



Draft Air Quality Action Plan

Consultation Summary

Purpose of this Consultation

In November 2013 East Lothian Council declared its first, and only, Air Quality Management Area (AQMA) to date covering High Street, Musselburgh. A steering group within the Council has identified a number of measures that we think offer the best opportunity to improve air quality within the town and County as a whole.

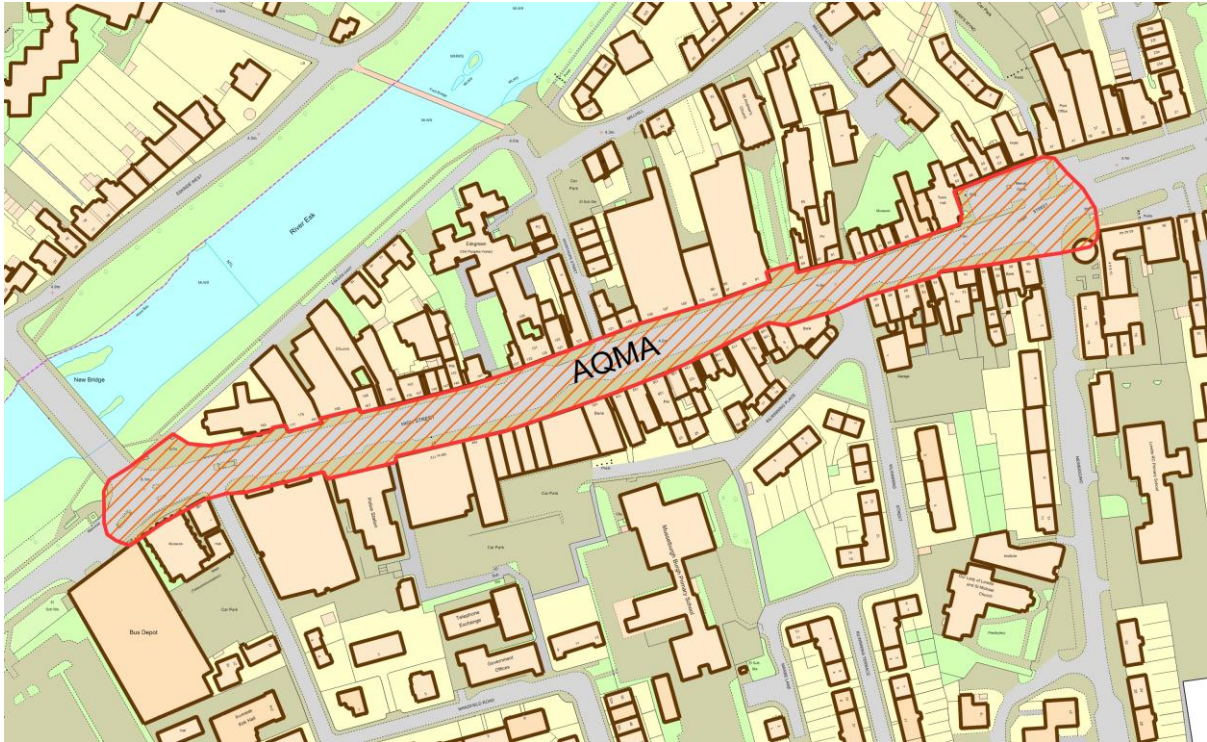
What is the problem?

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

Air quality monitoring and modelling work undertaken by the Council has confirmed that air quality on High Street, Musselburgh has failed to meet the Scottish Government health-based Annual Mean Air Quality Objective for NO₂. As a consequence, the Council has been working to reduce levels of NO₂ to meet the Objective, which is acknowledged in the Draft Action Plan. Indeed, the most recent Air Quality Progress Report for 2016 indicates that there were no exceedences of the NO₂ Annual Mean Objective during 2015; with a downward trend in NO₂ concentrations over the last 5 years. However, the Action Plan outlines the measures the Council intend to take to reduce levels of NO₂ to as low as possible and demonstrates our ongoing commitment to improving Air Quality throughout the county.

