



Department  
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Food & Rural Affairs

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## Air Quality Plan for the achievement of EU air quality limit value for nitrogen dioxide (NO<sub>2</sub>) in Central Scotland (UK0037)

December 2015

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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 the achievement of the EU air quality limit values for nitrogen dioxide (NO<sub>2</sub>). This is an update to the air quality plan published in September 2011 (<http://uk-air.defra.gov.uk/library/no2ten/>).

This plan presents the following information:

- General information regarding the Central Scotland non-agglomeration zone
- Details of the NO<sub>2</sub> 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 overview document, 'Cleaner Air for Scotland - The Road to a Healthier Future'<sup>1</sup> and the list of UK and national measures. The UK overview document 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. 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, the accompanying UK overview document and the list of UK and national measures show how the UK will ensure that compliance with the NO<sub>2</sub> 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 NO<sub>2</sub> 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  $\mu\text{g m}^{-3}$
- The hourly limit value: no more than 18 exceedances of 200  $\mu\text{g m}^{-3}$  in a calendar year

The Air Quality Directive stipulates that compliance with the NO<sub>2</sub> limit values will be achieved by 01/01/2010. However, where the limit values cannot be achieved by then, the Directive also allowed Member States to postpone this attainment date until 01/01/2015 at the latest provided air quality plans were established demonstrating how the limit values would be met by this extended deadline. Postponement of compliance until 01/01/2015 was granted by the European Commission for Central Scotland non-agglomeration zone.

## 1.3 Zone status

The assessment undertaken for the Central Scotland non-agglomeration zone indicates that the annual limit value was exceeded in 2013 but is likely to be achieved before 2020 through the introduction of measures included in the baseline.

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<sup>1</sup><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 NO<sub>2</sub> levels in this non-agglomeration zone for the 2013 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 2013 is given in section 4.

Baseline modelled projections for 2020, 2025 and 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: 2013

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

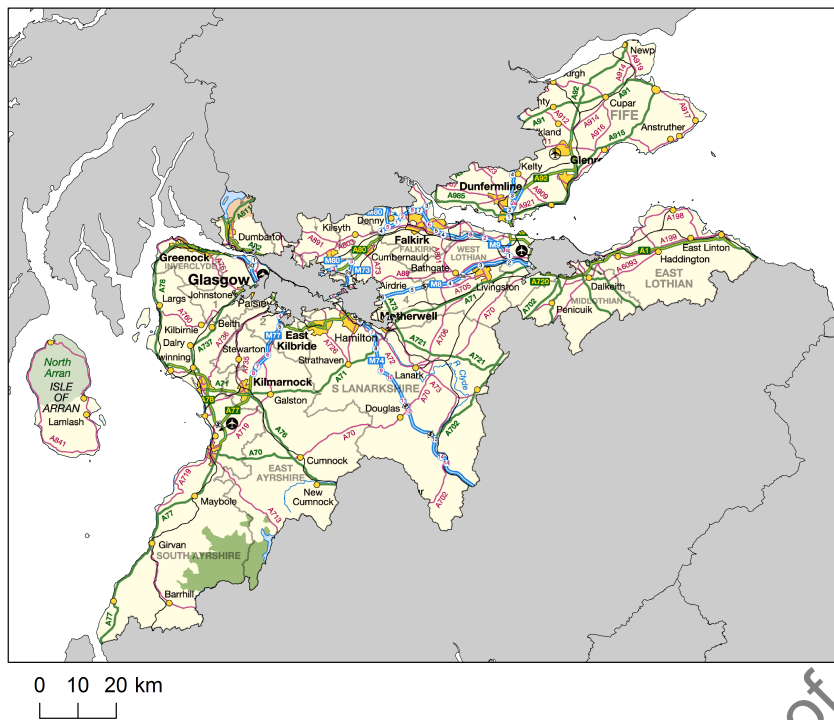
Local Authorities within the zone: Figure 2 shows the location of Local Authorities within the non-agglomeration zone. A list of these Local Authorities is also given below. The numbers in the list correspond to the numbers in Figure 2.

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.)

