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Council Building
2 High Street
Perth
PH1 5PH

12 August 2019

A Meeting of the **Environment and Infrastructure Committee** will be held in the **Council Chamber, 2 High Street, Perth, PH1 5PH** on **Wednesday, 21 August 2019** at **13:00**

If you have any queries please contact Committee Services on (01738) 475000 or email Committee@pkc.gov.uk.

KAREN REID
Chief Executive

Those attending the meeting are requested to ensure that all electronic equipment is in silent mode.

Please note that the meeting will be recorded and will be publicly available on the Council's website following the meeting.

Members:

Councillor Angus Forbes (Convener)	Councillor Willie Robertson
Councillor Kathleen Baird (Vice-Convener)	Councillor Lewis Simpson
Councillor Alasdair Bailey	Councillor Mike Williamson
Councillor Michael Barnacle	
Councillor Stewart Donaldson	
Councillor Dave Doogan	
Councillor John Duff	
Councillor Anne Jarvis	
Councillor Grant Laing	
Councillor Roz McCall	
Councillor Andrew Parrott	
Councillor Crawford Reid	

Environment and Infrastructure Committee

Wednesday, 21 August 2019

AGENDA

MEMBERS ARE REMINDED OF THEIR OBLIGATION TO DECLARE ANY FINANCIAL OR NON-FINANCIAL INTEREST WHICH THEY MAY HAVE IN ANY ITEM ON THIS AGENDA IN ACCORDANCE WITH THE COUNCILLORS' CODE OF CONDUCT.

- 1 WELCOME AND APOLOGIES**
- 2 DECLARATIONS OF INTEREST**
- 3 MINUTE OF MEETING OF THE ENVIRONMENT AND INFRASTRUCTURE COMMITTEE OF 15 MAY 2019 FOR APPROVAL AND SIGNATURE** **5 - 8**
(copy herewith)
- 4 AIR QUALITY ACTION PLAN FOR CRIEFF** **9 - 76**
Report by Depute Director (Housing and Environment) (copy herewith 19/217)
- 5 POLICY AND LEVEL OF SERVICE FOR WINTER 2019/2020** **77 - 102**
Report by Depute Director (Housing and Environment) (copy herewith 19/218)
- 6 PROPOSED ONE WAY ROAD AND VARIATION TO WAITING RESTRICTIONS, LOWER MILL STREET, BLAIRGOWRIE (WARD 3)** **103 - 110**
Report by Depute Director (Housing and Environment) (copy herewith 19/219)
- 7 PROPOSED ADDITIONAL GREEN ROUTES BLACKFORD (WARD 7)** **111 - 120**
Report by Depute Director (Housing and Environment) (copy herewith 19/220)
- 8 PROPOSED VARIATION TO WAITING RESTRICTIONS, DARNHALL DRIVE, PARK PLACE & CLYDE PLACE, PERTH (WARD 10)** **121 - 128**
Report by Depute Director (Housing and Environment) (copy herewith 19/221)

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PERTH AND KINROSS COUNCIL
ENVIRONMENT AND INFRASTRUCTURE COMMITTEE
15 MAY 2019

ENVIRONMENT AND INFRASTRUCTURE COMMITTEE

Minute of meeting of the Environment and Infrastructure Committee held in the Council Chamber, 2 High Street, Perth on 15 May 2019 at 1.00pm.

Present: Councillors A Forbes, K Baird, C Ahern (substituting for Councillor L Simpson), A Bailey, M Barnacle, S Donaldson, D Doogan, J Duff, A Jarvis, G Laing, R McCall, A Parrott, C Reid, W Robertson and M Williamson.

In Attendance: B Renton, Executive Director (Housing and Environment); K McNamara, Depute Director (Housing and Environment); M Butterworth, A Clegg, F Crofts, S D'All, C Haggart, D Littlejohn, J McCrone and B Reekie (all Housing and Environment Service) C Flynn and K Molley (Corporate and Democratic Services).

Apologies for Absence: Councillor L Simpson

Councillor A Forbes, Convener, Presiding.

The Convener led discussion on Arts. 254-257, 259, 261 and 263 and the Vice-Convener led discussion on Arts. 258, 260, 262 and 264-265.

254. WELCOME AND APOLOGIES

Councillor A Forbes welcomed everyone to the meeting and gave a special welcome to Mark Butterworth, the Head of Environmental and Consumer Services.

255. DECLARATIONS OF INTEREST

In terms of the Councillors' Code of Conduct, Councillor A Forbes declared a non-financial interest in Art. 258.

256. MINUTE OF PREVIOUS MEETING

The minute of the meeting of the Environment and Infrastructure Committee of 23 January 2019 (Arts 29-39) was submitted and approved as a correct record and authorised for signature.

257. BUSINESS MANAGEMENT AND IMPROVEMENT PLAN 2019-20

There was submitted a report by the Executive Director (Housing and Environment) (19/133) presenting the first combined Housing and Environment Annual Performance Report for 2018/19, and Business Management Improvement Plan 2019-20.

Resolved:

- (i) The contents of the first combined Housing and Environment Annual Performance Report (2018/19) and Business Management and Improvement Plan 2019/20, as detailed in Appendix 1 to Report 19/133, pertaining to this Committee's areas of responsibility, be approved.

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15 MAY 2019

- (ii) It be noted that Report 19/133 had been approved by the Housing and Communities Committee on 15 May 2019 pertaining to that Committees areas of responsibility;
- (iii) It be noted that Report 19/133 would be submitted to the Scrutiny Committee on 12 June 2019 for scrutiny and comment as appropriate.

258. ROAD MAINTENANCE PARTNERSHIP AGREEMENT

There was submitted a report by the Executive Director (Housing and Environment) (19/134) (1) providing the detail of the Member Officer Working Group which examined the arrangements in place for providing a road maintenance service, in partnership with Tayside Contracts; and (2) proposing the Groups recommendation to enter into an agreement until March 2023.

Resolved:

- (i) The contents of the report and the work of the Member/Officer Working Group, be noted.
- (ii) The Partnership Agreement (2019-2023) effective from 1 June 2019, attached as Appendix 1 to Report 19/134, be approved.
- (iii) The Managing Director of Tayside Contracts or his nominee be requested to attend the Scrutiny Committee on an annual basis to answer questions about the work of Tayside Contracts.
- (iv) The Executive Director be requested to bring back a report to Committee on the Best Value in Procurement of Roads Maintenance by March 2020.

259. ACTIVE TRAVEL STRATEGY - CYCLING, WALKING AND SAFER STREETS (CWSS) PROJECTS 2019/20

There was submitted a report by the Depute Director (Housing and Environment) (19/135) (1) detailing the Cycling, Walking and Safer Streets (CWSS) projects implemented in 2018/19; and (2) seeking Committee approval for a list of Cycling, Walking and Safer Streets projects for 2019/20 and for potential schemes in 2020/21.

Resolved:

- (i) The schemes implemented from the Cycling, Walking and Safer Streets Grant Funding in 2018/19 as detailed in Appendix 1 to Report 19/135, be noted.
- (ii) The list of works for Cycling, Walking and Safer Streets projects for the financial year 2019/20 as detailed in Appendix 2 to Report 19/135, be approved.
- (iii) The proposed projects to be progressed in 2019/20 and carried out in 2020/21, be approved.

260. COMMUNITY ENVIRONMENT CHALLENGE FUND UPDATE

There was submitted a report by the Executive Director (Housing and Environment) (19/136) providing an update on the award of Community Environment Challenge Funding to community groups between April 2018 and March 2019.

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Resolved:

- (i) The contents of Report 19/136, be noted.
- (ii) The Executive Director (Housing and Environment) be requested to report the outcomes of the Community Environment Challenge Fund for 2019/20 to the Committee in 12 months' time.

261. DELIVERY OF RETAIL FAÇADE IMPROVEMENTS AND TOWN CENTRE MANAGEMENT INITIATIVES IN RURAL TOWNS

There was submitted a report by the Depute Director (Housing and Environment) (19/140) (1) outlining options to utilise the additional non-recurring resource of £200k allocated in the Council's revenue budget to provide support for retail façade improvements and town centre management initiatives in rural towns; (2) recommending that funding will be allocated through a grant scheme mechanism aligned with the Community Environment Challenge Fund to be called the Community and Business Placemaking Fund; and (3) allowing applications for assistance to be submitted by representative business organisations and community bodies.

Resolved:

- (i) The expenditure of funding in 2019/20 for retail façade improvements and town centre management initiatives within rural towns through a new scheme to be named the Community and Business Placemaking Fund, be approved.
- (ii) The guidance for the scheme as set out in Appendix 1 to Report 19/140, be approved.
- (iii) The Executive Director (Housing and Environment) be requested to promote this initiative and secure participation with representative business organisations and community bodies in rural towns.
- (iv) The Executive Director (Housing and Environment) be requested to bring back a report in a year's time detailing the outcomes achieved.

262. DISABLED PERSONS' PARKING PLACES (VARIATIONS) ORDER

There was submitted a report by the Depute Director (Housing and Environment) (19/137) considering all the requests during the last year for disabled parking bays which require to be added or removed from the Perth and Kinross Council (Disabled Persons' Parking Places) Order 2011.

Resolved:

The promotion of a variation to the Perth and Kinross Council (Disabled Person's Parking Places) Order, as described in Appendix 1 to Report 19/137, be approved.

263. LAND REFORM (SCOTLAND) ACT 2003 – PROPOSED SECTION 11 EXEMPTION ORDER: 2019 SOLHEIM CUP

There was submitted a report by the Depute Director (Housing and Environment) (19/138) (1) recommending approval of a Section 11 Exemption Order, to facilitate the 2019 Solheim Cup at the PGA Gleneagles Hotel; and (2) providing

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public safety and security prior to, and during, the Solheim Cup for 23 days between 26 August 2019 and 16 September 2019.

Resolved:

- (i) The application to exempt the areas shown on the plan in Appendix 2 to Report 19/139, from the right of responsible access during the times detailed in the application for reasons of safety and security, and to allow a charge to be made for admission to the event, be approved.
- (ii) It be agreed, the application, together with supporting information, should be submitted to the Scottish Ministers for confirmation.

264. AMENDMENTS TO THE LIST OF PUBLIC ROADS

There was submitted a report by the Depute Director (Housing and Environment) (19/139) recommending that the list of Public Roads be updated to take account of the amendments detailed in this report.

Resolved:

The amendments to the List of Public Roads, as detailed in Appendix 1 to Report 18/139, be approved.

265. VALEDICTORY

The Vice-Convener referred to the resignation of Bruce Reekie, Waste Services Manager and wished him well in his new role at Stirling Council. Bruce had been an employee of the Council for twenty years and throughout this time had worked with many Councillors and Officers.

Bruce thanked the Vice-Convener for her kind words and wished everyone at Committee all the best for the future.

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## PERTH AND KINROSS COUNCIL

### Environment & Infrastructure Committee

21 August 2019

### Air Quality Action Plan for Crieff

#### Report by Executive Director (Housing & Environment) (Report No. 19/217)

The Council has a statutory duty to monitor air quality throughout Perth & Kinross and to seek compliance with national air quality objectives. Following exceedances of national air quality objectives within the High Street corridor in Crieff, the Council requires to create an Air Quality Action Plan (AQAP) detailing the short and long term measures to improve air quality. The finalised AQAP is now complete, following public consultation and is submitted for Committee approval (Appendix 1).

#### 1. BACKGROUND / MAIN ISSUES

##### Draft Air Quality Action Plan for Crieff

- 1.1 On 5 September 2018, the Environment & Infrastructure Committee approved the draft Crieff Air Quality Action Plan (AQAP) for further consultation ([Report No. 18/269](#))
- 1.2 As stated in the draft AQAP, the exceedances of national air quality objectives (nitrogen dioxide and particulates (PM<sub>10</sub>)) from traffic within the Crieff High Street corridor are marginal (5-10% above objective limits) and have decreased gradually year on year. However, further monitoring is required to establish if this is a continual downward trend, and typical of national reductions in emission levels, due to the emergence of cleaner vehicles. Notwithstanding this reduction in emissions, it is unlikely that compliance with national objectives will occur swiftly enough to enable revocation of the air quality management area (AQMA), which requires a number of years of compliance, without the implementation of the proposed action plan (AQAP).
- 1.3 Where an AQAP is in place, the relevant Local Authority must report annually to both the Scottish Government and Scottish Environmental Protection Agency (SEPA) on the progress in implementing the measures set out in the plan.

##### Public Consultation

- 1.4 In accordance with Schedule 11 of the Environment Act 1995, the draft action plan required external/public consultation in order to inform the final plan. This resulted in engagement with a number of groups, including members of the public, local businesses, community groups, external agencies and the Scottish Government.

- 1.5 The [consultation exercise](#) on the draft Crieff AQAP was held from 7 January 2019 to 18 February 2019 and consisted of the following activities:
- An online survey was carried out asking the public if they agreed or disagreed with the proposed measures in the draft AQAP along with a number of open questions to encourage additional/personal views to be gathered.
  - Paper versions of the survey were distributed in key public areas throughout Crieff and Comrie.
  - A consultation [leaflet](#) was created and distributed electronically to approximately 200 contacts including PKC Councillors, Crieff and Comrie Community Councillors, the Chamber of Commerce, local schools, freight and haulage associations, community groups (such as Crieff BID), local transport companies, and a large number of Crieff businesses. The leaflet was also provided in hard copy to residents and businesses along the High Street corridor.
  - Social media was used extensively to further advertise the consultation, comprising of PKC Twitter and Facebook posts and articles, published in both the Strathearn Herald and the Courier.
  - Two consultation events were held at Strathearn Community Campus on the evening of Wednesday 7 January 2019 and Strathearn Art Space on the afternoon of Sunday 12 January 2019. These times and locations were chosen to allow a wide range of people the opportunity to attend. At these events members of the public were able to view a presentation given by officers from PKC Regulatory Services and a Ricardo Energy and Environment Air Quality Consultant, followed by time allocated for open questions from attendees.
- 1.6 Key external stakeholders/agencies also involved in the consultation included:
- The Scottish Government
  - SEPA
  - Business groups
  - NHS Tayside
  - Transport Scotland (as the Agency responsible for the A85 trunk road)
  - Tayside and Central Scotland Transport Partnership (TACTRAN)
  - Road Haulage Association

### **Consultation Findings**

- 1.7 The consultation feedback was less than expected given the extensive awareness raising campaign. The online consultation survey was viewed 127 times, however only 66 responses were subsequently submitted, along with a further 6 written responses. Respondents included a number of business owners in addition to Crieff Community Council. Nine respondents lived outside Crieff.

*(Note: Although the percentage consultation return rate was low there will be the opportunity for further consultation regarding individual improvement measures as they progress. For example, Section B.2 within the Air Quality Action Plan regarding 'Incentivising Parking out with the AQMA' will be considered as an individual project requiring consultation with relevant parties e.g. local residents, businesses etc.).*

- 1.8 Notwithstanding the response rate, the majority of the consultation responses were positive towards the draft AQAP measures, with 75% agreeing that the air quality on the Crieff High Street corridor was poor and needed improving. When asked for their opinion regarding traffic congestion on the High Street corridor, 77% of respondents stated that they felt this was an issue. In addition, a further 51% of responses mentioned illegal parking being the main source of congestion in Crieff, in particular at West High Street. Others mentioned lorries loading/unloading to be another source of congestion.

Further feedback determined:

- 61% of respondents agreed with discouraging parking within/in close proximity of the AQMA (24% disagreed, 16% neutral).
- 49% of respondents agreed with limiting/prioritising traffic turning right onto Comrie Street from West High Street (32% disagreed, 29% neutral).
- 80% of respondents agreed with the introduction of sustainable travel plans for schools to promote sustainable travel (3% disagreed, 17% neutral).
- 74% of respondents agreed with the creation of a PKC Corporate Travel Plan to reduce emissions caused by PKC staff (14% disagreed, 12% neutral).
- 77% of respondents agreed with the introduction of eco schemes for HGV and bus operators to improve fleet environmental performance through, for example, efficient driving and fuel use (3% disagreed, 20% neutral).
- 65% of respondents strongly agreed with the possibility of enforcement action against idling vehicles (16% disagreed, 18% neutral).

- 1.9 A number of responses made reference to the poor air quality in Crieff often aggravating their asthma symptoms, thus reinforcing the importance of improving air quality as a health protection measure.

- 1.10 There were only three measures that received a negative/muted response as follows:

- When asked "Do you agree with the measure of rerouting some of the traffic that uses the A85 to use only local roads thus moving traffic away from the area?" the majority of responses were either negative (39%) or neutral (31%), stating that this would simply move the air quality problem elsewhere, potentially closer to more homes and schools.
- The response to the proposed measure of minimising developments such as biomass installations to reduce pollution was mostly neutral (45%) with 41% agreeing with the measure and 14% disagreeing.

- There were mixed results to the measure proposing the introduction of a *Low Emission Zone* (LEZ), or restricting access to polluting vehicles within the AQMA, 40% were in favour, 40% were against, and 20% were neutral.

(Note: The Scottish Government is likely to request all Local Authorities with AQMA's undertake feasibility studies for potential LEZ's or alternative vehicle access restrictions in 2020)

## **External Consultation – Other Agencies**

- 1.11 As well as responses to the online consultation survey, six written responses were provided by SEPA, TACTRAN, Crieff Community Council and Stirling & Tayside Timber Transport Group (S&TTTG), Strathearn Artspace and one individual. Examples of the aforementioned feedback included:
- 1.12 SEPA verified the Council's findings regarding the source/causes of exceedances and the prioritisation of measures, for example:
  - Measures aimed at reducing emissions from buses were advised to be of a lower priority.
  - Measures to reduce/control emissions from private cars and HGVs, as well as managing and improving traffic flows through the AQMA should be prioritised above other measures
- 1.13 TACTRAN also agreed with many of the measures proposed but stated that in their opinion no one measure would solve the issue and that a package of measures should be implemented. It was also suggested that a public platform should be provided to encourage debate and allow public opinion to be expressed throughout the implementation of the AQAP.
- 1.14 Crieff Community Council recommended a variety of changes including the creation of a 'clearway', whereby a no stopping parking restriction could be applied at certain times and the creation of loading bays to prevent obstruction to traffic flows from deliveries.
- 1.15 Following the completion of the consultation, results have been collated and published on PKC Consultation Hub to provide accessible feedback on the outcomes of the consultation: <https://consult.pkc.gov.uk/change-and-improvement/crieff-draft-air-quality-action-plan-consultation/>. In addition, an [infographic](#) summarising the key findings of the consultation was created and distributed to the original consultees.

## **Steering Group Consultation**

- 1.16 Following the findings of the consultation, the steering group (see below) was reconvened to review and reassess all of the measures that were proposed in the original draft AQAP before completing the final AQAP.

- 1.17 The Crieff AQAP steering group is made up of officers with core remits responsible for delivering the agreed action plan measures, namely PKC representatives from:

- Environmental Health
- Sustainable Development
- Roads
- Transport Planning
- Public Transport
- Development Control
- Parking
- Community Greenspace

In addition, representatives from Transport Scotland and TACTRAN were also heavily involved in the collation of the final plan.

