

No.	Measure	Focus	Lead authority	Planning phase	Implementation phase	Indicator	Target annual emission reduction in the AQMA	Progress to date	Progress in last 12 months	Estimated completion date	Comments relating to emissions
1	Cross Tay Link	New crossing of the Tay linking the A9 to the A94 north of Scone, including a package of associated bus priority, cycle and pedestrian measures 'locking in the benefits' to Perth city centre	PKC Tactran Transport Scotland		2009- ongoing to circa 2018	It is not possible at this stage to assign a quantitative indicator. We will report outputs of feasibility work/ air quality assessments as they arise and update timescales as appropriate	High	STAG Report and Summary Strategy Paper are finalised. Pupil Consultation was carried out October 2010 to February 2011. The responses from the Public consultation collated and final report published. EH have attended Stakeholder Workshop and discussions on City Central Traffic Management Review and the AQ benefits.	Shaping Perth's transport Future was presented to a special meeting of the council on the 10 th January 2012 and the Council agreed to carry the process forward to the next stage. Final consultation statement report was published in November 2011 http://www.pkc.gov.uk/NR/rdonlyres/C1334378-D1A4-4608-96BB-42C895E80355/0/ShapingPerthsTransportFutureConsultationStatementFinal.pdf SEA Environmental report Addendum was also published	2018	

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									<p>in 2011 http://www.pkc.gov.uk/NR/rdonlyres/98DE0B03-48C7-41FB-85BB-91B045F5C30A/0/ShapingPerthsTransportFutureSEAERAddendum.pdf The initial Stage 1 Preliminary assessment indicated a preferred corridor and this will now go to a Stage 2 DMRB Assessment</p>		
2	Integrate AQ into Regional Transport Strategy	Ensure that this AQAP is integrated into the delivery of the Regional Transport Strategy	PKC Tactran		2009/10 and as RTS is delivered	We will report annually on our meetings with TACTRAN, and provide a discussion as to how the AQAP is influencing delivery of the	Medium-High	AQ considerations are influencing RTS http://www.tactran.gov.uk/documents/TACTRANRTS-FinalNov2008.pdf delivery, in the past three years. Studies have been commissioned into feasibility of a freight	PKC and Tactran Continue to work in conjunction to ensure AQ is considered in the RTS in projects such as Freight Consolidation centre, Park & Rides, Liftshare, walking & cycling	Ongoing	

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						RTS		consolidation centre for Perth ,development of proposals for a trial scheme and development and submission of a bid for EU for implementation	initiatives.		
3	Integrate AQ into Local Transport Strategy	Ensure that this AQAP is integrated into the delivery of the Local Transport Strategy. A new strategy is being developed so there is an opportunity to integrate AQ fully into this.	PKC		LTS published by year 3 of this AQAP, then ongoing implementation of schemes	This is a strategic option but we will report on development of the new LTS and comment on specific air quality provisions contained in it. As the Strategy unfolds we may need to reassess this measure and make it more	Medium-High	Transport Strategy for Perth and the wider Region document published October 2010, The LTS preferred strategy is one of an integrated approach and air quality is one of the strategy objectives 'To work towards meeting national air quality standards and prevent further breach/exceedance' & ' to reduce transport emissions	Environmental Health Team continues to attend workshops and meetings with PKC's' Transport Planning Team such as Perth City Centre Traffic Management, Shaping Perth's Transport Future and Perth Public Transport Interchange Study.	Ongoing	

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						specific.		which contribute to climate change, in line with national Guidance' http://www.pkc.gov.uk/NR/rdonlyres/C871E63C-DDD9-4D27-A2C4-701BAC957F77/0/TransportStrategyPaperFinalversion.pdf			
4	Park and Ride	Operate existing Park and Ride schemes and maintain high levels of usage. We will carry out intermittent surveys to assess vehicles using the site.	PKC		2009- Ongoing	Annual usage statistics. A calculation of avoided NOx/PM10 will be provided Annually.	Medium	Bus passenger numbers are taken annually for Broxden P&R	The number of bus passengers using the Broxden P&R in 2010 was 153,967. and in 2011/12 145,501 passengers.	Ongoing	

