



Department
for Environment
Food & Rural Affairs



Department
for Transport

Air Quality Plan for tackling roadside nitrogen dioxide concentrations in Central Scotland (UK0037)

July 2017



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Riaghaltas na h-Alba
gov.scot



Department of
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and Rural Affairs
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1 Introduction

1.1 This document

This document is the Central Scotland non-agglomeration zone (UK0037) updated air quality plan for tackling roadside nitrogen dioxide (NO₂) concentrations. This is an update to the air quality plan published in December 2015 (<https://www.gov.uk/government/collections/air-quality-plan-for-nitrogen-dioxide-no2-in-uk-2015>).

This plan presents the following information:

- General information regarding the Central Scotland non-agglomeration zone
- Details of NO₂ exceedance situation within the Central Scotland non-agglomeration zone
- Details of local air quality measures that have been implemented, will be implemented or are being considered for implementation in this non-agglomeration zone

This air quality plan for the Central Scotland non-agglomeration zone should be read in conjunction with the separate UK Air Quality Plan for tackling roadside nitrogen dioxide concentrations (hereafter referred to as the overview document) which sets out, amongst other things, the authorities responsible for delivering air quality improvements and the list of UK and national measures that are applied in some or all UK zones, and 'Cleaner Air for Scotland - The Road to a Healthier Future'.¹ Cleaner Air for Scotland sets out in detail how Scotland intends to deliver further improvements to air quality over the coming years, including full compliance with Directive requirements in Scotland. The measures presented in this zone plan, Cleaner Air for Scotland, and the accompanying UK overview document show how the UK will ensure that compliance with the NO₂ limit values is achieved in the shortest possible time.

This plan should also be read in conjunction with the supporting UK Technical Report which presents information on assessment methods, input data and emissions inventories used in the analysis presented in this plan.

1.2 Context

Two NO₂ limit values for the protection of human health have been set in the Air Quality Directive (2008/50/EC). These are:

- The annual mean limit value: an annual mean concentration of no more than 40 $\mu\text{g}\text{m}^{-3}$
- The hourly limit value: no more than 18 exceedances of 200 $\mu\text{g}\text{m}^{-3}$ in a calendar year

The Air Quality Directive stipulates that compliance with the NO₂ limit values will be achieved by 01/01/2010.

1.3 Zone status

The assessment undertaken for the Central Scotland non-agglomeration zone indicates that the annual limit value was exceeded in 2015 but is likely to be achieved by 2020 through the introduction of measures included in the baseline. When combined with the measures outlined in the overview document for the UK we expect this zone to be compliant by 2019.

¹<http://www.gov.scot/Publications/2015/11/5671>

1.4 Plan structure

General administrative information regarding this non-agglomeration zone is presented in Section 2.

Section 3 then presents the overall picture with respect to NO₂ levels in this non-agglomeration zone for the 2015 reference year of this air quality plan. This includes a declaration of exceedance situations within the non-agglomeration zone and presentation of a detailed source apportionment for each exceedance situation.

An overview of the measures already taken and to be taken within the non-agglomeration zone both before and after 2015 is given in Section 4.

Baseline modelled projections for each year from 2017 to 2030 for each exceedance situation are presented in Section 5. The baseline projections presented here include, where possible, the impact of measures that have already been taken and measures for which the relevant authority has made a firm commitment to implement. However, it has not been possible to quantify the impact of all the measures. This section therefore also explains which measures have been quantified, and hence included in the model projections, and which measures have not been quantified.

2 General Information About the Zone

2.1 Administrative information

Zone name: Central Scotland

Zone code: UK0037

Type of zone: non-agglomeration zone

Reference year: 2015

Extent of zone: Figure 1 shows the area covered by the Central Scotland non-agglomeration zone.

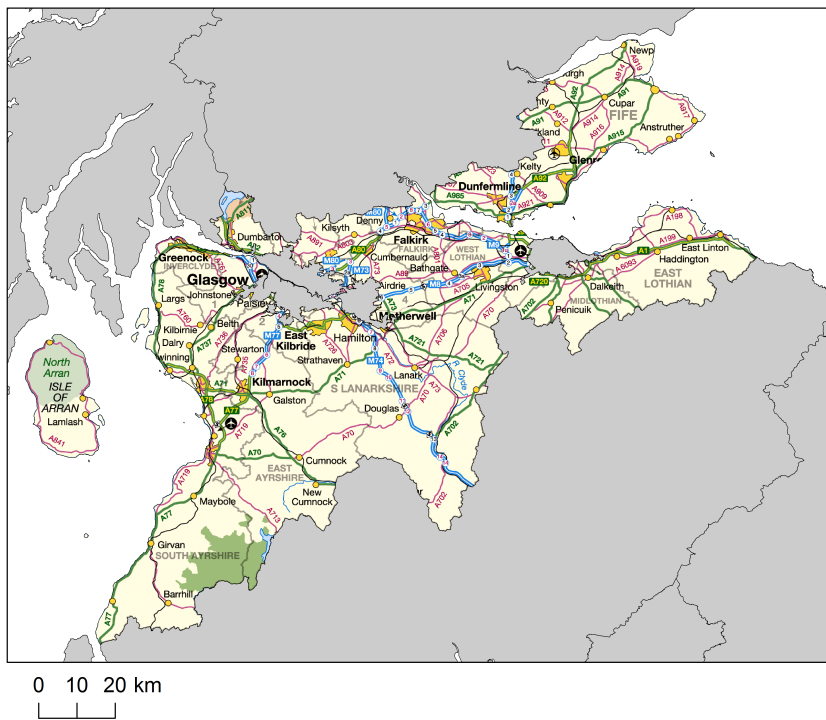
Local Authorities within the zone: Figure 2 shows the location of Local Authorities within the non-agglomeration zone. A list of these Local Authorities is also given below. The numbers in the list correspond to the numbers in Figure 2.

1. City of Glasgow
2. East Ayrshire Council
3. East Dunbartonshire Council
4. East Lothian Council
5. East Renfrewshire Council
6. Edinburgh City Council
7. Falkirk Council
8. Fife Council
9. Inverclyde Council
10. Midlothian Council
11. North Ayrshire Council

12. North Lanarkshire Council
13. Renfrewshire Council
14. South Ayrshire Council
15. South Lanarkshire Council
16. West Dunbartonshire Council
17. West Lothian Council

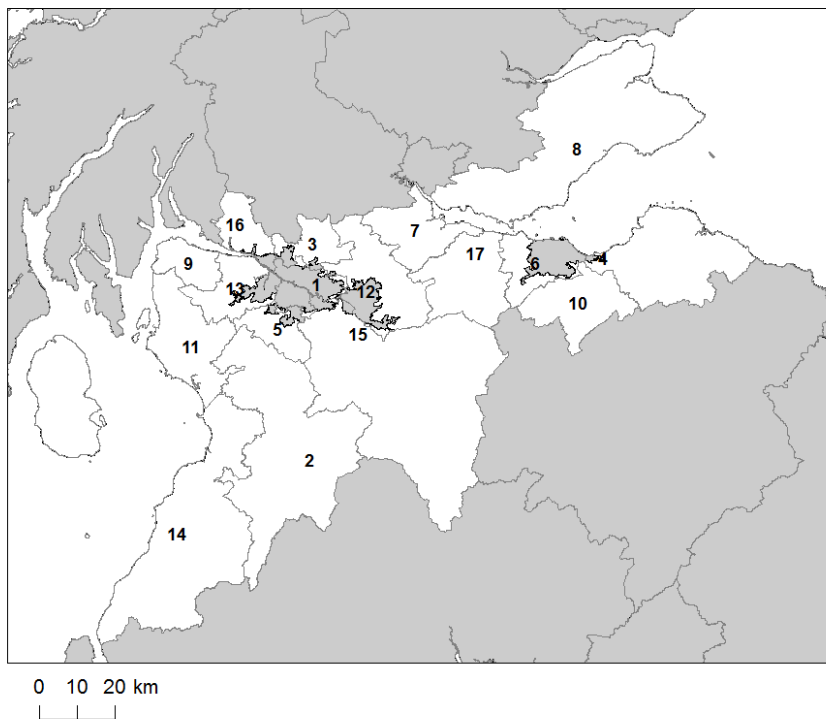
(Note: Local Authority boundaries do not necessarily coincide with zone boundaries. Hence Local Authorities may be listed within more than one zone plan.)

Figure 1: Map showing the extent of the Central Scotland non-agglomeration zone (UK0037).



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Figure 2: Map showing Local Authorities within the Central Scotland non-agglomeration zone (UK0037).



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2.2 Assessment details

Measurements

NO₂ measurements in this zone were available in 2015 from the following national network monitoring stations (NO₂ data capture² for each station in 2015 shown in brackets):

1. Bush Estate GB0033R (99%)
2. Dumbarton Roadside GB1008A (96%)
3. Grangemouth GB0735A (95%)
4. Grangemouth Moray GB0997A (94%)

Full details of monitoring stations within the Central Scotland non-agglomeration zone are available from <http://uk-air.defra.gov.uk/networks/network-info?view=aurn>.

Modelling

Modelling for the 2015 reference year has been carried out for the whole of the UK. This modelling covers the following extent within this zone:

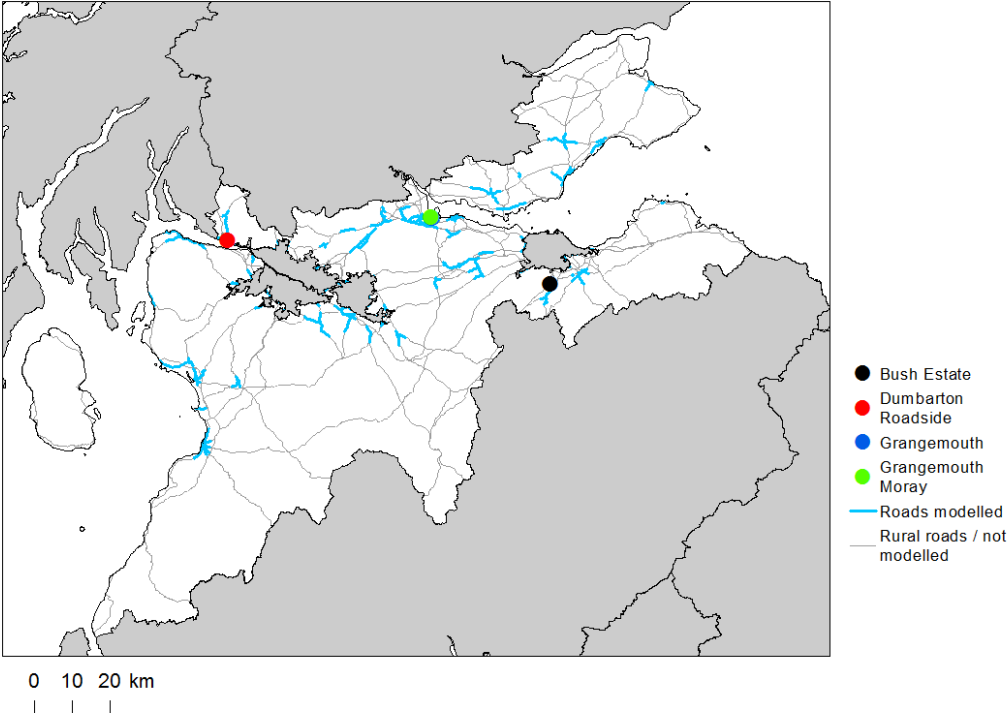
- Total background area within zone (approx): 9,984 km²
- Total population within zone (approx): 1,942,272 people

Zone maps

Figure 3 presents the location of the NO₂ monitoring stations within this zone for 2015 and the roads for which NO₂ concentrations have been modelled. NO₂ concentrations at background locations have been modelled across the entire zone at a 1 km x 1 km resolution.

²Annual data capture is the proportion of hours in a year for which there are valid measurements at a monitoring station, expressed in this document as a percentage. The Implementing Provisions on Reporting (IPR) guidance requires that a minimum data capture of 85% is required for compliance reporting (that is 90% valid data, plus a 5% allowance for data loss due to planned maintenance and calibration). Monitoring stations with at least 75% data capture have been included in the modelling analysis to ensure that a greater number of operational monitoring sites have been used for model calibration and verification purposes. For more information on compliance reporting under European Directives see Section 2.3.

Figure 3: Map showing the location of the NO₂ monitoring stations with valid data in 2015 and roads where concentrations have been modelled within the Central Scotland (UK0037) non-agglomeration zone.



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2.3 Air quality reporting

From 2001 to 2012 the UK has reported annually on air quality concentrations using a standard Excel questionnaire (Decision 2004/461/EC). These questionnaires are available online from <http://cdr.eionet.europa.eu/gb/eu/annualair>. Since 2013 reporting has been via an e-reporting system (Decision 2011/850/EU) <http://cdr.eionet.europa.eu/gb/eu/>.

In addition, the UK has reported on air quality plans and programmes (Decision 2004/224/EC) since 2003. The most recent previous UK air quality plan for nitrogen dioxide was published in 2015. The plan and supporting documents are available at <https://www.gov.uk/government/collections/air-quality-plan-for-nitrogen-dioxide-no2-in-uk-2015> and the submission of this plan via e-reporting is published at <http://cdr.eionet.europa.eu/gb/eu/aqd/h/envvryhbq/>. Historic plans and programmes are available on <http://cdr.eionet.europa.eu/gb/eu/aqpp>.

3 Overall Picture for 2015 Reference Year

3.1 Introduction

There are two limit values for the protection of health for NO₂. These are:

- The annual limit value (annual mean concentration of no more than 40 µgm⁻³)
- The hourly limit value (no more than 18 hourly exceedances of 200 µgm⁻³ in a calendar year)

Within the Central Scotland non-agglomeration zone the annual limit value was exceeded in 2015. Hence, one exceedance situation for this zone has been defined, NO₂_UK0037_Annual_1, which covers exceedances of the annual limit value. This exceedance situation is described below.

3.2 Reference year: NO₂_UK0037_Annual_1

The NO₂_UK0037_Annual_1 exceedance situation covers all exceedances of the annual mean limit value in the Central Scotland non-agglomeration zone in 2015.

Compliance with the annual limit value in this exceedance situation has been assessed using a combination of air quality measurements and modelling. Table 1 presents measured annual concentrations at national network stations in this exceedance situation since the 1st Daughter Directive (1999/30/EC) came into force in 2001. This shows that there were no measured exceedances of the annual limit value in this zone in 2015. Table 2 summarises modelled annual mean NO₂ concentrations in this exceedance situation for the same time period. This table shows that, in 2015, 16.7 km of road length was modelled to exceed the annual limit value. There were no modelled background exceedances of the annual limit value. The maximum measured concentration in the zone varies due to changes in emissions and varying meteorology in different years. However, the models are also updated each year to take into account the most up-to-date science, so the modelled results for different years may not be directly comparable. Maps showing the modelled annual mean NO₂ concentrations for 2015 at background and at roadside locations are presented in Figures 4 and 5 respectively. All modelled exceedances of the annual limit value are coloured orange or red in the maps.