- 1.18 The review of the consultation findings by the steering group included a reassessment of the proposed measures based on a consistent methodology regarding cost, economic/social impact, risk factors, potential co-environmental impacts and feasibility/acceptability. The outcome resulted in a small number of measures being reworded and/or amalgamated with others. No new measures were introduced. Appendix 2 provides a summary of the changes to the measures.

## **2. PROPOSALS**

### **Approval of Final AQAP for Crieff**

- 2.1 In accordance with the Environment Act 1995, PKC has created an AQAP for Crieff. Subject to Committee approval, PKC and identified partners will adopt and implement the plan's air quality improvement measures.
- 2.2 All 30 of the improvement measures contained in the action plan will be implemented progressively as projects in their own right, prioritising those measures expected to provide the greatest improvement in air quality and subject to available funding from the Scottish Government Air Quality Grant, Transport Scotland or revenue budgets.
- 2.3 The final Plan is a dynamic document and will be reviewed at least every five years.

## **3. CONCLUSION AND RECOMMENDATION(S)**

- 3.1 A draft AQAP was developed for Crieff, based on work undertaken by the steering group. This document has undergone external consultation (outlined above) in order to inform the final plan.

3.2 It is recommended that the Environment & Infrastructure Committee:

a) Notes and agrees with the content of the final AQAP for Crieff

**Author(s)**

| <b>Name</b>   | <b>Designation</b>                         | <b>Contact Details</b>             |
|---------------|--------------------------------------------|------------------------------------|
| Kirsty Steven | Principal Officer,<br>Environmental Health | 01738 476477<br>KSteven@pkc.gov.uk |

**Approved**

| <b>Name</b>    | <b>Designation</b>                            | <b>Date</b> |
|----------------|-----------------------------------------------|-------------|
| Barbara Renton | Executive Director<br>Housing and Environment | 1 July 2019 |

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## 1. IMPLICATIONS, ASSESSMENTS, CONSULTATION AND COMMUNICATION

|                                                     |            |
|-----------------------------------------------------|------------|
| <b>Strategic Implications</b>                       |            |
| Community Plan                                      | <b>Yes</b> |
| Corporate Plan                                      | <b>Yes</b> |
| <b>Resource Implications</b>                        |            |
| Financial                                           | <b>No</b>  |
| Workforce                                           | <b>No</b>  |
| Asset Management (land, property, IST)              | <b>No</b>  |
| <b>Assessments</b>                                  |            |
| Equality Impact Assessment                          | <b>No</b>  |
| Strategic Environmental Assessment                  | <b>No</b>  |
| Sustainability (community, economic, environmental) | <b>Yes</b> |
| Legal and Governance                                | <b>No</b>  |
| Risk                                                | <b>No</b>  |
| <b>Consultation</b>                                 |            |
| Internal                                            | <b>Yes</b> |
| External                                            | <b>Yes</b> |
| <b>Communication</b>                                |            |
| Communications Plan                                 | <b>No</b>  |

### 1. Strategic Implications

#### Community Plan

1.1 The proposals detailed within this report support each of the following priorities:

- (i) Giving every child the best start in life
- (ii) Developing educated, responsible and informed citizens
- (iii) Promoting a prosperous, inclusive and sustainable economy
- (iv) Supporting people to lead independent, healthy and active lives
- (v) Creating a safe and sustainable place for future generations

#### Corporate Plan

1.2 The proposals detailed within this report support each of the following priorities:

- (i) Giving every child the best start in life
- (ii) Developing educated, responsible and informed citizens
- (iii) Promoting a prosperous, inclusive and sustainable economy
- (iv) Supporting people to lead independent, healthy and active lives
- (v) Creating a safe and sustainable place for future generations

## **2. Resource Implications**

### Financial

- 2.1 There are no financial implications associated directly with this report. Each proposed measure will exist as an individual project. Funding will either be sought from available revenue budgets or external Scottish Government Air Quality Grant.

### Workforce

- 2.2 The steering group and associated members will be responsible for the implementation of the proposed measures, with each measure existing as an individual project. Where capacity/resource allows project leads will delegate tasks to the existing workforce or a third party.

### Asset Management (land, property, IT)

- 2.3 Any projects associated with PKC or Transport Scotland infrastructure will be assessed and managed on a project basis with relevant asset management contacts.

## **3. Assessments**

### Equality Impact Assessment

- 3.1 This report recognises that poor air quality affects the health of those more vulnerable members of the community. The Crieff AQAP was assessed as not relevant for the purposes of EqIA, due to the measures having no identified negative impact on members of the public.

### Strategic Environmental Assessment

- 3.2 The Environmental Assessment (Scotland) Act 2005 places a duty on the Council to identify and assess the environmental consequences of its proposals.
- 3.3 Screening has determined that there is unlikely to be significant environmental effects as the existing exceedances are marginal. The AQAP is therefore exempt and the Consultation Authorities have been notified. The cumulative effects of the action measures within the AQAP are expected to have a positive impact on local air quality, which is the primary aim of the plan. PKC will continue to monitor air quality in and around the AQMA with the purpose of quantifying improvement and informing the direction of future review of the AQAP.

### Sustainability

- 3.4 The proposed measures within the Crieff AQAP have been assessed against the Council's Principles for Sustainable Development, and have been found to



give a positive contribution towards Sustainable Development under the following Principles:

- Mitigation and adaptation to manage the impact of climate change & reduce the production of greenhouse gases.
- Living in a way that minimises the negative environmental impact and enhances the positive impact (e.g. recycling, walking, and cycling).
- Protecting and improving natural resources and biodiversity (e.g. air quality, water quality, and contaminated land).
- Accessible and appropriate transport services and communication linking people to jobs, schools, healthcare and other services (e.g. public transport facilities, telecommunications).
- Continuous improvement through effective delivery, monitoring and feedback at all levels.

#### Legal and Governance

- 3.5 The monitoring of air quality in Crieff, the subsequent determination of exceedances, the creation of an internal steering group, the subsequent draft action plan, and the external consultation have been carried out in accordance with current environmental/air quality legislation and/or policy guidance.

#### Risk

- 3.6 There are no risks associated with the content of the report. Risks associated with the implementation of each improvement measure will be assessed as measures are progressed.

### **4. Consultation**

#### Internal

- 4.1 All relevant internal stakeholders, in particular representatives of Crieff Air Quality Steering Group have been consulted on the content of the Air Quality Action Plan for Crieff. These stakeholders support the measures contained within the report.

#### External

- 4.2 A broad range of external stakeholders have been consulted on the content of the Air Quality Action Plan for Crieff.

### **5. Communication**

- 5.1 Each proposal will exist as an individual project with its own communication plan (if one is required).

## **2. BACKGROUND PAPERS**

### **2.1 The background papers are:**

- Further Assessment of Air Quality in Crieff  
[http://www.scottishairquality.co.uk/assets/documents//ED45590\\_Crieff\\_FA\\_Final\\_report\\_final\\_March2015.pdf](http://www.scottishairquality.co.uk/assets/documents//ED45590_Crieff_FA_Final_report_final_March2015.pdf)
- Cleaner Air For Scotland Strategy: The Road to a Healthier Future  
<http://www.gov.scot/Resource/0048/00488493.pdf>
- The Air Quality (Scotland) Regulations 2000/2002/2016  
<http://www.legislation.gov.uk/ssi/2000/97/made>  
<http://www.legislation.gov.uk/ssi/2002/297/made>  
<https://www.legislation.gov.uk/sdsi/2016/9780111030837>
- The Environment Act 1995  
<https://www.legislation.gov.uk/ukpga/1990/43/contents>
- The Air Quality Strategy for England, Scotland, Wales and Northern Ireland  
[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/69336/pb12654-air-quality-strategy-vol1-070712.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/69336/pb12654-air-quality-strategy-vol1-070712.pdf)
- Local Air Quality Management: Policy Guidance (PG(S)16)  
<http://www.gov.scot/Resource/0053/00534614.pdf>
- Local Air Quality Management: Technical Guidance (TG16)  
<https://laqm.defra.gov.uk/documents/LAQM-TG16-February-18-v1.pdf>
- Draft Crieff AQAP 5/9/18 Committee Report  
<https://perth-and-kinross.cmis.uk.com/perth-and-kinross/Meetings/tabid/70/ctl/ViewMeetingPublic/mid/397/Meeting/1885/Committee/111/Default.aspx>

## **3. APPENDICES**

- 3.1 Appendix 1 - Air Quality Action Plan for Crieff
- 3.2 Appendix 2 - Post Consultation Changes to AQAP Measures



# Crieff Air Quality Action Plan





# Executive summary

This document sets out Perth & Kinross Council's Air Quality Action Plan (AQAP) for the Crieff high street corridor, which was declared an Air Quality Management Area (AQMA) in 2014 due to exceedances in National Air Quality Objectives. The aim of this plan is to outline improvement measures Perth & Kinross Council (PKC) & partners will take forward to reduce emissions of nitrogen dioxide (NO<sub>2</sub>) and particulate matter less than 10 micrometres in diameter (PM<sub>10</sub>) in order to comply with the national objectives; a requirement of the Environment Act 1995.

Analysis of the sources of the pollutant exceedances within the Crieff AQMA concluded:

- The proportion of emissions from queuing traffic is higher at the western end of West High Street than at other locations. Traffic surveys indicate that traffic appears to queue regularly throughout the day at this location with longer queues occurring during peak periods.
- The highest proportion of Oxides of Nitrogen (NOx) emissions at all receptors is from HGV's and cars.
- NO<sub>2</sub> and PM<sub>10</sub> emissions from buses are relatively low when compared to other vehicle types.

A steering group including key representatives from Perth and Kinross Council (PKC), Transport Scotland and the Tayside and Central Scotland Transport Partnership (TACTRAN) was formed to develop a draft Crieff AQAP. The steering group considered a wide range of potential options for improving air quality within Crieff, and have developed a package of improvement measures that aims to reduce concentrations of pollutants within the AQMA to acceptable levels.

These improvement measures were assessed against the following criteria:

- Potential air quality impact
- Potential costs
- Overall cost-effectiveness
- Potential co-environmental benefits
- Risk factors
- Social impacts and economic impacts
- Feasibility and acceptability

Following the development of the draft AQAP, a public consultation was undertaken at the beginning of 2019. The consultation allowed participants to voice their opinions and concerns about the draft AQAP and the proposed improvement measures. The consultation outcomes along with the aforementioned assessment of the improvement measures by the steering group enabled the final Crieff AQAP to be compiled.

Successful delivery of the plan will require us to work in partnership with all relevant stakeholders to deliver the individual measures, and PKC will report annually on the progress we are making, and review the AQAP, as required.

**Karen Reid**

*Chief Executive*

*Perth & Kinross Council*

*August 2019*

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# 1 Introduction

This report outlines the actions PKC deem necessary to reduce concentrations of air pollutants within the declared AQMA (see Figure 1) and exposure to air pollution; thereby positively impacting on the health and quality of life of residents and visitors to Crieff.

It has been developed in recognition of the legal requirements on the local authority to work towards Air Quality Strategy Objectives (see Table 1) under Part IV of the Environment Act 1995, to meet the requirements of the Local Air Quality Management (LAQM) statutory process.

Following consideration of results from a public consultation and comments from the steering group, the Final AQAP has been developed.

The final plan will be reviewed every five years, and progress on the measures set out within this Plan will be reported annually within PKC's Annual Progress Report to the Scottish Government.

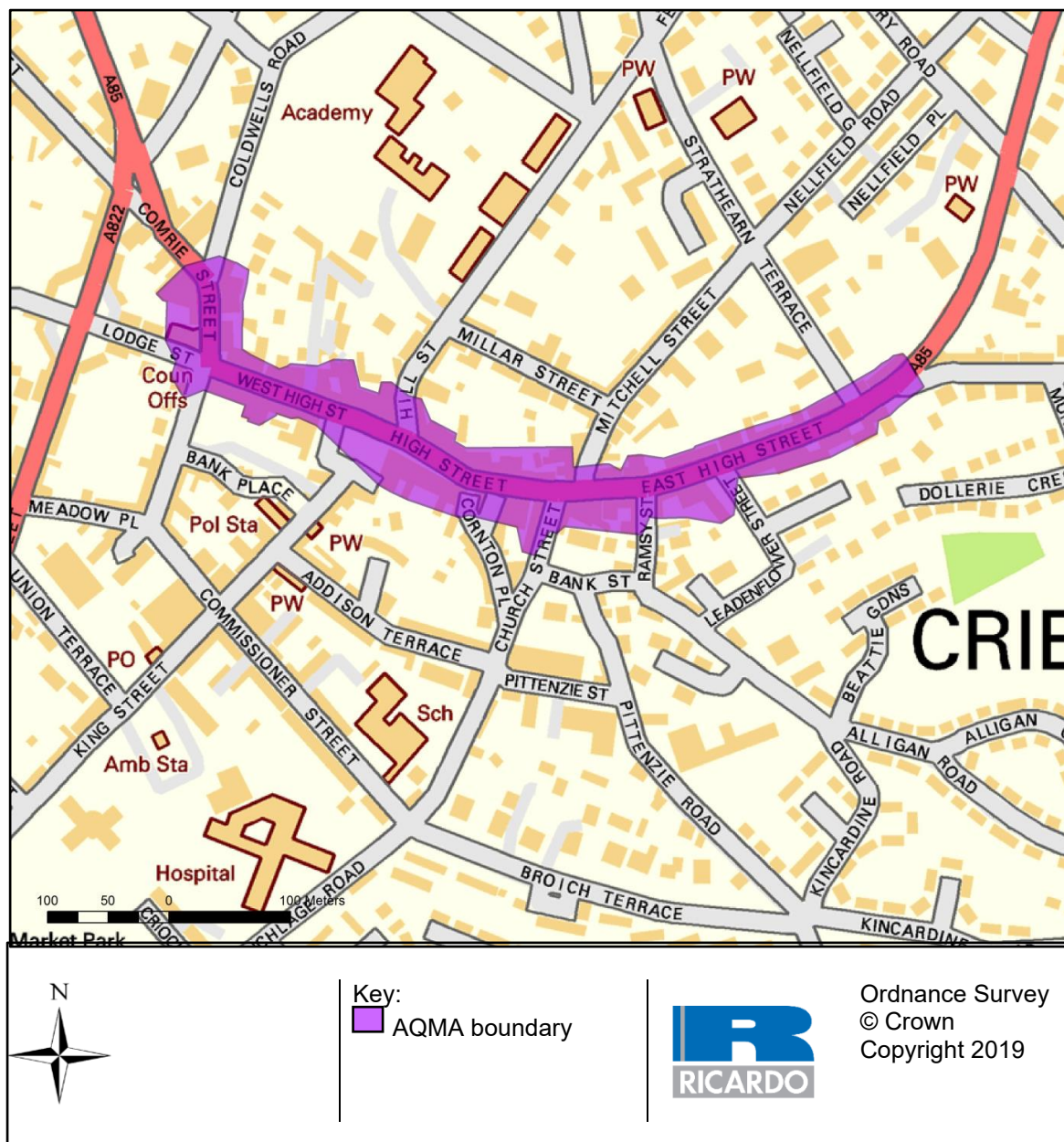


Figure 1: AQMA Boundary

This Action Plan adopts the requirements of LAQM technical guidance TG (16) for an effective Action Plan:

- **Section 2** presents a summary of recent monitoring data and reviews of local air quality undertaken by Perth & Kinross Council.
- **Section 3** provides a brief overview of the significance of local air quality management on human health, the statutory duties placed on local authorities, and a summary of existing plans and strategies which may influence air quality at the study location.
- **Section 4** describes how the AQAP has been developed by Perth & Kinross Council.
- **Section 5** presents the range of options that were considered when aiming to improve local air quality within the designated AQMA
- **Section 6** gives a summary of measures to be adopted by Perth & Kinross Council.

## 2 Summary of Current Air Quality in Crieff

The AQAP focuses on the Crieff high street corridor, where an AQMA (see Figure 1) has been declared as a result of elevated concentrations marginally exceeding the Air Quality (Scotland) Regulations Annual Mean objectives for NO<sub>2</sub> and PM<sub>10</sub>.

Previous Review and Assessments, including the Detailed Assessment (2012) and Further Assessment (2015), which included source apportionment, identified the area of exceedance. For more details on these assessments see Appendix 4.

PKC have a statutory duty through the LAQM process to report annually to the Scottish Government on monitoring undertaken within Perth and Kinross. All reports and assessments, including the existing AQAP for Perth, are available at <http://www.pkc.gov.uk/article/15307/Air-quality-reports>.

A traffic survey was undertaken by Systra in 2018 to provide insight into traffic movements within Crieff, and to further inform how to improve air quality in the area. For more details on the survey see Appendix 5.

Recent monitoring results indicate a general downward trend in levels of both NO<sub>2</sub> and PM<sub>10</sub> within the Crieff AQMA. This trend, which is being seen on a national basis, is most likely due to an increasing number of newer and therefore cleaner vehicles within the vehicle fleet. Although exceedances are marginal (5-10% above objective limits) further monitoring is required to establish if this is a continual trend that could eventually lead to compliance with the objectives. A period of 3-5 years of compliance is required before PKC would be in a position to consider amending/revoking the AQMA. As a result, the application of an action plan is still required.



# 3 Ambient Air Quality and Local Air Quality Management

## A. Potential Impacts of Air Pollution on Human Health

Air pollution has been associated with a wide range of effects on the wider environment however; it is the potential negative impacts of ambient air pollution on human health that is the primary focus of local air quality management.

In the long-term, the available scientific evidence indicates that air pollution can have a significant effect on human health, although the effects will vary depending on where an individual lives (urban or rural) and the type of pollutant(s) to which they are exposed. Whilst the full extent of these impacts across the population is difficult to quantify, in the UK, poor air quality is considered to reduce the average life expectancy by several months (COMEAP, 2009).

Large studies have shown a strong link with cardiovascular disease such as heart disease and strokes. There is also clear evidence that long term exposure to outdoor air pollution can suppress lung function and is linked to the development of asthma and can exacerbate symptoms for those that already have the condition.

## B. Cleaner Air for Scotland - The Road to a Healthier Future

Cleaner Air for Scotland (CAFS) was published in November 2015 and is currently in the process of being reviewed. This Strategy identifies the Scottish Government's policies on air quality and sets out a series of actions to improve air quality across Scotland. The document sets out six main objectives:

1. To reduce transport emissions by implementing low and zero emissions zones, promoting a modal shift away from the car, through active travel (walking and cycling), and reducing the need to travel;
2. To comply with the European and the Scottish legal requirements relating to air quality;
3. To inform, engage and empower the population to improve air quality;
4. To protect citizens from the harmful effects of air pollution and to reduce health inequalities;
5. To make sure that new or existing developments are not compromising air quality requirements and that places are designed to minimise air pollution and its effects;
6. To reduce greenhouse gas emissions and achieve Scotland's renewable energy targets whilst delivering co-benefits for air quality.

