



**Screening SEA Report  
Dundee City Council  
Air Quality Action Plan  
October 2010**

**SEA SCREENING REPORT (COVER NOTE)**

**PART 1**

**To:** [SEA.gateway@scotland.gsi.gov.uk](mailto:SEA.gateway@scotland.gsi.gov.uk)  
or  
SEA Unit  
Scottish Government  
Area 2-H (Bridge) Mailpoint 13  
Victoria Quay  
Edinburgh EH6 6QQ

**PART 2**

An SEA Screening Report is attached for the plan, programme or strategy (PPS) entitled:

Dundee City Council Air Quality Action Plan

The Responsible Authority is:

Dundee City Council

**COMPLETE PART 3 or 4 or 5**

**PART 3**

Screening is required by the Environmental Assessment (Scotland) Act 2005. Our view is that:

- an SEA is required** because the PPS falls under the scope of Section 5(3) of the Act and is likely to have significant environmental effects *or*
- an SEA is required** because the PPS falls under the scope of Section 5(4) of the Act and is likely to have significant environmental effects *or*
- an SEA is not required** because the PPS is unlikely to have significant environmental effects

**PART 4**

- The PPS does not require an SEA under the Act. However, we wish to carry out an SEA on a voluntary basis. We accept that, because this SEA is voluntary, the statutory 28 day timescale for views from the Consultation Authorities cannot be guaranteed.

**PART 5**

- None of the above apply. We have prepared this screening report because:  
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.....  
.....

**SEA SCREENING REPORT (COVER NOTE)**

**PART 6**

**Contact name**

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**Job Title**

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**PART 7**

**Signature**  
(electronic  
signature  
is acceptable)

Iris Coghill

**Date**

27th October 2010

## SEA SCREENING REPORT - KEY FACTS

<b>Responsible Authority</b>	Dundee City Council
<b>Title of PPS</b>	Dundee City Council Air Quality Action Plan
<b>Purpose of PPS</b>	The Air Quality Action Plan (AQAP) set out measures for achieving the statutory AQS objectives for nitrogen dioxide (NO <sub>2</sub> ) within reasonable time frames in order to minimise the effects of NO <sub>2</sub> on human health within the local authority area.
<b>What prompted the PPS</b> (e.g. a legislative, regulatory or administrative provision)	<p>As established by the Environment Act 1995 Part IV, all local authorities in the UK are under a statutory duty to undertake air quality assessment within their area to determine whether they are likely to meet the air quality objectives set down by the Government for a number of pollutants. Where the results of the Review and Assessment process highlight that problems in the attainment of health-based objectives for air quality will arise, the local authority is required to declare an Air Quality Management Area (AQMA) – a geographic area defined by high levels of pollution and exceedences of health-based standards. Section 84 (2) of the Environment Act 1995 requires local authorities that have designated AQMA to</p> <p><i>‘prepare, in accordance with the following provisions of this Part, a written plan (in this Part referred to as an “action plan”) for the exercise by the authority, in pursuit of the achievement of air quality standards and objectives in the designated area, of any powers exercisable by the authority.’</i></p> <p>Dundee City Council’s Review and Assessment resulted in the declaration of citywide AQMA for NO<sub>2</sub> in July 2006. This draft AQAP is prepared as a statutory requirement to achieve the compliance for the NO<sub>2</sub> objectives.</p>
<b>Subject</b> (e.g. transport)	Air Quality
<b>Period covered by PPS</b>	2010 - onwards
<b>Frequency of updates</b>	3 Years
<b>Area covered by PPS</b> (e.g. geographical area – it is good practice to attach a map)	AQMA encompassing the entire Dundee City. Map of the area is provided in Appendix 1