The modelling carried out for this exceedance situation has also been used to determine the annual mean NO_x source apportionment for all modelled locations. Emissions to air are regulated in terms of oxides of nitrogen

(NO_x), which is the term used to describe the sum of nitrogen dioxide (NO₂) and nitric oxide (NO). Ambient NO₂ concentrations include contributions from both directly emitted primary NO₂ and secondary NO₂ formed in the atmosphere by the oxidation of NO. As such, it is not possible to calculate an unambiguous source apportionment specifically for NO₂ concentrations; therefore the source apportionment in this plan is presented for NO_x, rather than for NO₂ (for further details please see the UK Technical Report). Table 3 summarises the modelled NO_x source apportionment for the section of road with the highest NO₂ concentration in this exceedance situation in 2015. This is important information because it shows which sources need to be tackled at the location with the largest compliance gap in the exceedance situation.

Figure B.1 in Annex B presents the annual mean NO_x source apportionment for each section of road within the NO₂_UK0037_Annual_1 exceedance situation (i.e. the source apportionment for all exceeding roads only) in 2015.

Table 1: Measured annual mean NO₂ concentrations at national network stations in NO₂_UK0037_Annual_1 for 2001 onwards, μgm^{-3} (a). Data capture shown in brackets.

| Site name (EOI code) | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 |
|---------------------------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|
| Bush Estate (GB0033R) | | | 11 (22) | 8 (94) | 10 (46) | 10 (87) | 9 (91) | 8 (90) | 7 (85) | 9 (98) | 6 (99) | 6 (76) | 6 (99) | 7 (96) | 6 (99) |
| Dumbarton Roadside (GB1008A) | | | | | | | | | | 32 (33) | 19 (99) | 27 (46) | 19 (95) | 17 (97) | 17 (96) |
| Grangemouth (GB0735A) | 19 (97) | 16 (57) | 22 (99) | 17 (99) | 16 (99) | 18 (98) | 16 (98) | 17 (99) | 18 (90) | 19 (90) | 15 (95) | 16 (95) | 16 (98) | 16 (95) | 15 (95) |
| Grangemouth Moray (GB0997A) | | | | | | | | | 19 (58) | 24 (99) | 17 (97) | 20 (98) | 17 (99) | 15 (92) | 15 (94) |

(a) Annual Mean Limit Value = $40 \mu\text{gm}^{-3}$

Table 2: Annual mean NO₂ model results in NO₂_UK0037_Annual_1 for 2001 onwards.

| | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 |
|---|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| Road length exceeding (km) | 15.6 | 6.7 | 59.1 | 18.6 | 29.6 | 27.3 | 27.7 | 24.1 | 31.4 | 34.5 | 12.3 | 9.2 | 21.4 | 9.7 | 16.7 |
| Background exceeding (km ²) | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Maximum modelled concentration (μgm^{-3}) (a) | 56.4 | 48.2 | 82.9 | 70.5 | 75.2 | 74.7 | 73.3 | 65.8 | 67.1 | 80.2 | 59 | 57 | 51 | 50 | 48 |

(a) Annual Mean Limit Value = $40 \mu\text{gm}^{-3}$

Table 3: Modelled annual mean NO_x source apportionment at the location with the highest NO₂ concentration in 2015 in NO2_UK0037_Annual_1 (μgm⁻³) traffic count point 80127 on the A8; OS grid (m): 317700, 672680) .

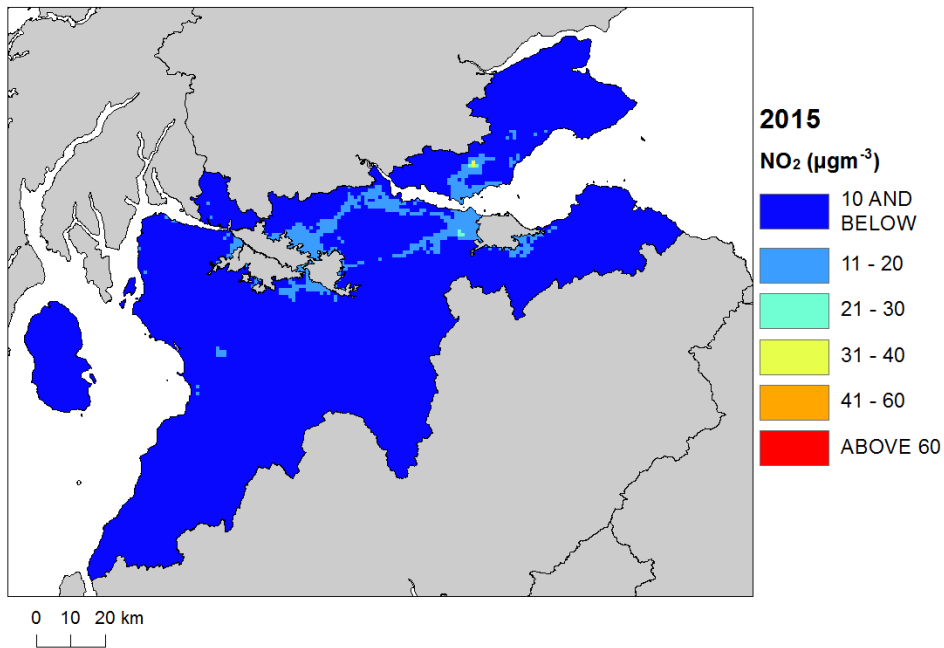
| Spatial scale | Component | Concentration at highest road link (a) |
|---|---|--|
| Regional background sources NO _x (i.e. contributions from distant sources of > 30 km from the receptor). | Total | 3.7 |
| | From within the UK | 2.3 |
| | From transboundary sources (includes shipping and other EU member states) | 1.5 |
| Urban background sources NO _x (i.e. sources located within 0.3 - 30 km from the receptor). | Total | 22.4 |
| | From road traffic sources | 12.6 |
| | From industry (including heat and power generation) | 1.0 |
| | From agriculture | NA |
| | From commercial/residential sources | 2.1 |
| | From shipping | 0.8 |
| | From off road mobile machinery | 2.3 |
| | From natural sources | NA |
| | From transboundary sources | NA |
| From other urban background sources | 3.5 | |
| Local sources NO _x (i.e. contributions from sources < 0.3 km from the receptor). | Total | 91.8 |
| | From petrol cars | 7.8 |
| | From diesel cars | 34.7 |
| | From HGV rigid (b) | 9.4 |
| | From HGV articulated (b) | 4.4 |
| | From buses | 13.3 |
| | From petrol LGVs (c) | 0.1 |
| | From diesel LGVs (c) | 21.9 |
| From motorcycles | 0.1 | |
| From London taxis | 0.0 | |
| Total NO _x (i.e. regional background + urban background + local components) | | 117.9 |
| Total NO ₂ (i.e. regional background + urban background + local components) | | 48 |

(a) Components are listed with NO_x concentration of NA when there is no source from this sector.

(b) HGV = heavy goods vehicle

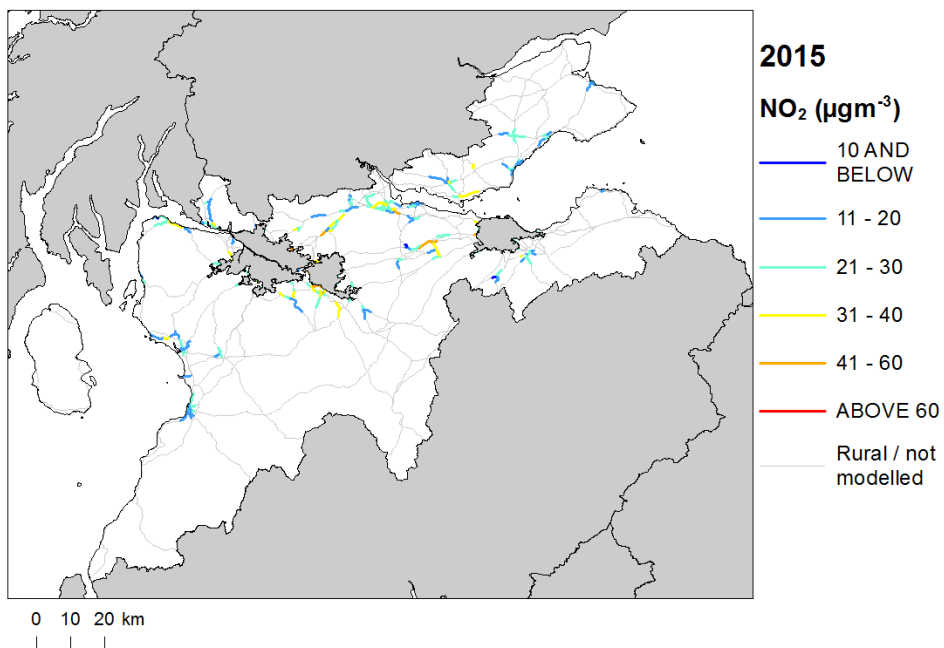
(c) LGV = light goods vehicle

Figure 4: Map of modelled background annual mean NO₂ concentrations 2015. Modelled exceedances of the annual limit value are shown in orange and red.



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Figure 5: Map of modelled roadside annual mean NO₂ concentrations 2015. Modelled exceedances of the annual limit value are shown in orange and red.



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4 Measures

4.1 Introduction

This section gives details of measures that address exceedances of the NO₂ limit values within Central Scotland non-agglomeration zone. This includes both measures that have already been taken and measures for which there is a firm commitment that they will be taken.

Section 5 then explains the extent to which it has been possible to incorporate the impacts of these measures into the baseline modelling carried out for this assessment.

4.2 Source apportionment

It is important to understand which sources are responsible for causing the exceedance in order to most effectively tailor measures to address the NO₂ exceedance situation described in Section 3 above. This can be achieved by considering the source apportionment for the exceedance situation, also presented in Section 3. A summary of what the source apportionment shows and the implications for which measures would therefore be appropriate is given here.

Local road traffic was the dominant source in this exceedance location in the reference year. The largest contribution was from diesel cars at the location of maximum exceedance with a contribution of 34.7 µgm⁻³ of NO_x out of a total of 117.9 µgm⁻³ of NO_x. Diesel cars and diesel LGVs were important sources on the motorway roads with the highest concentrations in this exceedance situation. Diesel cars, diesel LGVs and on some roads buses were important sources on the primary roads with the highest concentrations. Diesel cars, rigid HGVs and diesel LGVs were important sources on the trunk roads with the highest concentrations.

This indicates that appropriate measures should impact on local road traffic sources in this zone. Other measures to address the urban background sources may also be beneficial.

4.3 Measures

Measures potentially affecting NO₂ in this non-agglomeration zone have been taken and/or are planned at a range of administrative levels. These are:

- European Union
- National (i.e. England, Scotland, Wales, Northern Ireland or whole UK)
- Local (i.e. UK Local Authorities)

Details of European Union measures (e.g. Euro Standards, Fuel Quality Directives, Integrated Pollution Prevention and Control) can be found on the European Commission's website (http://ec.europa.eu/environment/air/index_en.htm). Details of national measures are given in the UK overview document.

Relevant Local Authority measures within this exceedance situation are listed in Table C.1 (see Annex C). Table C.1 lists measures which a local authority has carried out or is in the process of carrying out, plus additional measures which the local authority is committed to carrying out or is investigating with the expectation of carrying out in the future.

In the Central Scotland non-agglomeration zone there are a significant number of measures that are taking place to improve air quality. Measures in place include a voluntary and ongoing initiative to lower bus emissions by

2015. There is also a similar scheme being applied to managing freight emissions as part of a vehicle fleet efficiency scheme.

Other measures to reduce emissions and improve air quality include promoting cycling and walking as alternative methods of travel rather than using cars, the introduction of car clubs and awareness campaigns in targeted areas of known idling problems, all aimed at reducing local pollution levels. Electric vehicles are also being promoted and rolled-out supported by electric charging infrastructure.

National schemes are in place e.g. bike week/ walk to work week and schools are involved in travel planning to increase active and sustainable travel on the school journey. Bus retrofits are taking place to reduce harmful emissions.

Cleaner taxis and allocating residential parking permits will also improve air quality.

4.4 Measures timescales

Timescales for national measures are given in the UK overview document.

Local Authorities report on progress with the implementation of their action plans annually and review action plan measures regularly. Information on local measures was collected in February/March 2015. Local authorities were asked to review and, where necessary, provide updates to measures in March/April 2017. Hence, any Local Authority action plans and measures adopted by Local Authorities after this time have not been included in this air quality plan, unless additional information was provided during the consultation process.

The reference year for this air quality plan is 2015. Where measures started and finished before 2015, then the improvement in air quality resulting from these measures will have already taken place before the reference year and the impact of these measures will have been included in the assessment where the measure has had an impact on the statistics used to compile the emission inventory. Many measures started before the reference year and will continue to have a beneficial impact on air quality well beyond the reference year. Measures with a start date before 2015 and an end date after 2015 may have an impact on concentrations in the reference year and a further impact in subsequent years. Where the Status column in Annex C is 'Implementation', this shows that this measure is already underway or that there is a commitment for this measure to go ahead. Where the Status is 'Planning', 'Preparation' or 'Other' the level of commitment is less clear and it is possible some of these measures may not go ahead.

5 Baseline Model Projections

5.1 Overview of model projections

Model projections for each year from 2017 to 2030, starting from the 2015 reference year described in Section 3, have been calculated in order to determine when compliance with the NO₂ limit values is likely to be achieved on the basis of EU, regional and local measures currently planned. Details of the methods used for the baseline emissions and projections modelling are provided in the UK technical report.

For national measures, it has not been possible to quantify the impact of all measures on emissions and ambient concentrations. The impact for all quantifiable measures has been included in the baseline projections.

The impacts of the individual Local Authority measures have not been explicitly included in the baseline model projections. However, measures may have been included implicitly if they have influenced the traffic counts for 2015 (used as a basis for the compilation of the emission inventory) or in the traffic activity projections to 2020 and beyond (used to calculate the emissions projections). It should be recognised that these measures will have a beneficial impact on air quality, even if it has not been possible to quantify this impact here.

5.2 Baseline projections: NO₂_UK0037_Annual_1

Table 4 presents summary results for the baseline model projections for each year from 2017 to 2030 for the NO₂_UK0037_Annual_1 exceedance situation. This shows that the maximum modelled annual mean NO₂ concentration predicted for 2020 in this exceedance situation is 40 $\mu\text{g}\text{m}^{-3}$. Hence, the model results suggest that compliance with the NO₂ annual limit value is likely to be achieved by 2020 under baseline conditions.

Figure 6 and 7 presents maps of projected annual mean NO₂ concentrations at background and roadside locations respectively in 2020, the year at which compliance is achieved. For reference Figures 8 and 9 show maps of projected annual mean NO₂ concentrations in 2020, 2025 and 2030 for background and roadside locations respectively.

It should be noted that the baseline projections presented here include the impacts of some measures, where they can be quantified, that have already been or will be implemented.