In addition to the six main objectives, CAFS outlines new initiatives to be implemented to compliment the objectives set. These initiatives include a National Modelling Framework and National Low Emissions Framework. CAFS outlines further changes such as the adoption of the WHO guideline values for PM<sub>2.5</sub>; this was transposed by the Air Quality Scotland Amendment Regulations 2016 when the annual mean objective for PM<sub>2.5</sub> was set at 10µg.m<sup>-3</sup>.

CAFS considers the impact of air quality on health and looks at the estimated costs as well as the premature deaths associated with poor air quality. It was estimated that 2,000 premature deaths and around 22,500 lost life-years across the Scottish population were linked to fine particulate air pollution in 2010<sup>1</sup>.

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<sup>1</sup> [https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/332854/PHE\\_CRCE\\_010.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/332854/PHE_CRCE_010.pdf)

The proposed actions outlined in CAFS not only work towards reducing pollutant concentrations but in turn aim to reduce congestion and improve traffic flow within urban areas.

The Scottish Government recognises that a multi-disciplinary approach is required to deliver the main objectives of CAFS.

## C. The Air Quality Strategy for England, Scotland, Wales and Northern Ireland

The latest Air Quality Strategy for England, Scotland, Wales and Northern Ireland was published in July 2007. The objectives specified in the strategy incorporate the limit values outlined by the EU Framework.

The Air Quality Strategy sets out the UK vision of clean air for a good quality of life and the steps being taken to achieve this. The Strategy also outlines the established framework of the LAQM and details a series of air quality objectives to be achieved with the aim of protecting human health and the environment. The objectives have been set throughout the UK at levels that aim to protect the vulnerable in society from the harmful effects of breathing pollution (Air Quality Strategy 2007).

However the Scottish Government have set more stringent national objectives for PM<sub>10</sub> in Scotland and have introduced the requirement for local authorities to monitor PM<sub>2.5</sub> with an annual mean objective level of 10µg/m<sup>3</sup> to be achieved by 2020.

## D. The Local Air Quality Management Regime

Under the Environment Act 1995 local authorities are required to review and assess air quality annually against the air quality objectives. Where local authorities identify an exceedance of the objectives they are required to declare an Air Quality Management Area (AQMA).

The air quality objectives to be worked towards in Crieff are detailed below in Table 1.

**Table 1: Air Quality Objectives**

| Pollutant                                                                  | Air Quality Objective Concentration                                 | Measured as  |
|----------------------------------------------------------------------------|---------------------------------------------------------------------|--------------|
| Nitrogen Dioxide                                                           | 200 µg.m <sup>-3</sup> not to be exceeded more than 18 times a year | 1 hour mean  |
|                                                                            | 40 µg.m <sup>-3</sup>                                               | Annual Mean  |
| Particles (PM <sub>10</sub> )<br>(Gravimetric)<br>Authorities in Scotland  | 50 µg.m <sup>-3</sup> not to be exceeded more than 7 times a year   | 24 hour mean |
|                                                                            | 18 µg.m <sup>-3</sup>                                               | Annual Mean  |
| Particles (PM <sub>2.5</sub> )<br>(Gravimetric)<br>Authorities in Scotland | 10 µg.m <sup>-3</sup>                                               | Annual Mean  |

## E. Existing Strategies and Policies relevant to Air Quality in Crieff

PKC already have a number of plans and policies in place which aim to improve air quality and the key ones are listed below with other relevant strategies and policies found in Appendix 2.

## National Transport Strategy

The National Transport Strategy for Scotland was published in December 2006 and updated in 2015. The Strategy introduced three key strategic objectives. The strategy works towards an efficient and integrated transport system which promotes economic growth, health and environmental benefits. The three key objectives include:

- To improve journey times and connections by reducing congestion;
- To reduce emissions to tackle climate change;
- To improve the quality, accessibility and affordability of transport.

These key objectives have been set to support the vision of the Scottish Government. The strategy sets out a number of commitments in order to achieve the three objectives outlined above. In particular, areas which are applicable to the Crieff AQMA include tackling congestion and improving connections. In addition to the three key strategic outcomes, the National Transport Strategy outlines five high level objectives:

- Promotes economic growth
- Promote social inclusion
- Protect our environment and improve health
- Improve safety of journeys
- Improve integration

Successful outcomes of the strategy rely on transport partnerships between local authorities and transport operators.

## Tayside and Central Scotland Transport Partnership (TACTRAN)

Regional Transport Partnerships (RTPs) were established in 2005 to strengthen the planning and delivery of regional transport developments.

The TACTRAN RTP includes Angus, Dundee, Perth and Kinross and Stirling Councils. The partnership was developed to bring together local authorities and stakeholders to deliver a strategic approach to transport within the region.

The strategy outlines improvements to the transport infrastructure within the region over a 5-year period up until 2023.

The Regional Transport Strategy (RTS) objectives are classified into six key areas, these include:

- Economy
- Accessibility
- Equity and Social Inclusion
- Health and Well-being
- Safety and security
- Integration

The objectives are delivered via nine detailed strategies/frameworks; these include Health and Transport which includes for example HT3 – Transport and Public Health, policy HT3.1 Review Traffic Management at air quality hot spots within AQMAs.

The strategy aims to build on the existing transport network established within the region. Measures have been developed to work towards the vision outlined by TACTRAN; there are three key themes in the Strategy to work towards this:

- Delivering economic prosperity
- Connecting communities and social inclusion
- Environmental sustainability and promoting health and wellbeing

TACTRAN are a key partner in delivering measures that could benefit air quality within Crieff and the wider Perth and Kinross area. The delivery of the measures outlined in the AQAP will require close partnership working with TACTRAN.

The RTS identifies congestion and pressure on the road network as a result of increased traffic over the past 10 years. The strategy outlines commuting patterns and statistics within the region detailing the percentage of journeys made by car, bus etc. This is important for PKC when considering the development of AQAP taking into account residents' transport needs, target communication and engagement strategies.

The RTS outlines local air quality issues within the TACTRAN area such as road traffic emissions. The key air pollutants from this source are nitrogen dioxide (NO<sub>2</sub>) and particulate matter (PM<sub>10</sub> and PM<sub>2.5</sub>).

The RTS shows the national cycling network which incorporates Crieff for a proposed national route running between Stirling and Perth.

## Local Development Plan

Perth & Kinross Council's Local Development Plan (LDP) sets out policies and proposals that the Council will use to guide development in the area up to 2024. The LDP was adopted in 2014 and will be reviewed before a replacement Plan is adopted in 2019.

At the time of writing, the Local Development Plan review is at the stage at which the Council has reached its settled view as to the policies and proposals it wishes to see in the replacement Plan. Public consultation took place in 2017/8 and an independent examination of the issues raised in consultation is under way. Depending on the outcome of the examination, the Council will make modifications to the Proposed Plan before adopting it to replace the 2014 LDP.

The LDP outlines Perth & Kinross Council's vision for future development to promote sustainable growth. The Local Development Plan is supported by statutory Supplementary Guidance, which expands on the policies and proposals in the Plan. The LDP key objectives are set out below.

## Local Development Plan Key Objectives

Our area - highly valued for the beauty of its natural and built environment - is a great place to live, work and visit, and should be developed in a way that does not detract from its attractiveness nor places an unsustainable burden on future generations.

We want to improve the distinctiveness of our towns, villages and neighbourhoods. We want growth to be undertaken sensitively and in keeping with our environment whilst providing enough dynamism to keep communities viable and prosperous.

A well cared-for rural environment is a social and economic asset vital to the wellbeing of the area's citizens and to its future prosperity.

| Place                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Housing                                                                                                                                                                                                                                                                                | Climate                                                                                                                                                                                                                                                           | Infrastructure                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | Economy                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | Biodiversity                                                                                                                                                                                                                                                                                        |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Livable</b><br>with new and regenerated neighbourhoods                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | <b>Well designed and built</b><br>with a quality built and natural environment                                                                                                                                                                                                         | <b>Resilient and adapted</b><br>with communities resilient to a changing climate                                                                                                                                                                                  | <b>Well served</b><br>with public and private investment appropriate to the areas needs                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | <b>Thriving</b><br>with a flourishing and diverse local economy                                                                                                                                                                                                                                                                                                                                                                                                                                                              | <b>Connecting</b><br>with green networks providing sustainable long term management                                                                                                                                                                                                                 |
| Produce a more efficient settlement pattern by ensuring that the location of new development contributes to reducing the need to travel.<br><br>Protect and enhance the cultural and historic environment.<br><br>Ensure that new development enhances the environment and embraces the principles of sustainable design and construction.<br><br>Protect and enhance the character, diversity and special qualities of the area's landscapes to ensure that new development does not exceed the capacity of the landscape in which it lies. | Accommodate population and household growth and direct that growth to appropriate locations.<br><br>Ensure a continuous seven year supply of developable housing land.<br><br>Seek to ensure that the housing land supply accommodates the needs of the various sectors of the market. | Improve the longterm resilience and robustness of the natural and built environment to climate change.<br><br>Ensure that development and land uses make a positive contribution to helping to minimise the causes of climate change and adapting to its impacts. | Identify and provide for new and improved social and physical infrastructure to support an expanding and changing population.<br><br>Establish clear priorities to ensure stakeholders and agencies work in partnership so that investment is co-ordinated and best use is made of limited resources to enable the delivery of the strategy.<br><br>Ensure investment in the renewal and enhancement of existing infrastructure is consistent with the strategy of the Plan in order to make best use of the investment embedded in our existing settlements. | Provide the framework to increase the economic sustainability of Perth and Kinross by maintaining and providing locally accessible employment opportunities.<br><br>Ensure a continuous seven year supply of developable economic development land.<br><br>Provide a flexible policy framework to respond to changing economic circumstances and developing technology.<br><br>Promote the vitality and viability of shopping centres and reduce the potential loss of shoppers to retail centres outwith Perth and Kinross. | Conserve and enhance habitats and species of international, national and local importance.<br><br>Identify and promote green networks where these will add value to the provision, protection, enhancement and connectivity of habitats, recreational land and landscape in and around settlements. |

The LDP contains a policy that deals specifically with transport. The policy outlines transport assessment requirements for new developments, and addresses the potential impacts of increased traffic (as a result of developments) on the designated AQMA. Developments which propose to adversely affect air quality may not be permitted as outlined by the policy dealing with air quality management areas. Both the transport and air quality policies are under review to ensure they continue to address impacts on the AQMA. It is proposed to expand the scope of the Air Quality policy to apply to all but the smallest developments in or adjacent to AQMAs.

The LDP also contains several site-specific proposals for development. Crieff is identified as an area of growth for both housing and commercial development. The Plan allocates land for the following housing proposals in Crieff:

- Broich Road (300+ units);
- Wester Tomaknock (100-120 units);

The LDP outlines that in relation to the housing proposals, developers will be required to demonstrate that the A85 trunk road through Crieff can accommodate the level of development proposed. Further information can be obtained from page 250, Crieff 8.3, within the 2014 adopted LDP. All of the site specific proposals are under review. It is proposed to increase the density of the Broich Road allocation to make better use of this green field site, and to introduce a smaller mixed use site allocation to the north of Broich Road for retail and other uses. These proposals are subject to the outcome of the LDP examination.

The Local Development Plan is reviewed every five years. More detailed information on the policies and proposals in the Plan is available on the Council's website. The first LDP was adopted in February 2014 and the replacement LDP is scheduled to be adopted in 2019. This section of the report may be updated as the review of the LDP progresses.

#### *i. Local Development Plan-Action Programme*

The Action Programme has been prepared to support the delivery of the Perth and Kinross LDP. The Action Programme is reviewed every 6 months to identify any relevant updates for specific sites. The plan outlines the outcome of proposed developments within Crieff, detailing if an Environmental Impact Assessment has been a requirement of the planning proposal. In Crieff, the proposal for a large mixed use site at Broich Road will be the subject of a masterplan, with an Environmental Impact Assessment.

### Climate Change Declaration

Scotland's Climate Change declaration acknowledges the importance of climate change and is a means of demonstrating PKC's commitment to action: all of Scotland's 32 local authorities are signatories. The declaration includes commitments both to mitigate our impact on climate change through reducing greenhouse gas emissions and to adapt to future predicted climate change impacts.

PKC is a signatory to the Declaration and this has been included within the AQAP. Where measures seek to reduce road transport, this will have a direct impact not only on air quality within the AQMA but also a reduction in carbon dioxide (CO<sub>2</sub>) emissions.

## 4 Development of Air Quality Action Plan

A steering group was formed and held regular meetings to develop the Action Plan. The members of the steering group are:

- PKC officers from the following departments:
  - Environmental Health
  - Sustainable Development
  - Roads
  - Transport Planning
  - Public Transport
  - Development Control
  - Parking
  - Community Greenspace
- Ricardo Energy & Environment- Consultants engaged by PKC to assist the steering group and action planning process
- Transport Scotland - Head of Environment & Sustainability Branch
- Tayside and Central Scotland Transport Partnership (TACTRAN)

The meetings followed the guidance of LAQM TG (16) outlining the key requirements for the development of an effective Action Plan:

- Undertake appropriate local monitoring and assessment (source apportionment)
- Decide what levels of actions are required
- Establish links with other key policy areas/strategies
- Undertake measures selection and impact assessment
- Agree monitoring and evaluation of success
- Undertake Consultation
- Finalise Air Quality Action Plan

The complete AQAP Process undertaken is detailed in [Figure 2](#).



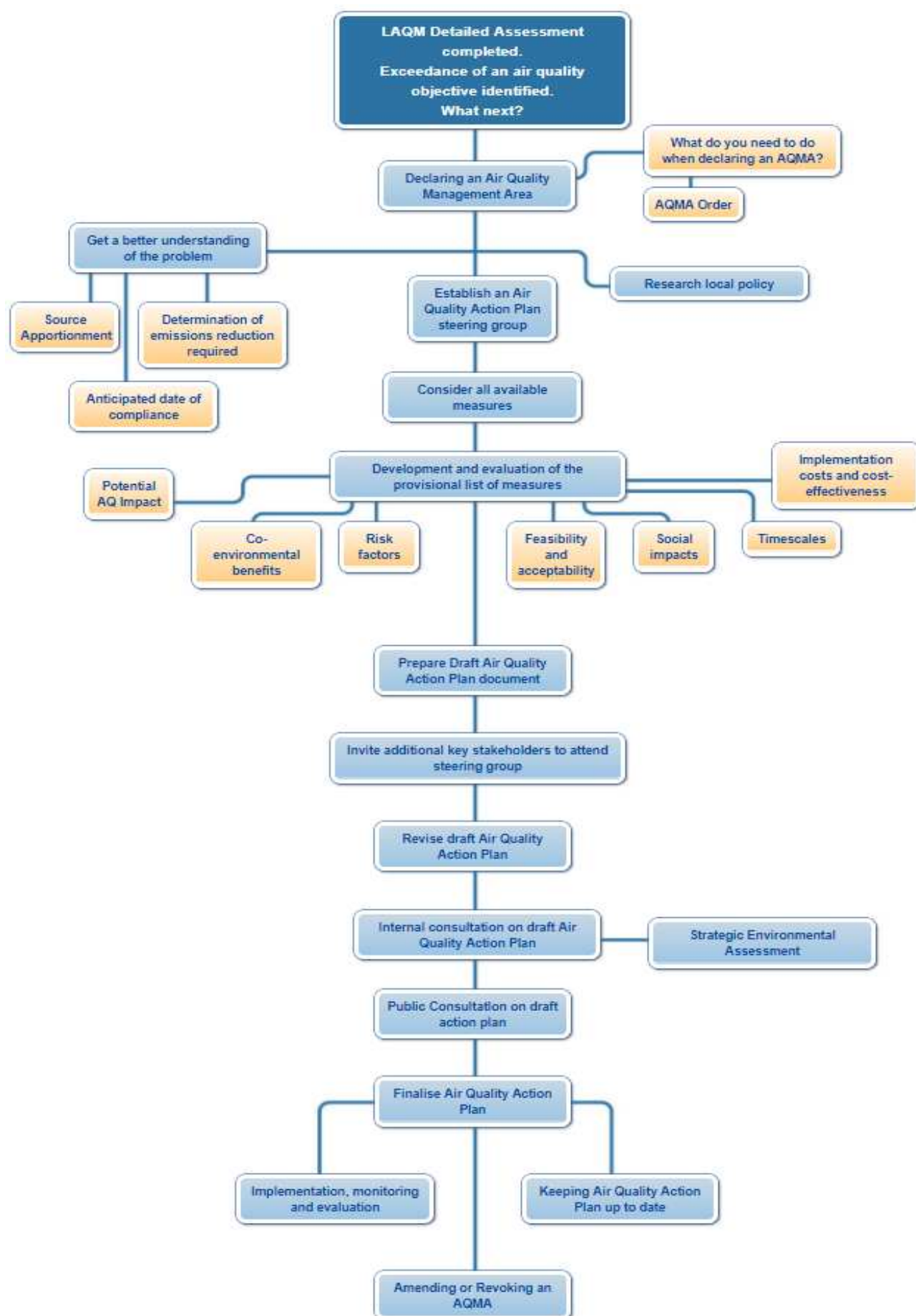


Figure 2: The Complete AQAP Process



## 5 Action Plan Options and Assessment

During the Action Plan process the steering group has considered a full range of relevant options aimed at reducing ambient pollutant concentrations within the designated AQMA. The process consisted of a gradual refinement of the range of potential options under consideration, to enable the focus to be centred on measures that directly address the principal problem (road traffic emissions), are feasible and cost-effective compared to others.

Following the internal and external consultations the steering group reviewed the responses and amalgamated together, reworded or rejected options where necessary to form the final list of measures.

This chapter provides more information on the options and their assessment. The measures in the Action Plan are presented in Chapter 5.

### A. Assessment of Options

This section outlines the work undertaken by the steering group to consider action plan options as outlined in LAQM Policy Guidance for Scotland 2016 (LAQM. PG (S) (16)). From the initial full list of options, measures were selected based on their feasibility and effectiveness to take forward into a draft Air Quality Action Plan. This draft was then taken to public consultation, from which responses were used to help finalise the options included in the final AQAP.

#### 5.A.1 Range of Possible Options

The Policy Guidance LAQM.PG (S) (16) states that AQAPs must focus on 'effective, feasible, proportionate and quantifiable measures' and provide 'evidence that all available options have been considered on the grounds of cost effectiveness and feasibility'.

A range of potential options is available to PKC and other stakeholders to improve local air quality within the Crieff AQMA, and the surrounding area.

Therefore, it was important at the early stages of the action planning process to consider all potential options. The identification of potential measures for the consideration of the steering group was undertaken through a review of existing local and regional plans, consideration of measures referenced in LAQM.PG (S) (16) as well as recommendations of members of the steering group.

Whilst PKC may not have the necessary powers to implement all such options, they may engage with other organisations and agencies that have the capacity to take such options forward.

A list of six 'Option Categories' was presented to the steering group; the group was invited to provide an initial assessment of their feasibility and applicability. Each option category includes several specific options

#### 5.A.2 Responses to the Options

From the draft list of options considered by the steering group, a decision was made on which options to take forward as measures in the final action plan and those options to be discounted from further action. This decision is the result of:

- Comments received from the steering group members
- The conclusions from the source apportionment exercise and LAQM assessments presented in Appendix 4.
- Additional comments from Perth & Kinross Council's consultant based on experience in prior assessments.