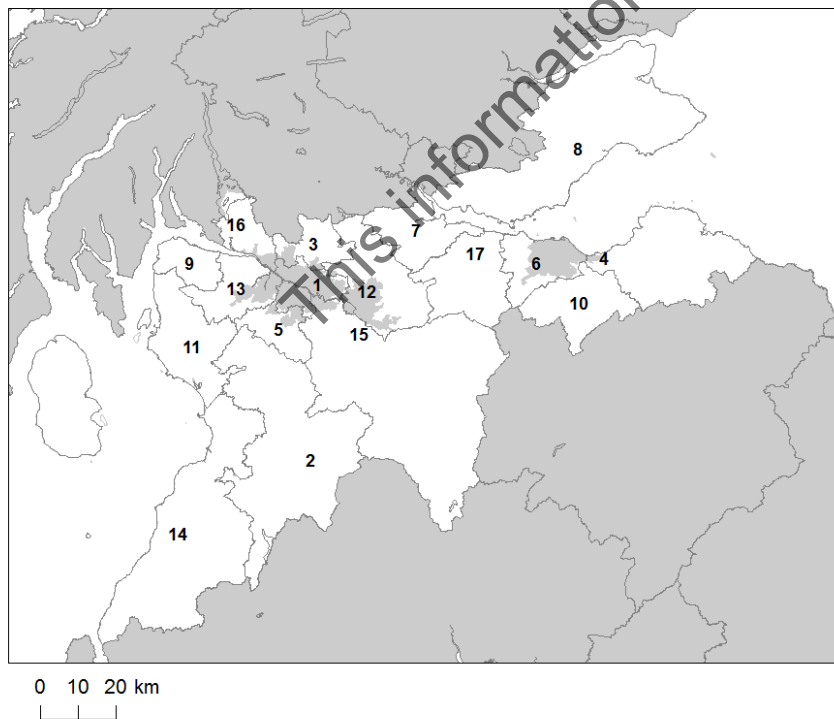
This information is out of date.

**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

NO<sub>2</sub> measurements in this zone were available in 2013 from the following national network monitoring stations (NO<sub>2</sub> data capture for each station in 2013 shown in brackets):

1. Bush Estate GB0033R (99%)
2. Dumbarton Roadside GB1008A (95%)
3. Grangemouth GB0735A (98%)
4. Grangemouth Moray GB0997A (99%)

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 2013 reference year has been carried out for the whole of the UK. This modelling covers the following extent within this zone:

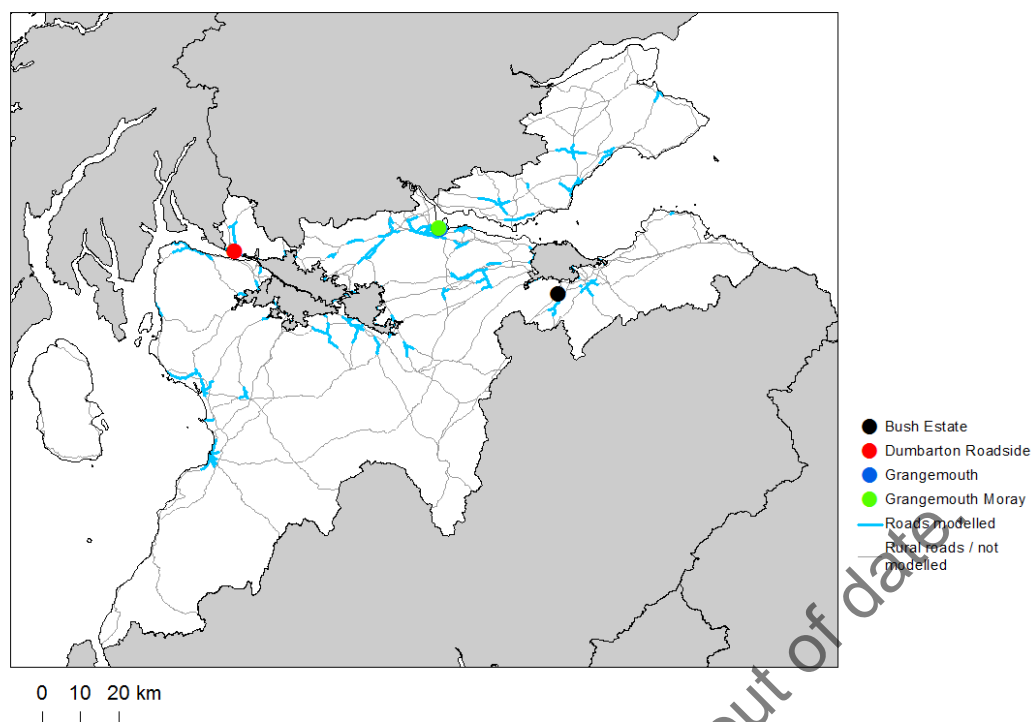
- Total background area within zone (approx): 9,984 km<sup>2</sup>
- Total population within zone (approx): 1,942,272 people
- Total road length where an assessment of NO<sub>2</sub> concentrations has been made: 353 km in 2013 (and similar lengths in previous years)

### Zone maps

Figure 3 presents the location of the NO<sub>2</sub> monitoring stations within this zone for 2013 and the roads for which NO<sub>2</sub> concentrations have been modelled. NO<sub>2</sub> concentrations at background locations have been modelled across the entire zone at a 1 km x 1 km resolution.



**Figure 3: Map showing the location of the NO<sub>2</sub> monitoring stations with valid data in 2013 and roads where concentrations have been modelled within the Central Scotland (UK0037) non-agglomeration zone.**



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## 2.3 Reporting under European Directives

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. Historic plans and programmes are available on <http://cdr.eionet.europa.eu/gb/eu/aqpp>.