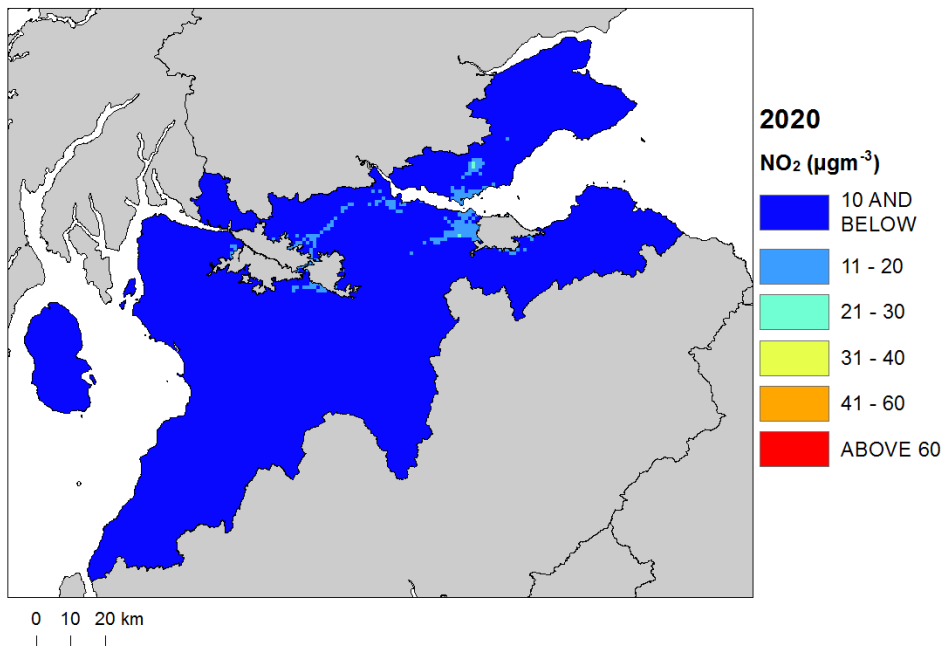
Table 4: Annual mean NO₂ model results in NO₂_UK0037_Annual_1.

| | 2015 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 |
|---|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| Road length exceeding (km) | 16.7 | 16.5 | 11.8 | 0.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Background exceeding (km ²) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Maximum modelled concentration NO ₂ (μgm ⁻³) (a) | 48 | 46 | 44 | 42 | 40 | 37 | 35 | 33 | 31 | 30 | 28 | 27 | 26 | 24 | 24 |
| Corresponding modelled concentration NO _x (μgm ⁻³) (b) | 118 | 109 | 102 | 96 | 90 | 82 | 76 | 70 | 66 | 61 | 57 | 54 | 51 | 48 | 46 |

(a) Annual Mean Limit Value = 40 μgm⁻³

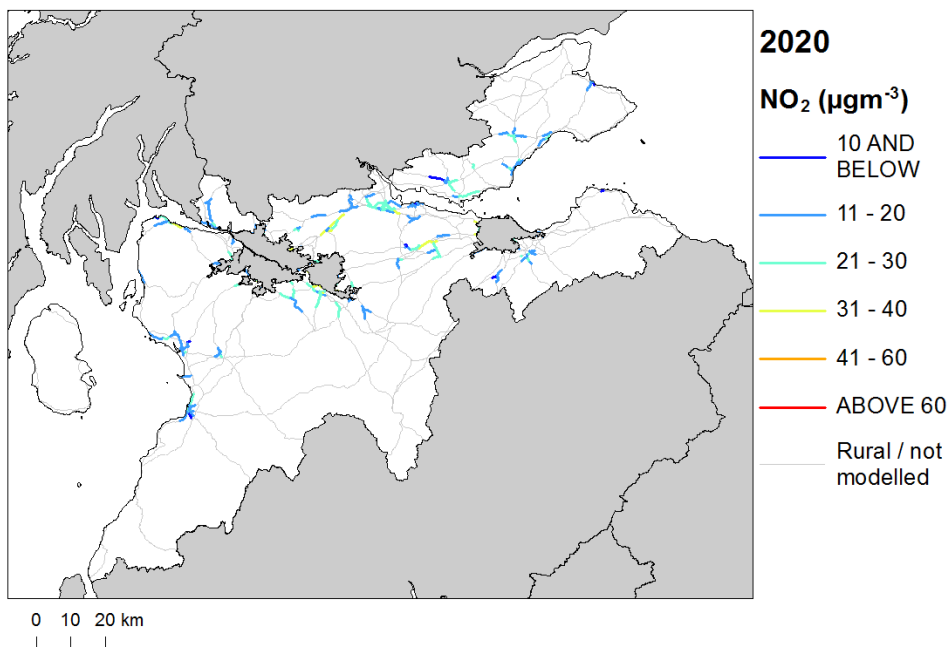
(b) NO_x is recorded here for comparison with the NO_x source apportionment graphs for 2015 presented in Annex B of this plan. Limit values for EU directive purposes are based on NO₂.

Figure 6: Background baseline projections of annual mean NO₂ concentrations in 2020, the year at which compliance is achieved under baseline conditions. Modelled exceedances of the annual limit value are shown in orange and red.



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Figure 7: Roadside baseline projections of annual mean NO₂ concentrations in 2020, the year at which compliance is achieved under baseline conditions. Modelled exceedances of the annual limit value are shown in orange and red.



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Figure 8: Background baseline projections of annual mean NO₂ concentrations in 2020, 2025 and 2030. 2015 is also included here for reference. Modelled exceedances of the annual limit value are shown in orange and red.

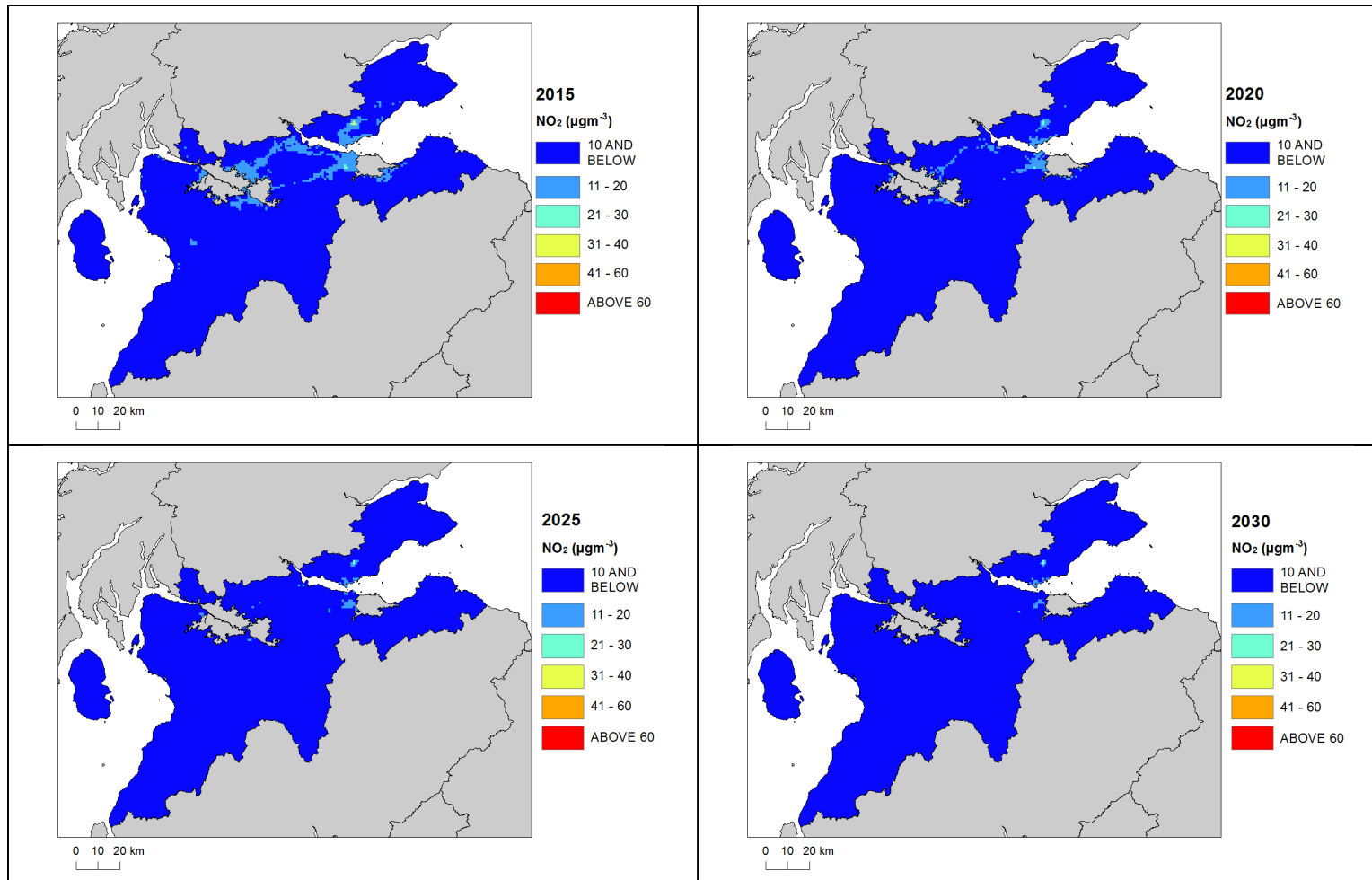
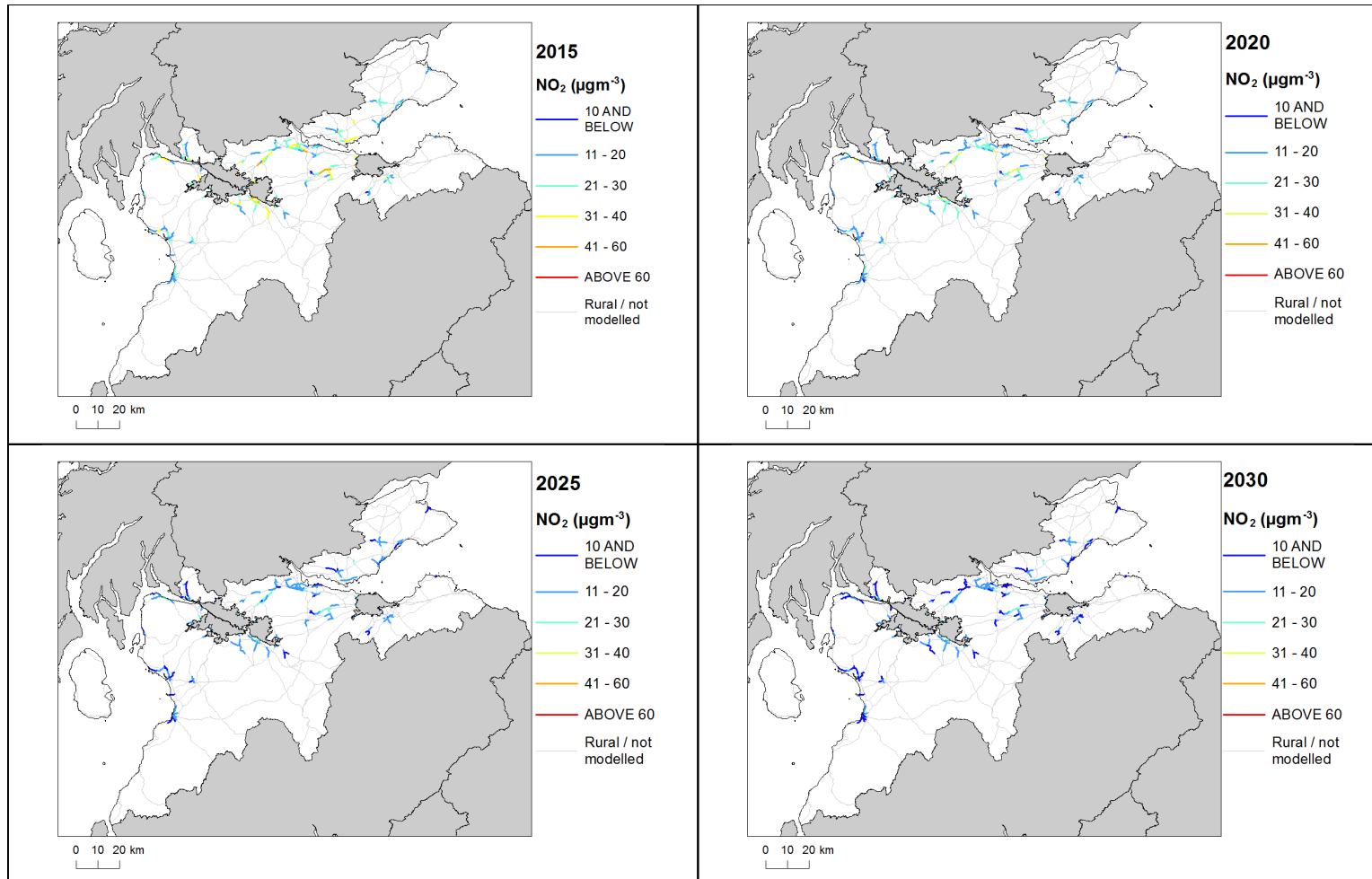


Figure 9: Roadside baseline projections of annual mean NO₂ concentrations in 2020, 2025 and 2030. 2015 is also included here for reference. Modelled exceedances of the annual limit value are shown in orange and red.



Annexes

A References

1st Daughter Directive 1999/30/EC. Council Directive 1999/30/EC, of 22 April 1999 relating to limit values for sulphur dioxide, nitrogen dioxide and oxides of nitrogen, particulate matter and lead in ambient air (The First Daughter Directive). From the Official Journal of the European Communities, 29.6.1999, En Series, L163/41.

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Decision 2011/850/EU. Commission Implementing Decision of 12 December 2011 laying down rules for Directives 2004/107/EC and 2008/50/EC of the European Parliament and of the Council as regards the reciprocal exchange of information and reporting on ambient air quality. From the Official Journal of the European Union, 17.12.2011, En Series, L335/86

IPR 2013. Guidance on the Commission Implementing Decision laying down rules for Directives 2004/107/EC and 2008/50/EC of the European Parliament and of the Council as regards the reciprocal exchange of information and reporting on ambient air (Decision 2011/850/EU). http://ec.europa.eu/environment/air/quality/legislation/pdf/IPR_guidance1.pdf

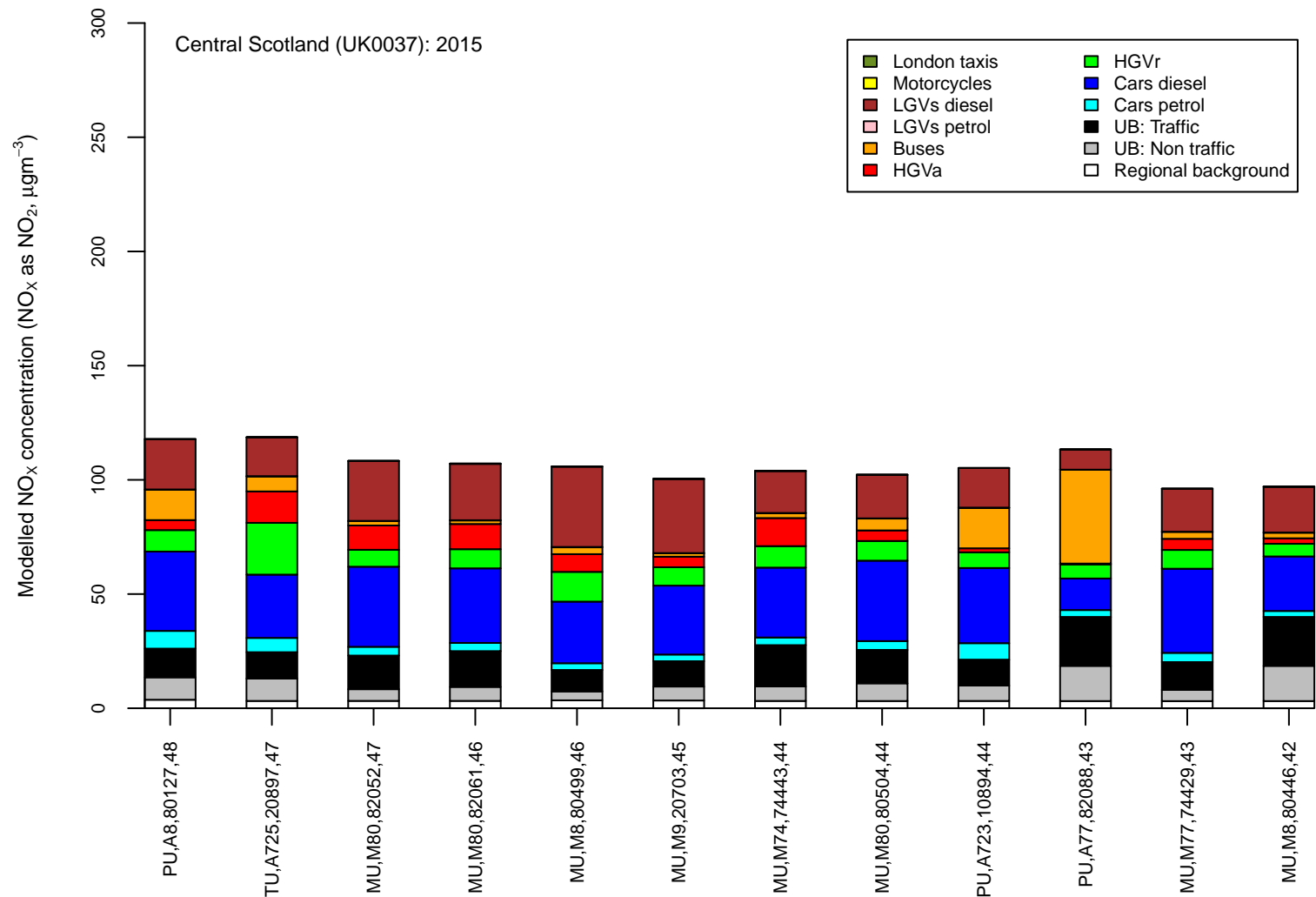
UK Air Quality Plan for tackling roadside nitrogen dioxide concentrations and the UK technical report are available at: <http://www.gov.uk/defra>.

