Item 6

16th April 2024

Glasgow City Council

Net Zero and Climate Progress Monitoring City Policy Committee

Report by George Gillespie, Executive Director of Neighbourhoods, Regeneration & Sustainability

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Byres Rd / Dumbarton Rd Air Quality Management Area Revocation

Purpose of Report: To provide Committee with information relating to the revocation of the Byres Rd / Dumbarton Rd Air Quality Management Area

Recommendations:

It is recommended that Committee;

1) Notes the contents of this report
2) Notes the improvement in pollution levels monitored within and around the Air Quality Management Area and the longstanding compliance with the statutory air quality objectives
3) Notes the Byres Rd / Dumbarton Rd AQMA Revocation Report
4) Refers the Byres Rd / Dumbarton Rd AQMA revocation to the City Administration Committee for approval

Ward No(s): Citywide: ✓

Local member(s) advised: Yes ☐ No ☐ consulted: Yes ☐ No ☐

1 Background

1.1 The Local Air Quality Management (LAQM) process places an obligation on all local authorities to regularly review and assess air quality in their areas, and to determine whether the air quality objectives are likely to be achieved. Where an exceedance is considered likely, the local authority must declare an Air Quality Management Area (AQMA) and prepare an Air Quality Action Plan (AQAP) setting out the measures it intends to put in place in pursuit of the objectives.

1.2 Equally, where monitoring has shown that the air pollution objectives are being met, and are likely to continue to be met, local authorities are required to revoke the AQMA following a suitable period of compliance.

1.3 Revocation of an AQMA is a recognition that air quality has been improved, to the benefit of all who live, work or otherwise use the area where previously air pollution levels were in excess of health based objectives. A revocation should not be interpreted as a belief that air pollution is no longer a concern, however it is an acknowledgement that significant progress has been made.

1.4 To date the city has declared four AQMAs, as follows:

- City Centre (NO_2 and PM_{10}) – declared in 2002.
- Parkhead Cross (NO_2) – declared in 2007 and revoked in 2020.
- Byres Road/ Dumbarton Road (NO_2 and PM_{10}) – declared in 2007. Amended in 2020 to remove PM_{10}. Revocation pending for NO_2.
- City-wide (PM_{10}) – declared in 2012 and revoked in 2016

Currently, two AQMAs remain in effect in Glasgow, with only the City Centre AQMA continuing to record exceedances of the air quality Objectives.

1.5 A report in support of the revocation of the Byres Rd / Dumbarton Rd AQMA can be found in Appendix A (Revocation Report). This report contains the information detailed within the Scottish Government's guidance note on amending and revoking Air Quality Management Areas (2023).

1.6 A summary of the air quality objectives which apply in Scotland forms Table 1 of the Revocation Report.

2 Byres Rd / Dumbarton Rd AQMA Background

2.1 A Detailed Assessment of NO_2 levels showed exceedances of the air quality objectives and led to the declaration of the Byres Rd / Dumbarton Rd AQMA in 2007, with an updated Air Quality Action Plan produced in 2009 to address these exceedances.

2.2 The original Byres Rd / Dumbarton Rd AQMA extended from the junction of Byres Road and Great Western Road, south to Dumbarton Road and west

along Dumbarton Road as far as Thornwood Drive roundabout. A map of the AQMA can be found in Figure 1 of the Revocation Report.

2.3 In 2012, additional monitoring led to the area covered by the AQMA being extended northwards along Queen Margaret Drive to the junction with Oban Drive.

2.4 In 2016 the AQMA was amended to include exceedances in respect of the annual mean PM_{10} Objective, following the revocation of the City-wide AQMA for this pollutant. However, in 2021 the AQMA was further amended to revoke the annual mean PM_{10} designation, following a protracted period of compliance in respect of this pollutant.

3 Nitrogen Dioxide Levels

3.1 Monitoring of air pollution levels within the AQMA is undertaken using two automatic monitoring stations, including reference grade[1] NO_2 monitors. These are supplemented by a number of NO_2 diffusion tubes located within, or adjacent to, the AQMA. Details of each of the monitoring locations can be found in Tables 2 and 3 of the Revocation Report with maps of the monitoring locations shown in Figures 2, 3 and 4.

3.2 Monitored NO_2 levels have improved significantly since declaration of the AQMA. Tables 4 and 5 of the Revocation Report shows the levels of annual mean NO_2 recorded since 2016. Exceedances of the 40ug/m^3 objective level are shown in red.

3.3 No exceedances of the annual mean objective have been recorded at automatic stations within the area since 2017. Since 2018, all monitoring has recorded levels more than10% below the objective, increasing confidence that the objective levels are being met and will continue to be met in future. Figure 1 below shows the trend in recorded NO_2 levels at automatic stations in relation to the Scottish annual mean objective.

[1] Reference grade monitors for ambient levels of nitrogen dioxide are those which use the chemiluminescent method of analysis.

