

Appendix 16.1

Air Quality

Transport Scotland

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1. Approach and Methods

1.1. Legislation, Policy and Guidance

Air Pollutants

- 1.1.1. Nitrogen dioxide (NO₂) is a secondary pollutant produced by the oxidation of nitric oxide (NO). NO and NO₂ are collectively referred to as NO_x. About a quarter of the UK NO_x emissions are from road transport. The majority of NO_x emitted from vehicles is in the form of NO, which oxidises rapidly in the presence of ozone to form NO₂. In high concentrations NO₂ can affect the respiratory system and can also enhance the response to allergens in sensitive individuals. Additionally, there is increasing awareness of an association between long-term average concentrations of NO₂ and mortality¹. Elevated concentrations of NO_x can have an adverse effect on vegetation, including leaf or needle damage and reduced growth. Deposition of pollutants derived from NO_x emissions contribute to acidification and/or eutrophication of sensitive habitats.
- 1.1.2. Particulate Matter (PM) in vehicle exhaust gases consists of carbon nuclei onto which a wide range of compounds are absorbed. These particles have an effective aerodynamic diameter of less than 10 micrometres (µm). Particles in this size range are referred to as PM₁₀. The principal sources of 'primary' polluting particles are combustion processes which include traffic and industry. Road transport produces 13% of primary PM₁₀ emissions in the UK, of which the majority of emissions are from diesel engines. Finer fractions of particulate matter appear to be associated with a range of symptoms of ill health including effects on the respiratory and cardiovascular systems, on asthma and on mortality. Reviews by the World Health Organisation (WHO) and Committee on the Medical Effects of Air Pollutants (COMEAP) have suggested exposure to a finer fraction of particles (PM_{2.5} particles with a diameter of less than 2.5µm, which typically make up around two thirds of PM₁₀ emissions and concentrations) give a stronger association with the observed ill health effects

Dust

- 1.1.3. Dust is the generic term for solid particles that can be suspended in the atmosphere. Dust per se is not considered as a local air pollutant but is inevitably encountered in the outdoor environment. It is defined within the Institute of Air Quality Management (IAQM) Construction Dust Guidanceⁱ as solid particles that are suspended in air or have settled out onto a surface after having been suspended in air. It includes particles that give rise to soiling (deposited dust) and to human health effects (particulate matter as discussed above) and ecological effects.
- 1.1.4. Dust that may deposit in the local area close to a source (such as a construction site) typically comprises particles between 10 and 75 micrometres (µm) in diameter, the larger size particles settling to the ground within a few tens of metres from the source. Small particles settle more slowly over a larger area and therefore contribute relatively little to the general ambient dust levels. Such particles are also more susceptible to being blown away. Excessive accumulations of dust on exposed surfaces, particularly in residential locations, may cause a perceived loss of amenity and give rise to public complaint.

¹ COMEAP (2015) *Interim Statement on Quantifying the Association of Long-Term Average Concentrations of Nitrogen Dioxide and Mortality*. Retrieved 2017, from https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/485373/COMEAP_NO2_Mortality_Interim_Statement.pdf

- 1.1.5. The IAQM Construction Dust Guidance states that there is evidence that major construction sites can lead to an increase in annual mean PM₁₀ concentrations and the number of exceedances of the short term (24-hour mean) objective for PM₁₀. In addition, demolition and construction activities have the potential to cause higher than normal levels of dust deposition in the surrounding area. Dust emissions from a site may be mechanically generated due to land preparation (e.g. demolition, land clearing and earth moving) or as a result of release from site plant and movement of road vehicles on temporary roads, and open ground and haul routes.

Air Quality Criteria

- 1.1.6. The Government's Air Quality Strategy (AQS) for England, Scotland, Wales and Northern Irelandⁱⁱ provides details of national air quality standards and objectives for a number of local air pollutants including NO₂ and particulates (PM₁₀ and PM_{2.5}). These criteria are included in The Air Quality Standards (Scotland) Regulations 2010 (SSI 2010/204)ⁱⁱⁱ and The Air Quality (Scotland) Amendment Regulations 2016 (SSI 2016/162)^{iv}. These regulations implement the EU Directive 2008/50/EC^v on ambient air quality and cleaner air for Europe (the Air Quality Directive).
- 1.1.7. The air quality standards define the level of pollution below which health effects are unlikely to be experienced even by the most sensitive members of the population. These are based upon recommendations of the Expert Panel on Air Quality Standards (EPAQS). The air quality objectives are targets for air pollution concentrations which take account of the costs and benefits of achieving the standard. In the case of short-term targets, the permissible number of hours or days above the objective concentration is also specified. The number of permissible "exceedances" is considered when determining compliance with the short-term objectives over an annual period. Local authorities are not legally obliged to achieve the air quality objectives. They are, however, required to work towards the objectives.
- 1.1.8. It should be noted that the air quality criteria only apply in locations where there may be a 'relevant exposure'. These human health objectives are applicable where members of the public may be exposed to pollutant levels for periods equal to or exceeding the averaging periods set for these criteria. Locations of relevant exposure include building façades of residential premises, schools, public buildings and medical facilities. Places of work, other than certain community facilities, are excluded.
- 1.1.9. The air quality criteria for the protection of human health in Scotland, for the key pollutants relevant to the assessment, are presented in Table 1.1 below.

Table 1.1: Relevant Air Quality Criteria (Human Health)

Pollutant	Objective	Compliance Date	
		AQS Objective	EU limit value
Nitrogen dioxide, NO ₂	Hourly average concentration should not exceed 200µg/m ³ more than 18 times a year	31 Dec 2005	1 Jan 2010
	Annual mean concentration should not exceed 40µg/m ³	31 Dec 2005	1 Jan 2010
Particulate matter, PM ₁₀	Daily average concentration should not exceed 50µg/m ³ more than 7 times a year	31 Dec 2004	1 Jan 2005
		31 Dec 2004	1 Jan 2005

Pollutant	Objective	Compliance Date	
		AQS Objective	EU limit value
	Annual mean concentration should not exceed 18µg/m ³		
Particulate matter, PM _{2.5}	Annual mean concentration should not exceed 10µg/m ³	31 Dec 2020 (Authorities in Scotland only)	-

Dust

- 1.1.10. There are no national standards or guidelines for dust deposition as a nuisance currently set for the UK, nor by the European Union or World Health Organisation. This is mainly due to the difficulty in setting a standard that would need to relate to dust being a perceptual problem rather than being specifically related to health effects. Typically, there is a 'likelihood of complaint' in residential areas where measured dust deposition rates (as an average measured over a month using a passive deposition gauge) are 200 mg/m²/day or greater^{vi}.