Cleaner Air for Scotland – The Road to a Healthier Future. <http://www.gov.scot/Publications/2015/11/5671>

B Source apportionment graphs

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Figure B.1: Annual mean roadside NO_x source apportionment plots for all roads exceeding the annual mean NO₂ limit value in 2015.



Road class (MU = motorway, PU = primary road, TU = trunk road), road number, census id 15 and modelled NO₂ concentration (μgm⁻³)

C Tables of measures

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Table C.1 Relevant Local Authority measures within Central Scotland (UK0037)

| Measure code | Description | Focus | Classification | Status | Other information |
|-------------------------------|---|-------|---|------------|---|
| East Dunbartonshire Council_1 | Enforcement of Bus Idling | N/A | Traffic planning and management: Other measure | Evaluation | Start date: 2011 Expected end date: 2015 Spatial scale: Whole agglomeration Source affected: Commercial and residential sources Indicator: N/A Target emissions reduction: N/A |
| East Dunbartonshire Council_2 | Green Travel Planning including: Council's Workplace Travel Plan | N/A | Traffic planning and management: Encouragement of shift of transport modes | Evaluation | Start date: 2011 Expected end date: 2015 Spatial scale: Whole agglomeration Source affected: Commercial and residential sources Indicator: N/A Target emissions reduction: N/A |
| East Dunbartonshire Council_3 | Work with other large employers to promote Travel Plans | N/A | Traffic planning and management: Encouragement of shift of transport modes | Evaluation | Start date: 2011 Expected end date: 2015 Spatial scale: Whole agglomeration Source affected: Commercial and residential sources Indicator: N/A Target emissions reduction: N/A |
| East Dunbartonshire Council_4 | School Travel Plans | N/A | Traffic planning and management: Encouragement of shift of transport modes | Evaluation | Start date: 2011 Expected end date: 2015 Spatial scale: Whole agglomeration Source affected: Commercial and residential sources Indicator: N/A Target emissions reduction: N/A |
| East Dunbartonshire Council_5 | Awareness Raising & Education i.e. more info on Council website, real time air quality levels provided on web/in public places. Presentations by Council Staff / Wardens in schools/communities. | N/A | Public information and Education: Other mechanisms | Evaluation | Start date: 2011 Expected end date: 2015 Spatial scale: Whole agglomeration Source affected: Commercial and residential sources Indicator: N/A Target emissions reduction: N/A |
| East Dunbartonshire Council_6 | Eco Driver Training | N/A | Public procurement: Other measure | Evaluation | Start date: 2011 Expected end date: 2015 Spatial scale: Whole agglomeration Source affected: Commercial and residential sources Indicator: N/A Target emissions reduction: N/A |

| Measure code | Description | Focus | Classification | Status | Other information |
|--------------------------------|--|-------|---|------------|--|
| East Dunbartonshire Council_7 | Parking Controls | N/A | Traffic planning and management: Management of parking places | N/A | Start date: 2011 Expected end date: 2015 Spatial scale: Whole agglomeration Source affected: Transport Indicator: N/A Target emissions reduction: N/A |
| East Dunbartonshire Council_8 | Developments within or impacting on AQMA are reviewed for air quality impacts and where necessary all practical emission mitigation options are considered and implemented. Planning GIS system to have upgrade to include AQMA boundary | N/A | Other measure: Other measure | Evaluation | Start date: 2011 Expected end date: 2015 Spatial scale: Whole agglomeration Source affected: Other, please specify Indicator: N/A Target emissions reduction: N/A |
| East Dunbartonshire Council_9 | Introduce Air Quality Guidance for Environmental Health and Planning Officers | N/A | Other measure: Other measure | Evaluation | Start date: 2011 Expected end date: 2015 Spatial scale: Whole agglomeration Source affected: Other, please specify Indicator: N/A Target emissions reduction: N/A |
| East Dunbartonshire Council_10 | Construction/Demolition Sites within or close to AQMA - Consider COP to target dust and smoke emissions | N/A | Other measure: Other measure | Evaluation | Start date: 2011 Expected end date: 2015 Spatial scale: Whole agglomeration Source affected: Other, please specify Indicator: N/A Target emissions reduction: N/A |
| East Dunbartonshire Council_11 | Council Fleet Improvements i.e. retrofitting with abatement measures/change to 'cleaner fuels' | N/A | Retrofitting: Retrofitting emission control equipment to vehicles | Evaluation | Start date: 2011 Expected end date: 2015 Spatial scale: Whole agglomeration Source affected: Transport Indicator: N/A Target emissions reduction: N/A |
| East Dunbartonshire Council_12 | Tree and wild flowers planting | N/A | Traffic planning and management: Encouragement of shift of transport modes | Evaluation | Start date: 2011 Expected end date: 2015 Spatial scale: Whole agglomeration Source affected: Other, please specify Indicator: N/A Target emissions reduction: N/A |
| East Dunbartonshire Council_13 | Eco Stars | N/A | Other measure: Other measure | Evaluation | Start date: 2011 Expected end date: 2015 Spatial scale: Whole agglomeration Source affected: Transport Indicator: N/A Target emissions reduction: N/A |

| Measure code | Description | Focus | Classification | Status | Other information |
|--------------------------------|---|-------|---|------------|--|
| East Dunbartonshire Council_14 | Traffic management Mova, Scoot, SCATS | N/A | Traffic planning and management: Other measure | Evaluation | Start date: 2011 Expected end date: 2015 Spatial scale: Whole agglomeration Source affected: Transport Indicator: N/A Target emissions reduction: N/A |
| East Dunbartonshire Council_15 | Joint Health Improvement Plan | N/A | Traffic planning and management: Encouragement of shift of transport modes | Evaluation | Start date: 2011 Expected end date: 2015 Spatial scale: Whole agglomeration Source affected: Other, please specify Indicator: N/A Target emissions reduction: N/A |
| East Dunbartonshire Council_16 | Taxi Licensing | N/A | Permit systems and economic instruments: Introduction/increase of environment taxes | Evaluation | Start date: 2011 Expected end date: 2015 Spatial scale: Whole agglomeration Source affected: Transport Indicator: N/A Target emissions reduction: N/A |
| East Dunbartonshire Council_17 | Junction improvements at Bearsden Cross - Feasibility Study | N/A | Traffic planning and management: Other measure | Evaluation | Start date: 2011 Expected end date: 2015 Spatial scale: Whole agglomeration Source affected: Transport Indicator: N/A Target emissions reduction: N/A |
| East Dunbartonshire Council_18 | Solar panels on Primary Schools and Council Buildings | N/A | Other measure: Other measure | Evaluation | Start date: 2011 Expected end date: 2015 Spatial scale: Whole agglomeration Source affected: Other, please specify Indicator: N/A Target emissions reduction: N/A |
| East Dunbartonshire Council_19 | Biomass Installations | N/A | Other measure: Other measure | Evaluation | Start date: 2011 Expected end date: 2015 Spatial scale: Whole agglomeration Source affected: Other, please specify Indicator: N/A Target emissions reduction: N/A |
| East Dunbartonshire Council_20 | Electric Vehicles | N/A | Public procurement: New vehicles, including low emission vehicles | Evaluation | Start date: 2011 Expected end date: 2015 Spatial scale: Whole agglomeration Source affected: Transport Indicator: N/A Target emissions reduction: N/A |

| Measure code | Description | Focus | Classification | Status | Other information |
|--------------------------------|--|-------|---|------------|--|
| East Dunbartonshire Council_21 | Parking Controls - additional Yellow lines near schools and hotspots | N/A | Traffic planning and management: Management of parking places | Evaluation | Start date: 2011 Expected end date: 2015 Spatial scale: Whole agglomeration Source affected: Transport Indicator: N/A Target emissions reduction: N/A |
| East Dunbartonshire Council_22 | Soft measures - healthy habits | N/A | Traffic planning and management: Encouragement of shift of transport modes | Evaluation | Start date: 2011 Expected end date: 2015 Spatial scale: Whole agglomeration Source affected: Other, please specify Indicator: N/A Target emissions reduction: N/A |
| East Dunbartonshire Council_23 | Council - Smart working | N/A | Other measure: Other measure | Evaluation | Start date: 2011 Expected end date: 2015 Spatial scale: Whole agglomeration Source affected: Transport Indicator: N/A Target emissions reduction: N/A |
| East Dunbartonshire Council_24 | Council car sharing - prioritised spaces | N/A | Other measure: Other measure | Evaluation | Start date: 2011 Expected end date: 2015 Spatial scale: Whole agglomeration Source affected: Transport Indicator: N/A Target emissions reduction: N/A |
| East Dunbartonshire Council_25 | Pool cars - electric vehicles | N/A | Public procurement: New vehicles, including low emission vehicles | Evaluation | Start date: 2011 Expected end date: 2015 Spatial scale: Whole agglomeration Source affected: Transport Indicator: N/A Target emissions reduction: N/A |
| East Dunbartonshire Council_26 | Quality Bus/ Bike - Partnership/ Corridors | N/A | Traffic planning and management: Encouragement of shift of transport modes | Evaluation | Start date: 2011 Expected end date: 2015 Spatial scale: Whole agglomeration Source affected: Transport Indicator: N/A Target emissions reduction: N/A |
| East Dunbartonshire Council_27 | Improvements to all bus stops | N/A | Traffic planning and management: Improvement of public transport | Evaluation | Start date: 2011 Expected end date: 2015 Spatial scale: Whole agglomeration Source affected: Transport Indicator: N/A Target emissions reduction: N/A |
| East Dunbartonshire Council_28 | Cycling | N/A | Traffic planning and management: Encouragement of shift of transport modes | Evaluation | Start date: 2011 Expected end date: 2015 Spatial scale: Whole agglomeration Source affected: Transport Indicator: N/A Target emissions reduction: N/A |

| Measure code | Description | Focus | Classification | Status | Other information |
|--------------------------------|--|--|--|----------------|---|
| East Dunbartonshire Council_29 | Fleet - waste collection is now fortnightly | N/A | Traffic planning and management: Freight transport measure | Evaluation | Start date: 2011 Expected end date: 2015 Spatial scale: Whole agglomeration Source affected: Transport Indicator: N/A Target emissions reduction: N/A |
| East Dunbartonshire Council_30 | Green roofs | N/A | Other measure: Other measure | Evaluation | Start date: 2011 Expected end date: 2015 Spatial scale: Whole agglomeration Source affected: Other, please specify Indicator: N/A Target emissions reduction: N/A |
| East Dunbartonshire Council_31 | Modal shift(new cycle paths) | N/A | Traffic planning and management: Encouragement of shift of transport modes | Evaluation | Start date: 2011 Expected end date: 2015 Spatial scale: Whole agglomeration Source affected: Other, please specify Indicator: N/A Target emissions reduction: N/A |
| Edinburgh City Council_1 | Manage Bus Emissions | Voluntary | Public procurement: New vehicles, including low emission vehicles | Implementation | Start date: 2009 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: Euro 5 by 2015 Target emissions reduction: 48% to 61% TTR study |
| Edinburgh City Council_2 | Manage Bus Emissions and other vehicle classes | Mandatory LEZ | Public procurement: New vehicles, including low emission vehicles | Other | Start date: 2014 Expected end date: 2015 Spatial scale: Whole town or city Source affected: Transport Indicator: Euro 5 by 2015 Target emissions reduction: |
| Edinburgh City Council_3 | Manage Freight Emissions | Voluntary | Other measure: Other measure | Implementation | Start date: 2011 Expected end date: 2030 Spatial scale: National Source affected: Transport Indicator: Yr 1 - 3000, yr2 - 4000 yr3 - 1667 Target emissions reduction: Not quantified |
| Edinburgh City Council_4 | City of Edinburgh Council (CEC) vehicles | High standard for vehicle replacement 2003 | Public procurement: Other measure | Implementation | Start date: 2003 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: Target emissions reduction: Not quantified |

| Measure code | Description | Focus | Classification | Status | Other information |
|---------------------------|--|---|--|----------------|---|
| Edinburgh City Council_5 | CEC Eco driving trial | Reduction in fuel use | Other measure: Other measure | Evaluation | Start date: 2012 Expected end date: 2013 Spatial scale: Whole town or city Source affected: Transport Indicator: N/A Target emissions reduction: Not quantified |
| Edinburgh City Council_6 | Local Transport Strategy (LTS) Park and Ride sites | Ease traffic congestion at peak times | Traffic planning and management: Improvement of public transport | Implementation | Start date: 2001 Expected end date: 2010 Spatial scale: Whole town or city Source affected: Transport Indicator: Patronage rates Target emissions reduction: Not quantified |
| Edinburgh City Council_7 | LTS Differential residential parking | Reduce CO2 emissions/engine size with co-benefits for NOx | Traffic planning and management: Differentiation of parking fees | Implementation | Start date: 2010 Expected end date: 2010 Spatial scale: Whole town or city Source affected: Transport Indicator: Number of low carbon vehicles registered Target emissions reduction: Not quantified |
| Edinburgh City Council_8 | LTS tram | Zero emissions at source | Traffic planning and management: Improvement of public transport | Implementation | Start date: 2008 Expected end date: 2014 Spatial scale: Whole town or city Source affected: Transport Indicator: Patronage rates Target emissions reduction: Not quantified |
| Edinburgh City Council_9 | LTS New rail line /Station | Package to reduce road traffic entering Edinburgh from Airdrie - Bathgate and Newcraighall/ New Borders Railway being constructed | Traffic planning and management: Improvement of public transport | Implementation | Start date: 2014 Expected end date: 2016 Spatial scale: Local Source affected: Transport Indicator: Passenger numbers Target emissions reduction: Not quantified |
| Edinburgh City Council_10 | LTS cycle | CEC Active Travel Plan | Traffic planning and management: Encouragement of shift of transport modes | Implementation | Start date: 2010 Expected end date: 2020 Spatial scale: Whole town or city Source affected: Transport Indicator: Model shift all trips 10% cycling Target emissions reduction: Not quantified |