<b>Summary of nature/ content of PPS</b>	Draft Air Quality Action Plan (AQAP) contains description of measures together with targets and indicators to achieve the compliance with the objectives for NO <sub>2</sub> . The summary of measures is provided in Appendix 2. In pursuit of the AQAP measures, the Council will work in collaboration with other organisations and will integrate the measures with other regional and local strategies and policies to maximise the realisation of AQAP objectives and potential for compliance.
<b>Are there any proposed PPS objectives?</b>	<input checked="" type="checkbox"/> <b>YES</b> <input type="checkbox"/> <b>NO</b>
<b>Copy of objectives attached</b>	<input checked="" type="checkbox"/> <b>YES</b> <input type="checkbox"/> <b>NO</b>
<b>Date</b>	27th October 2010

## SEA SCREENING REPORT

Our determinations regarding the likely significance of effects on the environment of Dundee City Council Air Quality Action Plan is set out in Table 1.

**TABLE 1 – LIKELY SIGNIFICANCE OF EFFECTS ON THE ENVIRONMENT**

TITLE OF PPS		
Dundee City Council Air Quality Action Plan		
RESPONSIBLE AUTHORITY		
Dundee City Council		
Criteria for determining the likely significance of effects on the environment (1(a), 1(b) etc. refer to paragraphs in Schedule 2 of the Environmental Assessment (Scotland) Act 2005)	Likely to have significant environmental effects?  YES/NO	Summary of significant environmental effects (negative and positive)
1(a) the degree to which the PPS sets a framework for projects and other activities, either with regard to the location, nature, size and operating conditions or by allocating resources	No	Dundee City Council's draft AQAP is not set to provide framework for projects and other activities, either with regard to the location, nature, size and operating conditions or by allocating resources. The plan does not influence the Development Plan or other consent frameworks.
1(b) the degree to which the PPS influences other PPS including those in a hierarchy	No	The draft AQAP considers the relevant actions, measures and targets in other plans, policies and strategies such as Regional Transport Strategy (RTS), TACTRAN and Dundee Travel Active, to use these for the attainment of the objectives of the plan. The draft AQAP is not anticipated to have a significant influence on the objectives of the other plans.
1(c) the relevance of the PPS for the integration of environmental considerations in particular with a view to promoting sustainable development	No	The draft AQAP supports the integration of local air quality considerations within the Council's wider policies, strategies and plans, particularly those relevant to sustainable development, reduction in greenhouse gases and carbon emissions. However, the integration would not result in any significant change in the overall makeup of these plans and policies. These plans in their own merit may have significant environmental impacts and may require SEA.

<p><b>Criteria for determining the likely significance of effects on the environment</b></p> <p>(1(d) etc. refer to paras in Schedule 2 of the Environmental Assessment (Scotland) Act 2005)</p>	<p><b>Likely to have significant environmental effects?</b></p> <p><b>YES/NO</b></p>	<p><b>Summary of significant environmental effects</b></p> <p><b>(negative and positive)</b></p>
1(d) environmental problems relevant to the PPS	No	The draft AQAP is not anticipated to have any adverse environmental problems. The beneficial environmental impact will be small, localised to hotspots and would be achieved gradually over the lifespan of the plan.
1(e) the relevance of the PPS for the implementation of Community legislation on the environment (for example, PPS linked to waste management or water protection)	No	The plan is related to the attainment of EU and UK/Scottish air quality Limit Values and objectives
2(a) the probability, duration, frequency and reversibility of the effects	No	The measures contained within the plan will result in small, gradual improvements in air quality for NO <sub>2</sub> particularly in hotspot areas within the AQMA. However, the impacts would depend upon a number of other factors such as traffic growth etc, and therefore the impacts of the plan are reversible.
2(b) the cumulative nature of the effects	No	The cumulative impacts of the measures included in the plan will be small and site-specific. Furthermore, no harmful cumulative environmental impacts are anticipated to occur.
2(c) transboundary nature of the effects (i.e. environmental effects on other EU Member States)	No	No transboundary impacts are anticipated to result from the implementation of the plan.
2(d) the risks to human health or the environment (for example, due to accidents)	No	No risk to human health could be identified with the measures in the plan. The implementation of measures would result in small beneficial impacts on human health, which are difficult to quantify.