- Feasibility and acceptability of measures
- Public Consultation on the draft Crieff AQAP measures

The measures discounted from further development are presented below:

**Table 2: AQAP Options Eliminated from Further Consideration**

| Options eliminated from further consideration in the Crieff AQAP       | Reason for Elimination                                                                                             |
|------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------|
| Move receptors away from AQMA                                          | Not feasible to do so                                                                                              |
| Provision of new bypass to take traffic away from High St              | Not feasible to do so                                                                                              |
| Re-routing of HGV traffic                                              | This would move issue elsewhere, either in Crieff or similar settlements as there is no suitable alternative route |
| Consider “de-trunking” the road                                        | No benefits of doing this                                                                                          |
| Consider relocation of bus stops in the AQMA                           | No better options for bus stops in the near vicinity                                                               |
| Use of A85 for trunk traffic only                                      | Not feasible or practical to do so                                                                                 |
| Consider one-way traffic on West/East High street to reduce congestion | Not clear how this could be done practically                                                                       |

The options listed above have been excluded from further consideration at this time, after consultation with the steering group as, they were either not considered feasible, or were not believed to have an appropriately targeted impact on the predominant sources of emissions identified in the further assessment. Notwithstanding, should future consultation result in justifiable reasons to revisit any of these options then, the benefits may be reconsidered.

A summary of the measures selected by the Steering Group for inclusion in the Action Plan are presented in **Table 3** below. Further details of the measures and their assessment are also presented in the following sections.

**Table 3: Crieff AQAP Measures**

| Measures selected for inclusion in the Crieff AQAP by Steering Group                                                                |
|-------------------------------------------------------------------------------------------------------------------------------------|
| <b>A. Strategic Measures</b>                                                                                                        |
| A.1 Liaise with the Scottish Government regarding the consideration of national measures to reduce background concentrations of PM. |
| A.2 Improving Links with Local Transport Policies                                                                                   |
| A.3 Improve Links with Regional Transport Strategy                                                                                  |
| A.4 Ensure Integration of Air Quality with Other Council Strategies and Policies                                                    |
| A.5 Local Development Plan- Assess merit of further development in Crieff                                                           |
| <b>B. Move Traffic Away from AQMA</b>                                                                                               |
| B.1 Redirect local road traffic movements away from the A85                                                                         |
| B.2 Incentivise parking out with AQMA (e.g. reduce/remove on street parking, increased signage)                                     |
| <b>C. Traffic Management</b>                                                                                                        |
| C.1 Possible provision of smart parking in Crieff                                                                                   |
| C.2 Urban Traffic Control Systems congestion management                                                                             |
| C.3 Anti-idling Enforcement                                                                                                         |
| C.4 Undertake a review of the current locations of pedestrian crossings                                                             |
| C.5 Limit or prioritise traffic turning right on to High Street                                                                     |
| <b>D. Reduce the Emissions from Source</b>                                                                                          |
| D.1 Encourage private and public operators to pursue cleaner vehicles                                                               |
| D.2 Maintenance of the Local/ Voluntary Bus Quality Partnership                                                                     |
| D.3 School Travel Plans                                                                                                             |
| D.4 Public transport improvements                                                                                                   |
| D.5 Restrict access for polluting vehicles within the AQMA                                                                          |
| D.6 Implement Eco Stars scheme for HGV and bus operators                                                                            |
| <b>E. Reduce Emissions by Reducing Demand for Traffic</b>                                                                           |
| E.1 Promotion of lift sharing and development of car clubs                                                                          |
| E.2 Travel Plans for large institutions and businesses                                                                              |
| E.3 Create and implement PKC Corporate Travel Plan                                                                                  |
| E.4 Promotion of active travel                                                                                                      |
| E.5 Awareness raising and education, presentations at local school's/ community meetings                                            |
| E.6 Cycling and walking routes to be routed to link in with the campus for sport.                                                   |
| E.7 Provision of PKC "Champions" for transportation methods                                                                         |
| <b>F. Reduce Emissions from Non-Transport Sources</b>                                                                               |
| F.1 Biomass Installations and other developments likely to cause pollution- review developments which may cause pollution           |
| <b>G. Other</b>                                                                                                                     |
| G.1 Increase AQ Monitoring Network                                                                                                  |
| G.2 Regional AQ Modelling study.                                                                                                    |
| G.3 Cycling and walking routes to be incorporated into transport model                                                              |
| G.4 Transport assessments for developments to be required as part of the planning process                                           |

## 6 AQAP Measures

Each of the measures are discussed in detail below, together with the relevant authorities responsible for implementation, and the powers available to implement the given measures.

### A. Strategic Measures

It is important that AQAPs support and consider existing or forthcoming plans and strategies. Therefore, some integration of the AQAP with the local transport strategy, the development plan and other relevant Council strategies is considered essential and represents a strategic and integrated approach to local air quality management. The adoption of these measures will help to improve air quality across Perth and Kinross. These strategic actions are outlined in the measures 1 to 5, below.

#### A.1 Liaise with the Scottish Government

The source apportionment study undertaken as part of the further assessment identified that background sources make a significant contribution to local concentrations of PM<sub>10</sub>. Background sources of particulate matter include a wide range of natural and man-made processes including industry, residential and commercial combustion and transport sources. However, local authorities have very limited opportunities to address background concentrations of pollutants and instead must rely on regional and national measures to address these and contribute to improving local concentrations. In light of the new PM<sub>2.5</sub> annual mean objective of 10 µg.m<sup>-3</sup>, PKC have extended their monitoring network to include PM<sub>2.5</sub>. The measures outlined within this AQAP which work towards reducing PM<sub>10</sub> concentrations are anticipated to have the same impact on PM<sub>2.5</sub> concentrations within Crieff.

PKC proposes to liaise with the Scottish Government regarding the consideration and adoption of new measures that will contribute to reducing background concentrations of Particulate Matter (PM) and other pollutants.

| Measure                                                                                                | Title                                                                                                                          |
|--------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------|
| A.1                                                                                                    | Liaise with the Scottish Government regarding the consideration of national measures to reduce background concentrations of PM |
| Definition                                                                                             | Key Intervention                                                                                                               |
| Maintain contact with the Scottish Government regarding the adoption of national air quality measures. | Increase focus on background concentrations of PM and encourage national action.                                               |
| Responsible authority and other partners                                                               | Powers to be used                                                                                                              |
| Local Authorities/Scottish Government                                                                  | Voluntary                                                                                                                      |

#### A.2 Improve Links with Local Transport Policies

Air quality measures have been included in the forthcoming Active Travel Strategy and will be a part of any Local Transport Strategy should one be written. The forthcoming Corporate Travel Plan will also link to the AQAP, as this will encourage more sustainable methods of traveling to work. The 'Crieff on the Go' social marketing campaign also promotes sustainable and active travel, which links to the AQAP.

| Measure                                                                                    | Title                                                                                         |
|--------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------|
| A.2                                                                                        | Improve Links with Local Transport Policies                                                   |
| Definition                                                                                 | Key Intervention                                                                              |
| Ensure AQ is incorporated into local transport policies to raise awareness of air quality. | Measures to ensure that air quality is improved in the AQMA through local transport measures. |
| Responsible authority and other partners                                                   | Powers to be used                                                                             |
| Perth & Kinross Council/TACTRAN/Transport Travel Associations                              | Voluntary                                                                                     |

## A.3 Improve Links with Regional Transport Strategy

The Regional Transport Strategy contains a section on air quality, and the AQAP will link to this by working with both TACTRAN and other partners such as Transport Scotland to tackle transport issues that contribute to poor air quality. As the major hotspot is the A85 Trunk Road, any AQAP will have a regional and national dimension to it as the A85 is a major strategic route on the national transport network.

| Measure                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | Title                                                                                                                                    |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------|
| A.3                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | Improving Links with Regional Transport Strategy                                                                                         |
| Definition                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | Key Intervention                                                                                                                         |
| PKC when considering improvement to the transport network within Crieff, will ensure that ongoing improvements, identified from PKCs Capital programme or when addressing new development application, will work within the wider objectives set out within the National Transport Strategy and the Regional Transport Strategy. Ensure that the economic and environmental objectives, which include AQ and Climate Change, are set out within PKC Local Development Plan. | Measures to ensure that AQ and Climate change are considered with regards to Transport Planning for Crieff at a regional strategy level. |
| Responsible authority and other partners                                                                                                                                                                                                                                                                                                                                                                                                                                    | Powers to be used                                                                                                                        |
| Perth & Kinross Council/TACTRAN                                                                                                                                                                                                                                                                                                                                                                                                                                             | Voluntary                                                                                                                                |

## A.4 Ensure Integration of Air Quality with Other Council Strategies and Policies

PKC will ensure air quality is considered within various council strategies and policies to minimise any negative impacts they may cause. Air quality planning policies and guidance will make sure any impacts and appropriate mitigation measures are considered at the design stage of all proposed developments. Procurement guidance will influence the uptake of more fuel efficient and lower emission vehicles by PKC and public transport services.

| Measure                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | Title                                                                                                                                         |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------|
| A.4                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | Ensure Integration of Air Quality with Other Council Strategies and Policies                                                                  |
| Definition                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Key Intervention                                                                                                                              |
| <ul style="list-style-type: none"> <li>a. Encourage and enhance joint-working between Council Services to consider air quality implications of existing and future Council strategies and policies</li> <li>b. Ensure that air quality impacts and mitigation measures are considered at the design stage for all proposed developments across the Local Development Plan area</li> <li>c. Ensure air quality is formally considered in future tender process for new PKC vehicles and public transport decisions (i.e. for school subsidised public services, school buses and taxis)</li> </ul> | Encourage opportunities for improving local air quality and minimising negative impacts from existing and future PKC strategies and policies. |
| Responsible authority and other partners                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | Powers to be used                                                                                                                             |
| Perth & Kinross Council                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | Statutory: Town & Country Planning (Scotland) Act 1997 as amended by the Planning etc. (Scotland) Act 2006<br>Voluntary                       |

## A.5 Local Development Plan-Assessment of further development in Crieff

The Development Plan currently focuses the majority of new development in the principal settlements, where most people live, and where most jobs, services and facilities are already located. Crieff is one of the principal settlements. Principal settlements usually have significant land and infrastructure capacity to accommodate new development. However, in Crieff's case, there are additional considerations between accommodating significant new development and the aims of the Air Quality Action Plan.

| Measure                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | Title                                                                  |                                                                                                                                                                         |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| A.5                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | Local Development Plan - Assess merit of further development in Crieff |                                                                                                                                                                         |
| Definition                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                                        | Key Intervention                                                                                                                                                        |
| a. Integration of the AQAP with future versions of the LDP<br>b. Ensure that development proposals with the potential to exert an impact on the Crieff AQMA are assessed for air quality impacts and where necessary, appropriate mitigation measures considered.<br>c. Continue to promote sustainable developments by using the planning process to maximise commitment from developers to minimise air quality impacts.<br>d. Review Crieff's future ability to accommodate significant development proposals.<br>e. Ensure new developments incorporate green infrastructure to promote active travel and make connections where possible to blue and green networks. |                                                                        | Maintain and update air quality considerations with planning and development control. Ensure the AQ impacts from significant development proposals avoid Crieff's AQMA. |
| Responsible authority and other partners                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                                                        | Powers to be used                                                                                                                                                       |
| Perth & Kinross Council                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                        | Voluntary                                                                                                                                                               |

## B. Move Traffic Away from AQMA

### B.1 Redirect local road traffic movements away from the A85

Perth & Kinross Council, in partnership with Transport Scotland (and working with relevant stakeholders) will aim to examine transport flow movements off and onto the trunk road in relation to local roads around the AQMA and to assess the impact and possibility of altering the flows onto and off of the A85 in relation to local roads and local traffic. Ultimately, if the A85 through Crieff can be used predominantly for strategic road journeys, and alternative local roads can be used for local road journeys within Crieff, then, the theoretical lower levels of traffic on the A85 could lead to tangible lowering of emissions. Rerouting some of the traffic that currently accesses onto the A85 from local roads to otherwise use only local roads, where practicable would be one key area of consideration.

| Measure                                                                                                                                                                                                                                                                                                                                                                                                 | Title                                                   |                                                                                                                                                            |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------|
| B.1                                                                                                                                                                                                                                                                                                                                                                                                     | Redirect local road traffic movements away from the A85 |                                                                                                                                                            |
| Definition                                                                                                                                                                                                                                                                                                                                                                                              |                                                         | Key Intervention                                                                                                                                           |
| Examining transport flow movements off and onto the trunk road in relation to local roads around the AQMA, to understand:<br>a. how movements of vehicles, particularly from local roads onto the trunk road contribute to air pollution and<br>b. to understand the impact of altering the flows of local traffic away from the A85 and how this might impact on local road capacity and practicality. |                                                         | Undertake a feasibility study to examine alteration of traffic flows and movements off and onto the trunk road in relation to local roads around the AQMA. |
| Responsible authority and other partners                                                                                                                                                                                                                                                                                                                                                                |                                                         | Powers to be used                                                                                                                                          |
| Perth & Kinross Council & Transport Scotland                                                                                                                                                                                                                                                                                                                                                            |                                                         | Traffic Regulation Order                                                                                                                                   |

### B.2 Incentivise parking out with AQMA

Perth & Kinross Council, in consultation with relevant stakeholders will continue to consult and review the existing parking options in Crieff to reduce parking pressures and alleviate the impact on congestion in order to improve air quality.

| Measure                                                                                                          | Title                                                                                                                     |                                                                                                                                                                                                       |
|------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| B.2                                                                                                              | Incentivise parking out with AQMA (e.g. reduce/remove on street parking on the A85, increased signage for car parks etc.) |                                                                                                                                                                                                       |
| Definition                                                                                                       |                                                                                                                           | Key Intervention                                                                                                                                                                                      |
| Examining parking policies and seek to potentially discourage parking within, or in close proximity to the AQMA. |                                                                                                                           | Encourage parking of polluting vehicles away from the AQMA through e.g. parking charges parking restrictions, signage and length of stay and incentivise parking by electric vehicles, car clubs etc. |
| Responsible authority and other partners                                                                         |                                                                                                                           | Powers to be used                                                                                                                                                                                     |
| Perth & Kinross Council                                                                                          |                                                                                                                           | Traffic Regulation Order                                                                                                                                                                              |

## C. Traffic Management

### C.1 Possible provision of smart parking in Crieff

Perth & Kinross Council will seek to assess the potential options for SMART parking in Crieff to facilitate effective location of available parking spaces and in doing so reduce adverse impacts on congestion. SMART parking technology gives real time information to enable users to find spaces quickly and easily.

| Measure                                                                                                                                                                                                                   | Title                                         |                                                                                                                                                                                                                     |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| C.1                                                                                                                                                                                                                       | Possible provision of smart parking in Crieff |                                                                                                                                                                                                                     |
| Definition                                                                                                                                                                                                                |                                               | Key Intervention                                                                                                                                                                                                    |
| Ensure that parking behaviour does not negatively impact on local air quality by ensuring people travelling by car are able to find a parking space quickly and easily thereby reducing parking pressures and congestion. |                                               | Review existing parking behaviour and consider feasibility studies on the benefits of introducing SMART parking based on advanced sensor technology to enable real time parking availability via a smart phone app. |
| Responsible authority and other partners                                                                                                                                                                                  | Powers to be used                             |                                                                                                                                                                                                                     |
| Perth & Kinross Council                                                                                                                                                                                                   | Voluntary                                     |                                                                                                                                                                                                                     |

### C.2 Urban Traffic Control Systems/Congestion Management.

In conjunction with Transport Scotland and their operating company BEAR Scotland, PKC will consider investigating the efficiency and optimisation of traffic management controls to optimise traffic flows.

| Measure                                                                                         | Title                                               |                                                                                                                                                                                                                  |
|-------------------------------------------------------------------------------------------------|-----------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| C.2                                                                                             | Urban Traffic Control Systems/Congestion Management |                                                                                                                                                                                                                  |
| Definition                                                                                      |                                                     | Key Intervention                                                                                                                                                                                                 |
| a. Improve efficiency of transit through the AQMA to reduce local emissions and concentrations. |                                                     | Assess and implement a variety of traffic interventions to optimise the existing traffic management system. Consider traffic control measures appropriate to the local issues in order to optimise traffic flows |
| b. Review measures to minimise congestion within the existing AQMA.                             |                                                     |                                                                                                                                                                                                                  |
| Responsible authority and other partners                                                        |                                                     | Powers to be used                                                                                                                                                                                                |
| Perth & Kinross Council & Transport Scotland/BEAR Scotland                                      |                                                     | Voluntary                                                                                                                                                                                                        |

### C.3 Anti-Idling enforcement

PKC will consider the adoption of powers to undertake enforcement through Traffic Regulation Orders to compel drivers to switch off idling engines. Fixed penalty notices could be issued to drivers who refuse to co-operate.

| Measure                                                                                       | Title                                                                                         |                                                                                                                                                                      |
|-----------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| C.3                                                                                           | Anti-Idling enforcement                                                                       |                                                                                                                                                                      |
| Definition                                                                                    |                                                                                               | Key Intervention                                                                                                                                                     |
| Investigate the potential for undertaking enforcement action with respect to idling vehicles. |                                                                                               | The enforcement against idling vehicles can contribute to reducing emissions of air quality pollutants but also help to raise awareness of local air quality issues. |
| Responsible authority and other partners                                                      | Powers to be used                                                                             |                                                                                                                                                                      |
| Perth & Kinross Council                                                                       | Voluntary<br>The Road Traffic (Vehicle Emissions) (Fixed Penalty) (Scotland) Regulations 2003 |                                                                                                                                                                      |



## C.4 Review of pedestrian crossings within the high street corridor

In conjunction with Transport Scotland and their operating company BEAR Scotland, PKC may review the location and timings of the existing pedestrian crossings to determine if traffic flow within the AQMA can be improved.

| Measure                                                                         | Title                                                                                    |
|---------------------------------------------------------------------------------|------------------------------------------------------------------------------------------|
| C.4                                                                             | Undertake a review of the current location of pedestrian crossings in and around the A85 |
| Definition                                                                      | Key Intervention                                                                         |
| Review the current pedestrian crossing locations/timings in and around the A85. | Implement required/relevant changes upon completion of review (if needed).               |
| Responsible authority and other partners                                        | Powers to be used                                                                        |
| Perth & Kinross Council & Transport Scotland/BEAR Scotland                      | Voluntary                                                                                |

## C.5 Limit or prioritise traffic turning right on the High Street

PKC will carry out relevant traffic management assessments/counts and modelling thereafter to determine alternative junction arrangements to enhance traffic flow within/affecting the AQMA.

| Measure                                                                                                | Title                                                         |
|--------------------------------------------------------------------------------------------------------|---------------------------------------------------------------|
| C.5                                                                                                    | Limit or prioritise traffic turning right on the High Street  |
| Definition                                                                                             | Key Intervention                                              |
| Review of existing junction arrangements and impact of possible changes to seek improved traffic flow. | Amendment to junction priorities to further reduce congestion |
| Responsible authority and other partners                                                               | Powers to be used                                             |
| Perth & Kinross Council and Transport Scotland                                                         | Voluntary                                                     |