Ecological Criteria

- 1.1.11. The EU has set limit values for the protection of vegetation for oxides of nitrogen based on the work of the United Nations Economic Commission for Europe (UNECE) and WHO and these limit values have been incorporated into The Air Quality Standards (Scotland) Regulations 2010 (SSI 2010/204).
- 1.1.12. The limit value for oxides of nitrogen for the protection of vegetation is an annual mean of 30µg/m³. This is the same as the AQS objective. The limit values for the protection of vegetation apply to locations more than 20 km from towns with more than 250,000 inhabitants or more than five km from other built-up areas, industrial installations or motorways. This objective does not apply in those areas where assessment of compliance with the limit value is not required. However, as the UNECE and the WHO have set a critical level for NO_x for the protection of vegetation, the policy of the statutory nature conservation agency (in Scotland, Scottish Natural Heritage) is to apply the criterion as a benchmark, on a precautionary basis, in internationally designated conservation sites (Ramsar, Special Area of Conservation (SAC), Special Protection Area (SPA) and Sites of Special Scientific Interest (SSSIs)).
- 1.1.13. In addition, critical loads for nitrogen and acid deposition have been set by the UNECE, that represent (according to current knowledge) the exposure below which there should be no significant harmful effects on sensitive elements of the ecosystem. The critical loads vary by type of ecosystem, and are available from the Air Pollution Information System (APIS) website^{vii}.

Local Air Quality Review and Assessment

- 1.1.14. Under Part IV of the Environment Act 1995^{viii} all local authorities are responsible for Local Air Quality Management (LAQM), the mechanism by which the Government's air quality objectives are to be achieved. As part of this LAQM role, local authorities are required to periodically review air quality in their area and to assess the present and likely future air quality against AQS objectives. The findings are reported and published following public consultation and review by the Department for Environment, Food and Rural Affairs (Defra). Where a local authority determines an AQS objective to be breached, it must designate an Air Quality Management Area (AQMA) and develop an action plan to improve pollution levels.

Planning Policy

- 1.1.15. The Scottish Government's planning guidance of general relevance for air quality is found within the National Planning Framework for Scotland (NPF3)^x. This states that:
- 1.1.16. "Reducing the impact of the car on city and town centres will make a significant contribution to realising their potential as sustainable places to live and invest by addressing congestion, air pollution and noise and improving the public realm. Significant health benefits could be achieved by substantially increasing active travel within our most densely populated areas."
- 1.1.17. NPF3 is supported by a Draft Action Programme for implementation of the NPF strategy. There are no actions specific to the improvement of air quality.

Local Planning Policy

- 1.1.18. The Highland-wide Local Development Plan published in April 2012^x contains a comprehensive policy approach for air quality. Policies relevant to air quality include:
- Policy 28:Sustainable design
- "Proposed developments will be assessed on the extent to which they impact on air quality"
- Policy 72 Pollution; and
- "Proposals that may result in significant pollution such as air, will only be approved where a detailed assessment report on the levels, character and transmission and receiving environment of the potential pollution is provided by the applicant to show how the pollution can be appropriately avoided and if necessary mitigated"
- Policy 73 Air Quality.
- "Development proposals which, individually or cumulatively, may adversely affect the air quality in an area to a level which could cause harm to human health and wellbeing or the natural environment must be accompanied by appropriate provisions, such as an Air Quality Assessment, which demonstrate how such impacts will be mitigated."

1.2. Construction Dust Assessment Methodology

- 1.2.1. Assessment of the potential impact of the construction phase of the proposed development on air quality with regards dust and PM₁₀ emissions has been carried out with reference to the four step process described in the IAQM Construction Dust Guidance. These steps are summarised below:
- **Step 1** (screening) – Identification of the number of human receptors within 350m of the boundary of the Site and/or within 50m of the route(s) used by construction vehicles on the public highway up to 500m from the Site entrance. Identification of ecological receptors within 50m of either the boundary of the Site and/or of the route(s) used by construction vehicles on the public highway up to 500m from the site entrance. No further assessment is required if there are no receptors.
 - 'Human' receptors include residential dwellings and other premises that may have a particular sensitivity to dust deposition or to the health effects of PM₁₀ e.g. vehicle showrooms, museums, hospitals, schools and residential care homes.
 - 'Ecological' receptors include sites with statutory designations e.g. Ramsar sites, Special Protection Areas (SPA), Special Areas of Conservation (SAC) and Sites of

Special Scientific Interest (SSSI), as well as non-statutory sites such as locations with very specific ecological sensitivities e.g. horticultural operations.

- **Step 2** – Assessment of the risk of dust effects in the area around the Site in the context of potential dust impacts (demolition, earthworks, construction activities and trackout (mud deposits on the road from road vehicles leaving the site)) and distance to nearby receptors in relation to proposed activities.
 - Step 2A – Dust emission magnitude classes of ‘large’, ‘medium’ and ‘small’ are used to define the level of risk arising from each site depending on nature and scale of operation.
 - Step 2B – The sensitivity of the surrounding area is defined for each of the three different effects: dust soiling; human health; and ecological; as ‘high’, ‘medium’ and ‘low’ depending on the receptor sensitivity (as shown in Table 1.2) and the distance from the source. In addition, for the effect on human health, background PM₁₀ concentrations are taken into account. The definitions are provided in Tables 2, 3 and 4 of the IAQM’s Construction Dust Guidance.
 - Step 2C - Tables 6 to 9 in the IAQM’s Construction Dust Guidance are used to define the risk of impact based on the dust emission magnitude and sensitivity of area. These are reproduced in Table 1.3 to Table 1.5.
- **Step 3** – Determination of site specific mitigation in terms of the identified risks.
- **Step 4** – Assessment of the significance of the dust impacts, after the application of the site specific mitigation. Once mitigation has been applied, there should not be any significant adverse impacts.