| Measure code | Description | Focus | Classification | Status | Other information |
|---------------------------|--|--|---|----------------|---|
| Edinburgh City Council_11 | LTS walk | CEC Active Travel Plan | Traffic planning and management: Encouragement of shift of transport modes | Implementation | Start date: 2010 Expected end date: 2020 Spatial scale: Whole town or city Source affected: Transport Indicator: Modal shift all trips 35% walking Target emissions reduction: Not quantified |
| Edinburgh City Council_12 | Traffic management using Split Cycle and Offset Optimisation Technique (SCOOT) | SCOOT | Traffic planning and management: Other measure | Implementation | Start date: 2010 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: Reduce congestion Target emissions reduction: Not quantified |
| Edinburgh City Council_13 | Traffic management eMOTES trial at St John's Road Air Quality Management Area (AQMA) | N/A | Traffic planning and management: Other measure | Evaluation | Start date: 2013 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: Reduce congestion Target emissions reduction: Not quantified |
| Edinburgh City Council_14 | Electric charging infrastructure | Promote purchase of vehicles | Public procurement: Other measure | Implementation | Start date: 2012 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: N/A Target emissions reduction: Not quantified |
| Edinburgh City Council_15 | Development of city wide land use and transport model | Measure would enable more accurate prediction of air quality impacts from cumulative development | Other measure: Other measure | Other | Start date: 2014 Expected end date: 2014 Spatial scale: Local Source affected: Transport Indicator: Manage density of development/ locate new development such that traffic emission impacts can be minimised Target emissions reduction: Not quantified |

| Measure code | Description | Focus | Classification | Status | Other information |
|---------------------------|--|--|---|----------------|---|
| Edinburgh City Council_16 | Traffic management at Newbridge - feasibility study | Reduce congestion feasibility study for Newbridge Roundabout Glasgow Road AQMA | Traffic planning and management: Other measure | Evaluation | Start date: 2013 Expected end date: 2014 Spatial scale: Whole town or city Source affected: Transport Indicator: % Reduction in NOx emissions and peak pm queue lengths Target emissions reduction: Glasgow/Newbridge AQMA reductions in NOx required 35% to 43% three options 1) 43% /173m 2) 44% /134m 3) 47%/ 72m Current queue length 790m |
| Edinburgh City Council_17 | Traffic management at Newbridge | Reduce congestion and queue length Newbridge roundabout | Traffic planning and management: Other measure | Implementation | Start date: 2014 Expected end date: 2015 Spatial scale: Whole town or city Source affected: Transport Indicator: % Reduction in NOx emissions and peak pm queue lengths Target emissions reduction: 44% NOx |
| Edinburgh City Council_18 | LTS Controlled city centre parking zones | Discourage car commuting, by allocating residential parking permits | Traffic planning and management: Differentiation of parking fees | Implementation | Start date: 2001 Expected end date: 2007 Spatial scale: Whole town or city Source affected: Transport Indicator: N/A Target emissions reduction: Not quantified |
| Edinburgh City Council_19 | LTS Priority parking trialled South/Central area of city | Influence commuter travel operational times coincide with peak travel periods | Traffic planning and management: Differentiation of parking fees | Implementation | Start date: 2001 Expected end date: 2014 Spatial scale: Whole town or city Source affected: Transport Indicator: N/A Target emissions reduction: Not quantified |
| Edinburgh City Council_20 | CO2 emission reductions from Sustainable Energy Action Plan. Targets energy efficiency and use of renewables from transport and buildings. | Some actions will provide co-benefits for air quality | Other measure: Other measure | Implementation | Start date: 2015 Expected end date: 2020 Spatial scale: Whole town or city Source affected: Transport Indicator: N/A Target emissions reduction: Not quantified |
| Falkirk Council_1 | Council vehicles, advance date of older vehicles | Vans | Public procurement: New vehicles, including low emission vehicles | Implementation | Start date: 2013 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: Under consideration. Target emissions reduction: High |

| Measure code | Description | Focus | Classification | Status | Other information |
|-------------------|--|------------------------|--|----------------|---|
| Falkirk Council_2 | Electric vehicles and plug-ins | Cars | Public procurement: Other measure | Preparation | Start date: 2013 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: Under consideration. Target emissions reduction: Medium |
| Falkirk Council_3 | Eco-advanced driver training | Fuel use and emissions | Public procurement: Other measure | Implementation | Start date: 2013 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: Under consideration. Target emissions reduction: Low |
| Falkirk Council_4 | Support local fuel stations to provide alternative / green fuels chargers etc. | Emissions | Public procurement: Other measure | Other | Start date: 2014 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: Under consideration. Target emissions reduction: Low |
| Falkirk Council_5 | Review of school and local bus contracts with view to raising EURO standards | Buses | Public procurement: New vehicles, including low emission vehicles | Planning | Start date: 2014 Expected end date: 2020 Spatial scale: Whole town or city Source affected: Transport Indicator: Under consideration. Target emissions reduction: Medium |
| Falkirk Council_6 | Improvements of traffic lights at Bankside | Congestion | Traffic planning and management: Other measure | Implementation | Start date: 2011 Expected end date: 2014 Spatial scale: Local Source affected: Transport Indicator: Under consideration. Target emissions reduction: Medium |
| Falkirk Council_7 | Feasibility study of Haggs infrastructure changes | Congestion | Traffic planning and management: Other measure | Preparation | Start date: 2013 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: Under consideration. Target emissions reduction: Medium |
| Falkirk Council_8 | Feasibility study of West Bridge St and Town Centre traffic management changes (speed limits, TROs etc.) | Congestion | Traffic planning and management: Other measure | Other | Start date: 2017 Expected end date: 2017 Spatial scale: Local Source affected: Transport Indicator: Under consideration. Target emissions reduction: High |
| Falkirk Council_9 | Take the Right Route | Car travel | Traffic planning and management: Encouragement of shift of transport modes | Implementation | Start date: 2009 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: Under consideration. Target emissions reduction: Low |

| Measure code | Description | Focus | Classification | Status | Other information |
|--------------------|---|--|--|----------------|--|
| Falkirk Council_10 | Council service based work travel plan | Mode transfer | Traffic planning and management: Encouragement of shift of transport modes | Preparation | Start date: 2014 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: Under consideration. Target emissions reduction: Low |
| Falkirk Council_11 | Introduce quality bus corridors | Buses | Traffic planning and management: Improvement of public transport | Planning | Start date: 2014 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: Under consideration. Target emissions reduction: Low |
| Falkirk Council_12 | Bike hire scheme | Mode transfer | Traffic planning and management: Expansion of bicycle and pedestrian infrastructure | Planning | Start date: 2014 Expected end date: 2018 Spatial scale: Whole town or city Source affected: Transport Indicator: Under consideration. Target emissions reduction: Unknown |
| Falkirk Council_13 | Soft measures e.g. travel planning (larger employers, schools), journey sharing, changes to mileage, home and mobile working. | Variety | Traffic planning and management: Encouragement of shift of transport modes | Implementation | Start date: 2013 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: Under consideration. Target emissions reduction: Low |
| Falkirk Council_14 | Consideration of air quality in local development plan. | Development | Other measure: Other measure | Planning | Start date: 2015 Expected end date: 2015 Spatial scale: Whole town or city Source affected: Transport Indicator: Under consideration. Target emissions reduction: Low |
| Falkirk Council_15 | Promotion of ECO Stars | Commercial vehicles, taxis and private hire cars | Other measure: Other measure | Implementation | Start date: 2013 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: Number of members and vehicles. Target emissions reduction: Low and variable |
| Falkirk Council_16 | Review of park and ride facilities | Cars | Traffic planning and management: Improvement of public transport | Planning | Start date: 2014 Expected end date: 2018 Spatial scale: Local Source affected: Transport Indicator: Under consideration. Target emissions reduction: Low |

| Measure code | Description | Focus | Classification | Status | Other information |
|--------------------|---|--|---|----------------|--|
| Falkirk Council_17 | Taxi licensing | Taxis | Permit systems and economic instruments: Introduction/increase of environment taxes | Implementation | Start date: 2013 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: Under consideration. Target emissions reduction: Medium |
| Falkirk Council_18 | Vehicle emissions partnership (testing and idling) - enforcement and fines rather than raising awareness. | Cars | Other measure: Other measure | Implementation | Start date: 2007 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: Under consideration. Target emissions reduction: Low |
| Falkirk Council_19 | Introduction of car clubs. | Cars | Other measure: Other measure | Other | Start date: 2014 Expected end date: 2018 Spatial scale: Whole town or city Source affected: Transport Indicator: Under consideration. Target emissions reduction: Low |
| Fife Council_1 | Improving links with Local Transport Strategy/ Area Transport Plan - Reference to Appin Crescent and Bonnygate AQMA and measures included in Air Quality Action Plans. Integration of plan. | Reduction in Emissions from Road Transport across Fife generally | Other measure: Other measure | Implementation | Start date: 2015 Expected end date: 2020 Spatial scale: Whole town or city Source affected: Transport Indicator: Strategy launched 25.2.2015 Target emissions reduction: Small |
| Fife Council_2 | Provision of a cycle-way from the town centre to the trading estate (Cupar) | N/A | Traffic planning and management: Encouragement of shift of transport modes | Implementation | Start date: 2014 Expected end date: 2014 Spatial scale: Local Source affected: Transport Indicator: Actions to be detailed in LTS and ATP. Target emissions reduction: Small |
| Fife Council_3 | Improving Air Quality links with Local Planning and Development Framework - Integrate AQ Action Plans for Appin Crescent (Dunfermline) and Bonnygate (Cupar) with Local Plan | Reduction in Emissions from Development and associated transport | Other measure: Other measure | Implementation | Start date: 2012 Expected end date: 2012 Spatial scale: Whole town or city Source affected: Transport Indicator: Inclusion of reference to Bonnygate AQAP within Local Development Plan 2011. Target emissions reduction: Small |
| Fife Council_4 | Improving Air Quality links with Local Planning and Development Framework - Ensure development proposals in AQMA are assessed for AQ impacts | Minimise potential for degradation in local air quality as a result of development | Other measure: Other measure | Implementation | Start date: 2011 Expected end date: 2012 Spatial scale: Whole town or city Source affected: Transport Indicator: Publication of Developers Guidance Note on Fife Direct. Target emissions reduction: Small |

| Measure code | Description | Focus | Classification | Status | Other information |
|-----------------|---|--|---|----------------|---|
| Fife Council_5 | Local Plan policy requires all new developments to incorporate sustainable technology and/or methods. | Minimise AQ impacts of new development | Other measure: Other measure | Implementation | Start date: 2010 Expected end date: 2015 Spatial scale: Whole town or city Source affected: Other, please specify Indicator: Provision of in-house seminars by EPES and also presentations to colleagues in Development Management Target emissions reduction: Small |
| Fife Council_6 | Internal seminar on AQ - EPPS to co-ordinate internal seminar aimed at Development Management | Reduction in emissions associated with new developments | Other measure: Other measure | Implementation | Start date: 2010 Expected end date: 2011 Spatial scale: Whole town or city Source affected: Transport Indicator: Completion of internal seminar. Target emissions reduction: Small |
| Fife Council_7 | Encourage Integration AQ with other Council strategies | Consideration of AQ impacts of range of Council Policies - target reductions | Other measure: Other measure | Planning | Start date: 2011 Expected end date: 2015 Spatial scale: Whole town or city Source affected: Transport Indicator: Ongoing - Fife Air Quality Strategy encourages integration with other Council strategies, policies and plans Target emissions reduction: Small |
| Fife Council_8 | Continue to meet with stakeholders through the SEStran Freight Quality Partnership | Encourage reductions in emissions from freight haulage | Traffic planning and management: Freight transport measure | Implementation | Start date: 2009 Expected end date: 2015 Spatial scale: Whole town or city Source affected: Transport Indicator: Continue to attend the SEStran Freight Quality Partnership and contribute to Air Quality Group within the partnership Target emissions reduction: Small |
| Fife Council_9 | Assess potential for the development of local freight quality partnership aimed at reducing emissions within AQMA and wider area. | Assess the potential to minimise emissions from road freight | Traffic planning and management: Freight transport measure | Planning | Start date: 2011 Expected end date: 2015 Spatial scale: Whole town or city Source affected: Transport Indicator: N/A Target emissions reduction: Small |
| Fife Council_10 | Implementation of new Urban Traffic Management and Control System and changes to pedestrian crossings | Reduce emissions from local traffic within the AQMA | Traffic planning and management: Other measure | Implementation | Start date: 2009 Expected end date: 2009 Spatial scale: Local Source affected: Transport Indicator: Implementation of measures Target emissions reduction: Small |

| Measure code | Description | Focus | Classification | Status | Other information |
|-----------------|--|---|---|----------------|--|
| Fife Council_11 | Implementation of new UTMC in Cupar town centre with synchronised fixed time signals. | Reduce emissions from local traffic within the AQMA | Traffic planning and management: Other measure | Implementation | Start date: 2009 Expected end date: 2011 Spatial scale: Local Source affected: Transport Indicator: Implementation of new UTMC in Cupar town centre with synchronised fixed time signals. Target emissions reduction: Small |
| Fife Council_12 | Parking Management and Control | Support the objectives of Fife Council's Parking Strategy to discourage long stay commuter parking. | Traffic planning and management: Encouragement of shift of transport modes | Implementation | Start date: 2009 Expected end date: 2015 Spatial scale: Whole town or city Source affected: Transport Indicator: On-going monitoring Target emissions reduction: Small |
| Fife Council_13 | Assess the need for on street parking charges to manage the demand for parking. | Discourage use of car for commuting/ local travel | Traffic planning and management: Encouragement of shift of transport modes | Evaluation | Start date: 2010 Expected end date: 2011 Spatial scale: Whole town or city Source affected: Transport Indicator: Ongoing Target emissions reduction: Small |
| Fife Council_14 | Support the proposed Cupar, St Catherine Street and The Cross, Traffic and Streetscape Improvements that will contribute to more efficient vehicle movements | Reduce emissions from local traffic within the AQMA | Traffic planning and management: Encouragement of shift of transport modes | Implementation | Start date: 2014 Expected end date: 2015 Spatial scale: Local Source affected: Transport Indicator: Implementation Target emissions reduction: Small |
| Fife Council_15 | Continue to target reduction in emissions from Council Fleet and contract vehicles | Reduce emissions from Council fleet | Retrofitting: Retrofitting emission control equipment to vehicles | Implementation | Start date: 2011 Expected end date: 2015 Spatial scale: Whole town or city Source affected: Transport Indicator: On-going monitoring Target emissions reduction: Small |
| Fife Council_16 | Monitor and assess alternative fuels, technologies and fuel additives. | Reduce emissions from local traffic within the AQMA | Other measure: Other measure | Implementation | Start date: 2011 Expected end date: 2015 Spatial scale: Whole town or city Source affected: Transport Indicator: On-going monitoring Target emissions reduction: Small |
| Fife Council_17 | SAFED training | Reduced emissions from improved staff driving skills | Other measure: Other measure | Implementation | Start date: 2011 Expected end date: 2015 Spatial scale: Whole town or city Source affected: Transport Indicator: On-going monitoring Target emissions reduction: Small |