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		Investigate a new Park and Ride/ Park and Choose site at Walnut Grove, Perth	Tactran PKC		2009- ongoing to circa 2018 A feasibility study has been undertaken and detailed design work is in progress. More specific timescales are available in TACTRANS RTS Delivery Plan	We will report outputs of feasibility work/detailed design and air quality assessments led by TACTRAN as they arise and update timescales as appropriate	High	Investigations of the scope for implementing the project have been concluded and detailed design is in progress. A preferred site layout has been agreed	Tactran, in partnership with PKC, commissioned consultants to investigate opportunities for bus priority to serve the site and to undertake detailed design of the P&R car park including access on to the trunk road. A preferred site layout has been agreed	2018	

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		Programme of improvements to existing P+R sites (e.g. better waiting areas, lighting etc)	PKC		2009- ongoing	Report of any improvements made, tied into occupancy rates	Small	A passenger waiting facility has been constructed at Broxden		Ongoing	
5	Bus quality improvements	Bus Strategy and Quality Bus Partnerships. PKC- Work with TACTRAN, operators and other relevant stakeholders to create a bus strategy for the region.	Tactran PKC		2009- ongoing to 2024 More specific timescales are available in TACTRAN RTS Delivery Plan/ capital and revenue programmes.	Shift to alternative modes- this will be monitored by TACTRAN as part of the evaluation process of their RTS Delivery Plan.	Medium	The particulate traps have now been fitted and the study is ongoing. Tactran have provided upgraded bus stop and shelter facilities on the A90 Dundee – Perth Corridor funded from the 2010/11 Capital Programme	A review was started of current public transport interchange provision within Perth City Centre giving consideration to location ; interchange between and within	Ongoing	

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		<p>TACTRAN – Work in partnership with Councils, bus operators and other relevant stakeholders to identify and deliver improvements to the quality and accessibility of vehicles, services and associated facilities across the Region, particularly maximising funding and grant opportunities in support of these measures</p>							<p>modes; quality of facility and accessibility by rail, bus, walk and cycle</p> <p>Tactran carried out a survey into the provision of real – time bus information to mobile phones and tender can go out in April –subject to tender prices.</p>		

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		Ensure air quality is formally considered in future public transport procurement decisions (i.e. for subsidised public services, school buses, school taxis	PKC		2009 then Ongoing (as contracts are renewed	Outcome of any procurement decisions. As cleaner vehicles come on stream, an annual calculation of the avoided NOx and PM10 will be provided.	Medium	The consideration of air quality within the procurement decision is still under review, due to the pressures of the current economic climate	Although AQ is still not part of the procurement process, it has been noted that there is an improvement in fleet engine standards due to other Statutory requirements such as DGA.	Ongoing	
6	Freight Improvements	Establish a TACTRAN-wide Freight Quality Partnership, in liaison with freight interests and Councils drawing upon	Tactran PKC		Ongoing to 2024 More specific timescales are available in TACTRAN RTS Delivery Plan/ capital and revenue programmes	PKC will seek regular updates from TACTRAN on progress and report on these annually	High	A Tactran-wide freight quality partnership has been formed including interest from PKC, Scottish Enterprise, and private sector freight interests	EH Manager is a member of the Freight Quality Partnership. AQ is integrated into Freight Quality Partnership. Dundee's Environmental manager is also now a member of the Freight Quality Partnership	2024	

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		established guidance, to help deliver cost effective packages of freight related interventions across the region									
		Development of a freight consolidation scheme or commercial delivery strategy.	Tactran PKC		Feasibility work, subject to funding, will be carried out in Years 1 and 2 of this AQAP	Initially we will report on feasibility work as and when it is carried out. If developed we could use the number of vehicle km avoided to calculate Emissions savings.	Medium-High	Freight Consolidation Feasibility Study has been completed and a draft feasibility report was published in January 2010 recommending a trial period scheme for 6-12 months. JMP and PKC concluded that certain issues still had to be addresses such as funding before a 6-12 month	Further work has been carried out with Tactran and Consultants JMP. Procurement issues have now been resolved and PKC have decided that the tendering process should be carried out through competitive dialogue procurement.		