Table 1.2: Examples of Sensitive Receptors

Type of Receptor	High Sensitivity	Medium Sensitivity	Low Sensitivity
Sensitive to Dust Soiling Effects	Dwellings, museums, long-term car parks, car showrooms	Parks, places of work	Playing fields, farmland, footpaths, short-term car parks
Sensitive to Health Effects of PM ₁₀	Residential properties, hospitals, schools, residential care homes	Office and shop workers	Public footpaths, playing fields, parks and shopping streets
Sensitive to Ecological Effects	Locations with an international or national designation and the designated features may be affected by dust soiling	Locations with a national designation where the designated features may be affected by dust deposition	Locations with a local designation where the features may be affected by dust deposition

Table 1.3: Risk of Dust Impacts – Demolition

Sensitivity of Area	Dust Emission Magnitude		
	Large	Medium	Small
High	High Risk	Medium Risk	Medium Risk
Medium	High Risk	Medium Risk	Low Risk
Low	Medium Risk	Low Risk	Negligible

Table 1.4: Risk of Dust Impacts – Earthworks and Construction

Sensitivity of Area	Dust Emission Magnitude		
	Large	Medium	Small
High	High Risk	Medium Risk	Low Risk
Medium	Medium Risk	Medium Risk	Low Risk
Low	Low Risk	Low Risk	Negligible

Table 1.5: Risk of Dust Impacts – Trackout^a

Sensitivity of Area	Dust Emission Magnitude		
	Large	Medium	Small
High	High Risk	Medium Risk	Low Risk
Medium	Medium Risk	Low Risk	Negligible
Low	Low Risk	Low Risk	Negligible

^a Trackout can be defined as the deposition of dust and dirt from the construction site onto the public road network, where it may then be resuspended by vehicles using the network.

1.3. Scheme Monitoring

- 1.3.1. A NO₂ diffusion tube monitoring survey was carried out for a period of six months from December 2015 until May 2016 in the vicinity of the proposed Scheme. Results from the baseline monitoring survey have been bias corrected by applying the national bias adjustment factor gained from the National Diffusion Tube Bias Adjustment Factor Spreadsheet. Following adjustment, the six month average diffusion tube results were annualised following analysis of data from three background AURN monitoring sites (Aberdeen, Dundee and Fort William) in accordance with guidance within LAQM.TG(16). The adjusted December 2015 to May 2016 period average and the annualised mean for 2016 are presented for the diffusion tube survey in Table 1.6.

Table 1.6: Monthly and Annualised Mean Concentrations (µg/m³) at Diffusion Tube Survey Sites

Site ID	Dec-15	Jan-16	Feb-16	Mar-16	Apr-16	May-16	6 month average	Adjusted 6 month average (*0.92)	Annualised 2016 annual mean*
DS01	1.9			3.4	2.6	2.2	2.5	2.3	2.3
DS02	16.3	14.2	15.5	15.4	11.7	9.8	13.8	12.7	11.7
DS03	3.7		3.3	6.8	4.3	3.5	4.3	4.0	3.9
DS04	10.0		9.5	12.0	7.6	7.7	9.4	8.6	8.5
DS05	10.4	11.2	8.6	8.9	6.6	6.1	8.6	7.9	7.3
DS06	7.2	8.1	6.7				7.4	6.8	5.4
DS07	19.7		14.4	18.2	9.5	13.3	15.0	13.8	13.7
DS08	14.9	14.4	13.0	15.3	11.1	9.3	13.0	11.9	11.0
DS09	18.7	18.1	17.6	17.5	16.1	15.5	17.3	15.9	14.6
DS10	19.0	20.0	18.9	20.3	10.0	15.0	17.2	15.8	14.5
DS11	13.4	12.1	11.1	11.4		7.9	11.2	10.3	9.0

Site ID	Dec-15	Jan-16	Feb-16	Mar-16	Apr-16	May-16	6 month average	Adjusted 6 month average (+0.92)	Annualised 2016 annual mean*
DS12	5.6	5.8	4.4	5.3	3.6	3.4	4.7	4.3	3.9
DS13	11.1	11.0	12.0	12.8	9.4	7.5	10.6	9.8	9.0

* National bias adjustment of 0.92 from National Diffusion Tube Bias Adjustment Factor Spreadsheet v09/17
*six different annualisation factors were used differing on the period of each diffusion tube exposure time (ranging between 0.79 and 1.00)

1.4. Background Data

- 1.4.1. Background maps are provided by the Air Quality in Scotland website^{xi} to assist Scottish local authorities in support of the review and assessment of local air quality^{xii}. These provide background concentrations of NO_x, NO₂, and PM₁₀. Mapped background concentrations of each pollutant can be downloaded for each 1km by 1km grid square in Scotland and are modelled based on monitoring and meteorological data for the year 2015 and projected for future years to 2030.
- 1.4.2. Defra also provides background maps for Scotland, providing concentrations of NO_x, NO₂, and PM₁₀ and PM_{2.5}. Background mapping is not currently available for PM_{2.5} from the Air Quality in Scotland website, therefore PM_{2.5} concentrations were estimated by applying the ratio of Defra mapped background concentrations^{xiii} of PM₁₀ to PM_{2.5} to the Scottish background mapping of PM₁₀. The scaling factor applied to the annual mean PM₁₀ concentrations to estimate annual mean PM_{2.5} concentrations is unique to each grid square with factors applied across the study area ranging between 0.65 and 0.74
- 1.4.3. The mapped background concentrations were adjusted to remove Trunk A-Road and Primary A-Road contributions to the total mapped concentrations in each grid square. This is undertaken to avoid double counting, in accordance with Defra guidance using the background sector removal tool^{xiv}. This tool was developed for use with the Defra mapped background concentrations and therefore the adjusted NO₂ and NO_x mapped background concentrations used in the assessment have been taken from the Defra datasets.
- 1.4.4. The 2016 Defra background mapped concentrations were also compared with the monitoring survey result for the background monitoring sites DS01 and DS12. The comparison is presented in Table 1.7. The measured result at DS12 was over 50% higher than the mapped background for the grid square containing the monitoring site. It is therefore considered appropriate (in line with LAQM.TG16) to factor the mapped background estimates to characterise background air quality conditions in the study area in 2016 and 2026. An average adjustment factor of 1.24 was derived from the comparison at DS01 and DS12.
- 1.4.5. The comparison of the 2016 Defra background mapped annual mean NO₂ concentrations with the monitoring survey results for the background monitoring sites DS01 and DS12 are presented in Table 1.7 below.

