflect ongoing partnership working with planning.	Continue to strengthen links with local planning development.
<b>Strategic 3</b>	Integrate air quality with other Council strategies.	AQ has been one of the key considerations as part of the strategic environmental assessment process when SLC plans, policies and strategies are revised or developed.	Update wording to reflect ongoing nature of this measure.	Continue to integrate air quality where appropriate with other SLC plans, policies, or strategies.
<b>Strategic 4</b>	Revise and adopt an air quality strategy for South Lanarkshire.	AQS was drafted however not formally adopted.	Update wording to reflect priority of new AQ Strategy development to reflect change to AQMA status.	Develop and adopt an Air Quality Strategy for SLC.
<b>Strategic 5</b>	Develop air quality guidance note.	<a href="#">Supplementary AQ planning guidance</a> was developed. An <a href="#">AQ story map</a> was also developed to	Update wording to reflect wider nature of communicating AQ information and guidance.	Continue to review and update SLC AQ guidance and information.

2019 AQAP measure reference	Description	Progress with 2019 AQAP measure	Comments for 2024 – 2029 revision	Revised / new action plan measure for 2024-2029
		provide AQ information and guidance.		
<b>Strategic 6</b>	Lobby government for additional national guidance.	SLC has responded to SG consultations as well as participating in local liaison group communications which raise issues of a national nature.	Update wording to reflect partnership working with Scottish Government.	Work in partnership with SG on AQ matters.
<b>Strategic 7</b>	Review traffic studies.	SG AQ action plan funding has supported the production of <a href="#">active travel studies</a> for towns and villages across SLC. These studies have been reviewed as part of annual action planning.	Update wording to reflect ongoing nature of partnership working with traffic and transportation and widen focus on all forms of travel.	Continue to work in partnership with SLC traffic and transportation partners on active and sustainable travel co-benefits projects.
<b>Strategic 8</b>	SCOOT or other intelligent traffic signal optimisation system – continue expansion of system.	Traffic signal upgrades located within AQMAs have been prioritised to improve traffic flow and decrease congestion.	Update wording to reflect ongoing support of technology to improve traffic flow and reduce pollutant concentrations.	Continue to invest in traffic signal optimisation to improve traffic flow and decrease traffic emissions.
<b>Strategic 9</b>	Encourage the uptake of low emission vehicles.	SLC has invested in developing a wide network of <a href="#">electric vehicle charging</a> available for the public. SLC has also expanded its electric fleet including all pool cars and	Update wording to reflect the ongoing nature of this measure.	Continue to support the uptake of low emission vehicles.

2019 AQAP measure reference	Description	Progress with 2019 AQAP measure	Comments for 2024 – 2029 revision	Revised / new action plan measure for 2024-2029
		several road sweepers and a minibus.		
<b>Strategic 10</b>	Expand cycle / pedestrian counters.	SLC has continued to expand its network of counters however issues have arisen in terms of equipment disrepair.	Update wording to reflect review of data and ongoing maintenance of current counters.	Continue to support measures to ensure adequate maintenance of current counters and to support measures to increase the traffic counter network over all transport modes.
<b>Strategic 11</b>	Awareness training for planners on air quality issues.	Training workshops on AQ and planning delivered in SLC.	Update wording to reflect ongoing nature of AQ training and wider network of SLC relevant departments.	Continue to support ongoing AQ education resources for relevant SLC departments.
<b>Strategic 12</b>	Train station and bus station improvements.	<p>Improvements have been ongoing with expansion in park and ride facilities.</p> <p>More information on the Lanark and Cambuslang park rides area available here: <a href="#">More park and ride spaces to encourage sustainable travel - South Lanarkshire View</a> and <a href="#">Everyone urged to use easy sustainable travel option - South Lanarkshire View</a></p>	Update wording to reflect ongoing nature of this work.	Continue to support rail and bus station improvements.
<b>Strategic 13</b>	Investigate integration of air	Several AQ education projects have been undertaken with SLC schools.	Update wording to reflect ongoing partnership working with education to	Continue to support AQ educational resources with all

2019 AQAP measure reference	Description	Progress with 2019 AQAP measure	Comments for 2024 – 2029 revision	Revised / new action plan measure for 2024-2029
	quality awareness with education.	We have also developed partnership working projects with South Lanarkshire College and the University of the West of Scotland Hamilton campus.	support AQ education within our schools. Expand wording to include College and University.	our education sector partners within SL.
<b>Strategic 14</b>	Improve cycle routes.	SLC has continued to improve and expand cycling infrastructure.  More information on the Ek cycle network is available here: <a href="#">Improvements underway for Active Travel routes - South Lanarkshire View</a>	Update wording to reflect ongoing support and expansion of all active travel modes.	Continue to support expansion of active travel options.
<b>Strategic 15</b>	Investigate behaviour change initiatives.	A range of active and sustainable travel projects have been delivered in SLC. Projects have included <a href="#">WALKCYCLE4AIR</a> , <a href="#">Beat the Street</a> , <a href="#">Love to Ride</a> and <a href="#">BetterPoints – Think, Move Breathe</a> . “Leave the Car at Home” publicity campaign.	Update wording to reflect ongoing support for travel behaviour change.	Continue to support active and sustainable travel behaviour change.
<b>Strategic 16</b>	Continue to expand air quality monitoring activities.	SLC has a range of AQ monitoring activities which are reported on an annual basis via the APR.	Update wording to remove the ‘expand’ and focus on review and monitor.	Continue to monitor and review air quality within South Lanarkshire.

