North Lanarkshire Council

Air Quality Action Plan

In fulfilment of Part IV of the Environment Act 1995

Local Air Quality Management

2023 - 2028

North Lanarkshire Council

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North Lanarkshire Council

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Strategic Alignment

The Plan for North Lanarkshire
Climate Plan – Action on Climate Together 2030
Local Transport Strategy
Environment Plan
Local Development Plan
Biodiversity Action Plan 2023-2027

Priority – Improve the health and wellbeing of our communities.

Ambition Statement – (14) Ensure the highest standards of public protection.

Next review date	
Review Date	2028

Executive Summary

This Air Quality Action Plan (AQAP) has been produced as part of our statutory duties required by the Local Air Quality Management framework. It outlines the action we will take to improve air quality in North Lanarkshire Council between 2023-2028.

This action plan replaces the previous action plan which ran from 2018-2021. Projects delivered through the past action plan include:

- Revocation of Croy Air Quality Management Area (AQMA).
- Continuous Improvements to the North Lanarkshire Council vehicle fleet with over 50% of vehicles fitted with tracking devices to monitor and provide information on idling, speeding and unnecessary journeys.
- Driver Certificate of Professional Competence training has been provided for all Council drivers, including modules on safe and efficient driving.
- Extensive provision of pool cars for use for Council business, including electric and hybrid vehicles.
- Expansion of electric vehicle charging points, some of which are available for public use.
- Continuation of the Eco Stars Fleet Recognition exceeding a total of 200 members.
- Car parking enforcement in town centres in North Lanarkshire to deter inappropriate parking and to encourage the use of public transport and active travel where available.
- Ongoing promotion of sustainable travel methods, particularly walking and cycling for both leisure and commute. This included funding from the Scottish Government air quality budget being provided for footpath shared use works and signage in Motherwell Town Centre linking into wider active travel improvements in the area.
- Establishing a monitoring network for $PM_{2.5}$ in line with statutory requirements.

- The ongoing programme of upgrading our automatic air monitoring units and ensuring they are sited in the most appropriate locations. Over the past few years a new automatic monitoring site has been set up at Ravenscraig and sites at Sunnyside Rd and Calder St (both Coatbridge) decommissioned and relocated to more appropriate sites.
- Development of a regional Air Quality dispersion model to include the most populated centres and areas of growth within North Lanarkshire Council, enabling the Council to target areas for monitoring, consider cumulative effects of developments and plan and prioritise areas for future actions.
- Motherwell Town Centre Transport Interchange and redevelopment of Motherwell Train Station and new road infrastructure behind Muir Street are now complete and should lead to improved air quality in this area of Motherwell Town Centre by reducing traffic congestion and making public transport a more attractive and accessible alternative to the car.
- Contributions to improving cycling infrastructure in Strathclyde Park has also been carried out, and several ebikes purchased which are due to be added to the park's bike hire fleet.
- Significant awareness-raising of air quality issues among the public, including the promotion of the "A Breath of Fresh Air in Lanarkshire" walking and Cycling map and APP for Strathclyde Park in conjunction with South Lanarkshire Council. This APP received a refresh and was launched on Clean Air Day in 2021. The North Lanarkshire Council website was also upgraded in 2021 and all pages relating to air pollution were updated.

Air pollution is associated with several adverse health impacts. It is recognised as a contributing factor in the onset of heart disease and cancer. Additionally, air pollution particularly affects the most vulnerable in society - children and older people, and those

with heart and lung conditions. There is also often a strong correlation with equalities issues because areas with poor air quality are also often the less affluent areas[1,2].

North Lanarkshire Council is committed to reducing the exposure of people in North Lanarkshire to poor air quality to improve health.

There has been three consecutive years of compliance with the relevant air quality objectives (AQOs), however, transport numbers were dramatically affected by the lockdown-restrictions of the Covid-19 pandemic in 2020 and rose again in 2021 and 2022. As we are still in a post-pandemic recovery phase, it is our duty to maintain the AQAP until we have collected the required evidence to ensure that there is no likelihood of exceedance of any of the AQOs at sensitive receptor locations across the Council area.

We have developed actions that can be considered under seven broad topics:

- Alternatives to private vehicle use
- Promoting Travel Alternatives
- Promoting low emission transport
- Vehicle fleet efficiency
- Policy guidance and development control
- Public information
- Transport planning and infrastructure

Our priorities are:

- Priority 1 – we will investigate air quality around schools in North Lanarkshire with a focus on drop-off and pick-up times.
- Priority 2 – we will facilitate modal shift from private car use to active travel and public transport.

[1] Environmental equity, air quality, socioeconomic status and respiratory health, 2010

[2] Air quality and social deprivation in the UK: an environmental inequalities analysis, 2006

- Priority 3 – we will improve active travel options to NLC hubs.
- Priority 4 – as a council we will lead by example in taking measures to reduce air pollution in North Lanarkshire, including decarbonisation of the Council's vehicle fleet.
- Priority 5 – we will undertake a comprehensive review of air quality monitoring to optimise resources and coverage across North Lanarkshire.
- Priority 6 – We will increase EV infrastructure across North Lanarkshire.

In this AQAP we outline how we plan to effectively tackle air quality issues within our control to meet statutory air quality objectives within the shortest possible time. However we recognise that there are many air quality policy areas that are outside of our influence, but for which we may have useful evidence, and so we will continue to work with the Scottish Government and partner organisations on policies and issues beyond North Lanarkshire Council's direct influence.

In accordance with the requirements of PG (S) (23), North Lanarkshire Council expects the Nitrogen Dioxide (NO_2) element of the Chapelhall and Coatbridge AQMAs to be revoked no later than 2024 with the remaining AQMAs revoked within the shortest possible time.

Responsibilities and Commitment

This AQAP was prepared by the Pollution Control Team of North Lanarkshire Council with the support and agreement of the following officers and departments:

- Fiona Maguire, Senior Environmental Health Officer, Pollution Control
- Mark Findlay, Assistant Business Manager, Pollution Control
- Annie Danskin, ITP Energised
- Susan McDougall, Team Leader (Transport and Planning)
- Lorna Bowden, Planning and Place Manager
- Gordon Laing, Planning Manager (Strategy and Policy)
- Edward McLennaghan, Senior Planning Officer
- Lyndsay Noble, City Deal Manager

- Lynda Stevenson, Climate Change Lead Officer
- Andrew McPherson, Chief Officer (Community Services)
- Hayley Andrew, Community Greenspace Manager
- Chris Gannon, Procurement Manager
- Michael Dolan, Education and Families Manager
- Allan Comrie, SPT

Following consultation with statutory and other relevant consultees including SEPA and the Scottish Government, this AQAP will be approved by the North Lanarkshire Council Environment and Climate Change Committee and thereafter ratified by Full Council and submitted to the Defra via the Report and Submission Website (RSW).

This AQAP will be formally reviewed and republished on a five-yearly cycle from date of initial publication. Progress each year will be reported in the Annual Progress Report (APR) produced by North Lanarkshire Council, as part of our statutory Local Air Quality Management duties.

A local authority should allow 12 months for the formal action plan review process to take place and to ensure the revised action plan is republished within the five-yearly cycle.

If you have any comments on this AQAP, please send them to Fiona Maguire at:

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Introduction

This report outlines the actions that North Lanarkshire Council will deliver between 2023-2028 to reduce concentrations of air pollutants and exposure to air pollution; thereby positively impacting on the health and quality of life of residents and visitors to the North Lanarkshire Council area.

The AQAP covers all three of North Lanarkshire Council's AQMAs, namely Motherwell Town Centre, Chapelhall and Coatbridge, and focuses on the concentrations of Nitrogen Dioxide (NO_2) and Particulate Matter (PM_{10} and $PM_{2.5}$) across the North Lanarkshire Council Area. Compliance with the Air Quality Strategy (AQS) objectives for other pollutants was met at the start of the LAQM process and there is no monitoring carried out for other pollutants.

It has been developed in recognition of the legal requirement on the local authority to work towards AQS objectives under Part IV of the Environment Act 1995 and relevant regulations made thereunder and to meet the requirements of the Local Air Quality Management (LAQM) statutory process.

There has been several years of compliance with the NO_2 objectives within the AQMAs and, in accordance with the requirements of PG (S) (23), North Lanarkshire Council expects the NO_2 element of the Chapelhall and Coatbridge AQMAs to be revoked no later than 2024 with the remaining AQMAs revoked within the shortest possible time following sustained compliance with the statutory air quality objectives.

North Lanarkshire continues to be a popular commuter destination with its extensive trunk road network providing easy access to the major cities of Glasgow, Edinburgh and Stirling. Several large-scale developments and major infrastructure projects are proposed in North Lanarkshire over the next decade that have the potential to influence air quality across North Lanarkshire and the Chapelhall and Motherwell AQMAs in particular.

The Glasgow Region City Deal includes several major projects aimed at enabling regeneration and generating investment in the North Lanarkshire area through significantly improving transport links and infrastructure and redeveloping sites. There are three core City Deal projects in North Lanarkshire:

- A8/M8 corridor access improvements

- Glenboig link road
- Pan Lanarkshire orbital transport corridor

The Pan Lanarkshire Orbital Transport Corridor (the "Pan-Lan") is a £245.5 million road improvement project linking the M74 in the south with the M80 on a route through the Ravenscraig site at the top of Motherwell. The Pan-Lan comprises three distinct projects:

- East Airdrie Link Road (EALR) – creating a new 10 kilometre road link that provides a more direct north-south link between the M8 (at the Newhouse/Eurocentral interchange) to the A73 north of Riggend. This will enable much of the current A73 through traffic to avoid Chapelhall and should deliver a significant reduction in traffic-related air pollution in the Chapelhall AQMA. It is anticipated that this new road link will also be the main access to the NHS Lanarkshire New Monklands Hospital (not yet constructed) proposed for Wester Moffat, near Drumgelloch.
- Ravenscraig Access Infrastructure – creating new and upgraded road infrastructure from the M74 at Motherwell to the M8 at Eurocentral/Newhouse, crossing under the West Coast Mainline. Also providing access to the Ravenscraig major development site.
- Motherwell Town Centre and Rail Station – the redevelopment of Motherwell Rail Station, led by ScotRail with funding support from Transport Scotland and SPT. This involves public realm improvements and road layout changes at Muir Street, Motherwell to create more capacity for buses and new arrangements for taxis, drop-off and disabled parking. This will reduce traffic congestion in this part of Motherwell town centre enabling greater free-flow of traffic and provide additional infrastructure for public transport and active travel interchange at Motherwell Train Station. The work at Motherwell train station and Muir Street is now complete and the new facilities opened in June 2023.

Further detailed information is available on the North Lanarkshire Council website at Pan Lanarkshire orbital transport corridor.

In addition to the City Deal projects there is also the long-term redevelopment of the former Ravenscraig steelworks site, to the north of Motherwell. The regeneration and redevelopment of the Ravenscraig site will involve new housing, employment and

commercial development built over a long period of time. It is highly likely that this development will impact on air quality within the Motherwell area. As part of the Pan Lanarkshire Corridor project, local and strategic active travel will be delivered to support wider development and any growth along the corridor.

Another significant project is the planned relocation of the existing NHS Lanarkshire University Hospital Monklands from Airdrie to an area east of Airdrie known as Wester Moffat. This site has been approved by the Scottish Government and the projected opening year for the new hospital at the time of writing is 2031.

The development control process for each of these developments will consider the potential effects on local air quality and assessments will determine any impact on the relevant statutory objectives for air quality. Any potential for cumulative impacts on air quality as development progresses will also be considered in relation to these major infrastructure projects. Cognisance will be taken of developments close to or impacting on the AQMAs.

A map outlining the location of the major developments and the AQMAs is provided in Figure 56 in Appendix E.

This AQAP will be reviewed every five years and progress on Action Plan Measures (APMs) reported on annually within the North Lanarkshire Council Annual Progress Report.

When all AQMAs are revoked, we will continue to promote the uptake of initiatives and policies that ensures ongoing protection for local air quality and the health of the population of NLC and its visitors.

Summary of Current Air Quality in North Lanarkshire Council

This section includes a summary of the current air quality in North Lanarkshire. Please refer to the latest APR[3] from North Lanarkshire Council for more detailed information on site specific concentrations and trends in local air quality. The APR can be viewed at Air Quality Monitoring in North Lanarkshire | North Lanarkshire Council

Sections 1.1 to 1.3 provide a summary of the monitoring results between 2018-2022.

1.1 Nitrogen Dioxide (NO_2)

There were no exceedances of the annual mean AQS objective for NO_2 at any of the continuous monitoring sites in operation over the last five years between 2018 and 2022 or at any of the passive diffusion tube (PDT) monitoring sites since 2019.

There was a significant decrease in measured concentrations across the whole network in 2020 due to the Covid-19 Pandemic and the various restrictions on activities and Government advice such as working from home where possible leading to dramatic reduction in road traffic movements. The established practice of home and hybrid working has had a continued impact on the method and frequency of travel. Although traffic movements across North Lanarkshire increased in 2021 and 2022, they did not return to pre-Pandemic levels which is reflected in the monitoring results. The monitoring results across the network will continue to be reported in the Annual Progress Reports to check for continued compliance the objectives.

Data from the new Whifflet Cross A725 automatic roadside monitoring site that was commissioned in 2021 will enable North Lanarkshire Council to check if measured

[3] Annual Progress Report (APR), In fulfilment of Part IV of the Environment Act 1995, North Lanarkshire Council August 2022

concentrations at locations where there is significant potential for public exposure within the Coatbridge AQMA are consistently compliant with the AQS objectives prior to making any decisions regarding revocation.

There were no exceedances of the hourly mean objective level at the automatic air monitoring stations in operation between 2018 and 2022.

A study carried out on behalf of Defra and the Devolved Administrations[4] identified that exceedances of the NO_2 1-hour mean are unlikely to occur where the annual mean is below 60µg/m^3. There were no measured annual mean concentrations in excess of 60 µg/m^3 in the same period indicating compliane with the 1-hour mean objective across the North Lanarkshire Council Region.

The graphs in Figures 1 to 6 in Appendix C show the trend in annual mean NO_2 concentrations at continuous monitoring sites within the AQMAs.

1.2 Particulate Matter (PM_{10})

There were no exceedances of the annual mean AQS objective for PM_{10} at any of the continuous monitoring sites in operation between 2018 and 2022.

As for NO_2, due to Covid-19 Pandemic restrictions, PM_{10} concentrations at all sites decreased in 2020 and increased again in 2021/22 but remained below 2019 pre-Pandemic concentrations. The reduction in road traffic movements in 2020 and 2021 did not result in the same magnitude of reduction in PM_{10} concentrations as for NO_2, as a significant amount of the total emissions across North Lanarkshire are from non-traffic sources including industrial, agricultural, waste management and energy generation facilities as demonstrated in the Source Apportionment tables for the AQMAs in Section 1.4.

There were no monitored exceedances of the 24-hour AQO for PM_{10} between 2018-2021.

[4] Local Air Quality Management Technical Guidance (TG22) -Defra August 2022

The PM_{10} monitoring network has been enhanced by the commissioning of the two new monitoring sites at Whifflet Cross within the Coatbridge AQMA, and Ravenscraig.

The graphs in Figures 7 to 12 in Appendix C show the trend in annual mean PM_{10} concentrations at continuous monitoring sites within the AQMAs.

1.3 Particulate Matter ($PM_{2.5}$)

There were no exceedances of the annual mean AQO for $PM_{2.5}$ recorded at any of the monitoring sites in in operation between 2018 and 2022 in North Lanarkshire.

$PM_{2.5}$ concentrations measured in 2021 and 2022 were similar to those measured in 2020, and slightly below those of 2019. It is unclear if this is related to reduced road traffic as a result of the Covid-19 pandemic as a significant amount of the total $PM_{2.5}$ emissions across North Lanarkshire are from non-traffic sources as for PM_{10} and rural background sources contribute up to 85% of the measured concentrations within North Lanarkshire.

The $PM_{2.5}$ monitoring network has been enhanced by the commissioning of the two new monitoring sites at Whifflet Cross within the Coatbridge AQMA, and Ravenscraig.

The graphs in Figures 13 to 18 in Appendix C show the trend in annual mean $PM_{2.5}$ concentrations at continuous monitoring sites within the AQMAs.

North Lanarkshire Council's Air Quality Priorities

1.4 Source Apportionment

The AQAP measures presented in this report are targeted towards the predominant sources of emissions within North Lanarkshire Council's area.

A source apportionment exercise was carried out by North Lanarkshire Council in 2018 with reference to the 2017-based National Atmospheric Emissions Inventory (NAEI)[5]. The data was used to evaluate the emissions contributions from multiple source types within 1 km x 1 km grid squares covering the AQMAs. For each grid square, the road source emissions were further analysed to identify contributions from motorcycles, cars, light goods vehicles (LGVs), buses, and heavy goods vehicles (HGVs) using emissions factors and vehicle split information from Department of Transport data.

Dispersion modelling was used to calculate the contribution to ambient annual mean concentrations of each pollutant from the main source groups at roadside receptors at different locations within each AQMA. The results within each AQMA are summarised in Appendix D.

In summary, concentrations of particulates within each of the AQMAs are dominated by rural background sources, while NO_2 concentrations are dominated by road transport sources, in particular cars and LDVs.

The 1 km x 1 km grid square emissions were updated for expanded regional modelling studies in 2021 and 2022 using updated versions of the NAEI with no significant variation in the dominant sources. The modelled contributions to concentrations at roadside receptors within the AQMAs are therefore dominated by the same principal sources.

Table 1-

[5] https://naei.beis.gov.uk/data/

Pollutant	Emissions Source Apportionment (NAEI 2020)				Average Contribution to Annual Mean Concentration at Roadside Receptors in the AQMA		
	Roads	Other mobile (inc. air and rail) & Machinery	Combustion Plant	Other including Rural/Long Range Transportation	Traffic	Rural Background	Other
NO_2	75%	5%	3%	17%	48% (c.80%/20% Cars, Motorbikes & LGV/Buses, Taxis & HGV)	40%	12%
PM_{10}	36%	2%	1%	61%	10% (c.80%/20% Cars, Motorbikes & LGV/Buses, Taxis & HGV)	85%	5%
$PM_{2.5}$	31%	3%	1%	65%	10% (c.80%/20% Cars, Motorbikes & LGV/Buses, Taxis & HGV)	85%	5%

Table 3 provide a summary of the emissions source apportionment for 2020 and the average contribution each group of sources makes to the modelled concentrations in each AQMA.

Prioritising the reduction in emissions from LDVS (cars, taxis and vans) across North Lanarkshire to reduce ambient concentrations of NO_2 will also have the impact of reducing ambient particulate concentrations, but by a significantly smaller margin as contributions from other sources including agriculture dominate.

Table 1: Source Apportionment in Chapelhall

Pollutant	Emissions Source Apportionment (NAEI 2020)				Average Contribution to Annual Mean Concentration at Roadside Receptors in the AQMA		
	Roads	Other mobile (inc. air and rail) & Machinery	Combustion Plant	Other including Rural/Long Range Transportation	Traffic	Rural Background	Other
NO_2	73%	10%	8%	9%	50% (c.80%/20% Cars, Motorbikes & LGV/Buses, Taxis & HGV)	35%	15%
PM_{10}	37%	8%	0%	55%	13% (c.75%/25% Cars, Motorbikes & LGV//Buses, Taxis & HGV)	85%	2%
$PM_{2.5}$	37%	12%	2%	49%	13% (c.75%/25% Cars, Motorbikes & LGV/Buses, Taxis & HGV)	85%	2%

Table 2: Source Apportionment in Coatbridge

Pollutant	Emissions Source Apportionment (NAEI 2020)				Average Contribution to Annual Mean Concentration at Roadside Receptors in the AQMA		
	Roads	Other mobile (inc. air and rail) & Machinery	Combustion Plant	Other including Rural/Long Range Transportation	Traffic	Rural Background	Other
NO_2	75%	5%	3%	17%	48% (c.80%/20% Cars, Motorbikes & LGV/Buses, Taxis & HGV)	40%	12%
PM_{10}	36%	2%	1%	61%	10% (c.80%/20% Cars, Motorbikes & LGV/Buses, Taxis & HGV)	85%	5%
$PM_{2.5}$	31%	3%	1%	65%	10% (c.80%/20% Cars, Motorbikes & LGV/Buses, Taxis & HGV)	85%	5%

Table 3: Source Apportionment in Motherwell

Pollutant	Emissions Source Apportionment (NAEI 2020)				Average Contribution to Annual Mean Concentration at Roadside Receptors in the AQMA		
	Roads	Other mobile (inc. air and rail) & Machinery	Combustion Plant	Other including Rural/Long Range Transportation	Traffic	Rural Background	Other
NO_2	52%	8%	12%	28%	42% (c.80%/20% Cars, Motorbikes & LGV/Buses, Taxis & HGV)	35%	23%
PM_{10}	24%	3%	0%	73%	25% (c.80%/20% Cars, Motorbikes & LGV/Buses, Taxis & HGV)	60%	15%
$PM_{2.5}$	21%	5%	0%	74%	25% (c.80%/20% Cars, Motorbikes & LGV/Buses, Taxis & HGV))	60%	15%

1.5 Required Reduction in Emissions

The required reduction in emissions is an estimate in the improvement in air quality required to achieve compliance with the National Air Quality Strategy (NAQS) objectives for NO_2, PM_{10} and $PM_{2.5}$ within each of the AQMAs. The results contained within Sections 1.1-1.4 of the report indicate that measured concentrations of NO_2, PM_{10} and $PM_{2.5}$ within each of the AQMAs and across the monitoring network are currently in compliance with NAQS objectives.

Regional scale modelling[6]demonstrate that there are other areas such as within Community Growth Areas and sites close to City Deal infrastructure projects where there is the potential for future exposure to result in elevated concentrations of air appropriate for the Council to target a continued improvement in local air quality, such that contributions from new developments do not result in any further degradation of air quality at both hot spot locations and more widely.

A further factor to consider is that the World Health Organisation (WHO) has deemed air pollution as the second highest risk factor for non-communicable diseases and has consequently in 2021 published new guideline values for certain air pollutants Ambient (outdoor) air pollution (who.int). The 2021 WHO guideline values are more stringent than current statutory air quality objectives in Scotland. A comparison of the current air quality objectives and WHO guideline values is shown in Table 4.

[6] Extended and Updated Regional Air Quality Model for North Lanarkshire Council 2021/2022 – Expansion into Wishaw/Newmains – ITPEnergised report 4382- April 2022.

Table 4:Comparison of Statutory Air Quality Objectives and 2021 WHO Guideline Values

Pollutant	Averaging Period	Current Air Quality Objective (Scotland)	WHO Guideline Value (2021)
NO_2	Annual Mean ($\mu g/m^3$)	40	10
PM_{10}	Annual Mean ($\mu g/m^3$)	18	15
$PM_{2.5}$	Annual Mean($\mu g/m^3$)	10	5

1.6 Key Priorities

Our priorities are to minimise emissions from road traffic from LDVs including private cars, taxis and vans, reducing short journeys and increasing and promoting low emissions, public transport and active travel alternatives.

- Priority 1 – We will investigate air quality around schools in North Lanarkshire with a focus on drop-off and pick-up times.
- Priority 2 – We will facilitate modal shift from private car use to active travel and public transport.
- Priority 3 – We will improve active travel options to NLC hubs.
- Priority 4 – as a council we will lead by example in taking measures to reduce air pollution in North Lanarkshire, including decarbonisation of the Council's vehicle fleet.
- Priority 5 – we will undertake a comprehensive review of air quality monitoring to optimise resources and coverage across North Lanarkshire.
- Priority 6 – We will increase EV infrastructure across North Lanarkshire.

1.7 Links with other North Lanarkshire Council Plans and Strategies

In preparing this AQAP a review has been undertaken of all Council policies which have an overlap or input to the AQAP and the improvement of air quality in North Lanarkshire. Input from steering group members has facilitated this. North Lanarkshire Council Plans and policies can be viewed in full at Council and partnership strategies, policies, and plans | North Lanarkshire Council however a brief outline of the most relevant plans is outlined below:

North Lanarkshire Council Climate Plan and Routemap – North Lanarkshire Council has a statutory duty to reduce carbon emissions, adapt to climate change and act sustainably. In recognition of the threat of increased global temperatures, the Council declared a climate emergency setting a target of net-zero greenhouse gas emissions by 2030 for North Lanarkshire. The Council's response to climate change and how it will progress towards its target by 2030 is set out in the document Climate Plan Action on Climate Together (ACT) 2030 supported by a list of multi service actions.

North Lanarkshire Council has recognised the link between climate change and air quality. As such APM 6, specific to air quality and climate change has been included to maximise opportunities for co-benefits in these areas of responsibility.

Active Travel Strategy 2021-2031 – The Active Travel Strategy (ATS) aims to create a wide range of (transport) connections across North Lanarkshire which can be used for everyday journeys such as travelling to access employment, education or meeting essential needs in addition to recreational purposes. Key targets of the Strategy include increasing the number of cycle parking spaces at local amenities, employment centres, transport links and Town and Community Hubs, and introducing additional walking, wheeling, and cycling connections to key destinations and local community hubs. Both key ATS targets are reflected in the APMs within this AQAP. The Active Travel Strategy can be accessed here Active Travel Strategy | North Lanarkshire Council

Local Transport Strategy – North Lanarkshire Council's LTS is due for update in 2023/24. Measures within the AQAP will be considered as part of this update. The LTS can be accessed here Local Transport Strategy 2010.pdf (northlanarkshire.gov.uk)

National Planning Framework 4 - National Planning Framework (NPF) 4 came into force in February 2023. It contains a raft of Policies that have to be taken into account as a whole in determining planning applications, with an emphasis on tackling the climate emergency. Air quality and the potential requirement for air quality assessments are specifically mentioned in Policy 23 (d) and in the vision for Central Scotland. NPF 4 can be accessed here National Planning Framework 4 - gov.scot (www.gov.scot)

Local Development Plan – North Lanarkshire Council's Local Development Plan (LDP) was Adopted and implemented in July 2022. This is the land use planning strategy for the coming 5-10 years and it focuses on Promoting development locations and Protecting assets. Air quality is specifically mentioned in the LDP in the section on Placemaking Environment and Design Qualities (EDQ) for Development. Category EDQ2 includes air quality as a Special Feature for Consideration for proposed development. Also, within EDQ3 Policy section of the LDP there is reference to air quality as one of a number of considerations in relation to planned development. Particular note is made of proposed development within or adjacent to AQMAs which are detailed on the LDP's Protect Map. The Policies are written in such a way as to apply to any AQMA the Council designates in the future during the lifetime of the Local Development Plan. The Local Development Plan can be accessed here The North Lanarkshire Local Development Plan | North Lanarkshire Council

North Lanarkshire Council Environment Pathway – the Environment Pathway brings together several strategies, action plans and policies which contribute to the development and protection of the environment. Cognisance was taken in the preparation of this AQAP update of all relevant plans under the Environment Pathway. The Environment Pathway can be accessed here Environment Pathway | North Lanarkshire Council

North Lanarkshire Council Biodiversity Action Plan 2023-2027 – this plan recognises the benefits of air quality regulation in providing the ecosystems necessary to ensure biodiversity can thrive and grow. The Biodiversity Action Plan can be accessed here Our local biodiversity | North Lanarkshire Council

In addition to North Lanarkshire Council plans and policies cognisance was also taken of the Scottish Government document Cleaner Air for Scotland – CAFS 2 Cleaner Air for Scotland 2 - Towards a Better Place for Everyone - gov.scot (www.gov.scot)

Published in 2021, CAFS 2 sets out how the Scottish Government will deliver further air quality improvements based on a delivery plan with ten priorities. Of the ten there are three that relate directly to this AQAP update:

Placemaking – we promote and support the place principle with place-based approaches, delivering air quality improvements as a direct co-benefit of sustainable places. This relates to Action Plan Measure 8- Placemaking.