## D. Reduce the Emissions from Source

### D.1 Encourage private and public operators to pursue cleaner vehicles

Crieff already has a rapid charger for electric vehicles in the King Street public car park, and this is advertised not only on the Council's website, but also on various websites that promote electric car use. Local bus and coach operators in the area do have a relatively modern fleet, but when upgrading could be encouraged to buy vehicles meeting the latest Euro engines standards. Operators could also be encouraged to use bio-fuels, electric vehicles and/or retro fitting existing vehicles.

| Measure                                                                                                                                                                                                                                                            | Title                                                                                                                  |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------|
| D.1                                                                                                                                                                                                                                                                | Encourage private and public operators to pursue cleaner vehicles                                                      |
| Definition                                                                                                                                                                                                                                                         | Key Intervention                                                                                                       |
| a. Liaise with Local operators to promote the use of lower emission vehicles within Crieff<br>b. The Council to look to include lower emission standards in their future Conditions of Contract for subsidised bus services<br>c. Electric charging infrastructure | Encourage a reduction in emissions of NO <sub>2</sub> and PM <sub>s</sub> from companies operating vehicles in Crieff. |
| Responsible authority and other partners                                                                                                                                                                                                                           | Powers to be used                                                                                                      |
| Perth & Kinross Council                                                                                                                                                                                                                                            | Voluntary and contractual                                                                                              |

### D.2 Maintenance of the local/voluntary bus quality partnership

The continuation of a voluntary bus partnership to promote and share 'best practice'. The Council's Public Transport Unit will continue to work with local bus operators to promote best practice operational standards, including vehicle 'euro standards'.

| Measure                                                                                                                                                                                                                                                                                                                        | Title                                                                                                                                                         |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------|
| D.2                                                                                                                                                                                                                                                                                                                            | Maintenance of the local/voluntary bus quality partnership                                                                                                    |
| Definition                                                                                                                                                                                                                                                                                                                     | Key Intervention                                                                                                                                              |
| a. Continue to liaise with local bus operators, as well as the voluntary sector, to promote 'best practice' operational standards, including the promotion of the Scottish Government's Bus Emissions Abatement Retrofit (BEAR) Programme<br>b. Look to improve the minimum 'euro standard' of vehicles operating in the AQMA. | Encourage good operational practices, including driving standards, which support the environmental agenda; whilst still providing high quality bus provision. |
| Responsible authority and other partners                                                                                                                                                                                                                                                                                       | Powers to be used                                                                                                                                             |
| Perth & Kinross Council                                                                                                                                                                                                                                                                                                        | Voluntary                                                                                                                                                     |

## D.3 School Travel Plans

All schools in Perth and Kinross have a School Travel Plan which is aimed at reducing the incidence of car usage, especially around the school gates. These are aimed at both pupils and staff. Several schools, including both Crieff Primary School and St Dominic's participate in the Travel Tracker initiative run by Living Streets Scotland and as part of the Crieff on the Go campaign; both primaries have received AQ and Travel Planning workshops. This should facilitate a modal shift from car to active travel, reducing transport emissions. It will also help inform, engage and empower locals to improve air quality in Crieff. There would be a co-benefit to greenhouse gas reduction.

| Measure                                                               | Title                                                                 |  |
|-----------------------------------------------------------------------|-----------------------------------------------------------------------|--|
| D.3                                                                   | School Travel Plans                                                   |  |
| Definition                                                            | Key Intervention                                                      |  |
| Encourage uptake of School Travel Plans to promote sustainable travel | Education of local pupils and staff on alternative/sustainable travel |  |
| Responsible authority and other partners                              | Powers to be used                                                     |  |
| Perth & Kinross Council                                               | Voluntary                                                             |  |

## D.4 Public Transport Improvements

After active travel, the next most desirable form of transport is the use of public transport; in the case of Crieff, this means bus travel. Work to improve local bus quality should further encourage the modal shift away from cars again reducing transport emissions

| Measure                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Title                                                                                                                                                                                                                          |  |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|
| D.4                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | Public Transport Improvements                                                                                                                                                                                                  |  |
| Definition                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | Key Intervention                                                                                                                                                                                                               |  |
| <ul style="list-style-type: none"> <li>a. Engage with key local stakeholders to consider enhanced public transport provision both within and serving Crieff</li> <li>b. To encourage the use of public transport as an alternative to using private vehicles.</li> <li>c. Continue to encourage, promote and increase awareness of public transport options through working with partner organisations.</li> <li>d. Look to identify additional funding sources to facilitate network enhancements.</li> </ul> | Look at opportunities to provide additional public transport options, directly linking residential areas with key traffic generators. Identification of funding sources will be key both for revenue and capital developments. |  |
| Responsible authority and other partners                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | Powers to be used                                                                                                                                                                                                              |  |
| Perth & Kinross Council                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Voluntary                                                                                                                                                                                                                      |  |

## D.5 Restrict access for polluting vehicles within the AQMA

The introduction of a vehicle access restriction scheme would allow for polluting vehicles to be limited in regards to how they access the Crieff high street corridor. This would allow for a reduction in emissions from transport sources. This measure would also allow for a review into loading/unloading on the Crieff high street corridor and how this could be altered to further reduce emissions from these sources.

An access regulation scheme may be applicable at Crieff's AQMA; this depends on the outcomes from the proposed NLEF assessment.

| Measure                                                                                         | Title                                                  |                                                                                                                                                                              |
|-------------------------------------------------------------------------------------------------|--------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| D.5                                                                                             | Restrict access for polluting vehicles within the AQMA |                                                                                                                                                                              |
| Definition                                                                                      |                                                        | Key Intervention                                                                                                                                                             |
| Appraise the Crieff AQMA in line with the future NLEF and put in place a scheme as recommended. |                                                        | This may involve Low Emission or Clean Air Zones or other Access Regulation Schemes. It may also involve Traffic Management Vehicle Licensing Regulations or other measures. |
| Assess the possible provision of access restrictions for vehicles loading/unloading.            |                                                        |                                                                                                                                                                              |
| Responsible authority and other partners                                                        |                                                        | Powers to be used                                                                                                                                                            |
| Perth & Kinross Council &Transport Scotland/BEAR Scotland                                       |                                                        | LAQM statutory duties & Traffic Regulation Orders                                                                                                                            |

## D.6 Introduce eco schemes for HGV and bus operators

The introduction of an eco-scheme would raise awareness among commercial vehicle operators to improve air quality through improved fleet environmental performance. It would provide recognition, guidance and advice to operators of goods vehicles, buses and coaches on operational and environmental performances. It would be attractive to operators on the potential for environmental benefits and for the reduction in operational costs. This should help to reduce both transport emissions affecting air quality and greenhouse gases.

| Measure                                                                                          | Title                                               |                                                                                                  |
|--------------------------------------------------------------------------------------------------|-----------------------------------------------------|--------------------------------------------------------------------------------------------------|
| D.6                                                                                              | Introduce Eco Star scheme for HGV and bus operators |                                                                                                  |
| Definition                                                                                       |                                                     | Key Intervention                                                                                 |
| Promote awareness among commercial vehicle operators of improved fleet environmental performance |                                                     | To reduce emissions from commercial vehicles by improving environmental efficiency of operations |
| Responsible authority and other partners                                                         |                                                     | Powers to be used                                                                                |
| Perth & Kinross Council & Eco Stars                                                              |                                                     | Voluntary                                                                                        |

## E. Reduce Emissions by Reducing Demand for Traffic

### E.1 Promotion of car sharing and development of car clubs

PKC participates in the TACTRAN Liftshare scheme and this is promoted on the Council's and TACTRAN website. There will also be further promotion as part of the Smarter Choices, Smarter Places (SCSP) projects. This should reduce transport emissions and greenhouse gas emissions.

| Measure                                         | Title                                                 |                                                                                            |
|-------------------------------------------------|-------------------------------------------------------|--------------------------------------------------------------------------------------------|
| E.1                                             | Promotion of car sharing and development of car clubs |                                                                                            |
| Definition                                      |                                                       | Key Intervention                                                                           |
| Continued and further promotion of this scheme. |                                                       | To encourage a shift to more sustainable forms of travel, or reducing the need for travel. |
| Responsible authority and other partners        |                                                       | Powers to be used                                                                          |
| Perth & Kinross Council/TACTRAN                 |                                                       | Voluntary                                                                                  |

### E.2 Travel Plans for large institutions and businesses

All large businesses in Perth and Kinross are encouraged to produce a Travel Plan, sometimes in compliance with the conditions of a planning consent. Transport Planning works with large employers to encourage implementation of Travel Plans and has actively participated with employers such as Crieff Hydro in staff awareness sessions. This encourages a modal shift from away from car travel improving pollution levels and greenhouse gas emissions.

| Measure                                                                                                                                                                              | Title                                              |                                                                                            |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------|--------------------------------------------------------------------------------------------|
| E.2                                                                                                                                                                                  | Travel Plans for large institutions and businesses |                                                                                            |
| Definition                                                                                                                                                                           |                                                    | Key Intervention                                                                           |
| a. To encourage and assist large organisations to develop and implement travel plans.<br>b. Work with local businesses to encourage the development/ implementation of travel plans. |                                                    | To encourage a shift to more sustainable forms of travel, or reducing the need for travel. |
| Responsible authority and other partners                                                                                                                                             |                                                    | Powers to be used                                                                          |
| Perth & Kinross Council                                                                                                                                                              |                                                    | Voluntary                                                                                  |

### E.3 PKC Corporate Travel Plan

A Corporate Travel Plan is currently being progressed and this will encourage active and sustainable travel modes to be used by all staff. The aim will be to achieve a modal shift away from single occupancy car use. This will have a direct bearing on air quality by reducing the amount of traffic on the roads. Eco driver training for PKC staff will also be considered as part of the Travel Plan to reduce vehicle emissions.

| Measure                                                                                                        | Title                                          |                                                                                            |
|----------------------------------------------------------------------------------------------------------------|------------------------------------------------|--------------------------------------------------------------------------------------------|
| E.3                                                                                                            | Create and implement PKC Corporate Travel Plan |                                                                                            |
| Definition                                                                                                     |                                                | Key Intervention                                                                           |
| PKC Corporate Travel Plan encompasses staff travelling to and from PKC workplaces and fleet operators for PKC. |                                                | To encourage a shift to more sustainable forms of travel, or reducing the need for travel. |
| Responsible authority and other partners                                                                       |                                                | Powers to be used                                                                          |
| Perth & Kinross Council/Sustrans/Tactran/Cycling Scotland/Paths for All (SCSP)                                 |                                                | Voluntary                                                                                  |

## E.4 Promotion of Active Travel

Active travel is promoted and encouraged within the PKC Active Travel Strategy<sup>2</sup>, alongside our 'On the Go' social marketing campaigns which are funded through SCSP. The Crieff on the Go campaign will continue to promote walking and cycling in the area, as well as the use of public transport as most journeys are very local in nature. To further encourage members of the community to adopt active and sustainable travel alternatives, walking and cycling infrastructure within Crieff will be improved. It is also recommended that as part of the AQAP, the Travel Guide is updated and reissued as required.

| Measure                                                                                                                                                                                                                                                                                                                                                                                                                                | Title                      |                                                                                                                                                          |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------|
| E.4                                                                                                                                                                                                                                                                                                                                                                                                                                    | Promotion of Active Travel |                                                                                                                                                          |
| Definition                                                                                                                                                                                                                                                                                                                                                                                                                             |                            | Key Intervention                                                                                                                                         |
| To encourage members of the community to adopt cycling and walking as alternatives to using private vehicles.<br>a. Continue to develop and promote active and sustainable travel through social marketing campaigns such as ‘Crieff On the Go’<br><br>b. Improve active travel infrastructure such as footpaths/pavements/cycle parking to encourage modal shift<br><br>c. Continue to actively investigate available funding sources |                            | To encourage a shift away from the use of private motor vehicles for travelling to more sustainable forms of transport, or reducing the need for travel. |
| Responsible authority and other partners                                                                                                                                                                                                                                                                                                                                                                                               |                            |                                                                                                                                                          |
| Perth & Kinross Council/Community Council/Business Sectors                                                                                                                                                                                                                                                                                                                                                                             |                            |                                                                                                                                                          |

## E.5 Awareness raising and education at local schools and community meetings

PKC have a 'Schools on the Go' package of workshops for both primary and secondary pupils, which is regarded as an example of best practice by Transport Scotland. These workshops encourage pupils to consider why active and sustainable travel is beneficial to the environment and health. The workshops will equip the community with the skills and knowledge to make informed choices that will influence future travel choices.

| Measure                                                                                                         | Title                                                                   |                                                                                                                                                                    |
|-----------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| E.5                                                                                                             | Awareness raising and education at local schools and community meetings |                                                                                                                                                                    |
| Definition                                                                                                      |                                                                         | Key Intervention                                                                                                                                                   |
| a. Continue to make information relating to local air quality management available through the Council website; |                                                                         | Continue to encourage and promote and increase awareness of active and sustainable transport options through working with partner organisations and the community. |
| b. Undertake a publicity campaign to raise awareness of the Crieff AQMA;                                        |                                                                         |                                                                                                                                                                    |
| c. Include reference to air quality in promotion of active travel to school campaigns.                          |                                                                         |                                                                                                                                                                    |
| Responsible authority and other partners                                                                        |                                                                         | Powers to be used                                                                                                                                                  |
| Perth & Kinross Council & Community Council                                                                     |                                                                         | Voluntary                                                                                                                                                          |

<sup>2</sup> Active Transport Strategy for Perth and Kinross, available at: <https://perth-and-kinross.cmis.uk.com/Perth-and-Kinross/Document.ashx?czJKcaeAi5tUFL1DTL2UE4zNRBcoShgo=mZcCnujHqiTukOtiNVvedggYITs7XU2kYZGUKY9TX0HwyoLS84Z%2b1g%3d%3d&rUzwRPF%2bZ3zd4E7lkn8Lvw%3d%3d=pwRE6AGJFLDNIh225F5QMaQWCtPHwdhUfCZ%2fLUQzgA2uL5INRG4idQ%3d%3d&mCTIbCubSFFxsDGW9IXnlq%3d%3d=hFflUdN3100%3d&kCx1AnS9%2fWZQ40DXFvEw%3d%3d=hFflUdN3100%3d&uJovDxwdjMPoYv%2bAjjvYtyA%3d%3d=ctNJf55vVA%3d&FqPIIEJYlotS%2bYGoBi5oIA%3d%3d=NHdURQburHA%3d&d9Qji0ag1Pd993jsvOJqFvmyB7X0CSQK=ctNJf55vVA%3d&WGewmoAfeNR9xqBux0r1Q8Za60lavYmz=ctNJf55vVA%3d&WGewmoAfeNQ16B2MHuCPMRKZMwaG1PaO=ctNJf55vVA%3d>

## E.6 Cycling and walking routes to be linked in with the Campus for Sport

Accessibility audits are currently being conducted in Crieff, which will provide information on the current infrastructure and also suggest where travel routes could be improved or upgraded.

Action Plan for future improvement works to be carried out and allow for more robust funding bids to be made to funding partners such as Sustrans.

| Measure                                                              | Title                                                                |                                                                                |
|----------------------------------------------------------------------|----------------------------------------------------------------------|--------------------------------------------------------------------------------|
| E.6                                                                  | Cycling and walking routes to be linked in with the Campus for Sport |                                                                                |
| Definition                                                           |                                                                      | Key Intervention                                                               |
| a. Undertake an audit on walking & cycling infrastructure for Crieff |                                                                      | Improve and develop walking and cycling routes, to encourage active transport. |
| b. Create a walking and cycling infrastructure Action Plan           |                                                                      |                                                                                |
| Responsible authority and other partners                             |                                                                      | Powers to be used                                                              |
| Perth & Kinross Council/Sustran/Crieff Community Groups/Council      |                                                                      | Voluntary                                                                      |

## E.7 Provision of PKC “Champions” for transportation methods

The Transport Planning team within PKC works in partnership with community groups to encourage them to take ownership of projects and to promote local initiatives regarding active and sustainable travel. Our ‘On the Go’ campaigns are very much seen as a partnership and PKC actively encourages local walking or cycling groups to get involved and to champion their modes of travel.

| Measure                                                          | Title                                                   |                                                                                                                                |
|------------------------------------------------------------------|---------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------|
| E.7                                                              | Provision of PKC “Champions” for transportation methods |                                                                                                                                |
| Definition                                                       |                                                         | Key Intervention                                                                                                               |
| Engage with local groups to promote active travel within Crieff. |                                                         | To encourage community involvement and ownership of promoting active and sustainable modes of travel within and around Crieff. |
| Responsible authority and other partners                         |                                                         | Powers to be used                                                                                                              |
| Perth & Kinross Council/Local Community Groups/Community Council |                                                         | Voluntary                                                                                                                      |

## F. Reduce Emissions from Non-Transport Sources

### F.1 Review Biomass Installations and other developments that may to cause pollution

The Environmental Health Team, as internal consultees for development management, will continue to request and assess all planning applications for Crieff that are specifically for biomass installations and other developments that cause pollution. The screening process will ensure that all new biomass installations will not have an adverse effect on air quality especially within the AQMA.

| Measure                                                                                                                                                                                                                            | Title                                                                                       |                                                                                                                                                                              |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| F.1                                                                                                                                                                                                                                | Biomass Installations and other developments - minimise developments which causes pollution |                                                                                                                                                                              |
| Definition                                                                                                                                                                                                                         |                                                                                             | Key Intervention                                                                                                                                                             |
| Consider air quality in planning decisions for new biomass installations and other types of development likely to cause pollution by carrying out initial screening process to determine if an air quality assessment is required. |                                                                                             | Continue to assess new biomass installations and other types of development likely to cause pollution to ensure air quality is considered at the planning development stage. |
| Responsible authority and other partners                                                                                                                                                                                           |                                                                                             | Powers to be used                                                                                                                                                            |
| Perth & Kinross Council                                                                                                                                                                                                            |                                                                                             | Voluntary                                                                                                                                                                    |



## G. Other Measures

### G.1 Increase AQ monitoring network

PKC will continue to monitor air quality within Crieff and to ensure that monitoring is in line with LAQM statutory duties, thus ensuring that monitoring data is robust for annual reports and the decisions on air quality measures are well informed.

| Measure                                                                                                                                               | Title                          |                                                                                                                                                                    |
|-------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| G.1                                                                                                                                                   | Increase AQ Monitoring network |                                                                                                                                                                    |
| Definition                                                                                                                                            |                                | Key Intervention                                                                                                                                                   |
| Continue to evaluate and review monitoring network:<br>a. Establish PM <sub>2.5</sub> monitoring within AQMA<br>b. Review Real Time Monitors location |                                | Continue to access and review monitoring to collate accurate data to ensure more accurate and informed decisions on air quality measures, modelling and reporting. |
| Responsible authority and other partners                                                                                                              |                                | Powers to be used                                                                                                                                                  |
| Perth & Kinross Council                                                                                                                               |                                | Voluntary / Statutory                                                                                                                                              |