# 3 Overall Picture for 2013 Reference Year

## 3.1 Introduction

There are two limit values for the protection of health for NO<sub>2</sub>. These are:

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

Within the Central Scotland non-agglomeration zone the annual limit value was exceeded in 2013. Hence, one exceedance situation for this zone has been defined, NO<sub>2</sub>\_UK0037\_Annual\_1, which covers exceedances of the annual limit value. This exceedance situation is described below.

Central Scotland non-agglomeration zone had a time extension in place until 01/01/2015. While a location has a time extension in place, a margin of tolerance has been defined by the Air Quality Directive (2008/50/EC) which applies to the annual mean NO<sub>2</sub> limit value until the time extension expires. In this non-agglomeration zone the annual mean concentration of NO<sub>2</sub> did not exceed the limit value plus the maximum margin of tolerance (60  $\mu\text{g m}^{-3}$ ) in 2013, thus the non-agglomeration zone was reported to the European Commission as compliant for this year. For the purpose of this Air Quality Plan the exceedance situation is defined with respect to the NO<sub>2</sub> limit value, irrespective of the compliance status submitted for 2013.

## 3.2 Reference year: NO<sub>2</sub>\_UK0037\_Annual\_1

The NO<sub>2</sub>\_UK0037\_Annual\_1 exceedance situation covers all exceedances of the annual mean limit value in the Central Scotland non-agglomeration zone in 2013.

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 2013. Table 2 summarises modelled annual mean NO<sub>2</sub> concentrations in this exceedance situation for the same time period. This table shows that, in 2013, 21.4 km of road length was modelled to exceed the annual limit value. There were no modelled background exceedances of the annual limit value. Maps showing the modelled annual mean NO<sub>2</sub> concentrations for 2013 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 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.

The modelling carried out for this exceedance situation has also been used to determine the annual mean NOx source apportionment for all modelled locations. Emissions to air are regulated in terms of oxides of nitrogen (NOx), which is the term used to describe the sum of nitrogen dioxide (NO<sub>2</sub>) and nitric oxide (NO). Ambient NO<sub>2</sub> concentrations include contributions from both directly emitted primary NO<sub>2</sub> and secondary NO<sub>2</sub> formed in the atmosphere by the oxidation of NO. As such, it is not possible to calculate an unambiguous source apportionment specifically for NO<sub>2</sub> concentrations; therefore the source apportionment in this plan is presented for NOx, rather than for NO<sub>2</sub> (for further details please see the UK Technical Report). Table 3 summarises the modelled NOx source apportionment for the section of road with the highest modelled NO<sub>2</sub> concentration in this exceedance situation in 2013. 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 NOx source apportionment for each section of road within the NO<sub>2</sub>\_UK0037\_Annual\_1 exceedance situation (i.e. the source apportionment for all exceeding roads only) in 2013. In this figure roads have been grouped into motorways, primary roads (major roads managed by local authorities) and trunk roads (major roads managed by highways authorities).

This information is out of date.

**Table 1: Measured annual mean NO<sub>2</sub> concentrations at national network stations in NO2\_UK0037\_Annual\_1 for 2001 onwards,  $\mu\text{gm}^{-3}$  (a). Data capture shown in brackets.**

Site name (EOI code)	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
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)
Dumbarton Roadside (GB1008A)										32 (33)	19 (99)	27 (46)	19 (95)
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)
Grangemouth Moray (GB0997A)									19 (58)	24 (99)	17 (97)	20 (98)	17 (99)

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

**Table 2: Annual mean NO<sub>2</sub> model results in NO2\_UK0037\_Annual\_1 for 2001 onwards.**

	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
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
Background exceeding (km <sup>2</sup> )	1	0	0	0	0	0	0	0	0	0	0	0	0
Maximum modelled concentration ( $\mu\text{gm}^{-3}$ ) (a)	56.4	48.2	82.9	70.5	75.2	74.7	73.3	65.8	67.1	80.2	59	57	51

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

**Table 3: Modelled annual mean NOx source apportionment at the traffic count point with the highest modelled concentration in 2013 in NO2\_UK0037\_Annual\_1 ( $\mu\text{gm}^{-3}$ ) (traffic count point 20897 on the A725; OS grid (m): 271000, 657610).**