Behaviour change – ensure the Scottish public are aware of air pollution issues and are empowered to make behaviour changes that contribute towards improving air quality and reducing exposure. This relates to Action Plan Measure 11 – awareness raising and joint working on air quality initiatives such as Clean Air Day.

Transport – we will support a modal shift to active travel and public transport. This will mean, among other objectives, encouraging SPT in their remit to provide a transport system that facilitates active travel choices and public transport provision. The Council will also utilise measures to improve traffic flow, and consequently air quality, including parking enforcement and Vehicle Emission Testing and Vehicle Idling patrols, especially in urban centres where pollution and congestion are most acute. This is covered in Action Plan Measures 1 and 3.

Development and Implementation of North Lanarkshire Council AQAP

1.8 Consultation and Stakeholder Engagement

In developing/updating this AQAP, we have worked with other local authorities, agencies, businesses, and the local community to improve local air quality. Schedule 11 of the Environment Act 1995 requires local authorities to consult the bodies listed in Table 5.

Table 5:Statutory Consultees

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

In addition to engaging with the statutory consultees listed in Table 5 we have also undertaken the following stakeholder engagement in the process of updating the AQAP:

- Two meetings of relevant stakeholders from within the Council, and external interested parties. Invites were extended to the statutory consultees as well as a wider variety of other relevant stakeholders and Elected Members from across the relevant political parties. Other relevant organisations such as active travel organisations, transport bodies etc. were also invited to take part in the process of developing new APMs and the subsequent consultation on these. Attendees invited to the two stakeholder events are listed in 6.
- Following the two stakeholder events the proposed APMs were then presented as an online public consultation by means of a questionnaire. This questionnaire asked respondents to state their support for the proposed APMs on a scale. Also included for each question was an open comments facility for respondents to enter any additional comments they may have. The online consultation ran for over 6 weeks in December 2022/January 2023 and was widely publicised on social media and the Council website. Individual emails were also sent out to all relevant stakeholders it was felt may have in interest in responding to the survey as shown in Table 6. This included community

council contacts, NHS Lanarkshire, Lanarkshire Chamber of Commerce etc. A full analysis of the outcome of the online questionnaire consultation is given in Appendix A.

Table 6: Invitees to Stakeholder Event

NLC Service/External Organisation	Attended	Did not attend
NLC Roads	√	
NLC Planning and Place	√	
NLC Climate Change	√	
NLC Waste and Fleet		√
NLC City Deal	√	
NLC Education	√	
NLC Greenspace	√	
NLC Senior Management Team	√	
NLC Pollution Control	√	
NLC Elected Members	√	
Glasgow City Council	√	
South Lanarkshire Council	√	
Falkirk Council		√
West Lothian Council		√
East Dunbartonshire Council		√
SPT	√	
Sustrans	√	
Living Streets		√
Cycling Scotland		√
ITP Energised	√	

NLC Service/External Organisation	Attended	Did not attend
Scottish Government		√
SEPA		√
Transport Scotland		√
EP Scotland	√	

1.9 Steering Group

North Lanarkshire Council has an established track record of liaising with other Council Services when preparing APRs or updates to the AQAP. For the preparation of this update to the AQAP, preparations began in Summer 2022 with the establishment of a Steering Group comprising relevant internal stakeholders. The Council recognises the importance of commitment from other services in realising the success of APMs, and the inclusion of any policies and areas of work that feed into the AQAP. In the preparation of this AQAP, update meetings were held with officers from relevant service areas across the council to prepare an initial suggested list of APMs. Officers involved in this exercise are listed in the Responsibilities and Commitment section detailed previously.

Once the draft list of new APMs was created, two stakeholder meetings were held. Invitations were sent to the officers listed as well as other key personnel from across relevant services, along with Elected Members and external stakeholders. The first stakeholder meeting comprised short presentations on relevant air quality issues and the draft APMs were outlined and discussed in small working groups. Stakeholder responses were considered and included in the refinement of the draft APMs.

Thereafter further targeted meetings were held with steering group members to agree the wording of the draft APMs and a second stakeholder meeting was held to finalise the proposed APMs. This involved the same cohort of attendees and was well attended with enthusiastic and fruitful discussion from the members. Detailed information on the attendees at both stakeholder meetings is included in Table 6.

AQAP Measures

Table 7 shows the North Lanarkshire Council AQAP measures. It contains:

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

North Lanarkshire Council

Priority Actions are shaded as follows:

Table 7: Air Quality Action Plan Measures

Measure No.	Measure	Category and Classification	Expected/Actual Completion Year	Measure Status	Delivery Organisation(s)	Funding Source	Funding Status	Estimated Cost of Measure	Target Reduction in Pollutant / Emission from Measure	Key Milestones	Comments
1	**Facilitate modal shift from private car use to active travel and public transport including:** a) Input to the Local Transport Strategy	Alternatives to Private Vehicle Use	2024	Planned	NLC Roads/Protective Services/SPT	No extra funding required	N/A	N/A	Unknown	Publication of LTS	
	b) Pre- and post- implementation monitoring of strategic active travel infrastructure projects, including traffic counts, speed and air quality will be undertaken.		2024-2026	Planned	NLC Protective Services/ NLC Roads	Variety of Sources depending on works required	Ongoing funding required	<£10K per year	Unknown at this stage	Collation of evidence from one key active travel intervention	Evidence used to demonstrate if health benefits are achieved where modal shift increases will be used to make case for implementation of further schemes in other communities
	c) Complete an audit of public transport across North Lanarkshire, looking at things such as key commuter routes to main centres of employment, out of hours provision and age of fleet		2024/2025	Planned	Protective Services/ External Consultant/ SPT	Scottish Government Air Quality Grant	Not funded	£10-50K	No target reduction in emissions	Completion of initial study and thereafter determine what action may be required	North Lanarkshire Council does not have control over the provision of public transport, including buses. It is important to note that NLC can only identify gaps in provision and pass the analysis to SPT
2	**Investigate air quality around schools in North Lanarkshire with focus on drop-off and pick-up times:** a) Review of existing monitoring network and deployment of additional monitoring equipment where necessary	Promoting Travel Alternatives	Initial round by end 2023 for data collection in 2024	planned	Protective Services	Scottish Government Air Quality Grant	Ongoing funding required	Re-deployment of current equipment in first pilot	Data gathering will determine target reduction	Initial review of existing network Further milestones defined after initial review Review Completion	

Measure No.	Measure	Category and Classification	Expected/Actual Completion Year	Measure Status	Delivery Organisation(s)	Funding Source	Funding Status	Estimated Cost of Measure	Target Reduction in Pollutant / Emission from Measure	Key Milestones	Comments
	b) Establish Air Quality Champion Schools in each of our AQMAs, and other relevant areas looking at School Travel Planning and behaviour change campaigns to encourage sustainable travel to/from school for both pupils and staff working in the school		3 pilot schools in programme by end of 2027	Planned	NLC Education and Families, Other NLC Services and external partners as required.	Variety of Sources depending on project	Ongoing funding required	£10-50k	Unknown, but anticipated reduction in emissions locally at schools involved in project	Monitoring before and after interventions to test effectiveness on local air quality	Ties in with climate action work being carried out in schools in NLC with funding obtained for this.
3	**Improve Active Travel Options to North Lanarkshire Community hubs:** a) Audit existing infrastructure		2023-2028	Planned	NLC Roads External Consultant	NLC Capital Budget External funding	Not Funded	£10K-20K	Unknown until assessment of existing infrastructure carried out	Report on provision and recommendations for improvements	
	b) Publicity campaigns to promote options		2023-2028	Planned	Corporate Communications Roads Protective Services	No extra funding required	Not funded	NA	Unknown	Publicity campaign undertaken and thereafter completion of campaign	To minimise car journeys to NLC buildings by staff and public
4	**Lead by example in taking measures to reduce air pollution in North Lanarkshire**: a) In line with the Council's approved Leadership/Operating Model we will support home working and the use of hubs in addition to fixed work locations to reduce workplace travel		Ongoing	In progress	All Services	N/A	N/A	N/A	N/A	Ongoing	

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Measure No.	Measure	Category and Classification	Expected/Actual Completion Year	Measure Status	Delivery Organisation(s)	Funding Source	Funding Status	Estimated Cost of Measure	Target Reduction in Pollutant / Emission from Measure	Key Milestones	Comments
	b) We will enhance the digital delivery of services to reduce the need for employees and customers to travel to council buildings		Ongoing	In progress	All Services NLC Digital Services	NLC Budget	N/A	£100-500K	Anticipated continued reduction in emissions due to less car travel.	Ongoing	
	c) We will continue to offer and promote the Cycle to Work scheme for employees of North Lanarkshire. We will also look to introduce a lease scheme for Electric/Ultra Low Emission Vehicles for Council employees.		Ongoing	In progress	All Services	NLC Budget	Ongoing	Unknown	Unable to quantify at this time	Ongoing initiative to promote Active Travel in NLC employees	
5	**Review of Monitoring Network to optimise resources and coverage across North Lanarkshire**	Policy Guidance and Control	2023-2025	Planned	Protective Services External consultant	Scottish Government Air Quality Grant	Funding required	£10K-20K	Compliance with AQS Objectives at new sites for PDT and Continuous Monitors	Initial round of review by Oct/Nov 2023 for data collection in 2024 Annually reviewed during AQAP	Will enable some baseline monitoring to be undertaking prior to the commencement of construction on significant infrastructure schemes
6	**Ensure air quality and climate change policy actions in North Lanarkshire enjoy a relationship with co-benefits for both areas.** a) We will work towards the decarbonisation of the NLC fleet.		2023-2028 and beyond	In progress	NLC Waste and Fleet Services New-build Housing Team Planning,	NLC Capital Funding Bid and other sources	Will require significant expenditure and accordingly the rate at which the fleet will move away from existing petrol and diesel vehicles will be determined by the level of internal funding and the levels available from any external source.	£50m-£100m	Unknown, but NLC is major employer in area so expect reasonable emission reduction as fleet moves to full decarbonisation	Proportion of fleet decarbonised reported annually.	Decarbonisation of fleet is key target within NLC Climate Change Route map RSWS4 To cease the purchase of any new petrol or diesel LGV vehicles by 2025 and no petrol or diesel purchases after 2030 in line with Scottish Government target for public fleets. The Council is now actively engaged to determine the feasibility of this task and will publish its vehicle replacement programme for

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Measure No.	Measure	Category and Classification	Expected/Actual Completion Year	Measure Status	Delivery Organisation(s)	Funding Source	Funding Status	Estimated Cost of Measure	Target Reduction in Pollutant / Emission from Measure	Key Milestones	Comments
											2024/29 at the end of the current financial year
	b) we will increase EV charging infrastructure within council new-build development.		2023-2028 and beyond	In progress	NLC Housing	NLC budget	Ongoing	Unknown	Unknown	Number of Council houses built with EV included reported annually.	Increasing EV charging in council new-builds is key target within Climate Change Route map PR2
	c) We will increase EV charging infrastructure across North Lanarkshire		2023-2028 and beyond	In progress	Partner Local Authorities within the Glasgow City Deal Region			Unknown	Unknown	Increase in public EV points reported annually	We are currently working with our partner local authorities within the Glasgow City Region to look at the possibility of a partnership approach with the private sector to accelerate the number of charging points available across the region.
7	**We will ensure air quality has greater importance in NLC's procurement and contract processes in terms of the sustainable procurement duty requirement as outlined in Section 9 of the Procurement Reform (Scotland) Act 2014**		2023-2028 then ongoing	In progress	NLC Procurement All NLC Services	No Budget Implications	Funding not required	No cost	Unknown	Ongoing	
8	**Aligning Planning and Air Quality Guidance and Placemaking Targets outlined in CAFS 2** a) We will continue to ensure that air quality is a material consideration in development		Ongoing	Ongoing	Planning and Place	N/A	N/A	No cost	Applying this policy to all	Providing air quality updates as	

Measure No.	Measure	Category and Classification	Expected/Actual Completion Year	Measure Status	Delivery Organisation(s)	Funding Source	Funding Status	Estimated Cost of Measure	Target Reduction in Pollutant / Emission from Measure	Key Milestones	Comments
	management decisions and where appropriate will promote best practice to realise air quality improvements such as connectivity to active/public transport b) We will ensure air quality is included in any revisions to the Local Development Plan and take due cognisance of air quality requirements that are included in National Planning Framework 4.				Protective Services				development management decisions will see an overall reduction in air pollution	necessary to changes in NLC Planning Policy and Guidance	
9	**Revoke the NO_2 element of the Chapelhall and Coatbridge AQMAs**		2024	Planned	Protective Services	No funding required	No funding required	No funding required	N/A	Revocation achieved in 2024	
10	**Continuation, Expansion and Promotion of Ecostars Environmental fleet recognition scheme** a) An Eco Stars taxi operator scheme will be set up in North Lanarkshire in addition to the Eco Stars Fleet Scheme b) We will promote the NLC Eco Stars scheme to Council contractors and endeavour to ensure they are members.	Promoting Vehicle efficiency	Ongoing	In Progress	NLC Protective Services /NLC Licensing Services	Scottish Government Air Quality Grant	Ongoing Funding Required	£20k per annum for both fleet and taxi schemes	Anticipated reasonable emission reduction as more vehicles join EcoStars schemes	Annual membership increase	Provides opportunities for joint working with neighbouring authorities to run Eco Stars awareness raising workshops
11	Raising awareness including through Clean Air Day, Vehicle Emissions Testing and Idling Campaigns	Public Information	5 VET days/year c.100 Vehicle Idling Patrols/year CAD event in place June 2023	Subject to annual review	Protective Services Partner agencies Neighbouring authorities	Scottish Government air quality grant	Funding required	<£10K	Unknown	CAD event annually	Collaborative working with neighbouring authorities as encouraged by CAFS 2

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Measure No.	Measure	Category and Classification	Expected/Actual Completion Year	Measure Status	Delivery Organisation(s)	Funding Source	Funding Status	Estimated Cost of Measure	Target Reduction in Pollutant / Emission from Measure	Key Milestones	Comments
12	Continue our ongoing engagement with the Enterprise Projects Team to ensure that air quality is given appropriate consideration in City Deal projects	Transport Planning and Infrastructure	2023-2028	In progress	Protective Services Enterprise Projects Team	No funding required	No funding required	No cost	Anticipated reduction in emissions	Delivery of City Deal Projects with relevant AQ input	To ensure AQ is appropriately considered in City Deal projects preventing degradation of AQ

NB: Please see future Annual Progress Report for annual updates on implementation of these measures.

Appendix A: Response to Consultation

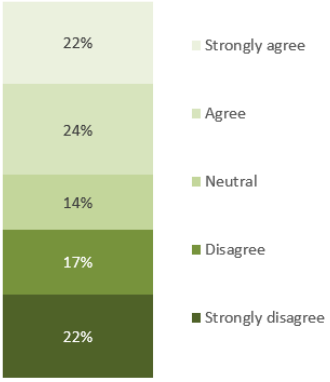
Online Public Consultation

As outlined earlier in the report, in the process of writing this updated AQAP we have undertaken an online public consultation exercise using online questionnaire software. The public consultation involved listing the proposed APMs and asking respondents to state their support for the APM using the scale Strongly Agree/ Agree/ Neutral/Disagree/Strongly Disagree. For each proposed APM an open text box was included for respondents to record their own additional comments. The online public consultation ran for 6 weeks in December 2022/ January 2023. It was widely publicised through the Council's social media channels and on the Council website. Individual emails were also sent out directly to anyone it was felt would have an interest in responding, including the statutory consultees, community council representatives, NHS Lanarkshire and the Lanarkshire Chamber of Commerce.

The public consultation attracted 243 responses, 235 from individuals and 8 from organisations. The findings of the online public consultation are summarised below.

Q1 - We will encourage the move from private car use to "active travel" and public transport. By "active travel" we mean - walking/cycling/scooting

	%	Responses
Strongly agree	22%	52
Agree	24%	57
Neutral	14%	34
Disagree	17%	41
Strongly disagree	22%	52
Total		236

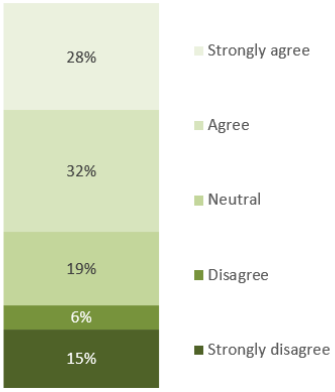


As can be seen from the analysis just under half of respondents agreed with this APM, with a small amount neutral and slightly more than a third not in agreement. This question attracted 124 open comments/opinions. Approximately two thirds of these commented that Active Travel infrastructure and public transport provision in North Lanarkshire is currently not good enough to encourage most people to switch from private cars to active travel or public transport. Several commented that some people

rely on their car (e.g., disabled, elderly), and some were concerned about the safety aspect of Active Travel compared to private car use.

Q2 - We will monitor air quality and compare traffic levels and speed before and after the Council's proposed active travel infrastructure projects, including traffic counts, speed and air quality.

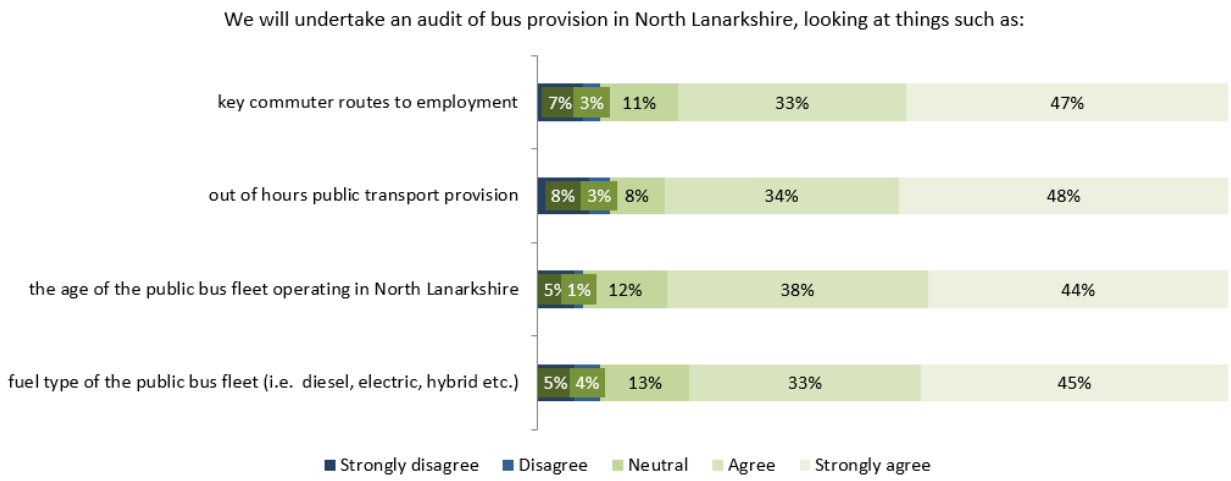
	%	Responses
Strongly agree	28%	64
Agree	32%	73
Neutral	19%	44
Disagree	6%	14
Strongly disagree	15%	35
Total		230



Just under two thirds of respondents agreed with this measure. The majority of the 77 open comments also voiced agreement with all or part of this APM. Although not directly relevant to air quality some comments were made in relation to safety concerns regarding the speed of traffic.

Q3 - We will undertake an audit of bus provision in North Lanarkshire, looking at things such as:

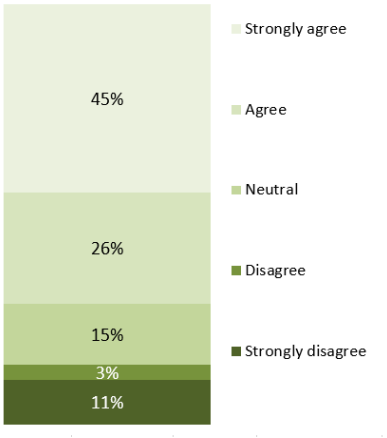
	key commuter routes to employment		out of hours public transport provision		the age of the public bus fleet operating in North Lanarkshire		fuel type of the public bus fleet (i.e. diesel etc.)	
Strongly agree	47%	112	48%	114	44%	104	45%	107
Agree	33%	79	34%	81	38%	90	33%	80
Neutral	11%	27	8%	19	12%	29	13%	31
Disagree	3%	6	3%	7	1%	3	4%	9
Strongly disagree	7%	16	8%	18	5%	13	5%	13
Total		240		239		239		240



There was a high level of support for this APM, which reinforces the opinion expressed in Q1 regarding the perceived insufficient level of public transport currently in North Lanarkshire.

Q4 - We will look at the existing air quality monitoring network and ensure we have adequate air quality monitoring around appropriate NLC schools, installing further monitoring if necessary.

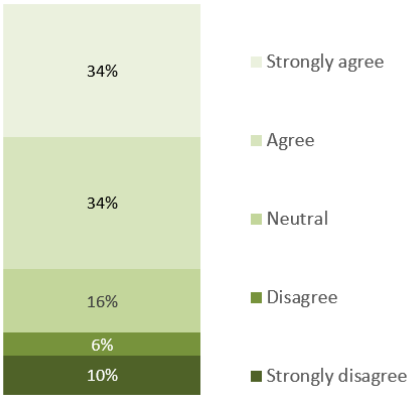
	%	Responses
Strongly agree	45%	104
Agree	26%	61
Neutral	15%	34
Disagree	3%	8
Strongly disagree	11%	25
Total	100%	232



Again, the respondents showed broad agreement with this proposed APM, with 71% either agreeing or strongly agreeing. This was again borne out in the open comments, with a number of people expressing concern about the age of buses used for school transport, many of which are very old.

Q5 - We will aim to work with Air Quality Champion Schools in each of our air quality management areas, and other relevant areas looking at School Travel Planning, relevant behaviour change campaigns and potential infrastructure improvements to encourage sustainable travel to/from school for both pupils and staff working in the school.

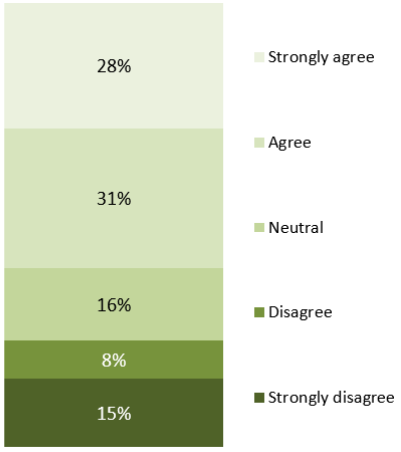
		Responses
Strongly agree	34%	77
Agree	34%	77
Neutral	16%	37
Disagree	6%	13
Strongly disagree	10%	23
Total		227



Over two thirds of respondents were in favour of this APM however comments made confirmed that this would need buy-in from both schools and parents. It was also noted that more alternatives to private car use and the appropriate supporting infrastructure need to be looked at for school travel.

Q6 – We will conduct an audit of active travel infrastructure at North Lanarkshire Council community hubs to encourage people to walk/wheel/cycle where possible, instead of travelling by car.

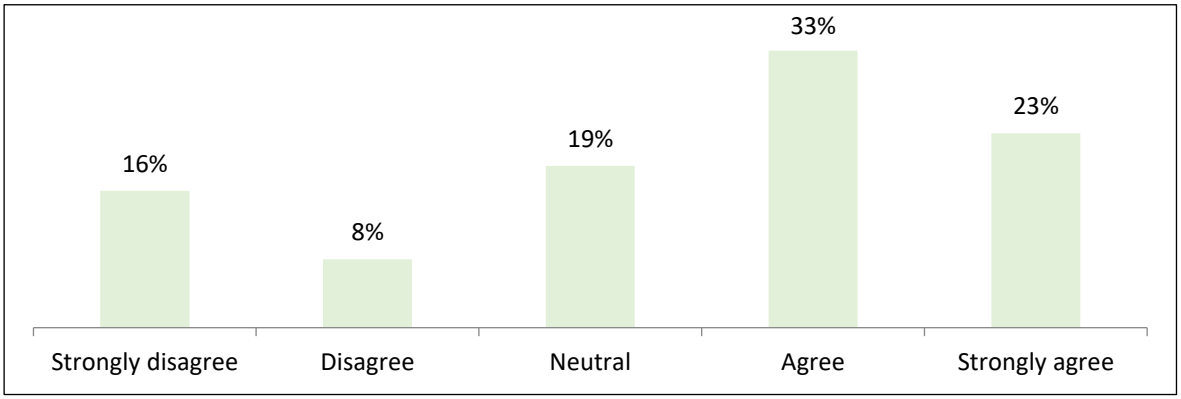
	Responses	
Strongly agree	28%	64
Agree	31%	71
Neutral	16%	37
Disagree	8%	19
Strongly disagree	15%	35
Total		226



Over half of respondents agreed with this APM although a number of comments submitted stated that they think there is a lack of the required infrastructure for increasing rates of active travel.

Q7 - We will undertake publicity campaigns to encourage active travel to/from these sites.

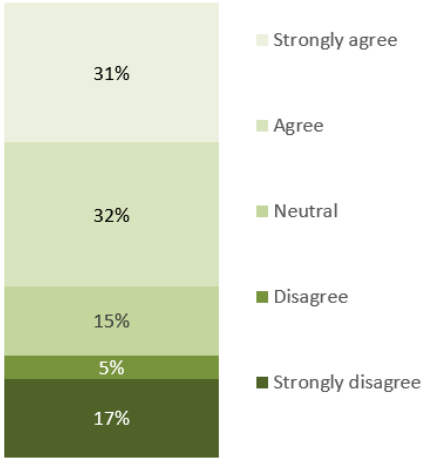
	Strongly disagree		Disagree		Neutral		Agree		Strongly agree		Total
	%	Count	%	Count	%	Count	%	Count	%	Count	
Responses	16%	38	8%	19	19%	45	33%	77	23%	54	233



While just over half agreed with this APM it is worthy to note that about a quarter of respondents did not agree with this APM. Comments submitted reinforced this, with responses indicating the money should be spent on infrastructure needs to be put in place instead, and others questioning the worth of publicity campaigns.

Q8 - We will support home working and the use of hubs in addition to fixed work locations to reduce workplace travel and unnecessary vehicle journeys.

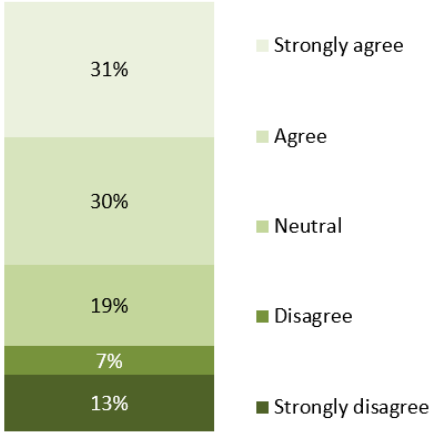
	Responses	
Strongly agree	31%	71
Agree	32%	73
Neutral	15%	35
Disagree	5%	12
Strongly disagree	17%	40
Total		231



Just under two thirds of respondents agreed with this APM, with under a quarter not agreeing. Comments submitted were more in relation to the concept of home working and associated aspects such as isolation. Interestingly, several respondents suggested giving employees travel passes to use public transport to get to/from work instead of pursuing the home working route.