### G.2 Regional modelling study

PKC with Consultants Ricardo Energy & Environment have developed a regional model for Perth and Kinross which encompasses Crieff. The model will allow more continuity with regards to planning applications that require an Air Quality Assessment. The model will predict any future exceedances of the Air Quality Objectives within the Crieff area which may also have a detrimental effect on the AQMA, with regards to future developments.

| Measure                                                                                                      | Title                       |                                                                                                                                                                                                                   |
|--------------------------------------------------------------------------------------------------------------|-----------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| G.2                                                                                                          | Regional AQ modelling study |                                                                                                                                                                                                                   |
| Definition                                                                                                   |                             | Key Intervention                                                                                                                                                                                                  |
| To establish a Crieff regional dispersion model for NO <sub>2</sub> & PM <sub>10</sub> & PM <sub>2.5</sub> . |                             | To ensure a more consistent air quality evidence based proactive model that can anticipate issues of air quality rather than react to them and will also aid and support the evaluation of planning applications. |
| Responsible authority and other partners                                                                     |                             | Powers to be used                                                                                                                                                                                                 |
| Perth & Kinross Council & AQ Consultants                                                                     |                             | Voluntary                                                                                                                                                                                                         |

### G.3 Cycling and walking routes to be incorporated into transport model

The Crieff transport model allows for different transport scenarios to be modelled, including walking and cycling routes, therefore allowing an assessment of the feasibility of these routes to be made. PKC will work with other partners, including our term consultants to investigate this option.

| Measure                                                                                                                                                                                       | Title                                                                                             |                                                                                                                                        |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------|
| G.3                                                                                                                                                                                           | Cycling and walking routes to be incorporated into transport model and their feasibility assessed |                                                                                                                                        |
| Definition                                                                                                                                                                                    |                                                                                                   | Key Intervention                                                                                                                       |
| a. Incorporate walking and cycling routes into the transport model<br>b. Assess feasibility of routes and consult with the community<br>c. Progress a modal shift towards walking and cycling |                                                                                                   | To identify and develop walking and cycling routes within Crieff to encourage the uptake of active travel within the Crieff Community. |
| Responsible authority and other partners                                                                                                                                                      |                                                                                                   | Powers to be used                                                                                                                      |
| Perth & Kinross Council                                                                                                                                                                       |                                                                                                   | Voluntary                                                                                                                              |

## G.4 Transport assessment for developments to be required as part of the planning process

The Local Development Plan contains a policy on Transport Standards and Accessibility Requirements, which applies to all development proposals that involve significant travel generation. Its aims include reducing travel demand by car and incorporating appropriate mitigation measures on and off-site to enhance active travel and public travel provision. It sets out that transport assessments should be prepared and implemented for significant travel generating developments; and that supplementary guidance is provided that explains when a travel plan and transport assessment is required. Mitigation measures could include a requirement that development proposals support the provision of infrastructure necessary to support positive changes in transport technologies, such as charging points for electric vehicles.

| Measure                                                                                                                                                                                                                                                                                                                                                                                                                  | Title                                                                                                                                                                  |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| G.4                                                                                                                                                                                                                                                                                                                                                                                                                      | Transport assessment for developments to be required as part of the planning process                                                                                   |
| Definition                                                                                                                                                                                                                                                                                                                                                                                                               | Key Intervention                                                                                                                                                       |
| <ul style="list-style-type: none"> <li>a. Review of Local Development Plan (LDP3) policy on Transport Standards and Accessibility Requirements (TA1)</li> <li>b. Adoption of non-statutory guidance for transport alongside the reviewed policy</li> <li>c. Developers to be required to provide financial contribution(s) towards local bus services if there are identified as significant trip generators.</li> </ul> | The consideration of additional criteria requiring new development proposals to support the provision of infrastructure such as charging points for electric vehicles. |
| Responsible authority and other partners                                                                                                                                                                                                                                                                                                                                                                                 | Powers to be used                                                                                                                                                      |
| Perth & Kinross Council                                                                                                                                                                                                                                                                                                                                                                                                  | Statutory: Town & Country Planning (Scotland) Act 1997 as amended by the Planning etc. (Scotland) Act 2006                                                             |

The Stakeholders having undertaken evaluation criteria for all measures have compiled a summary of the results of the assessment which is presented in Table 4 below.

Each of the measures have been evaluated following a specific criteria, the evaluation process is detailed in Appendix 6. Also included in Table 4 are results from the public consultation on the measures.

**Table 4: Action Plan Measures (to be read in conjunction with Section 5)**

| Action Plan Measures                  |                                                                                                                                 |                                                                                      |                                                                                             |                                                          |                                          |                                    |              |                          |                            |                                  |                                                               |
|---------------------------------------|---------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------|----------------------------------------------------------|------------------------------------------|------------------------------------|--------------|--------------------------|----------------------------|----------------------------------|---------------------------------------------------------------|
| No.                                   | Measure Title                                                                                                                   | Potential Air Quality Impact<br><br>Zero 0%<br>Small 1%<br>Medium 2-5%<br>Large > 5% | Estimated Costs<br><br>Low ≤£20k<br>Medium £20k≤£60k<br>High £60k≤£200k<br>Very High ≥£200k | Cost Effectiveness<br><br>Low ≤ 4<br>Med 5-9<br>High ≥10 | Public Consultation Feedback             | Potential Co-environmental Impacts | Risk Factors | Potential Social Impacts | Potential Economic Impacts | Lead Authority                   | Short Term 1-2 yrs<br>Medium Term 3-6 yrs<br>Long Term > 6yrs |
| <b>A. Strategic Measures</b>          |                                                                                                                                 |                                                                                      |                                                                                             |                                                          |                                          |                                    |              |                          |                            |                                  |                                                               |
| A.1                                   | Liaise with the Scottish Government regarding the consideration of national measures to reduce background concentrations of PM. |                                                                                      |                                                                                             |                                                          |                                          | Y                                  | Unknown      | Y                        | Y                          | Scottish Govt & PKC              | Medium/Long                                                   |
| A.2                                   | Improving Links with Local Transport Policies                                                                                   |                                                                                      |                                                                                             |                                                          |                                          | Y                                  | N            | Y                        | Y                          | PKC Transport Planning           | Medium                                                        |
| A.3                                   | Improving Links with Regional Transport Strategy                                                                                |                                                                                      |                                                                                             |                                                          |                                          | Y                                  | N            | Y                        | Y                          | PKC Transport Planning & TACTRAN | Medium                                                        |
| A.4                                   | Ensure Integration of AQ with other Council strategies and Policies                                                             |                                                                                      |                                                                                             |                                                          |                                          | Y                                  | N            | Y                        | Y                          | PKC Planning                     | Medium                                                        |
| A.5                                   | Local Development Plan – Assess merit of further development in Crieff                                                          |                                                                                      |                                                                                             |                                                          |                                          | Y                                  | Y            | Y                        | Y                          | PKC Planning                     | Long                                                          |
| <b>B. Move Traffic Away from AQMA</b> |                                                                                                                                 |                                                                                      |                                                                                             |                                                          |                                          |                                    |              |                          |                            |                                  |                                                               |
| B.1                                   | Redirect local road traffic movements away from A85                                                                             | Medium                                                                               | Medium/High                                                                                 | 6                                                        | 30% Agree<br>31% Neutral<br>39% Disagree | Y                                  | Y            | Y                        | Y                          | PKC Roads & Transport Scotland   | Medium                                                        |
| B.2                                   | Incentivise parking out with AQMA (e.g. reduce/remove on-street parking, increased signage)                                     | Medium                                                                               | Medium/High                                                                                 | 6                                                        | 61% Agree<br>16% Neutral<br>24% Disagree | Y                                  | Y            | Y                        | Y                          | PKC                              | Short/Medium                                                  |

| Action Plan Measures                       |                                                                     |                                                                                      |                                                                                             |                                                          |                                          |                                    |              |                          |                            |                                       |                                                               |
|--------------------------------------------|---------------------------------------------------------------------|--------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------|----------------------------------------------------------|------------------------------------------|------------------------------------|--------------|--------------------------|----------------------------|---------------------------------------|---------------------------------------------------------------|
| No.                                        | Measure Title                                                       | Potential Air Quality Impact<br><br>Zero 0%<br>Small 1%<br>Medium 2-5%<br>Large > 5% | Estimated Costs<br><br>Low ≤£20k<br>Medium £20k≤£60k<br>High £60k≤£200k<br>Very High ≥£200k | Cost Effectiveness<br><br>Low ≤ 4<br>Med 5-9<br>High ≥10 | Public Consultation Feedback             | Potential Co-environmental Impacts | Risk Factors | Potential Social Impacts | Potential Economic Impacts | Lead Authority                        | Short Term 1-2 yrs<br>Medium Term 3-6 yrs<br>Long Term > 6yrs |
| <b>C. Traffic Management</b>               |                                                                     |                                                                                      |                                                                                             |                                                          |                                          |                                    |              |                          |                            |                                       |                                                               |
| C.1                                        | Possible provision of smart parking in Crieff                       | Small                                                                                | High                                                                                        | 2                                                        | 45% Agree<br>35% Neutral<br>20% Disagree | Y                                  | Y            | Y                        | Y                          | PKC Transport Planning                | Medium                                                        |
| C.2                                        | Urban Traffic Control Systems Congestion Management                 | Medium                                                                               | High                                                                                        | 4                                                        | 81% Agree<br>11% Neutral<br>8% Disagree  | Y                                  | Y            | Y                        | Y                          | Transport Scotland & PKC Roads        | Medium                                                        |
| C.3                                        | Anti –idling enforcement                                            | Small                                                                                | Medium                                                                                      | 3                                                        | 65% Agree<br>18% Neutral<br>16% Disagree | Y                                  | Y            | Y                        | Y                          | PKC                                   | Medium                                                        |
| C.4                                        | Undertake a review of the current locations of pedestrian crossings | Small                                                                                | Low                                                                                         | 4                                                        | 58% Agree<br>24% Neutral<br>18% Disagree | Y                                  | Y            | Y                        | Y                          | Transport Scotland & PKC              | Short                                                         |
| C.5                                        | Limit or prioritise traffic turning right on to High Street         | Medium                                                                               | High                                                                                        | 8                                                        | 50% Agree<br>29% Neutral<br>21% Disagree | Y                                  | Y            | Y                        | Y                          | Transport Scotland & PKC Roads        | Short                                                         |
| <b>D. Reduce the Emissions from Source</b> |                                                                     |                                                                                      |                                                                                             |                                                          |                                          |                                    |              |                          |                            |                                       |                                                               |
| D.1                                        | Encourage Private and public operators to pursue cleaner vehicles   | Small                                                                                | Medium                                                                                      | 3                                                        | 82% Agree<br>10% Neutral<br>8% Disagree  | Y                                  | Y            | Y                        | Y                          | PKC                                   | Long                                                          |
| D.2                                        | Maintenance of the Local/ Voluntary Bus Quality Partnership         | Small                                                                                | Low                                                                                         | 4                                                        | 73% Agree<br>21% Neutral<br>6% Disagree  | Y                                  | Y            | Y                        | Y                          | PKC Public Transport Unit             | Long                                                          |
| D.3                                        | School Travel Plans                                                 | Small                                                                                | Low                                                                                         | 4                                                        | 80% Agree<br>16% Neutral<br>3% Disagree  | Y                                  | N            | Y                        | Y                          | PKC Roads & PKC Public Transport Unit | Long                                                          |

| Action Plan Measures                                      |                                                                                     |                                                                                      |                                                                                             |                                                          |                                          |                                    |              |                          |                            |                           |                                                               |
|-----------------------------------------------------------|-------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------|----------------------------------------------------------|------------------------------------------|------------------------------------|--------------|--------------------------|----------------------------|---------------------------|---------------------------------------------------------------|
| No.                                                       | Measure Title                                                                       | Potential Air Quality Impact<br><br>Zero 0%<br>Small 1%<br>Medium 2-5%<br>Large > 5% | Estimated Costs<br><br>Low ≤£20k<br>Medium £20k≤£60k<br>High £60k≤£200k<br>Very High ≥£200k | Cost Effectiveness<br><br>Low ≤ 4<br>Med 5-9<br>High ≥10 | Public Consultation Feedback             | Potential Co-environmental Impacts | Risk Factors | Potential Social Impacts | Potential Economic Impacts | Lead Authority            | Short Term 1-2 yrs<br>Medium Term 3-6 yrs<br>Long Term > 6yrs |
| D.4                                                       | Public Transport Improvements                                                       | Small                                                                                | Medium                                                                                      | 3                                                        | 62% Agree<br>24% Neutral<br>15% Disagree | Y                                  | Y            | Y                        | Y                          | PKC Public Transport Unit | Long                                                          |
| D.5                                                       | Restrict access for polluting vehicles within the AQMA                              | Medium                                                                               | High                                                                                        | 4                                                        | 40% Agree<br>20% Neutral<br>40% Disagree | Y                                  | Y            | Y                        | Y                          | Transport Scotland & PKC  | Long                                                          |
| D.6                                                       | Introduce ECO Stars scheme for HGV and bus operators                                | Small                                                                                | Medium                                                                                      | 3                                                        | 77% Agree<br>19% Neutral<br>3% Disagree  | Y                                  | Y            | Y                        | Y                          | PKC                       | Short                                                         |
| <b>E. Reduce Emissions by Reducing Demand for Traffic</b> |                                                                                     |                                                                                      |                                                                                             |                                                          |                                          |                                    |              |                          |                            |                           |                                                               |
| E.1                                                       | Promotion of liftsharing and development of car clubs                               | Small                                                                                | Low                                                                                         | 4                                                        | 51% Agree<br>27% Neutral<br>22% Disagree | Y                                  | N            | Y                        | N                          | PKC & TACTRAN             | Short/<br>Medium                                              |
| E.2                                                       | Travel Plans for large institutions and businesses                                  | Small                                                                                | Low                                                                                         | 4                                                        | 62% Agree<br>16% Neutral<br>21% Disagree | Y                                  | Y            | Y                        | N                          | PKC Planning & TACTRAN    | Short                                                         |
| E.3                                                       | Create and Implement PKC Corporate Travel Plan                                      | Small                                                                                | Low                                                                                         | 4                                                        | 74% Agree<br>12% Neutral<br>14% Disagree | Y                                  | N            | Y                        | Y                          | PKC & TACTRAN             | Medium                                                        |
| E.4                                                       | Promotion of active travel                                                          | Small                                                                                | Low                                                                                         | 4                                                        | 70% Agree<br>20% Neutral<br>10% Disagree | Y                                  | Y            | Y                        | Y                          | PKC                       | Short                                                         |
| E.7                                                       | Awareness raising and education, presentations at local schools/ community meetings | Small                                                                                | Medium                                                                                      | 3                                                        | 70% Agree<br>27% Neutral<br>3% Disagree  | N                                  | N            | N                        | N                          | PKC                       | Short                                                         |
| E.8                                                       | Cycling and walking routes to be routed to link in with the campus for sport.       | Small                                                                                | Medium                                                                                      | 3                                                        | 66% Agree<br>21% Neutral<br>13% Disagree | Y                                  | Y            | Y                        | Y                          | PKC                       | Short                                                         |

| Action Plan Measures                           |                                                                                       |                                                                                      |                                                                                             |                                                          |                                          |                                    |              |                          |                            |                               |                                                               |
|------------------------------------------------|---------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------|----------------------------------------------------------|------------------------------------------|------------------------------------|--------------|--------------------------|----------------------------|-------------------------------|---------------------------------------------------------------|
| No.                                            | Measure Title                                                                         | Potential Air Quality Impact<br><br>Zero 0%<br>Small 1%<br>Medium 2-5%<br>Large > 5% | Estimated Costs<br><br>Low ≤£20k<br>Medium £20k≤£60k<br>High £60k≤£200k<br>Very High ≥£200k | Cost Effectiveness<br><br>Low ≤ 4<br>Med 5-9<br>High ≥10 | Public Consultation Feedback             | Potential Co-environmental Impacts | Risk Factors | Potential Social Impacts | Potential Economic Impacts | Lead Authority                | Short Term 1-2 yrs<br>Medium Term 3-6 yrs<br>Long Term > 6yrs |
| E.9                                            | Provision of PKC "Champions" for transportation methods                               | Small                                                                                | Low                                                                                         | 4                                                        | 50% Agree<br>20% Neutral<br>30% Disagree | Y                                  | N            | Y                        | N                          | PKC & Crieff Voluntary Groups | Short                                                         |
| F. Reduce Emissions from Non-Transport Sources |                                                                                       |                                                                                      |                                                                                             |                                                          |                                          |                                    |              |                          |                            |                               |                                                               |
| F.1                                            | Review Biomass installations & other developments likely to cause pollution           | Small                                                                                | Low                                                                                         | 4                                                        | 41% Agree<br>45% Neutral<br>14% Disagree | Y                                  | N            | Y                        | Y                          | PKC Planning                  | Short                                                         |
| G. Other Measures                              |                                                                                       |                                                                                      |                                                                                             |                                                          |                                          |                                    |              |                          |                            |                               |                                                               |
| G.1                                            | Increase AQ Monitoring Network:                                                       | Zero                                                                                 | Medium                                                                                      | 0                                                        |                                          | N                                  | N            | N                        | Y                          | PKC                           | Medium/Long                                                   |
| G.2                                            | Regional AQ Modelling Study                                                           | Zero                                                                                 | Low                                                                                         | 0                                                        |                                          | N                                  | N            | N                        | Y                          | PKC & AQ Consultant           | Short                                                         |
| G.3                                            | Cycling and walking routes to be incorporated into transport model                    | Small                                                                                | Low                                                                                         | 4                                                        |                                          | Y                                  | N            | Y                        | Y                          | PKC                           | Short                                                         |
| G.4                                            | Transport assessments for developments to be required as part of the planning process | Small                                                                                | Low                                                                                         | 4                                                        |                                          | Y                                  | Y            | Y                        | Y                          | PKC Transport Planning        | Medium                                                        |

## 7 Appendices



## Appendix 1: AQMA Order

### **Environment Act 1995 Part IV, Section 83(1)**

#### **Perth and Kinross Council**

#### **AQMA Order**

Perth and Kinross Council, in exercise of the powers conferred upon it by Section 83(1) of the Environment Act 1995, hereby makes the following Order.

This Order may be referred to as the "Perth and Kinross Council Air Quality Management Area (No2) Order" and shall come into effect on the Fourteenth day of April 2014.

The area shown in red on the attached maps to be designated as an air quality management area (the "designated area").

The designated area incorporates an area within this boundary line:- from the point at the Y-Junction at Perth Road and Dollerie Terrace, follow the A85 east to East High Street, the Cross, High Street, James Square then on to West High Street stopping at the junction of Galvelmore Street and Lodge Street and north up Comrie Street to the Y-Junction at Coldwells Road and mid point of Comrie Street. The AQMA area will take in the whole of the buildings along East High Street /High Street /West High Street /and Comrie Street.

This Order and map may be viewed at all public Council offices, all libraries (including mobile ones) and on the Council Website.

