



Glasgow City Council

Public Consultation on Air Quality Action Plan Draft

Proposals

Purpose of this Consultation

In July 2007 Glasgow City Council declared 2 new Air Quality Management Areas (AQMAs); one for Byres Road and Dumbarton Road and the other at Parkhead Cross. In addition the existing AQMA for the city centre was expanded. A steering group within the Council (and including Strathclyde Partnership for Transport) has identified a number of measures that we think offer the best opportunity to improve air quality within the city.

Glasgow City Council would now like to have your views on the draft proposals within our 2008 Air Quality Action Plan to tackle air pollution within the city.

What is the Problem

Air pollution is a widespread problem affecting many large towns and cities in the UK, including Glasgow. Elevated levels of air pollutants such as nitrogen dioxide (NO₂) and particulate matter (PM₁₀) can pose a threat to human health. Studies of the effects of NO₂ and PM₁₀ on human health have linked it with various respiratory illnesses, cardiovascular illness and the aggravation of existing medical conditions, such as asthma. In Glasgow, as in many other large cities throughout the UK, road traffic is the dominant source of air pollution, while domestic and commercial sources also contribute to the problem.

Air quality monitoring and modelling work undertaken by the Council has confirmed that air quality at Byres Rd, Dumbarton Rd, Parkhead Cross and in the city centre will not meet the Scottish Government health-based objectives for NO₂. The city centre is also predicted to fail the PM₁₀ objective level required by 2010. We therefore need to cut levels of NO₂ and PM₁₀ pollution to meet these objectives.

How do I complete this consultation Document

Glasgow City Council has prepared a Draft Air Quality Action Plan outlining a number of actions aimed at reducing air pollution within the AQMAs. This document presents the 16 key draft proposals from the Action Plan to improve air quality. At the end of this consultation document you should tick the appropriate box that most represents your views. Space is also provided for any comments you may wish to have considered for inclusion in the Plan.

Responses to this consultation should be received by 01/08/2008 and can be completed online at www.glasgow.gov/consultation/uygh

If you would prefer a paper copy of this document and/or the Draft Air Quality Action Plan then please contact us at :-

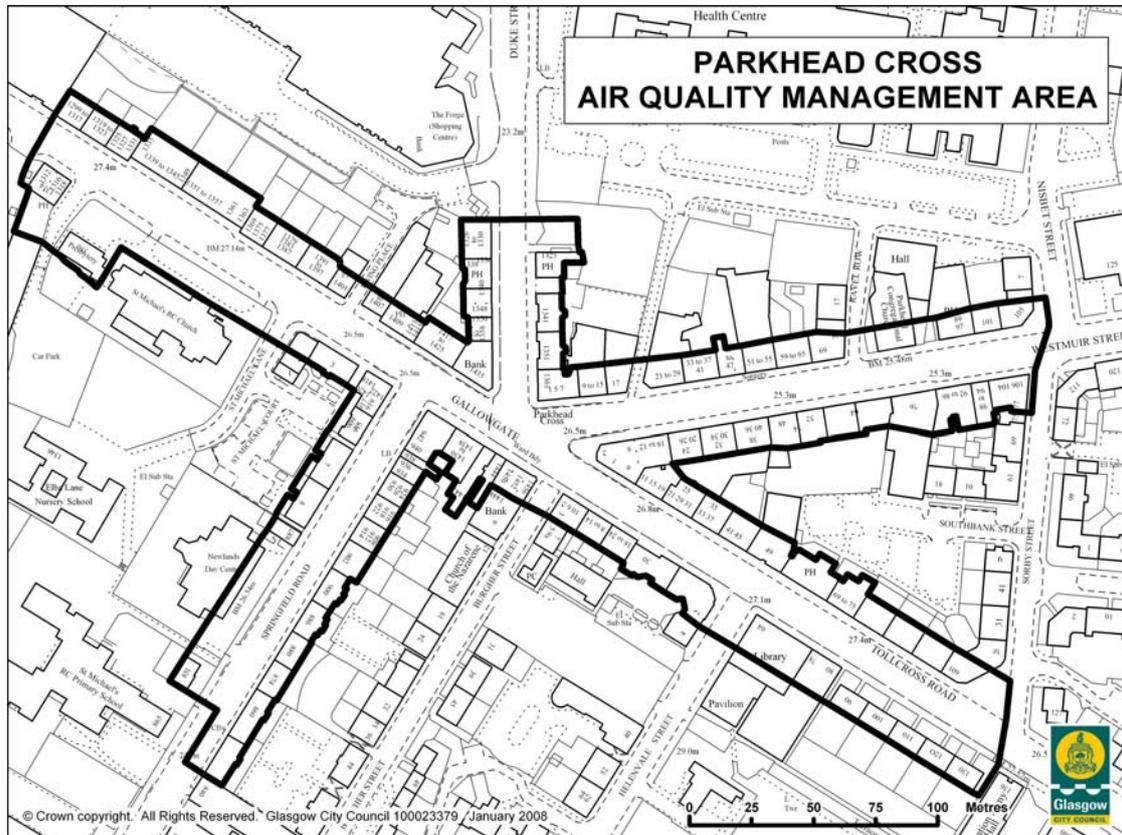
The Public Health Unit
Land and Environment Services
Glasgow City Council, 231 George Street, Glasgow, G1 1RX

