fAnnual Progress Report (APR)

2025 Air Quality Annual Progress Report (APR) for South Lanarkshire Council

In fulfilment of Part IV of the Environment Act 1995, as amended by the Environment Act 2021

Local Air Quality Management

June, 2025

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Report Reference Number	ED15600122
Date	June 2025

Executive Summary: Air Quality in Our Area

Air Quality in South Lanarkshire Council

This Annual Progress Report provides a summary of the air quality measurements conducted across South Lanarkshire in 2024; it also considers any new potential sources of air pollution and if any further action is required to protect or improve air quality within South Lanarkshire.

All annual mean Nitrogen Dioxide (NO_2) concentrations measured at automatic and non-automatic monitoring sites within South Lanarkshire were below the annual mean objective of 40 µg/m^3 during 2024, with the highest annual mean from an automatic site in Hamilton of 22.5 µg/m^3 and from the non-automatic site at 283 Glasgow Road, Blantyre, of 23.7 µg/m^3. The last five years' measurements indicate an overall downward trend in measured NO_2 concentrations at automatic and non-automatic monitoring sites.

All measurement sites complied with the 99.8th percentile 1-hour mean NO_2 objective of 200 µg/m^3 during 2024.

The 18 µg/m^3 Scottish PM_{10} annual mean objective was not exceeded at any of South Lanarkshire Council's eight automatic monitoring sites in 2024. The highest PM_{10} annual mean concentration recorded was at Cambuslang - 12.3 µg/m^3 (FIDAS corrected). Measured PM_{10} concentrations in 2024 were similar to those measured in 2023.

All measurement sites complied with the 98.1st percentile 24-hour mean PM_{10} objective of 50 µg/m^3 during 2024.

South Lanarkshire Council measured $PM_{2.5}$ concentrations at eight of their automatic sites in 2024. No exceedances of the Scottish $PM_{2.5}$ annual mean objective were measured, with the highest concentration occurring at Cambuslang - 6.6 µg/m^3 (FIDAS corrected). Measured $PM_{2.5}$ concentrations in 2024 were similar to those measured in 2023.

Based on available information regarding planned developments, South Lanarkshire Council have not identified any locations where there may be a risk of the air quality objectives being exceeded.

There are two active Air Quality Management Areas (AQMA) in South Lanarkshire: located at Whirlies, East Kilbride (PM_{10}); and Rutherglen (PM_{10}). The Lanark AQMA (NO_2) was revoked in February 2024 following a Detailed Assessment[1] prepared in 2022. The revocation process for both the Rutherglen and Whirlies AQMAs is ongoing. A committee report is scheduled for August 2025 with the Community and Enterprise Resources Committee. Thereafter South Lanarkshire Council aim to have both AQMAs fully revoked before the end of 2025.

South Lanarkshire Council is committed to achieving compliance with health-based air quality objectives. 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_2) and fine particulate matter (PM_{10} and $PM_{2.5}$).

Air Quality and Climate Change Co-Benefits Evidence Base

One new air quality study has been completed during the reporting year: 'Air Quality and Climate Change Co-Benefits Evidence Base'.[2] The purpose of this study was to evaluate the potential air quality benefits resulting from actions under consideration by the council to support climate action. The findings of this study are currently being reviewed and will be used to support and shape the final Air Quality Strategy 2026-2031 which is currently in draft format. Initial findings support 'modal shift for active travel' and 'vehicle fleet electrification' for the greatest reduction for NO_x, which are high and medium priority measures. For PM_{10}, $PM_{2.5}$ and CO_2 the main reduction in emissions is associated with the high and medium priority type of measures linked to 'homes heated with wood switch to using gas boilers only' as well as 'modal shift to active travel'. A copy of this study is available on request.

[1] Ricardo Energy & Environment (2022) Detailed assessment to the revocation of Lanark AQMA, South Lanarkshire; Report for South Lanarkshire Council; Ref ED12832128- Issue Number 1 28th January 2022

[2] Ricardo (2025) Air Quality and Climate Change Co-Benefits Evidence Base for South Lanarkshire Council. Ref: ED 17759 - Issue number 3. 5th June 2025.

Actions to Improve Air Quality

South Lanarkshire have an Air Quality Action Plan 2024 – 2029, which outlines the action the council will take to improve air quality in South Lanarkshire between April 2024 and March 2029. Projects delivered through the past action plan to improve air quality include:

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 2,000 times. The project was promoted via last year's Clean Air Day promotions: Everybody urged to do their bit on Clean Air Day - South Lanarkshire View (Air Quality Action Plan South Lanarkshire Council 2024 -29: S15 – Continue to support active and sustainable travel behaviour change)

'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 (x3), Hamilton and Blantyre, Cambuslang and Rutherglen and most recently within the Clydesdale area. Over 66,000 people have taken part and community engagement has ranged between 10 – 17% of the local population. Participants have walked, cycled, or wheeled over 821,000 miles. The most recent game was played in autumn 2024 and further information is available here: Winners of East Kilbride's latest Beat the Street challenge - South Lanarkshire View (Air Quality Action Plan South Lanarkshire Council 2024 -29: S15 – Continue to support active and sustainable travel behaviour change)

‘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. Year two of the project saw 1,306 registered users travel 160,739 miles actively and sustainably. An example of the impact the project has had on one of the App users is available via this article: Changing from car to bus is a breath of fresh air - South Lanarkshire View. (Air Quality Action Plan South Lanarkshire Council 2024 -29: S15 – Continue to support active and sustainable travel behaviour change)

South Lanarkshire continues to run its 'Cycle2Work' scheme, which is an all-year-round project with no closing date for applications. More information is available here: Cycle2Work (Air Quality Action Plan South Lanarkshire Council 2014-29: S9 – Continue to support the uptake of low emission vehicles)

Cycle training has also been provided within our schools. In academic year 2023-24, there were 42 schools delivering to Bikeability Level 1 and 38 schools training to Level 2 on-road, with one additional school delivering Level 2 style training in the playground. (Air Quality Action Plan South Lanarkshire Council 2014-29: S9 – Continue to support the uptake of low emission vehicles)

Ongoing improvements and expansion of the cycling and walking network and infrastructure continued, and a link to the current network is available via the online resource linked here: The air that we breathe story map. An example of the infrastructure improvements is available here: Crossing upgrade benefits pedestrians and cyclists - South Lanarkshire View (Air Quality Action Plan South Lanarkshire Council 2014-29: S14 – Continue to support expansion of active travel options).

Universal Connections are community-based education and activity resource centres. The East Kilbride branch participated in a Beat the Street legacy project aimed at upskilling members of the local community in cycle training. In addition, Scottish Government funding support for the development of a bike library as well as secure cycle parking outside the centre was also provided. Further information is available here: Cycling has universal appeal - South Lanarkshire View (Air Quality Action Plan South Lanarkshire Council 2014-29: S9. – Continuer to support the uptake of low emission vehicles)

South Lanarkshire Council Walking and Cycling Sustainable Travel Promotion. Each year South Lanarkshire Council 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 2024 -29: S15 – Continue to support active and sustainable travel behaviour change)

Improvements to public transport infrastructure - South Lanarkshire Council have helped deliver a brand-new transport interchange in East Kilbride. The interchange is part of the new train station at Hairmyres in East Kilbride, which has been officially opened. The interchange includes park and ride and bus facilities, with approximately 500 spaces and

traffic signal-controlled junctions to access the car parks. In addition, there will be new active travel connections and cycle parking, as well as an upgraded junction nearby and a new pedestrian crossing on Eaglesham Road. Further information is available here: Transport interchange opens at Hairmyres - South Lanarkshire View. (Air Quality Action Plan South Lanarkshire Council 2024 -29: S15 – Continue to support active and sustainable travel behaviour change)

Tackling engine idling

South Lanarkshire's externally funded engine idling promotion campaign continues. Anti-idling banners are displayed on a rota basis on streetlamps and railings outside schools and sports centres. The campaign emphasises the effects of poor air quality from engine idling on children. The 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 branding has been very well received. (Air Quality Action Plan South Lanarkshire Council 2024-29: Continue to undertake anti-engine idling activities subject to funding).

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. South Lanarkshire Council is one of eight councils across the Glasgow City Region who will share in the £3.5 million, which should see more than 3,000 additional charge points installed over the coming years. These new charge points will include a mixture of charging speeds, installed across the City Region. Read more here: Charging for electric vehicles gets a boost - South Lanarkshire View (Air Quality Action Plan South Lanarkshire Council 2014-29: S9 – Continue to support 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 290 members with 10,667 vehicles registered to the scheme. SLC is a member of the fleet scheme. The ECO Stars Taxi scheme has been running since 2021 and has 13 taxi operators with a total of 174 vehicles registered within the scheme. (Air Quality Action Plan South Lanarkshire Council 2024-29: S9 – Encourage the uptake of low emission vehicles).

Local Priorities and Challenges

An increase in road traffic numbers, approaching pre-pandemic numbers, is proving a challenge in South Lanarkshire. Engine idling complaints are also another challenge that South Lanarkshire recognises. Priorities going forward are to support ongoing improvement and expansion of infrastructure to support active and sustainable travel modes. South Lanarkshire Council also want to support reduction in engine idling activities.

How to Get Involved

Throughout the year various activities have been undertaken to engage the public. The engine idling campaign ’30 reasons why’ and ’11 reasons why’ runs throughout the year with banners displayed at local schools on a rota basis, augmented by bus back adverts.

The ‘BetterPoints’ sustainable travel app has been promoted at in-person events such as Christmas Lights switch on events and local farmer markets. It has also been promoted through partner organisations, such as Universal Connections (a community-based education resource), as well as with the local college and university.

Other campaigns that aim to encourage active and sustainable travel were also undertaken throughout the year, such as the ‘Think, Leave the Car’ campaign. The Walkcycle4air App is also promoted with focused competitions to incentivise uptake. The Beat the Street project took place in East Kilbride with 17% of the local population participating. This project encourages active and sustainable travel around the local town.

The South Lanarkshire Air Quality Storymap is an interactive online resource aimed at promoting information and measures to help improve air quality. At the time of writing this APR the storymap is being reviewed and updated. This resource is available here: The air that we breathe

More information about air quality in Scotland and actions that members of the public can take to help reduce air pollution is available at Air Quality in Scotland.

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1 Local Air Quality Management

This report provides an overview of air quality in South Lanarkshire Council during 2024. It fulfils the requirements of Local Air Quality Management (LAQM) as set out in Part IV of the Environment Act (1995), as amended by the Environment Act (2021), and the relevant Policy and Technical Guidance documents.

The LAQM process places an obligation on all local authorities to regularly review and assess air quality in their areas, and to determine whether or not the air quality objectives are likely to be achieved. Where an exceedance is considered likely the local authority must declare an Air Quality Management Area (AQMA) and prepare an Air Quality Action Plan (AQAP) setting out the measures it intends to put in place in pursuit of the objectives. This Annual Progress Report (APR) summarises the work being undertaken by South Lanarkshire Council to improve air quality and any progress that has been made.

Table 1.1 – Summary of Air Quality Objectives in Scotland

Pollutant	Air Quality Objective Concentration	Air Quality Objective Measured as	Date to be Achieved by
Nitrogen dioxide (NO_2)	200 µg/m^3 not to be exceeded more than 18 times a year	1-hour mean	31.12.2005
Nitrogen dioxide (NO_2)	40 µg/m^3	Annual mean	31.12.2005
Particulate Matter (PM_{10})	50 µg/m^3, not to be exceeded more than 7 times a year	24-hour mean	31.12.2010
Particulate Matter (PM_{10})	18 µg/m^3	Annual mean	31.12.2010
Particulate Matter ($PM_{2.5}$)	10 µg/m^3	Annual mean	31.12.2021
Sulphur dioxide (SO_2)	350 µg/m^3, not to be exceeded more than 24 times a year	1-hour mean	31.12.2004
Sulphur dioxide (SO_2)	125 µg/m^3, not to be exceeded more than 3 times a year	24-hour mean	31.12.2004
Sulphur dioxide (SO_2)	266 µg/m^3, not to be exceeded more than 35 times a year	15-minute mean	31.12.2005
Benzene	3.25 µg/m^3	Running annual mean	31.12.2010
1,3 Butadiene	2.25 µg/m^3	Running annual mean	31.12.2003
Carbon Monoxide	10.0 mg/m^3	Running 8-Hour mean	31.12.2003

2 Actions to Improve Air Quality

2.1 Air Quality Management Areas

Air Quality Management Areas (AQMAs) are declared when there is an exceedance or likely exceedance of an air quality objective. After declaration, the authority must prepare publish and implement an Air Quality Action Plan (AQAP) within the shortest possible time and no later than 12 months of the date of AQMA Designation Order. The AQAP must set out measures the local authority intends to put in place in pursuit of the objectives within the shortest possible time Measures should be provided with milestones and a final date for completion. The action plan itself should have a timescale for completion and for revocation of the AQMA. Where measures to reduce air pollution may require a longer timescale an action plan shall be reviewed and republished within five years of initial publication and then five-yearly thereafter.

A summary of AQMAs declared by South Lanarkshire Council can be found in Table 2.1. Further information related to declared or revoked AQMAs, including maps of AQMA boundaries are available online at South Lanarkshire AQMA Details - Defra, UK and Appendix D.

In February 2024, the Lanark AQMA for NO_2 was revoked following a Detailed Assessment[3] of the Lanark AQMA in 2022.

There are two active AQMAs in South Lanarkshire at Whirlies, East Kilbride (PM_{10}) and Rutherglen (PM_{10}). The revocation process for both Rutherglen and Whirlies AQMAs is ongoing. Reports have been submitted in support of the revocation of both AQMAs (Whirlies AQMA Revocation Report, Rutherglen AQMA Revocation Report). A committee report is scheduled for August 2025 with the Community and Enterprise Resources Committee. Thereafter South Lanarkshire Council aim to have both AQMAs fully revoked before the end of 2025.

[3] Ricardo Energy & Environment (2022) Detailed assessment to the revocation of Lanark AQMA, South Lanarkshire; Report for South Lanarkshire Council; Ref ED12832128- Issue Number 1 28th January 2022

The Air Quality Action Plan is available online at Air Quality Action Plan 2024 – 2029.

Table 2.1 – Declared Air Quality Management Areas

AQMA Name	Pollutants and Air Quality Objectives	City / Town	Description	Action Plan
Whirlies Roundabout	PM_{10} annual mean	East Kilbride	An area encompassing the Whirlies Roundabout, East Kilbride between the A725, A749 and B783 and extending along all the roads leading into the roundabout.	Whirlies AQMA, details available at: South Lanarkshire AQMAs - Air Quality in Scotland
Rutherglen	PM_{10} annual mean	Rutherglen	An area encompassing all areas of Rutherglen is designated.	Rutherglen AQMA, details available at: South Lanarkshire AQMAs - Air Quality in Scotland
Lanark Town Centre (Revoked 2024)	NO_2 annual mean	Lanark	An area encompassing all areas of Lanark is designated. SLC revoked Lanark AQMA in February 2024, supported by a Detailed Assessment submitted in 2022.	Lanark AQMA, details available at: South Lanarkshire AQMAs - Air Quality in Scotland

2.2 Implementation of Air Quality Action Plan(s) and/or measures to address air quality

In order to ensure that local authorities implement the measures within an action plan by the timescales stated within that plan, the Scottish Government expects authorities to submit updates on progress through the APR process. South Lanarkshire Council has taken forward a number of measures within the action plan during the current reporting year of 2024 in pursuit of improving local air quality and meeting the air quality objectives within the shortest possible time. Details of all measures completed, in progress or

planned are set out in Table 2.2. More detail on these measures can be found in the Air Quality Action Plan (AQAP) for South Lanarkshire Council, available at Air Quality Action Plan 2024 – 2029.

The key priorities set out in the AQAP aim to further improve air quality to protect and enhance human health, wellbeing, and the 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 are key measures in the 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.

Table 2.2 – Progress on Measures to Improve Air Quality

Measure No.	Measure	Category	Expected/ Actual Completion year	Organisations Involved	Measure Status	Funding Status	Key Milestones	Progress	Barriers to implementation
1	Support rail and bus improvement through completion of the Hairmyres Transport Interchange at East Kilbride.	Promoting travel alternatives	2025	South Lanarkshire Council, Scottish Government, Transport Scotland, Network Rail, Strathclyde Partnership for Transport and the Glasgow City Region City Deal	Ongoing	Funded through the various partner organisations.	Completion of final phase of works	First phase of works has been completed with new train station opened, provision of some park and ride facilities, junction upgrades and active travel connections.	None identified
2	Support active travel behaviour change by running another Beat the Street project in 2025	Public information	2025/26	South Lanarkshire Council, South Lanarkshire Leisure and Culture, Strathclyde Partnership for Transport and Intelligent Health.	Ongoing	Funded through SPT People and Place Grant fund.	Delivery of game phase	Funding has been secured. Project is now progressing through procurement process. Liaison with Education, Roads, Active Schools and Cycling Scotland has commenced in terms of beat box locations and preparations for game phase commencing early in the new school year.	None identified
3	Undertake anti-engine idling campaign work focused on schools and sports venues.	Traffic management	2025/26	South Lanarkshire Council	Ongoing	Funded through Scottish Government Air Quality Resource grant.	Delivery of the school banner and sports venue banner rota.	Schedule for the remaining year to end March 2026 has been drafted and first tranche of the banner display rota has been installed with support provided to the target schools.	Weather has impacted previous installations with storms damaging the lamppost attachments for the banners as well as the banners themselves.