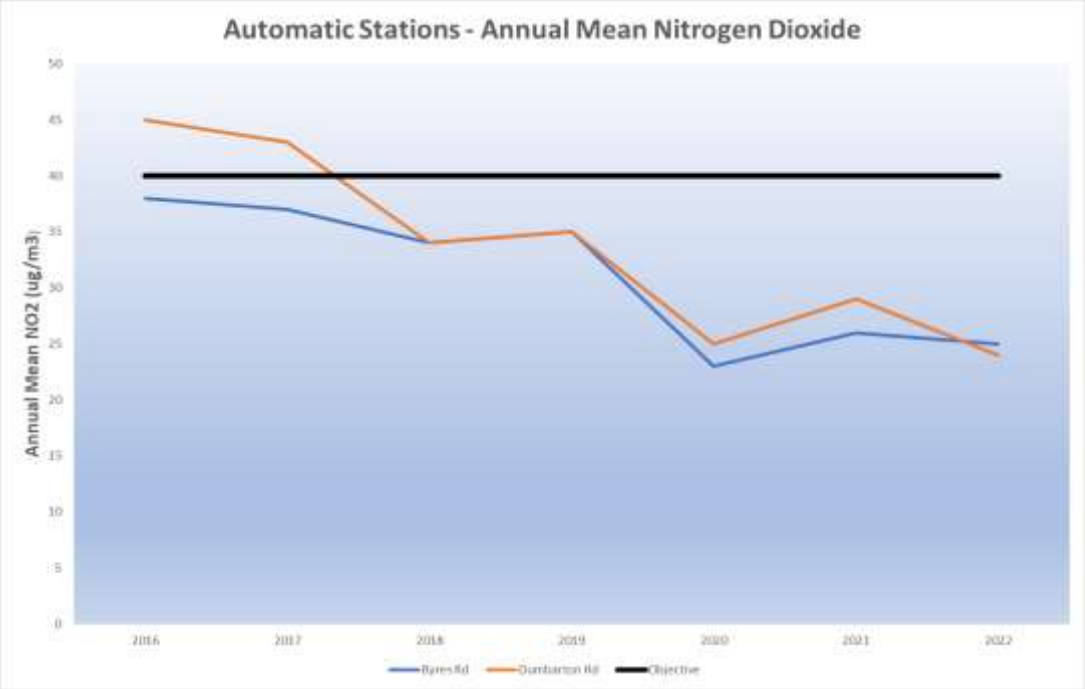


Figure 1: Nitrogen Dioxide Levels at Automatic Monitoring Stations

3.4 Figure 2 below shows the trend in recorded NO_2 levels from diffusion tubes in relation to the Scottish annual mean objective.

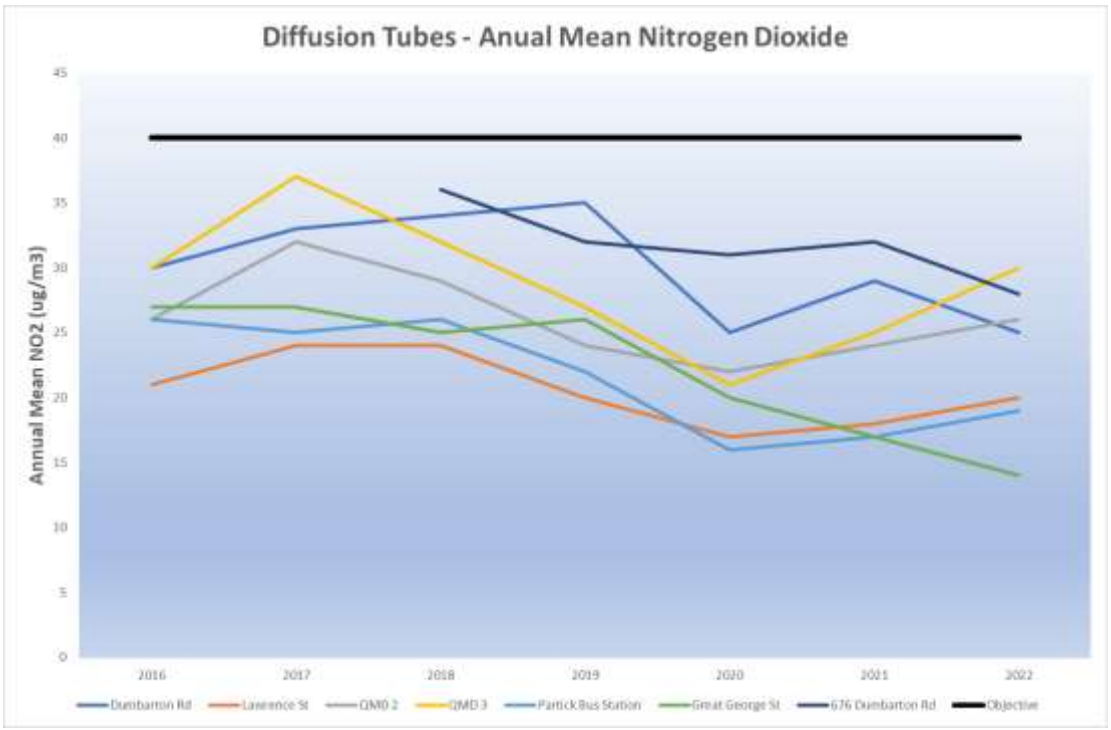


Figure 2: Nitrogen Dioxide Levels at Diffusion Tubes

3.5 No exceedances of the annual mean objective have been recorded by diffusion tubes within the area during the period shown above. The last recorded exceedance of the objective by diffusion tube was in 2011 at the Queen Margaret Drive 3 location. The last year in which recorded levels were within

10% of the objective was 2018, increasing confidence that the objective levels are being met and will continue to be met in future.