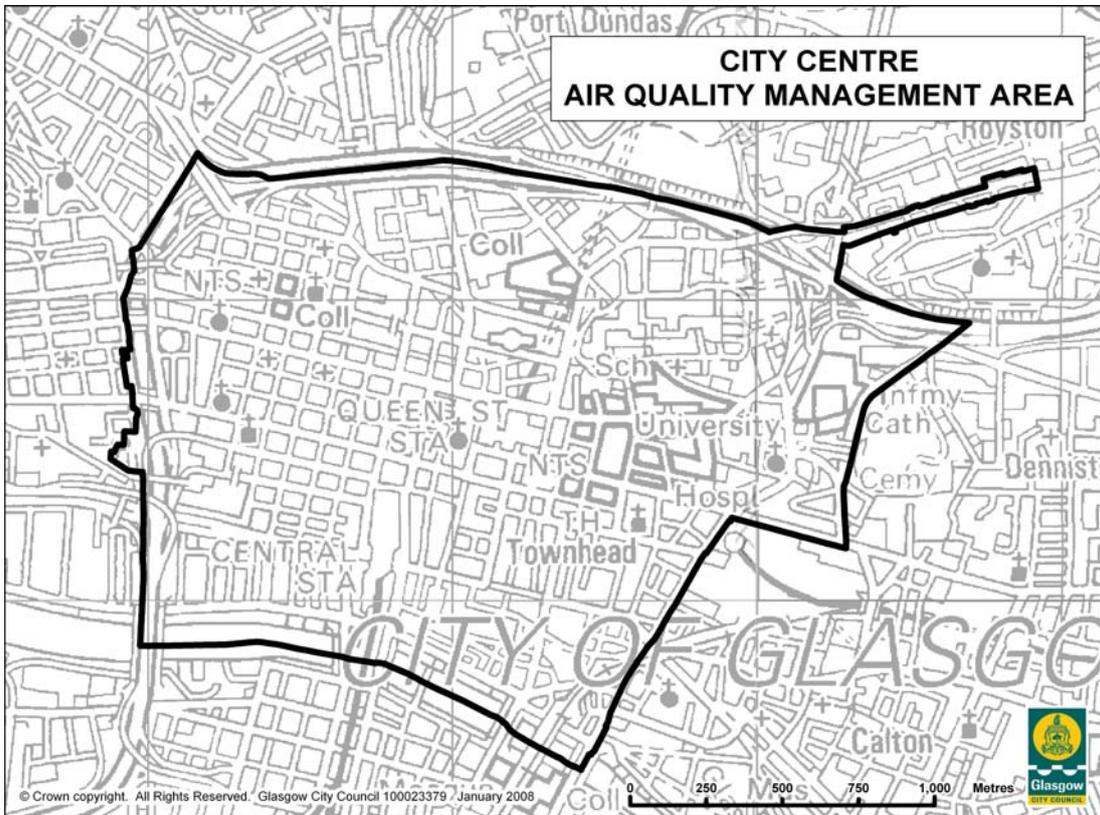
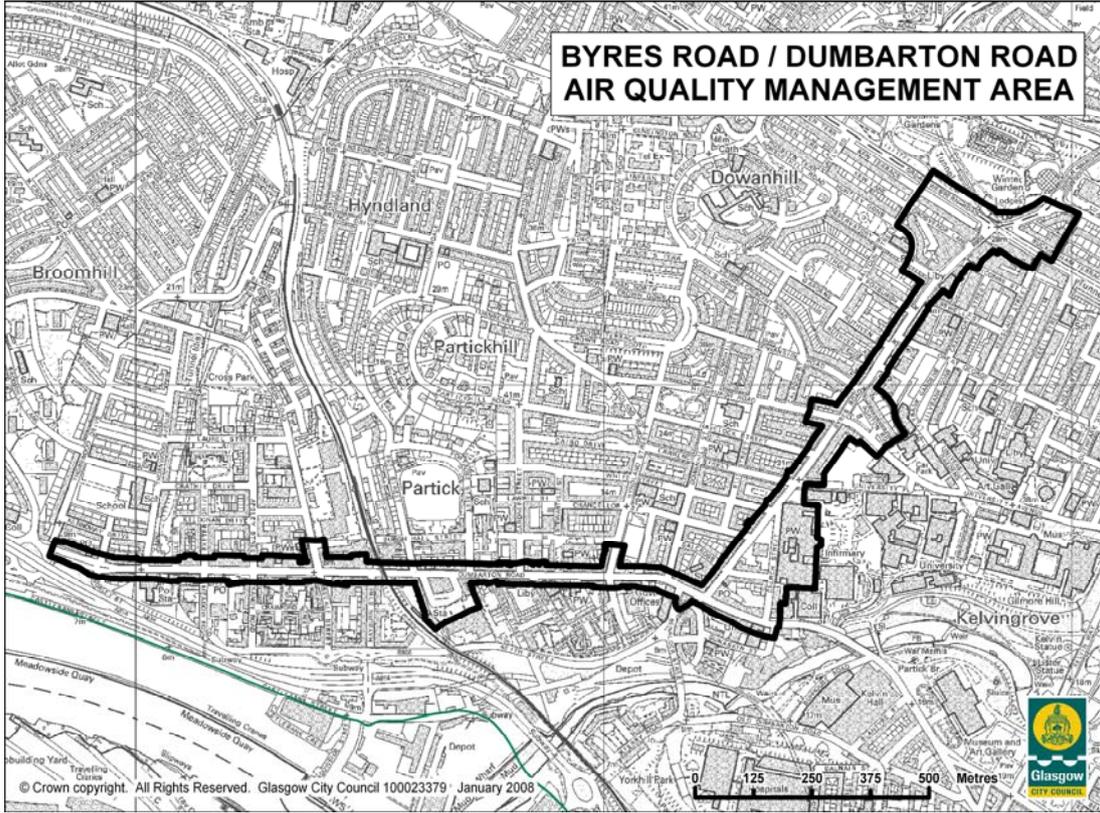
Email: public.health@eps.glasgow.gov.uk
Telephone: 0845 270 1558 Fax: 0141 287 6637