Table 1.7: Comparison of Monitored and Mapped NO₂ Concentrations (µg/m³)

Site ID	Monitored	Mapped	Monitored - Mapped	Monitored / Mapped	% Difference
DS01	2.3	2.5	-0.16	0.94	-6.5
DS12	3.9	2.6	1.38	1.54	53.8

Site ID	Monitored	Mapped	Monitored - Mapped	Monitored / Mapped	% Difference
Average adjustment				1.24	

- 1.4.6. The monitored annual mean NO₂ concentrations at Inverness, Aberdeen, Dundee and Fort William background AURN are presented below in Table 1.8.

Table 1.8: Annual Mean NO₂ Concentrations at AURN sites (µg/m³)

Site	2012	2013	2014	2015	2016
Fort William	12	9	11	13	10
Inverness	29	21	21	27	24
Aberdeen	21	20	22	23	21
Dundee	10	n/a	13	10	n/a

1.5. Model Verification

- 1.5.1. It is good practice to compare modelled estimates of pollutant concentrations with real-world monitoring to assess the model's performance. This is undertaken for a base year and informs the interpretation of model results for future years. From the full survey of ten diffusion tubes, only those representative of selected sensitive receptor locations and with sufficient data capture were deemed suitable for the purpose of model verification. Following an evaluation of each monitoring location, seven diffusion tube sites were taken forward in the model verification. Table 1.9 lists the sites removed from the verification process and the reason why.

Table 1.9: Monitoring sites removed from the verification process

Site	Reason for exclusion from verification
DS01	Background site too far from road source signal.
DS04	Located in a layby with possible lorry stops, therefore difficult to replicate in the model.
DS06	Remote location with the adjacent road excluded from the traffic model.
DS12	Background site too far from road source signal.
DS13	Remote location considered background.

- 1.5.2. Uncertainty in modelled estimates has been considered by calculating root mean square error (RMSE) and fractional bias statistics in accordance with Defra's Technical Guidance LAQM.TG(16). An air dispersion model can be considered to perform reasonably well if the majority of modelled concentrations are within 25% of measured concentrations. The RMSE should ideally be within 10% of the relevant air quality criterion, i.e. less than 4 µg/m³ in relation to the 40 µg/m³ objective concentration for annual mean NO₂, but is acceptable where it is within 25% of the relevant air quality criterion. The Fractional Bias (FB) has an ideal value of 0, but is acceptable between +2 and -2.
- 1.5.3. Unadjusted modelled estimates of total annual mean NO₂ concentrations were first compared against measured annual mean NO₂. Out of eight comparisons, one modelled estimate was within +/- 25% of measured, as shown in Table 1.10.

Substantial model underestimates of more than 25% were found at the remaining seven sites.

Table 1.10: Comparison of Modelled and Measured NO₂ Concentrations (µg/m³)

Site	Measured NO ₂	Modelled Total NO ₂	Modelled - Measured	Modelled / Measured	% Difference
DS02	11.7	6.8	-4.9	0.6	-42%
DS03	3.9	3.2	-0.7	0.8	-19%
DS05	7.3	5.2	-2.1	0.7	-29%
DS07	13.7	7.6	-6.1	0.6	-45%
DS08	11.0	6.8	-4.1	0.6	-38%
DS09	14.6	8.3	-6.3	0.6	-43%
DS10	14.5	7.4	-7.2	0.5	-49%
DS11	9.0	5.8	-3.2	0.6	-35%

1.5.4. The RMSE for unadjusted modelled estimates of NO₂ compared to measured concentrations, is 4.8 µg/m³, which is acceptable when compared to the recommended value in LAQM.TG(16). The overall performance (based on the majority of comparisons) of the unadjusted model can, however, still be improved.

1.5.5. Overall, the unadjusted model tends to underestimate total concentrations of NO₂, as indicated by a fractional bias value of 0.51.

1.5.6. The second stage of verification compares modelled estimates of road contributed annual mean NO_x with the road NO_x component derived from monitoring data. As only diffusion tube data are available for annual mean NO₂ and this analysis requires the estimation of the monitored road NO_x component, a conversion must be carried out using Defra's NO₂ to NO_x calculator. The comparison is presented in Table 1.11. The unadjusted model underestimates concentrations of road NO_x between -38 to -70%.

Table 1.11: Comparison of Modelled and Measured NO_x Concentrations (µg/m³)

Site	Modelled Road NO _x	Measured Road NO _x	Modelled - Measured	Measured/ Modelled	% Difference
DS02	8.5	17.5	-9.0	2.1	-52%
DS03	2.2	3.5	-1.3	1.6	-38%
DS05	4.9	8.6	-3.8	1.8	-44%
DS07	9.5	20.9	-11.4	2.2	-54%
DS08	8.0	15.7	-7.6	1.9	-49%
DS09	7.9	19.6	-11.7	2.5	-59%
DS10	5.6	18.9	-13.3	3.4	-70%
DS11	5.9	11.7	-5.8	2.0	-50%

1.5.7. Further examination suggests that the data can be divided into two distinct groups to improve model performance; those adjacent to the A9 and A-roads, and those adjacent to A-roads within the urban area of Aviemore (DS09 and DS10). Those locations adjacent to the A9 and A-roads underestimated monitored road NO_x by an average of -48%, where as those within Aviemore underestimated by an average of -65%.

1.5.8. Modelled road NO_x concentrations were adjusted by taking the slope of each linear regression line that has been forced through zero, as shown in Figure 1.1 and Figure 1.2. The model adjustment factors to apply to road NO_x are:

- Adjacent to the A9 and A-roads: 2.040;
- Within Aviemore: 2.767.

Figure 1.1: Modelled vs. Monitored road NO_x before adjustment - adjacent to the A9 and A-roads