<p><b>Criteria for determining the likely significance of effects on the environment</b></p> <p>(2(e), 2(f) etc refer to paras in Schedule 2 of the Environmental Assessment (Scotland) Act 2005)</p>	<p><b>Likely to have significant environmental effects?</b></p> <p><b>YES/NO</b></p>	<p><b>Summary of significant environmental effects (negative and positive)</b></p>
<p>2(e) the magnitude and spatial extent of the effects (geographical area and size of the population likely to be affected)</p>	<p>No</p>	<p>The measures within the plan are targeted to improve air quality within the Dundee City AQMA. In reality, the measures would result in small positive impacts in hotspot areas in the form of improvement in local NO<sub>2</sub> air quality.</p>
<p>2(f) the value and vulnerability of the area likely to be affected due to-</p> <p>(i) special natural characteristics or cultural heritage;</p> <p>(ii) exceeded environmental quality standards or limit values; or</p> <p>(iii) intensive land-use.</p>	<p>No</p>	<p>The draft AQAP is not anticipated to have any adverse effect on value and vulnerability of these aspects.</p>
<p>2(g) the effects on areas or landscapes which have a recognised national, Community or international protection status</p>	<p>No</p>	<p>The plan is not anticipated to have any significant harmful effect on any of these assets.</p>



## SEA SCREENING REPORT

**A summary of our considerations of the significant environmental effects of Dundee City Council's Draft Air Quality Action Plan is given below.**

**TABLE 2 – SUMMARY OF ENVIRONMENTAL EFFECTS**

Draft Air Quality Action Plan (AQAP) contains a number of measures and actions aimed to reduce NO<sub>2</sub> concentrations within the AQMA, where the Council's own Review and Assessment has shown exceedence of the relevant objectives. The assessment of air quality has demonstrated that emissions from road traffic are the main source of the elevated concentrations and exceedences.

The AQMA encompasses the entire city of Dundee. Whilst this may infer that the whole area of Dundee City exceeds the NO<sub>2</sub> objectives, the declaration of a whole city is typically beneficial in respect of administration of the AQMA. In reality, the exceedences are typically experienced within close proximity to major arterial routes with high volumes of traffic. Furthermore, the source apportionment of pollutant concentrations has demonstrated that HDVs (include HGVs – Heavy Goods Vehicles – and buses/coaches) contribute disproportionately high compared to their numbers in the fleet. Keeping in view the sources and their respective contributions towards NO<sub>2</sub> air quality the measures and actions within the plan target emissions from traffic and particularly from HDVs.

There are a number of other strategies, plans and policies such as Regional Transport Strategy (RTS), TACTRAN, Dundee Travel Active, sustainable development policies and programmes that contain measures and targets related to traffic management, modal change, traffic containment, energy efficiency etc. As these measures target traffic and energy efficiency, the main sources of pollution, hence implicitly benefit the objectives of the plan. Therefore, the plan integrates with such strategies, plans and policies to accelerate the pace of achieving compliance. However, as such the plan does not have any significant impact in determining the content of these strategies, plans and policies.