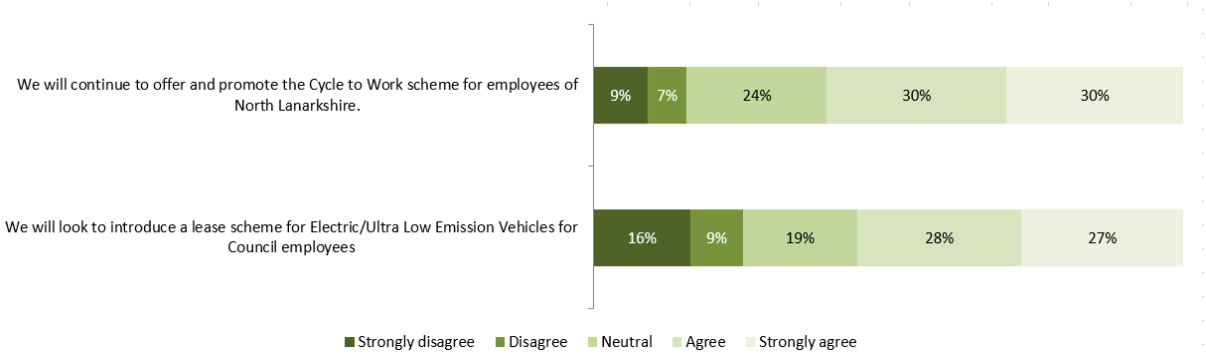
Q9 – We will enhance the digital delivery of services to reduce the need for employees and customers to travel to council buildings.

	Responses	
Strongly agree	31%	74
Agree	30%	70
Neutral	19%	44
Disagree	7%	16
Strongly disagree	13%	31
Total		235



Respondents mostly agreed with this question however a number of comments were made in relation to a significant amount of people not having access to digital services, and also many people preferring to access services face to face and not online.

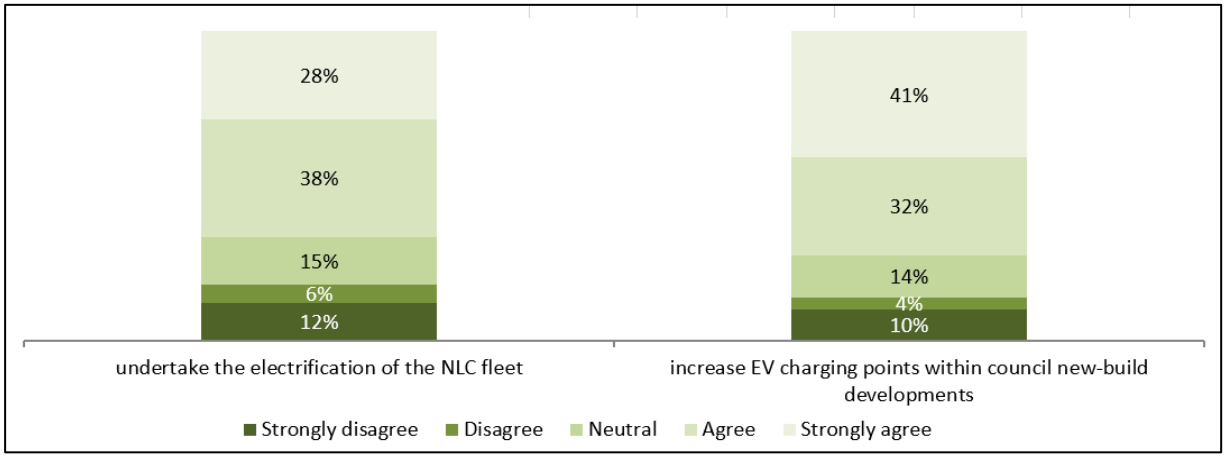
Q10 – We will:



Over half of respondents agreed with this APM however a quarter disagreed citing concerns such as the lack of EV charging points and the disposal of EV batteries. Also of concern was the financial aspect of providing these incentives to employees.

Q11 – We will:

	undertake the electrification of the NLC fleet		increase EV charging points within council new-build dev's	
Strongly agree	28%	68	41%	97
Agree	38%	91	32%	75
Neutral	15%	37	14%	32
Disagree	6%	14	4%	9
Strongly disagree	12%	29	10%	24
Total		239		237



While over two thirds of respondents agreed with these proposals there was a large number of comments made in relation to the lack of EV charging points. Respondents did not think this should be limited to NLC new build housing, but also EV provided at existing NLC housing and existing NLC buildings.

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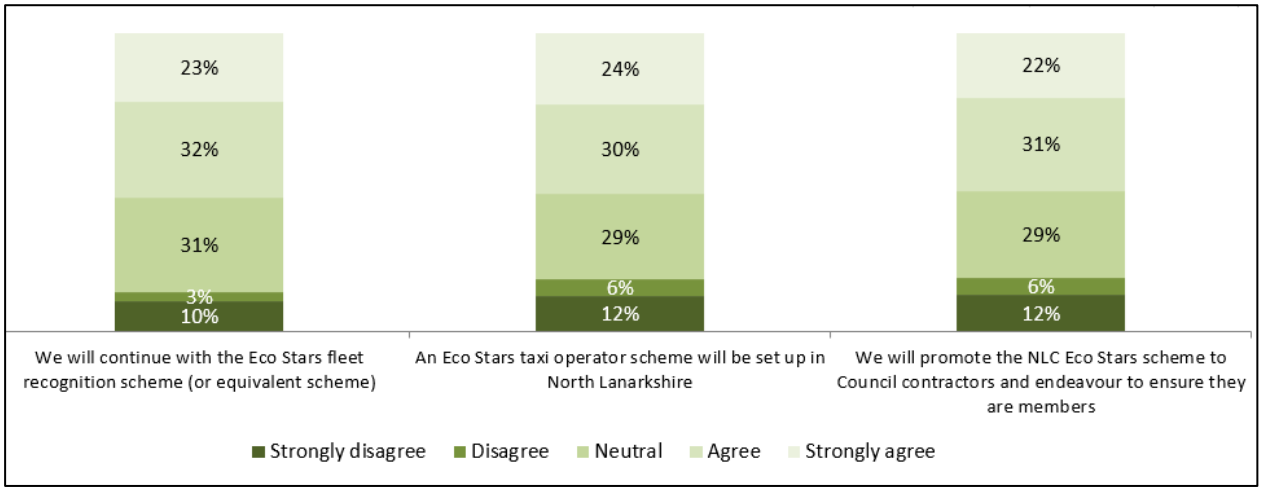
Q12 –

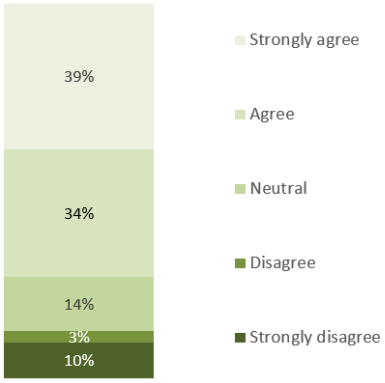
	We will continue with the Eco Stars fleet recognition scheme (or equivalent scheme)		An Eco Stars taxi operator scheme will be set up in North Lanarkshire		We will promote the NLC Eco Stars scheme to Council contractors and endeavour to ensure they are members	
Strongly agree	23%	54	24%	57	22%	51
Agree	32%	76	30%	70	31%	73
Neutral	31%	74	29%	68	29%	68
Disagree	3%	7	6%	13	6%	13
Strongly disagree	10%	24	12%	28	12%	29
Total		235		236		234



Around half of respondents agreed with the proposed APMs in relation to the Eco Stars fleet and taxi schemes. There were slightly fewer open comments added for this question however this may be due to a lack of knowledge about Eco Stars apart from those already involved in the schemes.

Q13 – We will continue to ensure that air quality is a material consideration:

	Responses	
Strongly agree	39%	89
Agree	34%	78
Neutral	14%	33
Disagree	3%	7
Strongly disagree	10%	22
Total		229

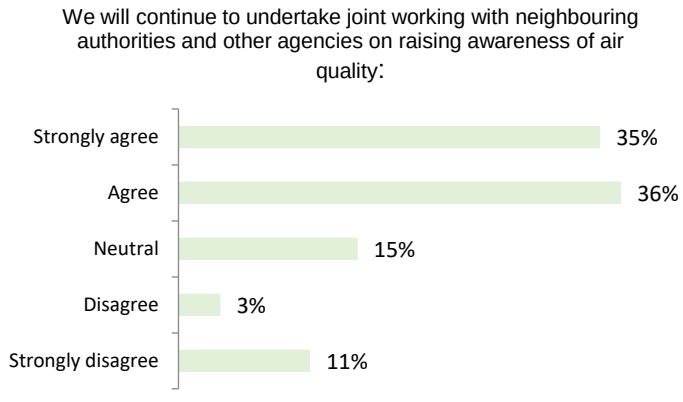


- in planning decisions
- revisions to the Local Development Plan
- included in the National Planning Framework
- in promoting best practice to realise air quality improvements

Almost three quarters of respondents support this proposed APM with only a minimal number of open comments.

Q14 – We will continue to undertake joint working with neighbouring authorities and other agencies on raising awareness.

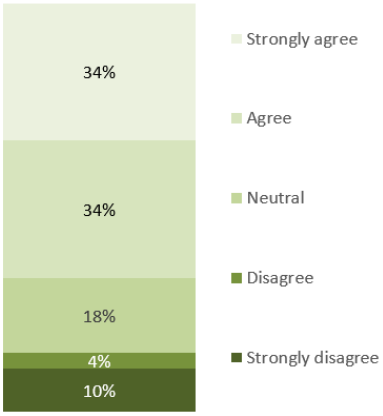
	Responses	
Strongly agree	35%	80
Agree	36%	84
Neutral	15%	34
Disagree	3%	8
Strongly disagree	11%	25
Total		231



Again, there was a high level of support for this APM (71% agree or strongly agree). In the open comments the issue of vehicle idling was raised. This is an area where NLC already works with other local authorities. Resources were highlighted as an issue by a few respondents.

Q15 - We will continue to work with the Enterprise Projects Team to ensure that air quality is given appropriate consideration in City Deal projects and other relevant active travel projects.

	Responses	
Strongly agree	34%	77
Agree	34%	77
Neutral	18%	42
Disagree	4%	9
Strongly disagree	10%	24
Total		229



68% of respondents agreed or strongly agreed with this APM with only 14% disagreeing. Comments made included that there should be more emphasis on projects other than roads, such as active travel improvements, in City Deal Projects.

Q16 – We will undertake a comprehensive review of air quality monitoring in North Lanarkshire. This will consider the region-wide dispersion modelling along with recent committed development and road infrastructure changes. It will provide robust justification for monitoring types and locations through the North Lanarkshire area.

There was broad agreement on this proposal from respondents, with some open comments citing concern about pollution from road traffic emissions and suggesting there should be some community input into monitoring.

Q17 – Following the recommendation made in the review of the 2022 Annual Progress Report the Air Quality Management Areas (AQMAs) at Chapelhall and Coatbridge will be amended with the NO_2 element revoked in each. Any other AQMAs that would be deemed appropriate to revoke during the lifetime of this Air Quality Action Plan will also be duly considered.

Respondents who commented did agree with this proposal however there were several comments saying they were not able to comment on this measure.

Consultation on Final Draft AQAP

Following the completion of the Final Draft AQAP this was subject to a final consultation exercise and sent to all relevant stakeholders as well as the statutory consultees defined in the Air Quality Policy Guidance PG(23). A summary of response to the consultation on the Final Draft AQAP is provided in Table A.1

Table A.1:Summary of Responses to Consultation and Stakeholder Engagement on the Final Draft AQAP

Consultee	Category	Response
Scottish Government	Statutory Consultee	Suggest inclusion of new WHO guideline values
SEPA	Statutory Consultee	Suggest vehicle type source apportionment data included – added in Appendix D
Transport Scotland	Statutory Consultee	No response
South Lanarkshire Council	Statutory Consultee (neighbouring authority)	AQAP endorsed, no further comments
Glasgow City Council	Statutory Consultee (neighbouring authority)	No response
Falkirk Council	Statutory Consultee (neighbouring authority)	AQAP endorsed, no further comments
West Lothian Council	Statutory Consultee (neighbouring authority)	AQAP endorsed, no further comments
East Dunbartonshire Council	Statutory Consultee (neighbouring authority)	AQAP endorsed, no further comments
SPT	Relevant stakeholder	AQAP endorsed, no further comments
Sustrans	Relevant Stakeholder	AQAP endorsed, particular emphasis on Active Travel
Nature Scotland	Relevant Stakeholder	Response received via SEA process.
Lanarkshire Chamber of Commerce	Relevant Stakeholder	No response
Historic Environment Scotland	Relevant Stakeholder	AQAP endorsed, no further comments
NHS Lanarkshire	Statutory Consultee	No response
NLC Planning	NLC Service	Information on NPF 4 provided for inclusion in AQAP

North Lanarkshire Council

Consultee	Category	Response
NLC Roads	NLC Service	Request input on potential infrastructure improvements works and active travel pledges be clarified. Changes made to reflect Roads response
NLC City Deal	NLC Service	Updated City Deal information provided
NLC Climate Change	NLC Service	Minor amendments suggested and incorporated
NLC Greenspace	NLC Service	No response
NLC Education	NLC Service	Request key priority regarding AQ around schools include commitment to focus on drop-off and pick-up times – AQAP amended to include this
Public Health Scotland	Relevant Stakeholder	No response

Appendix B: Reasons for Not Pursuing Action Plan Measures

Table B.1:Action Plan Measures Not Pursued and the Reasons for that Decision.

Action category	Action description	Reason action is not being pursued (including Stakeholder views)
Promoting low emission transport	Low Emission Zones (LEZ)	A screening assessment was undertaken to determine the effectiveness of a LEZ for the North Lanarkshire AQMAs. The conclusion of this was that for the journey types in the area a LEZ would not have the desired impact in reducing traffic or air pollution levels
Transport Planning and Infrastructure	Public cycle hire scheme	Initial feasibility study was carried out however currently financial and staff resources are not available to take this to the next stage

Appendix C: Trend Graphs of Pollution Levels within the AQMAs

Figures 1 to 6 below show the trend graphs of measured annual mean NO_2 concentrations over the period 2018-2022 in the three AQMAs.

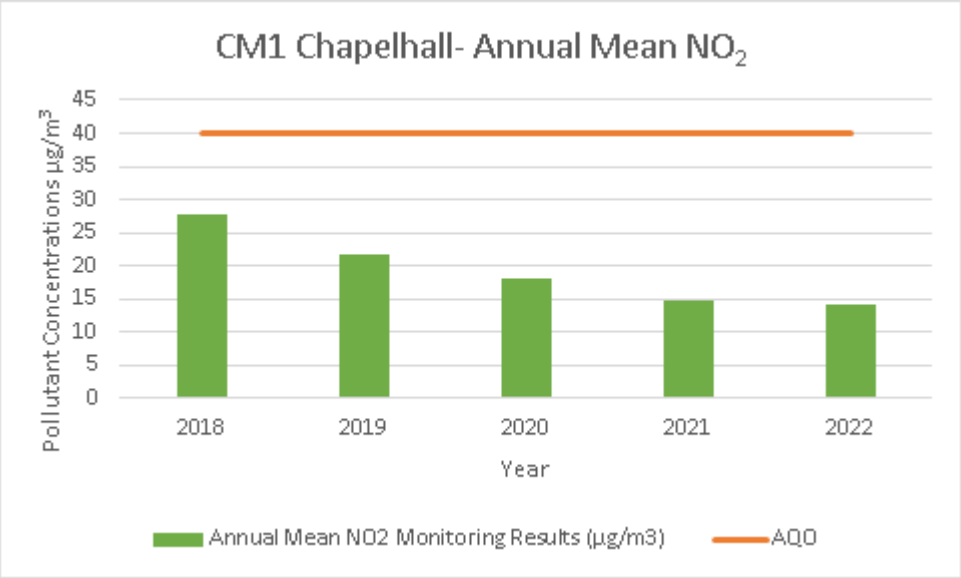


Figure 1: Annual Mean Concentrations of NO_2 at CM1 Chapelhall

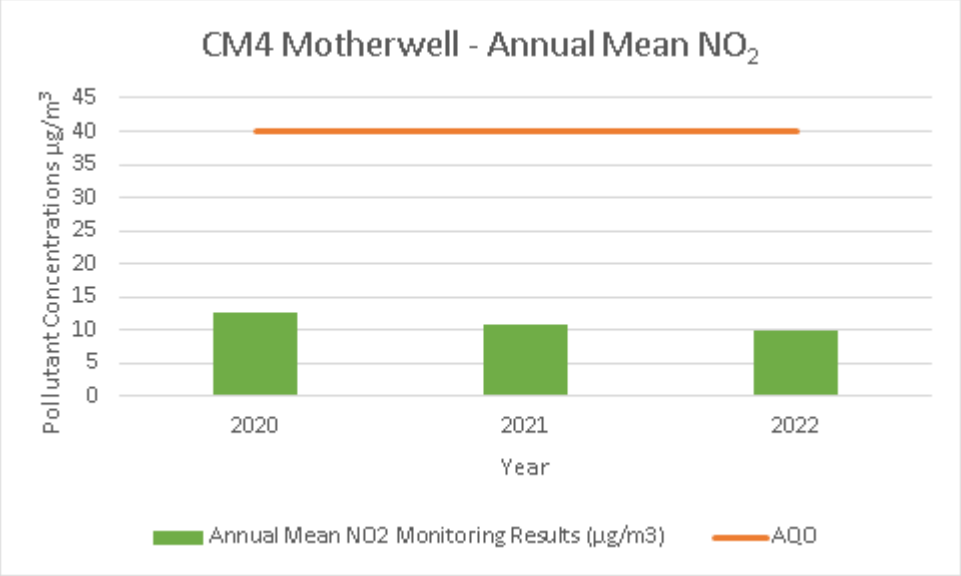


Figure 2: Annual Mean Concentrations of NO_2 at CM4 Motherwell

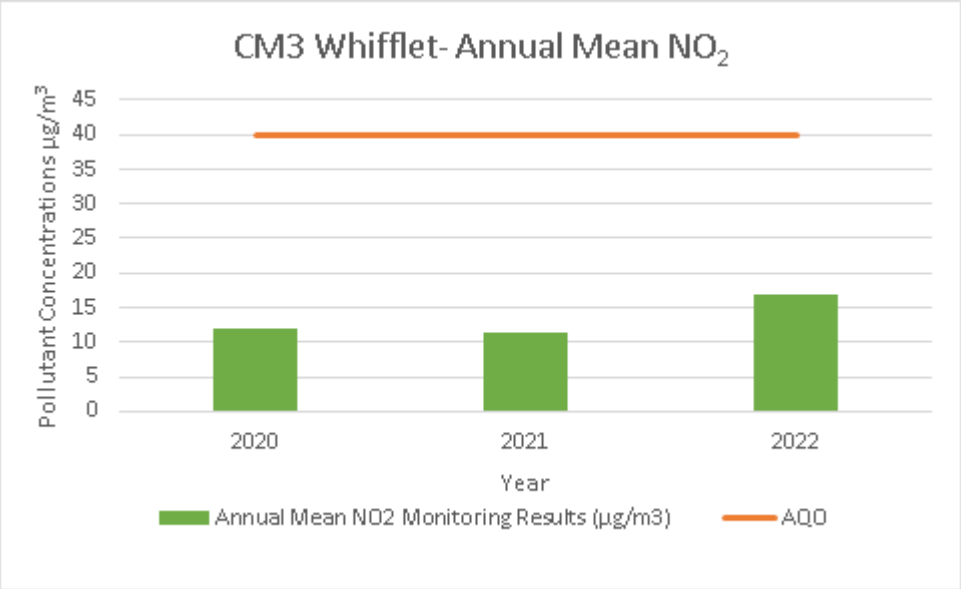


Figure 3: Annual Mean Concentrations of NO_2 at CM3 Whifflet

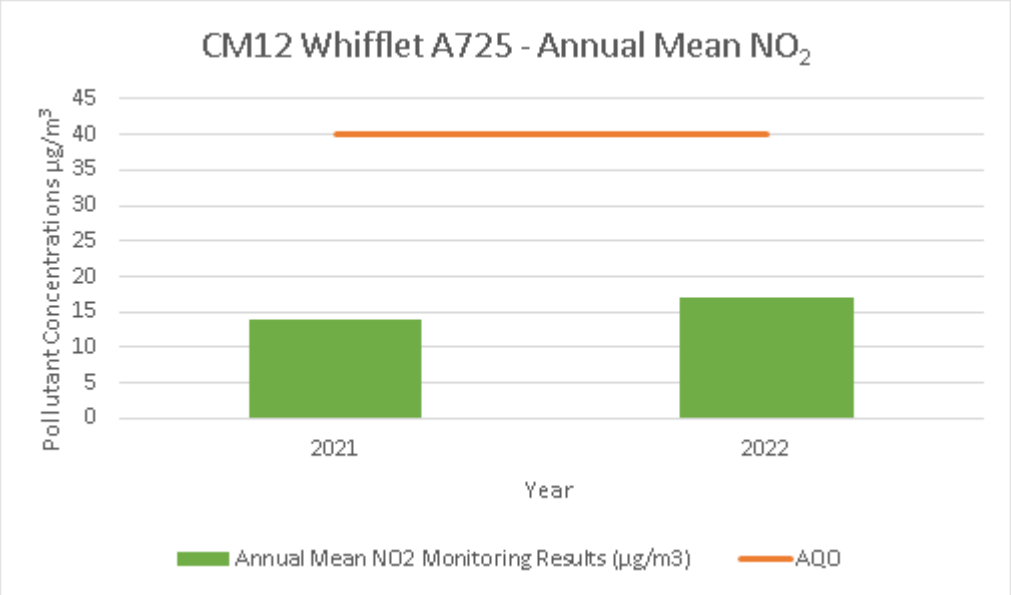


Figure 4: Annual Mean Concentrations of NO_2 at CM12 Whifflet A725

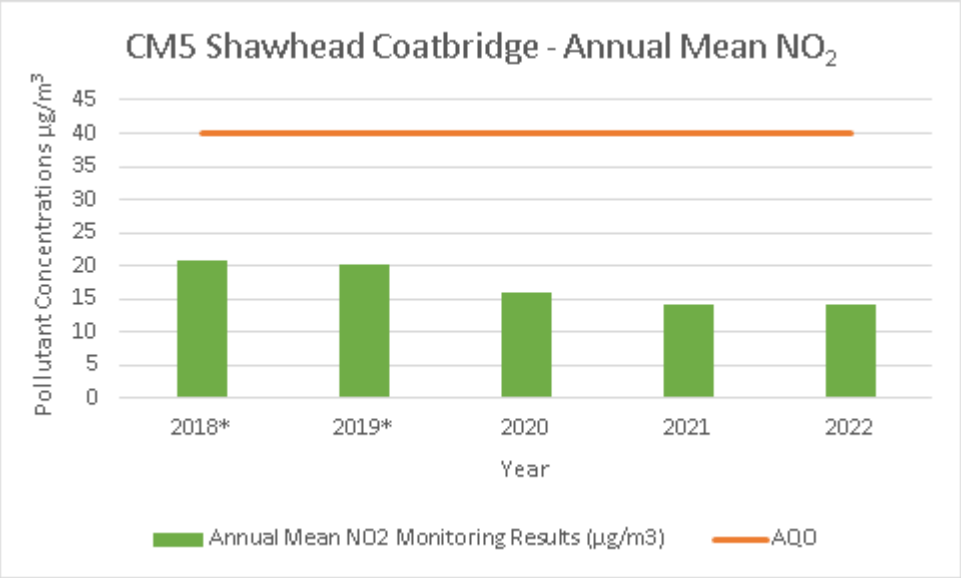


Figure 5: Annual Mean Concentrations of NO_2 at CM5 Shawhead Coatbridge

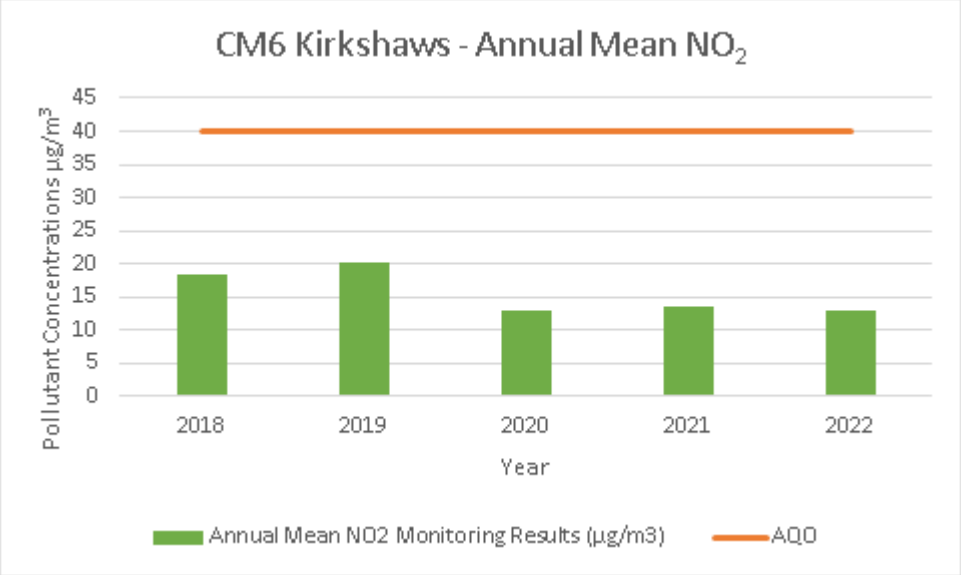


Figure 6: Annual Mean Concentrations of NO_2 at CM6 Kirkshaws Coatbridge

Figures 7 to 12 below show the trend graphs of measured annual mean PM_{10} concentrations over the period 2018-2022 in the three AQMAs.

N.B. Monitoring Data of PM_{10} and $PM_{2.5}$ has been adjusted in line with the Scottish Government guidance issued May 2023 to adjust all PM data collected by Fidas 200 instruments to be using factors PM_{10} divided by 0.909 and $PM_{2.5}$ multiplied by 1.06.