Measure No.	Measure	Category	Expected/ Actual Completion year	Organisations Involved	Measure Status	Funding Status	Key Milestones	Progress	Barriers to implementation
Strategic 1	Continue to strengthen links with all future Local Transport Strategies (LTS)	Transport planning and infrastructure	2025 -2035 revised LTS in development and ongoing consideration of AQ matters in all future LTS updates	South Lanarkshire Council	In progress	Not funded	Reference to AQMAs and measures included in South Lanarkshire Council AQAP. Integration of plan with Local and Regional Transport Strategies.	Air quality is integral to South Lanarkshire's Local Transport Strategy 2013 -2023 with a commitment to improve air quality through the provision of enhanced public transport infrastructure and supporting the introduction of electric and hybrid vehicles. In addition, the Strategy outlines a commitment to encourage and facilitate uptake of active travel.	
Strategic 2	Continue to strengthen links with local planning development	Policy guidance and development control	This is an ongoing measure and will continue as local policy guidance on development plans and measures evolve.	South Lanarkshire Council	In progress	Not funded	Integration of South Lanarkshire Council AQAP within future versions of Local Development Plan.	South Lanarkshire Local Development Plan 2 will replace the current LDP which was adopted in 2015. LDP2 contains a clear commitment that any new development proposals will not result in, or can mitigate against, any significant adverse impact on air quality. The use of the green network and greenspace to help improve air quality is recognised within LDP2 as well as ensuring development has sustainable travel options by encouraging less reliance on private vehicles and facilitating cycling, walking and the use of public transport.	
Strategic 3	Continue to integrate air quality where appropriate with other SLC plans,	Policy guidance and development control	Ongoing measure that will continue to be considered as existing and	South Lanarkshire Council	In progress	Not funded	Inclusion of air quality outcomes in the Sustainable Development	The Sustainable Development and Climate Change Strategy 2022 – 2027 includes a vision to restore, protect, enhance and respect South Lanarkshire's natural environment enabling basic needs such as clean	

Measure No.	Measure	Category	Expected/ Actual Completion year	Organisations Involved	Measure Status	Funding Status	Key Milestones	Progress	Barriers to implementation
	policies or strategies.		new Strategies are developed and updated.				and Climate Change Strategy 2022 – 2027. Inclusion of air quality outcomes in the Biodiversity Duty Implementation Plan 2024 – 2026. Inclusion of air quality outcomes in the Cycling Strategy 2015 – 2020. Inclusion of air quality outcomes in the Park and Ride Strategy 2018 – 2027.	air. The strategy includes progress to date in a range of air quality improvement projects and an education programme involving communities, businesses and schools throughout the previous 5-year strategy. The South Lanarkshire Biodiversity Duty Implementation Plan 2024-26 includes an action to investigate the use of green infrastructure to improve air quality. South Lanarkshire recognises the benefits of encouraging cycling and have developed a South Lanarkshire Council Cycling Strategy 2015-2020. The revised LTS will incorporate cycling strategy ambitions. This strategy aims to improve air quality by getting more people cycling and travelling actively. The Council has a Park and Ride Strategy 2018 - 2027 which focuses on making the rail network attractive and accessible by providing park and ride facilities. Improving air quality is one of the key benefits and outcomes of this strategy.	
Strategic 4	Develop and adopt an Air Quality Strategy for SLC	Policy guidance and development control	2025	South Lanarkshire Council	In progress	Funded	Develop and adopt an Air Quality Strategy for South Lanarkshire	A draft Air Quality Strategy is currently in development. This strategy will detail high level guidance to help inform other strategies and policies across the Council. The policy will be aimed at	

Measure No.	Measure	Category	Expected/ Actual Completion year	Organisations Involved	Measure Status	Funding Status	Key Milestones	Progress	Barriers to implementation
								Council staff as well as local businesses, organisations and the public.	
Strategic 5	Continue to review and update SLC AQ guidance and information	Policy guidance and development control	Completed with period review of content undertaken.	South Lanarkshire Council	Complete	Not funded	Maintain and make available air quality guidance	South Lanarkshire has developed a GIS based story map 'The air that we breathe' which contains guidance and links to resources and advice to help improve air quality and encourage a 'be part of the solution, not the pollution' approach. At the time of writing this APR, this resource was in the process of being reviewed.	
Strategic 6	Work in partnership with SG on air quality matters	Policy guidance and development control	Ongoing	South Lanarkshire Council, Scottish Government	In progress	Not funded	Maintain contact with the Scottish Government regarding the adoption of national air quality measures.	South Lanarkshire has contributed to consultation on Clean Air Day and engine idling and will continue to contribute to relevant air quality consultations.	
Strategic 7	Work in partnership with SLC traffic and transportation partners on active and sustainable co-benefits projects	Transport planning and infrastructure	Ongoing	South Lanarkshire Council, South Lanarkshire Council traffic and transportation partners	In progress	Not funded	Undertake a review of traffic to assess the potential impact traffic management optimisation on air quality	Air quality action planning funds have supported review of traffic within the Lanark area as part of a Scottish Transport Appraisal Guidance (STAG) based study particularly in relation to traffic flow and layout review in this area. The aim is to develop a scheme which reduces congestion and so improve air quality particularly within the hot spot location of Bannatyne Street. The STAG is currently in final stages of completion.	

Measure No.	Measure	Category	Expected/ Actual Completion year	Organisations Involved	Measure Status	Funding Status	Key Milestones	Progress	Barriers to implementation
Strategic 8	Continue to invest in traffic signal optimisation to improve traffic flow and decrease traffic emissions	Traffic management	Ongoing	South Lanarkshire Council	In progress		Continue to invest in traffic signal optimisation to improve traffic flow and decrease traffic emissions	A number of traffic signals have been upgraded with key focus on areas subjected to congestion as well as the AQMA locations.	
Strategic 9	Continue to support the uptake of low emission vehicles	Promoting travel alternatives	Ongoing	South Lanarkshire Council	In progress	Part funded	Number of low emission vehicles	To support the transition to low emission vehicles across the wider community South Lanarkshire continues to expand the network of electric charging points. Information on the location of the charging points is available via the air quality storymap. South Lanarkshire Council Eco Stars Scheme and Eco Stars Taxi and Private Hire aims to raise awareness within the fleet, taxi and private hire sector of the important role they play in helping to improve local air quality. Eco Stars provides tailored guidance to fleet and taxi operators on low emission vehicle options.	
Strategic 10	Continue to support measures to ensure adequate maintenance of current	Promoting travel alternatives	Ongoing	South Lanarkshire Council	In progress	Previously Part funded	Number of cycle and pedestrian counters	A growing network of cycle and pedestrian counters are distributed across South Lanarkshire with action plan funding being used to support the growing network.	

Measure No.	Measure	Category	Expected/ Actual Completion year	Organisations Involved	Measure Status	Funding Status	Key Milestones	Progress	Barriers to implementation
	counters and to support measures to increase the traffic counter network over all transport modes.								
Strategic 11	Continue to support ongoing AQ education resources for relevant SLC departments	Public information	Ongoing	South Lanarkshire Council	In progress	Not funded	Continue to make training available to relevant Council staff	Air quality and development training has been attended by representatives from Environmental Services and Traffic and Transportation Services. Further refresher training for these officers will be undertaken as well as the provision of air quality training as part of the internal programme of continuing professional development for planning colleagues.	
Strategic 12	Continue to support rail and bus station improvements	Promoting travel alternatives	Ongoing	South Lanarkshire Council, Scotrail, Strathclyde Partnership for Transport	In progress	Not funded	Upgrade and expansion at bus and train stations to include active travel hub options. Improved integration between cycling, walking and public transport.	South Lanarkshire Council continues to work in Partnership with Scotrail to increase awareness and facilities to support active travel connectivity with rail stations. In addition, Environmental Services work closely with Traffic and Transportation colleagues to identify priority areas that can support and improve facilities at bus and train stations. Enhancement of park and ride facilities for rail stations to reflect the significant increase in rail travel is a particular area of focus with a Park	

Measure No.	Measure	Category	Expected/ Actual Completion year	Organisations Involved	Measure Status	Funding Status	Key Milestones	Progress	Barriers to implementation
								and Ride Strategy being implemented. Significant investment in a new transport interchange at Hairmyres in East Kilbride has been partially completed. A new rail station, active travel connections, park and ride parking (including electric charging facilities) as well as bus connectivity has been realised through the project. More information is available here: Transport interchange opens at Hairmyres - South Lanarkshire View	
Strategic 13	Continue to support AQ educational resources with all our education sector partners within SL	Public information	Ongoing	South Lanarkshire Council	In progress	Funded	Continue to make training available to relevant Council staff	State of the environment reporting for South Lanarkshire includes a section on air quality. This resource has been uploaded onto school's intranet 'Glow' for use by students. Beat the Street assemblies within participating schools were delivered. These assemblies were aimed at promoting the game and the air quality benefits from choosing active and sustainable travel.	
Strategic 14	Continue to support expansion of active travel options.	Transport planning and infrastructure	Ongoing	South Lanarkshire Council	In progress	Part funded	Improvement of cycle routes	South Lanarkshire Council continues to invest in the maintenance, upgrading and expansion of cycling infrastructure across the area. Active travel studies have been completed for East Kilbride, Cambuslang, Rutherglen Hamilton, Lanark, Carluke, Larkhall, Strathaven, Bothwell, Blantyre ,Uddingston and	

Measure No.	Measure	Category	Expected/ Actual Completion year	Organisations Involved	Measure Status	Funding Status	Key Milestones	Progress	Barriers to implementation
								the Clydesdale area. These studies underpin applications for funding to support infrastructure investment and help identify areas where further works would be of most benefit. Following on from the active travel study, East Kilbride has the completed the first stage of segregated cycle infrastructure. Further work has been undertaken on the walkcycle4air project in conjunction with North Lanarkshire Council which supports the promotion of walking and cycling access routes to Strathclyde Park. A treasure Trail App is now available to encourage more walking, cycling and wheeling, with the hopes that this will transcend into everyday journeys. More information is available here: Everybody urged to do their bit on Clean Air Day - South Lanarkshire View Work continues on a new cycling infrastructure project which will regenerate a derelict brownfield site in Cambuslang into a major new cycling venue has commenced. One of the main aims of this project is encourage more people in the local community to switch from car use to cycling.	

Measure No.	Measure	Category	Expected/ Actual Completion year	Organisations Involved	Measure Status	Funding Status	Key Milestones	Progress	Barriers to implementation
Strategic 15	Continue to support active and sustainable travel behaviour change.	Public information	Ongoing	South Lanarkshire Council	In progress	Funded	Continue to focus on air quality initiatives	Beat the Street East Kilbride 2024 engaged 17% of the local population (13,012) and participants travelled over 121,000 miles sustainably across their local towns as part of the active and sustainable travel promotion initiative. The project saw a 4% reduction car trips which was estimated to equate to 1,169 fewer car journeys per week.	
Strategic 16	Continue to monitor and review air quality within South Lanarkshire.	Public information	Ongoing	South Lanarkshire Council	In progress	Part Funded	Continued provision of appropriate air quality monitoring	Eight continuous air quality monitoring stations, 39 diffusion tubes and five AQMesh pods are in use to monitor air quality across South Lanarkshire. AQ Mesh pods, which are more portable forms of real time air quality monitoring kit, have been purchased and used in various locations across South Lanarkshire.	Funding has not been secured to continue the car free zone study.
Strategic 17	Support development control measures that have a positive impact on AQ.	Policy guidance and development control	Ongoing	South Lanarkshire Council	In progress	Not funded	Consideration of air quality issues in the development management process.	No Section 75 agreements have been processed this year in terms of air quality.	.
Strategic 18	Continue to undertake vehicle emission testing and / or awareness raising	Traffic management	Completed 2023	South Lanarkshire Council	Complete d	No longer funded		Funding has been withdrawn therefore emission testing events have now ceased.	Removal of funding

Measure No.	Measure	Category	Expected/ Actual Completion year	Organisations Involved	Measure Status	Funding Status	Key Milestones	Progress	Barriers to implementation
	subject to funding.								
Strategic 19	Continue to undertake anti- engine Idling activities subject to funding.	Traffic management	Ongoing	South Lanarkshire Council	Ongoing	Funded		Anti- engine Idling campaign work has continued throughout the year.	
Whirlies 1	Continue to support real time passenger information via a variety of means over all forms of public transport.	Promoting travel alternatives	Complete	South Lanarkshire Council, Strathclyde Partnership for Transport	Complete	N/A	Provision of real time passenger information	Real time passenger information systems are in place at key bus stops in the East Kilbride area. Bus companies operating in South Lanarkshire have developed an App to provide their customers access to real time information for buses on routes within South Lanarkshire.	
Whirlies 2	Support cycle or other active travel equipment hire / cycle library schemes.	Promoting travel alternatives	Ongoing	South Lanarkshire Council	In progress	Not funded	Provision of bike hire schemes. Progress of this action is dependent on the conclusions of the pilot study.	Universal Connections , a community education resource, has developed a bike library scheme and training, to support users with their cycling ambitions. More information is available here: Cycling has universal appeal - South Lanarkshire View	

Measure No.	Measure	Category	Expected/ Actual Completion year	Organisations Involved	Measure Status	Funding Status	Key Milestones	Progress	Barriers to implementation
Rutherglen 1	Support measures to reduce congestion and improve traffic flow.	Traffic management		South Lanarkshire Council	Ongoing	Not funded	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.	
Rutherglen 2	Continue to support traffic management enforcement.	Traffic management		South Lanarkshire Council, Strathclyde Partnership for Transport	Ongoing	Not funded	Ongoing enforcement	Enforcement of parking restrictions an ongoing matter across South Lanarkshire Consider within future SLC AQS	
Rutherglen 3	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		South Lanarkshire Council	Ongoing	SLC Scotrail Bus companies SPT	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	
Rutherglen 4	AQ modelling undertaken if AQ APR identifies a need for further modelling information.	Public Information		South Lanarkshire Council	Ongoing	SG AQ LAQM Grant funding	Modelling undertaken if project required	Will continue to monitor and if AQ objectives likely to be exceeded will undertake further modelling work, subject to available funding. Consider within future SLC AQS	

Measure No.	Measure	Category	Expected/ Actual Completion year	Organisations Involved	Measure Status	Funding Status	Key Milestones	Progress	Barriers to implementation
Rutherglen 5	Continue to support the use of green infrastructure to improve and raise awareness of AQ matters.	Public information		South Lanarkshire Council	Ongoing	SG AQ Action Plan grant funding	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	
Rutherglen 6	Work in partnership with public transport providers	Alternative to private vehicle use Promoting travel alternatives		South Lanarkshire Council, Transport Scotland, Strathclyde Partnership for Transport	Ongoing	SLC Public transport providers	Increase in uptake of public transport in South Lanarkshire	Continue to support public transport uptake across South Lanarkshire Consider within future SLC AQS	
Rutherglen 7	Support cycle or other active travel equipment hire / cycle library schemes equipment availability.	Alternative to private vehicle use Promoting travel alternatives		South Lanarkshire Council	Ongoing	SLC SG AQ action plan funding Sustrans possible source of funding	Increase in access to bicycles for transport	Universal Connections in Rutherglen have developed a recent bike library resource similar to that provided at the East Kilbride branch of UC. Consider within future SLC AQS	
Rutherglen 8	Continue To support the sustainable travel hierarchy.	Alternative to private vehicle use Promoting travel alternatives		South Lanarkshire Council	Ongoing	SLC SG AQ action plan funding	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	

Actions to improve air quality in 2024

The below actions have been undertaken in support of measures in South Lanarkshire Council's AQAP.

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 2,000 times. The project was promoted via last year's Clean Air Day promotions: Everybody urged to do their bit on Clean Air Day - South Lanarkshire View (Air Quality Action Plan South Lanarkshire Council 2024 -29: S15 – Continue to support active and sustainable travel behaviour change)

'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 (x3), Hamilton and Blantyre, Cambuslang and Rutherglen and most recently within the Clydesdale area. Over 66,000 people have taken part and community engagement has ranged between 10 – 17% of the local population. Participants have walked, cycled, or wheeled over 821,000 miles. The most recent game was played in autumn 2024 and further information is available here: Winners of East Kilbride's latest Beat the Street challenge - South Lanarkshire View (Air Quality Action Plan South Lanarkshire Council 2024 -29: S15 – Continue to support active and sustainable travel behaviour change)

'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. Year two of the project saw 1,306 registered users travel 160,739 miles actively and sustainably. An example of the impact the project has had on one of the App users is available via this article: Changing from car to bus is a breath of fresh air - South Lanarkshire View. (Air Quality Action Plan South Lanarkshire Council 2024 -29: S15 – Continue to support active and sustainable travel behaviour change)

South Lanarkshire continues to run its 'Cycle2Work' scheme, which is an all-year-round project with no closing date for applications. More information is available here:

Cycle2Work (Air Quality Action Plan South Lanarkshire Council 2014-29: S9 – Continue to support the uptake of low emission vehicles)

Cycle training has also been provided within our schools. In academic year 2023-24, there were 42 schools delivering to Bikeability Level 1 and 38 schools training to Level 2 on-road, with one additional school delivering Level 2 style training in the playground. (Air Quality Action Plan South Lanarkshire Council 2014-29: S9 – Continue to support the uptake of low emission vehicles)

Ongoing improvements and expansion of the cycling and walking network and infrastructure continued, and a link to the current network is available via the online resource linked here: The air that we breathe story map. An example of the infrastructure improvements is available here: Crossing upgrade benefits pedestrians and cyclists - South Lanarkshire View (Air Quality Action Plan South Lanarkshire Council 2014-29: S14 – Continue to support expansion of active travel options).

Universal Connections are community-based education and activity resource centres. The East Kilbride branch participated in a Beat the Street legacy project aimed at upskilling members of the local community in cycle training. In addition, Scottish Government funding support for the development of a bike library as well as secure cycle parking outside the centre was also provided. Further information is available here: Cycling has universal appeal - South Lanarkshire View (Air Quality Action Plan South Lanarkshire Council 2014-29: S9. – Continuer to support the uptake of low emission vehicles)

South Lanarkshire Council Walking and Cycling Sustainable Travel Promotion. Each year South Lanarkshire Council 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 2024 -29: S15 – Continue to support active and sustainable travel behaviour change)

Improvements to public transport infrastructure - South Lanarkshire Council have helped deliver a brand-new transport interchange in East Kilbride. The interchange is part of the new train station at Hairmyres in East Kilbride, which has been officially opened. The interchange includes park and ride and bus facilities, with approximately 500 spaces and traffic signal-controlled junctions to access the car parks. In addition, there will be new active travel connections and cycle parking, as well as an upgraded junction nearby and a

new pedestrian crossing on Eaglesham Road. Further information is available here: Transport interchange opens at Hairmyres - South Lanarkshire View. (Air Quality Action Plan South Lanarkshire Council 2024 -29: S15 – Continue to support active and sustainable travel behaviour change)

Tackling engine idling

South Lanarkshire's externally funded engine idling promotion campaign continues. Anti-idling banners are displayed on a rota basis on streetlamps and railings outside schools and sports centres. The campaign emphasises the effects of poor air quality from engine idling on children. The 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 branding has been very well received. (Air Quality Action Plan South Lanarkshire Council 2024-29: Continue to undertake anti-engine idling activities subject to funding).