<b>2019 AQAP measure reference</b>	<b>Description</b>	<b>Progress with 2019 AQAP measure</b>	<b>Comments for 2024 – 2029 revision</b>	<b>Revised / new action plan measure for 2024-2029</b>
<b>Strategic 17</b>	Section 75 Town and Country Planning (Scotland) 1997 agreements.	No Section 75 agreements for air quality mitigation have been utilised since AQAP developed.	Update wording to reflect development control measures supportive of AQ.	Support development control measures that have a positive impact on AQ.
<b>No measure included in 2019 AQAP for vehicle emission testing</b>	n/a.	Vehicle emission testing events have been undertaken for several years however this measure was not included as an action plan measure.	Confirming this action as part of the revised AQAP for 24-29.	Continue to undertake vehicle emission testing and / or awareness raising subject to funding.
<b>No measure included in 2019 AQAP for anti-idling promotion</b>	n/a.	A range of measures aimed at reducing engine idling have been undertaken within SLC however this measure was not included within the 2019 AQAP.	Confirming this action as part of the revised AQAP for 24-29.	Continue to undertake anti-engine Idling activities subject to funding.
<b>Whirlies 1</b>	Real time bus passenger information.	Real time passenger information technology has been introduced at a number of key bus stops within AQMA locations.	Update measure to be inclusive of all public transport options. Include reference to the use of Apps to support uptake.	Continue to support real time passenger information via a variety of means over all forms of public transport.
<b>Whirlies 2</b>	Investigate bike hire scheme for key locations.	Bike hire feasibility study has been undertaken for Rutherglen and EK locations. The study was supportive	Update measure to reflect support for all forms of active travel uptake.	Support cycle or other active travel equipment hire / cycle library schemes

2019 AQAP measure reference	Description	Progress with 2019 AQAP measure	Comments for 2024 – 2029 revision	Revised / new action plan measure for 2024-2029
		of further investigation of a Rutherglen based project that could potentially link with neighbouring Glasgow bike hire scheme.		
<b>Lanark 1</b>	Investigate eco-route signage to encourage alternative routes away from town centre.	Decisions re additional signage was postponed pending outcome of a Scottish Transport Appraisal Guidance (STAG) assessment for the Clydesdale area.	Lanark AQMA revoked therefore will remove action.	n/a.
<b>Lanark 2</b>	Traffic re-routing investigation	Options for traffic routing to be considered as part of STAG assessment.	Lanark AQMA revoked therefore will remove action.  Will consider traffic management across South Lanarkshire as part of AQS development.	n/a.
<b>Lanark 3</b>	Review delivery times	Initial investigations determined that changing delivery times challenging.	Lanark AQMA revoked therefore will remove action.	n/a.
<b>Lanark 4</b>	Real time bus passenger information	Real time data available at bus station.	Lanark AQMA revoked therefore will remove action.  Will consider public transport information South Lanarkshire wide as part of AQS development.	n/a.

2019 AQAP measure reference	Description	Progress with 2019 AQAP measure	Comments for 2024 – 2029 revision	Revised / new action plan measure for 2024-2029
<b>Lanark 5</b>	Review traffic and air quality patterns	Local real time monitoring was undertaken and reviewed in line with local market days.	Lanark AQMA revoked therefore will remove action.  Will consider relationship between traffic and air quality across South Lanarkshire as part of the AQS development.	n/a.
<b>Lanark 6</b>	Review and promote awareness of parking restrictions	Remove – Lanark AQMA revoked.	Lanark AQMA revoked therefore will remove action.  Will consider traffic flow and impact of parking restrictions on air quality as part of South Lanarkshire AQS development.	
<b>Lanark 7</b>	Investigate the use of green infrastructure.	This option was investigated for Lanark area however was not pursued.	Lanark AQMA revoked therefore will remove action.  Will consider the use of green infrastructure as part of South Lanarkshire AQS development.	n/a.
<b>Lanark 8</b>	Investigate quality bus partnerships.	This action was not progressed.	Lanark AQMA revoked therefore will remove action.  Will consider public transport partnership working as part of South Lanarkshire AQS development.	n/a.



2019 AQAP measure reference	Description	Progress with 2019 AQAP measure	Comments for 2024 – 2029 revision	Revised / new action plan measure for 2024-2029
<b>Lanark 9</b>	Investigate the use of traffic regulation conditions.	This action was not progressed.	Lanark AQMA revoked therefore will remove action.	n/a.
<b>Lanark 10</b>	Engage local businesses in eco-fleet initiatives and travel planning	Eco-Stars fleet and taxi schemes are available for all SLC businesses.	Lanark AQMA revoked therefore will remove action.  Eco-fleet initiatives will be considered as part of South Lanarkshire AQS development.	n/a.
<b>Lanark 11</b>	Investigate cycle hire feasibility study within the Lanark area	This action was considered however initial screening supported bike hire feasibility study work for more urban sites within SLC.	Lanark AQMA revoked therefore will remove action.  Support for cycling and other forms of active travel to be considered as part of South Lanarkshire AQS development.	n/a.
<b>Lanark 12</b>	Investigate active travel hub for bus and train stations	This action was postponed pending outcome of STAG study. Also, work was undertaken to expand park and ride facilities which included cycle parking, electric vehicle charging.	Lanark AQMA revoked therefore will remove action. Active travel integration with public transport will be considered as part of South Lanarkshire AQS development.	n/a.
<b>Lanark 13</b>	Review pedestrian crossing locations	This action was postponed pending outcome of STAG study.	Lanark AQMA revoked therefore will remove action.  Supporting the sustainable travel hierarchy (Digital communication /	n/a.