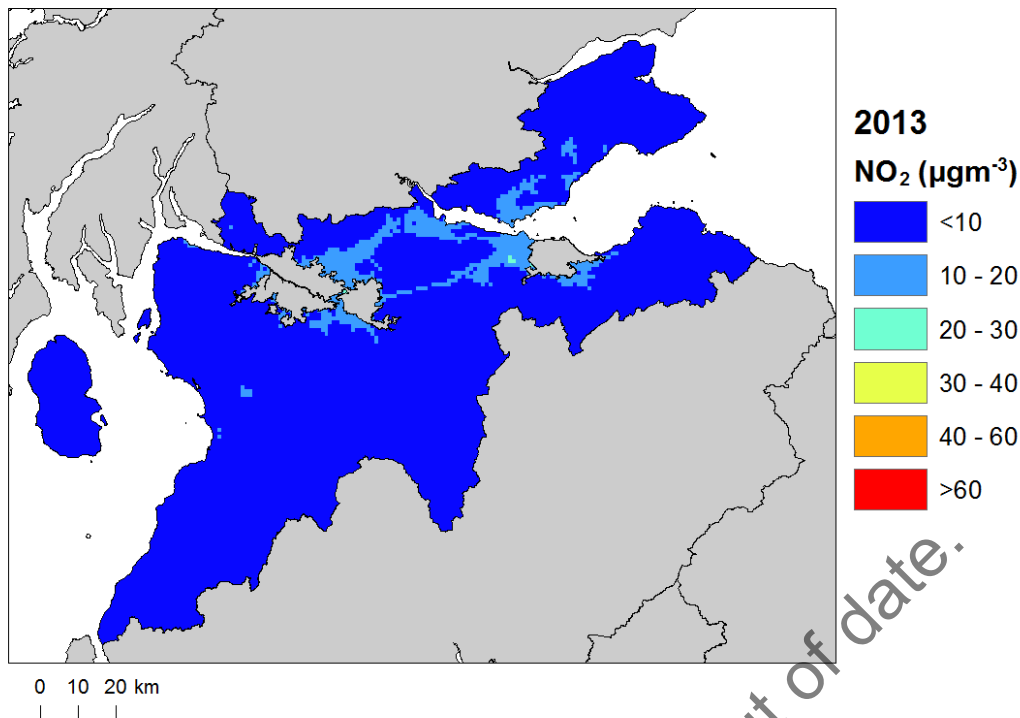
Spatial scale	Component	Concentration at highest road link (a)
Regional background sources NOx (i.e. contributions from distant sources of > 30 km from the receptor).	Total	3.2
	From within the UK	1.5
	From transboundary sources (includes shipping and other EU member states)	1.7
Urban background sources NOx (i.e. sources located within 0.3 - 30 km from the receptor).	Total	24.6
	From road traffic sources	13.1
	From industry (including heat and power generation)	3.8
	From agriculture	NA
	From commercial/residential sources	2.0
	From shipping	0.0
	From off road mobile machinery	5.1
	From natural sources	NA
	From transboundary sources	NA
Local sources NOx (i.e. contributions from sources < 0.3 km from the receptor).	From other urban background sources	0.6
	Total	107.6
	From petrol cars	6.0
	From diesel cars	28.8
	From HGV rigid (b)	29.4
	From HGV articulated (b)	20.6
	From buses	8.7
	From petrol LGVs (c)	0.2
	From diesel LGVs (c)	13.8
	From motorcycles	0.0
	From London taxis	0.0
Total NOx (i.e. regional background + urban background + local components)		135.3
Total NO <sub>2</sub> (i.e. regional background + urban background + local components)		51