3.6 Only fully ratified data has been used in this assessment and therefore data from monitoring conducted in 2023 has not been included. However, preliminary data indicates that the downward trend in NO_2 levels is continuing, even as the Byres Rd area is subject to construction works and traffic changes. Additional monitoring was also established in 2023 to consider the impact of traffic changes, particularly in Church St.

4 Conclusions

4.1 An assessment of measured ambient NO_2 concentrations since the declaration of the Byres Rd / Dumbarton Rd AQMA in 2007 found a reducing trend in measured annual average concentrations since 2011, such that the annual average concentrations have been below the relevant objective levels for a number of years.

4.2 Scottish Government guidance advises that a minimum of three years of compliance with the objectives be achieved before revocation is considered. Monitoring has shown that no exceedances have been recorded within the AQMA since 2017. However, due to uncertainty caused by falling pollution levels during the pandemic, an extended period of compliance has been recorded in respect of this AQMA.

4.3 Based on the continued compliance with air quality objectives for NO_2, and predicted future compliance, it can be concluded that there is no continued requirement for an AQMA in the Byres Rd / Dumbarton Rd area and that the AQMA be revoked. The recommendation is supported by robust monitoring data.

5 Next Steps

5.1 The decision to revoke the Byres Rd / Dumbarton Rd AQMA has been included in the conclusions of both the 2022 and 2023 Annual Progress Reports, based on the evidence included in section 5 of the Revocation Report. The independent report appraisers, the Scottish Government and the Scottish Environment Protection Agency have agreed with the report conclusions and advised Glasgow City Council to proceed with the revocation as soon as is practicable.

5.2 Once a revocation of an AQMA has taken place, the order will be submitted to the Scottish Government for information. SEPA and other relevant parties will also be notified, and the revocation widely publicised to ensure that the public and local businesses are fully aware of the situation. These notifications will take place within one month of the revocation of the AQMA order coming into effect.

5.3 The draft Air Quality Action Plan 2024, whilst necessarily focussed on the remaining City Centre AQMA, takes a similarly holistic approach to air quality improvements as previous plans. It is therefore expected to continue to provide improvements, including within the area of the revoked AQMA.

5.4 Whilst there is a high degree of confidence that the relevant air quality objectives will continue to be met, all current monitoring will continue indefinitely to ensure that compliance continues. All results will be reported within the APRs.

6 Policy and Resource Implications

Resource Implications:

Financial:	There are no new financial implications arising from the report. Scottish Government have stated their commitment to ongoing financial support for air quality monitoring within revoked AQMAs.
Legal:	The report raises no new legal issues.
Personnel:	LAQM duties are undertaken utilising GCC personnel.
Procurement:	No relevant procurement issues.

Council Strategic Plan: This work supports the key aims of Grand Challenge 3, Mission 2 of the Council Strategic Plan.

Equality and Socio-Economic Impacts:

Does the proposal support the Council's Equality Outcomes 2021-25? Please specify.	Generally supportive of the stated outcomes.
What are the potential equality impacts as a result of this report?	Poor air quality differentially impacts on residents with prior health conditions and improvements in air quality should therefore provide benefits.

Please highlight if the policy/proposal will help address socio-economic disadvantage.	No significant impact from this report.

Climate Impacts:

Does the proposal support any Climate Plan actions? Please specify:	LAQM has many co-benefits and shared actions with the Climate Plan including actions: 22 – development of the LEZ 26 – alternative actions for bus delivery 33 – feasibility study of a Workplace Parking Levy 42 – ban of gas heating in new developments 51 - delivery of a comprehensive active travel network 52 - enable a rapid and strategic shift to electric vehicles through increasing the current rate of deployment of EV charging infrastructure 53 – support transition to cleaner public transport 54 – transition GCC fleet to electric 55 – transition private hire fleet to zero emissions by2030 56 - reduce the need to own and use a car through measures in the City Development Plan 2, Glasgow Transport Strategy and the Liveable Neighbourhoods
What are the potential climate impacts as a result of this proposal?	LAQM includes action plan measures, many of which have slight beneficial climate impacts.
Will the proposal contribute to Glasgow's net zero carbon target?	No direct contribution from AQMA revocation.
Privacy and Data Protection Impacts:	No data protection or privacy implications. This report presents analysis of publicly available data and does not represent any privacy or data protection issues.

7 Recommendations

7.1 It is recommended that Committee;

1) Notes the contents of this report
2) Notes the improvement in pollution levels monitored within and around the Air Quality Management Area and the longstanding compliance with the statutory air quality objectives
3) Notes the Byres Rd / Dumbarton Rd AQMA Revocation Report
4) Refers the Byres Rd / Dumbarton Rd AQMA revocation to the City Administration Committee for approval

Appendix A: Revocation Report

REPORT IN SUPPORT OF THE REVOCATION OF THE BYRES ROAD / DUMBARTON ROAD AIR QUALITY MANAGEMENT AREA (AQMA)

1. Background

1.1 This report, in respect of the revocation of the Byres Rd / Dumbarton Rd Air Quality Management Area (the AQMA), fulfils the requirements of Local Air Quality Management (LAQM) and the relevant Policy and Technical Guidance documents.

1.2 The LAQM process places an obligation on all local authorities to regularly review and assess air quality in their areas, and to determine whether or not the air quality objectives are likely to be achieved. Where an exceedance is considered likely the local authority must declare an AQMA and prepare an Air Quality Action Plan (AQAP) setting out the measures it intends to put in place in pursuit of the objectives.