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								trial scheme could be implemented	Advertisement for the intended tender for the project has been registered with OGC and Pre Qualifying Questionnaires posted. PKC, after agreement for the proposal from PKC's Environmental Committee, and Tactran have put in a bid for match funding through the EUINTERREG (LaMilo) and this is being resubmitted in May 2012		
7	Travel Planning	PKC Staff Travel Plan; including encouraging flexible working, car/lift	PKC		Initiated year 2 of this AQAP then ongoing.	Activity data will be collected by survey to support the working of the PKC GTP. A base survey of	Medium	Staff Travel Plan was launched in September 2010 and a staff travel plan summary leaflet was produced along with a staff travel Plan web page. Events	Due to budget restraints, cuts were made in general sustainable transport budget. Therefore although the staff travel plan has been approved	Ongoing	

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		sharing/alternative modes, salary sacrifice bicycle scheme				staff travel habits will also be carried out. We will estimate vehicle km avoided in the AQMA and report reduced emissions of NOx and PM10		such as Walk to Work Week and Family bike events in Perth Promoted via PKC staff intranet.	at SPR in 2010, no additional promotional work was carried out in 2011. The Lift share website and the Salary Sacrifice bike to work scheme are still continuing.		
		We will work with our regional partners to further encourage development and employee use of Green Travel Plans in our large employers within Perth	Tactran (through the Sustainable Travel Liaison Group)) PKC		2009 then ongoing	Activity data will be sought from the main employers as to the journeys avoided from their GTPs. If this is provided will estimate vehicle km avoided in the AQMA and report reduction in emissions of	Medium	Tactran has been represented on SSE's Travel Plan Steering Group and provided advice and promotional material. Perth College has also been given information and support of use of liftshare. Aviva, PRI and Murray Royal Hospital have been given advice and	Murray Royal Hospital given advice and guidance in travel planning process. Launch of travel plan, implementation software, tactran travel knowhow to support businesses developing and implementing travel plans.	Ongoing	A baseline is still being developed

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		Kinross.				NOx and PM10		guidance in travel planning process and PRI provided with grants for travel planning measures.			
		We will continue to support schools in developing Green Travel Plans through our school co-ordinator and collect activity data to assess their use through our school co-ordinators.	PKC		2009 then ongoing	Survey data will be requested from PKC schools as to the journeys avoided from their GTPs. We will estimate vehicle km avoided in the AQMA and report reduction in emissions of NOx and PM10.	Medium	A number of schools have developed or are developing Green travel Plans. Grant funding was awarded in 2011 to support schools with travel plans and further funding was sought for further measures in 2012. 92.77% of schools have STPs with 100% working on STP activities	PKC receive official figures from Sustrans, on the Hands Up Survey, in June 2012 therefore are unable to comment on 2011 results.	Ongoing	School Hands Up Survey (current travel modes) will be carried out in September again with last years results due next in June

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		Regional/ PKC Car and Lift Share schemes- there is both a wider scheme, and one specific to PKC employees. We will improve use of the PKC scheme through our own GTP	TACTRAN PKC		2009 then ongoing	Activity data will be collected annually from both schemes and we will estimate vehicle km avoided in the AQMA and report reduction in emissions of NOx and PM10.	Small-Medium	Further promotion was undertaken of the liftshare	Further promotion was undertaken of Liftshare including .PKC participation in national Liftshare week, taxi advertising and leaflet promotion through employers	Ongoing	A baseline is still being developed
		Green Travel Plans for new Developments. We will continue to seek travel	PKC		2009 then ongoing	Number of GTPs and estimation of effect specified in reporting year	Low	This is a continual process through planning developments e.g. Murray	This is a continual process through planning developments	Ongoing	

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		plans from large developments under existing planning arrangements.						Royal Hospital had to provide travel plans at the initial application stage.			