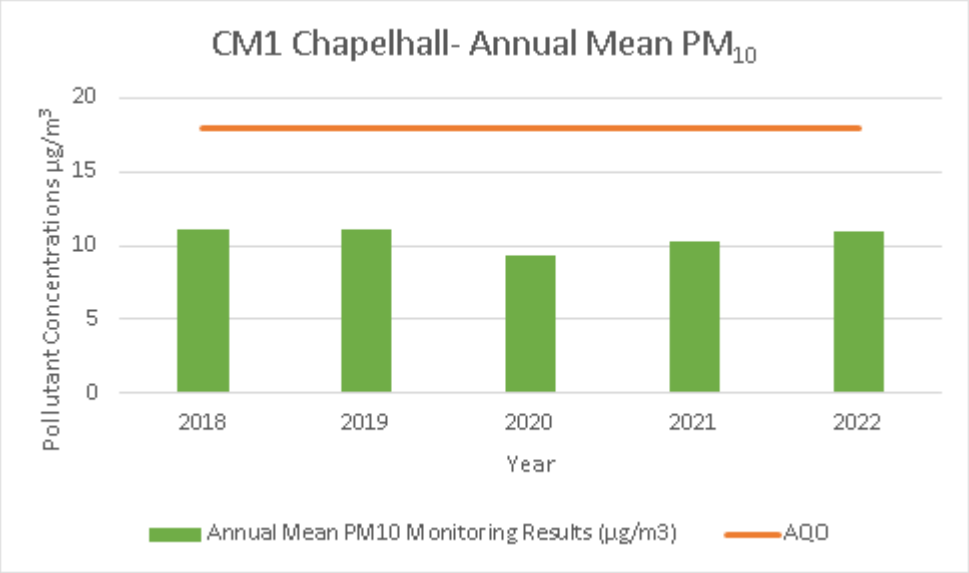


Figure 7: Annual Mean Concentrations of PM_{10} at CM1 Chapelhall

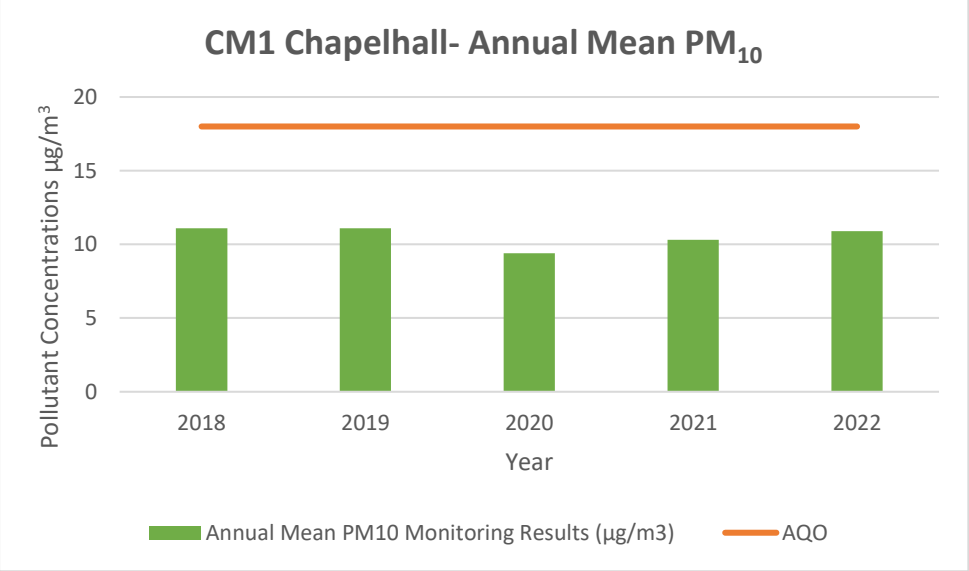


Figure 8: Annual Mean Concentrations of PM_{10} at CM4 Motherwell

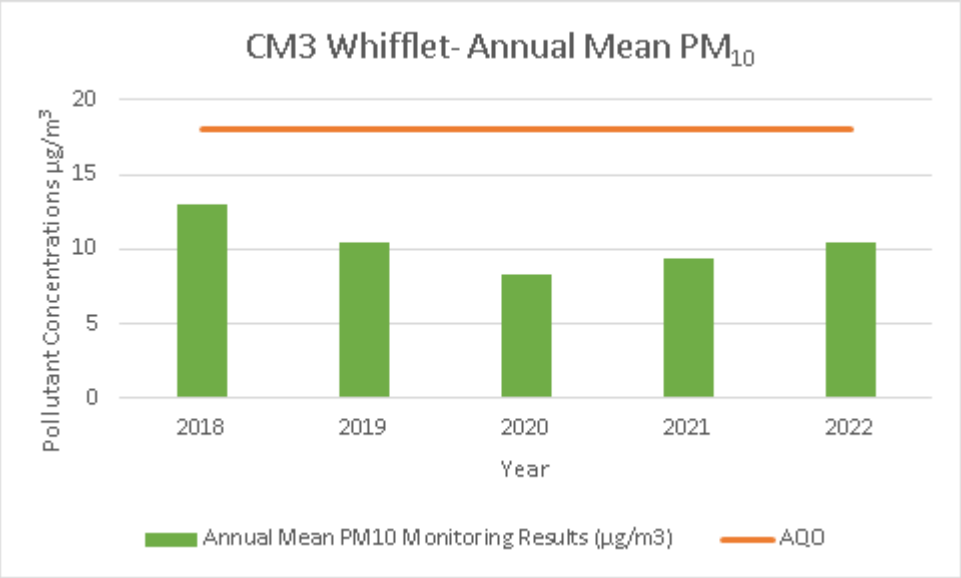


Figure 9: Annual Mean Concentrations of PM_{10} at CM3 Whifflet

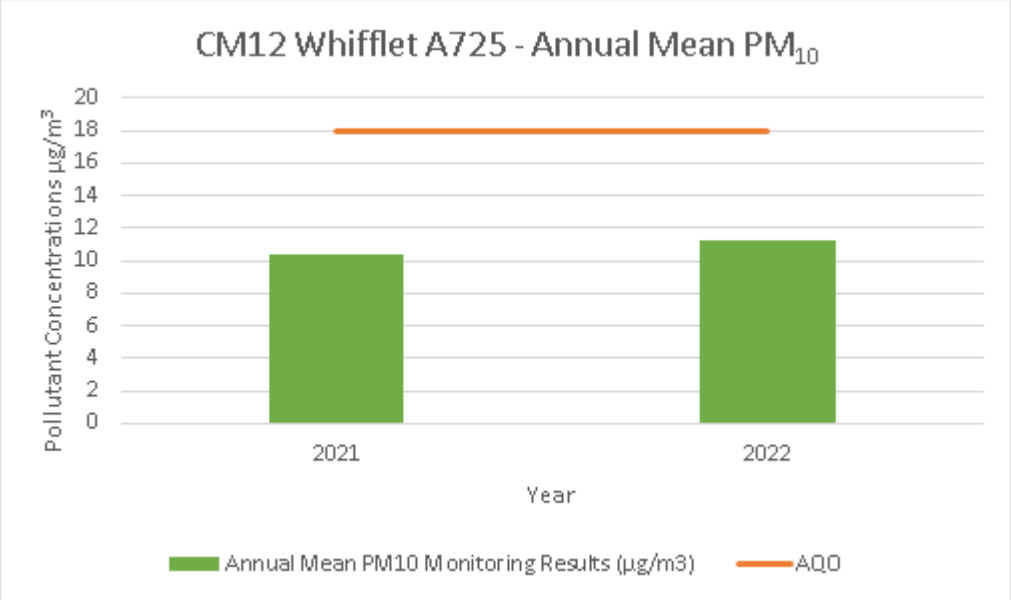


Figure 10: Annual Mean Concentrations of PM_{10} at CM12 Whifflet A725

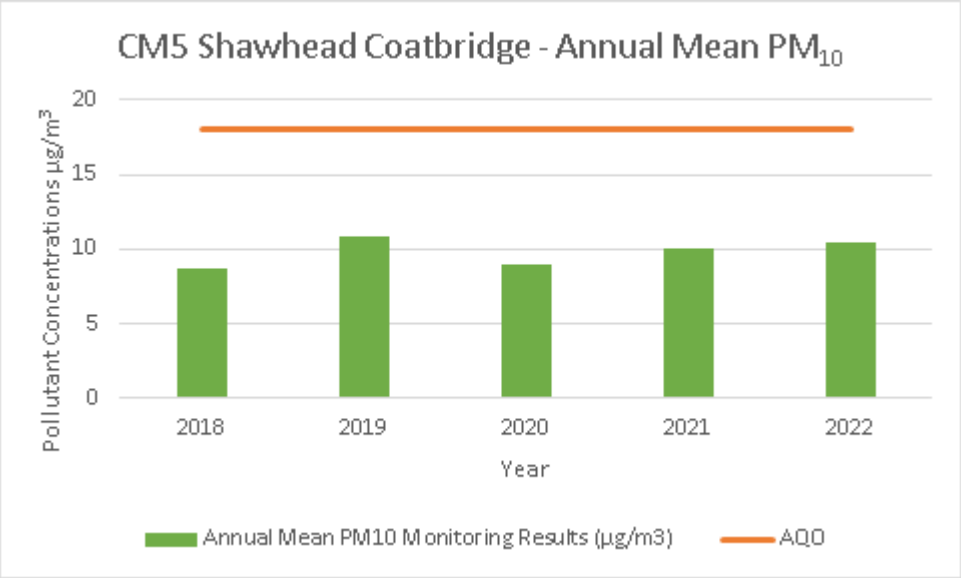


Figure 11: Annual Mean Concentrations of PM_{10} at CM5 Shawhead Coatbridge

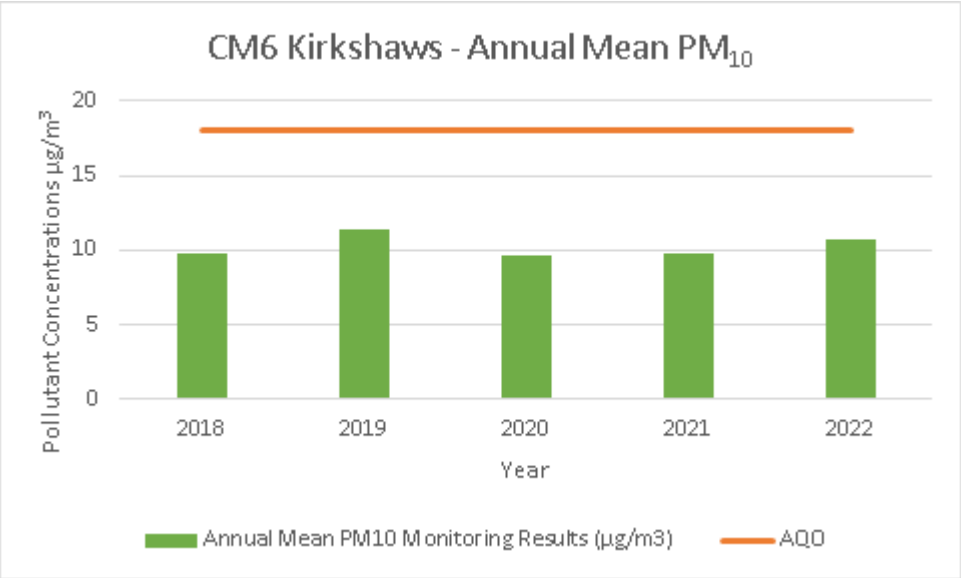


Figure 12: Annual Mean Concentrations of PM_{10} at CM6 Kirkshaws Coatbridge

Figures 13 to 18 below show the trend graphs of measured annual mean $PM_{2.5}$ concentrations over the period 2018-2022 in the three AQMAs.

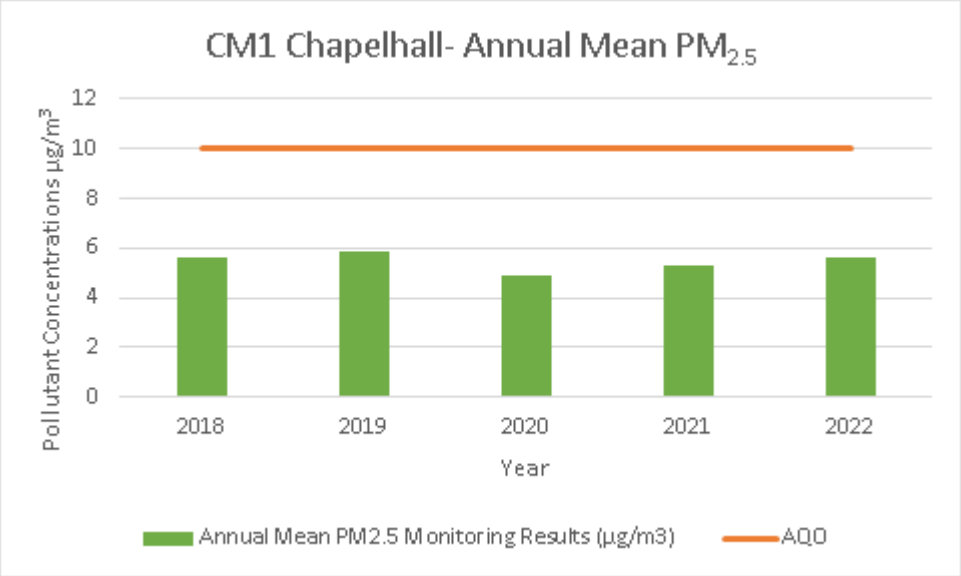


Figure 13: Annual Mean Concentrations of $PM_{2.5}$ at CM1 Chapelhall

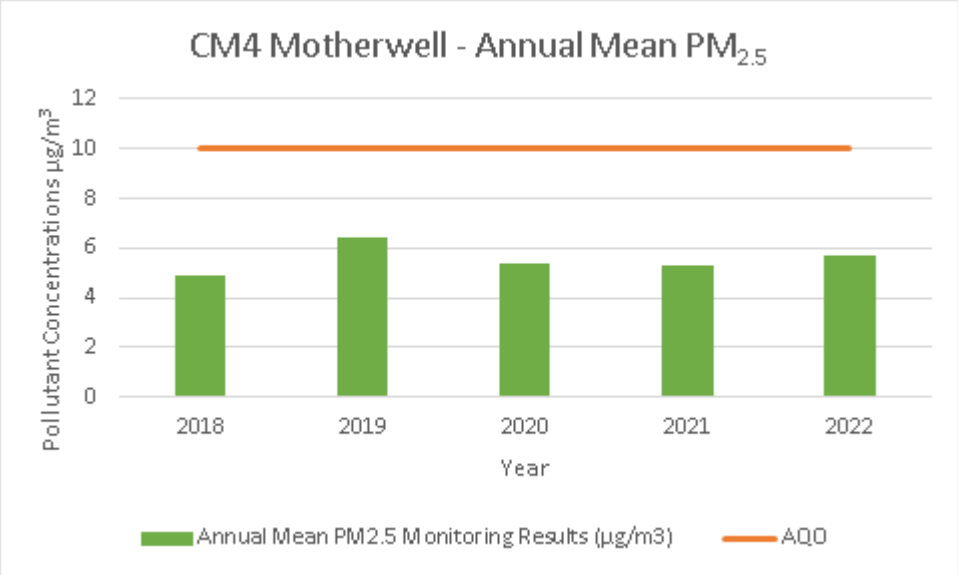


Figure 14: Annual Mean Concentrations of $PM_{2.5}$ at CM4 Motherwell

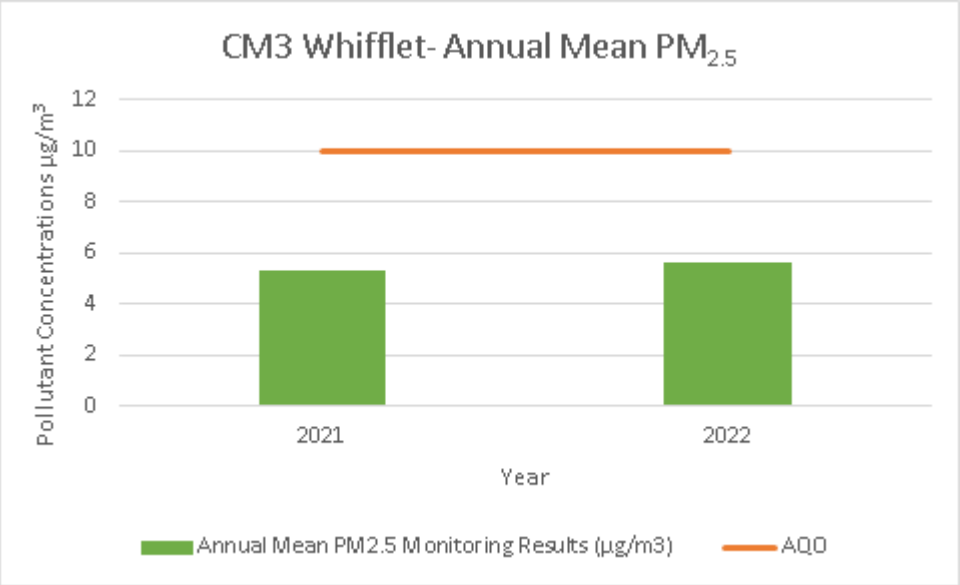


Figure 15: Annual Mean Concentrations of $PM_{2.5}$ at CM3 Whifflet

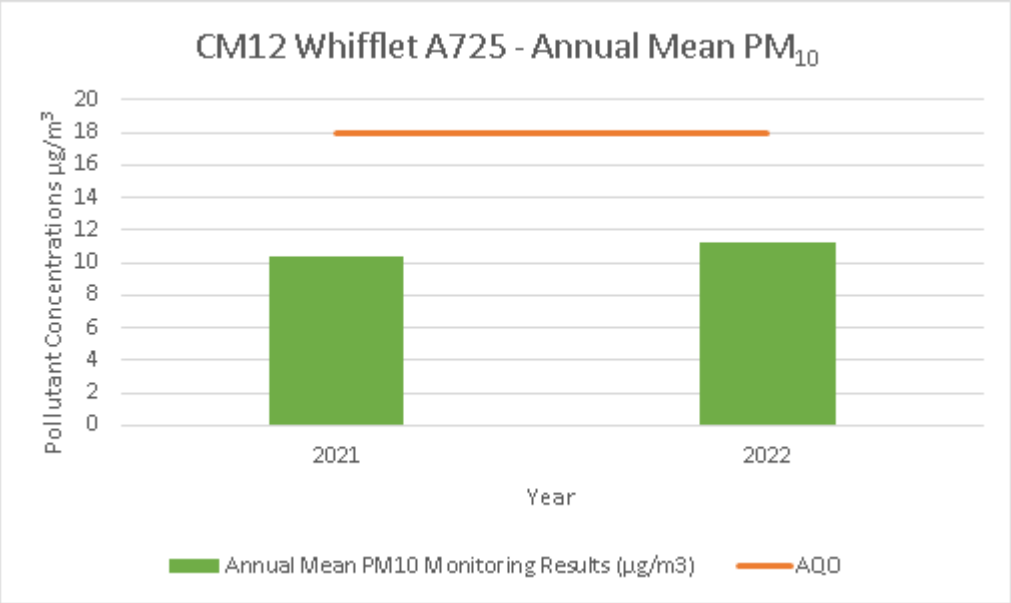


Figure 16: Annual Mean Concentrations of PM_{10} at CM12 Whifflet A725

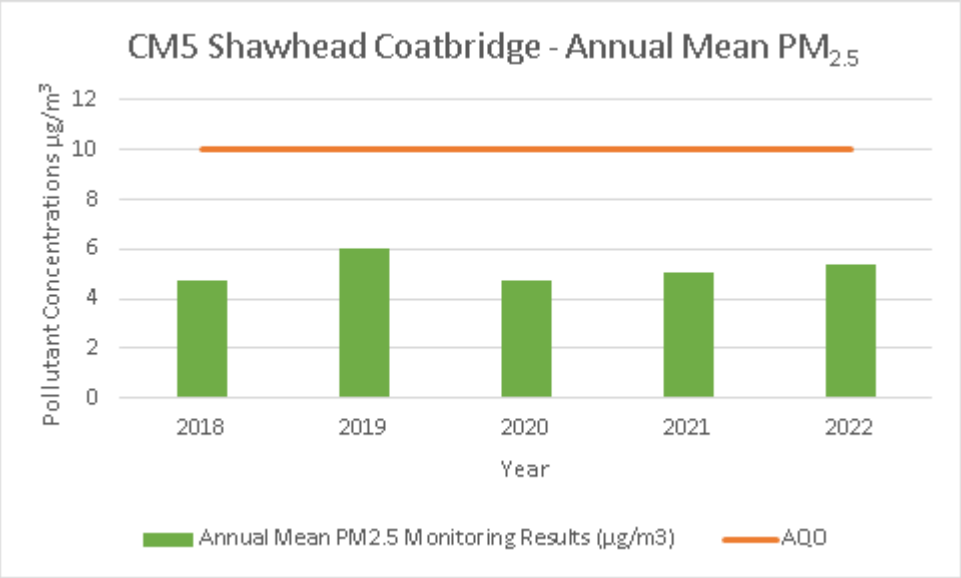


Figure 17: Annual Mean Concentrations of PM2.5 at CM5 Shawhead Coatbridge

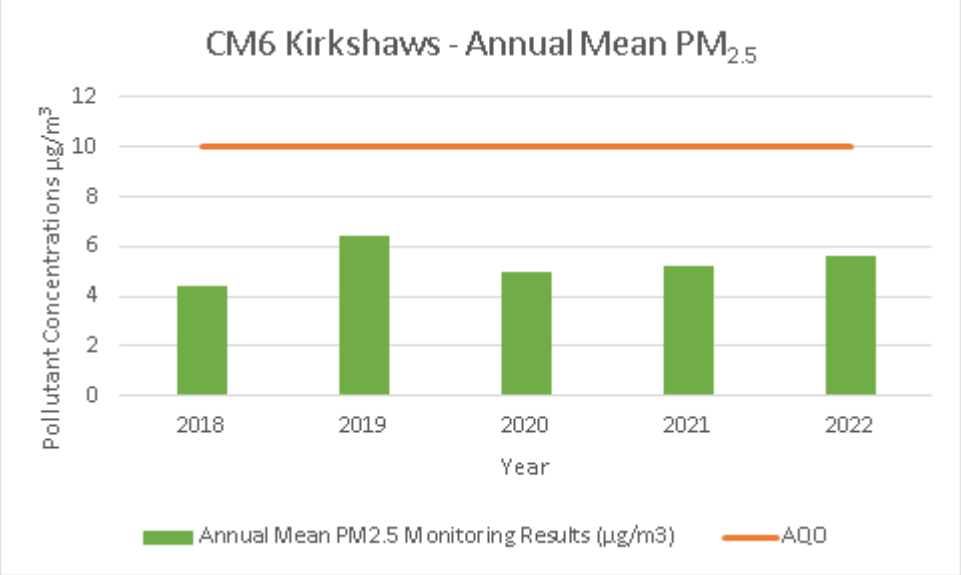


Figure 18: Annual Mean Concentrations of $PM_{2.5}$ at CM6 Kirkshaws Coatbridge

Appendix D: Summary of Source Apportionment Analysis within AQMAs

The charts that follow show the results of a dispersion modelling study carried out in 2018 to calculate the contribution to baseline air quality from each source type at several roadside locations within each AQMA. The concentrations attributable to road sources are then broken down into the contributions from each of the following vehicle types:

- motorcycles
- cars
- LDVs
- Buses & Taxis
- HDVs

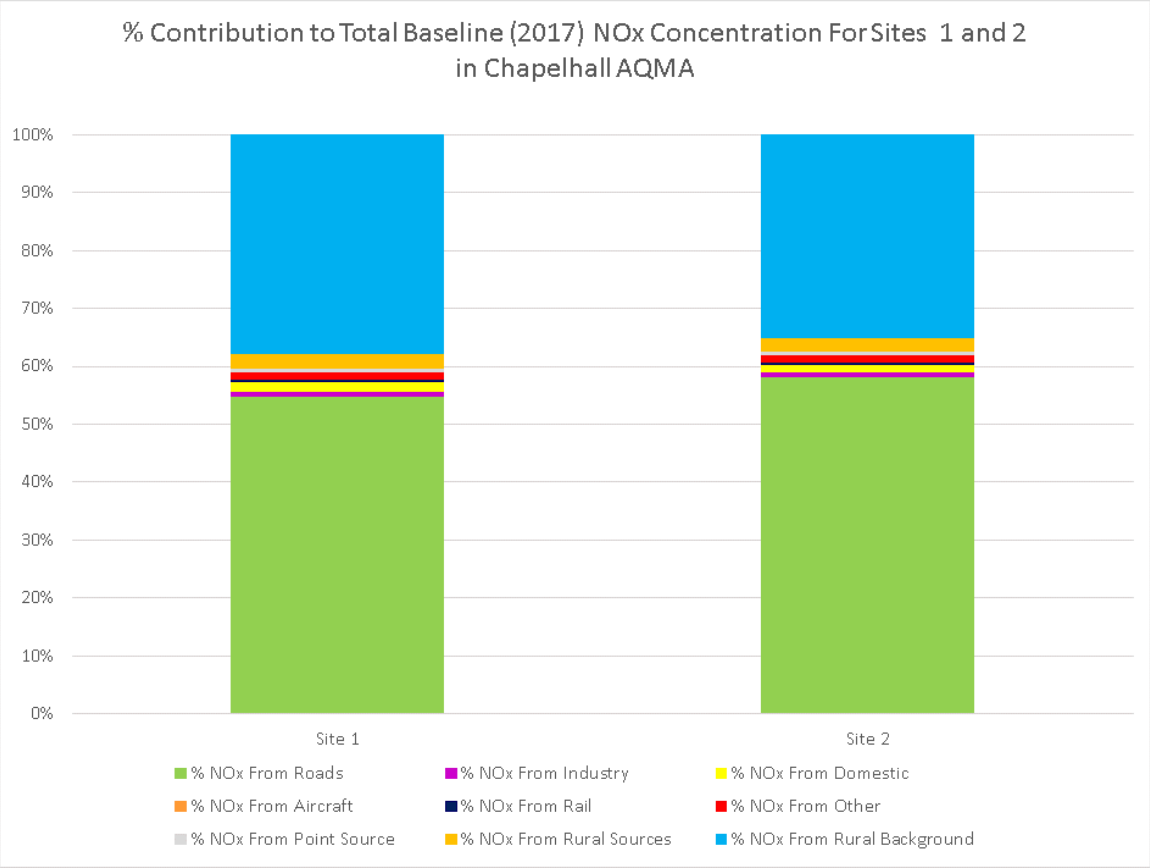


Figure 19: Contribution to Annual Mean NO_x Concentrations from Different Source Types in Chapelhall

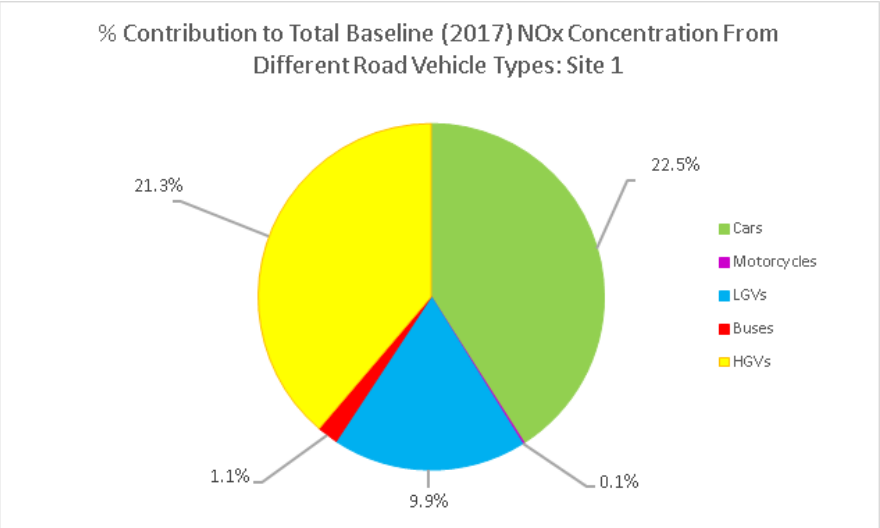


Figure 20: Contribution to Annual Mean NO_x Concentrations from Different Road Traffic Sources in Chapelhall- Site 1 Lauchope Street