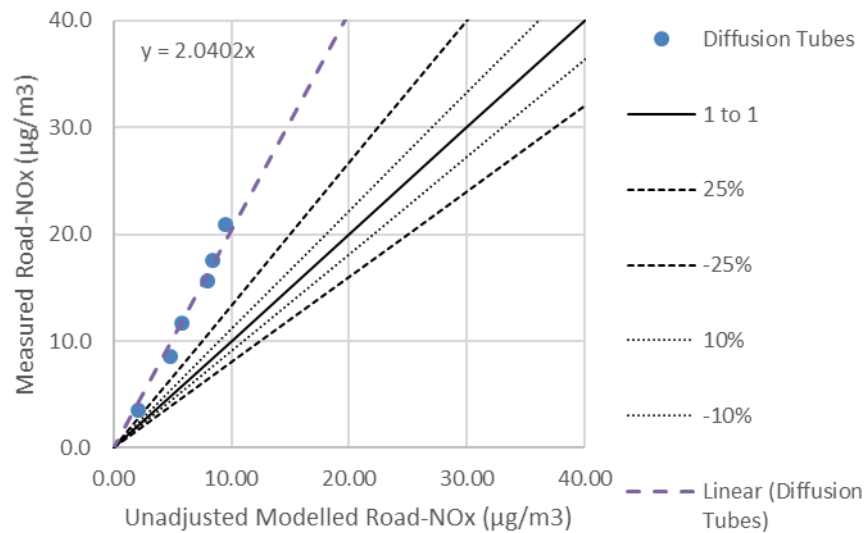
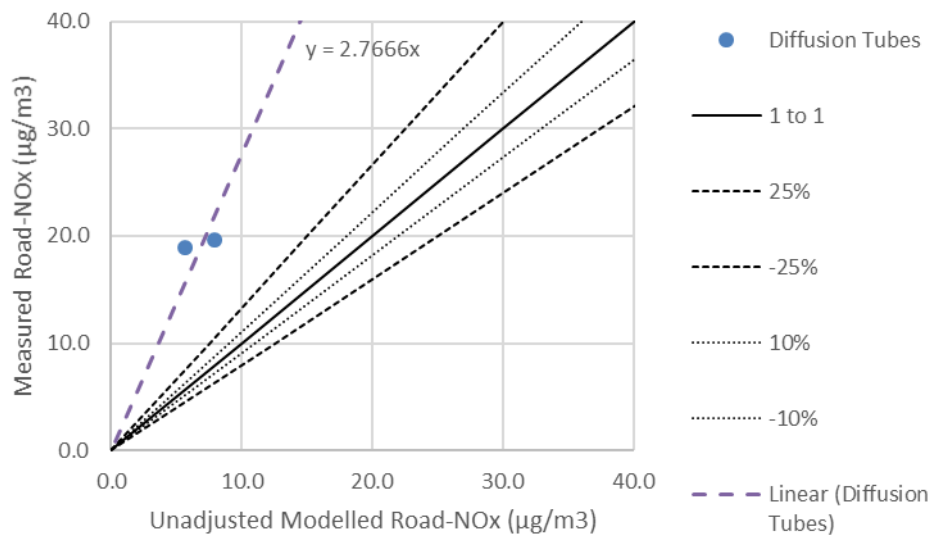


Figure 1.2: Modelled vs. Monitored road NO_x before adjustment - within Aviemore



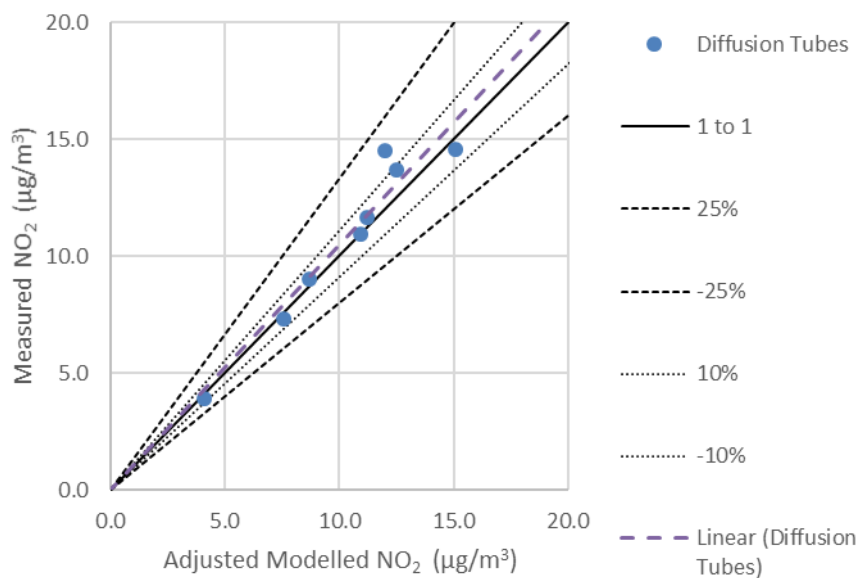
1.5.9. The final stage of the verification process compares adjusted estimates of total annual mean NO₂ with measured concentrations. The findings are presented in Table 1.12: Comparison of Adjusted Modelled and Measured NO₂ Concentrations (µg/m³) and shown graphically in Figure 1.3. All estimated concentrations are within +/-25% of measured concentrations. The majority of sites tend to underpredict (five of eight between -0.3% and -17.5% post adjustment [one of which is less than -10%]). The remaining three sites overpredict between 3.5% and 3.7% post adjustment.

- 1.5.10. The RMSE for adjusted modelled NO₂ concentrations compared to monitored concentrations is 1.04 µg/m³. The application of adjustment factors has therefore improved the overall model performance.
- 1.5.11. Overall, the adjusted model tends to slightly underestimate total concentrations of NO₂, as indicated by a fractional bias value of less than 0.04. The adjusted model therefore performs sufficiently well in accordance with LAQM.TG(16).

Table 1.12: Comparison of Adjusted Modelled and Measured NO₂ Concentrations (µg/m³)

Site	Measured NO ₂	Modelled Total NO ₂	Modelled - Measured	Modelled / Measured	% Difference
DS02	11.2	11.7	-0.5	1.0	-4.3%
DS03	4.1	3.9	0.1	1.0	3.7%
DS05	7.6	7.3	0.3	1.0	3.5%
DS07	12.5	13.7	-1.2	1.1	-8.7%
DS08	10.9	11.0	0.0	1.0	-0.3%
DS09	15.1	14.6	0.5	1.0	3.6%
DS10	12.0	14.5	-2.5	1.2	-17.5%
DS11	8.7	9.0	-0.3	1.0	-3.3%

Figure 1.3: Modelled vs. Monitored road contributed NO₂ after adjustment



- 1.5.12. Monitoring of particulate matter is not carried out within the study area; therefore, the model performance for this pollutant has not been verified. Given the very low background concentrations and relatively small contribution of road traffic emissions to total concentrations, compared with emissions of NO_x, this is considered to be a reasonable approach and is in line with other scheme assessments.

2. Local Air Quality Assessment Results

- 2.1.1. The results for annual mean NO₂, PM₁₀ and PM_{2.5} are presented below in Table 2.1 to Table 2.3. None of the modelled human health receptors below are located within Aviemore, therefore only the A9 / A-road adjustment factor was used. Further details of the receptors are provided within Chapter 16 Table 16.1 and receptor locations are shown on Figure 16.1.