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

(b) HGV = heavy goods vehicle

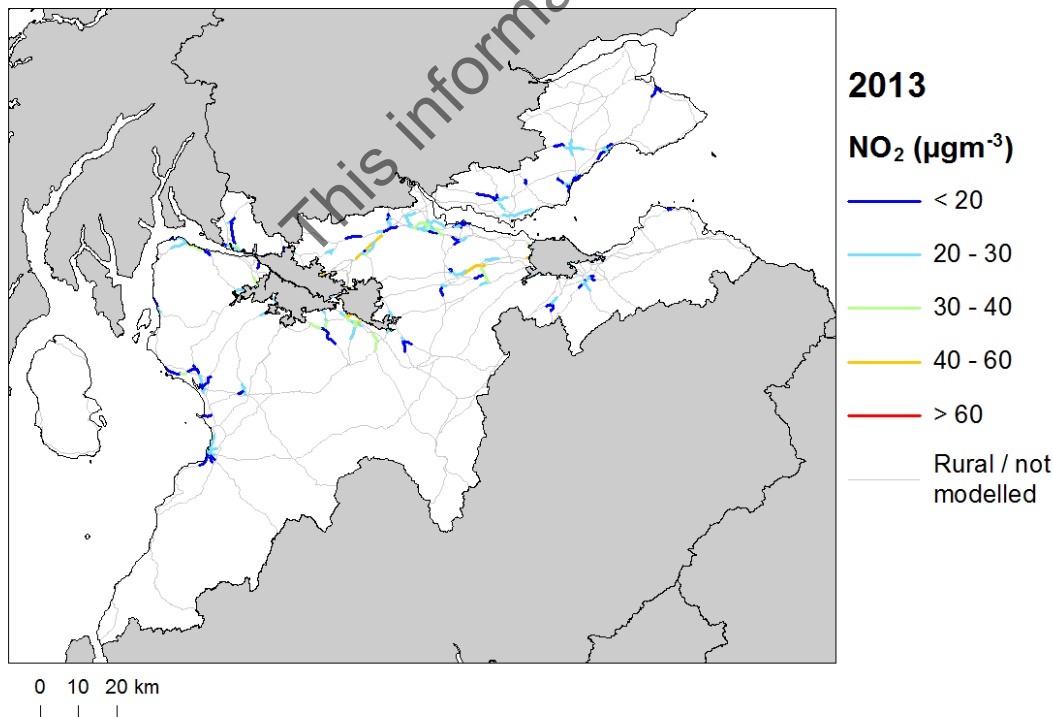
(c) LGV = light goods vehicle

**Figure 4: Map of modelled background annual mean NO<sub>2</sub> concentrations 2013. 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 NO<sub>2</sub> concentrations 2013. 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 NO<sub>2</sub> 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 NO<sub>2</sub> 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 articulated HGVs and cars contributing about 20% and 25% respectively of total NO<sub>x</sub> on some of the roads with the highest concentrations. Cars, articulated HGVs, rigid HGVs and LGVs were important sources on the motorway roads with the highest concentrations in this exceedance situation. Cars and rigid HGVs and on some roads buses were important sources on the primary roads with the highest concentrations. Cars, articulated HGVs, rigid HGVs and LGVs were important sources on the trunk roads with the highest concentrations. For all road links concentrations of NO<sub>x</sub> from diesel cars were approximately four times greater than NO<sub>x</sub> emissions from petrol cars. NO<sub>x</sub> concentrations from petrol LGVs are a small component of total NO<sub>x</sub> concentrations and less than 2% of total NO<sub>x</sub> from LGVs.

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 NO<sub>2</sub> 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](http://ec.europa.eu/environment/air/index_en.htm)). Details of national measures are given in the UK overview document and the list of UK and national measures.

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 and list of UK and national measures.

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. 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 2013. Where measures started and finished before 2013, 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 2013 and an end date after 2013 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 2020, 2025 and 2030, starting from the 2013 reference year described in section 3, have been calculated in order to determine when compliance with the NO<sub>2</sub> 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 2012 (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: NO<sub>2</sub>\_UK0037\_Annual\_1

Table 4 presents summary results for the baseline model projections for 2020, 2025 and 2030 for the NO<sub>2</sub>\_UK0037\_Annual\_1 exceedance situation. This shows that the maximum modelled annual mean NO<sub>2</sub> concentration predicted for 2020 in this exceedance situation is 34  $\mu\text{gm}^{-3}$ . Hence, the model results suggest that compliance with the NO<sub>2</sub> annual limit value is likely to be achieved before 2020 under baseline conditions in this exceedance situation.

Figures 6 and 7 show maps of projected annual mean NO<sub>2</sub> concentrations in 2020, 2025 and 2030 for background and roadside locations respectively. Maps for 2013 are also presented here for reference.

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.