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. South Lanarkshire Council is one of eight councils across the Glasgow City Region who will share in the £3.5 million, which should see more than 3,000 additional charge points installed over the coming years. These new charge points will include a mixture of charging speeds, installed across the City Region. Read more here: Charging for electric vehicles gets a boost - South Lanarkshire View (Air Quality Action Plan South Lanarkshire Council 2014-29: S9 – Continue to support 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 290 members with 10,667 vehicles registered to the scheme. SLC is a member of the fleet scheme. The ECO Stars Taxi scheme has been running since 2021 and has 13 taxi operators with a total of 174 vehicles registered within the scheme. (Air Quality Action Plan South Lanarkshire Council 2024-29: S9 – Encourage the uptake of low emission vehicles).

Other local plans and policies relating to Air Quality

In addition to the Air Quality Action Plan, South Lanarkshire Council have published other updated local plans supporting the improvement of air quality. The Biodiversity Strategy 2024 – 2030 recognises links between biodiversity and clean air. The Biodiversity Duty Implementation Plan 2024 - 2026 discusses identifying nature-based solutions to improve air quality, enhancing links to biodiversity, and investigating the use of green infrastructure to improve air quality, particularly that which favours native and pollinator friendly species.

Other plans and strategies are still under review and development, including an updated Local Development Plan, Transport Strategy, and Air Quality Strategy.

3 Air Quality Monitoring Data and Comparison with Air Quality Objectives

3.1 Summary of Monitoring Undertaken

3.1.1 Automatic Monitoring Sites

This section sets out what monitoring has taken place and how local concentrations of the main air pollutants compare with the objectives.

South Lanarkshire Council undertook automatic (continuous) monitoring at 8 sites during 2024. Table A.1 in Appendix A shows the details of the sites. National monitoring results are available at Air Quality in Scotland: Measurement and annual statistics.

Maps showing the location of the monitoring sites are provided in Appendix D or can be found at Air Quality in Scotland: Latest pollution map. Further details on how the monitors are calibrated and how the data has been adjusted are included in Appendix C.

3.1.2 Non-Automatic Monitoring Sites

South Lanarkshire Council undertook non- automatic (passive) monitoring of NO_2 at 39 sites during 2024. Table A.2 in Appendix A shows the details of the sites.

As described in South Lanarkshire Council's 2024 APR, several diffusion tubes were relocated in 2023. In 2024, no monitoring was conducted at the former diffusion tube locations listed in Table 3.1.

Table 3. 1 Discontinued diffusion tube monitoring locations

Site ID	Site name	X OS Grid Ref	Y OS Grid Ref
1	3 London Street, Larkhall	276087	651563
2	Greenhills Road, East Kilbride	260052	653785

Site ID	Site name	X OS Grid Ref	Y OS Grid Ref
11	56 Maxwell Drive, East Kilbride	264210	654909
20	190 Hamilton Road, Halfway	265561	659788
29	5 Wordsworth Way, Bothwell	270924	659109
35	Wellhall Rd / Hillhouse Roundabout, Hamilton	270065	654918
36	Bardykes Road (West End Bar), Blantyre	268175	658191

Maps showing the location of the 2024 monitoring sites are provided in Appendix D. Further details on Quality Assurance/Quality Control (QA/QC) and bias adjustment for the diffusion tubes are included in Appendix C.

3.1.3 Other Monitoring Activities

In addition to monitoring at automatic and diffusion tube sites, AQMesh sensors collected measurements from January – December 2024 at five sites in Lanark, Hamilton, and East Kilbride.

Although the sensors were not co-located with reference monitors during 2024, three of the sensors were co-located with reference monitors in January 2025, so adjustment factors from this co-location period have been applied to the 2024 measurements at these locations. The next co-location period for all sensors is planned for December 2025-January 2026.

Tables B.2 – B.4 in Appendix B contain the quarterly AQMesh results for NO_2, PM_{10}, and $PM_{2.5}$.

3.2 Individual Pollutants

The air quality monitoring results presented in this section are, where relevant, adjusted for annualisation and bias. Further details on adjustments are provided in Appendix C.

3.2.1 Nitrogen Dioxide (NO_2)

Table A.3 in Appendix A compares the ratified monitored NO_2 annual mean concentrations for the past five years with the air quality objective of 40 µg/m^3 at automatic monitoring sites. A valid annual mean was not available for the Cambuslang automatic site in 2024, as the NO_x analyser was offline for most of the year due to PAT testing failure.

Table A.4 in Appendix A compares the adjusted monitored NO_2 annual mean concentrations for the past five years with the air quality objective of 40 µg/m^3 at non automatic monitoring sites.

For diffusion tubes, the full 2024 dataset of monthly mean values is provided in Appendix B.

For both automatic and diffusion tube data, there were no exceedances of the 40 µg/m^3 annual mean objective in 2024. There were no exceedances of 60 µg/m^3, therefore, exceedances of short term objectives at these locations are unlikely.

Table A.5 in Appendix A compares the ratified continuous monitored NO_2 hourly mean concentrations for the past five years with the air quality objective of 200 µg/m^3, not to be exceeded more than 18 times per year.

There were no exceedances of the 99.8th percentile 1-hour mean objective of 200 µg/m^3 at any automatic site in 2024. Therefore all sites remain compliant with the objective.

The trends of annual mean concentrations measured at automatic sites over the last five years are presented in Figure A.1 in Appendix A. Annual mean concentrations have gradually decreased in most locations since 2021, though there was a small increase in NO_2 concentrations in Hamilton from 2023 to 2024. Concentrations at all sites are well below the 40 µg/m^3 objective.

Trends measured at roadside, kerbside and urban background diffusion tube sites over the last five years are presented in Figure A.2, Figure A.3 and Figure A.4 in Appendix A. There is an overall gradual decrease in annual mean concentrations from 2021-2024 at

most locations, though there are small increases in concentrations from 2023 to 2024 at a few sites.

3.2.2 Particulate Matter (PM_{10})

Table A.6 in Appendix A compares the ratified and adjusted monitored PM_{10} annual mean concentrations for the past five years with the air quality objective of 18 µg/m^3. It should be noted that the tables also provide SAQD corrected data for PM_{10} and $PM_{2.5}$ as recommended by Scottish Government (Local Authority Guidance Note for LAQM Reporting of Scottish PM Data).

There were no exceedances of the 18 µg/m^3 annual mean objective at any monitoring locations within South Lanarkshire during 2024.

A trend of PM_{10} annual mean concentrations measured at automatic sites in South Lanarkshire over the past five years is presented in Figure A.5 in Appendix A. There were small increases in PM_{10} concentrations from 2020 – 2022 as Covid-related restrictions ended. PM_{10} concentrations have been gradually decreasing from 2022 – 2024 in most locations, though there were increases from 2023 to 2024 in Hamilton and East Kilbride.

Table A.7 in Appendix A compares the ratified continuous monitored PM_{10} daily mean concentrations for the past five years with the air quality objective of 50 µg/m^3, not to be exceeded more than seven times per year (the 98.1st percentile).

There were no exceedances of the 98.1st percentile daily mean objective of 50 µg/m^3 at any automatic site in 2024. Therefore all sites remain compliant with the objective.

3.2.3 Particulate Matter ($PM_{2.5}$)

Table A.8 in Appendix A compares the ratified and adjusted monitored $PM_{2.5}$ annual mean concentrations for the past five years with the air quality objective of 10 µg/m^3.

During 2024, $PM_{2.5}$ concentrations measured at all locations in South Lanarkshire were less than the annual mean objective of 10 µg/m^3.

A trend of $PM_{2.5}$ annual mean concentrations measured at automatic sites in South Lanarkshire over the past five years is presented in Figure A.6 in Appendix A. There have been small fluctuations in $PM_{2.5}$ concentrations from 2020 – 2024 between approximately 4.0 – 6.5 µg/m^3 at most locations. $PM_{2.5}$ concentrations decreased slightly from 2022 to

2023 in Hamilton, East Kilbride, and Cambuslang, then increased slightly from 2023 to 2024.

3.2.4 Sulphur Dioxide (SO_2)

South Lanarkshire Council do not currently measure SO_2 concentrations.

3.2.5 Carbon Monoxide, Lead and 1,3-Butadiene

South Lanarkshire Council do not currently measure Carbon Monoxide, Lead and 1,3-Butadiene pollutants.

4 New Local Developments

4.1 Road Traffic Sources

No new or significant changes to road traffic sources have been identified during 2024.

4.2 Other Transport Sources

No new or significant changes to other transport sources have been identified during 2024.

4.3 Industrial Sources

SEPA issued one new waste management license (WML) in South Lanarkshire Council in 2024. The details are provided below.

Table 4.1 new PPC (Part A and B) and WML and significant variations in 2024

Number	Level	Application Type	Activity	Status Date	Site	Authorisation Holder
WML/L/5007307	WML	New Licence	Waste - Other Waste Storage and Treatment Sites	27/06/2024	Clarke's Environmental Ltd, 41 James Watt Place, College Milton, East Kilbride, G74 5HG	Clarke's Environmental Limited

4.4 Commercial and Domestic Sources

No new or significantly changed commercial or domestic sources have been identified during 2024.

4.5 New Developments with Fugitive or Uncontrolled Sources

No new or significantly changed commercial or domestic sources have been identified during 2024.

5 Planning Applications

No planning applications that could affect air quality have been identified in 2024.

6 Conclusions and Proposed Actions

6.1 Conclusions from New Monitoring Data

All Nitrogen Dioxide (NO_2) annual mean concentrations measured during 2024 at automatic monitoring sites in South Lanarkshire were less than the 40 µg/m^3 objective, with a highest annual mean measured at an automatic site of 22.5 µg/m^3. The last five years of measurements indicate an overall downward trend in measured NO_2 concentrations at all automatic sites. No exceedances of the 99.8th NO_2 hourly objective of 200 µg/m^3 were measured during 2024.

No exceedances of the NO_2 annual mean objective were measured at diffusion tube (non-automatic) locations, with the highest annual mean from a non-automatic site of 23.7 µg/m^3.

No exceedances of the PM_{10} annual mean objective were measured during 2024, with and without FIDAS correction factors applied. The maximum annual mean concentration from the eight PM_{10} measurement sites in South Lanarkshire was 12.3 µg/m^3 (with FIDAS correction factors applied). Measured PM_{10} concentrations in 2024 were similar to those measured in 2023.

There were no exceedances of the PM_{10} 98.1st daily short-term air quality objectives at any monitoring site during 2024.

No exceedances of the $PM_{2.5}$ annual mean objective were measured during 2024. The maximum annual mean concentration from the eight $PM_{2.5}$ measurement sites in South Lanarkshire was 6.6 µg/m^3 (with FIDAS correction factors applied). Measured $PM_{2.5}$ concentrations in 2024 were similar to those measured in 2023.

Therefore, concluding that monitoring has not identified any potential or actual exceedances at relevant locations within and outside of existing AQMAs.

6.2 Conclusions relating to New Local Developments

South Lanarkshire Council have not identified any new local developments in 2024, or any locations where there may be a risk of the air quality objectives being exceeded.

6.3 Proposed Actions

Following the review of all available data it is recommended that South Lanarkshire Council carry out the following actions:

1. Submit the next Air Quality Progress Report in June 2026.
2. Continue to implement the measures outlined in the reviewed Air Quality Action Plan 2024 - 2029.
3. Adopt an Air Quality Strategy and implement measures.
4. Continue to review the current NO_2 diffusion tube monitoring programme and seek to relocate any tubes where appropriate (i.e., where low concentrations have been measured consistently).
5. Proceed with the revocation of Rutherglen and East Kilbride Whirlies AQMAs.

South Lanarkshire Council confirms it will undertake these recommended actions.

Appendix A: Monitoring Results

Table A.1 – Details of Automatic Monitoring Sites

Site ID	Site Name	Site Type	X OS Grid Ref	Y OS Grid Ref	Pollutants Monitored	In AQMA?	Which AQMA?	Monitoring Technique	Distance to Relevant Exposure (m) (1)	Distance to kerb of nearest road (m) (2)	Inlet Height (m)
SL04	Rutherglen	Roadside	261114	661691	NO_2; PM_{10}; $PM_{2.5}$	Yes	Rutherglen	Chemiluminescent; FIDAS	60	1	2
EK0	East Kilbride Whirlies	Roadside	264383	655664	NO_2; PM_{10}; $PM_{2.5}$	Yes	Whirlies	Chemiluminescent; FIDAS	10	0.5	2
SL03	Lanark	Kerbside	288427	643701	NO_2; PM_{10}; $PM_{2.5}$	No		Chemiluminescent; FIDAS	2	0.5	1
SL05	Hamilton	Roadside	272310	655276	NO_2; PM_{10}; $PM_{2.5}$	No		Chemiluminescent; FIDAS	2	8	1.8
SL06	Uddingston	Roadside	269663	660304	NO_2; PM_{10}; $PM_{2.5}$	No		Chemiluminescent; FIDAS	2	2	1.5
SL07	Cambuslang	Kerbside	264321	660516	NO_2; PM_{10}; $PM_{2.5}$	No		Chemiluminescent; FIDAS	10	0.5	2
SLC08	Raith Interchange 2	Roadside	271063	658087	NO_2; PM_{10}; $PM_{2.5}$	No		Chemiluminescent; FIDAS	25	38	2
SLC09	Blantyre	Roadside	268916	657605	NO_2; PM_{10}; $PM_{2.5}$	No		Chemiluminescent; FIDAS	2.6	1.7	1.9

Notes:

(1) 0m if the monitoring site is at a location of exposure (e.g. installed on the façade of a residential property).

(2) N/A if not applicable.

Table A.2 – Details of Non-Automatic Monitoring Sites

Site ID	Site Name	Site Type	X OS Grid Ref	Y OS Grid Ref	Pollutants Monitored	In AQMA? Which AQMA?	Distance to Relevant Exposure (m) (1)	Distance to kerb of nearest road (m) (2)	Tube co-located with a Continuous Analyser?	Tube Height (m)
3	4 Kirkton Street, Carluke	Kerbside	284538	650572	NO_2	No	2.0	0.8	No	2.0
4	4 St Leonard Street, Lanark	Kerbside	288438	643694	NO_2	No	0.7	4.4	No	2.0
5	32 Friars Lane, Lanark	Urban Background	287860	643685	NO_2	No	4.8	3.6	No	2.0
6	4 Bloomgate, Lanark	Roadside	288122	643685	NO_2	No	2.0	0.2	No	2.0
7	218 Eaglesham Road, East Kilbride	Kerbside	260711	654205	NO_2	No	4.7	1.2	No	2.0
8, 9, 10	Whirlies (3), East Kilbride	Kerbside	264374	655673	NO_2	Yes (Whirlies)	6.8	1.9	Yes	2.0
12	20 Farmeloan Road, Rutherglen	Kerbside	261662	661789	NO_2	Yes (Rutherglen)	0.6	2.1	No	2.0
13	252 Main Street, Rutherglen	Kerbside	261662	661663	NO_2	Yes (Rutherglen)	3.8	0.1	No	2.0

Site ID	Site Name	Site Type	X OS Grid Ref	Y OS Grid Ref	Pollutants Monitored	In AQMA? Which AQMA?	Distance to Relevant Exposure (m) (1)	Distance to kerb of nearest road (m) (2)	Tube co-located with a Continuous Analyser?	Tube Height (m)
14	12 Mill Street, Rutherglen	Roadside	261302	660734	NO_2	Yes (Rutherglen)	5.1	2.6	No	2.0
15	Cambuslang Road (Smith Terrace), Rutherglen	Roadside	261858	662142	NO_2	Yes (Rutherglen)	3.0	1.5	No	2.0
16	Hamilton Road / Clydefor Rd jct, Cambuslang	Kerbside	264492	660497	NO_2	No	15.0	1.5	No	2.0
17	262 Cambuslang Road, Cambuslang	Roadside	263086	661296	NO_2	Yes (Rutherglen)	0.3	2.3	No	2.0
18	Greenlees Rd, Cambuslang	Roadside	264300	660476	NO_2	No	5.0	1.0	No	2.0
19	Blackswell Lane, Hamilton	Roadside	272704	655431	NO_2	No	6.9	2.7	No	2.0
21	109 Caird Street, Hamilton	Roadside	271670	656346	NO_2	No	5.7	3.1	No	2.0
22	79 Union Street, Hamilton	Kerbside	271852	655320	NO_2	No	1.2	3.3	No	2.0

Site ID	Site Name	Site Type	X OS Grid Ref	Y OS Grid Ref	Pollutants Monitored	In AQMA? Which AQMA?	Distance to Relevant Exposure (m) (1)	Distance to kerb of nearest road (m) (2)	Tube co-located with a Continuous Analyser?	Tube Height (m)
23	134 Almada Street, Hamilton	Roadside	271424	655786	NO_2	No	3.7	1.4	No	2.0
24	Almada Street-Muir Street, Hamilton	Roadside	271861	655952	NO_2	No	3.6	0.1	No	2.0
25	289 Glasgow Rd (Empire Bar) , Hamilton	Roadside	270013	656436	NO_2	No	2.0	2.7	No	2.0
26	24 Low Patrick Street, Hamilton	Roadside	272608	655213	NO_2	No	3.3	5.6	No	2.0
27	10 Gateside Street, Hamilton	Roadside	272265	655078	NO_2	No	2.2	0.8	No	2.0
28	28 Low Quarry Gardens, Hamilton	Urban Background	271949	654957	NO_2	No	11.9	0.6	No	2.0
30	93 Main Street, Bothwell	Kerbside	270347	658709	NO_2	No	8.9	2.3	No	2.0
31	25 Main Street, Bothwell	Roadside	270526	658510	NO_2	No	3.1	3.3	No	2.0

Site ID	Site Name	Site Type	X OS Grid Ref	Y OS Grid Ref	Pollutants Monitored	In AQMA? Which AQMA?	Distance to Relevant Exposure (m) (1)	Distance to kerb of nearest road (m) (2)	Tube co-located with a Continuous Analyser?	Tube Height (m)
32	233 Glasgow Road, Blantyre	Roadside	268902	657591	NO_2	No	0.4	3.6	No	2.0
33	283 Glasgow Road, Blantyre	Roadside	268754	657689	NO_2	No	5.2	3.0	No	2.0
34	1 Hunthill Road, Blantyre	Roadside	268000	656643	NO_2	No	4.4	2.3	No	2.0
37	Burnpark Avenue, Uddingston	Roadside	268944	661474	NO_2	No	22.0	29.2	No	2.0
38	81 Main Street, Uddingston	Roadside	269617	660438	NO_2	No	0.2	2.7	No	2.0
39	North British Road, Uddingston	Kerbside	270180	660753	NO_2	No	29.0	1.1	No	2.0
40	Bannatyne Street, Lanark	Kerbside	288450	643698	NO_2	No	1.5	0.2	No	2.0
41	A746 Kingsgate, East Kilbride	Roadside	264374	656862	NO_2	No	7.0	1.7	No	2.0

Site ID	Site Name	Site Type	X OS Grid Ref	Y OS Grid Ref	Pollutants Monitored	In AQMA? Which AQMA?	Distance to Relevant Exposure (m) (1)	Distance to kerb of nearest road (m) (2)	Tube co-located with a Continuous Analyser?	Tube Height (m)
42	Greenhills Road next to Lyndseyfield Nursing Home, East Kilbride	Roadside	262030	652031	NO_2	No	45.0	2.0	No	2.0
43	Hamilton Road, Halfway	Roadside	265507	659827	NO_2	No	15.3	2.0	No	2.0
44	Union Street, at junction with Broomhill Road, Larkhall	Kerbside	276332	650924	NO_2	No	6.0	1.0	No	2.0
45	Wellhall Road, Hamilton at roundabout at Aldi Store and junction to Philips Wynd, Hamilton	Roadside	270437	655151	NO_2	No	19.0	2.0	No	2.0
46	Argosy Drive, East Kilbride	Urban Background	263993	655867	NO_2	No	6.3	4.5	No	2.0

Notes:

(1) 0m if the monitoring site is at a location of exposure (e.g. installed on/adjacent to the façade of a residential property).