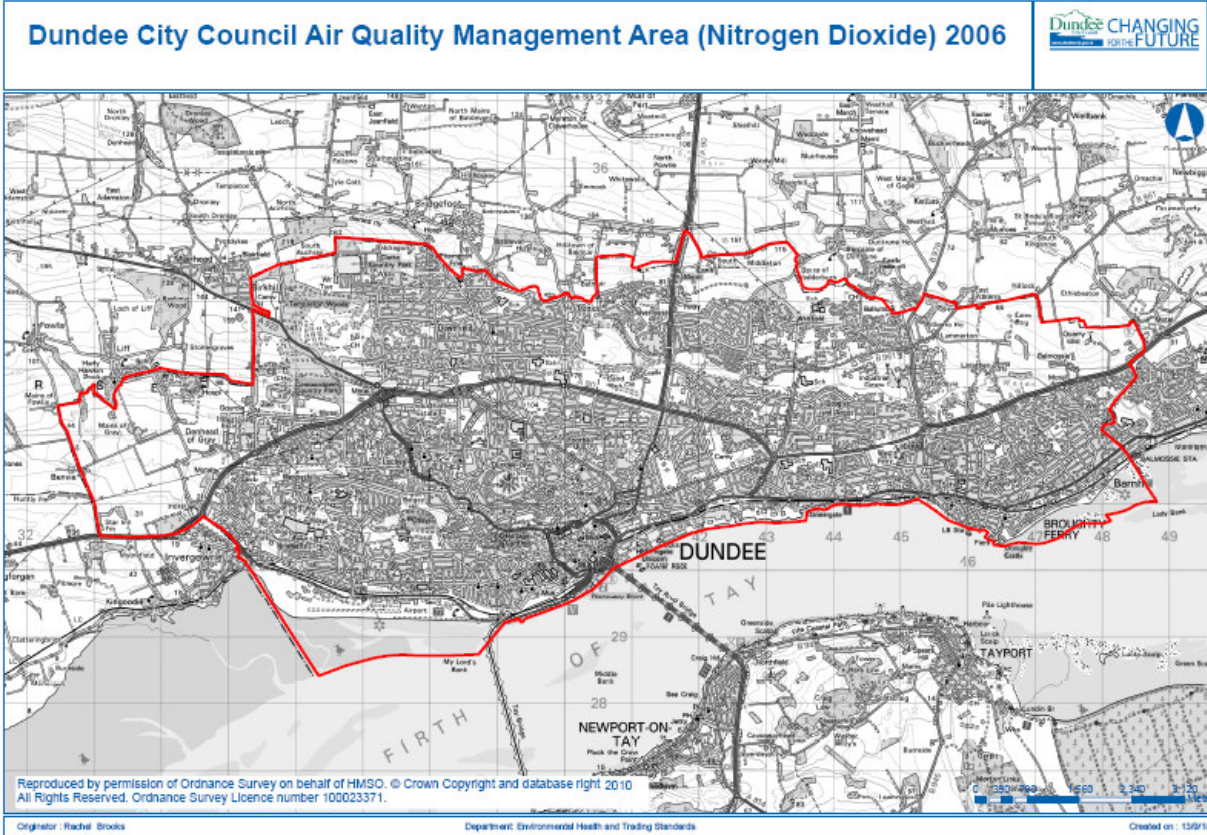
The plan is not set to have any significant impact on other projects and activities and it does not influence the Development Plan or other consent frameworks. The plan is not anticipated to have any significant adverse impact on environment, human health, cultural heritage, ecology, landscape. The measures in the plan are not anticipated to have any significant adverse cumulative or transboundary impacts. The plan is anticipated to result in small and gradual improvements in air quality over its lifespan. However, these impacts would depend upon a number of factors outwith the plan, which are capable to reverse the beneficial impacts such as growth in traffic etc.

The plan considers a number of measures, from other strategies and plans, that are either in the pipeline or are planned to materialise over medium to long term (5-15 years) such as A90 Dundee Northern Relief Road and Retail Freight Consolidation Centre. These measures might have significant impact. A screening SEA may be undertaken at that stage to establish if a full SEA is required.

The Council is required to undertake a public consultation exercise on the measures in the plan. Additionally, the draft plain will be appraised by the Scottish Government and the Scottish Environment Protection Agency to determine if the plan is fit for purpose. If the plan undergoes significant changes, a further screening SEA may be warranted to determine if a detailed SEA is required.

As the plan is not anticipated to have any significant impact on other projects and activities and on the environment in the context of the Environmental Assessment (Scotland) Act 2005. Therefore, we conclude that a full SEA is not required.