Where is the Air Quality Management Area?

The Air Quality Management Area is located on High Street, Musselburgh (A199) from its junction with Newbigging and extends westwards to the junction with Bridge Street and Mall Avenue as shown on the Map below.



Action Plan Proposals

Measure 1: Improving links to Local Transport Strategy

Road transport has been identified as the principal source of NO_x within the Musselburgh AQMA. Consequently, East Lothian Council's Local Transport Strategy presents a key platform for delivering initiatives aimed at improving local air quality.

Measure	Title	
1	Improving links with Local Transport Strategy (LTS)	
Definition	Key Intervention	
Future versions of LTS to be revised to include: a. Reference to Musselburgh AQMA and measures included in Air Quality Action Plan. Integration of plan. b. Develop action plan options that will be implemented via the local transport strategy	Measures to ensure the current poor air quality in the AQMA is improved where possible and to avoid future problems are implemented via the Local Transport Strategy.	
Responsible authority and other partners	Powers to be used	
East Lothian Council – Road Services and Environmental Health	Voluntary	

Measure 2: Improving links with Local Development Plan

Planning and development control play an important role in minimising the potential detrimental impacts that new developments may have on local air quality. This Strategic measure is intended to minimise the potential impact of future developments on local air quality across East Lothian. Whilst air quality is already considered in East Lothian Council during the development planning process, the declaration of the AQMA in Musselburgh presents the opportunity to refocus on the potential impacts of new developments on local air quality during construction and operational phases. Whilst it is important that all large-scale developments are considered in terms of their potential impact on local air quality, it is particularly important that proposed developments that may exert an impact on the Musselburgh AQMA should be subject to particular consideration in terms of their potential impact on local air quality, and that all practicable mitigation measures are implemented.

Measure	Title	
2	Improving links with Local Development Plan (LDP)	
Definition	Key Intervention	
Measures to include: a. Integration of AQAP with future versions of Local Plan. b. Ensure that development proposals with the potential to exert an impact on the Musselburgh AQMA are assessed for air quality impacts and where necessary, appropriate mitigation measures considered. c. Continue to promote sustainable developments by using the planning process to maximise commitment from developers to minimise air quality impacts.	Local planning considerations aim to mitigate the cumulative negative air quality impacts of new development	
Responsible authority and other partners	Powers to be used	
East Lothian Council – Development, Planning and Policy, and Environmental Health	Voluntary	

Measure 3: Bus Stop Relocations on High St, Musselburgh

There are currently four bus stops located within the High St AQMA with regular services from Lothian Buses, East Coat Buses and other independent bus companies. The large number of buses passing through the High St AQMA results in congestion at the current bus stops. In order to try and relieve this congestion it is proposed that additional bus stops are added along High St with bus services being split between the additional stops. It is hoped that this will relieve some of the congestion caused by buses queuing at the stops.

Measure	Title
3	Bus Stop Relocations on High St, Musselburgh
Definition	Key Intervention
Split bus services between two or more additional bus stops along High Street, Musselburgh.	Reduce traffic congestion due to bus drop-off and pick-up, reducing emissions within the Musselburgh AQMA.
Responsible authority and other partners	Powers to be used
East Lothian Council – Road Services, Development, Planning and Policy, and Environmental Health	Voluntary

Measure 4: Enforcement of Idling Vehicle Fines

Idling traffic is likely to have a detrimental impact on air quality within the AQMA. Enforcing fixed penalties is likely to reduce emissions from idling traffic as well as raise awareness of the air quality issues within Musselburgh.