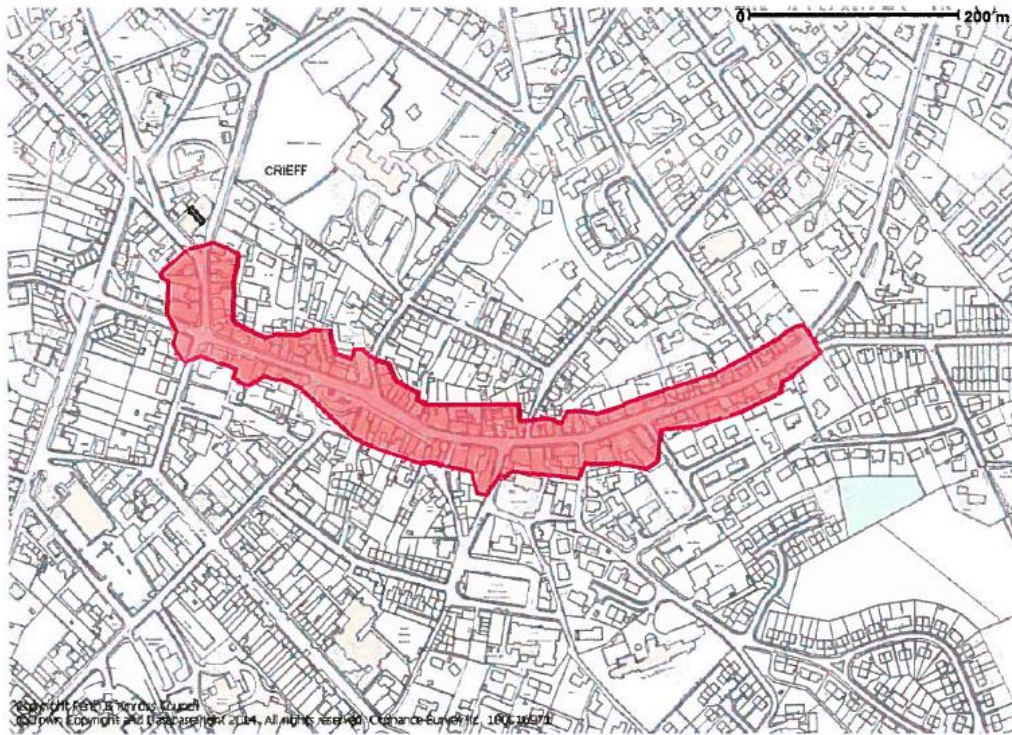
This area is designated in relation to a breach of the nitrogen dioxide and fine particles (annual mean) objectives as specified in the Air Quality (Scotland) Regulations 2000, as amended.

This Order shall remain in force until it is varied or revoked by a subsequent order.

This Order together with the attached map are sealed with the Common Seal of Perth and Kinross Council and subscribed for them and on their behalf by Ian Taylor Innes their Head of Legal Services and Proper Officer for the purposes hereof at Perth on the Tenth day of April Two thousand and fourteen.



This is the map referred to in the foregoing Order entitled the “Perth and Kinross Council Air Quality Management Area (No2) Order”



## Appendix 2: Existing Strategies and Policies Relevant to Air Quality in Crieff

### A. Local Transport Policies

#### *i. Shaping Perth's Transport Future*

In order to shape transport at a local level in Perth, PKC have adopted a transport strategy for Perth to address congestion locally. The strategy focuses mainly on the city of Perth however the key transport issues it highlights are applicable to Crieff, these are:

- Walking and Cycling - Unattractive due to road traffic, better routes required.
- Bus Network - congestion caused by bus traffic, reliability of existing bus serves.
- Local Road Network - constraints on local road network, resulting in congestion

The strategy adopts the visions and objectives set out by the regional and national transport strategy.

#### *ii. Perth Traffic and Transport Issue Transport Appraisal*

The Perth Traffic and Transport Issues Transport Appraisal were carried out in 2010. The transport appraisal was commissioned by PKC to assess the transport issues in and around Perth. The study was conducted in accordance with the Scottish Transport Appraisal Guidance (STAG).

The Appraisal recognises that air pollutants can cause local problems if they occur at high concentrations. The traffic modelling indicated that the existing road network in Perth could not support the anticipated future development.

Although the appraisal was specifically for Perth the aforementioned principle is also relevant to Crieff in that high concentrations of ambient air pollutants can cause local issues.

### B. Community Plan

PKC Community Plan (Local Outcomes Improvement Plan) 2017-2027 is a plan for improving the lives and experiences of everyone who lives, works and visits Perth & Kinross.

The purpose of the Community Plan is to provide strategic direction for Perth and Kinross for the area, local communities and individuals. One of the underpinning values within the plan is sustainability, to shape the economic, social and environmental impacts of decision making and activities within local communities.

One objective is to create safe and sustainable places within P&K for future generations which include specific actions that relate to AQ: By

- 2018/19 there will be 'AQAPs for Perth City and High Street area in Crieff'
- 2020/21 there will be 'Improved health and wellbeing of the local community as a result of reducing air pollution in Perth and Crieff'

PKC recognise that the challenges cannot be addressed by one organisation; they require multiple organisations working together to understand the changing environment and to improve and sustain the wellbeing of local communities.

The Crieff Community Trust & Crieff Community Council in conjunction with Crieff & Upper Strathearn Partnership developed a Community Action Plan for Crieff 2013-2018. This action plan is currently being refreshed for 2019-2024, with plans to launch it later in 2019.



## Appendix 3: Consultation on the Draft Air Quality Action Plan

Authorities in Scotland must consult the agencies and organisations listed below following the preparation or revision of their Air Quality Action Plan:

- Scottish Ministers;
- SEPA;
- Neighbouring local authorities;
- Other public authorities as appropriate;
- Bodies representing local business interests and other organisations as appropriate (potentially including representatives of the public e.g. community councils); and,
- Any National Park authority within or adjacent to the local authority area.
- NHS Tayside

PKC have a serious commitment to ethics and equality regarding public consultations and in turn carried out a variety of consultation exercises beginning on 7 January 2019 and ending 18 February 2019.

The beginning of the public consultation involved the release of a draft AQAP document which was made available on the PKC website and in paper form in various locations throughout Perth, Crieff and Comrie in order to maximise public engagement with the plan. Consultation questionnaires were also released with the action plans again in both online and paper format.

The online survey was created using the survey medium KwikSurveys. Social media was used to distribute the URL for the online survey and it was posted on the PKC website and emailed to some 200 individuals, businesses and stakeholders throughout the Strathearn area.

Paper versions of the questionnaire were distributed throughout Strathearn through face to face hand-outs, posted through doorways on the A85 and handed into community hubs and businesses in the area. These paper questionnaires contained FREEPOST PKC envelopes in order to ensure no cost was incurred to the public and responses could be maximised.

Both local and national organisations were encouraged to forward formal responses out with the questionnaire format in order to be able to further voice their professional opinion in a way that suited them.

PKC also held 2 consultation events during the public consultation period. These events were advertised via the distribution of leaflets which also aimed to educate the public on the issue. Both a midweek evening event and a weekend daytime event were chosen in an attempt to increase attendance rates at these events which were held on Wednesday 9 January 2019 from 17:00 to 19:00 and on Sunday 13 January from 12:00 to 15:00.

The format of these events included a presentation by Regulatory Services Principle Officer Kirsty Steven of PKC and by Air Quality Consultant, Stephen Stratton of Ricardo Energy & Environment. This presentation detailed the causes of the exceedances on the Crieff high street corridor in detail and the action planning process itself in order to inform the attendees further. Following the presentation, the attendees were encouraged to take part in a workshop where they were able to

voice how they feel air quality in Crieff could be improved and their thoughts on the implications of the proposed measures. This was complimented by a question and answer session where the public were encouraged to speak to representatives of PKC and Ricardo Energy & Environment and view the various materials regarding the AQMA placed around the events.

The online consultation survey was viewed 127 times and 66 responses were received. Another 4 responses were submitted separately and a small number of organisations such as SEPA and The Tayside and Central Scotland Transport Partnership (TACTRAN) submitted formal written consultation responses.

The results of the public consultation have been made available on the PKC Consultation Hub website at: <https://consult.pkc.gov.uk/change-and-improvement/crieff-draft-air-quality-action-plan-consultation/>

Following consultation and the formal adoption of the Action Plan, the Council is required to submit annual Action Plan progress updates as part of the Annual Progress Report submission to the Scottish Government and SEPA.

## Appendix 4: Conclusions of LAQM Review and Assessments

### Summary of LAQM Review and Assessment in Perth and Kinross

#### A. Updating and Screening Assessment 2009

The 2009 Updating and Screening Assessment (USA) identified annual mean concentrations above the Air Quality Strategy (AQS) objective of  $40\mu\text{g.m}^{-3}$  at two sites in Crieff (out with Perth Centre AQMA) during 2008. As a result, two additional monitoring sites at the façade of buildings were introduced in Crieff.

#### B. Updating and Screening Assessment 2012

The 2012 USA started the fifth round of review and assessment for PKC. During 2011 the diffusion tubes in Crieff continued to show  $\text{NO}_2$  levels above the objective, therefore PKC commissioned Ricardo AEA to conduct a Detailed Assessment.

#### C. Detailed Assessment Crieff (2012)

A Detailed Assessment was conducted to investigate the magnitude and spatial extent of exceedances of nitrogen dioxide ( $\text{NO}_2$ ) and particulate matter ( $\text{PM}_{10}$ ) annual mean along the A85 in Crieff.

The study concluded that exceedances of the  $\text{NO}_2$  annual mean objective of  $40\mu\text{g.m}^{-3}$  occurred at locations with relevant exposure in 2011. The exceedances are in areas along East High Street and West High Street. The study also concludes that exceedances of the Scottish  $\text{PM}_{10}$  annual mean objective of  $18\mu\text{g.m}^{-3}$  occurred at locations with relevant exposure in 2011. The exceedance areas for  $\text{PM}_{10}$  are slightly larger than for  $\text{NO}_2$ , but are still confined to short stretches of East High Street and West High Street.

$\text{NO}_2$  and  $\text{PM}_{10}$  concentrations were modelled at two heights, 1.5 m and 4 m to represent relevant exposure at ground floor height and 1<sup>st</sup> floor height. Figure 3 and Figure 4 show contour plots with annual mean  $\text{NO}_2$  concentrations along the A85 in Crieff at the two specified heights during 2011. The results clearly showed that several residential properties lie within the exceedance areas for both  $\text{NO}_2$  and  $\text{PM}_{10}$  at 1.5m and 4m height. The exceedance area for  $\text{PM}_{10}$  is larger than that for  $\text{NO}_2$ .

The Detailed Assessment recommended that PKC should consider declaring an AQMA for the  $\text{NO}_2$  and  $\text{PM}_{10}$  annual mean objectives in the areas of the East High Street and West High Street in Crieff. As a result of the assessment PKC declared an AQMA in Crieff in April 2014.

#### D. Further Assessment Crieff (2015)

The Further Assessment was conducted in May 2015 to assess the magnitude and spatial extent of any exceedances of the annual mean air quality objectives for  $\text{NO}_2$  and  $\text{PM}_{10}$  within the Air Quality Management Area (AQMA) that was declared at Crieff's High Street corridor in April 2014. The AQMA boundary within Crieff is presented in Figure 1.

The study confirmed the findings of the previous Detailed Assessment, namely that there were exceedances of the annual mean  $\text{NO}_2$  objective and annual mean  $\text{PM}_{10}$  objective where relevant exposure exists. The monitoring and dispersion modelling carried out to support the Further Assessment indicated that exceedances of the  $\text{NO}_2$  and  $\text{PM}_{10}$  annual mean objectives were still occurring within the Crieff AQMA. The boundaries of the AQMA were therefore still appropriate and did not require to be revoked or amended at the time of the Further Assessment.

Within the Crieff AQMA, the dispersion modelling results indicated that up to 70 residential properties within the AQMA were exposed to exceedances of the annual mean NO<sub>2</sub> and PM<sub>10</sub> objectives during 2012, equating to an exposed population of approximately 153 people.

The further assessment estimated that emission reductions of road NO<sub>x</sub> (first noted) in the Crieff AQMA of up to 22% were required in order to achieve compliance with the annual mean NO<sub>2</sub> objective at all locations of relevant exposure. For compliance with the annual mean PM<sub>10</sub> objective, it was estimated that a reduction in the road contribution of PM<sub>10</sub> of up to 46% was required.

### **E. Source Apportionment Analysis**

As part of the 2015 Further Assessment, Source Apportionment was undertaken to quantify the contributions of different pollutant sources to ambient concentrations. This aims to allow the Local Authority's Action Plan to target specific sources when attempting to reduce pollutant concentrations in the AQMA. Tailpipe emissions are predominantly NO<sub>x</sub> which is converted to NO<sub>2</sub> through chemical reactions, therefore emissions of NO<sub>x</sub> are analysed.

The source apportionment for the Crieff AQMA assessment:

- Confirmed that exceedances of the NO<sub>2</sub> and PM<sub>10</sub> objective are due to road traffic.
- Determined the extent to which different vehicle types are responsible for the emission contributions to NO<sub>x</sub>/NO<sub>2</sub> and PM<sub>10</sub>.
- Quantified what proportion of total NO<sub>x</sub> and PM<sub>10</sub> are due to background emissions, or local emissions from busy roads in the local area. Quantifying emissions aided PKC to focus actions on local traffic movements.

Examination of the source apportionment results indicates that:

- The proportion of emissions from queuing traffic is higher at the western end of West High Street than at other locations. Traffic surveys indicated that traffic appears to queue regularly throughout the day at this location with longer queues occurring during peak periods; this may be when vehicles are waiting to turn right onto Comrie Street.
- The source apportionment also indicated that the highest proportion of NO<sub>x</sub> emissions at all receptors is from HGV's and cars.
- NO<sub>x</sub> and PM<sub>10</sub> emissions from buses are relatively low when compared to other vehicle types.

It was also evident from the results that background PM<sub>10</sub> concentrations are responsible for a large proportion of PM<sub>10</sub> concentrations within Crieff. In order to reduce background concentrations national policies and measures are required to address background PM<sub>10</sub> concentrations across Scotland. PKC will work with Scottish Government in support of any national PM reduction measures.

### **F. Scenario Analysis**

Following the conclusions from the source apportionment analysis, three mitigation scenarios were modelled:

- Increase average speed via parking restrictions
- Reduce traffic queue lengths during peak periods at the junction of West High Street and Comrie Street
- Decrease in the number of HGV traffic passing through the AQMA/Restrict HGV traffic to Euro 5 and 6 vehicles



The Further Assessment concluded that the three mitigation scenarios modelled indicated that each option will provide reduction in both NO<sub>x</sub> and PM<sub>10</sub> emissions. The predicted reduction in NO<sub>2</sub> concentrations were much greater than the predicted reduction in PM<sub>10</sub> concentrations for all scenarios tested.

The modelling results indicate that compliance with NO<sub>2</sub> annual mean objectives may be achievable by implementing the measures modelled in the further assessment. However it is likely that a combination of the measures will be required to reduce annual mean PM<sub>10</sub> concentrations sufficiently to be compliant with the Scottish objective.

Further information on all of these assessments can be found on the PKC website : <https://www.pkc.gov.uk/article/15307/Air-quality-reports>

## Appendix 5: Traffic Survey

### Summary

SYSTRA Ltd (SYSTRA) was contracted by Perth & Kinross Council (PKC) in August 2018 to develop a microsimulation traffic model of Crieff. The traffic model will be used to undertake scenario testing to inform air quality modelling work. The work will provide the evidence behind PKC's proposals in the Air Quality Action Plan (AQAP) for Crieff.

In order to develop an accurate traffic model, a detailed traffic survey programme was carried out to collect up-to-date traffic data in Crieff. The programme was conducted on 16 August 2018, and consisted of the following surveys:

- Junction Turning Counts
- Queue Length Surveys
- Automatic Number Plate Recognition (ANPR)
- Pedestrian Crossing Surveys
- Bus Dwell Time Surveys
- Parking Surveys

All surveys were carried out in consultation with PKC to ensure that special events and school holidays did not affect the data. The traffic surveys were based around the following time periods:

- AM peak period 07:00 – 10:00
- Inter peak period 10:00 – 16:00
- PM peak period 16:00 – 19:00

#### A. Turning Counts

Junction turn counts were undertaken at 34 junctions in Crieff. Of those sites, eight were carried out in the Crieff High Street corridor.

The traffic movements observed were tidal in nature, with traffic flows weighted towards A85T Perth during the morning period and coming from A85T Perth in the evening period. The PM peak traffic flows were also much higher than the AM peak period flows.

Traffic coming from A85T Comrie was around 25% of the traffic volume from Lodge Street and A822 Burrell Street. At the other end of town, traffic from Dollerie Terrace was around 25% of the traffic coming in from A85T Perth.

The junction of Lodge Street/Galvelmore Street/A85T Comrie Street was the busiest junction with a high proportion of turning traffic. This junction experiences a high proportion of right turns from West High Street onto A85T Comrie Street

Overall, there was a high proportion of turning traffic along the length of the Crieff high street corridor, reflecting its role as the key route in Crieff.

#### B. Queue Length Survey

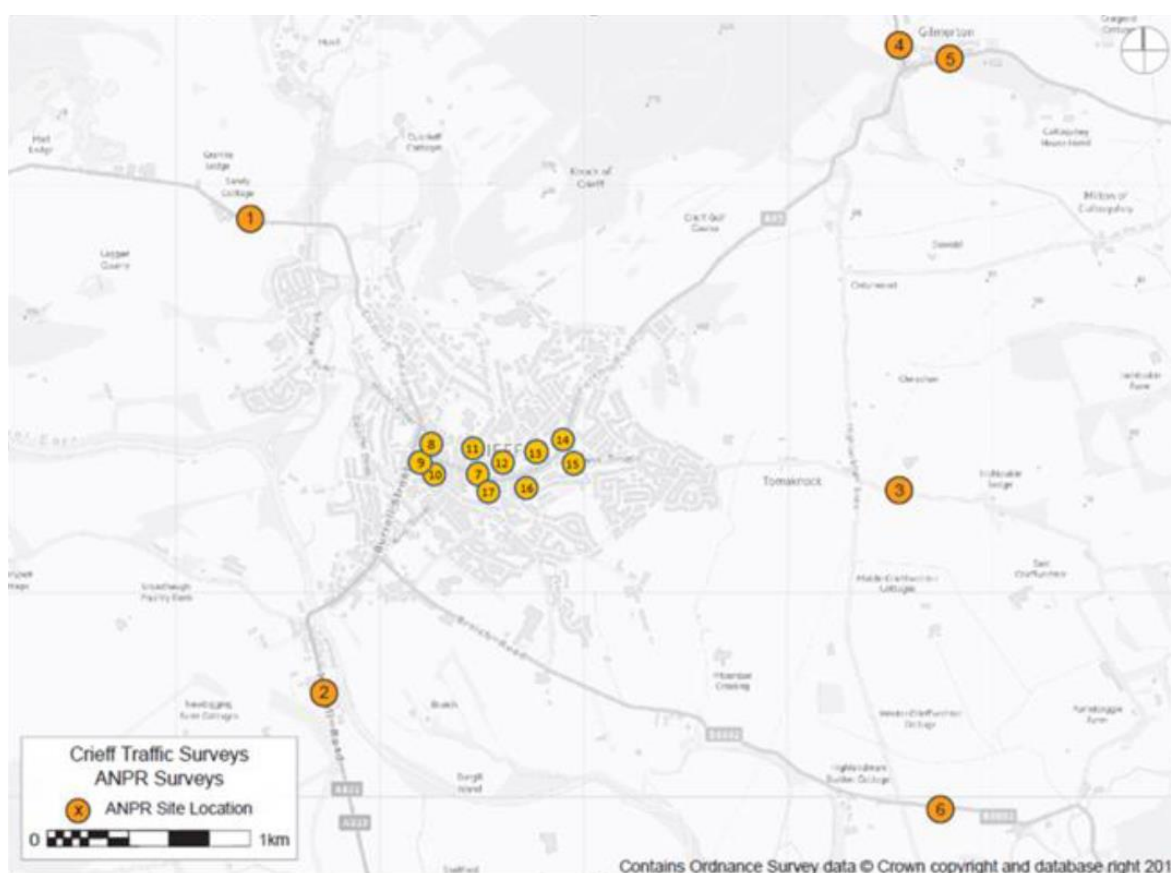
Queue length data was taken for key junctions around Crieff throughout the entire survey period. Analysis of this data illustrated the cumulative queuing pattern for these junctions.