Appendix 1 - Dundee City AQMA



## Appendix 2 – Summary of Dundee City Council’s Draft AQAP Measures

- **Measure M1:** New Road Infrastructure Provision
- **Measure M2:** Existing Road Infrastructure Improvements
- **Measure M3:** DCC will enhance the Urban Traffic Management and Control (UTMC) system to reduce congestion
- **Measure M4:** DCC to identify partnership and funding to continue benefits of Smarter Choices/Smarter Places: Dundee Travel Active Programme
- **Measure M5:** DCC will introduce measures to improve bus services and reduce emissions
- **Measure M6:** DCC will explore provision of Park and Ride facilities
- **Measure M7:** DCC will introduce measures to reduce emissions from Heavy Goods Vehicles
- **Measure M8:** DCC will seek improvements in emissions standards, including NO<sub>2</sub> and PM<sub>10</sub> for the council fleet and public service vehicles
- **Measure M9:** DCC will target emissions from taxis in AQMA
- **Measure M10:** Dundee CC will investigate to initiate a Roadside Emission Testing (RET) scheme inside the AQMA and routes leading to AQMA
- **Measure M11:** DCC will ensure local air quality is fully integrated into the LDP process and development scenarios are appropriately assessed with respect to the potential impacts on air quality
- **Measure M12:** DCC will ensure effective co-ordination between climate change and air quality strategies and action plan measures
- **Measure M13:** DCC will continue its active involvement and support of TACTRAN
- **Measure M14:** DCC will carry out regular emissions testing of its vehicle fleet to ensure that all vehicles comply with the law
- **Measure M15:** DCC will promote the uptake and use of cleaner and/or alternative fuels where possible
- **Measure M16:** DCC will establish and implement a rolling programme for replacing older more polluting vehicles with newer cleaner vehicles, which comply with the prevailing EURO standard
- **Measure M17:** DCC will improve the Council’s vehicle fuel consumption efficiency by better management of fleet activities
- **Measure M18:** DCC will promote options for better travel planning amongst Dundee City Council employees
- **Measure M19:** DCC will continue to encourage their employees to consider the use of bicycles in their daily duties by providing cycle usage mileage
- **Measure M20:** DCC will assess the Council’s energy needs, make recommendations and implement reductions of carbon emissions which result in corresponding reductions of NO<sub>2</sub> and PM<sub>10+</sub>
- **Measure M21:** DCC to promote and support localised electricity generation in both private households and public buildings
- **Measure M22:** DCC will provide the public with relevant air quality information.
- **Measure M23:** DCC will continue its work to increase uptake and implementation of School and Workplace Travel Plans, particularly where likely to impact on the AQMA

- **Measure M24:** DCC will continue working in partnerships with TACTRAN and local active travel networks to ensure that walking and cycling initiatives are promoted and supported in Dundee
- **Measure M25:** DCC will continue to work with TACRAN and transport providers to support and promote increased uptake of public transport modes
- **Measure M26:** DCC will continue to work in partnership with the Energy Savings Trust and other organisations to promote and implement energy efficiency measures in Dundee
- **Measure M27:** DCC Environmental Health will comment upon planning applications to ensure that all relevant air quality issues are highlighted and mitigation measures are considered wherever possible
- **Measure M28:** DCC will enforce statutory legislation to control smoke, dust, fumes or gas emissions from commercial and domestic premises which are causing a nuisance or are prejudicial to health
- **Measure M29:** DCC will enforce relevant legislation to reduce the burning of commercial and domestic waste
- **Measure M30:** DCC will promote composting in a bid to reduce pollution from domestic bonfires
- **Measure M31:** DCC will continue to monitor a range of air pollutants throughout Dundee and make the monitoring information freely available to the public in an easily understandable form
- **Measure M32:** DCC will ensure that all air quality monitoring data reported to the public is both accurate and precise by implementing quality control measures
- **Measure M33:** DCC will establish additional monitoring sites across the City in locations where poor air quality is suspected
- **Measure M34:** DCC will implement road traffic counts to inform the review and assessment process.