1.3 Equally, where monitoring has shown that the air pollution objectives are being met, and are likely to continue to be met, local authorities are required to revoke the AQMA following a suitable period of compliance. This report contains the information detailed within the Scottish Government's guidance note on amending and revoking Air Quality Management Areas (2023).

1.4 The air quality objectives set out in the Air Quality (Scotland) Regulations 2000, the Air Quality (Scotland) Amendment Regulations 2002 and the Air Quality (Scotland) Amendment Regulations 2016 provide the statutory basis for LAQM. The regulations also prescribe the dates for meeting air quality objectives. The objectives are set out in Table 1 below.

Table 1 – Summary of Air Quality Objectives in Scotland

Pollutant	Air Quality Objective Concentration	Air Quality Objective Measured as	Date to be Achieved by
Nitrogen dioxide (NO_2)	200 µg/m^3 not to be exceeded more than 18 times a year	1-hour mean	31.12.2005
Nitrogen dioxide (NO_2)	40 µg/m^3	Annual mean	31.12.2005
Particulate Matter (PM_{10})	50 µg/m^3, not to be exceeded more than 7 times a year	24-hour mean	31.12.2010
Particulate Matter (PM_{10})	18 µg/m^3	Annual mean	31.12.2010
Particulate Matter ($PM_{2.5}$)	10 µg/m^3	Annual mean	31.12.2021
Sulphur dioxide (SO_2)	350 µg/m^3, not to be exceeded more than 24 times a year	1-hour mean	31.12.2004

Pollutant	Air Quality Objective Concentration	Air Quality Objective Measured as	Date to be Achieved by
Sulphur dioxide (SO_2)	125 µg/m^3, not to be exceeded more than 3 times a year	24-hour mean	31.12.2004
Sulphur dioxide (SO_2)	266 µg/m^3, not to be exceeded more than 35 times a year	15-minute mean	31.12.2005
Benzene	3.25 µg/m^3	Running annual mean	31.12.2010
1,3 Butadiene	2.25 µg/m^3	Running annual mean	31.12.2003
Carbon Monoxide	10.0 mg/m^3	Running 8-Hour mean	31.12.2003

1.5 Following a protracted period of compliance with the relevant air quality objectives, this report proposes the formal revocation of the Byres Rd / Dumbarton Rd AQMA.

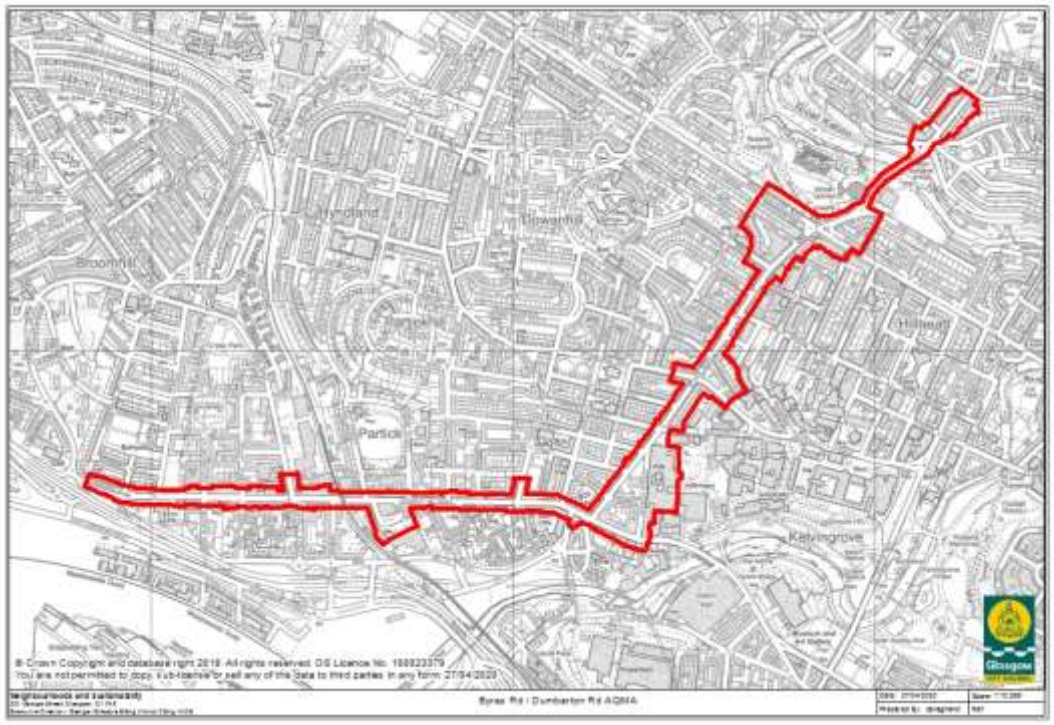
2. Byres Rd / Dumbarton Rd AQMA

2.1 Following a Detailed Assessment of air quality, the Byres Rd / Dumbarton Rd AQMA was declared in 2007 in respect of exceedances of the annual mean objective for nitrogen dioxide (NO_2). The AQMA extended from the junction of Byres Road and Great Western Road, south to Dumbarton Road and west along Dumbarton Road as far as Thornwood Drive roundabout.

2.2 In 2012 additional monitoring led to the area covered by the AQMA being extended northwards along Queen Margaret Drive to the junction with Oban Drive. In 2016 the AQMA was amended to include exceedances in respect of the annual mean PM_{10} Objective, following the revocation of the City-wide AQMA for this pollutant. However, in 2021 the AQMA was further amended to revoke the annual mean PM_{10} designation, following a protracted period of compliance in respect of this pollutant.