(2) N/A if not applicable.

Table A.3 – Annual Mean NO_2 Monitoring Results: Automatic Monitoring (µg/m^3)

Site ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) (1)	Valid Data Capture 2024 (%) (2)	2020	2021	2022	2023	2024
SL04	261114	661691	Roadside	84.2	84.2	-	25.5	22.5	22	20.4
EK0	264383	655664	Roadside	99.1	99.1	22	24.8	22	21	18.4
SL03	288427	643701	Kerbside	93.6	93.6	13	16.7	14.5	13	10.5
SL05	272310	655276	Roadside	34.9	34.9	19	24.2	25.3	20	22.5
SL06	269663	660304	Roadside	60.2	60.2	15	18.8	17.7	16	14.5
SL07	264321	660516	Kerbside	5.2	5.2	21	27.2	22.3	19	-
SLC08	271063	658087	Roadside	98.1	98.1	-	14.3	14	14	11.9
SLC09	268916	657605	Roadside	99.6	99.6	18	21.8	18.7	18	16.8

Notes:

Exceedances of the NO_2 annual mean objective of 40 µg/m^3 are shown in bold.

NO_2 annual means exceeding 60 µg/m^3, indicating a potential exceedance of the NO_2 1-hour mean objective are shown in **bold and underlined**.

Means for diffusion tubes have been corrected for bias. All means have been "annualised" as per LAQM.TG22 if valid data capture for the full calendar year is less than 75%. See Appendix C for details.

(1) Data capture for the monitoring period, in cases where monitoring was only carried out for part of the year.

(2) Data capture for the full calendar year (e.g. if monitoring was carried out for 6 months, the maximum data capture for the full calendar year is 50%).

Figure A.1 - Trends in Annual Mean NO_2 Concentrations at Automatic Monitoring Sites (2020 to 2024)

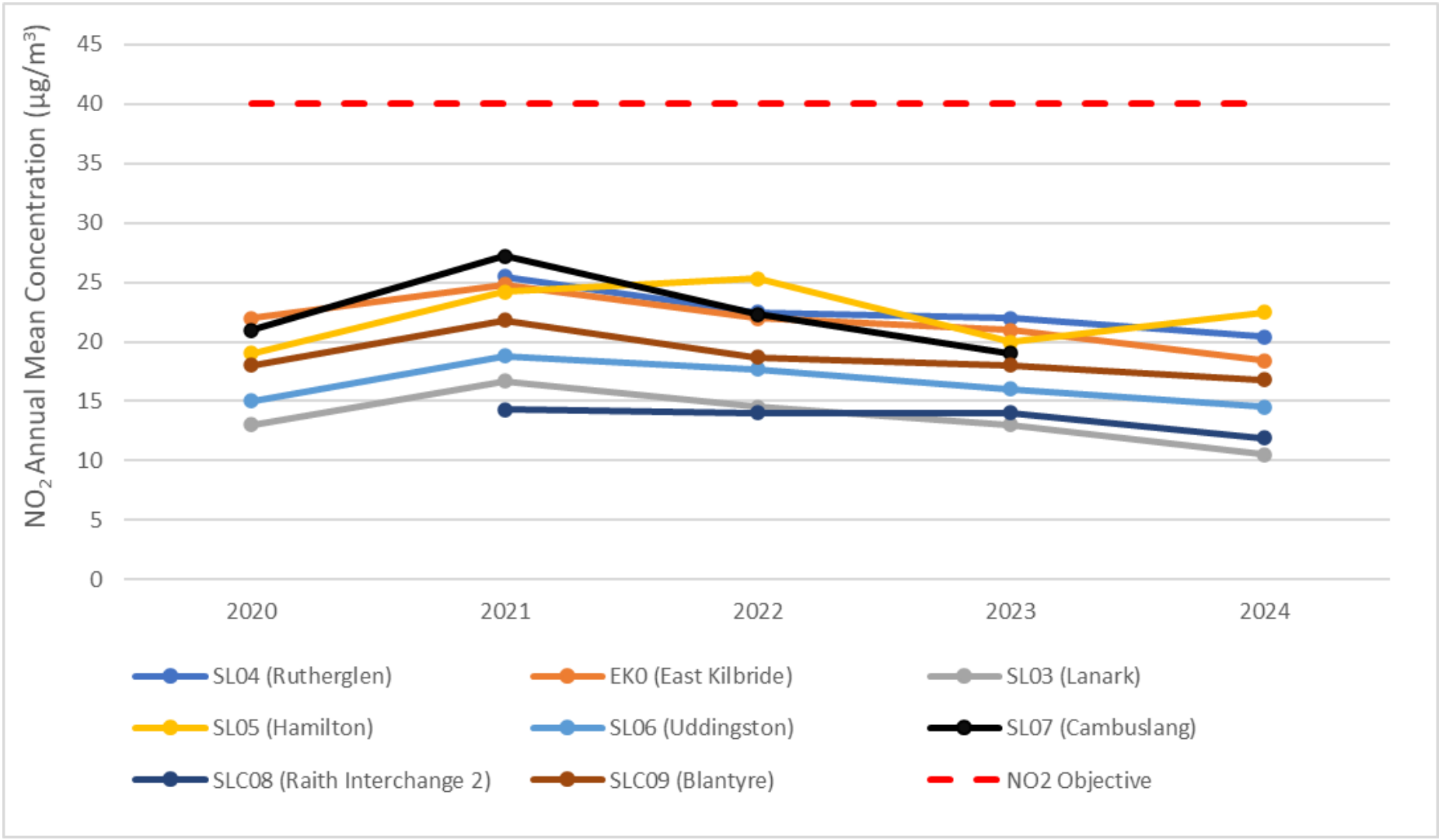


Table A.4 – Annual Mean NO_2 Monitoring Results: Non-Automatic Monitoring (µg/m^3)

Diffusion Tube ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) (1)	Valid Data Capture 2024 (%) (2)	2020	2021	2022	2023	2024
3	284538	650572	Kerbside	90.6	90.6	25.5	29.0	20.2	20.5	20.0
4	288438	643694	Kerbside	75.0	75.0	21.1	23.8	19.8	16.5	16.9
5	287860	643685	Urban Background	100.0	100.0	4.5	4.9	4.3	4.5	7.3
6	288122	643685	Roadside	100.0	100.0	28.4	28.1	21.8	18.1	19.3
7	260711	654205	Kerbside	100.0	100.0	15.0	17.0	14.4	13.6	13.5
8, 9, 10	264374	655673	Kerbside	100.0	100.0	22.8	25.1	20.6	20.2	19.8
12	261662	661789	Kerbside	32.1	32.1	27.7	27.9	25.1	25.1	20.5
13	261662	661663	Kerbside	100.0	100.0	17.3	20.1	17.0	17.2	13.1
14	261302	660734	Roadside	58.5	58.5	19.3	22.6	18.9	19.8	21.2
15	261858	662142	Roadside	100.0	100.0	21.9	24.2	20.7	18.8	21.4
16	264492	660497	Kerbside	58.5	58.5	18.4	18.5	16.8	19.0	19.6

Diffusion Tube ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) [1]	Valid Data Capture 2024 (%) [2]	2020	2021	2022	2023	2024
17	263086	661296	Roadside	100.0	100.0	17.3	20.3	17.2	15.9	18.3
18	264300	660476	Roadside	75.0	75.0	21.9	23.6	18.4	23.2	19.3
19	272704	655431	Roadside	100.0	100.0	25.9	25.9	24.0	24.0	21.3
21	271670	656346	Roadside	75.0	75.0	16.8	18.4	17.8	17.7	18.6
22	271852	655320	Kerbside	75.0	75.0	19.1	19.9	20.3	19.7	17.1
23	271424	655786	Roadside	100.0	100.0	17.1	20.8	19.7	18.4	16.4
24	271861	655952	Roadside	83.0	83.0	19.3	22.5	19.6	18.7	17.7
25	270013	656436	Roadside	92.5	92.5	22.4	24.3	21.7	20.9	21.1
26	272608	655213	Roadside	83.0	83.0	37.1	29.8	19.2	20.5	22.6
27	272265	655078	Roadside	83.0	83.0	21.1	24.3	19.8	20.3	16.8
28	271949	654957	Urban Background	83.0	83.0	8.8	9.4	6.2	9.3	7.7

Diffusion Tube ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) [1]	Valid Data Capture 2024 (%) [2]	2020	2021	2022	2023	2024
30	270526	658722	Kerbside	100.0	100.0	20.8	25.1	18.9	17.5	16.4
31	270526	658510	Roadside	56.6	56.6	15.7	16.0	14.1	16.6	16.5
32	268902	657591	Roadside	50.9	50.9	**46.1**	32.1	23.7	24.0	19.2
33	268754	657689	Roadside	58.5	58.5	15.9	19.4	16.6	17.6	23.7
34	268000	656643	Roadside	100.0	100.0	14.9	16.1	16.1	14.7	11.6
37	268944	661474	Roadside	75.0	75.0	18.1	20.6	17.1	15.3	16.4
38	269617	660438	Roadside	83.0	83.0	19.7	22.9	19.1	17.6	18.7
39	270180	660753	Kerbside	83.0	83.0	18.4	19.9	18.0	14.4	15.5
40	288450	643698	Kerbside	100.0	100.0	10.6	18.7	16.1	13.9	11.8
41	264374	656862	Roadside	75.0	75.0	N/A	N/A	N/A	17.7	14.4
42	262030	652031	Roadside	75.0	75.0	N/A	N/A	N/A	13.7	9.8

Diffusion Tube ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) (1)	Valid Data Capture 2024 (%) (2)	2020	2021	2022	2023	2024
43	265507	659827	Roadside	75.0	75.0	N/A	N/A	N/A	13.1	13.4
44	276332	650924	Kerbside	66.0	66.0	N/A	N/A	N/A	13.3	17.9
45	270437	655151	Roadside	83.0	83.0	N/A	N/A	N/A	13.3	10.5
46	263993	655867	Urban Background	66.0	66.0	N/A	N/A	N/A	12.1	9.0

☒ **Annualisation has been conducted where data capture is <75% and >25% in line with LAQM.TG22.**

☒ **Diffusion tube data has been bias adjusted.**

☒ **Reported concentrations are those at the location of the monitoring site (bias adjusted and annualised, as required), i.e. prior to any fall-off with distance correction.**

Notes:

Exceedances of the NO_2 annual mean objective of 40 µg/m^3 are shown in bold.

NO_2 annual means exceeding 60 µg/m^3, indicating a potential exceedance of the NO_2 1-hour mean objective are shown in **bold and underlined**.

Means for diffusion tubes have been corrected for bias. All means have been "annualised" as per LAQM.TG(22) if valid data capture for the full calendar year is less than 75%. See Appendix C for details.

(3) Data capture for the monitoring period, in cases where monitoring was only carried out for part of the year.

(4) Data capture for the full calendar year (e.g. if monitoring was carried out for 6 months, the maximum data capture for the full calendar year is 50%).

Figure A.2 - Trends in Annual Mean NO_2 Concentrations at Roadside Sites (2020 to 2024)

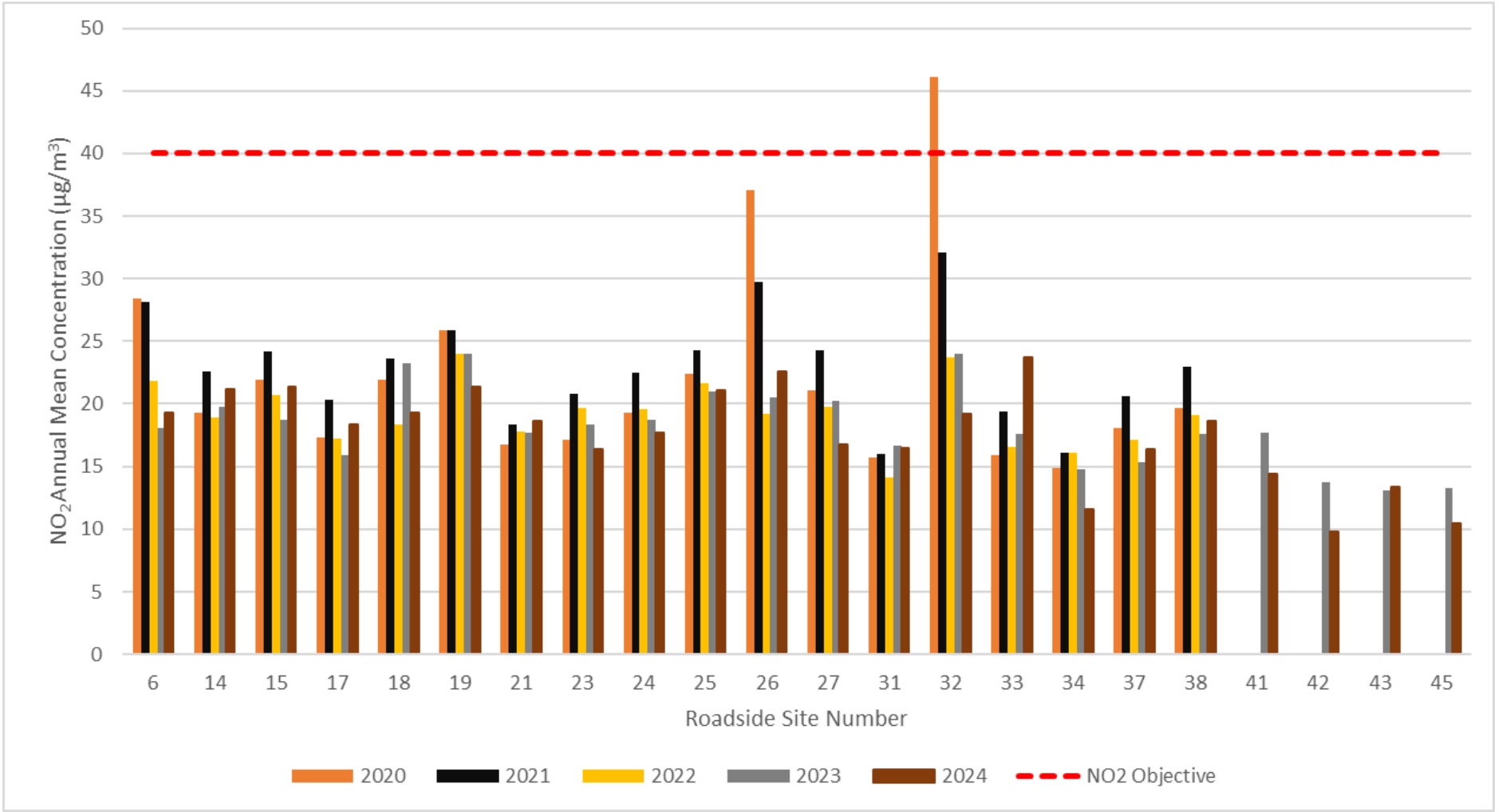


Figure A.3 - Trends in Annual Mean NO_2 Concentrations at Kerbside Sites (2020 to 2024)