Measure	Title
4	Enforcement of idling provisions of The Road Traffic (Vehicle Emission) (Fixed Penalty) (Scotland) Regulations 2003
Definition	Key Intervention
Enforcement of idling provisions of The Road Traffic (Vehicle Emission) (Fixed Penalty) (Scotland) Regulations 2003	Reduce emissions within the AQMA due to unnecessary idling and raise awareness of local air quality issues.
Responsible authority and other partners	Powers to be used
East Lothian Council – Traffic Wardens	Statutory

Measure 5: Electrification of Lothian Buses in Musselburgh

Lothian Buses will begin to use hybrid single-decker buses in mid to late 2017 that switch to electric operation automatically within the Edinburgh and Musselburgh AQMAs. Initially, this will consist of 25 vehicles operating on the number 30 service. In order to facilitate this, East Lothian Council propose to install an electric charging facility in Musselburgh.

Measure	Title
5	Electrification of Lothian Buses in Musselburgh
Definition	Key Intervention
Lothian buses to switch to electric operation within Musselburgh AQMA.	Reduce emissions from buses within the AQMA.
Responsible authority and other partners	Powers to be used
East Lothian Council – Road Services	Voluntary

Measure 6: Eco Stars Fleet Recognition Scheme

East Lothian Council have secured funding from the Scottish Government and are in process of establishing an Eco Stars Fleet Recognition Scheme within East Lothian. The scheme provides recognition for best operational practices and guidance for making improvements to fleet operators with the ultimate aim of reducing fuel consumption and reduced emissions. The Council's own fleet, together with Commercial Fleet Operators will be encouraged to engage with the scheme which will have a positive impact on emissions, including within the AQMA in Musselburgh High Street.

Measure	Title	
6	Eco Stars	
Definition	Key Intervention	
The establishment of an Eco Stars Fleet Recognition Scheme within East Lothian.	Reduce emissions from East Lothian Council fleet vehicles and commercial fleet operators within the Musselburgh AQMA and wider region.	
Responsible authority and other partners	Powers to be used	
East Lothian Council – Environmental Health	Voluntary	

Measure 7: SCOOT Traffic Management

Queuing of traffic can result in elevated concentrations of air pollution, creating localised hot spots. These may be reduced by the phasing of traffic signals to facilitate the smooth flow of traffic along a given street. During 2013, East Lothian Council commenced implementation of a SCOOT (Split Cycle Offset Optimisation Technique) in Musselburgh High St with synchronised fixed time signals in order to address peak hour congestion and queuing at key junctions.

Measure	Title	
7	SCOOT Traffic Management	
Definition	Key Intervention	
Implementation of new SCOOT in High St, Musselburgh with synchronised fixed time signals.	Improve efficiency of transit through Musselburgh High St	
Responsible authority and other partners	Powers to be used	
East Lothian Council – Road Services	Voluntary	

Measure 8: Larger Trains and Platforms at Musselburgh Rail Station

Improving public transport links is one measure that can encourage better travel choices for commuters. East Lothian Council propose to increase the capacity of the trains and platforms at Musselburgh train station. This intervention may have an impact on traffic volumes moving through the High St AQMA.

Measure	Title	
8	Larger Trains and Platforms at Musselburgh Rail Station	
Definition	Key Intervention	
These measures include : a. Construction of micro-simulation traffic model of the strategic and local road network b. Air quality dispersion modelling of traffic-related mitigation measures c. Increase the capacity of the train and train station at Musselburgh.	Encourage use of public transport to and from Musselburgh resulting in a reduction of road traffic within the Musselburgh AQMA.	
Responsible authority and other partners	Powers to be used	
Network Rail, Abellio, Scottish Government East Lothian Council – Road Services, Development, Planning and Policy, and Environmental Health	Voluntary	

Measure 9: AQMA Signage

In order to raise the awareness of the AQMA, the Council will consider erecting signs at various locations within Musselburgh Town Centre to alert drivers to the presence of the AQMA and encouraging behavioural change e.g. reduce vehicle idling. The content of the sign should incorporate the positive approach that the council is taking to improving local air quality within Musselburgh.