2.3 The current area covered by the AQMA can be seen in Figure 1 below.

Figure 1 – Byres Rd / Dumbarton Rd AQMA



3 Pollution Sources and Air Quality Action Plan

3.1 The Detailed Assessment which led to the introduction of the AQMA, identified road traffic sources as the major source of emissions leading to exceedances of the air quality objectives. Road traffic sources had previously been identified as the major contributor to the City Centre AQMA (declared in 2002) and the Parkhead Cross AQMA, declared at the same time as Byres Rd / Dumbarton Rd AQMA.

3.2 In 2009, an updated Air Quality Action Plan (AQAP) was produced in respect of this AQMA and the Parkhead Cross AQMA. As the three Glasgow AQMAs were distributed across the city, the AQAP adopted a holistic approach to improving air pollution, incorporating 15 actions designed to provide air quality benefits across the city.

3.3 The actions within the 2009 AQAP have been enacted, with progress reported within the annual Air Quality Progress Reports. Other relevant actions have also been adopted since the AQAP was produced, with these being similarly reported annually.

3.4 Whilst road traffic remains the major emissions source in the AQMA and across the city, improvements in vehicle emissions, and the AQAP actions, have resulted in an overall reduction in emissions and a resulting reduction in air pollution levels.

4 Local Air Quality Monitoring

4.1 Glasgow City Council operates an extensive network of air quality monitoring equipment across the city, with an added focus on AQMAs. This has been developed across many years with additions made to the network dependent on local conditions.

4.2 Monitoring of NO_2 is undertaken by automatic monitoring stations at two locations within the AQMA, one within Byres Rd and the other within Dumbarton Rd. Both monitor NO_2 levels using chemiluminescent monitors. Details of this monitoring is shown in Table 2 below.

Table 2 – Byres Rd / Dumbarton Rd AQMA Automatic Monitoring

Site ID	Site Name	Site Type	Distance to Relevant Exposure (m)	Distance to kerb of nearest road (m)	Inlet Height (m)
GLA6	Glasgow Byres Road	Roadside	0	3	3
GLA09	Glasgow Dumbarton Rd	Roadside	0	3	2