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8	Traffic management	Keep "City Centre Traffic Management Review" under continual review. Our Traffic and Environmental teams will liaise regularly to discuss the effects of component measures of the CCTMR on air Quality	PKC		Ongoing as required	We will report annually on any changes to the CCTMR and how we anticipate this affecting air quality	Medium	Ongoing PKC have secured funding from Scottish Government (SG) to allow us to carry out a trial mote traffic management system, pollution controlled, in 2011 at our worst hotspot area Atholl Street within our AQMA. PKC, JMP and Halcrow will work closely on the above. Halcrow was commissioned by PKC in early 2010 to further develop City Enhancements that could help 'lock-in' the benefits of the CTRL. This was part funded by AQ funding. The data from this is owned by PKC and will be made available for Mote Trial Work. 20 Motes and 3	Ongoing PKC received funding in 2011/12 SG and consultants JMP (Motes) carried out a Stage 1 initial study this involved a traffic management review to further investigate existing problems and identify potential traffic management measures to reduce delays and improve air Quality N02 and PM10. The outcome of Stage 1 work recommendations were grouped into 'Quick wins' which were taken forward into Stage 2 for further assessment using the 2010 Perth S- Paramics model and AIRE.	Ongoing	Modelling will be carried out to establish if there is any Air quality benefits in 2013

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								Gateways have been installed by Envirowatch. The Motes and the near real time traffic management techniques implemented using Scoot will allow PKC to dissipate queuing traffic and congestion as it occurs, greatly reducing high pollution levels at hotspot locations. PKC 's mote project is also linking in with Transport Scotland TANNNOISE Project	There was no substantive difference in performance between the TM options modelled. Motes are now up and running and baseline information is being collated.		
9	Planning and air quality	Consider air quality as an issue for the Local Development Plan	PKC		2009-12	It is not possible to assign a quantitative Indicator. We will report on delivery of Local Development	Medium	PKC are holding workshops, Environmental Health is a stakeholder, for discussion on Air Quality.	Environmental health attended a general work shop with other stakeholders with regards to the proposed City Enhancement Package in	Ongoing	

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						Plan, and provide evidence that air quality considerations have been formalised within it			connection to the Cross Tay-Link.		
		Investigate development of supplementary planning guidance on air quality	PKC		2010-14	It is not possible to assign a quantitative indicator. We will report progress on development of new guidance, though it is explicitly linked to the forthcoming LDP.	Small	Supplementary Planning guidance on air quality has been developed and is in draft form awaiting approval	Environmental health have worked closely with PKC planning authority to develop supplementary planning guidance on air quality and a draft documents has been written and is awaiting approval.	Ongoing	
		Consider air quality in planning	PKC		Ongoing as	It is not possible to assign a	Low	Planning applications 09/02126/FLM,11/00788/AMM and	Environmental Health continue to check weekly		

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		<p>decisions and formalise decision making process/interaction with Environmental Health. This can relate not only to new transportation sources, but also to new biomass installations or industrial sources.</p>				<p>quantitative indicator. We will report on cases where air quality was a consideration in the reporting period, and the outcome of any decisions made.</p>		<p>12/00033/FLL were consulted on by Environmental health due to possible increase in traffic flows and due to industrial processes increasing ambient pollutant levels. Environmental Health will continue to check the weekly planning list and comment on applications which may adversely impact on local air quality</p>	<p>planning list and comment on applications which may adversely impact on local air quality Such as planning application 09/02126/FLM air quality assessment submitted and EH asked for a revised copy with more up to date data. Planning application 11/00788/AMM for the formation of a Waste to Energy facility for Grundon Waste Management Ltd was refused planning permission on the ground of amenity on noise, odour and air quality. 12/00033/FLL for</p>		