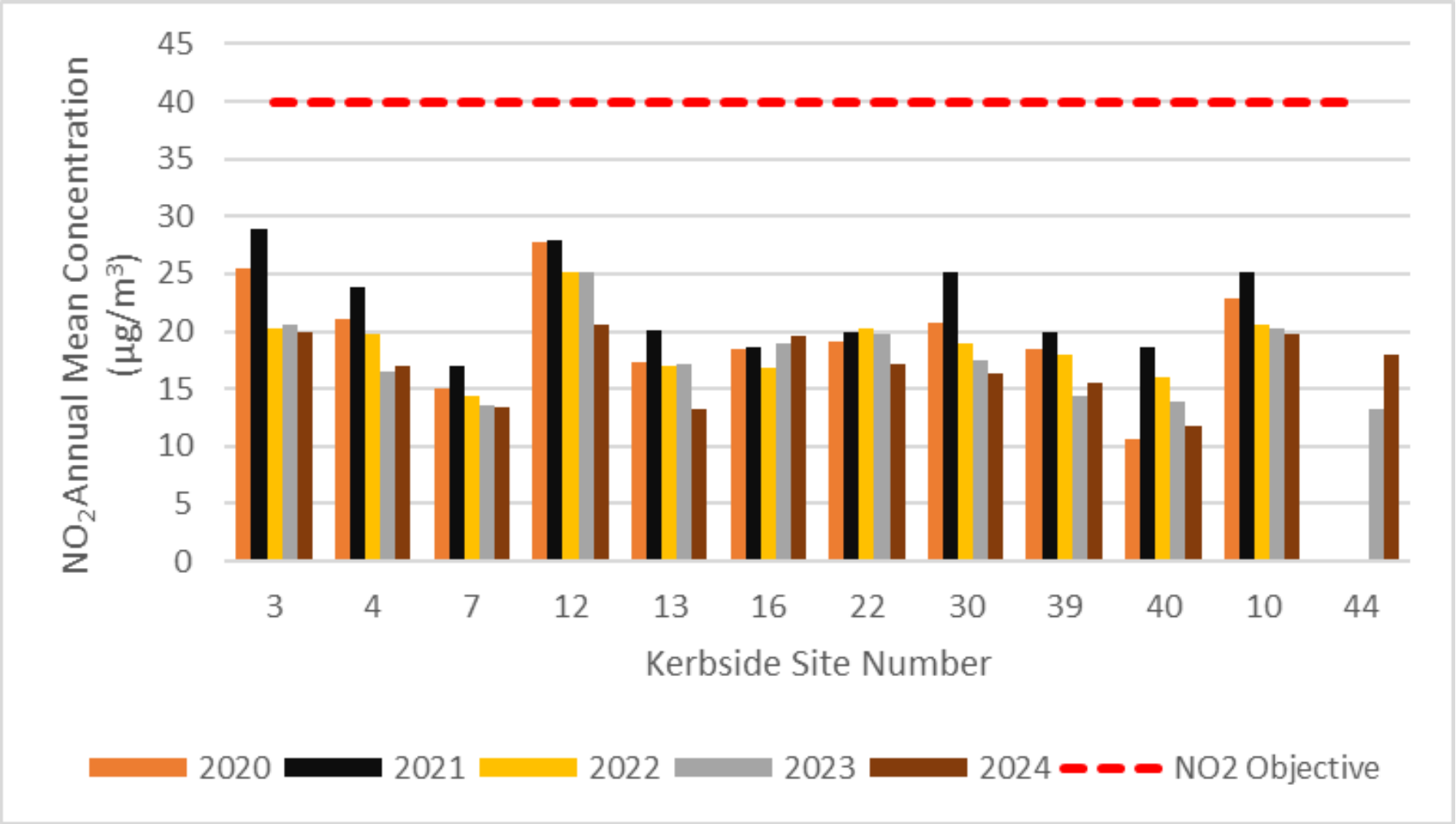


Figure A.4 - Trends in Annual Mean NO_2 Concentrations at Urban Background Sites (2020 to 2024)

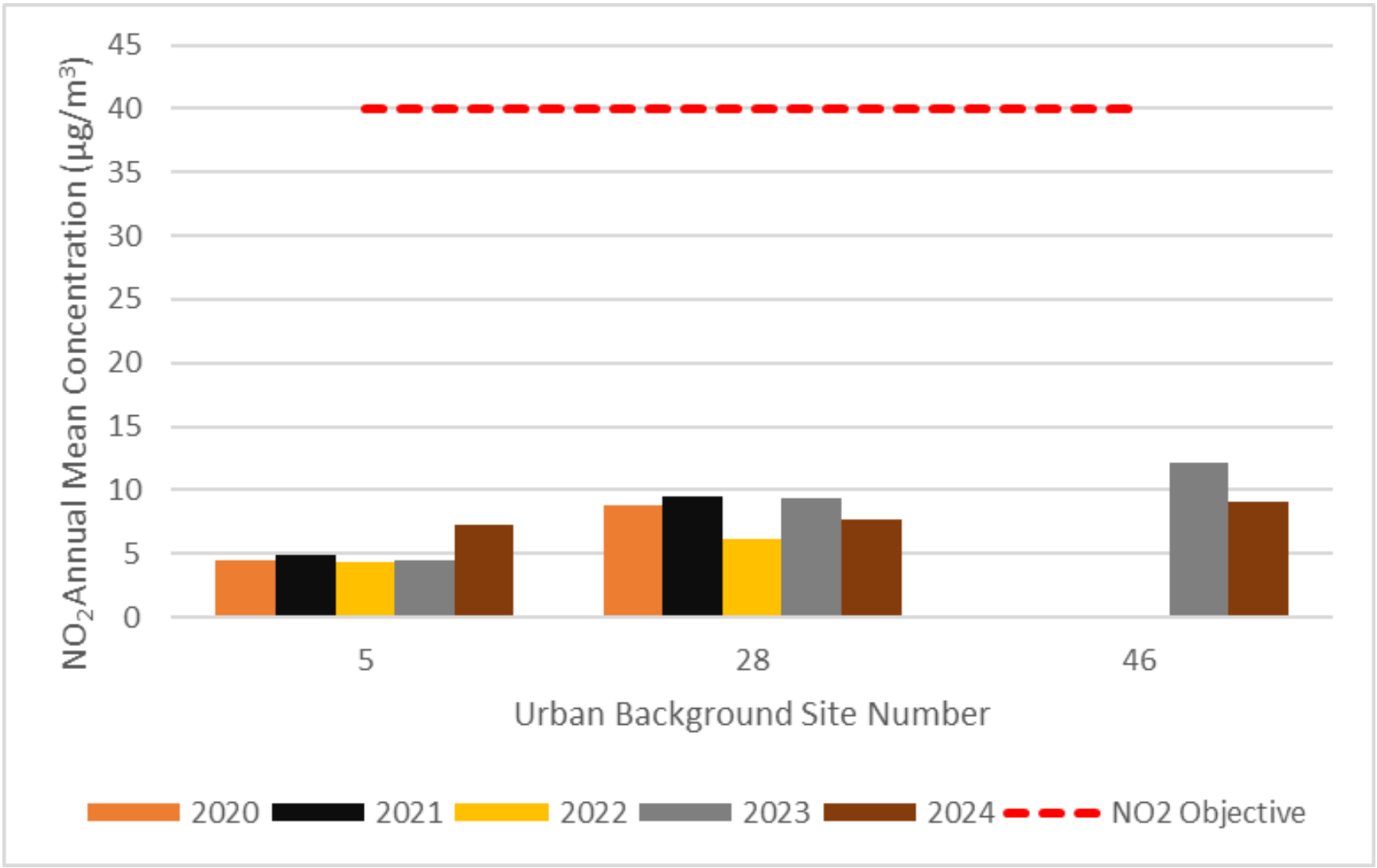


Table A.5 – 1-Hour Mean NO_2 Monitoring Results, Number of 1-Hour Means > 200 µg/m^3

Site ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) (1)	Valid Data Capture 2024 (%) (2)	2020	2021	2022	2023	2024
SL04	261114	661691	Roadside	84.2	84.2	-	0 (89.5)	0	0 (93)	0 (94.6)
EK0	264383	655664	Roadside	99.1	99.1	**2**	**4**	0 (116.6)	0	0
SL03	288427	643701	Kerbside	93.6	93.6	0 (68)	0 (70)	0	0	0
SL05	272310	655276	Roadside	34.9	34.9	0	0 (100.3)	0 (95.1)	0 (68.9)	0 (103.7)
SL06	269663	660304	Roadside	60.2	60.2	0 (50)	0 (70.1)	0	0	0 (71.7)
SL07	264321	660516	Kerbside	5.2	5.2	0	0	0 (124.3)	0	0 (78.1)
SLC08	271063	658087	Roadside	98.1	98.1	-	0 (65.8)	0	0	0
SLC09	268916	657605	Roadside	99.6	99.6	0	0	0	0	0

Notes:

Exceedances of the NO_2 1-hour mean objective (200 µg/m^3 not to be exceeded more than 18 times/year) are shown in bold.

If the period of valid data is less than 85%, the 99.8th percentile of 1-hour means is provided in brackets.

(1) Data capture for the monitoring period, in cases where monitoring was only carried out for part of the year.

(2) Data capture for the full calendar year (e.g. if monitoring was carried out for 6 months, the maximum data capture for the full calendar year is 50%).

Table A.6 – Annual Mean PM_{10} Monitoring Results ($\mu g/m^3$)

Site ID	Site Type	Valid Data Capture for Monitoring Period (%) (1)	Valid Data Capture 2024 (%) (2)	2020	2020 Corrected*	2021	2021 Corrected*	2022	2022 Corrected*	2023	2023 Corrected*	2024	2024 Corrected*
SL04	Roadside	100	100	10.0	11.0	11.9	13.1	11.8	13.0	11.0	12.1	10.4	11.4
EK0	Roadside	59	59	9.0	9.9	9.8	10.8	10.1	11.1	9.0	9.9	9.7	10.7
SL03	Kerbside	99	99	8.0	8.8	8.8	9.7	10.1	11.1	9.0	9.9	8.1	8.9
SL05	Roadside	100	100	9.0	9.9	10.0	11.0	10.4	11.4	6.5	7.2	9.9	10.9
SL06	Roadside	98	98	10.0	11.0	9.8	10.8	10.0	11.0	10.0	11.0	9.9	10.9
SL07	Kerbside	93	93	10.0	11.0	10.7	11.8	11.4	12.5	11.0	12.1	11.2	12.3
SLC08	Roadside	99	99	8.0	8.8	9.1	10.0	9.5	10.5	9.0	9.9	8.6	9.5
SLC09	Roadside	69	69	9.0	9.9	12.1	13.3	10.7	11.8	10.0	11.0	9.4	10.3

Notes:

Exceedances of the PM_{10} annual mean objective of 18 $\mu g/m^3$ are shown in bold.

All means have been "annualised" as per LAQM.TG(22), valid data capture for the full calendar year is less than 75%. See Appendix C for details.

* All means have been corrected using factors (PM_{10} divided by 0.909) identified by the "Scottish Government Equivalence Study To Investigate Particulate Matter Monitoring In Scotland Using The Fidas 200".

(1) Data capture for the monitoring period, in cases where monitoring was only carried out for part of the year.

(2) Data capture for the full calendar year (e.g. if monitoring was carried out for 6 months, the maximum data capture for the full calendar year is 50%).

Figure A.5 - Trends in Annual Mean PM_{10} Concentrations (using FIDAS correction values) at Automatic Sites (2020 to 2024)

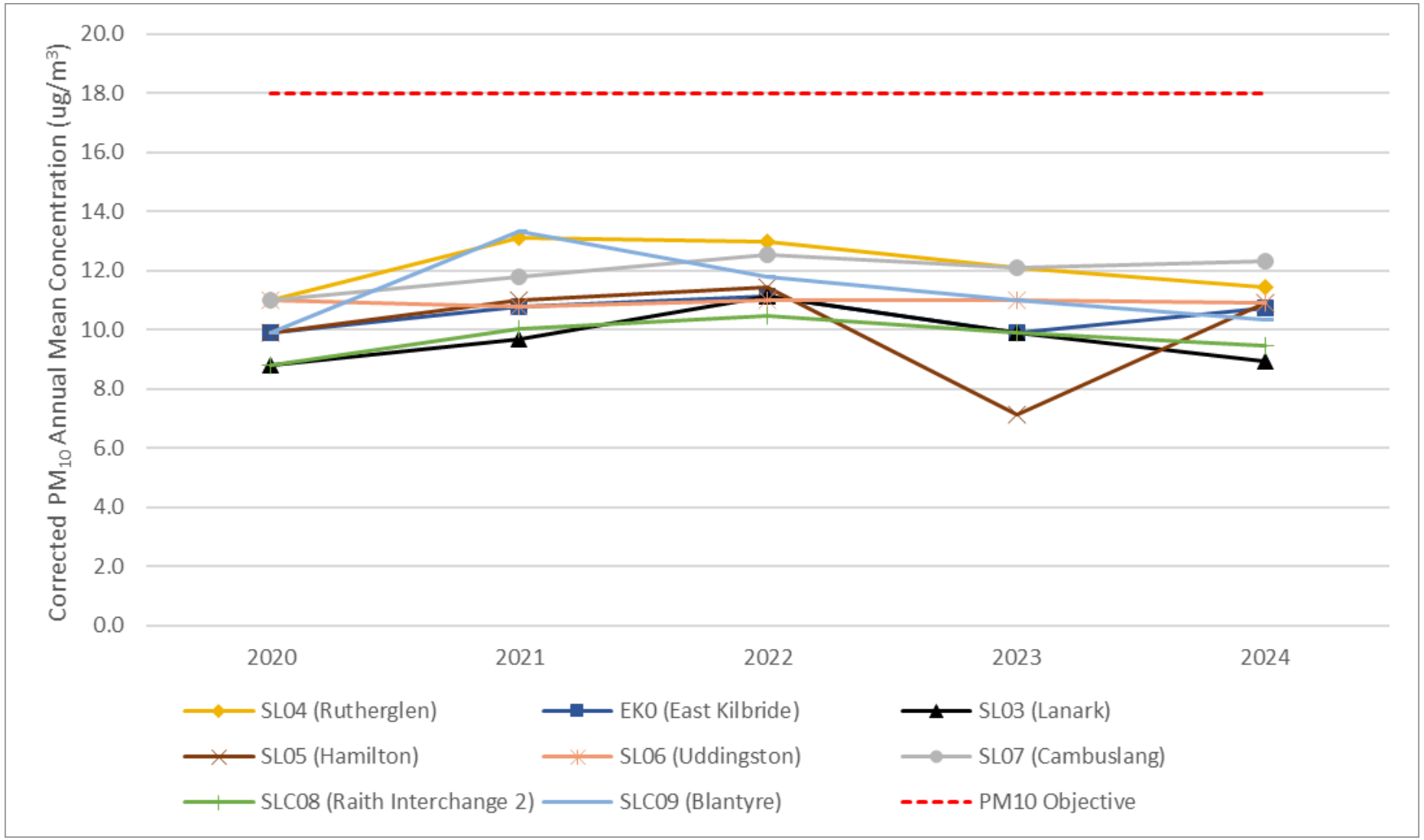


Table A.7 – 24-Hour Mean PM_{10} Monitoring Results, Number of PM_{10} 24-Hour Means > 50 µg/m^3

Site ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) (1)	Valid Data Capture 2024 (%) (2)	2020	2021	2022	2023	2024
SL04	261114	661691	Roadside	100	100	0	0 (35.3, 38.8*)	0	0	0
EK0	264383	655664	Roadside	59	59	0	0	0	0 (22.5, 24.8*)	0 (22.0, 24.2*)
SL03	288427	643701	Kerbside	99	99	0	0	0	0	0
SL05	272310	655276	Roadside	100	100	0	0	0	0 (15.5, 17.0*)	0
SL06	269663	660304	Roadside	98	98	0	0	0 (26.7, 29.4*)	0	0
SL07	264321	660516	Kerbside	93	93	0 (25, 28*)	0	0	0	0
SLC08	271063	658087	Roadside	99	99	0	0	0	0	0
SLC09	268916	657605	Roadside	69	69	0	0	0	0	0 (25.6, 28.2*)

Notes:

Exceedances of the PM_{10} 24-hour mean objective (50 µg/m^3 not to be exceeded more than seven times/year) are shown in bold.

If the period of valid data is less than 85%, the 98.1st percentile of 24-hour means is provided in brackets.

* All means have been corrected using factors (PM_{10} divided by 0.909) identified by the "Scottish Government Equivalence Study To Investigate Particulate Matter Monitoring In Scotland Using The Fidas 200".

(1) Data capture for the monitoring period, in cases where monitoring was only carried out for part of the year.

(2) Data capture for the full calendar year (e.g. if monitoring was carried out for 6 months, the maximum data capture for the full calendar year is 50%).

Table A.8 – Annual Mean $PM_{2.5}$ Monitoring Results (µg/m^3)

Site ID	Site Type	Valid Data Capture for Monitoring Period (%) (1)	Valid Data Capture 2024 (%) (2)	2020	2020 Corrected*	2021	2021 Corrected*	2022	2023 Corrected*	2023	2023 Corrected*	2024	2024 Corrected*
SL04	Roadside	100	100	6.0	6.4	5.9	6.3	6.2	6.6	6.0	6.4	5.9	6.3
EK0	Roadside	59	59	5.0	5.3	4.7	5.0	5.1	5.4	4.0	4.2	5.3	5.6
SL03	Kerbside	99	99	5.0	5.3	4.7	5.0	5.2	5.5	5.0	5.3	4.6	4.9
SL05	Roadside	100	100	5.0	5.3	4.9	5.2	5.2	5.5	3.0	3.2	5.5	5.8
SL06	Roadside	98	98	5.0	5.3	5.0	5.3	4.5	4.8	5.0	5.3	5.4	5.7
SL07	Kerbside	93	93	5.0	5.3	5.3	5.6	5.9	6.3	5.0	5.3	6.3	6.6
SLC08	Roadside	99	99	5.0	5.3	5.0	5.3	5.1	5.4	5.0	5.3	4.9	5.2
SLC09	Roadside	69	69	5.0	5.3	5.4	5.7	5.4	5.7	5.0	5.3	5.2	5.5

Notes:

Exceedances of the $PM_{2.5}$ annual mean objective of 10 µg/m^3 are shown in bold.