4.3 The Byres Rd and Dumbarton Rd monitoring station locations are shown in Figures 2 and 3 below.

Figure 2 – Map of Byres Rd Automatic Monitoring Station

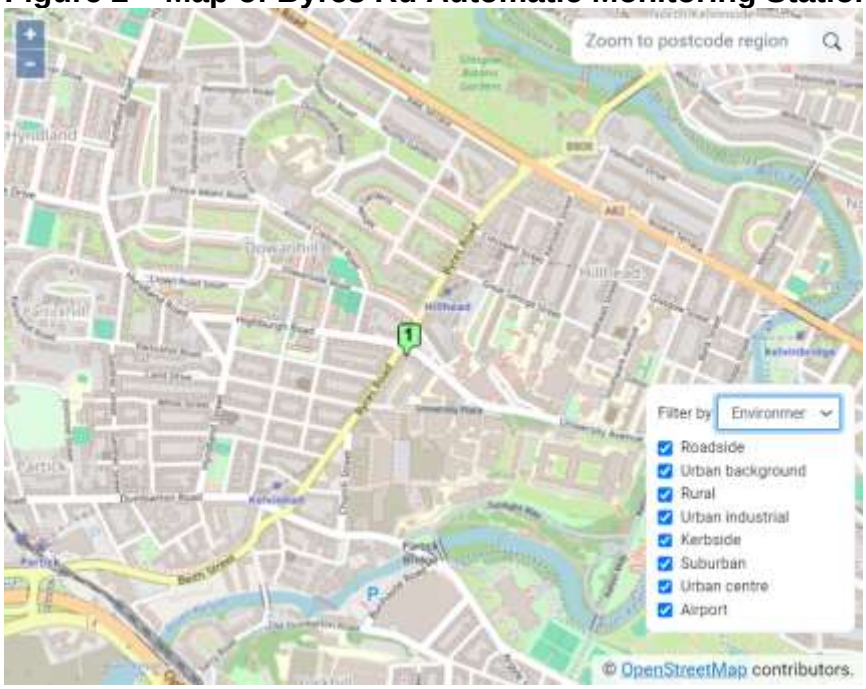


Figure 3 – Map of Dumbarton Rd Automatic Monitoring Station

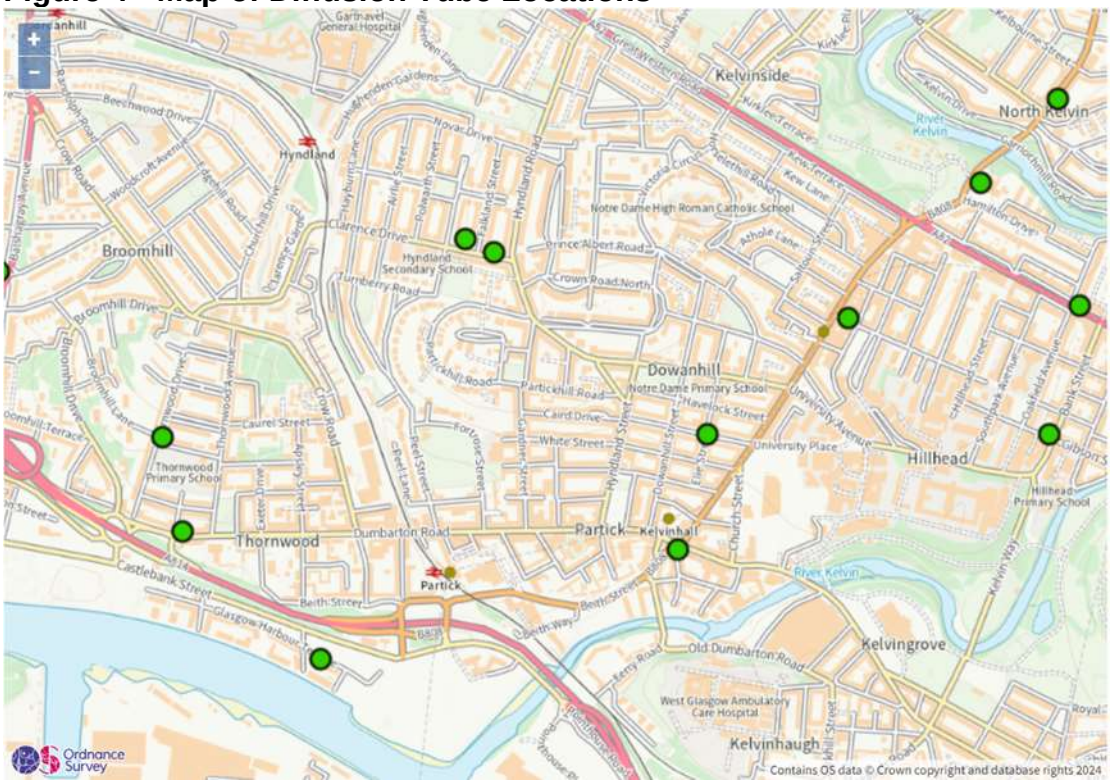
4.4 Monitoring of NO_2 is also undertaken by non-automatic monitoring at seven locations within, or adjacent to the AQMA. This monitoring is undertaken using passive diffusion tubes on a monthly basis, with results reported against the calendar year. Details of this monitoring is shown in Table 3 below.

Table 3 - Byres Rd / Dumbarton Rd AQMA Non-Automatic Monitoring

Site ID	Site Name	Site Type	Distance to Relevant Exposure (m)	Distance to kerb of nearest road (m)	Tube Height (m)
GW1	Dumbarton Rd	Roadside	3	3	2.5
GW2	Lawrence St	Roadside	5	2	3
GW07	QMD 2	Roadside	0	3	3
GW08	QMD 3	Roadside	0	3	3
GW31	Great George St	Roadside	0	3	2.5
GW35	676 Dumbarton Rd	Roadside	0	1	2.5
GW41	Partick Bus Station	Roadside	0	2	2.5

4.5 The Byres Rd and Dumbarton Rd diffusion tube locations are shown in Figures 4 below.

Figure 4 - Map of Diffusion Tube Locations



5 Air Quality Monitoring Data

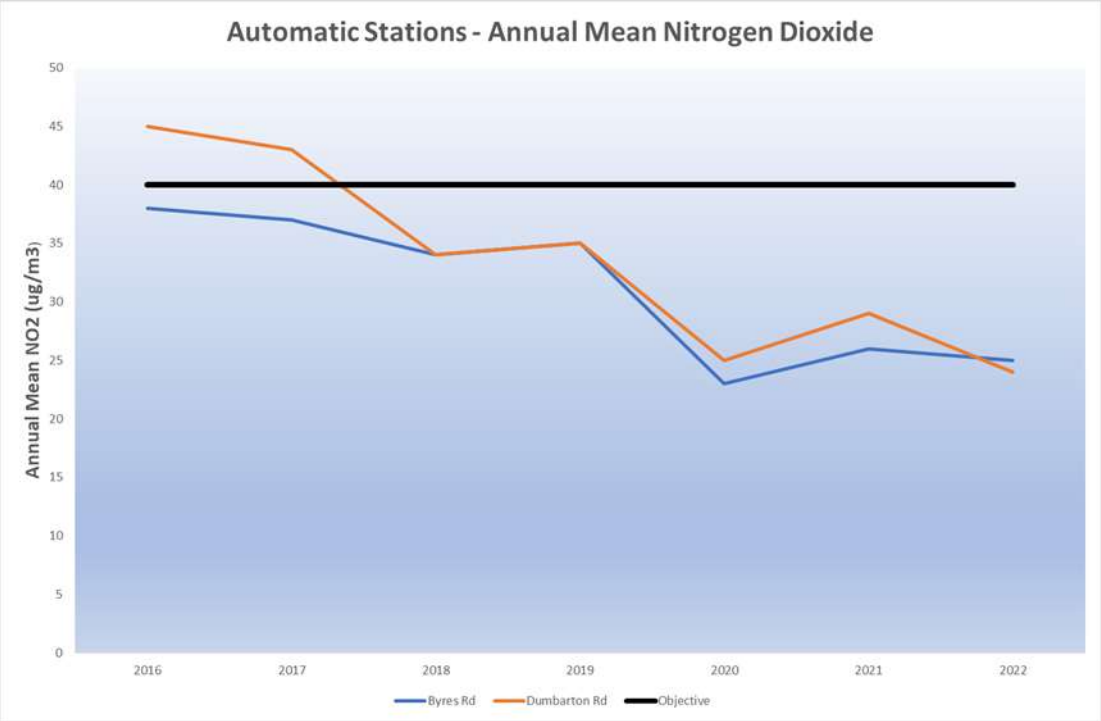
5.1 Table 4 below shows the levels of annual mean NO_2 recorded by the automatic stations since 2016. Exceedances of the 40ug/m^3 objective level are shown in red.