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									the erection of an anaerobic digestion plant EH has requested that an AQ Assessment be submitted.		
10	Procurement and air quality	<p>Air quality will be formally considered in the tender process for new PKC vehicles. PKC currently specify a more stringent Euro standard than necessary.</p> <p>A fleet survey will be necessary in the short term to establish the</p>	PKC		<p>Fleet survey in year 1 of AQAP, then ongoing as tenders arise</p>	<p>If vehicles are replaced like for like, the number will be reported annually, with their Euro standard and that of the vehicle replaced. This will be fed into an emissions calculation and the saving in NO_x and PM₁₀ will be reported annually.</p> <p>If additional vehicles are bought, their</p>	Small-Medium	<p>PKC received funding and Electric Points were installed at all Council Operations' Depots thus allowing the possible development of additional electrical vehicles in the future.</p> <p>PKC was able to commission green urban to carry out a fleet survey, through funding received from Scottish Government 53% of PKC was Euro 3 or worst. PKC also through SG funding retro fitted 10 of the Euro 3 refuse vehicles with Pirelli</p>	<p>PKC continue to improve our fleet and to date have purchased: 4 electric cars-Nissan Leafs; 4 Hybrid transits and 1 electric Peugeot Boxer and 1 electric minibus.</p>	Ongoing	The overall initiative will save around 114kgs of harmful street side particulate emissions per annum

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		baseline for improvements.				Euro standard will be reported and an estimation of the impact of specifying a more stringent standard than necessary will be reported.		Feelpure diesel particulate systems It is estimated that each vehicles particulate emission will be reduced by up to 95%. Thus bring them into line with Euro 4 levels.			
11	Eco-driver training	PKC will seek to expand the existing provision of eco-driver training by utilising the newly formed training team to develop and add an eco-driving training course into our existing modular training	PKC		Expanded programme by 2011 then ongoing	PKC intend to assess drivers after they have completed the training. The outcomes of these assessments (i.e. the fuel saving per driver) will allow simple calculation of avoided emissions of NOx and PM ₁₀ .	Small-Medium	4 Trainers have been trained PKC have now been licensed to deliver Drivers CPC Programme this was rolled out in September 2011. PKC won the tender to deliver CPC Training to Angus PKC now run an in house, Service need, LGV Training Centre.	PKC continues to deliver Drivers CPC Programme to PKC Staff and Angus. PKC now have a Qualified LGV driving instructor to deliver LGV Training to staff.	Ongoing	Data will be available in 2012

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		<p>syllabus.</p> <p>The eco-driving module will become part of our regular driver CPC training package which will be delivered to all LGV drivers on an ongoing basis. The eco-module will also form part of future training modules for all council drivers as part of the driver assessment programme, which will also cover</p>									

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		the driver's responsibilities on legislation and what pre-use vehicle checks need to be carried out and documented.									
12	Provision of travel information	Develop, promote and maintain a comprehensive Travel Information System, covering all modes and users and make this information available in	TACTRAN PKC		Study/develop strategy by 2011 Specific measures ongoing to circa 2018.	We will liaise with TACTRAN and report annually on the findings of the feasibility work. As initiatives are implemented we will report progress on these	Medium	A web – based regional travel information database and journey planner (tactran connect) was developed in May 2010 and will be upgraded over time	Further developments of tactran connect including a cycle journey planner; developments of tactran connect for mobile phones; and better facebook/twitter management.	Ongoing	

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		on-line formats. Delivered through TACT Ran's Regional Travel Information Strategy.				individually.					
		Investigate and develop the provision of real time travel information for bus stops in Perth.	TACTRAN PKC		Study by end 2009 Implementation 2010-2018	We will report annually the findings of any feasibility work that is carried out and report on implementation as it is carried out	Small	The first phase of this project, reviewing current systems, consulting bus operators, noting deficiencies, identifying opportunities and setting out a phased arrangement for any subsequent improvements was completed	The first phase of this project, reviewing current systems, consulting bus operators, noting deficiencies, identifying opportunities and setting out a phased arrangement for any subsequent improvements was completed		
		Maintain current Public Transport Guides and	PKC		2009- ongoing	We will report on provision of materials and attempt to	Small	Ongoing	Ongoing	Ongoing	