Measure	Title	
9	AQMA Signage	
Definition	Key Intervention	
Design and install AQMA signage within the Musselburgh AQMA	Raise awareness of the air quality issues within Musselburgh, resulting in behaviour change and a reduction of road traffic within the Musselburgh AQMA.	
Responsible authority and other partners	Powers to be used	
East Lothian Council – Road Services, Environmental Health	Voluntary	

Measure 10: East Central Scotland Vehicle Emissions Partnership

East Lothian Council currently work in partnership with Midlothian, West Lothian and Falkirk Councils to provide a voluntary Vehicle Emissions Testing Programme aimed at raising awareness of vehicle emissions and impacts on air quality amongst the general public.

Measure	Title
10	East Central Scotland Vehicle Emissions Partnership
Definition	Key Intervention
East Lothian Council work in partnership with Midlothian, West Lothian and Falkirk Councils to provide a voluntary Vehicle Emissions Testing Programme	Raise awareness of vehicle emissions and the impacts on air quality amongst the general public.
Responsible authority and other partners	Powers to be used
Vehicle Emissions Officer East Central Scotland Vehicle Emissions Partnership at West Lothian Council	Voluntary

Measure 11: Development of Travel Plans

Travel Plans for Large Institutions and Businesses

Travel plans aim to address the negative impacts of car travel, notably single occupancy vehicles, by encouraging car sharing, or a shift to more sustainable forms of transport, such as walking, cycling and public transport; or reducing the need for travel. Such plans typically recognise that one solution is unlikely to be suitable for everyone and thus focus on encouraging the consideration of alternative forms of travel through the provision of incentives such as improved cycle facilities, flexible working arrangements and discounted public transport.

Travel plans have been widely adopted across the UK and have been shown to be cost-effective at reducing car usage in numerous situations. As a result, the adoption of Travel Plans is now widely promoted by the UK Government.

In order to encourage a reduction in car dependency for commuting to and from work and whilst at work, East Lothian Council has developed a Council Travel Plan (2010). The Plan was based on a Council Travel Survey undertaken in 2007 and 2009, and identified the following objectives:

- Reduce the need to travel for both commuting and business needs.
- Reduce the percentage of single occupancy car journeys to work.
- Increase the use of more sustainable forms of travel such as walking, cycling and public transport by staff and visitors to council offices and facilities.
- To make the management of our workplace car parking effective, efficient and equitable.
- To maximise the efficiency of our fleet.
- Increase staff and visitors awareness of the Travel Plan.
- Ensure that the Travel Plan is embedded into corporate and departmental policies and processes, costed and monitored on a regular basis.
- Reduce CO2 emissions related to commuter and business travel.
- Realise cost savings associated with business travel.

In order to achieve this, the plan outlined numerous actions covering walking and cycling, public transport, car use and reducing the need to travel. Measures promoted through the East Lothian Council Travel Plan include:

- Introduction of a car share scheme – www.tripshareeastlothian.com;
- Cycle parking;
- Appointment of a School Travel Plan Co-ordinator.

Encouraging External Organisations to Develop Travel Plans

The adoption of travel plans by local businesses is a crucial component of promoting sustainable travel and requires the cooperation of numerous stakeholders including businesses and employees.

Measure	Title
11	Development of Travel Plans
Definition	Key Intervention
To encourage and assist large organisations to develop and implement green travel plans, including: <ul style="list-style-type: none"> a. Continue the implementation of East Lothian Council's travel plan; b. Continue to support the implementation of School travel plans; c. Work with local businesses/organisations to encourage the development and implementation of travel plans. 	To increase awareness of local air quality issues and encourage changes in behaviour that will contribute to improving local air quality.
Responsible authority and other partners	Powers to be used
East Lothian Council – Carbon Management Team	Voluntary

Measure 12: Promotion of Cycling and Walking

Promoting cycling and walking represents a key objective of East Lothian Council's Local Transport Strategy. East Lothian Council aims to encourage members of the public to consider walking or cycling instead of using their car, and as a consequence, promote healthy lifestyle choices and environmental improvement by reducing the number of cars on the road. The proposed vision for the strategy is that *"East Lothian will have well-connected communities with increased use of sustainable transport modes to access services and amenities."* Encouraging walking is also important in terms of promoting transport choices and behavioural change. It is not only the main choice for short trips, but it is also the way we start and end the larger ones.