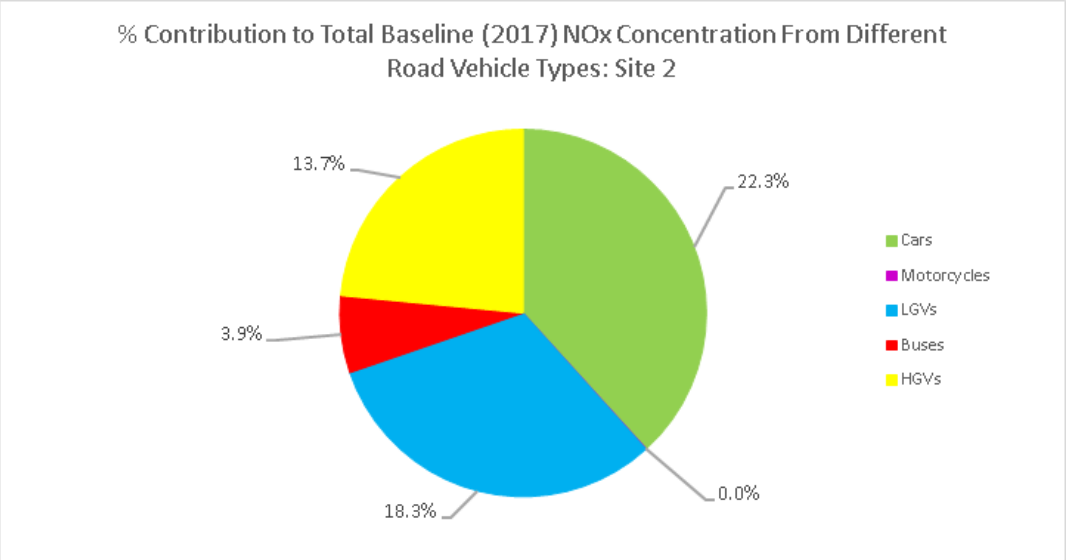


Figure 21: Contribution to Annual Mean NO_x Concentrations from Different Road Traffic Sources in Chapelhall- Site 2 A73 Main Street

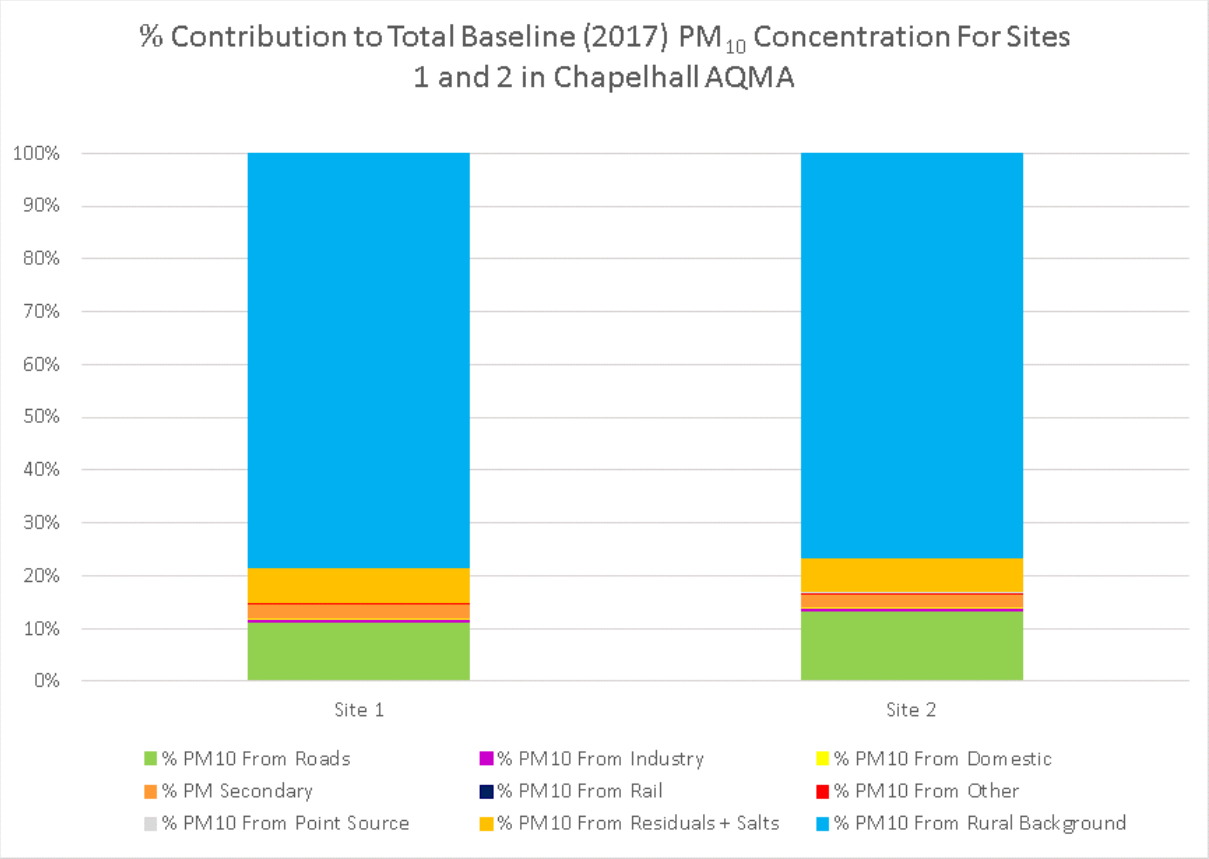


Figure 22: Contribution to Annual Mean PM_{10} Concentrations from Different Source Types in Chapelhall

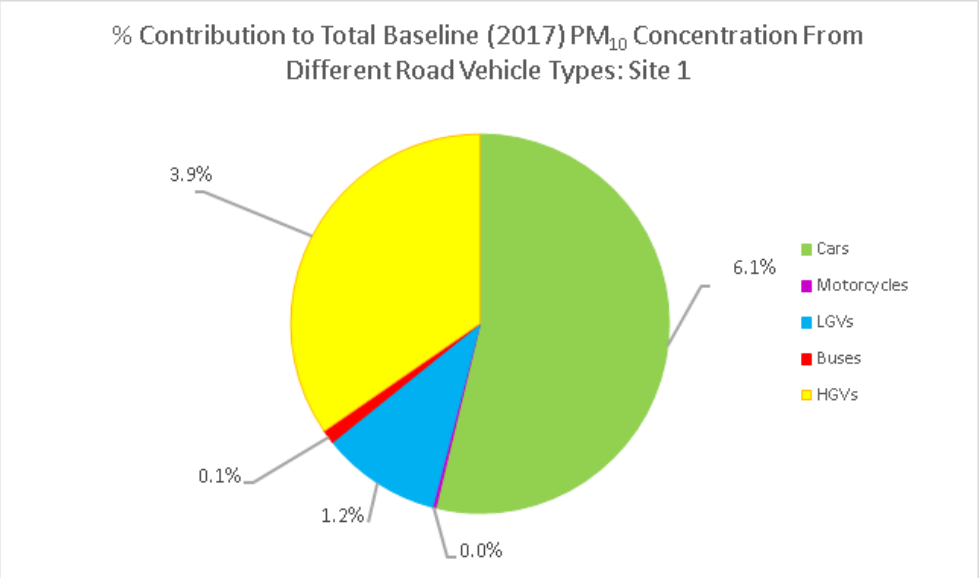


Figure 23: Contribution to Annual Mean PM_{10} Concentrations from Different Road Traffic Sources in Chapelhall- Site 1 Lauchope Street

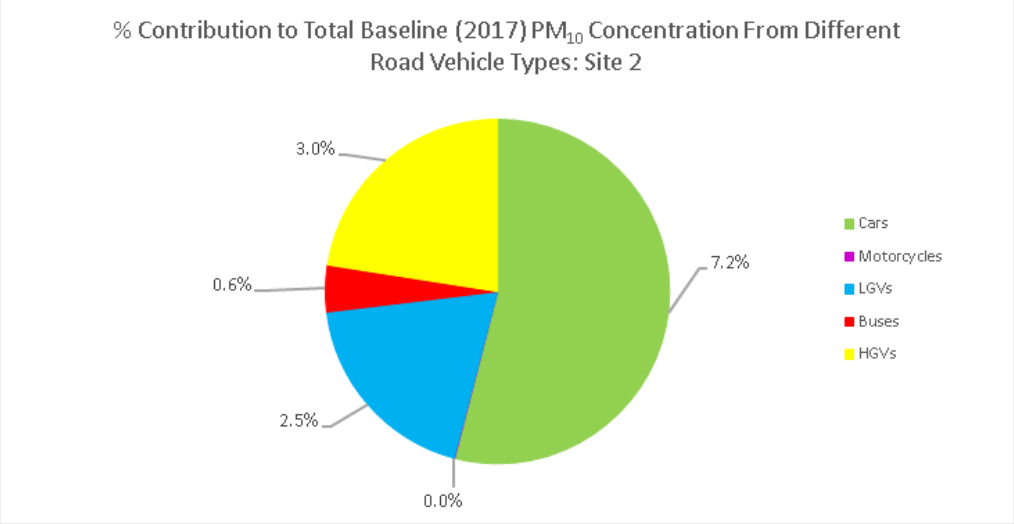


Figure 24: Contribution to Annual Mean PM_{10} Concentrations from Different Road Traffic Sources in Chapelhall- Site 2 A73 Main Street

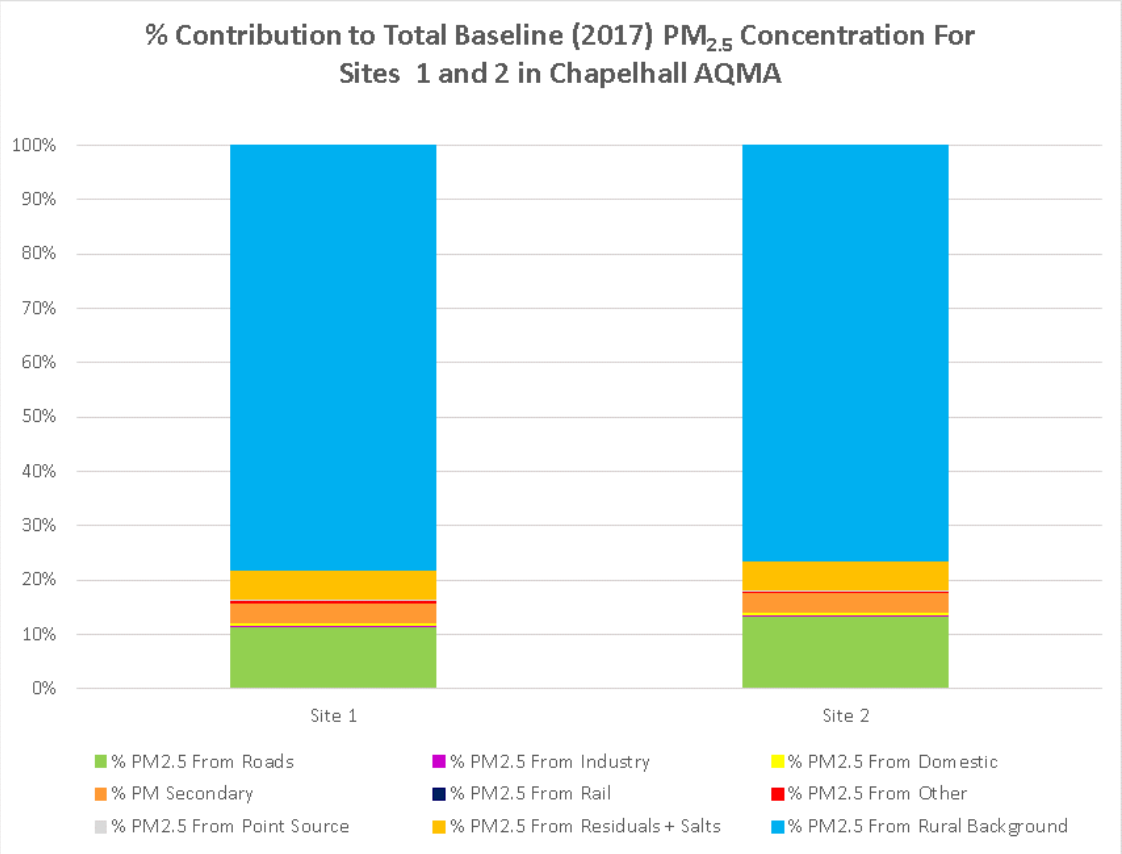


Figure 25: Contribution to Annual Mean $PM_{2.5}$ Concentrations from Different Source Types in Chapelhall

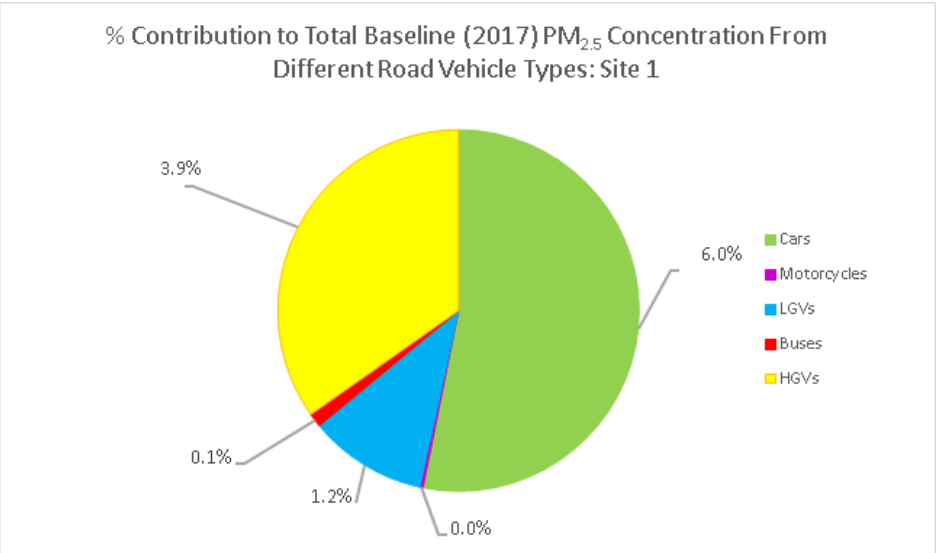


Figure 26: Contribution to Annual Mean $PM_{2.5}$ Concentrations from Different Road Traffic Sources in Chapelhall- Site 1 Lauchope Street

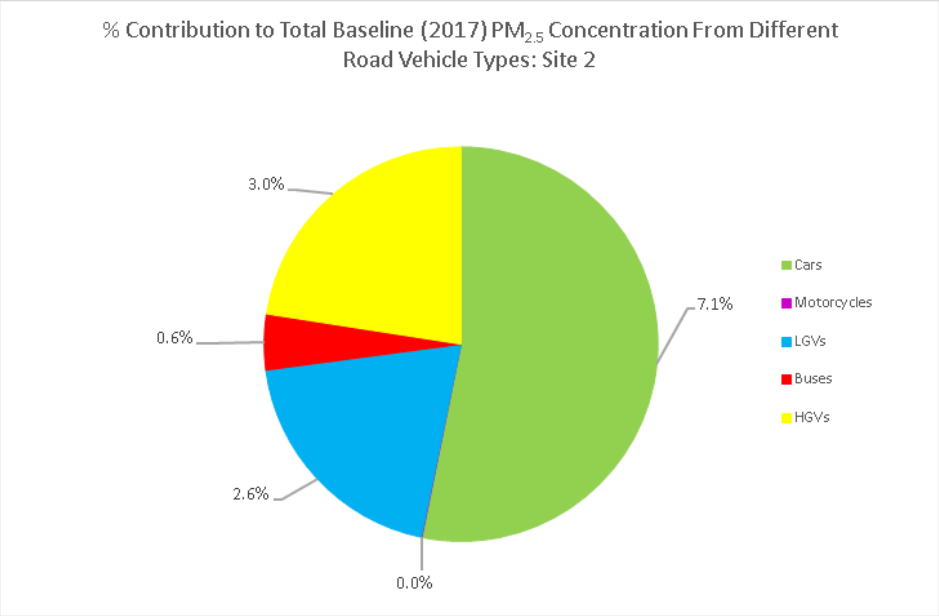


Figure 27: Contribution to Annual Mean $PM_{2.5}$ Concentrations from Different Road Traffic Sources in Chapelhall- Site 2 A73 Main Street

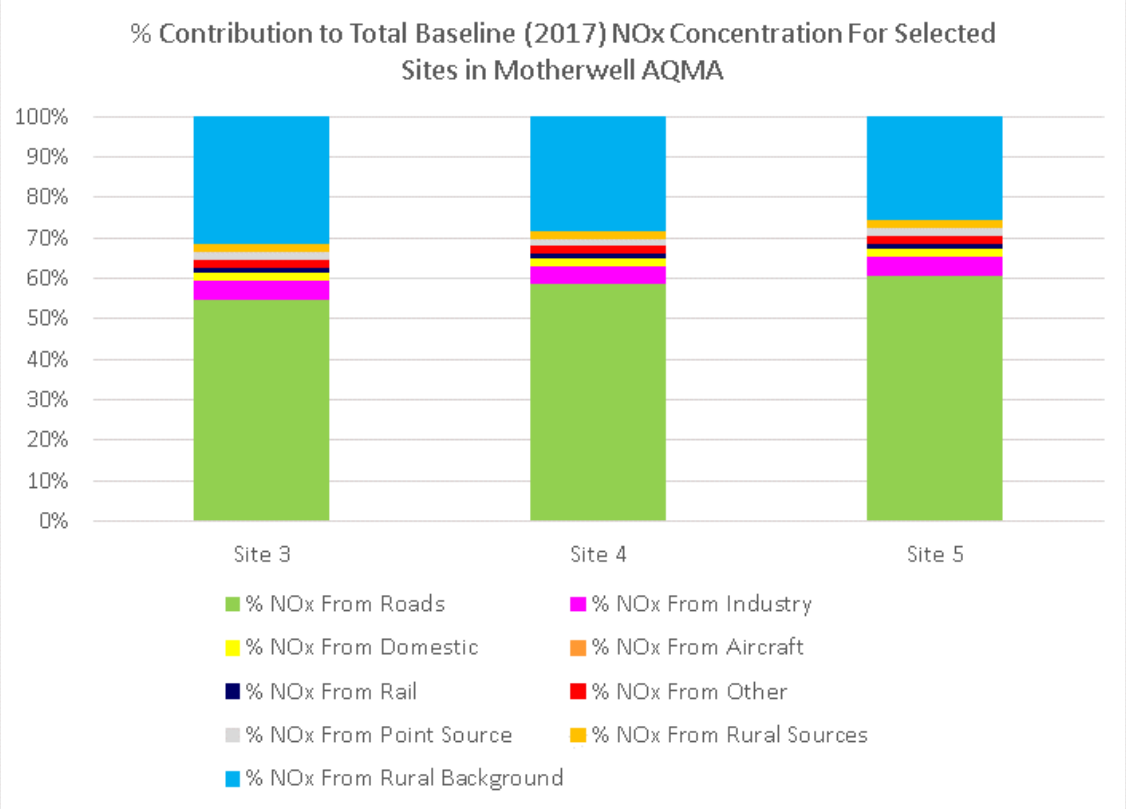


Figure 28: Contribution to Annual Mean NO_x Concentrations from Different Source Types in Motherwell

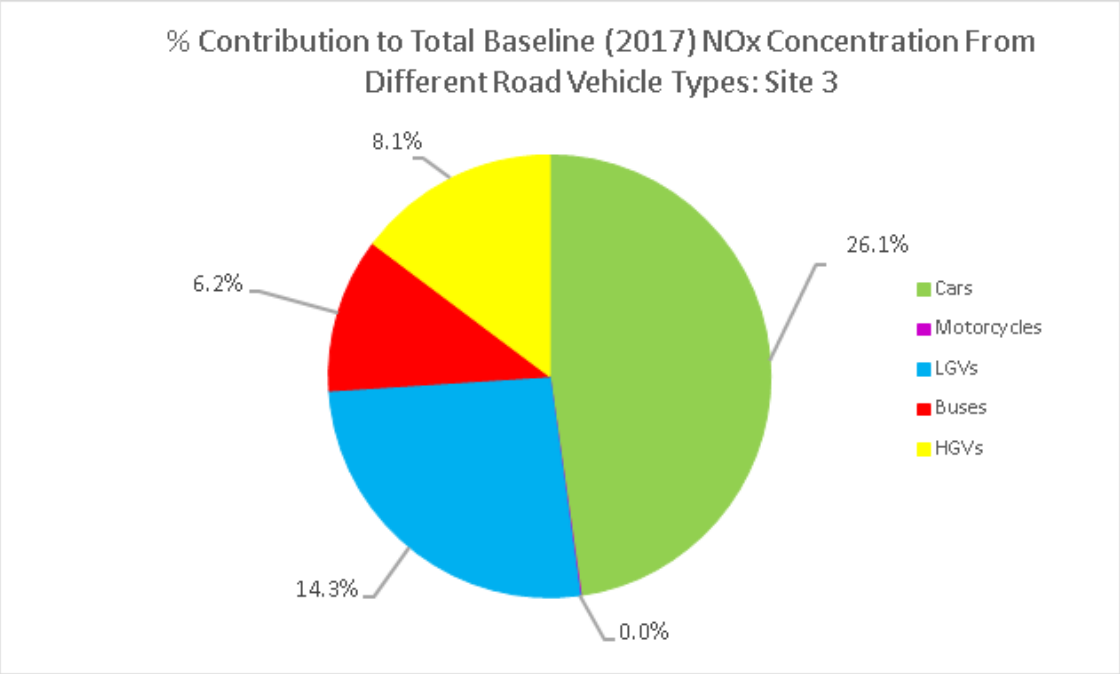


Figure 29: Contribution to Annual Mean NO_x Concentrations from Different Road Traffic Sources in Motherwell – Site 3 Airbles Road

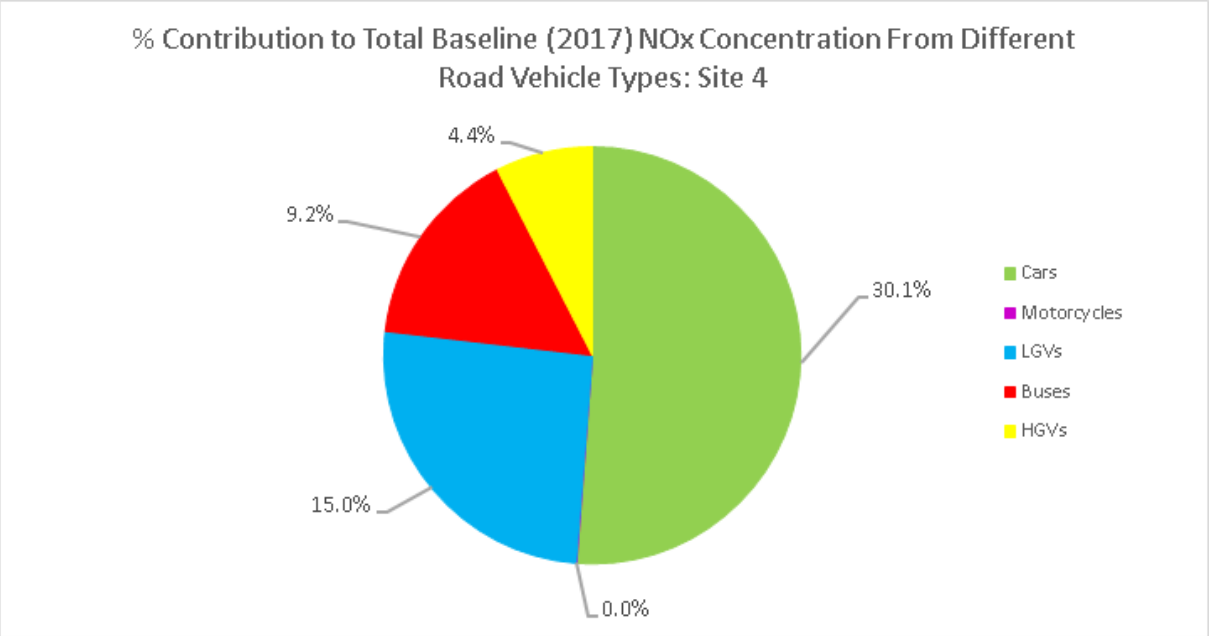


Figure 30: Contribution to Annual Mean NO_x Concentrations from Different Road Traffic Sources in Motherwell – Site 4 Windmillhill Street

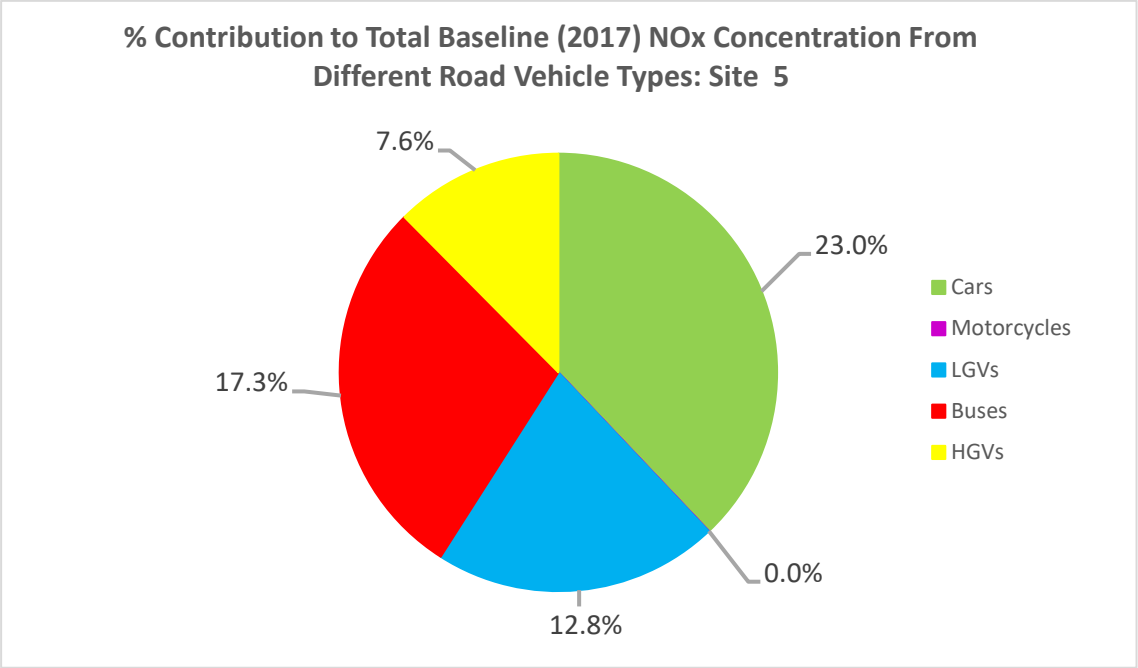


Figure 31: Contribution to Annual Mean NO_x Concentrations from Different Road Traffic Sources in Motherwell – Site 5 Hamilton Road