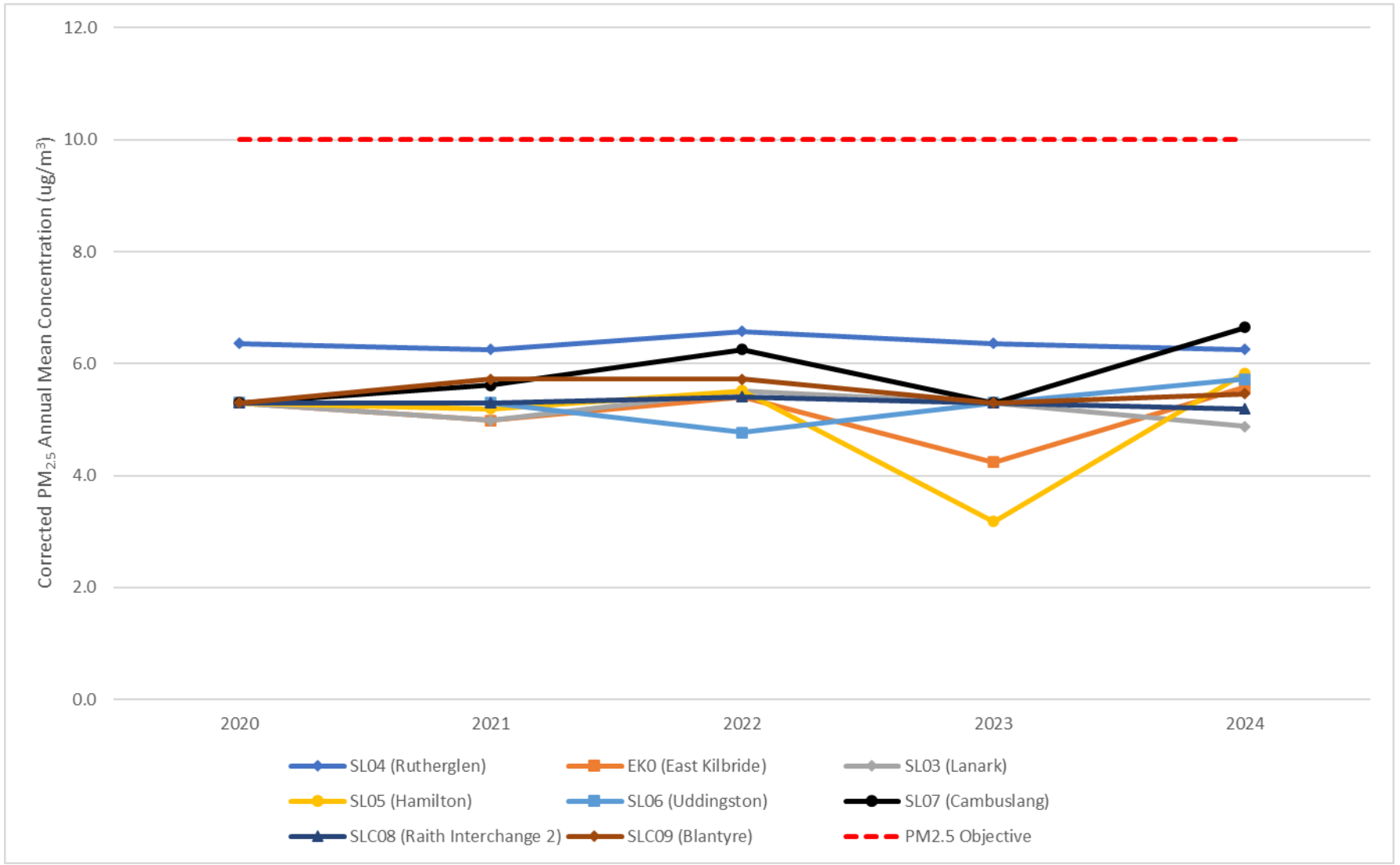
All means have been "annualised" as per LAQM.TG(22), valid data capture for the full calendar year is less than 75%. See Appendix C for details.

* All means have been corrected using factors ($PM_{2.5}$ multiplied by 1.06) identified by the "Scottish Government Equivalence Study To Investigate Particulate Matter Monitoring In Scotland Using The Fidas 200".

(1) Data capture for the monitoring period, in cases where monitoring was only carried out for part of the year.

(2) Data capture for the full calendar year (e.g. if monitoring was carried out for 6 months, the maximum data capture for the full calendar year is 50%).

Figure A.6 - Trends in Annual Mean $PM_{2.5}$ Concentrations (using FIDAS correction values) at Automatic Sites (2020 to 2024)



Appendix B: Full Monthly Diffusion Tube Results for 2024

Table B.1 – NO_2 2024 Monthly Diffusion Tube Results (µg/m^3)

DT ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Mean: Raw Data	Annual Mean: Annualised and Bias Adjusted (0.83)	Annual Mean: Distance Corrected to Nearest Exposure	Comment
3	284538	650572	24.3	24.3	12.7	30.1	22.9	20.5	21.7	21.7	18.6		58.1	10.1	24.1	20.0	-	
4	288438	643694			20.1	22.6	24.0	17.7	15.7	15.7	16.0		31.7	20.0	20.4	16.9	-	
5	287860	643685	15.6	15.6	6.2	5.2	6.4	4.3	3.6	3.6	4.1	5.1	7.8	27.9	8.8	7.3	-	
6	288122	643685	7.4	7.4	23.3	29.6	40.7	38.6	13.7	13.7	24.8	24.1	33.5	21.9	23.2	19.3	-	
7	260711	654205	12.9	12.9	23.1	17.9	17.5	12.3	10.7	10.7	18.5	16.2	28.0	14.0	16.2	13.5	-	
8	264374	655673	18.1	18.1	32.5	29.4	23.4	22.8	18.5	18.5	26.1	25.0	36.2	28.2	-	-	-	Triplicate Site with 8, 9 and 10 - Annual data provided for 10 only
9	264374	655673	17.3	17.3	30.5	29.0	23.7	14.9	19.8	19.8	25.4	23.0	27.1	18.3	-	-	-	Triplicate Site with 8, 9 and 10 - Annual data provided for 10 only
10	264374	655673	22.3	22.3	32.8	29.1	25.5		17.0	17.0			39.5		23.9	19.8	-	Triplicate Site with 8, 9 and 10 - Annual data provided for 10 only
12	261662	661789			31.2	8.9							40.5	35.8	29.1	20.5	-	
13	261662	661663	7.4	7.4	22.4	22.0	19.2	12.3	7.7	7.7	15.0	16.7	25.0	27.3	15.8	13.1	-	
14	261302	660734			27.8	26.1	27.8		19.3	19.3			24.6	25.6	24.4	21.2	-	
15	261858	662142	30.3	30.3	19.9	25.8	23.6	29.2	23.5	23.5	21.3	17.3	33.9	30.6	25.8	21.4	-	
16	264492	660497				21.8	22.0	13.6	15.4	15.4	21.0	17.3			18.1	19.6	-	
17	263086	661296	31.7	31.7	20.3	20.3	23.5	12.1	15.8	15.8	17.7	24.9	23.4	27.9	22.1	18.3	-	
18	264300	660476				16.7	24.3	31.4	17.5	17.5	25.3	19.6	30.4	26.6	23.3	19.3	-	
19	272704	655431	20.5	20.5	39.4	24.5	32.5	21.3	17.9	17.9	32.0	25.9	30.2	25.8	25.7	21.3	-	
21	271670	656346			24.5	61.6		14.7	7.8	7.8	21.3	15.5	27.4	21.6	22.5	18.6	-	
22	271852	655320			28.9	22.7	12.0		11.1	11.1	25.7	19.6	28.0	26.5	20.6	17.1	-	
23	271424	655786	25.4	25.4	8.6	11.8	24.5	16.7	10.7	10.7	25.0	23.4	29.8	25.1	19.8	16.4	-	
24	271861	655952	15.9	15.9		23.9		21.6	15.0	15.0	26.2	16.9	32.1	31.1	21.4	17.7	-	

DT ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Mean: Raw Data	Annual Mean: Annualised and Bias Adjusted (0.83)	Annual Mean: Distance Corrected to Nearest Exposure	Comment
25	270013	656436	21.3	21.3	28.2	39.3	12.5		16.3	16.3	29.6	21.3	42.4	30.9	25.4	21.1	-	
26	272608	655213			28.7	28.7	30.1	39.1	13.4	13.4	36.7	22.1	33.3	26.9	27.2	22.6	-	
27	272265	655078			28.3	20.2	25.9	18.2	15.4	15.4	26.1	19.4	5.4	27.9	20.2	16.8	-	
28	271949	654957			12.0	9.3	11.2	6.3	3.7	3.7	11.0	6.9	15.9	12.3	9.2	7.7	-	
30	270526	658722	20.3	20.3	20.0	23.6	23.0	14.9	13.0	13.0	19.4	20.1	26.9	22.4	19.7	16.4	-	
31	270526	658510			19.6	18.7	19.5	15.0	10.2	10.2	12.5				15.1	16.5	-	
32	268902	657591	19.4	19.4	38.5		28.5	32.6						10.1	24.8	19.2	-	
33	268754	657689			22.8	14.8	17.3		19.9	19.9	18.8			53.4	23.8	23.7	-	
34	268000	656643	12.2	12.2	12.9	13.8	21.8	11.6	13.5	13.5	10.1	28.3	12.6	5.1	14.0	11.6	-	
37	268944	661474				25.8	22.6	11.7	10.3	10.3	23.5	19.2	28.6	25.3	19.7	16.4	-	
38	269617	660438			19.2	25.6	22.8	13.8	15.9	15.9	21.5	23.7	38.6	28.0	22.5	18.7	-	
39	270180	660753			23.3	19.4	23.4	9.9	9.0	9.0	23.0	19.0	28.0	23.1	18.7	15.5	-	
40	288450	643698	15.7	15.7	12.3	14.4	22.2	12.9	9.0	9.0	9.5	15.8	20.0	14.2	14.2	11.8	-	
41	264374	656862			23.3	24.0	19.5	11.7	14.7	14.7	18.0	19.4		10.6	17.3	14.4	-	
42	262030	652031				14.5	12.7	6.9	9.7	9.7	13.1	14.4	19.3	6.0	11.8	9.8	-	
43	265507	659827				12.0	19.1	10.5	10.5	10.5	15.9	25.6	19.6	21.5	16.1	13.4	-	
44	276332	650924			15.5	20.2	21.3	12.2			13.9	24.4	20.7	47.6	22.0	17.9	-	
45	270437	655151			15.7	17.5	13.6	7.5	5.7	5.7	15.8	10.2	19.1	15.3	12.6	10.5	-	
46	263993	655867				7.6	11.1	6.0	6.2	6.2	12.7	11.5	15.9		9.7	9.0	-	

☒ **All erroneous data has been removed from the NO_2 diffusion tube dataset presented in Table B.1.**

☒ **Annualisation has been conducted where data capture is <75% and >25% in line with LAQM.TG22.**

☐ **Local bias adjustment factor used.**

☒ **National bias adjustment factor used.**

☒ **Where applicable, data has been distance corrected for relevant exposure in the final column.**

☒ **South Lanarkshire Council confirm that all 2024 diffusion tube data has been uploaded to the Diffusion Tube Data Entry System.**

Notes:

Exceedances of the NO_2 annual mean objective of 40 µg/m^3 are shown in **bold**.

NO_2 annual means exceeding 60 µg/m^3, indicating a potential exceedance of the NO_2 1-hour mean objective are shown in **bold and underlined**.

See Appendix C for details on bias adjustment and annualisation.

Table B.2 – Other monitoring - NO_2 2024 Quarterly AQMesh Results (µg/m^3)

Site	Dec 23 – Feb 24	March 24 - May 24	June 24 - Aug 24	Sept 24 - Nov 24
West Mains Road East Kilbride	21.4 (39.2)	19.2 (45.3)	5.8 (24.0)	10.4 (21.2)
Strathaven Road, Hamilton				8.4
Low Patrick Street, Hamilton	35.6 (46.0)	30.9 (44.0)	15.9 (21.9)	13.8 (19.1)
Bannatyne Street, Lanark	13.3 (9.5)	18.4 (15)	10.9 (7.2)	12.2 (9.2)
Whirlies Roundabout, East Kilbride	19.2		3.4	6.9

Table B.3 – Other monitoring – PM_{10} 2024 Quarterly AQMesh Results (µg/m^3)

Site	Dec 23 – Feb 24	March 24 - May 24	June 24 - Aug 24	Sept 24 - Nov 24
West Mains Road East Kilbride	16.7 (21.4)	10.2 (15.5)	4.8 (8.7)	7.9 (12.6)
Strathaven Road, Hamilton				9.8
Low Patrick Street, Hamilton	4.6 (4.6)	6.3 (6.3)	4.0 (4.0)	5.6 (5.6)
Bannatyne Street, Lanark				
Whirlies Roundabout, East Kilbride				

Table B.4 – Other monitoring – $PM_{2.5}$ 2024 Quarterly AQMesh Results (µg/m^3)

Site	Dec 23 – Feb 24	March 24 - May 24	June 24 - Aug 24	Sept 24 - Nov 24
West Mains Road East Kilbride	8.3 (8.9)	8.0 (8.9)	3.7 (5.4)	6.8 (8.0)
Strathaven Road, Hamilton				4.5
Low Patrick Street, Hamilton	3.8 (3.8)	5.6 (5.6)	3.5 (3.5)	5.0 (5.0)
Bannatyne Street, Lanark				
Whirlies Roundabout, East Kilbride				

Notes on AQMesh monitoring:

Unadjusted quarterly means provided, and adjusted means based on co-location studies provided in parentheses where available.

Appendix C: Supporting Technical Information / Air Quality Monitoring Data QA/QC

New or Changed Sources Identified Within South Lanarkshire Council During 2024

South Lanarkshire Council has not identified any new sources relating to air quality within the reporting year of 2024.

Additional Air Quality Works Undertaken by South Lanarkshire Council During 2024

South Lanarkshire Council has not completed any additional works relating to the development of action plan measures or declaration, amendment or revocation of an AQMA within the reporting year of 2024.

QA/QC of Diffusion Tube Monitoring

South Lanarkshire Council maintained the diffusion tube monitoring networks as normal (exposure and analysis in line with diffusion tube calendar). The annual mean NO_2 concentration was calculated using the Diffusion Tube Processing Tool (v5.4)[4], as per LAQM.TG(22). All results have been bias adjusted, annualised (where required) and expressed as an Annual Mean NO_2 concentration as presented in Table B.1.

All passive diffusion tubes (PDT) for NO_2 measurements were prepared and analysed by Edinburgh Scientific Services. The PDTs were prepared using the 50% triethanolamine (TEA) in acetone method. Edinburgh Scientific Services is a UKAS accredited laboratory with documented Quality Assurance/Quality Control (QA/QC) procedures for diffusion tube analysis.

[4] Available at Diffusion Tube Data Processing Tool | LAQM (defra.gov.uk)

Diffusion Tube Annualisation

Eight diffusion tubes required annualisation as data capture was below 75% but above 25%. The 8 diffusion tubes that required annualisation were processed with Defra's Diffusion Tube Processing Tool (v5.4), as per LAQM.TG(22). Details are provided in Table C.2.

Diffusion Tube Bias Adjustment Factors

South Lanarkshire Council have applied a national bias adjustment factor of 0.83 to the 2024 monitoring data. A summary of bias adjustment factors used by South Lanarkshire Council over the past five years is presented in

Table C.**1**.

A co-location study completed at East Kilbride Whirlies was completed in 2024 but had poor overall precision. The local bias adjustment factor was 0.78. The national bias adjustment factor was slightly higher than this at 0.83, and therefore provided a conservative approach to bias adjusting the diffusion tube measurements. The national adjustment factor of 0.83 was also consistent with the factors applied in recent years (see Table C.1). All NO_2 annual mean measurements are below the 40 µg/m^3 objective when using the national bias adjustment factor.

Figure C.1 - National Diffusion Tube Bias Adjustment Factor Spreadsheet, Edinburgh Scientific Services (version 04/25)

National Diffusion Tube Bias Adjustment Factor Spreadsheet — Spreadsheet Version Number: 04/25

Follow the steps below **in the correct order** to show the results of **relevant** co-location studies
Data only apply to tubes exposed monthly and are not suitable for correcting individual short-term monitoring periods
Whenever presenting adjusted data, you should state the adjustment factor used and the version of the spreadsheet
This spreadsheet will be updated every few months: the factors may therefore be subject to change. This should not discourage their immediate use.

This spreadsheet will be updated at the end of June 2025
LAQM Helpdesk Website

The LAQM Helpdesk is operated on behalf of Defra and the Devolved Administrations by Bureau Veritas, in conjunction with contract partners AECOM and the National Physical Laboratory.

Spreadsheet maintained by the National Physical Laboratory. Original compiled by Air Quality Consultants Ltd.

Step 1:	Step 2:	Step 3:	Step 4:
Select the Laboratory that Analyses Your Tubes from the Drop-Down List	Select a Preparation Method from the Drop-Down List	Select a Year from the Drop-Down List	Where there is only one study for a chosen combination, you should use the adjustment factor shown with caution. Where there is more than one study, use the overall factor[3] shown in blue at the foot of the final column.
If a laboratory is not shown, we have no data for this laboratory.	If a preparation method is not shown, we have no data for this method at this laboratory.	If a year is not shown, we have no data[2]	If you have your own co-location study then see footnote[4]. If uncertain what to do then contact the Local Air Quality Management Helpdesk at LAQMHelpdesk@bureauveritas.com or 0800 0327953

Analysed By[1]	Method (To undo your selection, choose (All) from the pop-up list)	Year[5] (To undo your selection, choose (All))	Site Type	Local Authority	Length of Study (months)	Diffusion Tube Mean Conc. (Dm) (µg/m^3)	Automatic Monitor Mean Conc. (Cm) (µg/m^3)	Bias (B)	Tube Precision[6]	Bias Adjustment Factor (A) (Cm/Dm)
Edinburgh Scientific Services	50% TEA in acetone	2024	KS	Marylebone Road Intercomparison	11	41	36	16.8%	P	0.86
Edinburgh Scientific Services	50% TEA in acetone	2024	R	Sirling Council	12	17	14	23.1%	G	0.81
Edinburgh Scientific Services	50% TEA in acetone	2024		Overall Factor[3] (2 studies)				Use		0.83

Table C.1 – Bias Adjustment Factor

Year	Local or National	If National, Version of National Spreadsheet	Adjustment Factor
2024	National	04/25	0.83
2023	Local	-	0.82
2022	National	03/23	0.81
2021	Local/National	03/22	0.87
2020	National	03/21	0.88

NO_2 Fall-off with Distance from the Road

No diffusion tube NO_2 monitoring locations within South Lanarkshire Council required distance correction during 2024.