| Measure code | Description | Focus | Classification | Status | Other information |
|-----------------|--|---|--|----------------|---|
| Fife Council_18 | Travel plans for large organisations and businesses | Reduce emissions from local traffic within the AQMA | Traffic planning and management: Encouragement of shift of transport modes | Implementation | Start date: 2011 Expected end date: 2015 Spatial scale: Whole town or city Source affected: Transport Indicator: Results of Council travel surveys Target emissions reduction: Small |
| Fife Council_19 | Continue to support the implementation of School Travel Plans. | Reduce emissions from local traffic within the AQMA | Traffic planning and management: Encouragement of shift of transport modes | Implementation | Start date: 2011 Expected end date: 2015 Spatial scale: Whole town or city Source affected: Transport Indicator: Results of Council travel surveys Target emissions reduction: Small |
| Fife Council_20 | Development of cycling and walking routes within Cupar | Reduce emissions from local traffic within the AQMA | Traffic planning and management: Encouragement of shift of transport modes | Implementation | Start date: 2009 Expected end date: 2015 Spatial scale: Whole town or city Source affected: Transport Indicator: Development of routes Target emissions reduction: Small |
| Fife Council_21 | Encouraging cycling and walking - Signage and Interpretation. | Reduce emissions from local traffic within the AQMA | Traffic planning and management: Encouragement of shift of transport modes | Evaluation | Start date: 2009 Expected end date: 2015 Spatial scale: Whole town or city Source affected: Transport Indicator: Implementation of signage Target emissions reduction: Small |
| Fife Council_22 | Encouraging cycling and walking - Provision of Cycle Parking throughout the town centre; at workplaces and at Transport interchange points | Reduce emissions from local traffic within the AQMA | Traffic planning and management: Encouragement of shift of transport modes | Implementation | Start date: 2009 Expected end date: 2015 Spatial scale: Whole town or city Source affected: Transport Indicator: On-going Target emissions reduction: Small |
| Fife Council_23 | A programme of led Cycle Rides will be set up in Cupar to encourage people to cycle as part of their daily routine. | Reduce emissions from local traffic within the AQMA | Traffic planning and management: Encouragement of shift of transport modes | Implementation | Start date: 2011 Expected end date: 2015 Spatial scale: Whole town or city Source affected: Transport Indicator: On-going Target emissions reduction: Small |
| Fife Council_24 | Production of a Travel Choices map of Cupar | Reduce emissions from local traffic within the AQMA | Traffic planning and management: Encouragement of shift of transport modes | Evaluation | Start date: 2010 Expected end date: 2015 Spatial scale: Whole town or city Source affected: Transport Indicator: On-going Target emissions reduction: Small |

| Measure code | Description | Focus | Classification | Status | Other information |
|-----------------|--|---|--|----------------|--|
| Fife Council_25 | Fife Council has undertaken an extensive marketing exercise to raise awareness about the Bonnygate and Appin Crescent AQAPs including the TRY IT campaign. | Reduce emissions from local traffic within the AQMA | Traffic planning and management: Encouragement of shift of transport modes | Evaluation | Start date: 2010 Expected end date: 2015 Spatial scale: Whole town or city Source affected: Transport Indicator: On-going Target emissions reduction: Small |
| Fife Council_26 | Car Club | Reduce emissions from local traffic within the AQMA | Other measure: Other measure | Planning | Start date: 2010 Expected end date: 2015 Spatial scale: Whole town or city Source affected: Transport Indicator: On-going Target emissions reduction: Small |
| Fife Council_27 | Continue to provide information about public transport services through the Council website. | Reduce emissions from local traffic within the AQMA | Public information and Education: Internet | Implementation | Start date: 2009 Expected end date: 2015 Spatial scale: Whole town or city Source affected: Transport Indicator: On-going Target emissions reduction: Small |
| Fife Council_28 | Provision of information relating to Air Quality and Travel options | Reduce emissions from local traffic and other sources within the AQMA | Public information and Education: Internet | Implementation | Start date: 2009 Expected end date: 2015 Spatial scale: Whole town or city Source affected: Transport Indicator: On-going Target emissions reduction: Small |
| Fife Council_29 | Undertake a publicity campaign to raise awareness of the Bonnygate AQMA. | Reduce emissions from local traffic and other sources within the AQMA | Public information and Education: Leaflets | Implementation | Start date: 2009 Expected end date: 2011 Spatial scale: Whole town or city Source affected: Transport Indicator: On-going Target emissions reduction: Small |
| Fife Council_30 | ECO Stars Scheme | Reduce emissions from local traffic and other sources within the AQMA | Other measure: Other measure | Implementation | Start date: 2014 Expected end date: 2020 Spatial scale: Whole town or city Source affected: Transport Indicator: On-going Target emissions reduction: Small |
| Fife Council_31 | Air Quality Strategy for Fife | Encourage holistic approach to air quality improvements across Fife | Other measure: Other measure | Implementation | Start date: 2015 Expected end date: 2020 Spatial scale: Whole town or city Source affected: Transport Indicator: On-going Target emissions reduction: Small |
| Fife Council_32 | Liaise with local bus operators to establish the potential for developing local bus quality agreements. | Encourage reduction in emission from bus fleet | Public procurement: Cleaner vehicle transport services | Other | Start date: 2013 Expected end date: 2015 Spatial scale: Whole town or city Source affected: Transport Indicator: On-going Target emissions reduction: Small |

| Measure code | Description | Focus | Classification | Status | Other information |
|------------------------|--|--|---|----------------|--|
| Fife Council_33 | Ensure cycle networks and facilities are provided, as a matter of course, within existing and new networks and developments. | Reduce emissions from local traffic and other sources within the AQMA | Traffic planning and management: Encouragement of shift of transport modes | Implementation | Start date: 2012 Expected end date: 2015 Spatial scale: Whole town or city Source affected: Transport Indicator: On-going Target emissions reduction: Small |
| Fife Council_34 | To improve integration between cycling, walking and public transport. | Reduce emissions from local traffic and other sources within the AQMA | Traffic planning and management: Encouragement of shift of transport modes | Planning | Start date: 2012 Expected end date: 2015 Spatial scale: Whole town or city Source affected: Transport Indicator: On-going Target emissions reduction: Small |
| Fife Council_35 | Increase cycling trips to employment, education and leisure facilities. | Reduce emissions from local traffic and other sources within the AQMA | Traffic planning and management: Encouragement of shift of transport modes | Implementation | Start date: 2012 Expected end date: 2015 Spatial scale: Whole town or city Source affected: Transport Indicator: On-going Target emissions reduction: Small |
| Glasgow City Council_1 | Vehicle Idling | Council will expand programme of vehicle idling enforcement | Traffic planning and management: Other measure | Implementation | Start date: 2003 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A |
| Glasgow City Council_2 | Emission Testing | Council will continue a programme of roadside emission testing | Other measure: Other measure | Implementation | Start date: 2003 Expected end date: 2030 Spatial scale: Whole Town or City Source affected: Transport Indicator: N/A Target emissions reduction: N/A |
| Glasgow City Council_3 | Low Emission Zones | The Council will undertake a detailed feasibility study with a view to introducing LEZs in Glasgow | Traffic planning and management: Low emission zones | Preparation | Start date: 2009 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A |
| Glasgow City Council_4 | Cleaner Taxis | Council will prepare an emissions strategy to reduce emissions from taxi and private hire vehicles | Permit systems and economic instruments: Introduction/increase of environment taxes | Other | Start date: 2009 Expected end date: 2014 Spatial scale: Whole Town or City Source affected: Transport Indicator: N/A Target emissions reduction: N/A |
| Glasgow City Council_5 | Council Workplace Travel Plan | Council will prepare a workplace travel plan for all employees | Traffic planning and management: Encouragement of shift of transport modes | Implementation | Start date: 2011 Expected end date: 2030 Spatial scale: Whole Town or City Source affected: Transport Indicator: N/A Target emissions reduction: N/A |

| Measure code | Description | Focus | Classification | Status | Other information |
|-------------------------|-------------------------|--|--|----------------|--|
| Glasgow City Council_6 | Car Clubs | The Council will make on street spaces available for car club vehicles. | Other measure: Other measure | Implementation | Start date: 2010 Expected end date: 2030 Spatial scale: Whole Town or City Source affected: Transport Indicator: N/A Target emissions reduction: N/A |
| Glasgow City Council_7 | Public Service Vehicles | The Council will pursue the use of traffic regulation conditions to control bus emissions within AQMAs | Traffic planning and management: Low emission zones | Implementation | Start date: 2012 Expected end date: 2021 Spatial scale: Whole Town or City Source affected: Transport Indicator: N/A Target emissions reduction: N/A |
| Glasgow City Council_8 | Boiler Emissions | The Council will raise awareness and provide information to assist in energy efficiency in the home and workplace | Other measure: Other measure | Implementation | Start date: 2011 Expected end date: 2030 Spatial scale: Whole Town or City Source affected: Commercial and residential sources Indicator: N/A Target emissions reduction: N/A |
| Glasgow City Council_9 | Planning Guidance | The Council will produce revised planning guidance | Other measure: Other measure | Other | Start date: 2012 Expected end date: 2030 Spatial scale: Local Source affected: Commercial and residential sources Indicator: N/A Target emissions reduction: N/A |
| Glasgow City Council_10 | Air Quality Information | The Council will provide data and information regarding current and longer term air quality monitoring on our web site and at variable message signs throughout the city | Public information and Education: Internet | Implementation | Start date: 2010 Expected end date: 2030 Spatial scale: Whole Town or City Source affected: Other, please specify Indicator: N/A Target emissions reduction: N/A |
| Glasgow City Council_11 | Construction Sites | The Council will produce a code of practice for construction / demolition contractors | Other measure: Other measure | Other | Start date: 2012 Expected end date: 2030 Spatial scale: Local Source affected: Commercial and residential sources Indicator: N/A Target emissions reduction: N/A |
| Glasgow City Council_12 | Fire Reduction | The Council will investigate multi agency strategic level actions aimed at reducing the number of fires and harmful emissions | Public information and Education: Other mechanisms | Other | Start date: 2011 Expected end date: 2011 Spatial scale: Local Source affected: Other, please specify Indicator: N/A Target emissions reduction: N/A |

| Measure code | Description | Focus | Classification | Status | Other information |
|--------------------------|---|---|--|----------------|---|
| Glasgow City Council_13 | Cycling Strategy | Air Quality grants will be sourced for funding cycling improvements in the city. Council initiated a mass automated cycle hire scheme (MACH). | Traffic planning and management: Encouragement of shift of transport modes | Implementation | Start date: 2011 Expected end date: 2030 Spatial scale: Whole Town or City Source affected: Transport Indicator: N/A Target emissions reduction: N/A |
| Glasgow City Council_14 | Bus Retro-fit Scheme | Grant funding to retro-fit Buses with new exhaust tech to reduce harmful emissions | Retrofitting: Retrofitting emission control equipment to vehicles | Other | Start date: 2011 Expected end date: 2014 Spatial scale: Whole Town or City Source affected: Transport Indicator: N/A Target emissions reduction: N/A |
| Glasgow City Council_15 | Tree Planting | The Council will investigate the potential for a programme of tree planting as a means of city centre PM10 reduction | Other measure: Other measure | Implementation | Start date: 2012 Expected end date: 2030 Spatial scale: Local Source affected: Other, please specify Indicator: N/A Target emissions reduction: N/A |
| Glasgow City Council_16 | Promote Greener Vehicles | The Council will investigate the potential for reduced rate street parking for electric and hybrid vehicles | Public procurement: Other measure | Implementation | Start date: 2012 Expected end date: 2013 Spatial scale: Whole Town or City Source affected: Transport Indicator: N/A Target emissions reduction: N/A |
| Glasgow City Council_17 | Leading by Example | The Council will demonstrate best practice in the operation of its vehicle fleet | Public procurement: Other measure | Implementation | Start date: 2014 Expected end date: 2030 Spatial scale: Whole Town or City Source affected: Transport Indicator: N/A Target emissions reduction: N/A |
| North Ayrshire Council_1 | North Ayrshire Council Green Travel Plan | Increase active and sustainable travel on the school journey | Traffic planning and management: Encouragement of shift of transport modes | Implementation | Start date: 2008 Expected end date: 2015 Spatial scale: Whole town or city Source affected: Transport Indicator: Staff survey Target emissions reduction: N/A |
| North Ayrshire Council_2 | Intensive Active Travel campaign and infrastructure | N/A | Traffic planning and management: Encouragement of shift of transport modes | Implementation | Start date: 2008 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: Requirement for information and promotion Target emissions reduction: N/A |

| Measure code | Description | Focus | Classification | Status | Other information |
|---------------------------|--|--|---|----------------|--|
| North Ayrshire Council_3 | School Travel Plans | Increase active and sustainable travel on the school journey | Traffic planning and management: Encouragement of shift of transport modes | Implementation | Start date: 2003 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: School surveys Target emissions reduction: N/A |
| North Ayrshire Council_4 | Promotion of Walking | Increase active and sustainable travel | Traffic planning and management: Encouragement of shift of transport modes | Implementation | Start date: 2003 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: N/A Target emissions reduction: N/A |
| North Ayrshire Council_5 | Promotion of Cycling | Increased active and Sustainable schemes | Traffic planning and management: Encouragement of shift of transport modes | Implementation | Start date: 2003 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: N/A Target emissions reduction: N/A |
| North Ayrshire Council_6 | Promotion of Rail and inland waterways | Increased use of public transport for meetings | Traffic planning and management: Encouragement of shift of transport modes | Implementation | Start date: 2003 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: N/A Target emissions reduction: N/A |
| North Ayrshire Council_7 | Car and lift share | Increased use of car sharing for work journeys and to meetings | Traffic planning and management: Encouragement of shift of transport modes | Implementation | Start date: 2008 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: N/A Target emissions reduction: N/A |
| North Ayrshire Council_8 | Rail based Park & Ride (138 spaces) | Increase uptake of Public Transport | Traffic planning and management: Improvement of public transport | Other | Start date: 2011 Expected end date: 2012 Spatial scale: National Source affected: Transport Indicator: N/A Target emissions reduction: N/A |
| North Ayrshire Council_9 | Rail based Park & Ride (75 spaces) | Increase uptake of Public Transport | Traffic planning and management: Improvement of public transport | Other | Start date: 2013 Expected end date: 2014 Spatial scale: National Source affected: Transport Indicator: N/A Target emissions reduction: N/A |
| North Ayrshire Council_10 | Rail based Park & Ride (63) | Increase uptake of Public Transport | Traffic planning and management: Improvement of public transport | Preparation | Start date: 2013 Expected end date: 2015 Spatial scale: National Source affected: Transport Indicator: N/A Target emissions reduction: N/A |