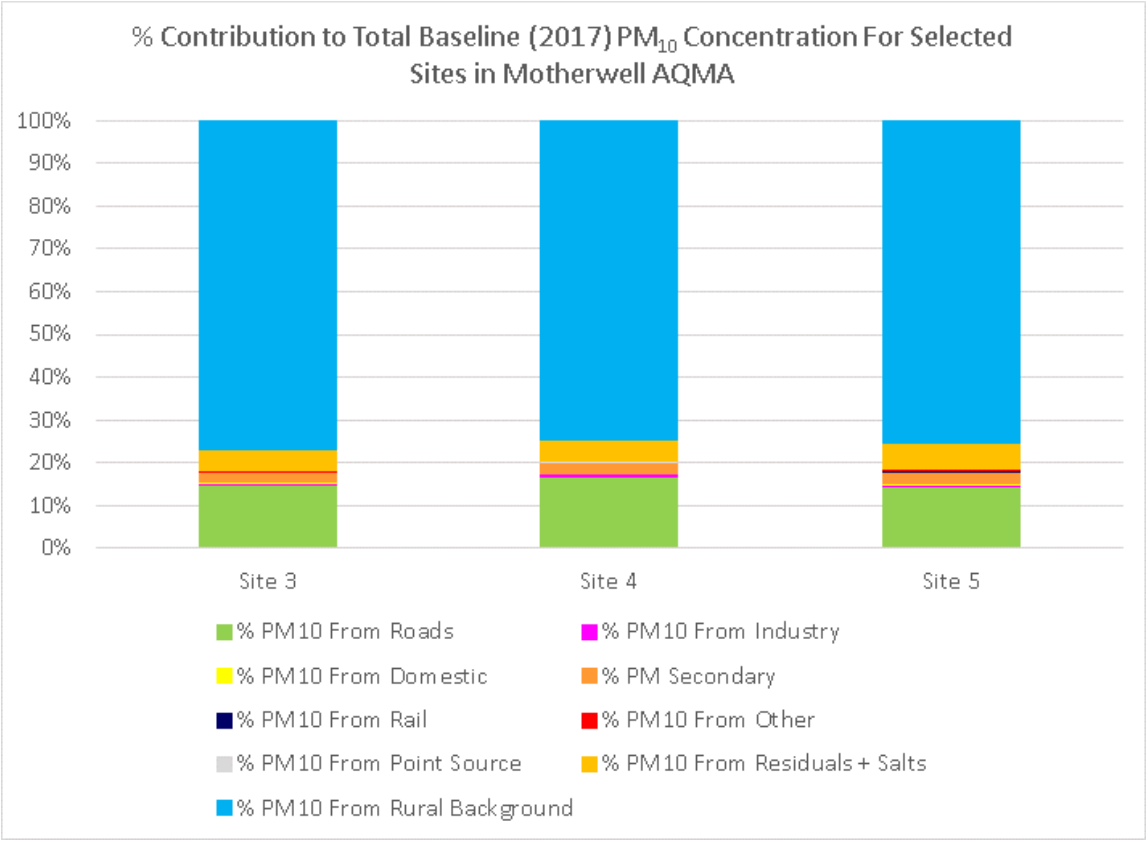


Figure 32: Contribution to Annual Mean PM_{10} Concentrations from Different Source Types in Motherwell

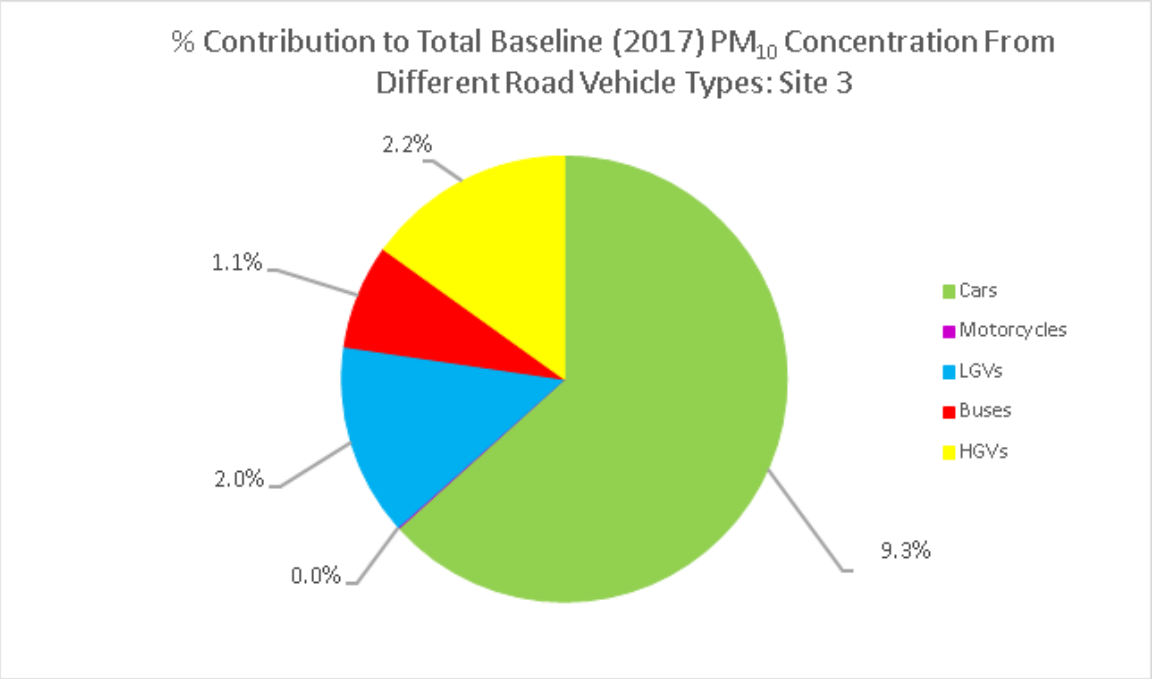


Figure 32: Contribution to Annual Mean PM_{10} Concentrations from Different Road Traffic Sources in Motherwell – Site 3 Airbles Road

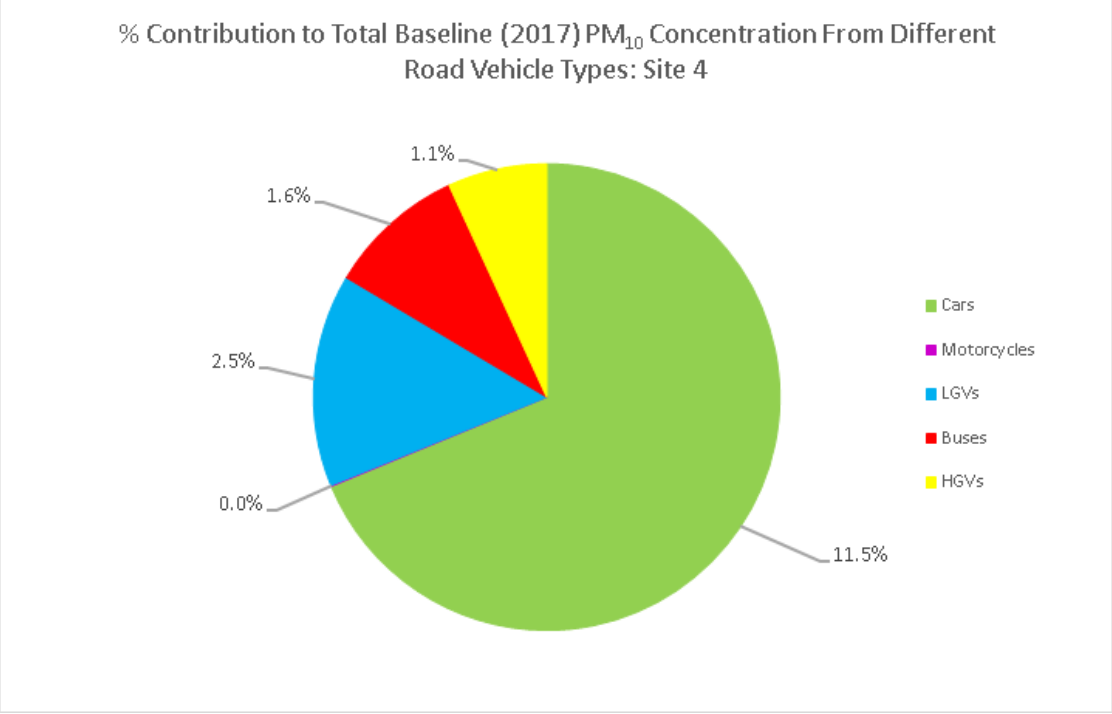


Figure 33: Contribution to Annual Mean PM_{10} Concentrations from Different Road Traffic Sources in Motherwell – Site 4 Windmillhill Street

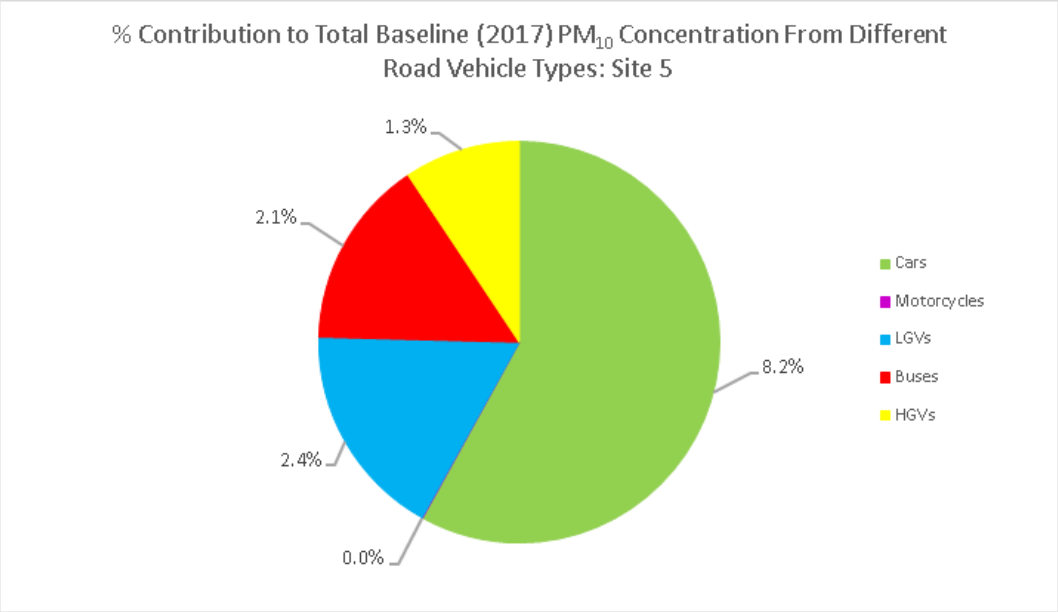


Figure 34: Contribution to Annual Mean PM_{10} Concentrations from Different Road Traffic Sources in Motherwell – Site 5 Hamilton Road

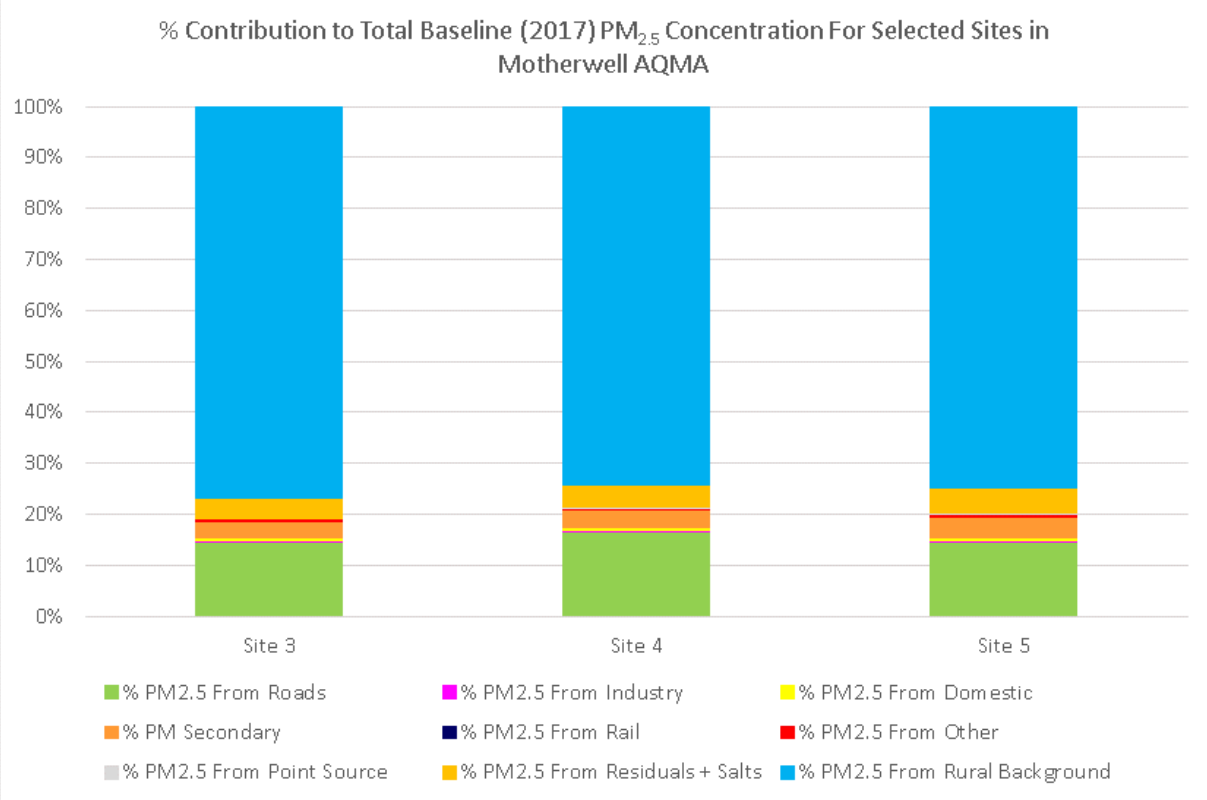


Figure 35: Contribution to Annual Mean $PM_{2.5}$ Concentrations from Different Source Types in Motherwell

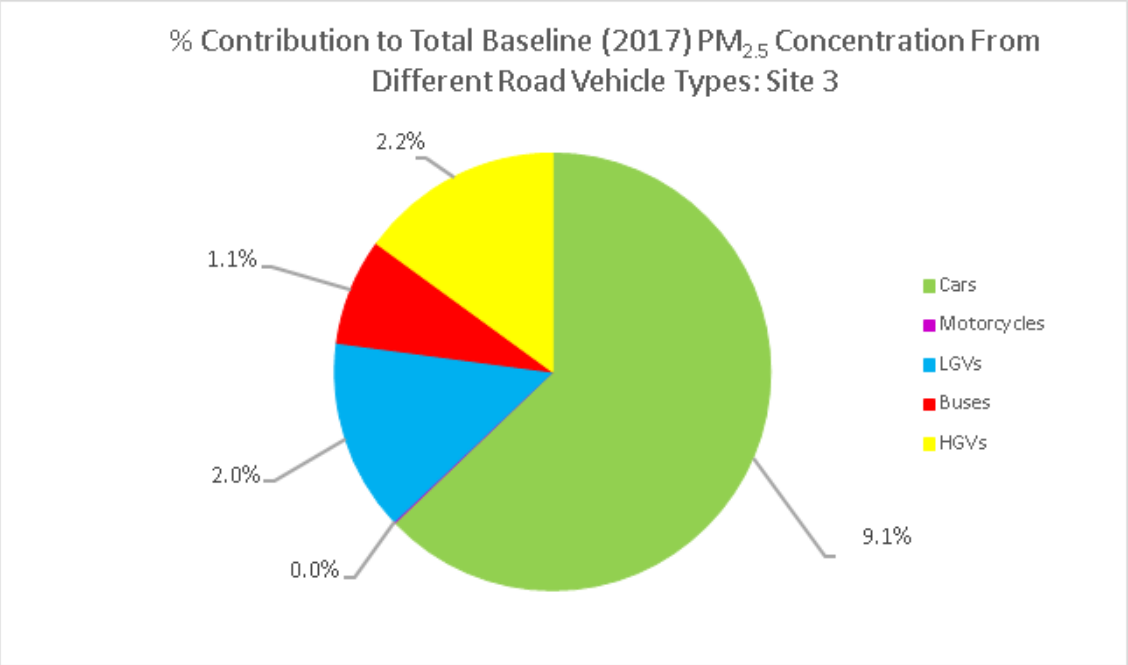


Figure 36: Contribution to Annual Mean $PM_{2.5}$ Concentrations from Different Road Traffic Sources in Motherwell – Site 3 Airbles Road

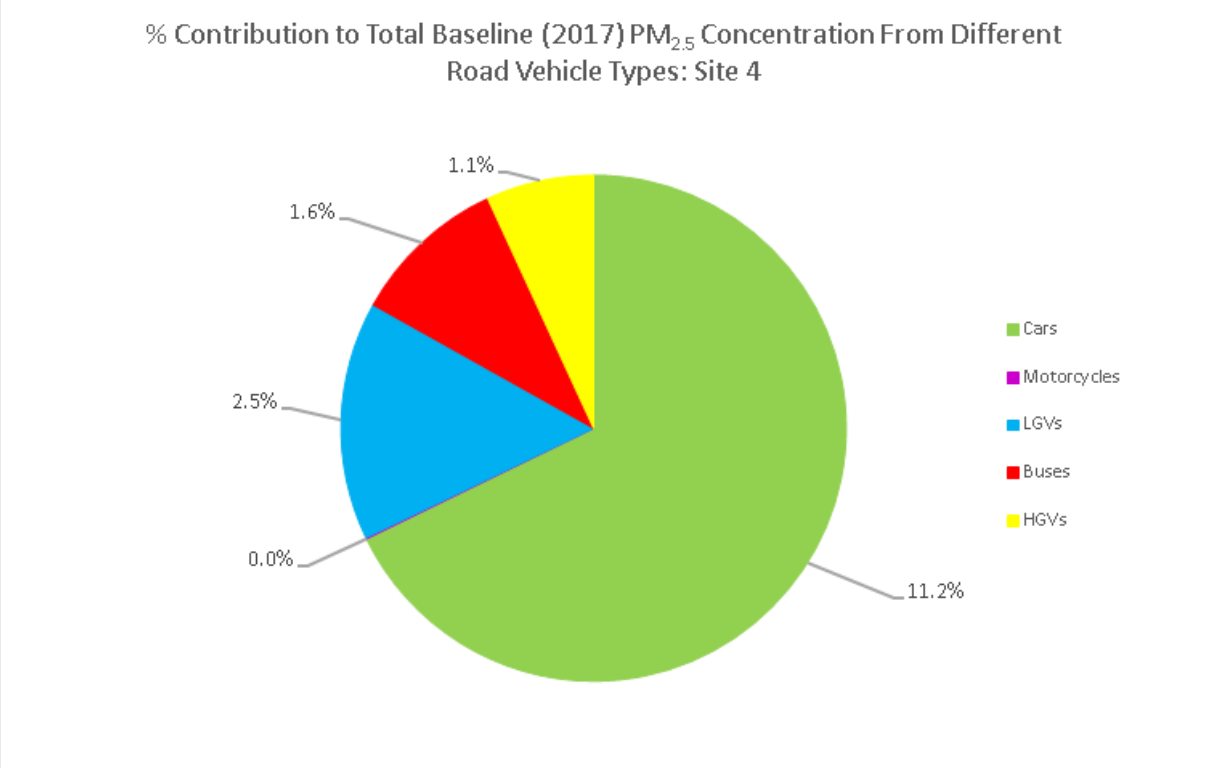


Figure 37: Contribution to Annual Mean $PM_{2.5}$ Concentrations from Different Road Traffic Sources in Motherwell – Site 4 Windmillhill Street

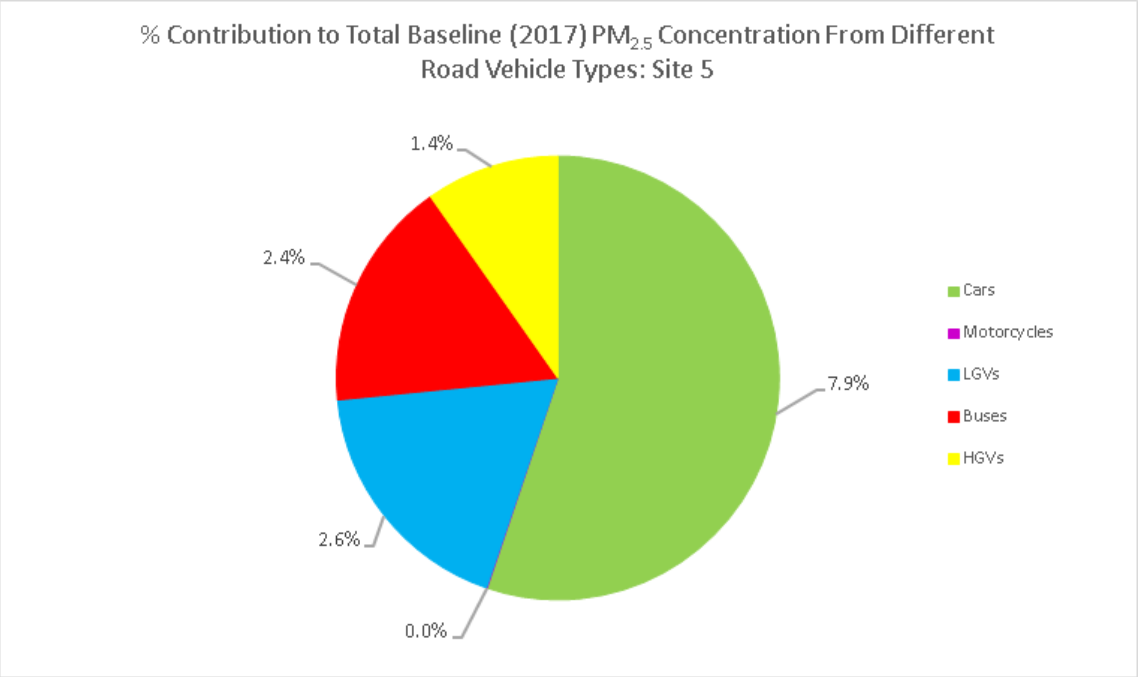


Figure 38: Contribution to Annual Mean $PM_{2.5}$ Concentrations from Different Road Traffic Sources in Motherwell – Site 5 Hamilton Road

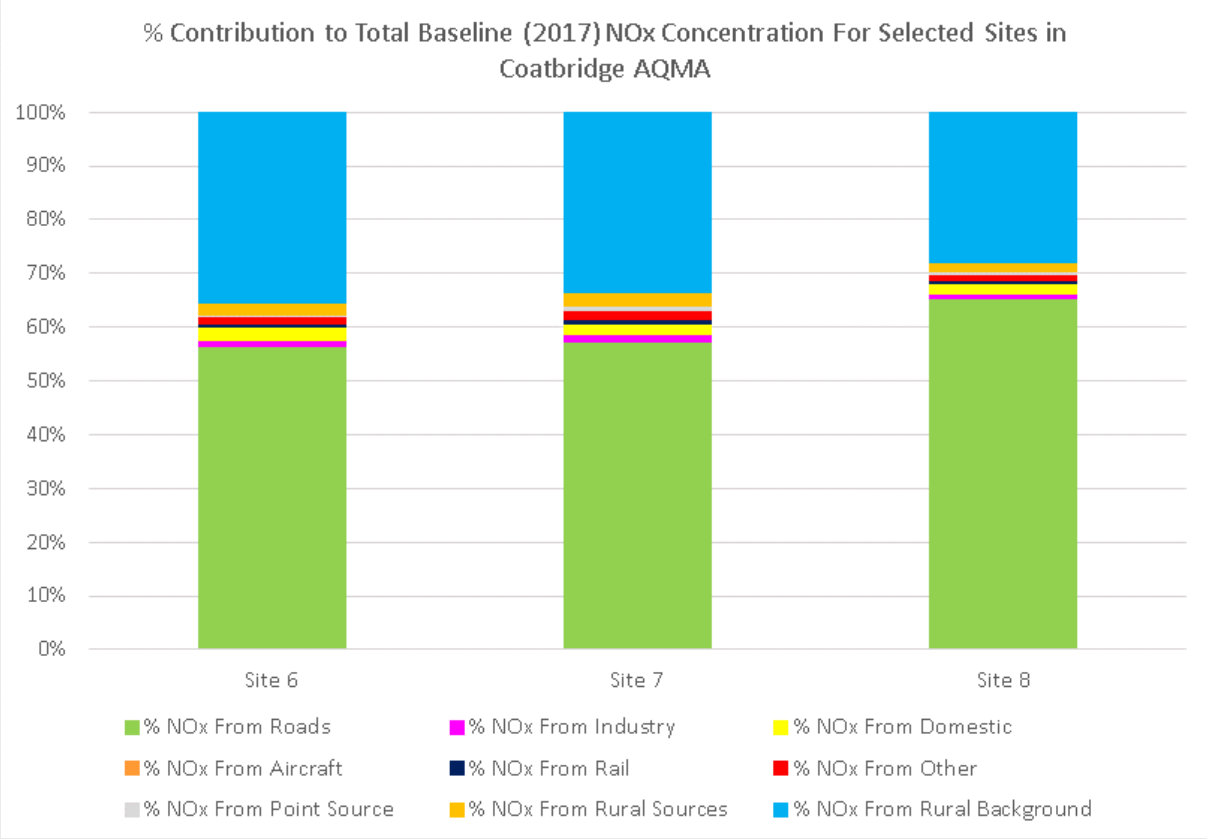


Figure 39: Contribution to Annual Mean NO_x Concentrations from Different Source Types in Coatbridge

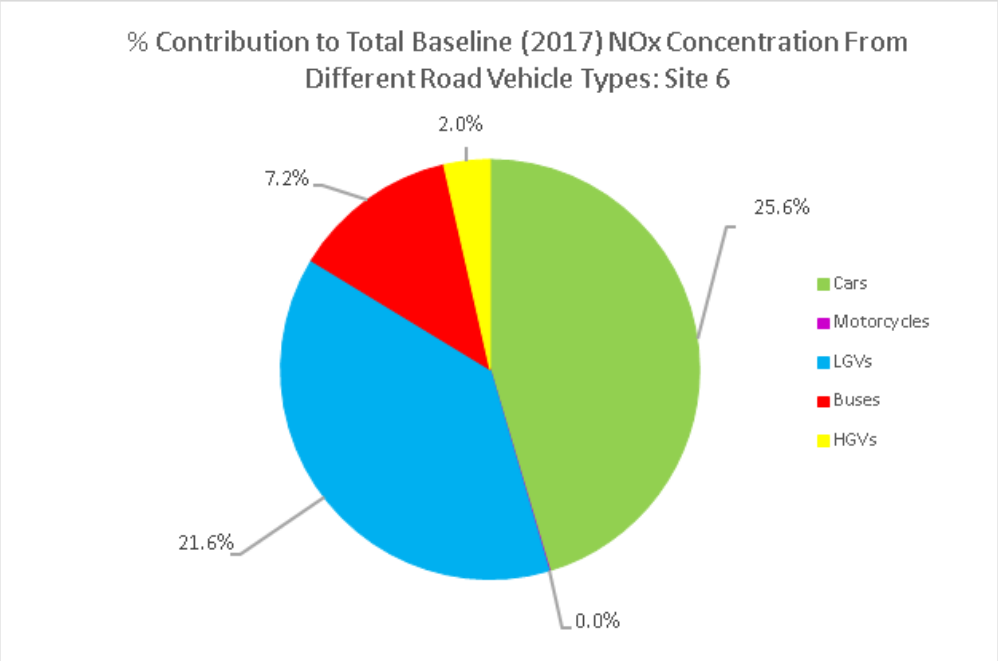


Figure 40: Contribution to Annual Mean NO_x Concentrations from Different Road Traffic Sources in Coatbridge – Site 6 Whifflet Street