2019 AQAP measure reference	Description	Progress with 2019 AQAP measure	Comments for 2024 – 2029 revision	Revised / new action plan measure for 2024-2029
			Walking and wheeling / Cycling / Public and shared transport / Electric vehicles and car sharing / conventional combustion vehicles and car sharing) will be considered as part of the SLC AQS development.	
<b>Rutherglen 1</b>	Investigate eco-route signage to encourage alternative routes away from town centre	Signage not progressed further as pressure on main throughfare reduced due to new road creation.	New road creation adjacent to Cathkin by-pass (Willow Boulevard) has impacted traffic flows through the town centre as alternative option now available which by-passes the town centre. Widen measure to support range of measures to reduce congestion and improve traffic flow.	Support measures to reduce congestion and improve traffic flow.
<b>Rutherglen 2</b>	Review parking restriction enforcement and promotion.	Traffic enforcement an ongoing measure for SLC.	Continue to support traffic management enforcement.	Continue to support traffic management enforcement.
<b>Rutherglen 3</b>	Real time passenger information installed.	Real time passenger information technology has been introduced at a number of key bus stops within AQMA locations.	Update measure to be inclusive of all public transport options. Include reference to the use of Apps to support uptake.	Continue to support real time passenger information via a variety of means over all forms of public transport.
<b>Rutherglen 4</b>	Air quality modelling to assist understanding of	Modelling was undertaken reviewing impact the pandemic had on traffic emissions.	Continue to consider AQ modelling if APR identifies a need.	AQ modelling undertaken if AQ APR identifies a need for further modelling information.

2019 AQAP measure reference	Description	Progress with 2019 AQAP measure	Comments for 2024 – 2029 revision	Revised / new action plan measure for 2024-2029
	the current picture.			
<b>Rutherglen 5</b>	Investigate the utilisation of green infrastructure to target emission reductions in hot spot locations.	Local planting project delivered at key hot spot location in partnership with local charity group.	Continue to support green infrastructure options and update wording to include education element.	Continue to support the use of green infrastructure to improve and raise awareness of AQ matters.
<b>Rutherglen 6</b>	Investigate quality bus partnerships.	SLC works in partnership with public transport providers via SPT network.	Update wording to reflect continued support of public transport partnership working.	Continue to work in partnership with public transport providers.
<b>Rutherglen 7</b>	Investigate the use of traffic regulation orders.	This measure was initially investigated and dismissed as not considered a practical option.	Remove measure	n/a.
<b>Rutherglen 8</b>	Investigate bike hire schemes for key locations.	Bike hire feasibility study has been undertaken for Rutherglen and EK locations. The study was supportive of further investigation of a Rutherglen based project that could potentially link with neighbouring Glasgow bike hire scheme.	Update measure to reflect support for all forms of active travel uptake.	Support cycle or other active travel equipment hire / cycle library schemes

2019 AQAP measure reference	Description	Progress with 2019 AQAP measure	Comments for 2024 – 2029 revision	Revised / new action plan measure for 2024-2029
<b>Rutherglen 9</b>	Review pedestrian crossing locations.	Town centre traffic and pedestrian management is an ongoing consideration for SLC.	Update wording to reflect support of appropriate signal infrastructure as part of the sustainable travel hierarchy (digital communication / walking and wheeling / cycling / public and shared transport / electric vehicles and car sharing / conventional combustion vehicles and car sharing).	Continue to support high quality pedestrian / cyclist signal system at relevant locations as well as support the sustainable travel hierarchy

## Development and implementation of South Lanarkshire AQAP

### Consultation and stakeholder engagement

This section will be updated in the final AQAP to fully reflect the consultation undertaken. 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 requires local authorities to consult the bodies listed in Table 1.4. In addition, we have undertaken the following stakeholder engagement:

- Local authority website
- Article in the South Lanarkshire View
- Social media promotions

The response to our consultation stakeholder engagement is given in Appendix A: Response to Consultation.

**Table 1.4 – Consultation undertaken**

Consultee	Consultation undertaken
The Scottish Government	Undertaken
The Scottish Environment Protection Agency (SEPA)	Undertaken
Transport Scotland	Undertaken
All neighbouring local authorities and relevant SLC Resources	Undertaken
Other public authorities as appropriate, such as NHS Scotland and Health Boards	Undertaken
Bodies representing local business interests and other organisations such as community groups as appropriate	Undertaken

### Steering group

The development of the original AQAP began with an inception meeting, which was attended by SLC officers who have guided and consulted on the development of the AQAP. The AQAP has been influenced by their local knowledge and area of responsibility.

The original steering group comprised key stakeholders from Environmental Health, Roads and Transportation, Sustainable Development and Planning and Economic Development in addition to representatives from SEPA, Transport Scotland and South Lanarkshire Council's consultant, Ricardo Energy and Environment.

The original steering group was formed to provide an appropriate forum for developing the original AQAP. The composition of the group was considered to include representatives from all council services with an interest in air quality and who may have an influence on the measures being considered within the draft plan.

Given direction from both SG and SEPA to undertake a light touch review of the AQAP a 2023/24 steering group was set up with a core representation from Environmental Health. Officers from this service held regular meetings during the review process and developed the updated AQAP 2024 -2029.

Consultation consisted of focused email communications as well as wider website and social media promotion of the consultation.

## **AQAP measures**

The original AQAP developed a wide range of measures which have been implemented and progressed during the lifetime of that AQAP. Due to the impending revocation of all three AQMA's and agreement to undertake a light touch review of the original AQAP, it is SLC's ambition to develop and adopt an AQS for all South Lanarkshire. This will have a particular focus on those areas previously encompassed by the AQMA's as well as being protective of air quality across all South Lanarkshire. Some measures listed within the AQAP will be considered for inclusion within the AQS. Where appropriate, reference is made to this ambition to consider the AQAP measure within the context of a future AQS.