| Measure code | Description | Focus | Classification | Status | Other information |
|-----------------------------|---|--|---|----------------|---|
| North Ayrshire Council_11 | Parking Priority for LEVs (& charging for 1 space) | Encourage alternative vehicle use | Traffic planning and management: Improvement of public transport | Other | Start date: 2013 Expected end date: 2014 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A |
| North Ayrshire Council_12 | Parking Priority for LEVs (& charging for 8 spaces) | Encourage alternative vehicle use | Traffic planning and management: Improvement of public transport | Other | Start date: 2014 Expected end date: 2015 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A |
| North Ayrshire Council_13 | A737 Dalry Bypass | Reduce congestion in the town of Dalry and increase journey times to Glasgow | Traffic planning and management: Improvement of public transport | Preparation | Start date: 2014 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: N/A Target emissions reduction: N/A |
| North Ayrshire Council_14 | Irvine Town regeneration | Reduce congestion in the town centre of Irvine and enhance public space | Traffic planning and management: Improvement of public transport | Planning | Start date: 2010 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A |
| North Lanarkshire Council_1 | Purchase and installation of rev-limiters on Council vehicles to ensure more efficient driving and reduced emissions. Initial batch of 30 vehicles to be trialed and thereafter rolled out across Council fleet if successful | N/A | Other measure: Other measure | Implementation | Start date: 2013 Expected end date: 2016 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A |
| North Lanarkshire Council_2 | Implement a programme of emissions diagnostic testing on Council vehicles during servicing and of mobile emissions diagnostic testing where appropriate | N/A | Other measure: Other measure | Evaluation | Start date: 2013 Expected end date: 2016 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A |
| North Lanarkshire Council_3 | Purchase and introduction of electric powered minibus for transport for school within AQMA. Performance of vehicle to be assessed with view to future purchasing strategy | N/A | Public procurement: New vehicles, including low emission vehicles | Evaluation | Start date: 2013 Expected end date: 2016 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A |
| North Lanarkshire Council_4 | Extension of council pool car fleet by 2015 to reduce private car use for Council business | N/A | Other measure: Other measure | Evaluation | Start date: 2013 Expected end date: 2016 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A |

| Measure code | Description | Focus | Classification | Status | Other information |
|------------------------------|--|-------|---|----------------|--|
| North Lanarkshire Council_5 | Introduction of electric powered road sweepers for use in AQMAs | N/A | Public procurement: New vehicles, including low emission vehicles | Evaluation | Start date: 2013 Expected end date: 2016 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A |
| North Lanarkshire Council_6 | Introduction of emissions standards to council vehicle procurement policy. By 2014, 50% vehicles to be to Euro 5 standard | N/A | Public procurement: New vehicles, including low emission vehicles | Preparation | Start date: 2013 Expected end date: 2016 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A |
| North Lanarkshire Council_7 | Introduction of Automatic Vehicle Logging System (AVLS) in 20% of council vehicles as advanced feasibility study | N/A | Other measure: Other measure | Implementation | Start date: 2013 Expected end date: 2016 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A |
| North Lanarkshire Council_8 | Council roll-out of electric vehicles in fleet. Roll-out to be extended following evaluation of first batch performance | N/A | Public procurement: New vehicles, including low emission vehicles | Implementation | Start date: 2013 Expected end date: 2016 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A |
| North Lanarkshire Council_9 | Introduction of electric vehicle charging points in council car parks for use by council and general public | N/A | Public procurement: Other measure | Evaluation | Start date: 2013 Expected end date: 2016 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A |
| North Lanarkshire Council_10 | Memberships of Scotland Transport Emissions partnership (STEP) to ensure air emissions from trunk roads in North Lanarkshire are adequately considered | N/A | Other measure: Other measure | Implementation | Start date: 2013 Expected end date: 2016 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A |
| North Lanarkshire Council_11 | Continued emissions testing programme, focused on AQMAs | N/A | Other measure: Other measure | Implementation | Start date: 2013 Expected end date: 2016 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A |
| North Lanarkshire Council_12 | Continued vehicle idling enforcement within AQMAs | N/A | Other measure: Other measure | Implementation | Start date: 2013 Expected end date: 2016 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A |

| Measure code | Description | Focus | Classification | Status | Other information |
|------------------------------|--|-------|---|----------------|---|
| North Lanarkshire Council_13 | Undertake continued review of air quality monitoring network to ensure appropriate coverage of council area and identified hotspots | N/A | Traffic planning and management: Other measure | Other | Start date: 2013 Expected end date: 2016 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A |
| North Lanarkshire Council_14 | LAQM included as a standing item on the council's sustainability and climate change group | N/A | Other measure: Other measure | Implementation | Start date: 2013 Expected end date: 2016 Spatial scale: Local Source affected: Other, please specify Indicator: N/A Target emissions reduction: N/A |
| North Lanarkshire Council_15 | Introduction of programme of upgraded energy provision in schools and council buildings within AQMAs, changeover from HFO to gas and PV | N/A | Low emission fuels for stationary and mobile sources: Shift to installations using low emission fuels | Implementation | Start date: 2013 Expected end date: 2016 Spatial scale: Local Source affected: Commercial and residential sources Indicator: N/A Target emissions reduction: N/A |
| North Lanarkshire Council_16 | Council LAQM emission inventory to be extended to cover carbon emissions. Greater linkage between corporate reporting and LAQM | N/A | Other measure: Other measure | Evaluation | Start date: 2013 Expected end date: 2016 Spatial scale: Local Source affected: Other, please specify Indicator: N/A Target emissions reduction: N/A |
| North Lanarkshire Council_17 | Council will prepare and publish a web-based learning tool on air quality for senior Primary School pupils (P5-7) and roll-out across schools in area | N/A | Public information and Education: Other mechanisms | Evaluation | Start date: 2013 Expected end date: 2016 Spatial scale: Local Source affected: Other, please specify Indicator: N/A Target emissions reduction: N/A |
| North Lanarkshire Council_18 | Update guidance for developers on air quality | N/A | Other measure: Other measure | Planning | Start date: 2013 Expected end date: 2016 Spatial scale: Local Source affected: Other, please specify Indicator: N/A Target emissions reduction: N/A |
| North Lanarkshire Council_19 | Environmental health represented on town centre improvement programme stakeholder group to ensure redevelopment programmes take cognisance of air quality concerns | N/A | Other measure: Other measure | Evaluation | Start date: 2013 Expected end date: 2016 Spatial scale: Local Source affected: Other, please specify Indicator: N/A Target emissions reduction: N/A |

| Measure code | Description | Focus | Classification | Status | Other information |
|------------------------------|--|-------|---|----------------|---|
| North Lanarkshire Council_20 | Introduction of air quality training programme for local authority planners to raise awareness of air quality issues | N/A | Other measure: Other measure | Preparation | Start date: 2013 Expected end date: 2016 Spatial scale: Local Source affected: Other, please specify Indicator: N/A Target emissions reduction: N/A |
| North Lanarkshire Council_21 | Council work place travel plan | N/A | Traffic planning and management: Encouragement of shift of transport modes | Implementation | Start date: 2013 Expected end date: 2016 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A |
| North Lanarkshire Council_22 | Cycling promotion initiative | N/A | Traffic planning and management: Encouragement of shift of transport modes | Implementation | Start date: 2013 Expected end date: 2016 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A |
| North Lanarkshire Council_23 | School travel plan/walk to school week | N/A | Traffic planning and management: Encouragement of shift of transport modes | Implementation | Start date: 2013 Expected end date: 2016 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A |
| North Lanarkshire Council_24 | Feasibility study in relation to the potential development and introduction of a Statutory Quality Bus Partnership | N/A | Traffic planning and management: Improvement of public transport | Preparation | Start date: 2013 Expected end date: 2016 Spatial scale: Whole town or city Source affected: Transport Indicator: N/A Target emissions reduction: N/A |
| North Lanarkshire Council_25 | Investigate potential excessive lay-over times of bus companies in around Muir Street area of Motherwell, adjacent to Motherwell Train Station | N/A | Traffic planning and management: Improvement of public transport | Evaluation | Start date: 2013 Expected end date: 2016 Spatial scale: Whole town or city Source affected: Transport Indicator: N/A Target emissions reduction: N/A |
| North Lanarkshire Council_26 | Two new park and ride facilities at strategic points in Motherwell town centre in order to ease congestion caused by rail travellers | N/A | Traffic planning and management: Improvement of public transport | Evaluation | Start date: 2013 Expected end date: 2016 Spatial scale: Whole town or city Source affected: Transport Indicator: N/A Target emissions reduction: N/A |
| North Lanarkshire Council_27 | Widening of windmillhill street | N/A | Traffic planning and management: Encouragement of shift of transport modes | Evaluation | Start date: 2013 Expected end date: 2016 Spatial scale: Whole town or city Source affected: Transport Indicator: N/A Target emissions reduction: N/A |

| Measure code | Description | Focus | Classification | Status | Other information |
|------------------------------|---|-------|---|----------------|---|
| North Lanarkshire Council_28 | Extension to the existing Airbles Road to form a new access road into the ravenescraig site | N/A | Traffic planning and management: Other measure | Other | Start date: 2013 Expected end date: 2016 Spatial scale: Whole town or city Source affected: Transport Indicator: N/A Target emissions reduction: N/A |
| North Lanarkshire Council_29 | Proposed dualling of the A723 road to the north of Motherwell | N/A | Traffic planning and management: Other measure | Implementation | Start date: 2013 Expected end date: 2016 Spatial scale: Whole town or city Source affected: Transport Indicator: N/A Target emissions reduction: N/A |
| North Lanarkshire Council_30 | Work with Strathclyde Partnership for Transport (SPT) to secure funding to take forward proposed junction improvements within the Chapelhall AQMA | N/A | Traffic planning and management: Other measure | Preparation | Start date: 2013 Expected end date: 2016 Spatial scale: Whole town or city Source affected: Transport Indicator: N/A Target emissions reduction: N/A |
| North Lanarkshire Council_31 | Detailed Assessment of A73 corridor from Chapelhall to Airdrie, to identify pinch-points which could be impacting on the AQMA | N/A | Traffic planning and management: Other measure | Other | Start date: 2013 Expected end date: 2016 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A |
| North Lanarkshire Council_32 | Introduction of Ecostars Fleet Recognition Scheme | N/A | Other measure: Other measure | Implementation | Start date: 2013 Expected end date: 2016 Spatial scale: National Source affected: Transport Indicator: N/A Target emissions reduction: N/A |
| North Lanarkshire Council_33 | Ongoing monitoring will continue within the Whifflet AQMA. this AQMA will shortly be extended to include the Shawhead area of Coatbridge | N/A | Other measure: Other measure | Other | Start date: 2013 Expected end date: 2016 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A |
| North Lanarkshire Council_34 | Installation of NO2 analyser | N/A | Other measure: Other measure | Other | Start date: 2013 Expected end date: 2016 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A |
| North Lanarkshire Council_35 | Optimisation of traffic lights for Stoneyetts Road and Avenuehead Road at Moodiesburn AQMA | N/A | Traffic planning and management: Other measure | Evaluation | Start date: 2013 Expected end date: 2016 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A |

| Measure code | Description | Focus | Classification | Status | Other information |
|------------------------------|---|---|--|----------------|---|
| North Lanarkshire Council_36 | Planning restrictions on land adjacent to the new M80 | N/A | Other measure: Other measure | Implementation | Start date: 2013 Expected end date: 2016 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A |
| North Lanarkshire Council_37 | Continue to monitor PM10 concentrations within AQMA at Croy to establish if impact on concentrations from quarry being mothballed | N/A | Other measure: Other measure | Other | Start date: 2013 Expected end date: 2016 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A |
| North Lanarkshire Council_38 | Extensive liaison with SEPA regarding conditions to be attached to Croy quarry should operations restart | N/A | Permit systems and economic instruments: Other measure | Implementation | Start date: 2013 Expected end date: 2016 Spatial scale: Local Source affected: Industry including heat and power production Indicator: N/A Target emissions reduction: N/A |
| Renfrewshire Council_1 | Central Road Refurbishment | Redesign of this road used for buses, taxis and goods vehicles to reduce traffic flows, congestion, idling and ultimately emissions within this immediate area | Traffic planning and management: Other measure | Implementation | Start date: 2009 Expected end date: 2010 Spatial scale: Local Source affected: Transport Indicator: Completed Target emissions reduction: Air Quality levels within Central Road significantly improved following implementation and in 2011, for the first time since monitoring commenced here in Jan 2004, the one hour NO2 objective (the only objective applicable here) was complied with. |
| Renfrewshire Council_2 | Statutory Quality Bus Partnership (SQBP) Scheme | All buses operating within Paisley Town Centre (PTC) - the area of our AQMA - require to have a minimum of Euro 3 engine | Public procurement: Cleaner vehicle transport services | Implementation | Start date: 2011 Expected end date: 2013 Spatial scale: Local Source affected: Transport Indicator: Completed Target emissions reduction: To be reviewed as part of our AQAP Progress Report due 2015 |
| Renfrewshire Council_3 | Split Cycle Offset Optimisation Technique (SCOOT) Traffic Management System | This tool assists in the management and control of traffic signals within PTC by responding to fluctuations in traffic flow thereby ultimately reducing congestion where necessary. | Traffic planning and management: Other measure | Evaluation | Start date: 2008 Expected end date: 2014 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: No emission target set |

| Measure code | Description | Focus | Classification | Status | Other information |
|------------------------|---|---|--|----------------|---|
| Renfrewshire Council_4 | Council Fleet Improvements | Reduce unit emissions from all council fleet vehicles through upgrades to Euro 5 standard/retrofitting of vehicles. | Retrofitting: Retrofitting emission control equipment to vehicles | Implementation | Start date: 2009 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: Completed Target emissions reduction: No emission target set |
| Renfrewshire Council_5 | Masternaut Vehicle Tracking for Council Vehicles | Reduce unit emissions from council fleet vehicles through the use of this system which optimises fuel usage & minimises idling. | Traffic planning and management: Freight transport measure | Implementation | Start date: 2010 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: Completed Target emissions reduction: No emission target set |
| Renfrewshire Council_6 | Vehicle Idling Awareness Raising | Awareness raising campaigns in targeted areas of known idling problems aimed at reducing local pollution levels | Traffic planning and management: Other measure | Implementation | Start date: 2011 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: Ongoing measure, dependant on receiving annual grant from Scottish Government Target emissions reduction: No emission target set |
| Renfrewshire Council_7 | Vehicle Emissions Testing of Private Vehicles | Targeting of vehicles within the AQMA to ensure they meet the relevant emission standards | Other measure: Other measure | Implementation | Start date: 2011 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: Ongoing measure, dependant on receiving annual grant from Scottish Government Target emissions reduction: No emission target set |
| Renfrewshire Council_8 | Green Travel Planning Within the Council including Staff Travel Plans & School Travel Plans | Reduce reliance on car and ultimately reduce vehicle numbers/congestion within AQMA | Traffic planning and management: Encouragement of shift of transport modes | Implementation | Start date: 2008 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: Several different aims set within the Council's Local Transport Strategy 2007 document Target emissions reduction: Not possible to quantify |
| Renfrewshire Council_9 | Workplace Travel Plans for Large Employers within Council Area | Reduce reliance on car and ultimately reduce vehicle numbers/congestion within AQMA | Traffic planning and management: Encouragement of shift of transport modes | Implementation | Start date: 2010 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: None set Target emissions reduction: Not possible to quantify |