Measure	Title
12	Promotion of Cycling and Walking
Definition	Key Intervention
<p>To encourage members of the community to adopt cycling and walking as alternatives to using private vehicles.</p> <p>a. Ensure cycle networks and facilities are provided, as a matter of course, within existing and new networks and developments.</p> <p>b. To improve integration between cycling, walking and public transport.</p> <p>c. Increase cycling trips to employment, education and leisure facilities.</p> <p>d. Improve pedestrian facilities such as new footpaths and crossings.</p>	<p>To encourage a shift away from the use of private motor vehicles for travelling more sustainable forms of transport, or reducing the need for travel.</p>
Responsible authority and other partners	Powers to be used
East Lothian Council – Road Services and SEStran	Roads (Scotland) Act 1984 , the Road Traffic Regulation Act 1984 ; the Road Traffic Act 1988 and the Planning etc. (Scotland) Act 2006

Measure 13: Provision of Information Relating to Air Quality and Travel options

East Lothian Council aims to provide information and undertake marketing initiatives targeting increasing the public's awareness of air pollution issues in East Lothian and to encourage members of the public to participate in improving the situation. This measure is intrinsically linked to the promotion of cycling and walking and the development of travel plans but focuses on the provision of information relating to air quality within East Lothian and public transport.

Air Quality Information

East Lothian Council operates an air quality monitoring network, with data from these sites made available to the public through the Scottish Air Quality Archive. In addition, the most recent air quality management reports prepared by the council are available through the council website.

Public Transport Information

Public transport is a key priority for East Lothian Council and Road Services work closely with the commercial operators of taxis, buses and trains. In order to encourage members of the public to utilise public transport instead of private vehicles, East Lothian Council provides information on public transport services operating within East Lothian through the Council website, and links to external organisations such as Traveline Scotland. The Council in partnership with Traveline also operates mobile phone texting service for information on bus times for any bus stop (charged service).

Measure	Title	
13	Provision of Information relating to Air Quality and Travel options	
Definition	Key Intervention	
<p>To increase awareness of local air quality issues and public transport information.</p> <p>a. Continue to make information relating to local air quality management available through the Council website.</p> <p>b. Undertake a publicity campaign to raise awareness of the Musselburgh AQMA.</p> <p>c. Continue to provide information of public transport services through the council website.</p>	<p>To increase awareness of local air quality issues and encourage changes in behaviour that will contribute to improving local air quality.</p>	
Responsible authority and other partners	Powers to be used	
East Lothian Council – Road Services, Environmental Health	Voluntary	

Questionnaire

What do you think of each of the actions being taken to improve air quality? (Please tick the appropriate box)

Action	Strongly agree	Tend to agree	Tend to disagree	Strongly disagree	Dont' know
1. Improving links to Local Transport Strategy					
2. Improving links with Local Development Plan					
3. Bus Stop Relocations on High Street, Musselburgh					
4. Enforcement of Idling Vehicle Fines					
5. Electrification of Lothian Buses in Musselburgh					
6. Eco Stars Fleet Recognition Scheme					
7. SCOOT Traffic Management					
8. Larger Trains and Platforms at Musselburgh Rail Station					
9. AQMA Signage					
10. East Central Scotland Vehicle Emissions Partnership					
11. Development of Travel Plans					
12. Promotion of Cycling and Walking					
13. Provision of information Relating to Air Quality and Travel Options					

Do you think the Air Quality Action Plan has identified all the actions needed to improve air quality in East Lothian? (please circle)

Agree

Disagree

Not Sure

If you disagree, what other actions you would like to see included?

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Do you have any other comments on the Draft Air Quality Action Plan?

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