This information is out of date

**Table 4: Annual mean NO<sub>2</sub> model results in NO<sub>2</sub>\_UK0037\_Annual\_1.**

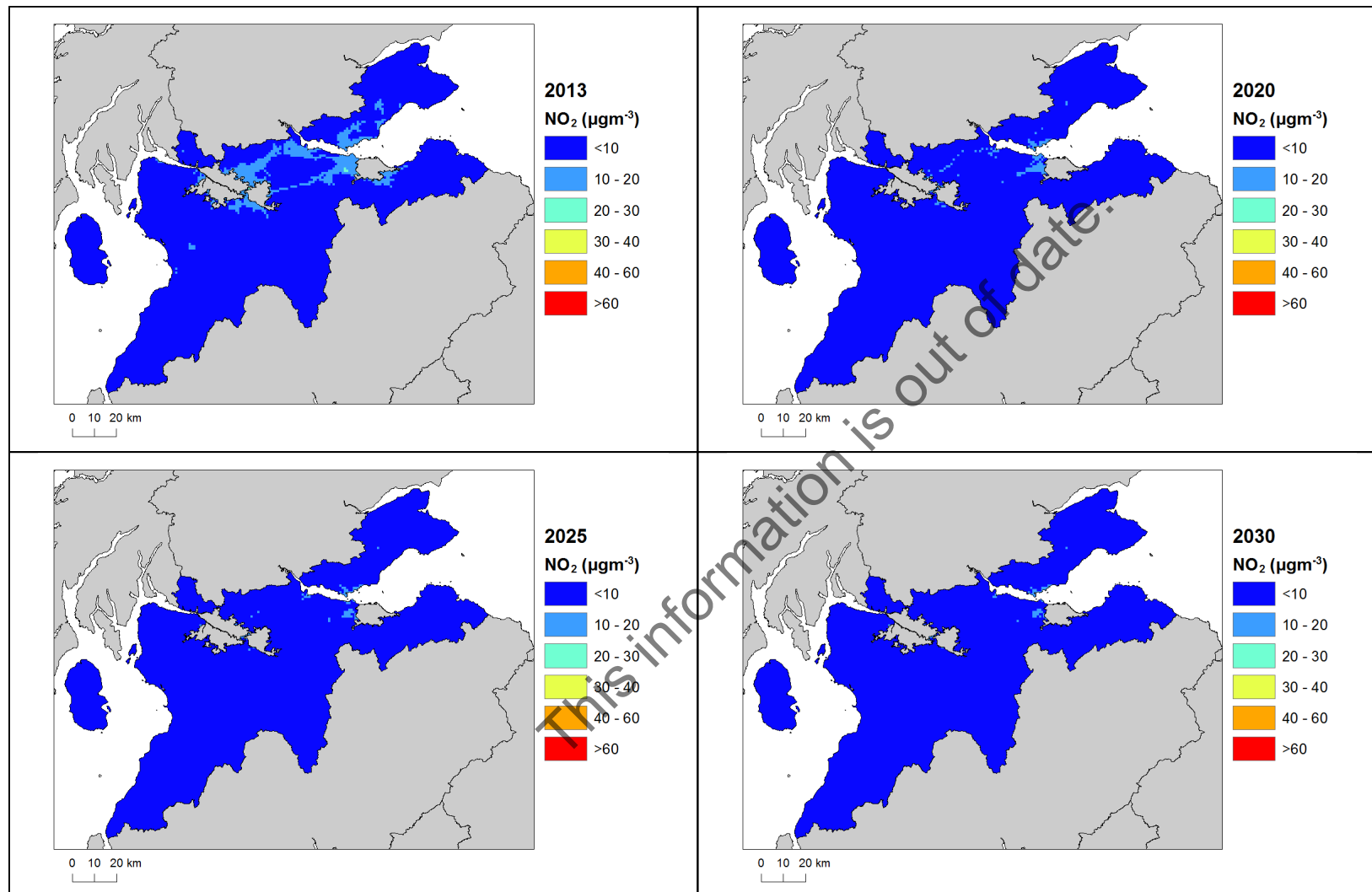
	2013	2020	2025	2030
Road length exceeding (km)	21.4	0.0	0.0	0.0
Background exceeding (km <sup>2</sup> )	0	0	0	0
Maximum modelled concentration NO <sub>2</sub> (μgm <sup>-3</sup> ) (a)	51	34	27	25
Corresponding modelled concentration NOx (μgm <sup>-3</sup> ) (b)	135	74	55	51

(a) Annual Mean Limit Value = 40 μgm<sup>-3</sup>

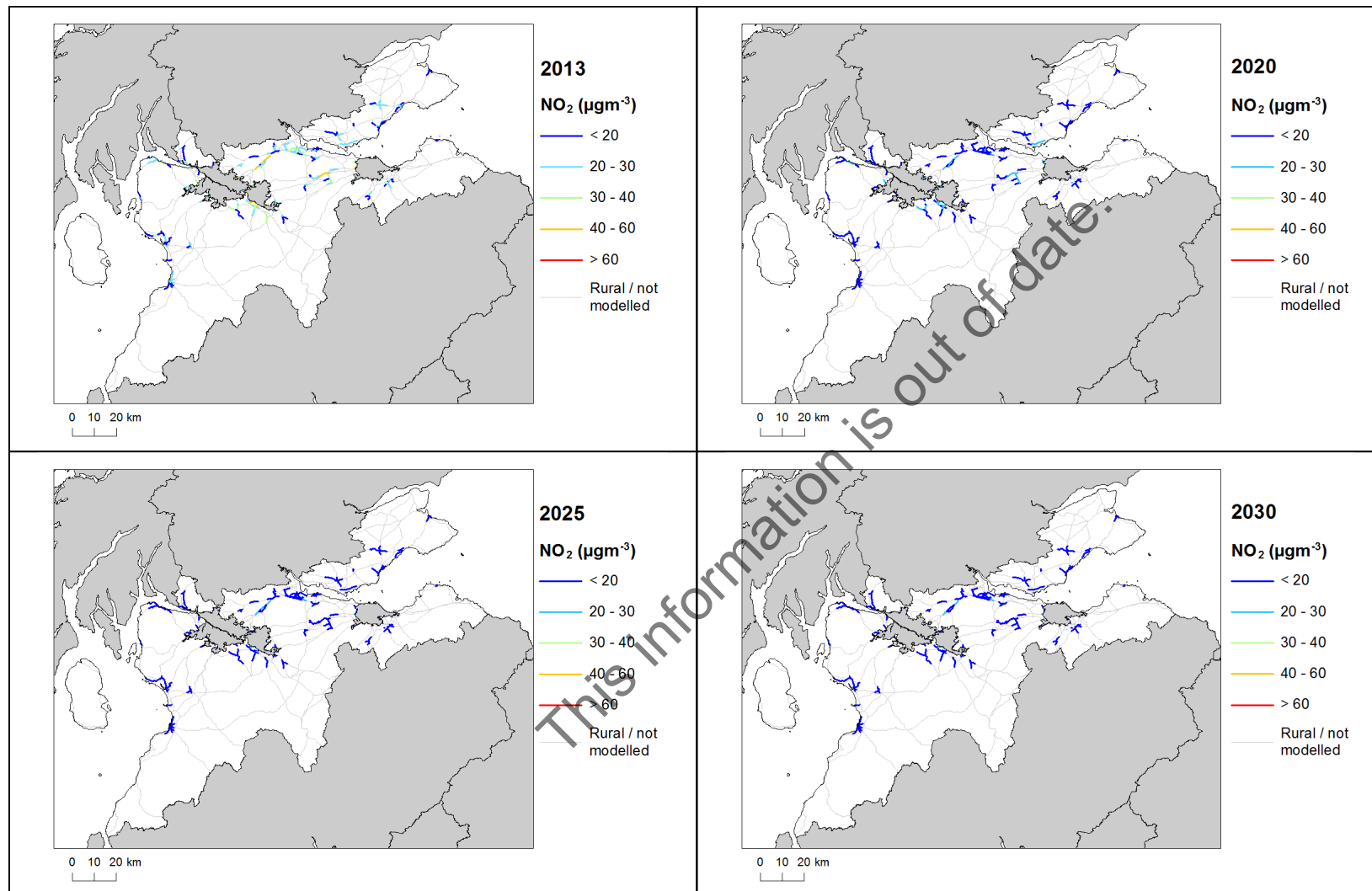
(b) NOx is recorded here for comparison with the NOx source apportionment graphs for 2013 presented in Annex B of this plan. Limit values for EU directive purposes are based on NO<sub>2</sub>.