QA/QC of Automatic Monitoring

All South Lanarkshire Council's automatic monitoring sites are routinely calibrated and audited by Ricardo whereby monitoring data are managed to the same procedures and standards as Automatic Urban and Rural Network (AURN) sites. All data presented within this APR is ratified. Live/historic data is available at Air Quality in Scotland.

PM_{10} and $PM_{2.5}$ Monitoring Adjustment

PM_{10} and $PM_{2.5}$ measurements were made using FIDAS analysers. All PM measurement data were fully ratified by Ricardo to AURN standards.

All PM_{10} and $PM_{2.5}$ measurements have been reported as measured and after applying correction factors based on guidance from the Scottish Government on the use of FIDAS analysers in Scottish Government Equivalence Study To Investigate Particulate Matter Monitoring In Scotland Using The Fidas 200.

Automatic Monitoring Annualisation

Annualisation was required for NO_2 measurements at two automatic sites, Hamilton SL05 and Uddingston SL06, within South Lanarkshire Council, where data capture was less than 75%. NO_2 annualisation could not be completed for Cambuslang SL07, where data capture was less than 25%; the NO_x analyser was offline for most of the year due to failed PAT testing.

Annualisation was required for PM_{10} and $PM_{2.5}$ at two automatic sites, East Kilbride EK0 and Blantyre SL09, as data capture was less than 75%. Data capture was greater than 25% at all automatic sites for PM_{10} and $PM_{2.5}$.

Details of annualisation are provided in Table C.2 and followed the guidance provided in LAQM.TG(22).

NO_2 Fall-off with Distance from the Road

No automatic NO_2 monitoring locations within South Lanarkshire Council required distance correction during 2024.

Table C.2 – Diffusion Tube and Automatic Site Annualisation Summary (concentrations presented in µg/m^3)

Site ID	Annualisation Factor Glasgow Townhead	Annualisation Factor Peebles	Annualisation Factor Bush Estate	Annualisation Factor Auchencorth Moss	Annualisation Factor Glasgow Waulkmillglen Reservoir	Average Annualisation Factor	Raw Data Annual Mean	Annualised Annual Mean	Comments
SL05 – NO_2	0.6774	0.6612	0.8335			0.7240	31.1	22.5	Automatic
SL06 – NO_2	0.8355	0.8396	0.9569			0.8773	16.5	14.5	Automatic
EK0 – PM_{10}	0.9901			1.0922	1.0283	1.0369	9.4	9.7	Automatic
SLC09 – PM_{10}	0.9857			1.0056	1.0095	1.0003	9.4	9.4	Automatic
EK0 – $PM_{2.5}$	1.0090			1.1166	1.0312	1.0522	5.0	5.3	Automatic
SLC09 – $PM_{2.5}$	0.9622			0.9791	0.9749	0.9721	5.3	5.2	Automatic
12	0.8501	0.8285	0.8701			0.8496	29.1	24.7	Diffusion tube
14	1.0580	1.0645	1.0202			1.0476	24.4	25.5	Diffusion tube
16	1.3590	1.3862	1.1663			1.3038	18.1	23.6	Diffusion tube
31	1.3893	1.4315	1.1233			1.3147	15.1	19.9	Diffusion tube
32	0.9451	0.9391	0.9246			0.9363	24.8	23.2	Diffusion tube
33	1.2306	1.2918	1.0743			1.1989	23.8	28.6	Diffusion tube
44	1.0268	0.9897	0.9328			0.9831	22.0	21.6	Diffusion tube
46	1.1550	1.1451	1.0803			1.1268	9.7	10.9	Diffusion tube

Table C.3 – Local Bias Adjustment Calculations

	Local Bias Adjustment (Whirlies, East Kilbride)	Local Bias Adjustment Input 2	Local Bias Adjustment Input 3	Local Bias Adjustment Input 4	Local Bias Adjustment Input 5
Periods used to calculate bias	10				
Bias Factor A	0.78 (0.69 - 0.91)				
Bias Factor B	28% (10% - 46%)				
Diffusion Tube Mean (µg/m^3)	24.5				
Mean CV (Precision)	7.9%				
Automatic Mean (µg/m^3)	19.2				
Data Capture	100%				
Adjusted Tube Mean (µg/m^3)	19 (17 - 22)				

Overall Diffusion Tube Precision	**Poor Overall Precision**
Overall Continuous Monitor Data Capture	**Good Overall Data Capture**
Local Bias Adjustment Factor	**0.78**

Notes:

A single local bias adjustment factor was calculated but had poor overall precision. The national bias adjustment factor was used to adjust the 2024 diffusion tube results.