Table 4: Nitrogen Dioxide Levels at Automatic Monitoring Stations

Site ID	Site Name	Annual Mean NO_2 (ug/m^3)						
		2016	2017	2018	2019	2020	2021	2022
GLA6	Byres Rd	38	37	34	35	23	26	25
GL9	Dumbarton Rd	45	43	34	35	25	29	24

5.2 No exceedances of the annual mean objective have been recorded at automatic stations within the area since 2017. Since 2018, all monitoring has recorded levels >10% below the objective, increasing confidence that the objective levels are being met and will continue to be met in future. Figure 5 below shows the trend in recorded NO_2 levels in relation to the Scottish annual mean objective.

Figure 5: Nitrogen Dioxide Levels at Automatic Monitoring Stations



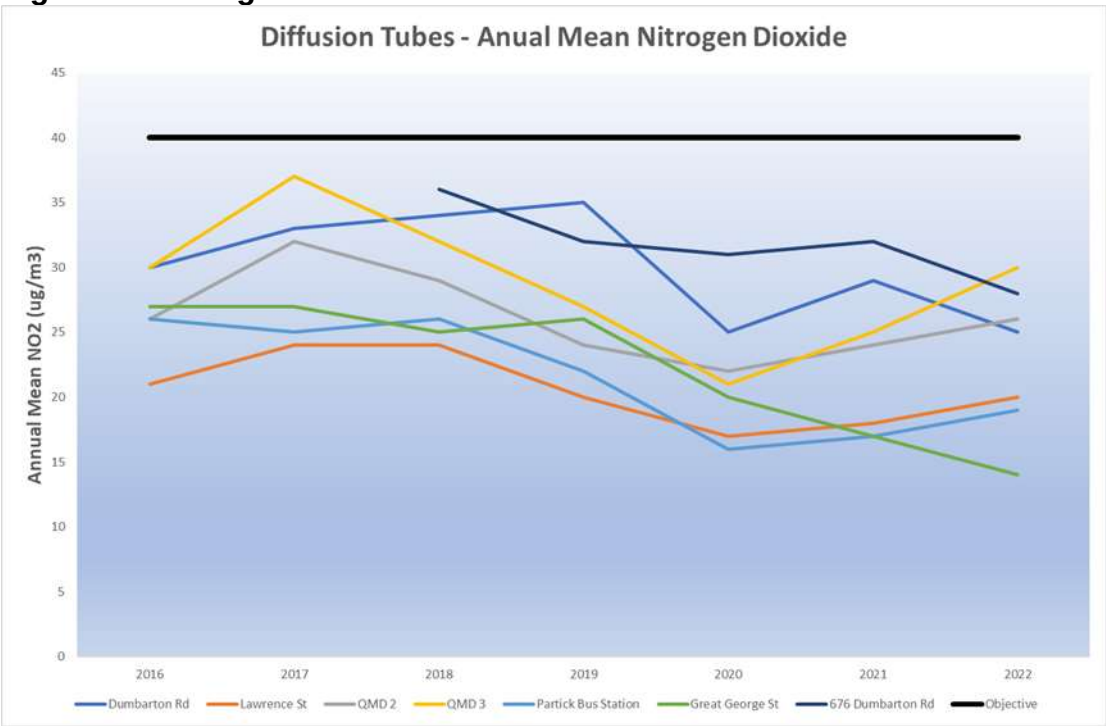
5.3 Table 5 below shows the levels of annual mean NO_2 recorded by diffusion tubes since 2016.

Table 5: Nitrogen Dioxide Levels at Diffusion Tubes

Site ID	Site Name	Annual Mean NO_2 (ug/m^3)						
		2016	2017	2018	2019	2020	2021	2022
GW1	Dumbarton Rd	30	33	34	35	25	29	25
GW2	Lawrence St	21	24	24	20	17	18	20
GW07	QMD 2	26	32	29	24	22	24	26
GW08	QMD 3	30	37	32	27	21	25	30
GW31	Great George St	27	27	25	26	20	17	14
GW35	676 Dumbarton Rd	-	-	36	32	31	32	28
GW41	Partick Bus Station	26	25	26	22	16	17	19

5.4 No exceedances of the annual mean objective have been recorded by diffusion tubes within the area during the period shown above. The last recorded exceedance of the objective by diffusion tube was in 2011 at the Queen Margaret Drive 3 location. The last year in which recorded levels were within 10% of the objective was 2018, increasing confidence that the objective levels are being met and will continue to be met in future. Figure 6 below shows the trend in recorded NO_2 levels in relation to the Scottish annual mean objective.

Figure 6 – Nitrogen Dioxide Levels at Diffusion Tubes



6 Future Actions in Relation to the AQMA

6.1 The decision to revoke the Byres Rd / Dumbarton Rd AQMA has been included in the conclusions of both the 2022 and 2023 Annual Progress Reports, based on the evidence included in section 5 of this report. The independent report appraisers, the Scottish Government and the Scottish Environment Protection Agency have agreed with the report conclusions and advised Glasgow City Council to proceed with the revocation as soon as is practicable.