Where Are the Air Quality Management Areas?

There are three AQMAs in Glasgow located as shown below.





Action Plan Proposals

A. Low Emission Zones

Background

A Low Emission Zone (LEZ) is a declared area where operators of vehicles not meeting an agreed emission standard can be required to pay a daily charge to enter the LEZ or are fined. The aim of the LEZ is that fleet operators either replace or improve some of the heaviest polluting vehicles operating within the LEZ area.

In 2007 Glasgow City Council contracted Hyder Consulting to undertake a study to look at options to reduce air pollution from road traffic in the city. The study compared the introduction of a LEZ with a 10% and 50% reduction in the number of Heavy Goods Vehicles (including buses) on the roads. The result of the exercise indicated that a LEZ would be the more effective option in terms of bringing about a reduction in NO₂.

A detailed feasibility study will ascertain the potential benefits to air quality of such a LEZ and identify likely costs for both businesses and for the City Council administration of the zone.

Action

The Council will undertake a detailed feasibility study with a view to introducing Low Emission Zones in Glasgow

B. Public Service Vehicles

Details

Buses are the most frequently used public transport option for local journeys in the Greater Glasgow area. The overall contribution to road traffic emission NO₂ and PM₁₀ levels within the AQMAs from buses will be significant.

Recent legislation (The Public Service Vehicles (Traffic Regulation Conditions) Amendment (Scotland) Regulations 2007) has allowed Traffic Commissioners to regulate the emission levels of vehicles used in local bus services. Where the investigation concludes that such conditions would be beneficial to air quality the Council will request that the Traffic Commissioners include the condition on operator licenses.

Action

The Council will investigate the feasibility of using traffic regulation conditions to control bus emissions within AQMAs

C. Idling Vehicles

Details

Unnecessary idling of a vehicle engine is the most inefficient use of fuel producing both harmful exhaust emissions and the greenhouse gas CO₂. In order to tackle vehicle idling Glasgow City Council has been issuing fixed penalty notices to drivers of vehicles found to be idling unnecessarily.

The Council has also provided street signage to increase awareness among drivers of the need not to idle vehicles unnecessarily.

Action

The Council will therefore expand the programme of vehicle idling enforcement and increase the provision of "No Idling" street signage.

D. Emission Testing

Details

Glasgow City Council carries out random roadside emission testing on vehicles on public roads. Where a vehicle fails the test the driver is issued with a fixed penalty notice. If within 28 days the vehicle is repaired and proof of a satisfactory re-test submitted to the testing authority the notice is waived.

Analysis of the data available indicates that a higher percentage of taxis and private hire vehicles than privately owned cars fail the roadside test and it is therefore considered appropriate to ensure future emission testing is focussed on taxis and private hire vehicles. Glasgow's taxi enforcement staff will therefore undertake roadside emission testing on taxis and private hire vehicles during the course of their normal operations.

Buses are the main public transport in and around Glasgow with 1000 buses operating daily in the Glasgow area. Difficulties associated with stopping and testing buses in-service has meant that there has been only limited roadside spot checks by the Council. In order to adopt a more proactive approach to testing buses bus emission testing will be combined, where possible, with other enforcement activities.

Action

The Council will continue a programme of roadside emission testing with particular focus on taxis, private hire vehicles and buses operating within the City.

E. Cleaner Taxis

Details

i) Raising Emission Standards

There are currently no age restrictions on taxis operating in Glasgow. The most recent records indicate that 32% of the taxi fleet fail to meet Euro III emission standards, indeed some older vehicles may even be pre-Euro I compliant. If all taxis were brought up to a minimum of Euro III emission standard by 2010 emissions would be reduced.

ii) Increased Frequency of Inspection

In view of the high failure rate at roadside tests for taxis and private hire vehicles and the typically high mileage such vehicles are likely to cover within the AQMAs it is proposed to increase the mandatory emission testing for taxis and private hires to every six months.

Action

The Council will therefore prepare an emissions strategy with measures for reducing harmful emissions from taxi and private hire vehicles.

F. Council Workplace Travel Plan

Details

Glasgow City Council as the largest local authority in Scotland employs over 35,000 people located at various premises throughout the city. Employees commute from throughout central Scotland and currently have no Workplace Travel Plan provided for them.

Such a travel plan will also allow Glasgow City Council to lead by example and encourage other employers to similarly provide travel plans.

Action

The Council will prepare a Workplace Travel Plan for all Council Employees.

G. Construction sites

Details

Dust and smoke emissions from construction and demolition sites can cause annoyance and possible nuisance. Such emissions also contribute towards poorer air quality.

Action

The Council will target dust and smoke emissions from construction sites. The Council will also produce a code of practice and investigate the possibility of banning demolition/construction site bonfires.

