



**St John's and Claremont Primary Schools Consultation Public Meeting 10/02/11
Answers to environmental questions raised**

Background

The council's duty to monitor and review local air quality is contained in the Air Quality (Scotland) Regulations 2000 (as amended) and the Environment Act 1995. Objectives have been decided at an EU level based on the advice of expert committees which considered the health effects of the pollutants. The pollutants covered by the regulations are:-

- Benzene
- 1,3 Butadiene
- Carbon monoxide
- Lead
- Nitrogen dioxide (NO₂)
- Particulates (known as PM₁₀'s)
- Sulphur dioxide

Over the years, we have locally discounted, due to their low levels, all pollutants except NO₂ and PM₁₀'s. These pollutants are mostly caused, in the lack of any major industrial sources, from road traffic. For these pollutants, we operate:-

- 5 NO₂ monitoring points in Alloa (the NO₂ measured historically in the Hillfoots was far below any action levels - and so was terminated);
- PM₁₀'s at a monitoring station to the south of King Street in Alloa (near Primrose Street).

The monitoring is an expensive operation (e.g. the PM₁₀ monitor costs £6,000 per annum to keep serviced and calibrated), therefore the guidance is most clear in requiring only the minimal monitoring necessary which should be undertaken and in areas where receptors (i.e. the public) are present.

Road Traffic

The existing monitoring sites have been chosen (based on traffic levels from colleagues in Roads) on what are the busiest roads near residential areas, (we also look for roads where traffic is accelerating/breaking). It is necessary to also consider canyon effects (i.e. sites with buildings on either side where pollutants may accumulate), so we chose sites in town where the pollutants may linger. Clearly, the school is a fairly open site, which will assist the pollutants to disperse. Realistically the new school (like all schools) will have a burst of activity first and last thing - and just generally the background levels out with 9 and 3.30 - so in theory there will be increased traffic for a short period - but this is considered to have a little significant impact on air quality.

Trains

In regards to the trains the environmental statement when the application for the railway came in considered that dust would not be an issue. It also has to be remembered that the trains have run all the way from the deep water terminal at Hunterston in covered wagons - so any loose dust will probably have been blown off a long time before the train gets to Alloa. The guidance on air quality would normally consider the levels of train activity we have as insignificant due to the relatively small number of train movements. This assumption is however based on the pollution from the train's diesel engines and not on loss from the stock they are carrying.

Stirling Council's Environmental Health Service has been contacted. They have not carried out any monitoring of the potential dust from the trains.

If you have any questions about this document, please contact:

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