Table 2.1: Annual Mean NO₂ Concentrations, µg/m³

Receptor	Base	IAN 170/12 Gap Factors					Defra LAQM TG16 NO ₂ Projection Factors				
		DM	DS	Change	Magnitude of Change	Significance	DM	DS	Change	Magnitude of Change	Significance
1	10.0	11.2	12.2	1.0	Small	Not significant	7.1	7.7	0.6	Small	Not significant
2	2.4	2.3	2.4	0.1	Imperceptible	Not significant	1.5	1.5	0.0	No Change	Not significant
3	8.3	8.2	9.5	1.3	Small	Not significant	5.2	6.0	0.8	Small	Not significant
4	5.3	5.2	6.0	0.8	Small	Not significant	3.3	3.8	0.5	Small	Not significant
5	7.0	6.7	7.6	0.9	Small	Not significant	4.3	4.8	0.5	Small	Not significant
6	13.5	13.6	16.6	3.0	Medium	Not significant	8.6	10.6	2.0	Small	Not significant
7	9.0	8.9	13.6	4.7	Large	Not significant	5.6	8.6	3.0	Medium	Not significant
8	13.8	13.7	16.9	3.2	Medium	Not significant	8.7	10.7	2.0	Small	Not significant
9	8.4	8.3	9.3	1.0	Small	Not significant	5.3	5.9	0.6	Small	Not significant
10	11.3	11.4	13.6	2.2	Medium	Not significant	7.3	8.7	1.4	Small	Not significant
11	5.2	5.0	5.2	0.2	Imperceptible	Not significant	3.2	3.3	0.1	Imperceptible	Not significant
12	7.6	7.4	9.9	2.5	Medium	Not significant	4.7	6.3	1.6	Small	Not significant
13	2.6	2.4	2.6	0.2	Imperceptible	Not significant	1.5	1.7	0.2	Imperceptible	Not significant
14	8.4	8.3	10.6	2.3	Medium	Not significant	5.3	6.7	1.4	Small	Not significant
15	3.4	3.2	4.0	0.8	Small	Not significant	2.0	2.5	0.5	Small	Not significant
16	4.5	4.3	5.0	0.7	Small	Not significant	2.7	3.2	0.5	Small	Not significant
17	6.0	7.6	8.8	1.2	Small	Not significant	4.8	5.6	0.8	Small	Not significant

Table 2.2: Annual Mean PM₁₀ Concentrations, µg/m³

Receptor	Base	DM	DS	Change	Magnitude of Change	Significance
1	6.1	5.9	5.9	0.0	No Change	Not significant
2	5.5	5.3	5.3	0.0	No Change	Not significant
3	6.5	6.3	6.3	0.0	No Change	Not significant
4	5.9	5.7	5.7	0.0	No Change	Not significant
5	8.7	8.3	8.4	0.1	Imperceptible	Not significant
6	6.1	5.8	6.0	0.2	Imperceptible	Not significant
7	6.4	6.2	6.5	0.3	Imperceptible	Not significant
8	6.7	6.4	6.6	0.2	Imperceptible	Not significant
9	6.7	6.5	6.5	0.0	No Change	Not significant
10	6.6	6.3	6.5	0.2	Imperceptible	Not significant
11	7.9	7.6	7.6	0.0	No Change	Not significant
12	6.0	5.7	5.9	0.2	Imperceptible	Not significant
13	5.6	5.4	5.4	0.0	No Change	Not significant
14	5.9	5.7	5.7	0.0	No Change	Not significant
15	5.7	5.5	5.6	0.1	Imperceptible	Not significant
16	5.7	5.5	5.5	0.0	No Change	Not significant
17	6.0	5.9	5.9	0.0	No Change	Not significant

Table 2.3: Annual Mean PM_{2.5} Concentrations, µg/m³

Receptor	Base	DM	DS	Change	Magnitude of Change	Significance
1	4.0	3.8	3.8	0.0	No Change	Not significant
2	3.6	3.5	3.5	0.0	No Change	Not significant
3	4.4	4.2	4.2	0.0	No Change	Not significant
4	3.9	3.7	3.7	0.0	No Change	Not significant
5	6.4	6.1	6.1	0.0	No Change	Not significant
6	4.1	3.9	3.9	0.0	No Change	Not significant
7	4.3	4.1	4.2	0.1	Imperceptible	Not significant
8	4.5	4.2	4.3	0.1	Imperceptible	Not significant
9	4.4	4.2	4.2	0.0	No Change	Not significant
10	4.3	4.1	4.1	0.0	No Change	Not significant
11	5.8	5.5	5.5	0.0	No Change	Not significant
12	4.1	3.9	4.0	0.1	Imperceptible	Not significant
13	3.7	3.5	3.5	0.0	No Change	Not significant
14	3.9	3.7	3.7	0.0	No Change	Not significant
15	3.8	3.6	3.6	0.0	No Change	Not significant
16	3.8	3.6	3.6	0.0	No Change	Not significant
17	4.1	3.9	3.9	0.0	No Change	Not significant

3. Designated Ecological Sites Results

3.1.1. The results for annual mean NO_x and nitrogen deposition within designated ecological sites are presented below in Table 3.1 to Table 3.4.

Table 3.1: Annual Mean NO_x Concentrations applying IAN 170/12 Gap Factors, µg/m³

Receptor	Description	Distance to Centreline in DS	Base	DM	DS	Change
E1	Alvie SSSI Transect 1 Point A	11	27.4	23.9	33.3	+9.4
E2	Alvie SSSI Transect 1 Point B	20	22.9	19.8	26.3	+6.4
E3	Alvie SSSI Transect 1 Point C	30	18.0	15.5	20.4	+4.9
E4	Alvie SSSI Transect 1 Point D	40	14.5	12.4	16.2	+3.8
E5	Alvie SSSI Transect 1 Point E	50	11.8	10.1	13.0	+2.9
E6	Alvie SSSI Transect 1 Point F	100	5.4	4.5	5.2	+0.7
E7	Alvie SSSI Transect 1 Point G	150	3.5	2.8	3.0	+0.2
E8	Alvie SSSI Transect 1 Point H	200	3.0	2.4	2.5	+0.1
E9	Alvie SSSI Transect 2 Point A	7	6.4	5.0	5.0	-0.1
E10	Alvie SSSI Transect 2 Point B	10	6.2	4.9	4.8	-0.1
E11	Alvie SSSI Transect 2 Point C	20	5.4	4.3	4.2	-0.1
E12	Alvie SSSI Transect 2 Point D	30	4.8	3.8	3.7	-0.1
E13	Alvie SSSI Transect 2 Point E	40	4.3	3.4	3.4	0.0
E14	Alvie SSSI Transect 2 Point F	50	4.0	3.2	3.1	0.0
E15	Alvie SSSI Transect 2 Point G	100	3.2	2.5	2.5	0.0
E16	Alvie SSSI Transect 2 Point H	150	2.9	2.3	2.3	0.0
E17	Alvie SSSI Transect 2 Point I	200	2.9	2.3	2.3	0.0
E18	Alvie SSSI Transect 3 Point A	21	5.0	4.0	5.2	1.3
E19	Alvie SSSI Transect 3 Point B	30	4.5	3.6	4.5	1.0