Tables 2.1 and 2.2 shows the South Lanarkshire Council 2024-2029 AQAP measures. They contain:

- A list of the measures that form part of the 2024-2029 plan.
- Expected or actual completion year for measures.
- Consideration for inclusion within the planned AQS.
- Measure status (whether the measures are planned, in progress, completed or delayed).
- The responsible individual and departments/organisations who will deliver these measures.
- How the measure will be funded (SG or other).
- Estimated cost of implementing each measure (overall cost and cost to the local authority).
- Expected benefit in terms of pollutant emission and/or concentration reduction.
- Key milestones towards delivery.

**NB:** Please see future APR for annual updates on implementation of these measures. Access is available via this link: [South Lanarkshire Council | Scottish Air Quality](#)

In accordance with the requirements of PG(S)(23) South Lanarkshire Council expects the remaining Whirlies and Rutherglen AQMA's to be revoked by the end of 2024 and where possible in the shortest possible time post-declaration.

**Table 2.1 – Air quality action plan 2024 -2029 measures – category and classification, expected / actual completion, measure status and delivery organisation**

<b>Measure number</b>	<b>Measure</b>	<b>Category and classification</b>	<b>Expected/ actual completion year</b>	<b>Measure status</b>	<b>Delivery organisation(s)</b>
<b>Strategic 1</b>	Continue to strengthen links with all future Local Transport Strategies	Transport planning and infrastructure  Promoting low emission transport  Promoting travel alternatives	2024 -2034 revised LTS in development and ongoing consideration of AQ matters in all future LTS updates	In progress	SLC Roads, Transportation and Fleet services and Planning and Regulatory Services
<b>Strategic 2</b>	Continue to strengthen links with local planning development	Policy guidance and development control  Promoting low emission transport  Promoting travel alternatives	Local Development Plan under review 2024 and ongoing for all future LDP iterations and guidance	In progress	SLC Planning and Regulatory Services
<b>Strategic 3</b>	Continue to integrate air quality where appropriate with other SLC plans, policies or strategies.	Policy guidance and development control	Ongoing	In progress	SLC
<b>Strategic 4</b>	Develop and adopt an Air Quality Strategy for SLC	Policy Guidance and Development Control  Promoting low emission transport  Promoting travel alternatives  Public information	2025	To be developed	SLC



Measure number	Measure	Category and classification	Expected/ actual completion year	Measure status	Delivery organisation(s)
<b>Strategic 5</b>	Continue to review and update SLC AQ guidance and information	Policy guidance and development control  Public information	Ongoing	Ongoing	SLC
<b>Strategic 6</b>	Work in partnership with SG on air quality matters	Policy guidance and development control	Ongoing	Ongoing	SLC  SG
<b>Strategic 7</b>	Work in partnership with SLC traffic and transportation partners on active and sustainable co-benefits projects	Policy guidance and development control  Promoting low emission transport  Promoting travel alternatives	Ongoing	Ongoing	SLC
<b>Strategic 8</b>	Continue to invest in traffic signal optimisation to improve traffic flow and decrease traffic emissions	Traffic management	Ongoing	Ongoing	SLC  Transport Scotland
<b>Strategic 9</b>	Continue to support the uptake of low emission vehicles	Promoting low emission vehicles	Ongoing	Ongoing	SLC
<b>Strategic 10</b>	Continue to support measures to ensure adequate maintenance of current counters and to support measures to increase the traffic	Public information	Ongoing	Ongoing	SLC  Transport partners including Cycling Scotland, SPT and Transport Scotland

Measure number	Measure	Category and classification	Expected/ actual completion year	Measure status	Delivery organisation(s)
	counter network over all transport modes.				
<b>Strategic 11</b>	Continue to support ongoing AQ education resources for relevant SLC departments	Policy guidance and development control	Ongoing	Ongoing	SLC
<b>Strategic 12</b>	Continue to support rail and bus station improvements	Alternative to private vehicle use  Promote travel alternatives	Ongoing	Ongoing	SLC
<b>Strategic 13</b>	Continue to support AQ educational resources with all our education sector partners within SL	Alternative to private vehicle use  Promoting low emission transport  Promoting travel alternatives  Public information	Ongoing	Ongoing	SLC  South Lanarkshire College  University of the West of Scotland
<b>Strategic 14</b>	Continue to support expansion of active travel options.	Alternative to private vehicle use  Promoting low emission transport  Promoting travel alternatives	Ongoing	Ongoing	SLC

Measure number	Measure	Category and classification	Expected/ actual completion year	Measure status	Delivery organisation(s)
<b>Strategic 15</b>	Continue to support active and sustainable travel behaviour change.	Alternative to private vehicle use  Promoting low emission transport  Promoting travel alternatives	Ongoing	Ongoing	SLC
<b>Strategic 16</b>	Continue to monitor and review air quality within South Lanarkshire.	Public information	Ongoing	Ongoing	SLC
<b>Strategic 17</b>	Support development control measures that have a positive impact on AQ.	Policy guidance and development control	Ongoing	Ongoing	SLC
<b>Strategic 18</b>	Continue to undertake vehicle emission testing and / or awareness raising subject to funding.	Traffic management	Ongoing	Ongoing	SLC  NLC  Police Scotland
<b>Strategic 19</b>	Continue to undertake anti-engine Idling activities subject to funding.	Traffic management	Ongoing	Ongoing	SLC
<b>Whirlies 1</b>	Continue to support real time passenger information via a	Alternative to private vehicle use	Ongoing	Ongoing	Public transport providers including Scotrail and bus companies