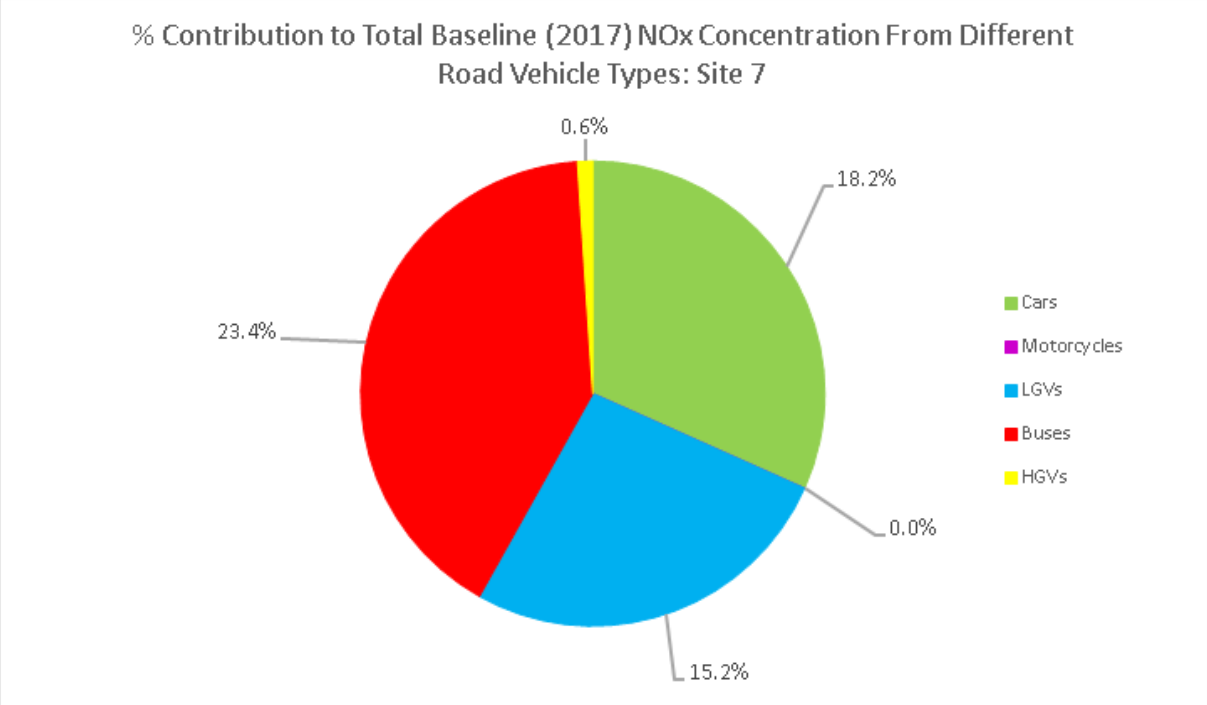


Figure 41: Contribution to Annual Mean NO_x Concentrations from Different Road Traffic Sources in Coatbridge – Site 7 Kirkshaws Road

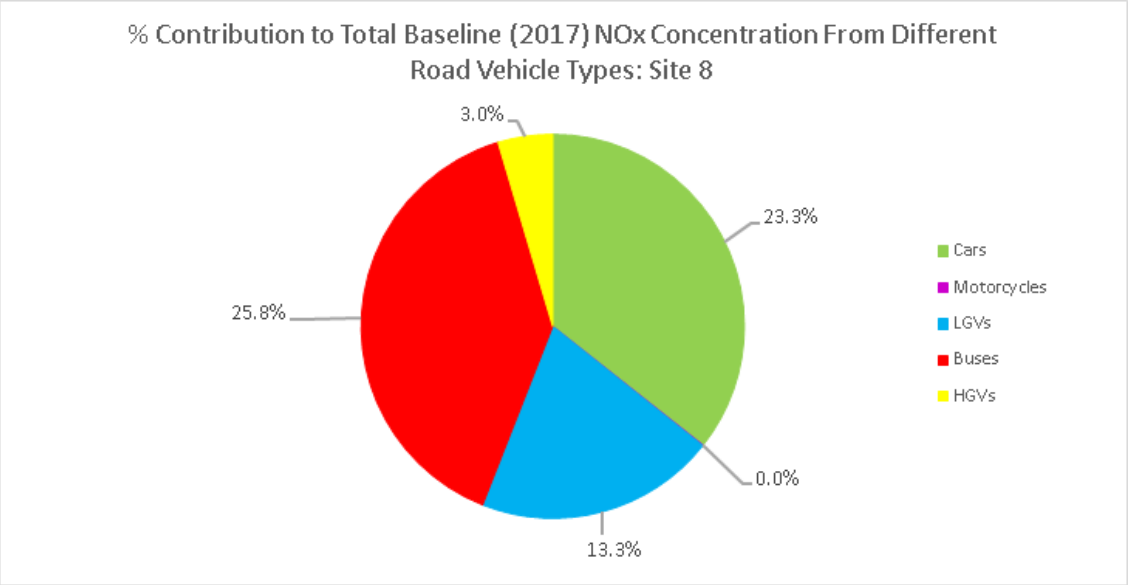


Figure 42: Contribution to Annual Mean NO_x Concentrations from Different Road Traffic Sources in Coatbridge – Site 8 Calder Street

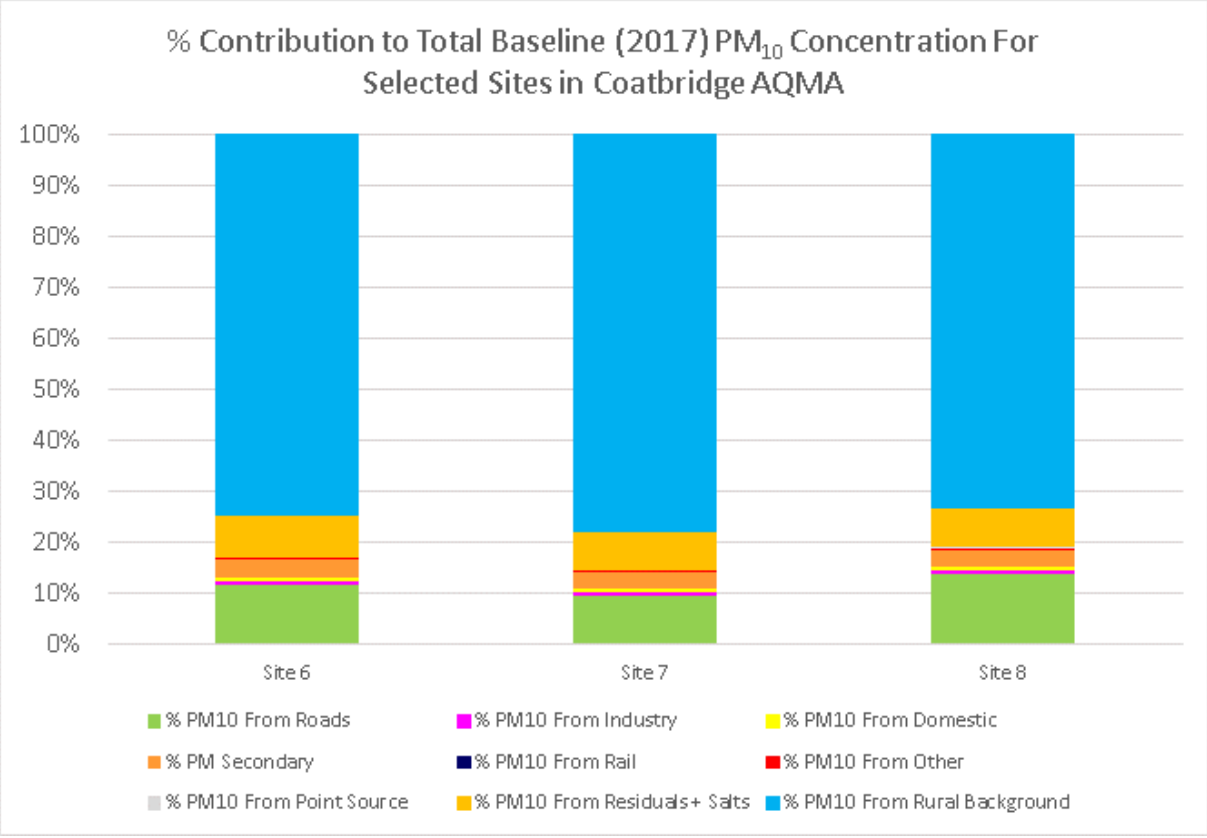


Figure 43: Contribution to Annual Mean PM_{10} Concentrations from Different Source Types in Coatbridge

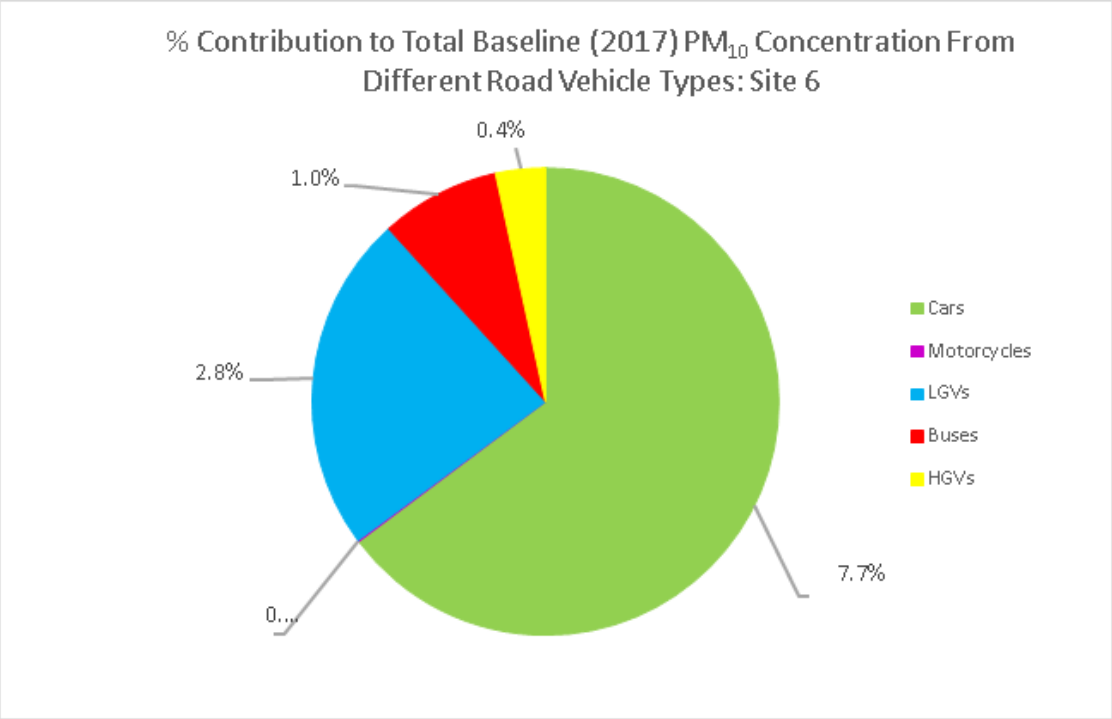


Figure 44: Contribution to Annual Mean PM_{10} Concentrations from Different Road Traffic Sources in Coatbridge – Site 6 Whifflet Street

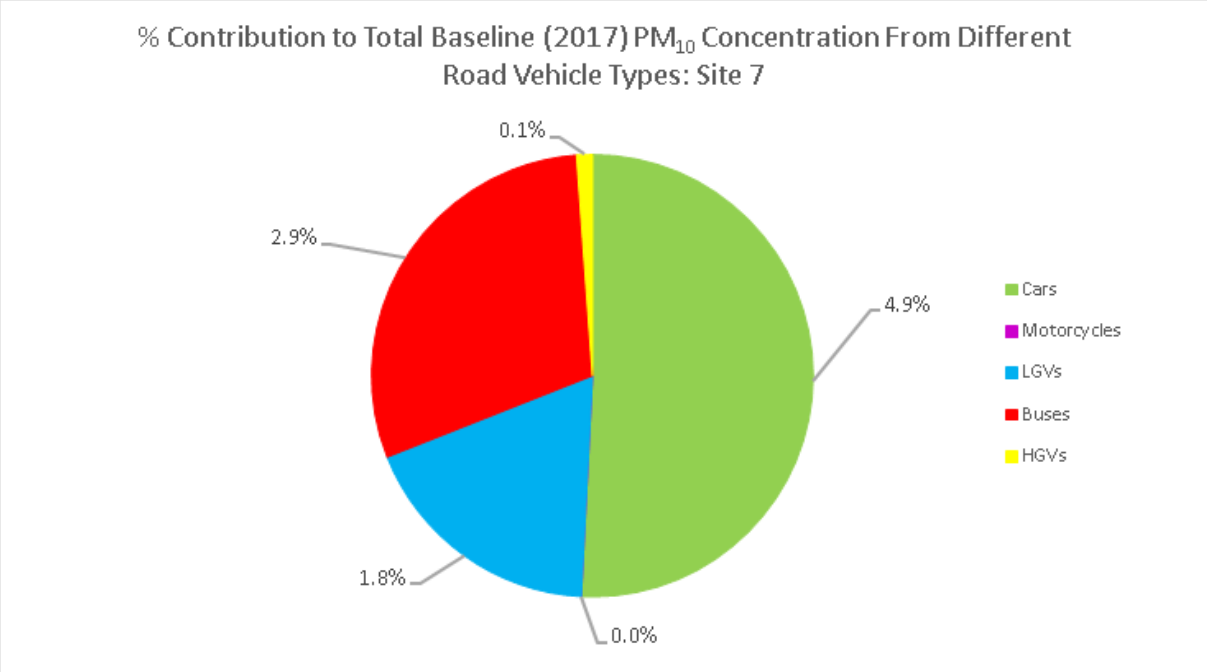


Figure 45: Contribution to Annual Mean PM_{10} Concentrations from Different Road Traffic Sources in Coatbridge – Site 7 Kirkshaws Road

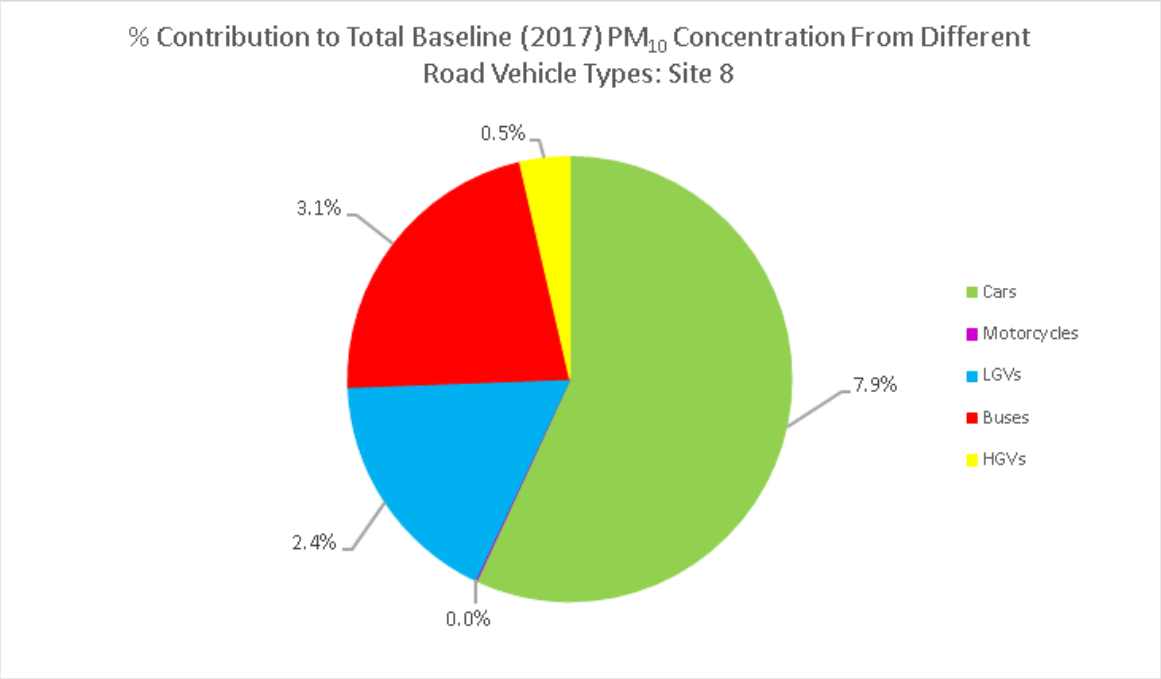


Figure 46: Contribution to Annual Mean PM_{10} Concentrations from Different Road Traffic Sources in Coatbridge – Site 8 Calder Street

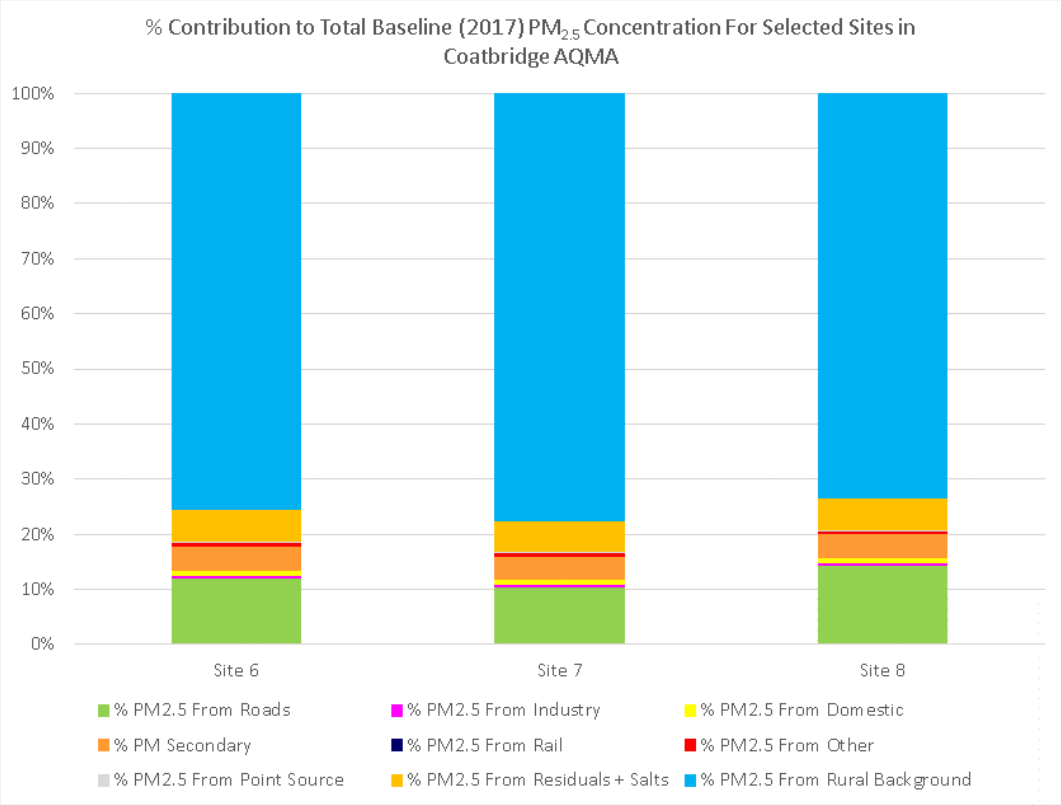


Figure 47: Contribution to Annual Mean $PM_{2.5}$ Concentrations from Different Source Types in Coatbridge

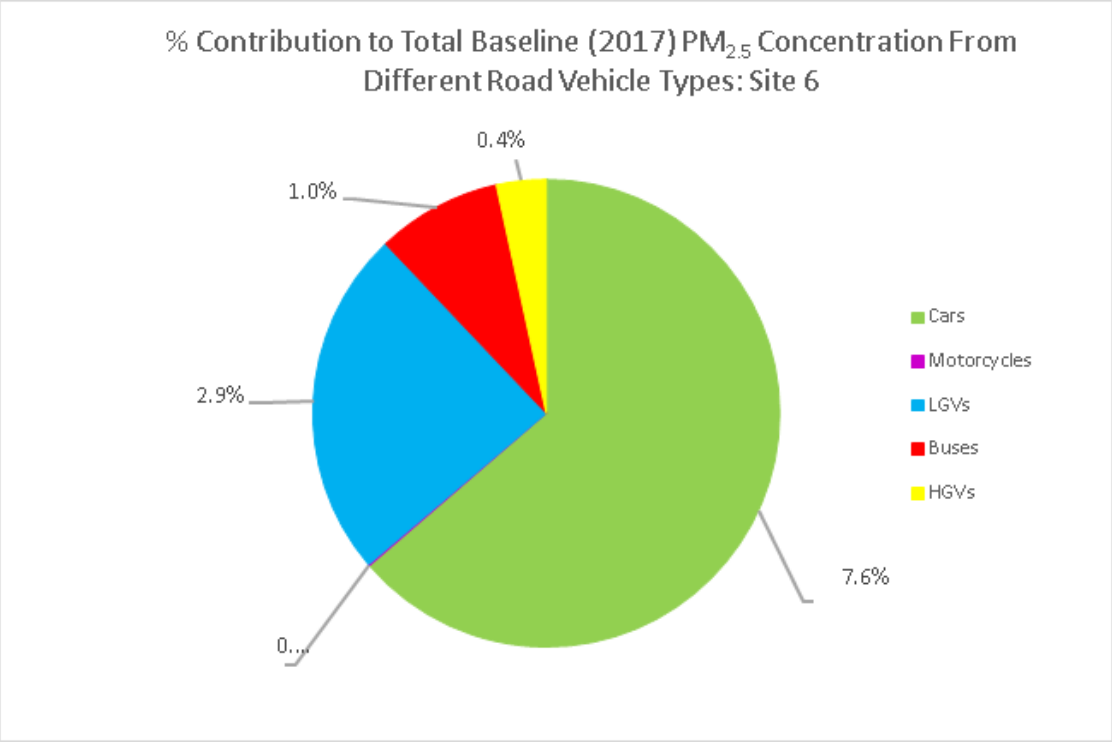


Figure 48: Contribution to Annual Mean $PM_{2.5}$ Concentrations from Different Road Traffic Sources in Coatbridge – Site 6 Whifflet Street

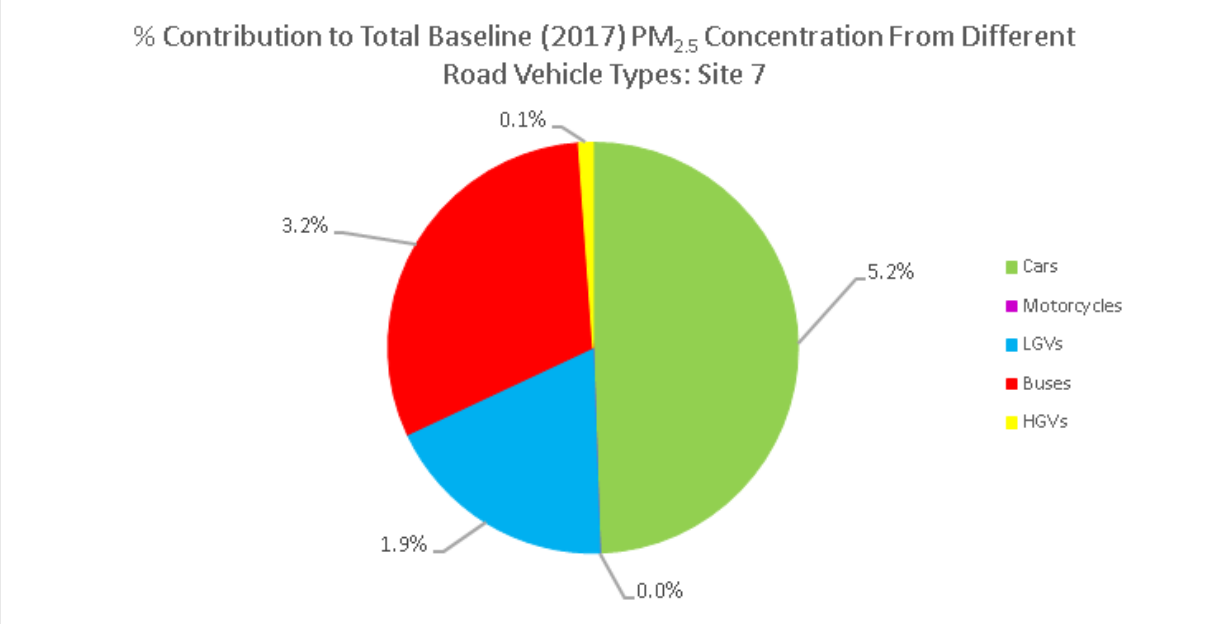


Figure 49: Contribution to Annual Mean $PM_{2.5}$ Concentrations from Different Road Traffic Sources in Coatbridge – Site 7 Kirkshaws Road

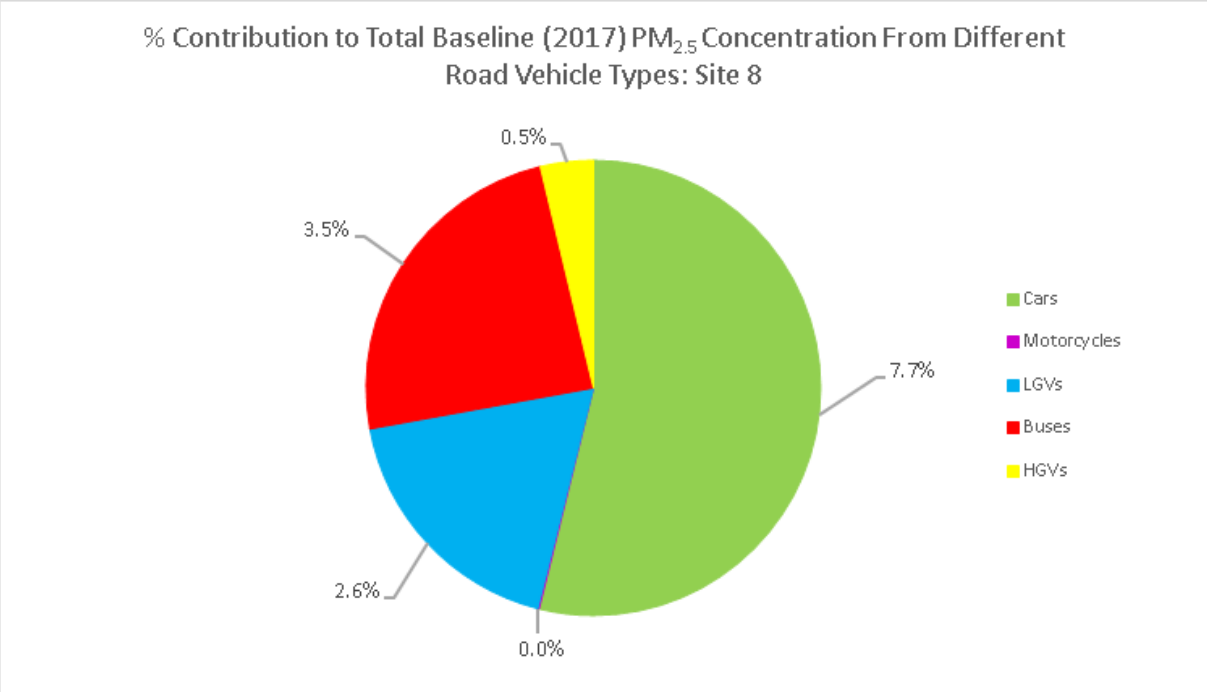


Figure 50: Contribution to Annual Mean $PM_{2.5}$ Concentrations from Different Road Traffic Sources in Coatbridge – Site 8 Calder Street

Appendix E: Summary of Regional Modelling Studies 2020-2022

North Lanarkshire Council commissioned external Consultancy ITPEnergised in 2018-2020 to undertake a detailed dispersion modelling study and further assessment of air quality within each of the AQMAs. The study included consideration of the modified M8 and A8 road layout between Shawhead and Newhouse and its effect on air quality in the Coatbridge and Chapelhall AQMAs and adjoining roads. Consideration was also given to the (then) proposed routes for Ravenscraig access infrastructure.