| Measure code | Description | Focus | Classification | Status | Other information |
|-------------------------|--|---|--|----------------|---|
| Renfrewshire Council_10 | Awareness Raising of Air Quality (AQ) Issues to General Public | Improve AQ info available on Council website to raise awareness of AQ issues | Public information and Education: Internet | Planning | Start date: 2015 Expected end date: 2015 Spatial scale: Whole town or city Source affected: Other, please specify Indicator: Completion of improvements to council website Target emissions reduction: Not possible to provide quantitative indicators. |
| Renfrewshire Council_11 | Eco Driver Training for Council Staff | Encourage efficient driving from council HGV drivers to reduce local pollution levels | Other measure: Other measure | Implementation | Start date: 2014 Expected end date: 2014 Spatial scale: Whole town or city Source affected: Transport Indicator: Test carried out on all drivers within Community Resources Roads Section Target emissions reduction: Not possible to quantify |
| Renfrewshire Council_12 | Parking Controls within Paisley Town Centre (PTC) | Paisley Town Centre is within a controlled parking zone i.e. there is a charge for parking within the town therefore potentially discouraging cars being brought into centre | Traffic planning and management: Other measure | Implementation | Start date: 2008 Expected end date: 2010 Spatial scale: Local Source affected: Transport Indicator: None set Target emissions reduction: Not possible to quantify |
| Renfrewshire Council_13 | Awareness Raising of Air Quality Issues with Council Planners | Various measures i.e. guidance document/GIS updates/AQ training seminar to raise awareness of AQ issues with the Council's Planning officers and to improve ability to manage air quality across council services | Other measure: Other measure | Implementation | Start date: 2014 Expected end date: 2015 Spatial scale: Whole town or city Source affected: Other, please specify Indicator: AQ is considered for all developments where this may be an issue to ensure development proceeds only where AQ will not be adversely affected by the development or new receptors are not brought into an area of AQ exceedances. Target emissions reduction: Not possible to quantify |

| Measure code | Description | Focus | Classification | Status | Other information |
|--|--|---|--|----------------|--|
| Renfrewshire Council_14 | Construction/Demolition Sites - Dust Mitigation Plans | Implementation of DMPs for all developments of significant scale within or adjacent to an AQMA to avoid worsening of air quality | Other measure: Other measure | Planning | Start date: 2015 Expected end date: 2015 Spatial scale: Whole town or city Source affected: Commercial and residential sources Indicator: DMPs are in place where necessary and requirement monitoring is undertaken by the developer, ensuring plans are followed, minimising fugitive release of dusts . Target emissions reduction: Not possible to quantify |
| Renfrewshire Council_15 | Biomass Strategy/Guidance Document | Adoption of a biomass strategy/guidance document for use by council staff/developers to improve ability to manage potential AQ impacts from biomass and to avoid worsening of AQ | Other measure: Other measure | Preparation | Start date: 2015 Expected end date: 2015 Spatial scale: Whole town or city Source affected: Commercial and residential sources Indicator: Adoption of strategy/guidance document Target emissions reduction: Not possible to quantify |
| Renfrewshire Council_16 | Domestic Emissions & Fuel Consumption Awareness Raising | Improve the energy efficiency of domestic properties and heating systems to reduce amount of energy used per household and ultimately reduce emissions on a local level. The Council has an adopted Fuel Poverty Strategy to target this issue. | Public information and Education: Other mechanisms | Implementation | Start date: 2010 Expected end date: 2015 Spatial scale: Whole town or city Source affected: Commercial and residential sources Indicator: No. of houses meeting standards & measures installed Target emissions reduction: Not possible to quantify |
| Renfrewshire Council_17 Proposed New Measure | Planning Policy & Regeneration Residential Design Guide Strategy | A strategy entitled 'Residential Places' providing advice/guidance for applicants submitting residential proposals which sets out the objectives of sustainable placemaking, design considerations and the process through which high quality designs can be achieved in development proposals. Guidance is given on including low carbon and energy efficiency into residential proposals. there will be a requirement for future developers to consider air quality as part of their proposals. | Other measure: Other measure | Planning | Start date: 2015 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Commercial and residential sources Indicator: To be considered and adopted by Council Board on 10 March 2015 Target emissions reduction: Not possible to quantify |

| Measure code | Description | Focus | Classification | Status | Other information |
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| Renfrewshire Council_18 Proposed New Measure | ECO Stars Fleet Recognition Scheme | A scheme to assist fleet operators improve efficiency, reduce fuel consumption and emissions. | Other measure: Other measure | Planning | Start date: 2014 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: Adoption of the scheme within the Council Target emissions reduction: Unknown at present |
| Renfrewshire Council_19 Proposed New Measure | Council Fleet Electric Vehicles & Charging Infrastructure | Introduction of Electric Vehicles within Council Fleet and associated charging infrastructure throughout the Council area | Public procurement: New vehicles, including low emission vehicles | Implementation | Start date: 2014 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: Number of new electric vehicles introduced to fleet. Target emissions reduction: N/A |
| South Lanarkshire Council_1 | Improving links with Local transport Strategy / Area Transport Plan | Strategic | Other measure: Other measure | Implementation | Start date: 2012 Expected end date: 2023 Spatial scale: Whole town or city Source affected: Transport Indicator: N/A Target emissions reduction: N/A |
| South Lanarkshire Council_2 | Improving air quality links with local Planning and Development Framework | Strategic | Other measure: Other measure | Preparation | Start date: 2013 Expected end date: 2019 Spatial scale: Whole town or city Source affected: Industry including heat and power production Indicator: N/A Target emissions reduction: N/A |
| South Lanarkshire Council_3 | Integrate Aq with other Council strategies | Strategic | Other measure: Other measure | Implementation | Start date: 2012 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: N/A Target emissions reduction: N/A |
| South Lanarkshire Council_4 | Develop and adopt an air quality strategy for south Lanarkshire | Strategic | Other measure: Other measure | Preparation | Start date: 2013 Expected end date: 2019 Spatial scale: Whole town or city Source affected: Transport Indicator: N/A Target emissions reduction: N/A |
| South Lanarkshire Council_5 | Air quality guidance note / supplementary planning document | Strategic | Other measure: Other measure | Preparation | Start date: 2015 Expected end date: 2019 Spatial scale: Whole town or city Source affected: Industry including heat and power production Indicator: N/A Target emissions reduction: N/A |

| Measure code | Description | Focus | Classification | Status | Other information |
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| South Lanarkshire Council_6 | Lobby Government for additional national policy | Strategic | Other measure: Other measure | Implementation | Start date: 2012 Expected end date: 2030 Spatial scale: National Source affected: Other, please specify Indicator: N/A Target emissions reduction: N/A |
| South Lanarkshire Council_7 | Study to assess the potential impact of the M74 and the Raith Interchange works on traffic within the Whirlies AQMA | Measures aimed at optimising how traffic sources transit AQMA | Traffic planning and management: Other measure | Preparation | Start date: 2014 Expected end date: 2016 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A |
| South Lanarkshire Council_8 | Traffic signal optimisation at Lanark and Rutherglen road canyons | Measures aimed at optimising how traffic sources transit AQMA | Traffic planning and management: Other measure | Planning | Start date: 2014 Expected end date: 2017 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A |
| South Lanarkshire Council_9 | Encourage private and public operators to pursue cleaner vehicles and abatement - electric car promotion campaign | Reduce the emissions from sources by technical means | Other measure: Other measure | Implementation | Start date: 2014 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: N/A Target emissions reduction: N/A |
| South Lanarkshire Council_10 | Vehicle emission testing and idling vehicle enforcement | Reduce the emissions from sources by technical means | Other measure: Other measure | Implementation | Start date: 2010 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A |
| South Lanarkshire Council_11 | Development of infrastructure for electric vehicles | Reduce the emissions from sources by technical means | Public procurement: Other measure | Implementation | Start date: 2012 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: N/A Target emissions reduction: N/A |
| South Lanarkshire Council_12 | Continue to target reductions in emissions from the council fleet and contract vehicles | Reduce the emissions from sources by technical means | Other measure: Other measure | Implementation | Start date: 2014 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: N/A Target emissions reduction: N/A |
| South Lanarkshire Council_13 | Travel planning | Reduce emissions from sources by means of encouraging better travel choices / behavioural change | Traffic planning and management: Encouragement of shift of transport modes | Implementation | Start date: 2012 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: N/A Target emissions reduction: N/A |

| Measure code | Description | Focus | Classification | Status | Other information |
|------------------------------|---|--|---|----------------|---|
| South Lanarkshire Council_14 | Provision of information regarding air quality | Reduce emissions from sources by means of encouraging better travel choices / behavioural change | Public information and Education: Other mechanisms | Implementation | Start date: 2003 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Other, please specify Indicator: N/A Target emissions reduction: N/A |
| South Lanarkshire Council_15 | Promotion of alternative modes (cycling + walking) include the improvement of cycling and walking infrastructure | Reduce emissions from sources by means of encouraging better travel choices / behavioural change | Traffic planning and management: Encouragement of shift of transport modes | Implementation | Start date: 2012 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Other, please specify Indicator: N/A Target emissions reduction: N/A |
| South Lanarkshire Council_16 | Real-time passenger information installed on a number of bus stops within East Kilbride to support uptake of public transport | Reduce emissions from sources by means of encouraging better travel choices / behavioural change | Other measure: Other measure | Implementation | Start date: 2010 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A |
| South Lanarkshire Council_17 | Eco-friendly vehicles for SLC transport fleet | SLC In house initiatives | Other measure: Other measure | Implementation | Start date: 2011 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: N/A Target emissions reduction: N/A |
| South Lanarkshire Council_18 | Walk to school programme and school walking bus | SLC In house initiatives | Other measure: Other measure | Implementation | Start date: 2009 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: N/A Target emissions reduction: N/A |
| South Lanarkshire Council_19 | Flexible working system to enable staff to travel to and from work outwith peak travel flow times | SLC In house initiatives | Traffic planning and management: Encouragement of shift of transport modes | Implementation | Start date: 1996 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: N/A Target emissions reduction: N/A |
| South Lanarkshire Council_20 | Enhancement of Park and Ride facilities and installation of cycle storage lockers at train stations throughout the district | SLC In house initiatives | Traffic planning and management: Encouragement of shift of transport modes | Implementation | Start date: 2011 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: N/A Target emissions reduction: N/A |

| Measure code | Description | Focus | Classification | Status | Other information |
|------------------------------|--|--------------------------|---|----------------|--|
| South Lanarkshire Council_21 | Installation of black carbon and traffic monitoring cameras at Whirlies roundabout | SLC In house initiatives | Public information and Education: Other mechanisms | Implementation | Start date: 2013 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A |
| South Lanarkshire Council_22 | Increased use of section 75 Town and Country Planning (Scotland) Act 1997 agreements to formally bind developers to provide mitigation in areas of poor air quality. | SLC In house initiatives | Other measure: Other measure | Implementation | Start date: 2008 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A |
| South Lanarkshire Council_23 | Support given to the Scottish Government's Air Quality website for the dissemination of air quality data from sites throughout the District. Further support to the 'know and respond' text / email alert system warning subscribers of periods of poor air quality. | SLC In house initiatives | Public information and Education: Internet | Implementation | Start date: 2013 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Other, please specify Indicator: N/A Target emissions reduction: N/A |
| South Lanarkshire Council_24 | Provision of cycle storage facilities as part of schools modernisation programme | SLC In house initiatives | Traffic planning and management: Encouragement of shift of transport modes | Implementation | Start date: 2008 Expected end date: 2016 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A |
| South Lanarkshire Council_25 | Support to 'Give me cycle space' campaign | SLC In house initiatives | Traffic planning and management: Encouragement of shift of transport modes | Implementation | Start date: 2014 Expected end date: 2016 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A |
| South Lanarkshire Council_26 | ECO Stars Fleet recognition scheme | SLC In house initiatives | Other measure: Other measure | Implementation | Start date: 2014 Expected end date: 2017 Spatial scale: Whole town or city Source affected: Transport Indicator: N/A Target emissions reduction: N/A |
| South Lanarkshire Council_27 | Biomass accumulator tool - spatial GIS tool to predict accumulated impact of biomass development and help inform planning development decisions | SLC In house initiatives | Other measure: Other measure | Implementation | Start date: 2015 Expected end date: 2017 Spatial scale: Whole town or city Source affected: Industry including heat and power production Indicator: N/A Target emissions reduction: N/A |

| Measure code | Description | Focus | Classification | Status | Other information |
|------------------------------|--|--------------------------|--|----------------|---|
| South Lanarkshire Council_28 | Driver Efficiency Training - fleet drivers | SLC In house initiatives | Other measure: Other measure | Implementation | Start date: 2012 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: N/A Target emissions reduction: N/A |
| South Lanarkshire Council_29 | Installation of Eco- Monitors within highest emitting vehicles within fleet pool | SLC In house initiatives | Other measure: Other measure | Preparation | Start date: 2015 Expected end date: 2017 Spatial scale: Whole town or city Source affected: Transport Indicator: N/A Target emissions reduction: N/A |
| South Lanarkshire Council_30 | Improvements to bus stop infrastructure to promote uptake of this form of public transport | SLC In house initiatives | Other measure: Other measure | Implementation | Start date: 2011 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: N/A Target emissions reduction: N/A |
| South Lanarkshire Council_31 | Improvement, extension to existing cycle routes and installation of new cycle routes | N/A | Traffic planning and management: Encouragement of shift of transport modes | Implementation | Start date: 2010 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: N/A Target emissions reduction: N/A |
| South Lanarkshire Council_32 | Creation of SLC Cycling partnership to promote cycling throughout area including SLC and other external partners | N/A | Traffic planning and management: Encouragement of shift of transport modes | Implementation | Start date: 2014 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: N/A Target emissions reduction: N/A |
| South Lanarkshire Council_33 | Council sustainability group looking at various sustainable measures including sustainable transport options and promotion | N/A | Other measure: Other measure | Implementation | Start date: 2014 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: N/A Target emissions reduction: N/A |
| South Lanarkshire Council_34 | SLC Active travel plan promotion via paths for all part funding | N/A | Traffic planning and management: Encouragement of shift of transport modes | Planning | Start date: 2015 Expected end date: 2016 Spatial scale: Whole town or city Source affected: Transport Indicator: N/A Target emissions reduction: N/A |
| South Lanarkshire Council_35 | Bike Town initiative for Rutherglen and Cambuslang - part funded via paths for all | N/A | Traffic planning and management: Encouragement of shift of transport modes | Implementation | Start date: 2013 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: N/A Target emissions reduction: N/A |

| Measure code | Description | Focus | Classification | Status | Other information |
|------------------------------|--|-------|---|----------|---|
| South Lanarkshire Council_36 | SL primary school education workshops promoting sustainable commute options to school | N/A | Traffic planning and management: Encouragement of shift of transport modes | Planning | Start date: 2015 Expected end date: 2016 Spatial scale: Whole town or city Source affected: Transport Indicator: N/A Target emissions reduction: N/A |
| South Lanarkshire Council_37 | Cycle routes awareness campaign -part funded via paths for all | N/A | Traffic planning and management: Encouragement of shift of transport modes | Planning | Start date: 2015 Expected end date: 2016 Spatial scale: Whole town or city Source affected: Transport Indicator: N/A Target emissions reduction: N/A |
| South Lanarkshire Council_38 | Linking communities focusing on Lanark, Larkhall and Carluke - paths for all part funded project looking at walking and cycling infrastructure and promotion in this area. | N/A | Traffic planning and management: Encouragement of shift of transport modes | Planning | Start date: 2015 Expected end date: 2016 Spatial scale: Whole town or city Source affected: Transport Indicator: N/A Target emissions reduction: N/A |