H. Domestic Emissions

Details:

Although the majority of NO₂ emissions in Glasgow are attributed to road traffic, emissions from domestic and commercial gas boilers also contribute to the total. This may be particularly so in areas of high density living where tenement housing is provided above ground floor commercial buildings.

Glasgow will provide information on the web site detailing measures that can be taken to improve energy efficiency.

Action

The Council will therefore raise awareness and provide information to assist in energy efficiency in the home.

I. Promote Greener Vehicles

Details

Electric, hybrid and other low polluting private vehicles are widely recognised to have an important role to play in reducing harmful road traffic emissions.

Glasgow City Council is keen to encourage the use of such vehicles which also produce less of the greenhouse gas CO₂. The provision of free or reduced rate street parking is one way in which the Council could offer incentives for the uptake of such vehicles.

Action

The Council will investigate the potential for differential parking charges for electric and hybrid vehicles

J. Prohibition of Bonfires

Details

Emissions from garden bonfires can have damaging health effects and although serious harm is unlikely if exposure to bonfire smoke is brief, they can contribute to poorer local air quality.

The Council encourages alternative, more environmentally friendly ways of disposing of garden refuse including in some areas a "brown wheelie bins" uplift service. There is therefore no requirement for garden waste to be disposed of by burning on bonfires.

Action

The Council will investigate the case for prohibiting domestic bonfires in Glasgow

K. Planning Guidance

Details

Where new large developments are proposed for locations within the AQMAs, the City Council, as part of the planning process, require the applicant to carry out a suitable air quality assessment. Where the assessment identifies a likely negative impact on air quality the applicant must then identify adequate mitigation measures.

Action

The Council will produce revised planning guidance with the aim of improving air quality in the AQMAs

L. Leading by Example

Details

Glasgow City Council operates a fleet of over 2000 vehicles within the city. It is therefore essential that the Council takes steps to cut harmful emissions from its own fleet where possible.

Action

The Council will demonstrate best practice in the operation of its vehicle fleet

M. Parking Levies

Details

Glasgow City Council has introduced controlled parking across the entire city centre area and west to Kelvingrove Park with the aim of reducing parking traffic volumes and increasing the use of public transport and non-motorised transport.

If parking control is to be successful in reducing traffic flows, measures will need to be put in place to enable greater local authority control of the availability and cost of car parking than is currently the case. It will be necessary for local authorities to influence the charging regimes of privately operated public car parks (including those currently operated without charges at superstores, retail parks etc.) and to influence the provision and use of non-residential private parking spaces at existing developments.

Action

The Council will lobby the Scottish Government to introduce legislation to enable a charge to be levied for all trip-end, off road, non residential parking.

N. Air Quality Information

Details

The availability of local air quality information can be important for people affected by asthma and other health problems. During times of elevated pollution levels such people can take suitable precautions to try and minimise exposure to the pollutants; however they can only do this if they know what the current pollution levels are.

Glasgow City Council will update the web site and network of variable message signals (VMS) throughout the city to ensure that information about current air quality within Glasgow is readily available.

Action

The Council will provide data and information regarding current and long term air quality on our web site and at traffic signal boards.

O. Car Clubs

Details

A car club provides its members with quick and easy access to a car for short term hire. Members can make use of the car club vehicles as and when they need them.

With each car club car typically replacing up to 6 privately owned cars, the air quality and environmental benefits are obvious.

Action

The Council will make on-road spaces available to car club vehicles where suitable off-road provision cannot be made.

P. Tree Planting

Details

Trees can be effective scavengers of both gaseous and particulate matter depending on the percentage tree cover in an area, the species of tree and whether or not they are in-leaf. A study in 2007* suggested that a reduction in PM₁₀ levels in Glasgow may be possible if trees are planted in identified available areas. The actual PM₁₀ reduction possible in the city centre AQMA will be dependent on where and in what numbers trees can be planted and further study will be required.

Action

The Council will investigate the potential for a programme of tree planting to reduce PM₁₀ within the city centre

* Bealey, W.J. et al., 2007 Journal of Environmental Management 85, 44-58

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