Receptor	Description	Distance to Centreline in DS	Base	DM	DS	Change
E20	Alvie SSSI Transect 3 Point C	40	4.1	3.2	4.0	0.7
E21	Alvie SSSI Transect 3 Point D	50	3.8	3.0	3.5	0.6
E22	Alvie SSSI Transect 3 Point E	100	3.3	2.6	2.7	0.2
E23	Alvie SSSI Transect 3 Point F	150	3.0	2.4	2.5	0.1
E24	Alvie SSSI Transect 3 Point G	200	2.7	2.1	2.1	0.0
E25	Craigellachie SSSI Transect Point A	20	21.4	18.0	24.8	6.8
E26	Craigellachie SSSI Transect Point B	30	18.0	15.0	19.8	4.8
E27	Craigellachie SSSI Transect Point C	40	15.2	12.6	16.1	3.5
E28	Craigellachie SSSI Transect Point D	50	13.0	10.8	13.4	2.6
E29	Craigellachie SSSI Transect Point E	100	5.1	4.2	4.9	0.7
E30	Craigellachie SSSI Transect Point F	150	3.5	2.8	3.0	0.2
E31	Craigellachie SSSI Transect Point G	200	3.1	2.5	2.6	0.1
E32	Loch Vaa SSSI/SPA Transect Point A	4	20.9	18.1	22.3	4.2
E33	Loch Vaa SSSI/SPA Transect Point B	10	19.1	16.5	20.2	3.7
E34	Loch Vaa SSSI/SPA Transect Point C	20	15.1	13.0	15.8	2.7
E35	Loch Vaa SSSI/SPA Transect Point D	30	12.3	10.5	12.5	2.0
E36	Loch Vaa SSSI/SPA Transect Point E	40	10.2	8.7	10.2	1.5
E37	Loch Vaa SSSI/SPA Transect Point F	50	8.7	7.3	8.5	1.2
E38	Loch Vaa SSSI/SPA Transect Point G	100	4.3	3.5	3.8	0.2
E39	Loch Vaa SSSI/SPA Transect Point H	150	3.3	2.6	2.7	0.1
E40	Loch Vaa SSSI/SPA Transect Point I	200	3.0	2.3	2.4	0.0

Table 3.2: Annual Mean NO₂ Concentrations applying IAN 170/12 Gap Factors, µg/m³

Receptor	Description	Distance to Centreline in DS	Base	DM	DS	Change
E1	Alvie SSSI Transect 1 Point A	11	15.6	15.8	21.4	5.6
E2	Alvie SSSI Transect 1 Point B	20	13.2	13.3	17.2	3.9
E3	Alvie SSSI Transect 1 Point C	30	10.6	10.6	13.6	3.0
E4	Alvie SSSI Transect 1 Point D	40	8.7	8.6	11.0	2.3
E5	Alvie SSSI Transect 1 Point E	50	7.3	7.2	9.0	1.8
E6	Alvie SSSI Transect 1 Point F	100	3.7	3.6	4.0	0.4
E7	Alvie SSSI Transect 1 Point G	150	2.6	2.5	2.6	0.1
E8	Alvie SSSI Transect 1 Point H	200	2.4	2.2	2.2	0.1

Table 3.3: Annual Mean NO₂ Concentrations applying Defra TG16 Gap Factors, µg/m³

Receptor	Description	Distance to Centreline in DS	Base	DM	DS	Change
E1	Alvie SSSI Transect 1 Point A	11	15.6	10.4	14.1	3.7
E2	Alvie SSSI Transect 1 Point B	20	13.2	8.8	11.3	2.6
E3	Alvie SSSI Transect 1 Point C	30	10.6	7.0	9.0	2.0
E4	Alvie SSSI Transect 1 Point D	40	8.7	5.7	7.2	1.5
E5	Alvie SSSI Transect 1 Point E	50	7.3	4.7	5.9	1.2
E6	Alvie SSSI Transect 1 Point F	100	3.7	2.3	2.6	0.3
E7	Alvie SSSI Transect 1 Point G	150	2.6	1.6	1.7	0.1
E8	Alvie SSSI Transect 1 Point H	200	2.4	1.4	1.5	0.0

Table 3.4: Annual Nitrogen deposition applying IAN 170/12 Gap Factors, kg N ha⁻¹ yr⁻¹

Receptor	Description	Distance to Centreline in DS	Critical Load	DM	DS	Change
E1	Alvie SSSI Transect 1-Valley mires, poor fens and transition mires	11	10	4.6	5.2	0.6
E2		20	10	4.4	4.8	0.4
E3		30	10	4.1	4.4	0.3

Receptor	Description	Distance to Centreline in DS	Critical Load	DM	DS	Change	
E4		40	10	3.9	4.1	0.2	
E5		50	10	3.8	3.9	0.1	
E6		100	10	3.4	3.5	0.1	
E7		150	10	3.3	3.3	0.0	
E8		200	10	3.3	3.3	0.0	
E1		Alvie SSSI Transect 1- Coniferous woodland	11	10	4.6	5.2	0.6
E2			20	10	4.4	4.8	0.4
E3			30	10	4.1	4.4	0.3
E4	40		10	3.9	4.1	0.2	
E5	50		10	3.8	3.9	0.1	
E6	100		10	3.4	3.5	0.1	
E7	150		10	3.3	3.3	0.0	
E8	200		10	3.3	3.3	0.0	