Measure number	Measure	Category and classification	Expected/ actual completion year	Measure status	Delivery organisation(s)
	variety of means over all forms of public transport.	Promoting travel alternatives			
<b>Whirlies 2</b>	Support cycle or other active travel equipment hire / cycle library schemes.	Alternative to private vehicle use  Promoting travel alternatives	Ongoing	Ongoing	SLC
<b>Rutherglen 1</b>	Support measures to reduce congestion and improve traffic flow.	Traffic management	Ongoing	Ongoing	SLC
<b>Rutherglen 2</b>	Continue to support traffic management enforcement.	Traffic management	Ongoing	Ongoing	SLC
<b>Rutherglen 3</b>	Continue to support real time passenger information via a variety of means over all forms of public transport.	Alternative to private vehicle use  Promoting travel alternatives	Ongoing	Ongoing	Public transport providers including Scotrail and bus companies
<b>Rutherglen 4</b>	AQ modelling undertaken if AQ APR identifies a need for further modelling information.	Public Information	Ongoing	Ongoing	SLC
<b>Rutherglen 5</b>	Continue to support the use of green infrastructure to	Public information	Ongoing	Ongoing	SLC  Charity partner

Measure number	Measure	Category and classification	Expected/ actual completion year	Measure status	Delivery organisation(s)
	improve and raise awareness of AQ matters.				
<b>Rutherglen 6</b>	Work in partnership with public transport providers	Alternative to private vehicle use  Promoting travel alternatives	Ongoing	Ongoing	SLC  Public transport providers
<b>Rutherglen 7</b>	Support cycle or other active travel equipment hire / cycle library schemes equipment availability.	Alternative to private vehicle use  Promoting travel alternatives	Ongoing	Ongoing	SLC
<b>Rutherglen 8</b>	Continue To support the sustainable travel hierarchy.	Alternative to private vehicle use  Promoting travel alternatives	Ongoing	Ongoing	SLC

**Table 2.2 – Air quality action plan 2024 -2029 measures – funding source, funding status, estimated cost of measure, target reduction in pollutant / emission from measure, key milestones and comments.**

Measure number	Funding source	Funding status	Estimated Cost of Measure	Target reduction in pollutant / emission from measure	Key milestones	Comments
<b>Strategic 1</b>	SLC	Ongoing funding required	Costs embedded within day-to- day delivery and provision of council services. Consultation between departments part of ongoing work of each service. Costs vary subject to funding and projects being delivered.	Unknown	Revised LTS include air quality measures	All future editions of LTS to consider national and local air quality.  Consider within future SLC AQS
<b>Strategic 2</b>	SLC	Ongoing funding required	Costs embedded within day-to- day delivery and provision of council services. Consultation between departments part of ongoing work of each service. Costs vary subject to funding and projects being delivered.	Unknown	Future LDP and guidance to include AQ considerations	All future editions of LDP and development control guidance to consider national and local air quality.  Consider within future SLC AQS
<b>Strategic 3</b>	SLC	Ongoing funding required	Costs embedded within day-to- day delivery and provision of council services. Consultation between departments part of ongoing work of each service.	Unknown	Future Council strategies to consider air quality where appropriate during development of the strategy.	Embedding air quality within all appropriate SLC Council strategies will be a feature of strategy development for SLC. Consider within future SLC AQS

Measure number	Funding source	Funding status	Estimated Cost of Measure	Target reduction in pollutant / emission from measure	Key milestones	Comments
<b>Strategic 4</b>	SG Air quality funding and SLC plus internal SLC resourcing to complete strategy adoption	Funding has been awarded	£10,000 from SG plus additional costs from SLC service delivery.	Unknown	Strategy developed and adopted with a schedule of 5 yearly review embedded	Following revocation of Lanark AQMA and anticipated revocations of Whirlies and Rutherglen AQMA's the development of an AQS to be protective of AQ across all South Lanarkshire is a priority action for South Lanarkshire.
<b>Strategic 5</b>	SLC SG Grant funding if available	Ongoing funding required	Costs embedded within day-to- day delivery and provision of council services. Additional funding to support website update to AQ storymap. Costs vary subject to funding and projects being delivered.	Unknown	Future updates to planning guidance to continue to consider AQ.  SLC website resources on AQ to be updated	AQ was included with <a href="#">Planning and Building Standards Services supplementary guidance 1</a>  SLC developed an <a href="#">AQ story map</a> for all aq related matters. Aim to update this on bi-annual basis. Consider this within future SLC AQS
<b>Strategic 6</b>	SLC SG	Ongoing funding required	Partnership working costs embedded within day-to- day delivery and provision of council services. Costs vary subject to funding and projects being delivered.	Unknown	Respond to consultation requests. Raise AQ concerns direct or via SPCCC network.	SLC will continue to work in partnership with SG on AQ matters. Consider this within future SLC AQS
<b>Strategic 7</b>	SLC SG	Ongoing funding required	Partnership working costs embedded within day-to- day	Unknown	Contribute to LTS	EH(AQ) has been consulted on active travel studies (and obtaining SG AQ funding to

Measure number	Funding source	Funding status	Estimated Cost of Measure	Target reduction in pollutant / emission from measure	Key milestones	Comments
			<p>delivery and provision of council services.</p> <p>Projects that support active and sustainable travel are developed on an ongoing basis. Projects that align with aq action plan are identified on an annual basis and application is made for grant funding support. Costs vary depending on projects being delivered.</p>		<p>Investment in active and sustainable transport</p> <p>Partnership working on active and sustainable travel initiatives</p>	<p>support delivery of the active travel studies)</p> <p>EH(AQ) also consulted on LTS development.</p> <p>EH (AQ) also consulted on park and ride, updates/expansion to public transport network.</p> <p>Consider this within future SLC AQS</p>
<b>Strategic 8</b>	SLC Additional support via SG AQ funding	Ongoing funding required	Costs vary subject to funding and projects being delivered.	Unknown	% upgrade of traffic signal network	<p>EH (AQ) has previously worked in partnership to support prioritising traffic signal upgrades in AQMA locations.</p> <p>Consider this within future SLC AQS – prioritise previous AQMA's and those locations close to relevant exposure / congestion.</p>
<b>Strategic 9</b>	SLC Additional support via SG AQ funding	Ongoing funding required	Costs vary subject to funding and projects being delivered.	Unknown	Increase uptake of low emission vehicles and infrastructure.	Consider within future SLC AQS