At the point of assessment in 2019 there was limited traffic data available for the new M8/A8 road configuration. Transport Scotland and SEPA had commissioned further traffic surveys which were ongoing at the time of the further assessment. It was agreed that the dispersion modelling study would be updated and predicted pollutant concentrations re-evaluated accordingly when data became available.

A Community Growth Area (CGA) has been allocated by NLC on the M73 corridor, known as the Glenboig:Gartcosh CGA. This includes a strategy for significant residential development which will have cumulative effects on local traffic flows, and therefore local air quality, in the Gartcosh and Glenboig area and includes the Glenboig Link Road which opened in June 2018. The requirement for an extension of the further assessment study to include the M73 corridor from Bargeddie to Mollinsburn, including allowance for the development proposals within the CGA, was therefore identified.

A number of large-scale developments, including major infrastructure developments are proposed in North Lanarkshire over the next decade, as part of the Glasgow Region City Deal funding. The main road developments are related to the Pan-Lanarkshire Orbital Link Road (Pan-Lan) and projects along the A8/M8, which will have particular influence on traffic movements and therefore air quality within the AQMAs.

The regional modelling study was expanded in 2021-2022 to include the populated area of Wishaw/Newmains where significant development sites are under construction or have been allocated for future development in the local development plan.

The area covered by the most recent study is shown in Figure 51: Regional Modelling Study Area of Coverage included Explicitly Modelled Roads 2021-2022

The predicted annual mean concentrations for a baseline 2019 year, 2022 and a future year of 2028 are shown for each pollutant in Figures 53 to 55. The areas of major infrastructure are shown with the AQMAs in Figure 56. The City Deal projects and the Pan-Lanarkshire Orbital Transport Corridor are shown in Figure 57.

The results of the regional modelling studies have assisted North Lanarkshire Council to identify appropriate locations for additional coverage and/or deployment of low-cost continuous monitoring sensors and locations where monitoring can be discontinued due to many years of compliance with AQS objectives and a low risk of public exposure. This will make best use of resources while maintaining the adequate coverage through the duration of this AQAP.

The regional study results will also assist North Lanarkshire Council in the selection of appropriate schools to include in APM 2b and to identify “hotspots” where APMs could be prioritised such as targeting routes for low emission vehicle use in the Council Fleet and liaising with bus operators to identify priority target routes for the introduction of low/zero emission buses.

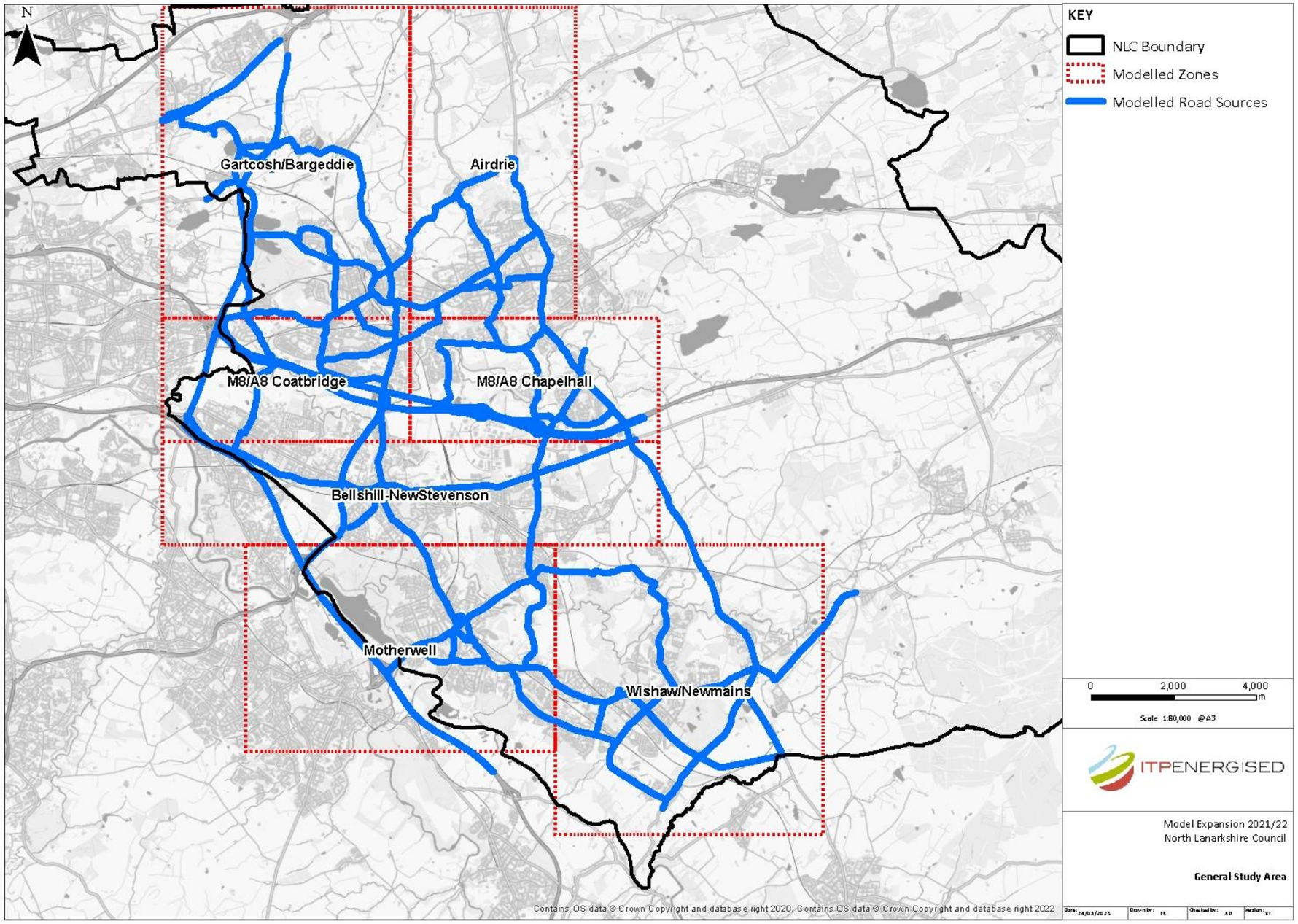


Figure 51: Regional Modelling Study Area of Coverage included Explicitly Modelled Roads 2021-2022

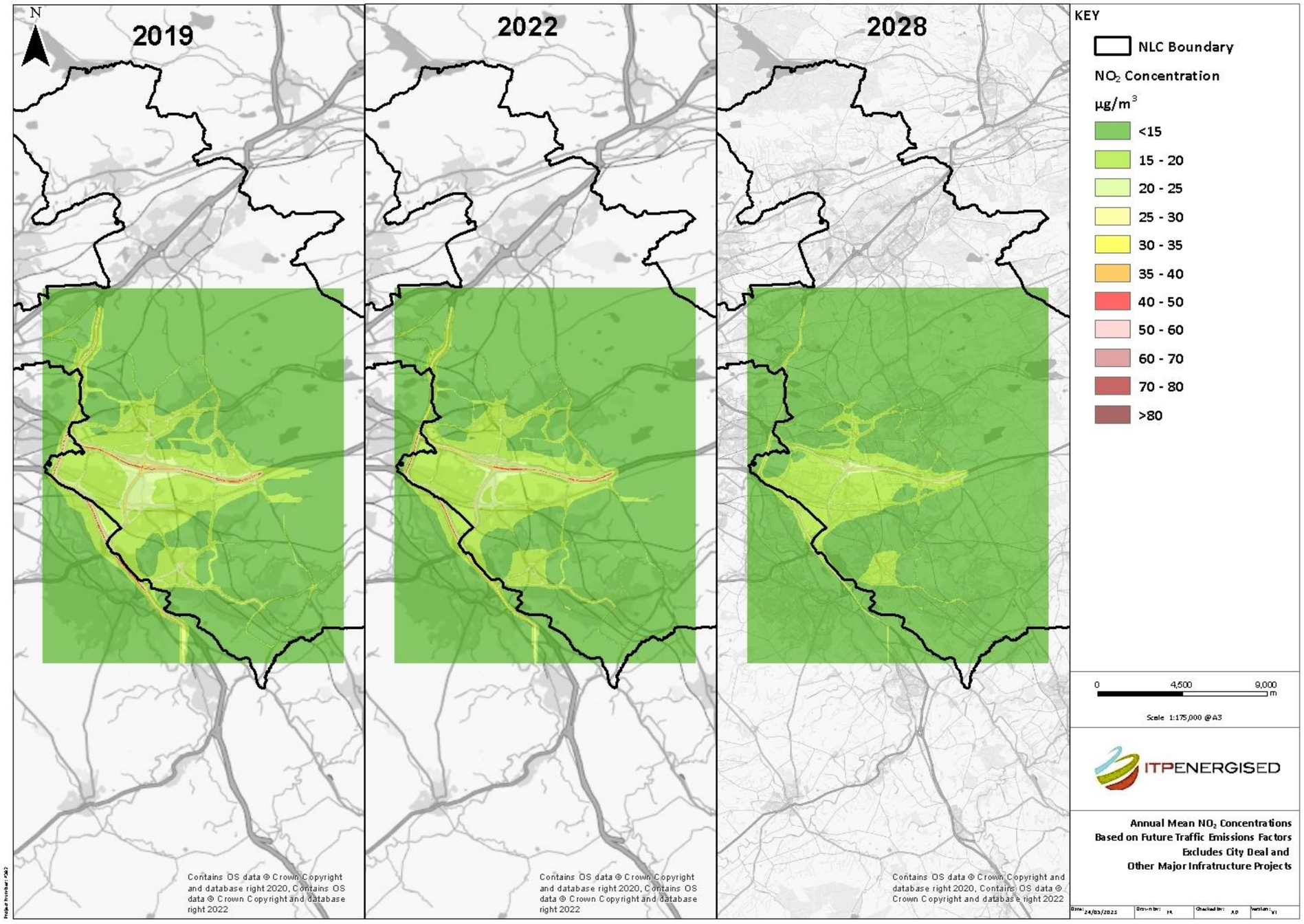


Figure 52:Predicted Annual Mean NO_2 Concentration Across Study Area

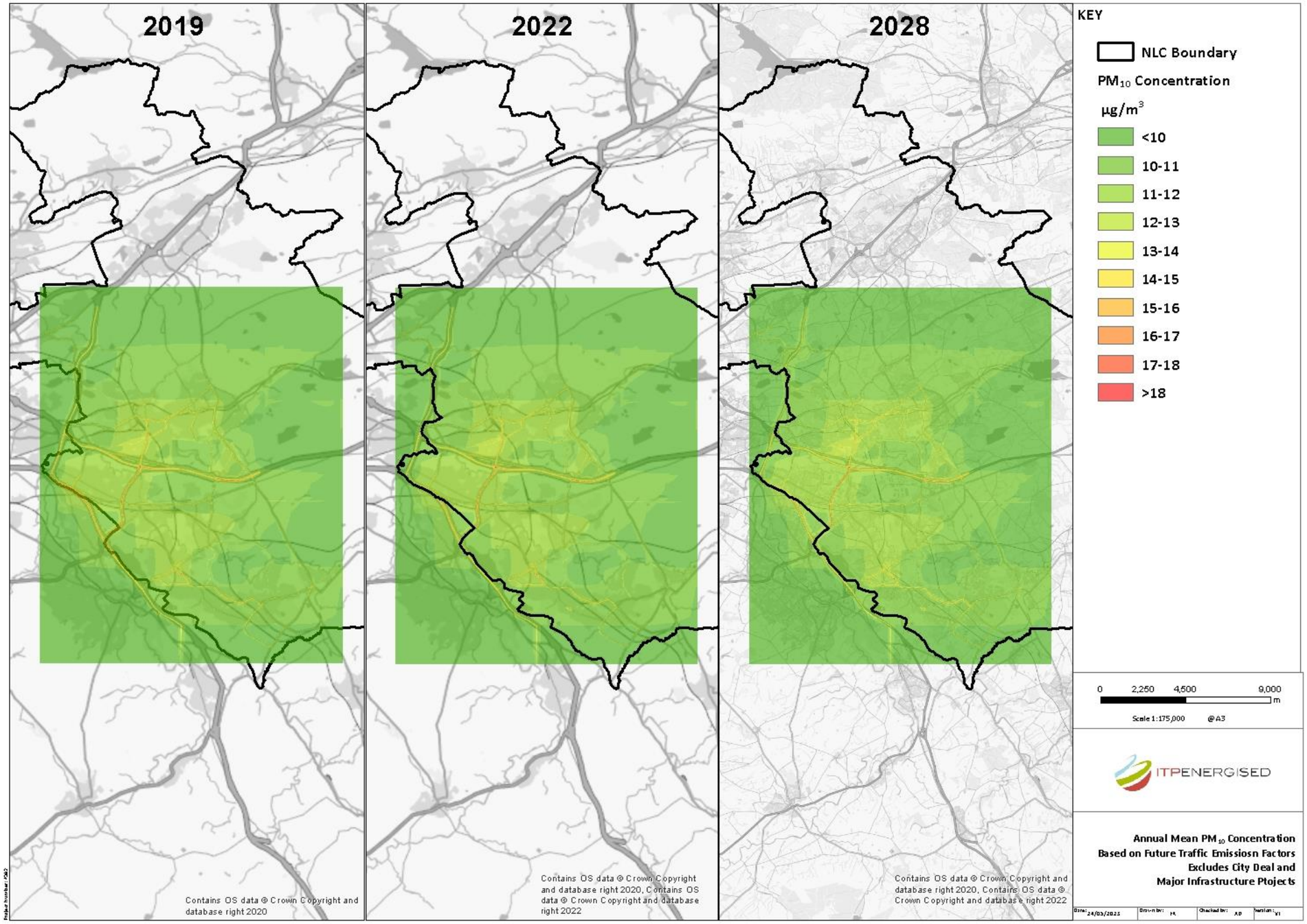


Figure 53:Predicted Annual Mean PM_{10} Concentration Across Study Area

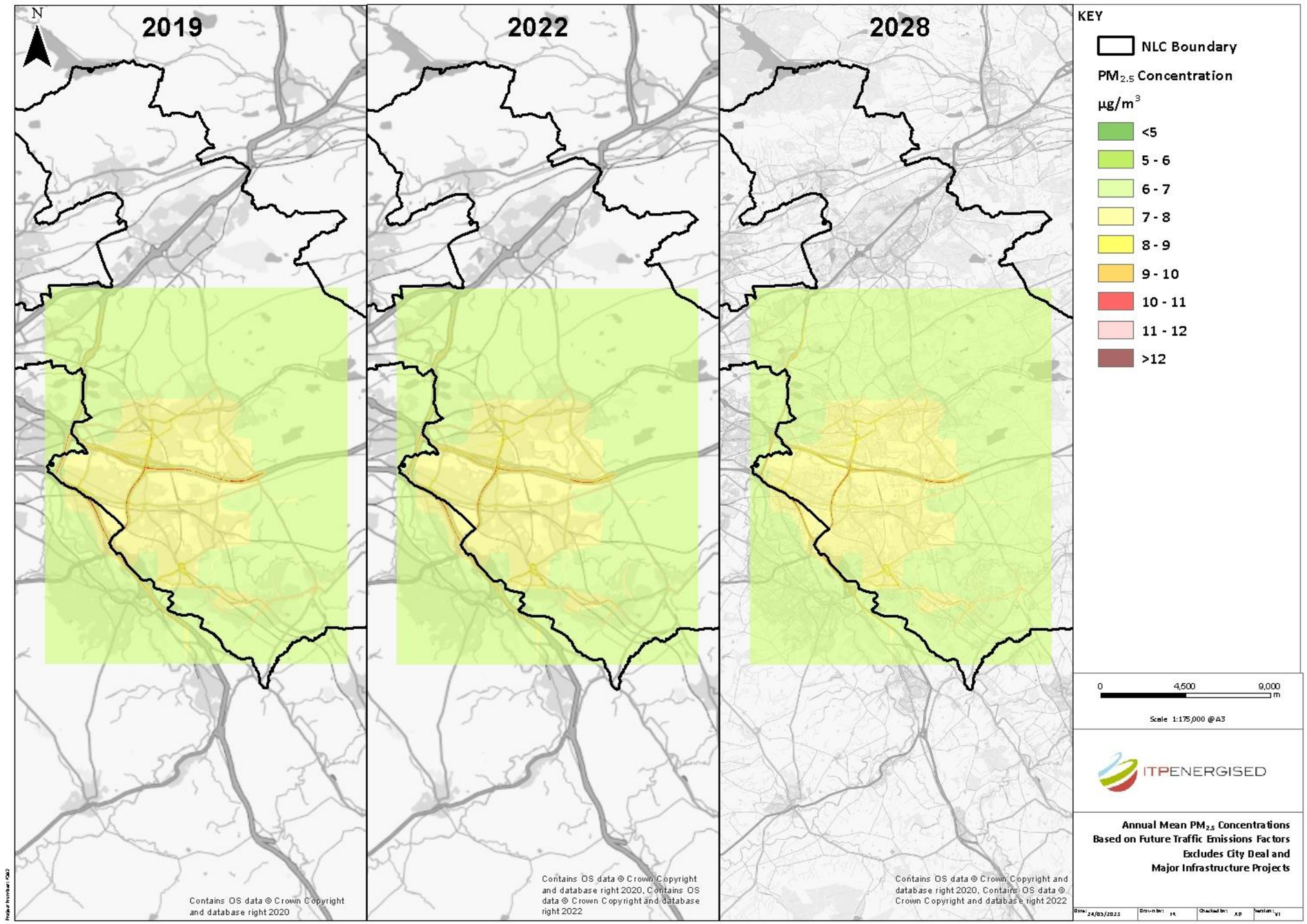


Figure 54:Predicted Annual Mean $PM_{2.5}$ Concentration Across 7 Study Area

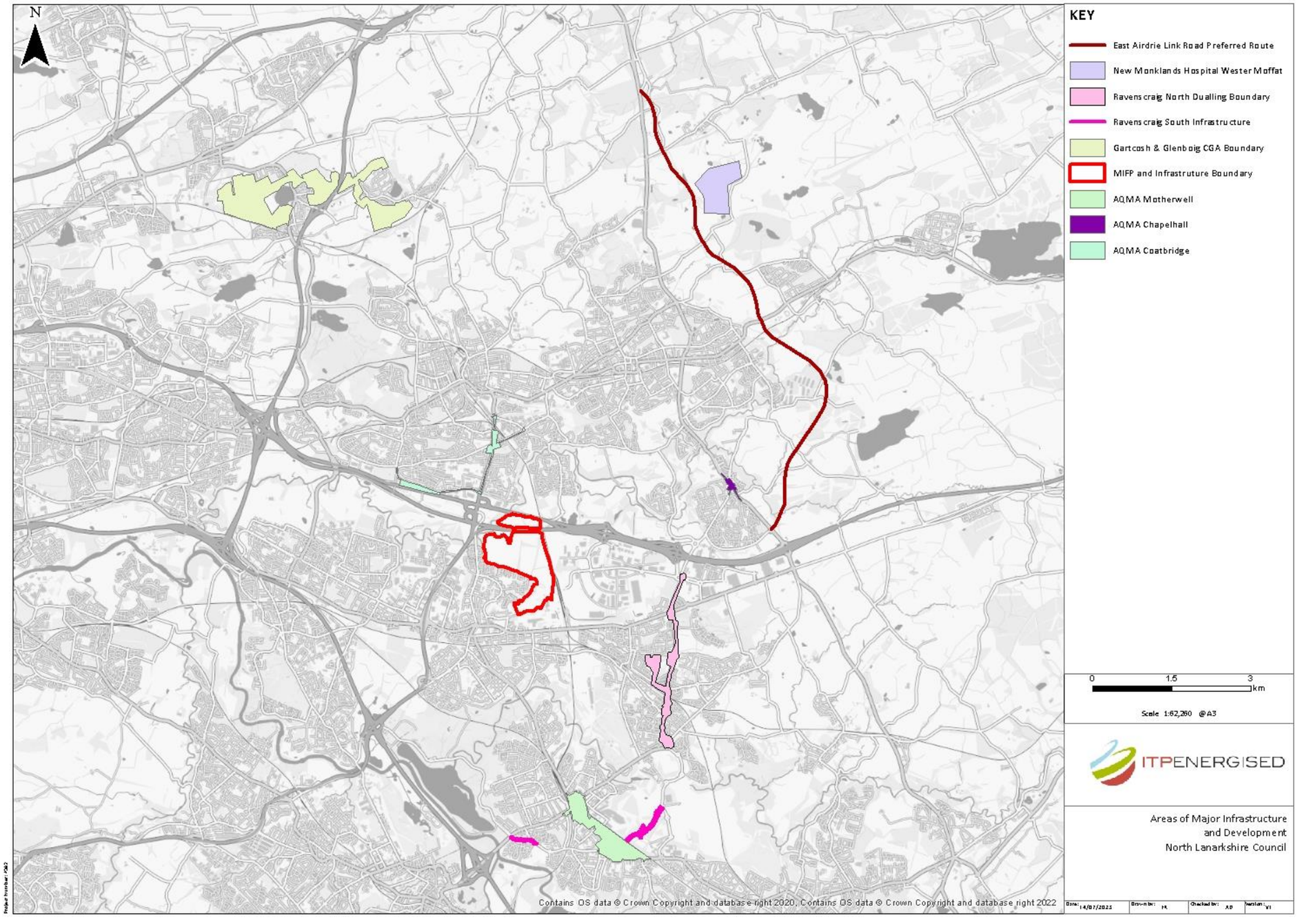


Figure 55:Areas of Major Infrastructure Projects in North Lanarkshire

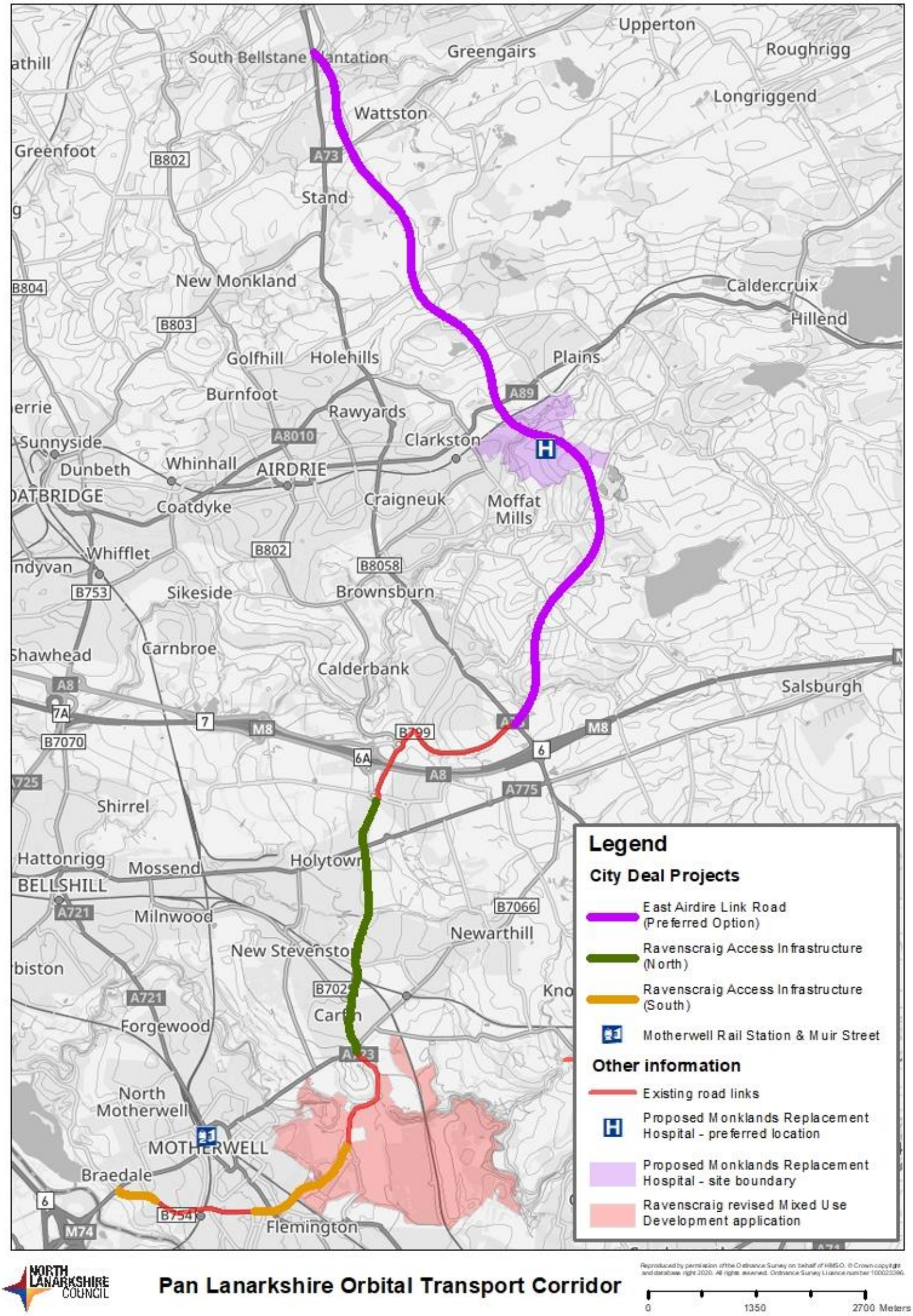


Figure 56: The Pan-Lanarkshire Orbital Transport Corridor

Glossary of Terms

Abbreviation	Description
ATS	Active Travel Strategy
AQAP	Air Quality Action Plan - A detailed description of measures, outcomes, achievement dates and implementation methods, showing how the local authority intends to achieve air quality limit values'
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
APM	Action Plan Measure
AQS	Air Quality Strategy
APR	Annual Progress Report
CAFS	Cleaner Air for Scotland
EU	European Union
LAQM	Local Air Quality Management
LDP	Local Development Plan
LTS	Local Transport Strategy
NAQS	National Air Quality Strategy
NO_2	Nitrogen Dioxide
NO_x	Nitrogen Oxides

Abbreviation	Description
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
SEPA	Scottish Environment Protection Agency
WHO	World Health Organisation