6.2 Once a revocation of an AQMA has taken place, the order will be submitted to the Scottish Government for information. SEPA and other relevant parties will also be notified, and the revocation widely publicised to ensure that the public and local businesses are fully aware of the situation. These notifications will take place within one month of the revocation of the AQMA order coming into effect.

6.3 The draft Air Quality Action Plan 2024, whilst necessarily focussed on the remaining City Centre AQMA, takes a similarly holistic approach to air quality improvements as previous plans. It is therefore expected to continue to provide improvements, including within the area of the revoked AQMA.

6.4 Whilst there is a high degree of confidence that the relevant air quality objectives will continue to be met, all current monitoring will continue to ensure that compliance continues. All results will be reported within the APRs.

7 Conclusions

7.1 An assessment of measured ambient NO_2 concentrations since the declaration of the Byres Rd / Dumbarton Rd AQMA in 2007 found a reducing trend in measured annual average concentrations since 2011, such that the annual average concentrations have been below the relevant objective levels for a number of years.

7.2 Scottish Government guidance advises that a minimum of three years of compliance with the objectives be achieved before revocation is considered. Monitoring has shown that no exceedances have been recorded within the AQMA since 2017. However, due to uncertainty caused by falling pollution levels during the pandemic, an extended period of compliance has been recorded in respect of this AQMA.

7.3 Based on the continued compliance with air quality objectives for NO_2, and predicted future compliance, it can be concluded that there is no continued requirement for an AQMA in the Byres Rd / Dumbarton Rd area and that the AQMA be revoked. The recommendation is supported by robust monitoring data.

Appendix A - Draft AQMA Revocation Order

Glasgow City Council

Environment Act 1995, Part IV, Section 83(2)

Glasgow City Council Byres Rd / Dumbarton Rd Revocation Order 2024 ("Byres Rd / Dumbarton Rd AQMA Order")

Order revoking an Air Quality Management Area (AQMA)

Whereas Glasgow City Council ("the Council") having caused to be conducted a review and assessment of air quality in Byres Rd / Dumbarton Rd AQMA is satisfied that the air quality objectives in respect of the nitrogen dioxide annual mean objective(s) as specified in the Air Quality (Scotland) Regulations 2000 (as amended by the Air Quality (Scotland) Amendment Regulations 2002 and 2016) will be met in the area described in the Schedule below for reasons of previous, current and projected compliance with the relevant air quality objectives.

The Council in exercise of the powers conferred on it by Section 83(2) of the Environment Act 1995 hereby makes the following Revocation Order for the Byres Rd / Dumbarton Rd AQMA designated in 2007.

IT IS HEREBY ORDERED THAT:

1. The AQMA known as Byres Rd / Dumbarton Rd AQMA designated for a likely breach of the nitrogen dioxide annual mean objective(s) and as described in the Schedule below shall be revoked.
2. The Order shall be cited as the Glasgow City Council Byres Rd / Dumbarton Rd Air Quality Management Area Revocation Order 2024
3. The Order shall come into force on <<Date>>.
4. The Order and Schedule referred to herein may be inspected free of charge at <<insert Council address>> or on-line at: <<insert e-mail address>>. If you cannot access the documents on-line, please contact the Council on <<phone number>> to request a paper copy.

Sealed with the Common Seal of the Council and signed by
<<Signature>>

<<Title>>

<<Address>>

<<Date>>

Schedule to Glasgow City Council Byres Rd / Dumbarton Rd AQMA Revocation Order 2024

The designated area bounded in red on the attached map and known as the Byres Rd / Dumbarton Rd AQMA shall be revoked.

The designated area consists of the following locations, including the full width of the streets:

South of Thornwood Drive, incorporating the full width (and first line of buildings to the North and South) of Dumbarton Road;

Eastwards along Dumbarton Road incorporating Crow Road to the junction with Norval Street;

Eastwards along Dumbarton Road incorporating Partick Bus Station at Merkland Street and Vine Street;

Continuing eastwards along Dumbarton Road incorporating Hyndland Street to the junction with Fordyce Street;

Continuing eastwards incorporating the triangle junction with Benalder Street;

Continuing eastwards to the junction of Dumbarton Road with Dunaskin Street;

Northwards from Dunaskin Street heading towards Byres Road, incorporating the hospital buildings fronting Church Street;

Continuing north along Byres Road (including line of buildings east and west of the Road) incorporating the junction of Byres Road with Highburgh Road to junction with Caledon Lane;

And incorporating the junction of Byres Road with University Avenue (including Ashton Road), along Ashton Lane and joining back to Byres Road;

Continuing northwards along Byres Road and incorporating the following area;

Along Observatory Road to Grosvenor Crescent;

Along Grosvenor Crescent to Saltoun Street;

Saltoun Street from Grosvenor Crescent north-eastward to Great Western Road;

Incorporating Great Western Road south-eastwards to the junction with Queen Margaret Drive;

Queen Margaret Drive from the junction with Great Western Road north-eastward to the roundabout adjacent to Hamilton Drive;

Continuing northwards along Queen Margaret Drive to the junction of Melbourne Street

Eastwards along Hamilton Drive to the junction with Buckingham Street

South- westward along Buckingham Street to Great Western Road;

Continuing westwards to Kersland Street, then southwards to the junction of Kersland Street with Sandringham Lane;

Westwards along the projected line of Sandringham Lane joining back to Byres Road.