4. Regional Assessment Results

4.1.1. The results of the regional emissions assessment are presented below in Table 4.1.

Table 4.1: Summary of Regional Assessment Results

Pollutant	2016	2026		2041	
	Base	DM	DS	DM	DS
Total					
CO ₂ (t/yr)	23354	26230	39833	28803	43449
NO _x (kg/yr)	56411	23352	41908	19133	34069
PM ₁₀ (kg/yr)	3316	3139	5610	3434	6082
PM _{2.5} (kg/yr)	2227	1877	3194	2042	3443
Vehicle km	270501	322601	489909	350911	529930
% Change from Base					
CO ₂		12%	71%	23%	86%
NO _x		-59%	-26%	-66%	-40%
PM ₁₀		-5%	69%	4%	83%
PM _{2.5}		-16%	43%	-8%	55%
Vehicle km		19%	81%	30%	96%
% Change from DM					
CO ₂			52%		51%
NO _x			79%		78%
PM ₁₀			79%		77%

Pollutant	2016	2026		2041	
	Base	DM	DS	DM	DS
PM _{2.5}			70%		69%
Vehicle km			52%		51%

4.1.2. To put these results into context, total national emissions for Scotland for 2015 have been taken from the National Atmospheric Emissions Inventory (NAEI) website^{xv}:

- NO_x 83.8 ktonnes
- PM₁₀ 11.7 ktonnes
- CO₂ 45,687 ktonnes

5. Mitigation during Construction

5.1.1. Table 5.1 outlines construction mitigation measures relating to air quality. Further details are provided in Chapter 21:

Table 5.1: Mitigation Items for Air Quality

Mitigation Item	Description
SMC-AQ1	<p>In relation to minimising fugitive dust emissions from earthworks, material storage and concrete batching the following mitigation items will be implemented:</p> <ul style="list-style-type: none"> • stockpiles and mounds will be at a suitable angle of repose to prevent material slippage, will be enclosed or securely sheeted, and/or kept dampened as necessary during dry weather; • the surfaces of any long-term stockpiles which give rise to a risk of dust or air pollution will be covered with appropriate sheeting or will be treated to stabilise the surfaces; • mixing of large quantities of concrete will be carried out only in enclosed or shielded areas; • all handling areas will be maintained in a dust free state as far as is practicable with sprinklers and hoses used to prevent dust escaping from the site boundaries; and • procedures will be established so that the site is regularly inspected for spillage of dusty or potentially dusty materials and any such spillage would be dealt with promptly where necessary to prevent dust nuisance.
SMC-AQ2	<p>In relation to minimising dust from vehicle movements within the site the following mitigation items will be implemented:</p> <ul style="list-style-type: none"> • the Contractor will employ appropriate measures, such as covering materials deliveries or loads entering and leaving the construction site by a fixed cover or sheeting appropriately fixed and suitable for the purposes of preventing materials and dust spillage; • where unsurfaced routes are identified as creating dust emissions during periods of dry weather, surfaces will be regularly dampened down using water bowsers; and • appropriate speed limits will be established and enforced over all unmade surfaces.
SMC-AQ3	<p>In relation to appropriate cleaning of public roads the following mitigation items will be implemented:</p>

Mitigation Item	Description
	<ul style="list-style-type: none"> • wheel washing facilities will be installed as required and heavy vehicles will be required to use the facilities prior to leaving the site; • subject to approval from Transport Scotland and the network operator, public roads immediately outside the site entrance will be cleaned using vacuum sweeper brushes and other specialised road cleaning equipment as necessary to maintain an appropriate state of cleanliness; and • roads and footpaths adjacent to the proposed scheme will be cleaned, with damping if necessary.
P11-AQ4	Suitable mitigation measures to be employed for a 'medium' risk category site have been identified from the IAQM Construction Dust Guidance.

5.1.2. Ensuring the use of established good site management practices, including where appropriate the above proposed measures, should effectively control and minimise dust generation such that there will be no significant dust impacts beyond the site boundary.

ⁱ IAQM (2014), Guidance on the assessment of dust from demolition and construction [v1.1 updated 01/06/16]. <http://iaqm.co.uk/text/guidance/construction-dust-2014.pdf>

ⁱⁱ Defra, (2007) Air Quality Strategy for England, Scotland, Wales and Northern Ireland; Her Majesty's Stationary Office (HMSO).

ⁱⁱⁱ Scottish Government (2010), Air Quality Standards (Scotland) Regulations 2010 (SSI 2010/204); Scottish Government.

^{iv} Scottish Government (2016), Air Quality Standards (Scotland) Amendment Regulations 2016 (SSI 2016/162); Scottish Government.

^v European Parliament (2008), Directive 2008/50/EC of the European Parliament and of the council of 21 May 2008 on ambient air quality and cleaner air for Europe (EU Directive 2008/50/EC). European Parliament.

^{vi} IAQM (2012) Guidance on Air Quality Monitoring in the Vicinity of Demolition and Construction Sites. http://www.iaqm.co.uk/wp-content/uploads/guidance/monitoring_construction_sites_2012.pdf

^{vii} Centre for Ecology and Hydrology and the UK pollution and conservation agencies (2015), Air Pollution Information System: APIS [online] <http://www.apis.ac.uk/>

^{viii} HMSO (1995), Environment Act 1995 Ch.25, London; UK Government. <http://www.legislation.gov.uk/ukpga/1995/25/contents>

^{ix} Scottish Government (2014), National Planning Framework for Scotland 3; Scottish Government. <http://www.gov.scot/Resource/0045/00453683.pdf>

^x The Highland Council (2012), Highland Wide Local Development Plan.

^{xi} Air Quality in Scotland (2017), Maps of Annual Concentrations [online] <http://www.scottishairquality.co.uk/data/mapping?view=data>

^{xii} Defra (2017) Background Concentration Maps: User Guide. <http://laqm.defra.gov.uk/documents/2013-based-background-maps-user-guide-v1.0.pdf>

^{xiii} Defra (2017) Background Mapping data for local authorities; Air Information Resource [online] <https://uk-air.defra.gov.uk/data/laqm-background-maps?year=2015>

^{xiv} Defra (2017), NO₂ Adjustment for NO_x Sector Removal; Air Information Resource [online] <http://laqm.defra.gov.uk/documents/NO2-Adjustment-for-NOx-Sector-Removal-Tool-v6.1.xls>

^{xv} NAEI (2017), Air Quality Pollutant Inventories for England, Scotland, Wales and Northern Ireland: 1990-2015. http://naei.beis.gov.uk/reports/reports?report_id=895