Measure number	Funding source	Funding status	Estimated Cost of Measure	Target reduction in pollutant / emission from measure	Key milestones	Comments
<b>Strategic 10</b>	SLC SG AQ funding when available	Ongoing funding required	Costs vary subject to funding and projects being delivered.	Unknown	LTS 2024 modal share breakdown data identified for South Lanarkshire	Current counters are in disrepair. Awaiting update re status  Consider within future SLC AQS
<b>Strategic 11</b>	SLC SG AQ action plan grant funding	Ongoing funding required	Costs vary subject to funding and projects being delivered.	Unknown	Provisions of aq training resources	Consider development of internal online AQ training resource Consider within future SLC AQS
<b>Strategic 12</b>	SLC SG Aq Action plan funding support	Ongoing funding required	Costs vary subject to funding and projects being delivered.	Unknown	Delivery of planned train and bus stations improvements / expansion as identified within revised LTS (currently in development)	Upgrades for EK trainline scheduled for 2024 onwards  Consider within future SLC AQS
<b>Strategic 13</b>	SLC SG AQ action plan funding support Alternative active and sustainable	Ongoing funding required	Costs vary subject to funding and projects being delivered.	Unknown	Participation in active and sustainable travel behaviour initiatives  Inclusion of air quality training within curriculum	Beat the Street, Love to Ride South Lanarkshire, Walkcycle4air and BetterPoints – Think, Move, Breathe all previous examples of travel behaviour change projects promoted within primary, secondary and

Measure number	Funding source	Funding status	Estimated Cost of Measure	Target reduction in pollutant / emission from measure	Key milestones	Comments
	travel behaviour change funding opportunities sought					tertiary education within South Lanarkshire  Consider within future SLC AQS
<b>Strategic 14</b>	SLC SG AQ action plan funding	Ongoing	Costs vary subject to funding and projects being delivered.	Unknown	% increase and improvement of available infrastructure	Previous aq funding supported the digitisation of the walking, cycling, wheeling routes across South Lanarkshire. Improvements are ongoing. Further information available: <a href="http://Cycle Routes (arcgis.com)"><u>Cycle Routes (arcgis.com)</u></a> and <a href="http://Core Path Network (arcgis.com)"><u>Core Path Network (arcgis.com)</u></a>  Consider within future SLC AQS
<b>Strategic 15</b>	SLC SG AQ action plan funding	Ongoing	Costs vary subject to funding and projects being delivered.	Unknown	% increase in active and sustainable travel modes	Beat the Street, Love to Ride South Lanarkshire, Walkcycle4air and BetterPoints – Think, Move, Breathe are examples of previous behaviour change initiatives delivered within South Lanarkshire  Consider within future SLC AQS

Measure number	Funding source	Funding status	Estimated Cost of Measure	Target reduction in pollutant / emission from measure	Key milestones	Comments
<b>Strategic 16</b>	SLC  SG AQ LAQM grant funding	Ongoing	Costs vary subject to funding and projects being delivered.	Unknown	Annual progress reporting on air quality	AQ monitoring essential to determine progress and current status in terms of aq objectives. Consider within future SLC AQS
<b>Strategic 17</b>	SLC	Ongoing	Costs embedded within day-to- day delivery and provision of council services.	Unknown	AQ considered as part of development control process	Consider use of Section 75 Town and Country Planning (Scotland) 1997 agreements  Consider within future SLC AQS
<b>Strategic 18</b>	SLC  SG Vehicle Emission Testing (VET) / Engine Idling grant funding	Ongoing	Costs vary depending on funding and projects being delivered.	Unknown	Delivery of VET events	VET events run in partnership with North Lanarkshire Council and Police Scotland  Consider within future SLC AQS
<b>Strategic 19</b>	SLC  SG VET / Engine Idling grant funding	Ongoing	Costs vary depending on funding and projects being delivered	Unknown	Delivery of anti-idling campaign	Anti idling promotional campaign focusing on school and sport venues. Wider community promotion also undertaken. Consider within future SLC AQS

Measure number	Funding source	Funding status	Estimated Cost of Measure	Target reduction in pollutant / emission from measure	Key milestones	Comments
<b>Whirlies 1</b>	SLC Scotrail Bus companies SPT	Ongoing	Costs vary subject to funding and projects being delivered.	Unknown	Promotion of real time data for public transport	<p>Bus stops in key aq locations have been fitted with real time data info boards. Web and App based real time data is also available for train and buses. Look to review promotion of these resources and expand if need identified.</p> <p>Consider within future SLC AQS</p>
<b>Whirlies 2</b>	SLC  SG AQ action plan grant funding	Ongoing	Costs vary subject to funding and projects being delivered.	Unknown	Increase in access to bicycles for transport	<p>Bike hire and bike library options to be investigated. Previous feasibility study for bike hire was not supportive of bike hire scheme within EK. Note however this study was undertaken prior to significant investment (which is ongoing) into segregated infrastructure for walking, cycling and travel by road. Also consider other forms of active travel.</p> <p>Consider within future SLC AQS</p>