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		section on PKC website				gauge penetration of these.					
		Hearts and Minds campaign to promote sustainable travel options	TACTRAN PKC		Ongoing to circa-2018	We will liaise with TACTRAN and report annually on how what initiatives have been developed	Medium	AQ website is nearly ready for going live pending debugging and final checking. 'In Town Without My Car' initiative in 2009 and 2010 was supported in terms of staffing and funding.	AQ website is now up and running.	Ongoing	
13	Signage	Investigate the potential of Variable Message Signage linked to pollution monitoring	PKC		Feasibility work by 2011	We will report annually the findings of any feasibility work that is carried out and develop the measure further based	Medium	No progress	No progress in this area at this time.		

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		systems.				on their findings.					
14	Alternative modes	Work closely with TACTRAN to aid delivery of the Walking and Cycling Strategy for the region to ensure walking and cycling are part of an integrated transport system.	TACTRAN PKC		Initial study- 2009/10 Ongoing liaison/review	We will liaise with TACTRAN annually and report progress with individual measures implemented under the Strategy	Medium	Cycle training provided to staff and production of walking and cycling maps has been undertaken. Grant funding has been awarded this year for a variety of walking , cycling and travel planning initiatives Tactran has supported financially the provision of cycle lockers in Perth schools.	Grant funding was attained for a number of walking/cycling initiatives including training and safety events and grant funding has been awarded for these types of events for next year also. Pedestrian and Cycle Counts have been carried out by PKC in early 2011 and these figures will be analysed and presented in our 2013 assessment.	Ongoing	
15	Better access to public transport (note: access to services, not	Work with planning colleagues to assess provision of public	PKC		2009 then Ongoing	We will report on findings of reviews and any improvements made to the	Small	Grant funding has been awarded for a detailed investigation of public transport options for the soon to be expanded	Improvement of operation of Service 11 which operates between Murray Royal and Perth City Centre		

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	person access to individual buses)	transport at new and existing developments				existing public transport network and on new developments that have been given public transport facilities.		Murray Royal Hospital. There was a delay in the Murray Royal Study however grant funding has been approved for the study to go ahead this year.	has been completed, with the addition of two bus shelters along the route at Bridgend/Dundee Road and promotional publicity for SSE and Aviva bus routes.		
16	Idling emissions reduction	Enforce Vehicle Idling Regulations	PKC		Feasibility study 2010	Number of vehicles subject to enforcement.	Small	No Progress	No Progress		
17	Roadside Emission Testing	Authorised Personnel to carry out roadside testing	PKC initially		Feasibility study involving surrounding Local Authorities by end 2010	Number of vehicles subject to enforcement	Small	No progress	No Progress		

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18	LAQM marketing	<p>Enhance existing provisions of publicity materials and ensure they reach their target audience.</p> <p>Organise publicity initiatives in schools, large employers, public sector.</p>	PKC		Commence 2009, then ongoing.	Publication of materials, events held website statistics.	Small-Medium	PKC new AQ website has been running for a year.	<p>PKC AQ website was ranked one of the Top 5 (LA) website in the UK by Air quality Bulletin Magazine</p> <p>The AQ website has had over 5,000 hits over the year.</p> <p>PKC are constantly updating data and improving the site when possible.</p>	Ongoing	
19	LAQM monitoring and reporting	PKC will continue to monitor air pollution in the City and will meet its statutory reporting	PKC		Ongoing	Monitoring data will be provided in annual progress reports to track the overall effect of the AQAP.	Small	Ongoing	<p>2012 USA Report Completed</p> <p>PKC through funding from SG carried out Freight/ Pedestrian and cycle counts in 2011</p>	Ongoing	

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		requirements.							<p>Data collected was used to carry out an up to date dispersion model by our consultants AEA for Perth City Centre.</p> <p>The results from this modelling will be used to review AQAP. It was also established that local PM 10 background monitoring is required and with SG 2012/13 funding PKC intend to install PM 10 background Monitor.</p>		