This information is out of date.

Figure 6: Background baseline projections of annual mean NO<sub>2</sub> concentrations in 2020, 2025 and 2030. 2013 is also included here for reference. Modelled exceedances of the annual limit value are shown in orange and red.



**Figure 7: Roadside baseline projections of annual mean NO<sub>2</sub> concentrations in 2020, 2025 and 2030. 2013 is also included here for reference. Modelled exceedances of the annual limit value are shown in orange and red.**



# Annexes

## A References

Air Quality Expert Group (AQEG, 2004). Nitrogen Dioxide in the United Kingdom. <http://uk-air.defra.gov.uk/library/aqeg/publications>

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UK overview document, List of UK and National Measures and the UK technical report are available at: <http://www.gov.uk/defra>.

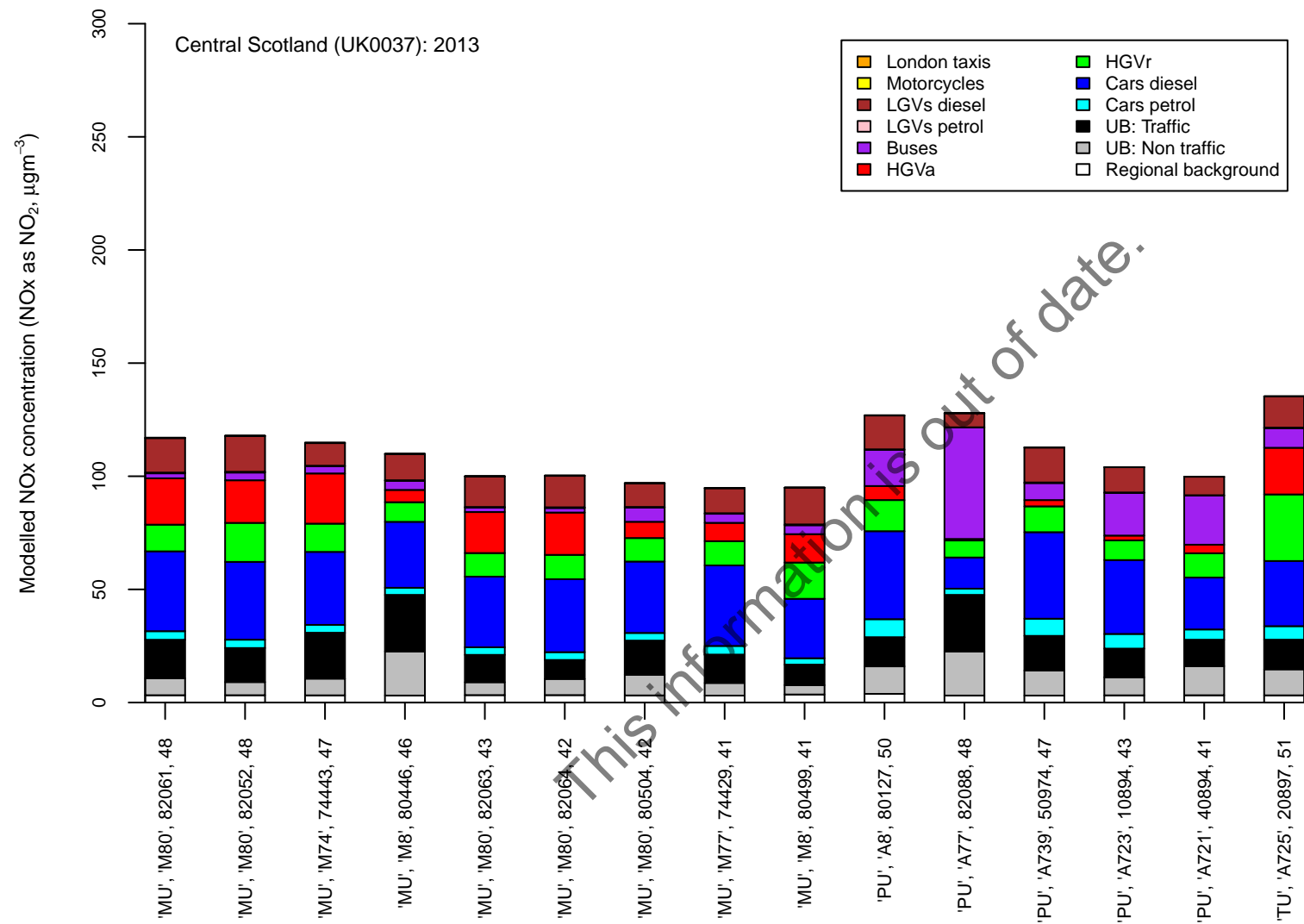
Cleaner Air for Scotland – The Road to a Healthier Future. <http://www.gov.scot/Publications/2015/11/5671>