Measure number	Funding source	Funding status	Estimated Cost of Measure	Target reduction in pollutant / emission from measure	Key milestones	Comments
<b>Rutherglen 1</b>	SLC	Ongoing	Costs vary subject to funding and projects being delivered.	Unknown	Reduction in congestion and improvement in traffic flow	Intelligent traffic signalling, bus / cycle priority lanes, other technologies considered for options to improve traffic flow and ease congestion especially where relevant exposure. Consider within future SLC AQS
<b>Rutherglen 2</b>	SLC	Ongoing	Costs embedded within day-to-day delivery and provision of council services.	Unknown	Ongoing enforcement	Enforcement of parking restrictions an ongoing matter across South Lanarkshire Consider within future SLC AQS
<b>Rutherglen 3</b>	SLC Scotrail Bus companies SPT	Ongoing	Costs vary subject to funding and projects being delivered.	Unknown	Promotion of real time data for public transport	Bus stops in key aq locations have been fitted with real time data info boards. Web and App based real time data is also available for train and buses. Look to review promotion of these resources and expand if need identified.  Consider within future SLC AQS
<b>Rutherglen 4</b>	S:LC	Ongoing	Unknown	Unknown	Modelling undertaken if project required	Dependent on findings of AQ APR

Measure number	Funding source	Funding status	Estimated Cost of Measure	Target reduction in pollutant / emission from measure	Key milestones	Comments
	SG AQ LAQM grant funding					Consider within future SLC AQS
<b>Rutherglen 5</b>	SG Aq Action Plan grant funding	Ongoing	Costs vary subject to funding and projects being delivered.	Unknown	Ongoing use of green planters in key hot spot location	Previous project supported installation of planters which incorporated pollution reducing plant species. Planters currently still in place  Consider within future SLC AQS
<b>Rutherglen 6</b>	SLC  Public transport providers	Ongoing	Costs vary subject to funding and projects being delivered.	Unknown	Increase in uptake of public transport in South Lanarkshire	Continue to support public transport uptake across South Lanarkshire  Consider within future SLC AQS
<b>Rutherglen 7</b>	SLC SG AQ action plan funding  Sustrans possible source of funding	Ongoing	Costs vary subject to funding and projects being delivered.	Unknown	Increase in access to bicycles for transport	Second feasibility study into cycle hire scheme for Rutherglen (and expanded to include Cambuslang area as part of this second study) in the process of being completed at time of writing. The finding will shape future action in terms of bike hire scheme.

Measure number	Funding source	Funding status	Estimated Cost of Measure	Target reduction in pollutant / emission from measure	Key milestones	Comments
						Bike library options also considered as is partnership working with Biketown. Consider within future SLC AQS
<b>Rutherglen 8</b>	SLC SG AQ action plan funding	Ongoing	Costs vary subject to funding and projects being delivered.	Unknown	Increase in uptake of sustainable travel	Supporting the sustainable travel hierarchy (Digital communication / Walking and wheeling / Cycling / Public and shared transport / Electric vehicles and car sharing / conventional combustion vehicles and car sharing) will be considered as part of the South Lanarkshire AQS development.  Consider within future SLC AQS

## Approval

This AQAP has been approved by:

A handwritten signature in black ink, appearing to read 'D. Booth', with a long horizontal stroke extending to the right.

David Booth

Executive Director

Community and Enterprise Resources

South Lanarkshire Council

Date: 12 July 2024



## Appendix A: Response to consultation

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

<b>Consultee</b>	<b>Category/Comment</b>	<b>Response</b>
<b>West Lothian Council</b>	No comments	Noted
<b>Member of public – reference 1</b>	Active travel behaviour change project – Beat the Street – can this be brought in-house on permanent form?	Legal issues with replicating game. Alternative project currently running that was not included in action plan examples. AQAP to be updated to include BetterPoints – Think, Move, Breathe project as an active travel behaviour change project.
<b>Member of public – reference 1</b>	EK active travel network – last mile issues connecting home onto network. Supporting designated routes into neighbourhoods such as signed routes on quiet back roads and shared cycle and pedestrian paths.	Links with Strategic 1 - Continue to strengthen links with all future Local Transport Strategies. Will be considered as part of linkage with SLC transport strategy reviews. Also be considered as part of AQ strategy development (Strategic 3).
<b>Member of public – reference 1</b>	Safe and secure cycle parking including at major destinations such as retail parks and leisure facilities.	Links with Strategic 7 - Work in partnership with SLC traffic and transportation partners on active and sustainable co-benefits projects. also links with Strategic 14 - Continue to support expansion of active travel options.
<b>Member of public – reference 1</b>	Bike hire scheme for EK.	Links with Strategic 7 - Work in partnership with SLC traffic and transportation partners on active and sustainable co-benefits projects. also links with Strategic 14 - Continue to support expansion of active travel options.

Consultee	Category/Comment	Response
<b>Member of public – reference 1</b>	Improvements in Bus Services especially a Lanarkshire connecting network.	Links with Strategic 1 - Continue to strengthen links with all future Local Transport Strategies. Will be considered as part of linkage with SLC transport strategy reviews
<b>Member of public – reference 1</b>	Greening of public spaces – increase in tree planting requested.	<a href="#">SLC has signed an agreement with the Clyde Climate Forest committing to help plant 18 million trees by 2031</a> . Note care is needed when citing trees to ensure tree canopy cover does not impede dispersion of pollutants. Tree planting to be considered as part of Rutherglen 5 -Continue to support the use of green infrastructure to improve and raise awareness of AQ matters.
<b>Member of public – reference 1</b>	Low emission transport – concerns regarding friction-generated particulate matter from tyres from electric vehicles raised. Request for strategies to reduce overall traffic levels (through promoting active travel and public transport) to be prioritised.	Links with Rutherglen 9 - Continue to support high quality pedestrian / cyclist signal system at relevant locations as well as support the sustainable travel hierarchy- Digital communication / Walking and wheeling / Cycling / Public and shared transport / Electric vehicles and car sharing / conventional combustion vehicles and car sharing will be considered as part of the South Lanarkshire AQS development.
<b>North Lanarkshire Council</b>	Overall - positive, comprehensive document with good clear actions for improving air quality in South Lanarkshire	Noted
<b>Councillor – reference 2</b>	Query regarding location of AQ monitoring station	Further information is available via our <a href="#">air quality story map</a> .