Appendix D: Maps of monitoring locations

Figure D.1 - Lanark monitoring sites

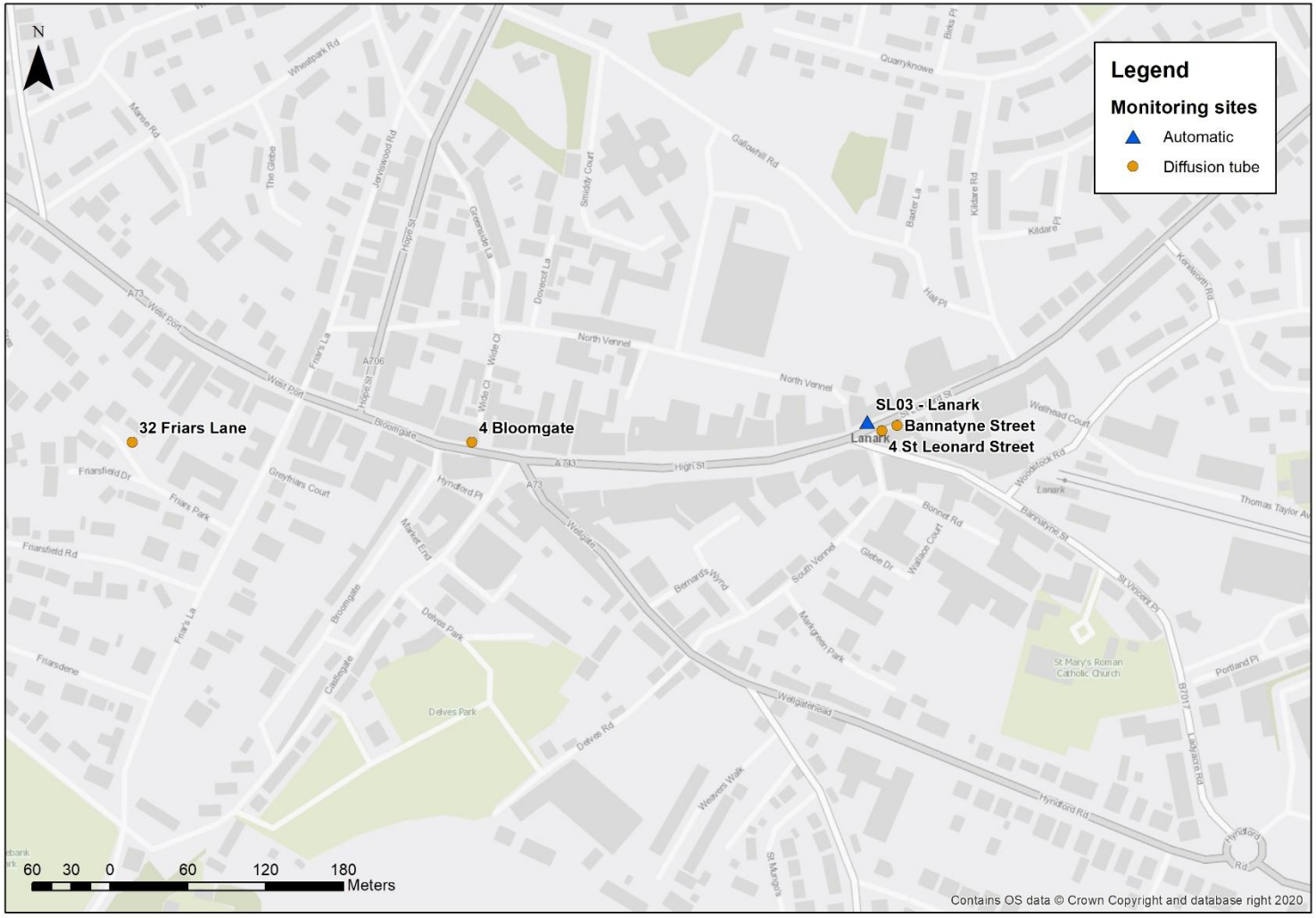


Figure D.2 - Carluke monitoring sites

Figure D.3 - Larkhall monitoring sites

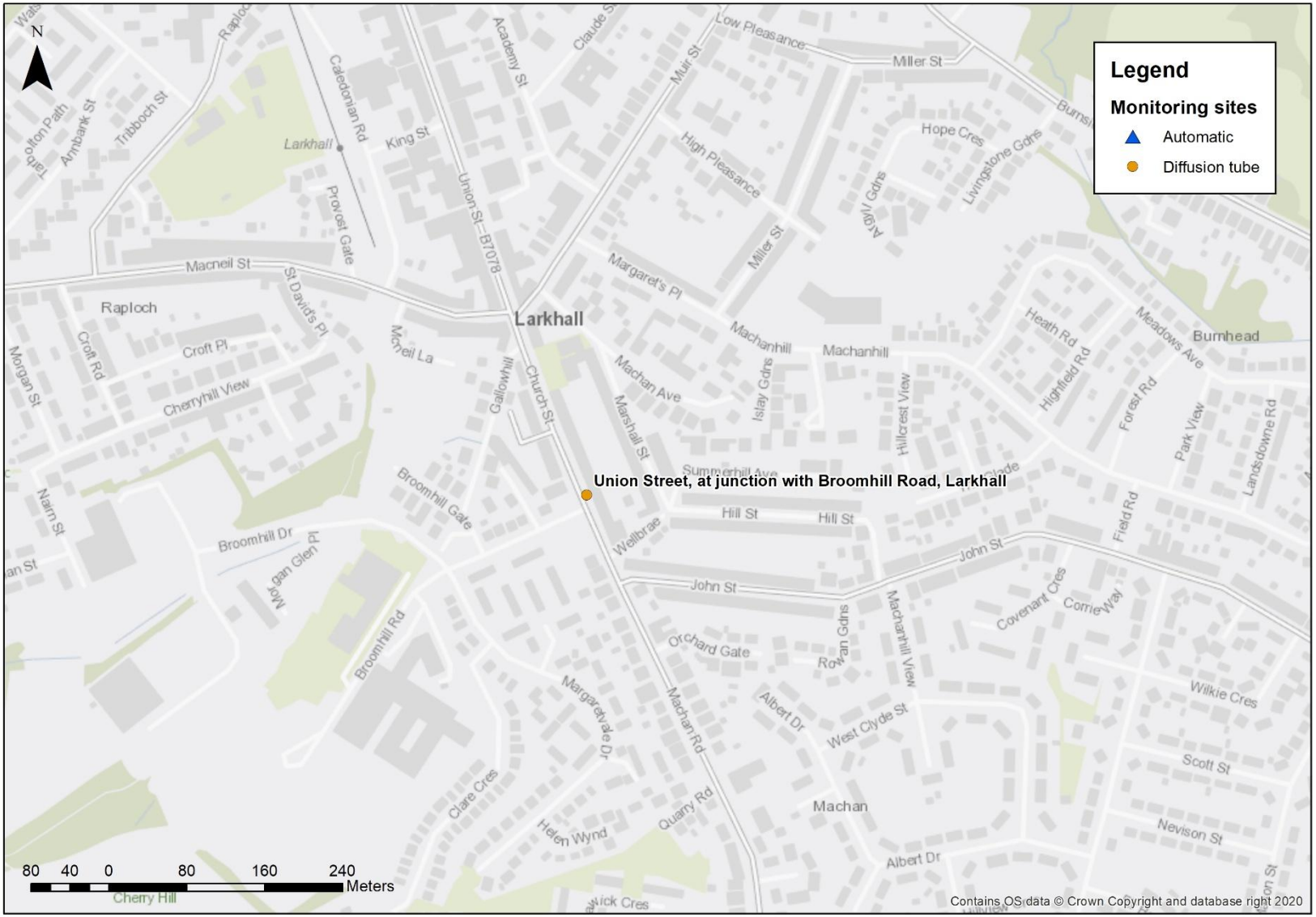


Figure D.4 - Hamilton monitoring sites

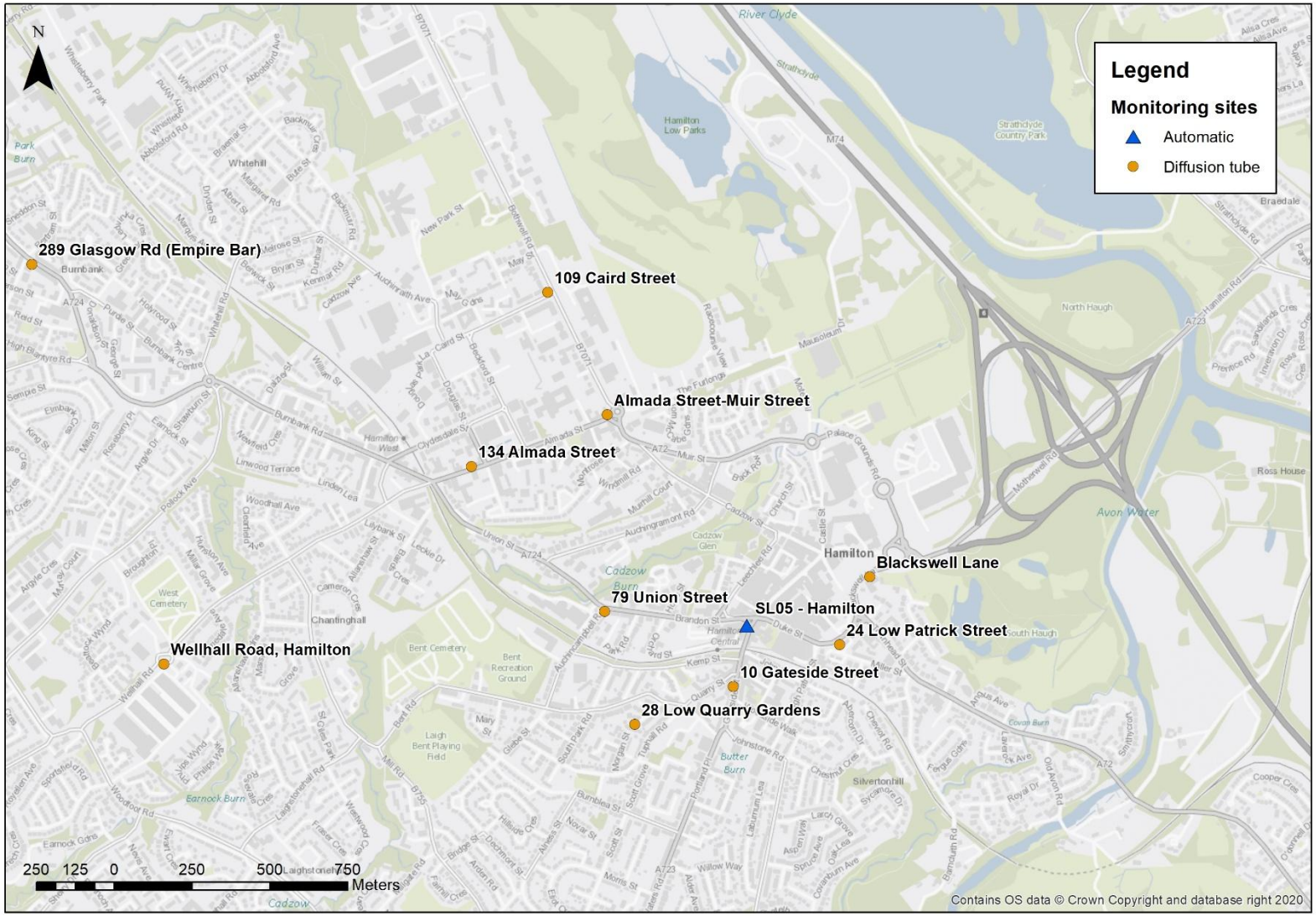


Figure D.5 - Blantyre monitoring sites

Figure D.6 - Bothwell monitoring sites

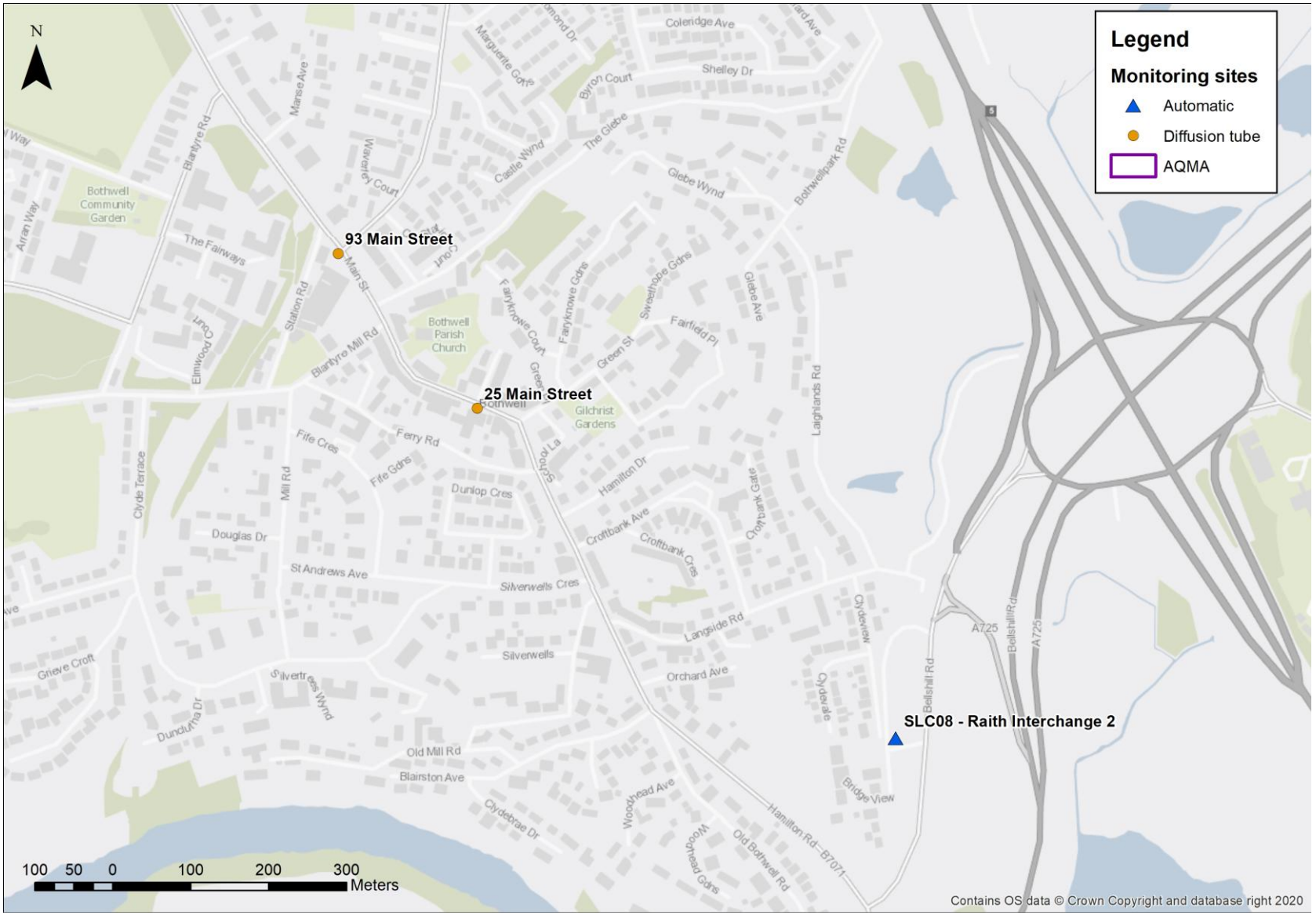


Figure D.7 - Uddingston monitoring sites

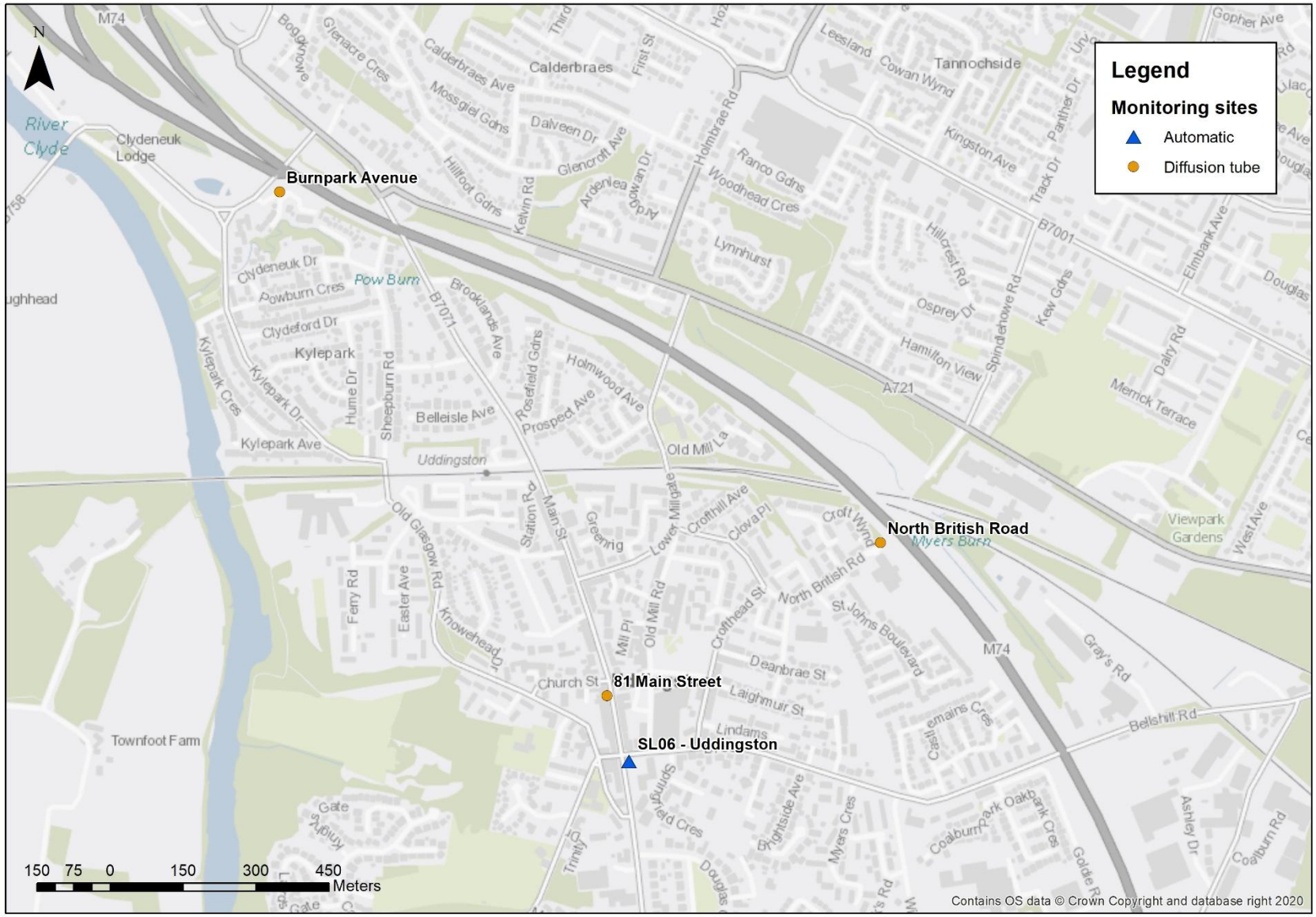


Figure D.8 - Cambuslang monitoring sites

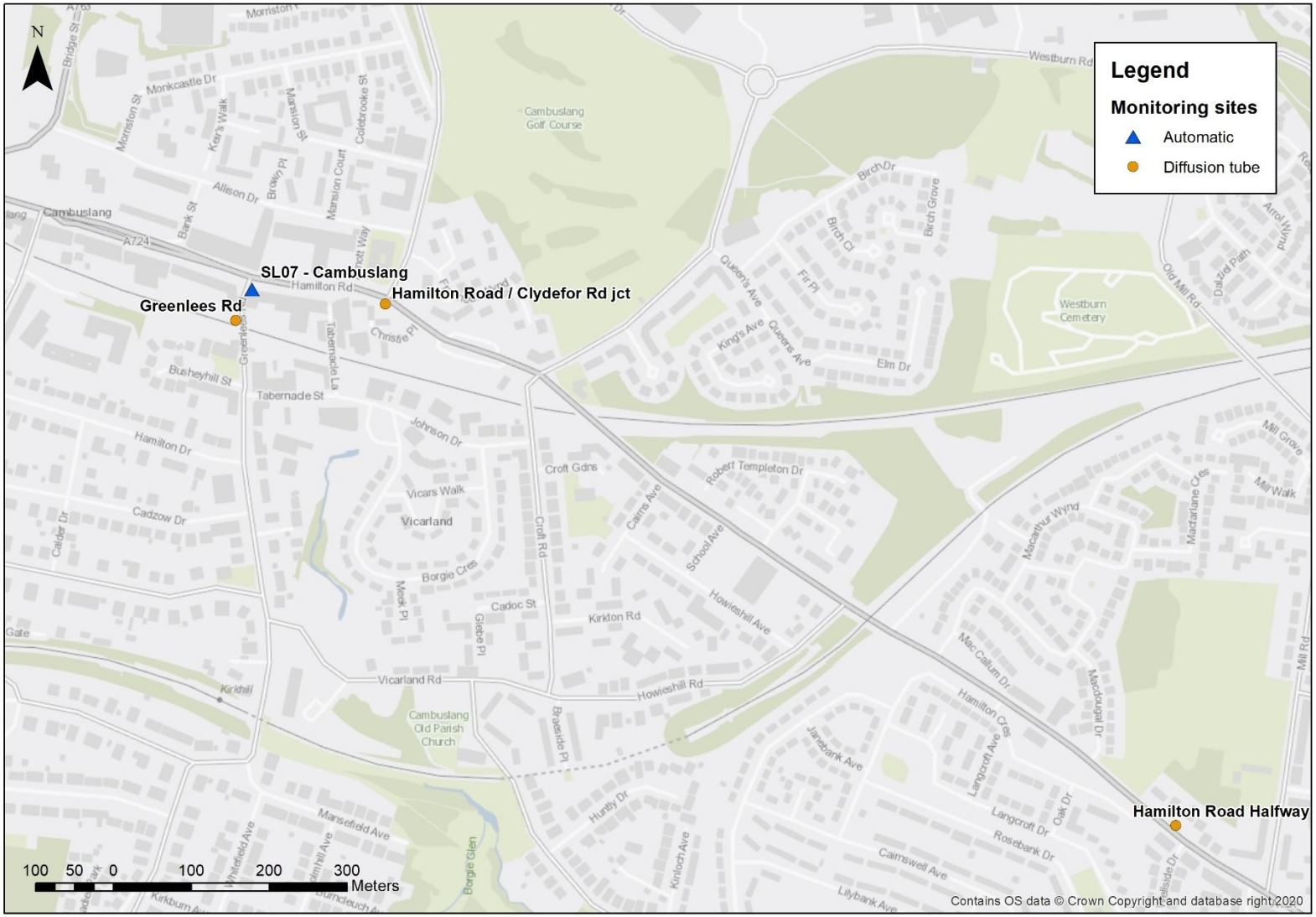


Figure D.9 - Rutherglen monitoring sites

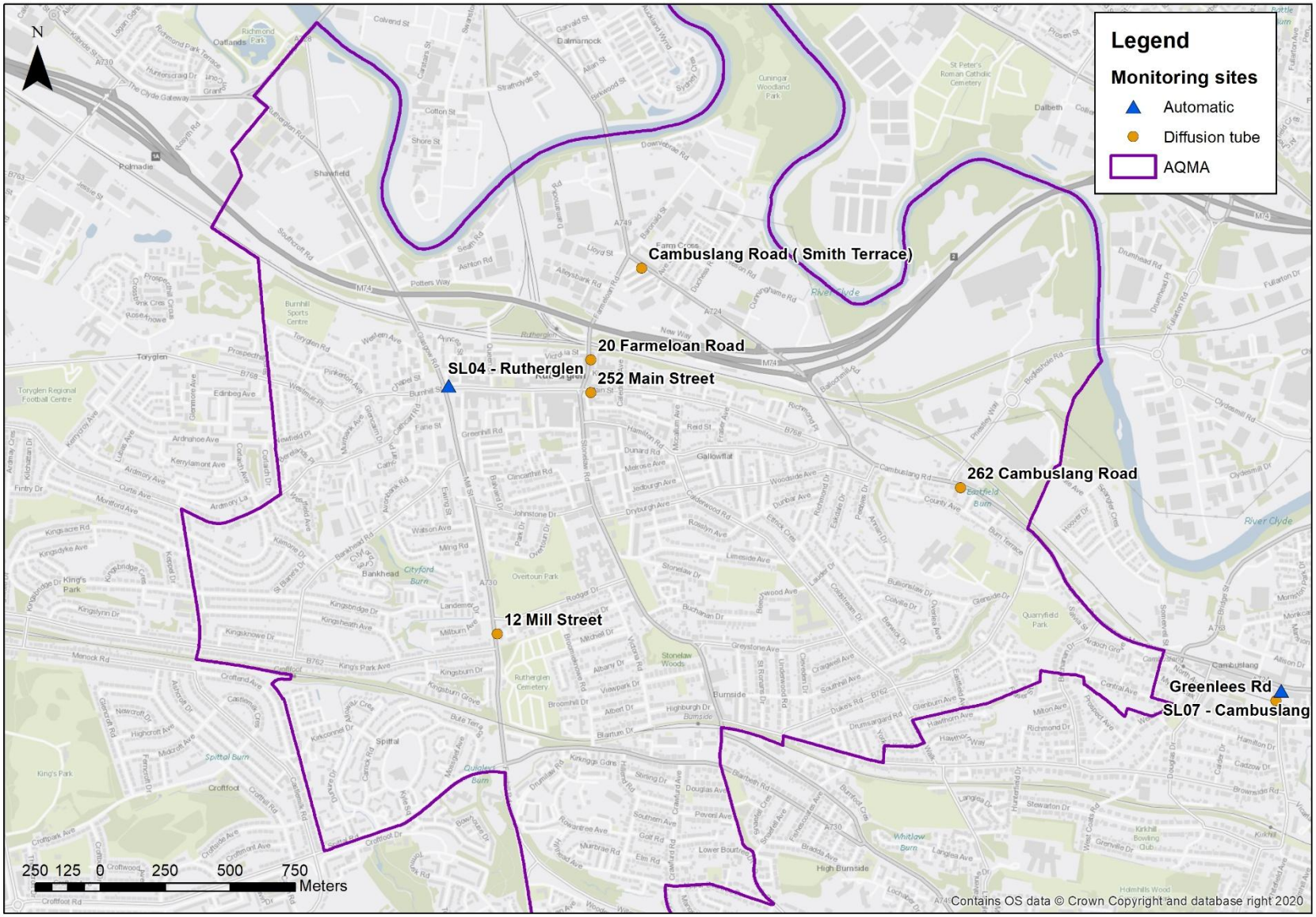
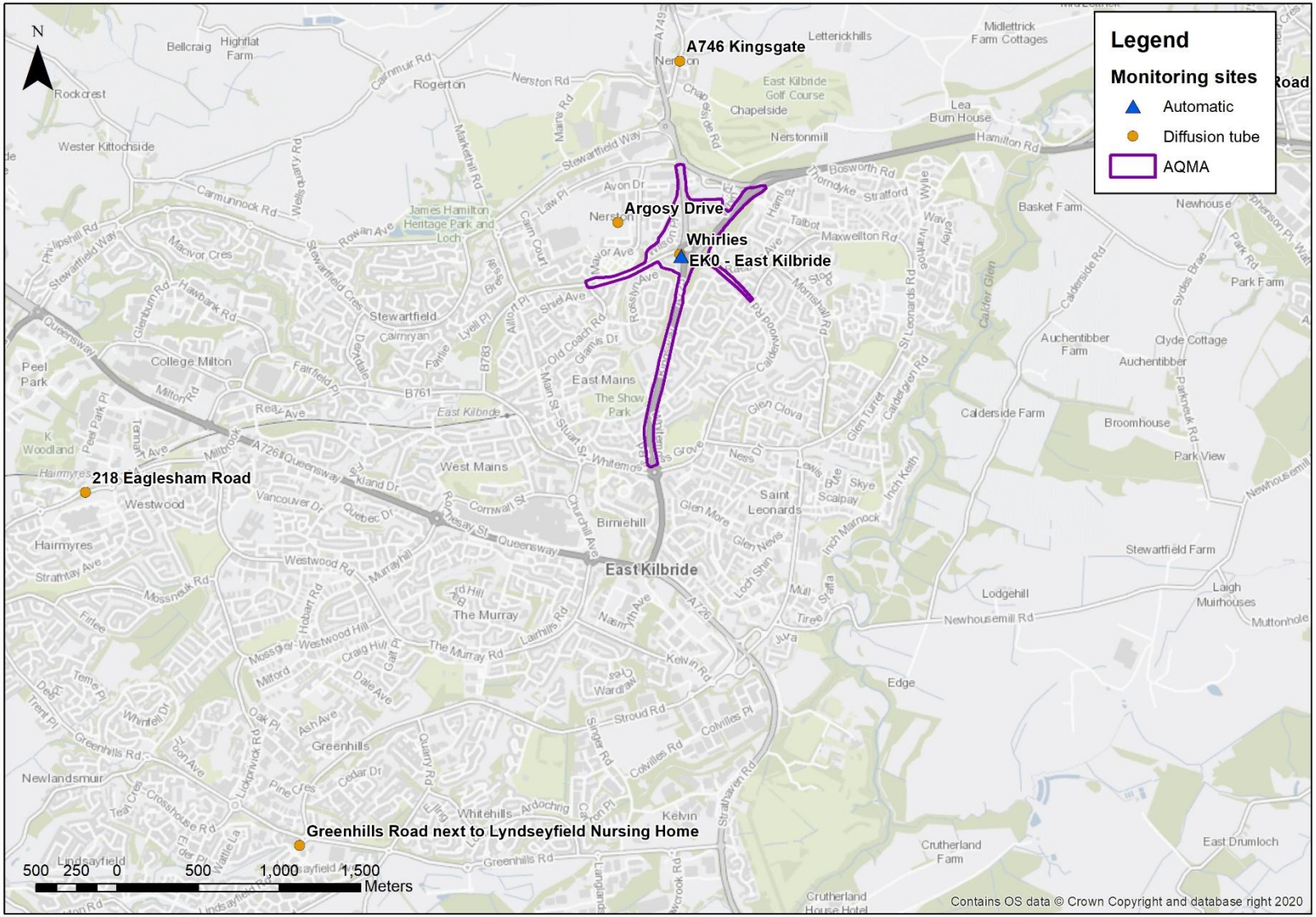


Figure D.10 - East Kilbride monitoring sites



Glossary of Terms

Abbreviation	Description
AQAP	Air Quality Action Plan - A detailed description of measures, outcomes, achievement dates and implementation methods, showing how the LA intends to achieve air quality limit values'
AQMA	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
APR	Annual Progress Report
AURN	Automatic Urban and Rural Network (UK air quality monitoring network)
Defra	Department for Environment, Food and Rural Affairs
DMRB	Design Manual for Roads and Bridges – Air quality screening tool produced by Highways England
DT	Diffusion Tube
FDMS	Filter Dynamics Measurement System
LAQM	Local Air Quality Management
NO_2	Nitrogen Dioxide
NO_x	Nitrogen Oxides
PM_{10}	Airborne particulate matter with an aerodynamic diameter of 10µm (micrometres or microns) or less
$PM_{2.5}$	Airborne particulate matter with an aerodynamic diameter of 2.5µm or less
QA/QC	Quality Assurance and Quality Control
SO_2	Sulphur Dioxide

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Scottish Air Quality Database, available at Air Quality in Scotland