## B Source apportionment graphs

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Figure B.1: Annual mean roadside NO<sub>x</sub> source apportionment plots for all roads exceeding the annual mean NO<sub>2</sub> limit value in 2013.



Road class (MU = motorway, PU = primary road, TU = trunk road), road number, census id 12 and modelled NO<sub>2</sub> concentration ( $\mu\text{gm}^{-3}$ )

**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

Measure code	Description	Focus	Classification	Status	Other information
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
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

Measure code	Description	Focus	Classification	Status	Other information
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
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

Measure code	Description	Focus	Classification	Status	Other information
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
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:

Measure code	Description	Focus	Classification	Status	Other information
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
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

Measure code	Description	Focus	Classification	Status	Other information
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: Modal shift all trips 10% cycling Target emissions reduction: Not quantified
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

Measure code	Description	Focus	Classification	Status	Other information
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
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



Measure code	Description	Focus	Classification	Status	Other information
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
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: 2014 Spatial scale: Whole town or city Source affected: Transport Indicator: Under consideration. Target emissions reduction: Low
Falkirk Council_5	Review of school bus contracts with view to raising EURO standards	Buses	Public procurement: New vehicles, including low emission vehicles	Planning	Start date: 2014 Expected end date: 2016 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

Measure code	Description	Focus	Classification	Status	Other information
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	Planning	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
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	Other	Start date: 2014 Expected end date: 2014 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	Other	Start date: 2014 Expected end date: 2014 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

Measure code	Description	Focus	Classification	Status	Other information
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	Other	Start date: 2014 Expected end date: 2014 Spatial scale: Local Source affected: Transport Indicator: Under consideration. Target emissions reduction: Low
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: 2014 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

Measure code	Description	Focus	Classification	Status	Other information
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
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

Measure code	Description	Focus	Classification	Status	Other information
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
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

Measure code	Description	Focus	Classification	Status	Other information
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
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

Measure code	Description	Focus	Classification	Status	Other information
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
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

Measure code	Description	Focus	Classification	Status	Other information
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
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



Measure code	Description	Focus	Classification	Status	Other information
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

Measure code	Description	Focus	Classification	Status	Other information
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
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

Measure code	Description	Focus	Classification	Status	Other information
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
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

Measure code	Description	Focus	Classification	Status	Other information
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
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 trialled 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

Measure code	Description	Focus	Classification	Status	Other information
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
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

Measure code	Description	Focus	Classification	Status	Other information
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
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

Measure code	Description	Focus	Classification	Status	Other information
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
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



Measure code	Description	Focus	Classification	Status	Other information
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
North Lanarkshire Council_28	Extension to the existing Airbles Road to form a new access road into the ravenraig 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

Measure code	Description	Focus	Classification	Status	Other information
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

Measure code	Description	Focus	Classification	Status	Other information
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
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

Measure code	Description	Focus	Classification	Status	Other information
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
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

Measure code	Description	Focus	Classification	Status	Other information
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
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

Measure code	Description	Focus	Classification	Status	Other information
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
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

Measure code	Description	Focus	Classification	Status	Other information
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
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



Measure code	Description	Focus	Classification	Status	Other information
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
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

Measure code	Description	Focus	Classification	Status	Other information
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
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

Measure code	Description	Focus	Classification	Status	Other information
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
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

Measure code	Description	Focus	Classification	Status	Other information
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
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

Measure code	Description	Focus	Classification	Status	Other information
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

This information is out of date.