Consultee	Category/Comment	Response
<b>Councillor</b> <b>–</b> <b>reference</b> <b>2</b>	<p>Noted aim to reduce traffic volumes passing through the AQMA, reduce queuing and reduce emissions from vehicles. Query re how these priorities align with council's aim to increase capacity for more traffic by dualling Stewartfield Way. Concern raised that this could have impact for Whirlies.</p>	<p>The rescoped Stewartfield Way project does not dual the corridor but seeks to remove congestion from the network by improving the junction capacity at certain junctions and provides a new entrance into the retail park which redistributes traffic on the network. The junctions with Playsport, the new retail park junction, the Kingsway / Stewartfield Way and Kingsway / Mavor Avenue junctions will all be controlled with traffic signals. The traffic signals will be linked to each other which will ensure that journey times through the network are more efficient when compared to a "do nothing" scenario.</p> <p>In terms of air quality, it is accepted that emissions from vehicles are higher in stop-start situations. Observations and traffic modelling of the network indicates that there are significant delays to traffic at peak times at present and these are anticipated to increase with possible background traffic growth as well as new trips associated with development traffic associated with new business, residential and commercial areas. Modelling demonstrates that the proposals reduce journey times for traffic on the network in future years when compared to the current situation. With reduced journey times comes reduces queueing and stationary traffic therefore, emissions would fall.</p> <p>The Whirlies junction forms part of the Trunk Road network and our Traffic and Transportation colleagues have provided improved junction options to Transport Scotland. These are currently being considered by them. As outlined above, reduced stop-start queuing traffic would have a positive effect on reducing emissions. Please be advised that a suite of supporting documentation such as an environmental impact assessment will be prepared for an associated planning application.</p>

Consultee	Category/Comment	Response
<b>Councillor</b> <b>–</b> <b>reference</b> <b>2</b>	Comments regarding the Whirlies and querying the impact if speeds were reduced on the Whirlies. Also, to encourage more use of active travel, what measures could be considered to make it safer for people to cross roads at the Whirlies or indeed cycle on it?	The Whirlies junction has not been identified for road safety interventions by either the Traffic and Transportation Team or the Trunk Road Authority as part of their respective annual assessment process relating to casualty reduction. EK's Active Travel Study identifies core routes, and these corridors include the Kingsway / Queensway. The study identifies priorities in and around the town centre / Railway Station, and links to Calderglen Park and the new housing areas associated with the Community Growth Area. These are being progressed at present. As such no preliminary design works have been undertaken to consider what measures would be required to facilitate pedestrian and cycle movements near, or at, the Whirlies junction but be assured that any design going forward would consider the speed of traffic. Notwithstanding, traffic speeds at controlled junctions such as Whirlies are generally lower than posted speed limits due to geometry and traffic signal controls in place. There are no proposals at present to alter speed limits on the main strategic routes through EK.

## Appendix B: Reasons for not pursuing action plan measures

Table B.1 – Action Plan measures not pursued and the reasons for that decision

Action category	Action description	Reason action is not being pursued (including Stakeholder views)
<b>Environmental Permits</b>	Various permitting schemes	Measures within this category were not considered appropriate due to predicted impact within the AQMA
<b>Promoting Low Emission Plant</b>	Actions relating to fuel type for Plant	Policy development and enforcement considered best developed at a national level. SLC will support any developments of this nature. Will consider as part of AQ strategy development.
<b>Domestic Solid Fuel Burning</b>	Gathering evidence on the contribution of domestic burning to key pollutants in the local area Promoting the uptake of lower emission appliances Promoting the use of lower emission domestic fuels Developing and promoting educational material and schemes.	Domestic solid fuel burning is not considered a significant contributor to pollutant levels in respect of existing the AQMA's. It was considered that policy development and enforcement would best be developed at a national level. SLC will support any developments of this nature.  Will consider as part of air quality strategy development
<b>LEZ/CAZ</b>		A LEZ screening assessment was undertaken and report produced June 2020. The conclusion reported 'It is South Lanarkshire Council's view that measures and actions undertaken by the council have brought about cost-effective improvements in air quality as rapidly as possible and as such, g do not propose to proceed to Stage 2 NLEF assessment.'

## Glossary of Terms

Abbreviation	Description
<b>AQ</b>	Air quality
<b>AQAP</b>	Air Quality Action Plan - A detailed description of measures, outcomes, achievement dates and implementation methods, showing how the local authority intends to achieve air quality limit values'
<b>AQMA</b>	Air Quality Management Area – An area where air pollutant concentrations exceed / are likely to exceed the relevant air quality objectives. AQMAs are declared for specific pollutants and objectives
<b>AQS</b>	Air Quality Strategy
<b>APR</b>	Annual Progress Report
<b>COP26</b>	Conference of the Parties 26
<b>EK</b>	East Kilbride
<b>EU</b>	European Union
<b>LAQM</b>	Local Air Quality Management
<b>LEZ</b>	Low Emission Zone
<b>NO<sub>2</sub></b>	Nitrogen Dioxide
<b>NO<sub>x</sub></b>	Nitrogen Oxides
<b>PM<sub>10</sub></b>	Airborne particulate matter with an aerodynamic diameter of 10µm (micrometres or microns) or less
<b>PM<sub>2.5</sub></b>	Airborne particulate matter with an aerodynamic diameter of 2.5µm or less
<b>SCOOT</b>	Split Cycle Offset Optimisation Technique
<b>SEPA</b>	Scottish Environment Protection Agency
<b>SG</b>	Scottish Government
<b>SLC</b>	South Lanarkshire Council
<b>SPT</b>	Strathclyde Partnership for Transport
<b>UC</b>	Universal Connections