The junctions at A85/Comrie Street/Galvelmore Street and at A85 Perth Road/Dollerie Terrace experienced the most queuing during the survey. This was especially true during the PM peak period, in which there was a maximum of 33 vehicles queued at the A85/Comrie Street/Galvelmore Street junction.

During the AM period junctions near Strathearn Community Campus had the longest queues, in particular the junctions at Pittenzie Road/Hebridean Gardens/High School and Pittenzie Road/Broich Road

### C. ANPR Survey

In order to understand the origin of trips passing through Crieff and through the AQMA, an Automatic Number Plate Recognition (ANPR) survey was undertaken. Several ANPR cameras were set up in various cordons to monitor those travelling into or around Crieff. These cameras would capture the registration plate of each passing vehicle, the time, vehicle classification (Car, LGV, HGV etc) and the direction of travel. The locations of the cameras are shown in [Figure 3](#).



**Figure 3: Map of Crieff Traffic Survey ANPR Camera Locations**

The results of the ANPR surveys suggest:

Outer Cordon:

- During the morning peak period, around 93 trips (cars and vans) and 6 HGVs (trucks and coaches) were captured travelling through Crieff from A85T Comrie Road to A85T Perth Road, representing around 65% of the total traffic flow eastbound on A85T Comrie Road. Around 81 trips and 7 HGVs were captured travelling between A85T Perth Road to A85T Comrie Road, about 69% of the total traffic flow westbound on A85T Perth Road. Of the traffic captured heading north on A822 Muthill Road (into Crieff), 146 were captured again on strategic routes (heading out of Crieff).

- During the evening peak period, around 116 trips and 5 HGVs were captured travelling through Crieff from A85T Comrie Road to A85T Perth Road, representing around 51% of the total flow eastbound on A85T Comrie Road. Around 113 trips and 7 HGVs were captured travelling between A85T Perth Road to A85T Comrie Road, around 63% of the total flow westbound on A85T Perth Road. Of the traffic captured heading north on A822 Muthill Road (into Crieff), 191 were captured again on strategic routes (heading out of Crieff).

#### East Cordon:

- During the morning peak period, 373 trips and 14 HGVs were captured travelling from A85T Perth Road to A85T High Street, representing around 78% of the westbound flow on A85T Perth Road. About 383 trips and 25 HGVs were captured travelling between A85T High Street and A85T Perth Road, around 67% of the total flow eastbound on A85T High Street.
- During the evening peak period, about 677 trips and 15 HGV were captured travelling from A85T Perth Road to A85T High Street, representing around 75% of the westbound flow on A85T Perth Road. About 540 trips and 25 HGVs were captured travelling between A85T High Street and A85T Perth Road, around 58% of the total flow eastbound on A85T High Street.

#### West Cordon:

- During the morning peak period, around 374 trips and 22 HGVs were captured travelling from Lodge Street to A85T High Street, representing around 71% of the flow on Lodge Street. Over 200 trips and around 10 HGVs were captured travelling between A85T High Street and both A85T Comrie Road and Lodge Street.
- During the evening peak period, around 547 trips and 13 HGVs were captured travelling from Lodge Street to A85T High Street, representing around 75% of the flow on Lodge Street. Over 400 trips and around 10 HGVs were captured travelling between A85T High Street and Lodge Street.

#### A85T High Street:

- Both morning and evening peak data suggests that of the (matched) vehicles passing eastbound along Crieff High Street, around two thirds came from Lodge Street and around a quarter from A85T Comrie Street. Of those, a third were captured entering Crieff from A85T Comrie Road and a third from A822 Muthill Road.
- Of the (matched) vehicles passing westbound along the High Street, around half came from A85T Perth Road and a quarter from Dolerie Terrace. Of those, a third were captured entering Crieff from A85T Perth and around 10% from Gilmerton.

### **D. Pedestrian Crossings**

Pedestrian crossing counts were carried out at two locations in Crieff town centre. These were located on the A85 west of Hill Street and on the A85 west of Church Street. The information obtained from these surveys suggested that the pedestrian crossing on the A85 west of Hill Street was the busier of the two locations, with around 60% more pedestrian movements occurring than at the crossing west of Church Street over the course of the survey.

### **E. Bus Stop Dwell Times**

Bus stop dwell time surveys were carried out at two locations. The time each bus stopped at each of the bus stops was recorded, along with the bus service number and the time between the bus moving

off from the stop. A dwell time was then calculated for each bus using both bus stop locations. The following locations were surveyed:

- Stop 1 (Eastbound) A85 West of Hill Street (outside the former Drummond Arms Hotel)
- Stop 2 (Westbound) A85 East of Hill Street (Outside RS McColl)

A total of 82 buses were observed stopped at these locations during the survey period. The information gathered suggested that:

- The westbound bus stop (outside RS McColl) saw more buses stopped overall during the survey period
- On average, the eastbound bus stop (outside the former Drummond Hotel) had a greater bus dwell time for the AM, Inter and PM Peak periods.
- The Service 15/15A generally had the longer dwell time, probably reflecting the higher number of passengers boarding/alighting.

## **F. Parking Survey**

Parking surveys were undertaken at a number of car parks within Crieff (James Square, King St, Leadenflower Road and Leadenflower Street) and on the A85T High Street between Coldwells Road and Strathearn Terrace. The surveys were conducted in 15 minute beats. In the case of the on-street surveys, the beats were carried out on both sides of the road and included on-street parking bays, blue badge parking bays and any illegal parking on double yellow lines. The data gives information on both parking occupancy and parking duration.

For the town centre car parks, the majority of vehicles parked for less than 2 hours, with greatest proportion parking for less than 15 minutes. For the on-street parking beats, the majority of vehicles parked for less than 2 hours, with 50% staying for less than 30 mins.

The town centre car parks are generally busier during the middle part of the day (0900-1500hrs). All have some residual (overnight) parked vehicles. The car park at James Square had a high occupancy rate, and due to its small size was at 100% capacity during the middle of the day. Car parks at King Street, Leadenflower Road and Leadenflower Street all remained below 100% capacity. Leadenflower road car park in particular did not exceed more than 50% capacity throughout the survey period.

The on-street parking beats suggest the high street is busy throughout the day, with the west end busier than the east end. A number of vehicles were captured double/illegally parked for short periods taking the occupancy over the 100% capacity.

## **G. Conclusion**

The Crieff high street corridor is a core route through the area, with many vehicles turning onto or off the A85 regularly. The most used junctions in this route are the junctions at Lodge Street/Galvelmore Street/A85T Comrie Street and A85 Perth Road/Dollerie Terrace, where the longest queue lengths were found during the survey. During the morning, roads around Strathearn Community Campus have the longest queues.

On street car parking on the A85 is frequently over 100% capacity, with vehicles double/illegally parking for short periods. The car parks at King Street, Leadenflower Street and Leadenflower Road all remained under 100% capacity throughout the survey, with Leadenflower Road car park remaining below 50% capacity during the survey.

## Appendix 6: Evaluation of Action Plan Measures

### Potential Air Quality Impact

This is a key assessment in that the AQAP must focus on prioritising options that improve air quality most effectively. The assessment is complex in that the detailed assessment of any given option could normally be subject to a study of its own requiring significant resources.

A semi-quantitative assessment relying on a level of judgement has been adopted. The method used is outlined below:

- The description of the option and the proposed change to be brought about by the option is used alongside the source apportionment analysis (Chapter 3) to define what proportion of road transport emissions would potentially be affected by the option.
- A view is then expressed on how much of the traffic would actually be changed by the option.
- The proportion of emissions potentially affected by the option and the view on how far they could be changed by the option are combined to express a view on how much transport emissions may be reduced in the AQMA due to the option.
- A view is then expressed on how significant this change in emissions would be in terms of making progress towards the air quality standard in the AQMA.

For the purpose of the AQ assessment the result of the realistic intervention has been assessed as having a potentially:

- **Zero** local AQ benefit if the realistic intervention is 0% or worse
- **Small** local AQ benefit if the realistic intervention is 1%
- **Medium** local AQ benefit if the realistic intervention is 2-5%
- **Large** local AQ benefit if the realistic intervention is >5%.

### Implementation Costs

The potential implementation costs of each option are assessed as follows:

- **Cost neutral** (measure already implemented through existing plans/ programmes)
- **Low** costs (up to £20k annually e.g. for small surveys or campaigns or other options using current resources)
- **Medium** costs (up to £60k annually e.g. for a full time officer and resources)
- **High** costs (up to £200k annually e.g. for small traffic management schemes)
- **Very high** costs (above £200k annually e.g. for new infrastructure)

These cost bandings may be subject to revision.

## Cost effectiveness

The effectiveness of each measure in improving air quality is compared to the implementation costs in the following matrix.

| AQ benefit \ Cost | Score | Zero | Small | Medium | Large |
|-------------------|-------|------|-------|--------|-------|
|                   |       |      |       |        |       |
| Score             |       | 0    | 1     | 2      | 3     |
| Neutral           | 5     | 0    | 5     | 10     | 15    |
| Low               | 4     | 0    | 4     | 8      | 12    |
| Medium            | 3     | 0    | 3     | 6      | 9     |
| High              | 2     | 0    | 2     | 4      | 6     |
| Very High         | 1     | 0    | 1     | 2      | 3     |

The assessed implementation costs and potential air quality impacts have been given a weighted score. The product of the weighted scores for each option is calculated. The results can be interpreted as follows:

- If the product is **high** (10 or more) then the measure is more cost-effective (significant impacts for the cost involved) and perhaps favourably cost-effective
- If the product is **medium** (between 5-9) then the measure is in the **medium** range of cost-effectiveness
- If the product is **low** (4 or less) then the measure is less cost-effective (small impacts for the cost involved) and perhaps unacceptably poor in cost-effectiveness terms.

This method only estimates the *relative* cost-effectiveness of options rather than their *absolute* values. The method is useful during discussions of the relative priority of different options. The final cost-effectiveness value is sensitive to changes in the assumptions of how effective a measure might be in reducing emissions and how costly it is.

## Potential Co-Environmental Benefits

In this assessment other environmental benefits are highlighted.

- Greenhouse gases: The likely effect on greenhouse gas emissions is assessed as being an overall reduction or a local reduction perhaps with emissions being relocated elsewhere.
- Noise.

Without detailed information on the true impacts of the options these assessments rely on judgement.

## Potential Risk Factors

In this assessment risk factors are highlighted. These may be looked at more closely within a Strategic Environmental Assessment of any measure implemented. At this stage it is simply highlighted whether or not it is likely that the measure would:

- Relocate emissions and hence lead to worsening air quality elsewhere
- Require a change in land use
- Place limits on pace of development, or increase costs of development significantly.



Without detailed information on the true impacts of the measures, these assessments rely on judgement.

## Potential Social Impacts

Potential social impacts are highlighted. These may need to be examined more closely when developing the options further. At this stage it is simply highlighted whether or not it is likely that the option would potentially:

- Provide health benefits in terms of lower exposure to pollutants or increased mobility
- Increase road safety
- Improve accessibility

Without detailed information on the true impacts of the options these assessments rely on judgement.

## Potential Economic Impacts

Potential economic impacts are highlighted. These may need to be examined more closely when developing the options further. At this stage it is simply highlighted whether or not it is likely that the option would potentially:

- Influence sustainable development or accessibility in Crieff
- Reduce or increase overall travel time
- Place additional requirements on operators.

## Feasibility and Acceptability

Each option has been assessed for its feasibility against three simple criteria. These are whether the authority has:

- The executive powers under existing legislation to implement and enforce a measure. Alternatively, whether the authority has an existing mechanism to influence other agencies to implement a measure.
- Secured funding for the measure or a straightforward route for securing funding.
- Characterised the potential positive and negative impacts of the measure with sufficient evidence or confidence to make a decision to implement the measure.

Table 5 below sets out the criteria adopted for defining the option as being feasible over the short, medium or long term, or as being unfeasible. Each option is assessed against each criterion. The final feasibility timeframe is defined according to which of the three assessments results in the longest of the four possible terms (short, medium, long or unfeasible). For example, an option for which powers are clear and for which impacts are well characterised but for which funding will be difficult to obtain would be assessed as feasible over the long term.

**Table 5: Criteria for Feasibility Analysis**

| Criteria for feasibility analysis |                                                 |                                 |                                                                |
|-----------------------------------|-------------------------------------------------|---------------------------------|----------------------------------------------------------------|
| Feasible in the:                  | Authority has the powers                        | Funding secured                 | Potential positive and negative impacts are well characterised |
| Short term (1-2 years)            | Yes, clearly defined and already exercised      | Yes potentially straightforward | Yes                                                            |
| Medium term (3-6 years)           | Yes but novel or with an element of uncertainty | Yes with forward planning       | Not without further study                                      |
| Long term (>6 years)              | Highly uncertain                                | No or extremely difficult       | Not without further study                                      |
| Unfeasible                        | No                                              | Will never attract funding      | Hard to characterise and with high risks                       |

## Appendix 7 - Glossary of Air Quality Terms

### **Air Quality Action Plan (AQAP)**

When a Local Authority has set up an Air Quality Management Area, AQMA, it must produce an action plan setting out the measures it intends to take in pursuit of the Air Quality Objectives in the designated area

### **Air Quality Management Area (AQMA)**

If a Local Authority identifies any locations within its boundaries where the Air Quality Objectives are not likely to be achieved, it must declare the area as an Air Quality Management Area (AQMA). The area may encompass just one or two streets, or it could be much bigger. The Local Authority is subsequently required to put together a plan to improve air quality in that area - a Local Air Quality Action Plan.

### **Air Quality Objectives**

The Air Quality Objectives are policy targets generally expressed as a maximum ambient concentration to be achieved, either without exception or with a permitted number of exceedances, within a specified timescale. The Objectives are set out in the UK Government's Air Quality Strategy for the key air pollutants.

### **Air Quality Standards**

Air Quality Standards are the concentrations of pollutants in the atmosphere which can broadly be taken to achieve a certain level of environmental quality. The Standards are based on assessment of the effects of each pollutant on human health, including the effects on sensitive sub-groups.

### **Air Quality Strategy**

The Air Quality Strategy for England, Scotland, Wales and Northern Ireland describes the plans drawn up by the Government and the Devolved Administrations to improve and protect ambient air quality in the UK in the medium-term. The Strategy sets Objectives for the main air pollutants to protect health. Performance against these Objectives is monitored where people regularly spend time and might be exposed to air pollution.

### **Annual mean**

The annual mean is the average concentration of a pollutant measured over one year. This is normally for a calendar year, but some species are reported for the period April to March, which is known as a pollution year. This period avoids splitting a winter season between two years, which is useful for pollutants that have higher concentrations during the winter months.

### **Automatic Monitoring**

Monitoring is usually termed "automatic" or "continuous" if it produces real-time measurements of pollutant concentrations. Automatic fixed point monitoring methods exist for a number of pollutants, providing high resolution data averaged over very short time periods. BAM, TEOM and FDMS instruments are all automatic monitors.

### **COMEAP**

Committee on the Medical Effects of Air Pollutants, COMEAP is an Advisory Committee of independent experts that provides advice to Government Departments and Agencies on all matters concerning the potential toxicity and effects upon health of air pollutants.

### **Diffusion Tube Samplers**

Passive diffusion tube samplers collect nitrogen dioxide and other pollutants by molecular diffusion along an inert tube to an efficient chemical absorbent. After exposure for a known time, the absorbent material is chemically analysed and the concentration calculated.

### **Dispersion Model**

A dispersion model is a means of calculating air pollution concentrations using information about the pollutant emissions and the nature of the atmosphere. In the action of operating a factory, driving a car, or heating a house, a number of pollutants are released into the atmosphere. The amount of pollutant emitted can be determined from knowledge of the process or actual measurements. Air Quality Objectives are set in terms of concentration values, not emission rates. In order to assess whether an emission is likely to result in an exceedance of a prescribed objective it is necessary to know the ground level concentrations which may arise at distances from the source. This is the purpose of a dispersion model.

### **Emission Factor**

An emission factor gives the relationship between the amount of a pollutant produced and the amount of raw material processed or burnt. For example, for mobile sources, the emission factor is given in terms of the relationship between the amount of a pollutant that is produced and the number of vehicle miles travelled. By using the emission factor of a pollutant and specific data regarding quantities of materials used by a given source, it is possible to compute emissions for the source. This approach is used in preparing an emissions inventory.

### **Exceedance**

An exceedance defines a period of time during which the concentration of a pollutant is greater than, or equal to, the appropriate air quality criteria. For Air Quality Standards, an exceedance is a concentration greater than the Standard value. For Air Pollution Bandings, an exceedance is a concentration greater than, or equal to, the upper band threshold.

### **Local Air Quality Management (LAQM)**

The Local Air Quality Management (LAQM) process requires Local Authorities to periodically review and assess the current and future quality of air in their areas. A Local Authority must designate an Air Quality Management Area (AQMA) if any of the Air Quality Objectives set out in the regulations are not likely to be met over a relevant time period.

### **Micrograms per cubic metre ( $\mu\text{g}/\text{m}^3$ )**

A measure of concentration in terms of mass per unit volume. A concentration of  $1 \mu\text{g}/\text{m}^3$  means that one cubic metre of air, contains one microgram ( $10^{-6}$  grams) of pollutant.

### **Oxides of Nitrogen ( $\text{NO}_x$ )**

Combustion processes emit a mixture of nitrogen oxides ( $\text{NO}_x$ ), primarily nitric oxide ( $\text{NO}$ ) which is quickly oxidised in the atmosphere to nitrogen dioxide ( $\text{NO}_2$ ). Nitrogen dioxide has a variety of environmental and health impacts. It is a respiratory irritant which may exacerbate asthma and possibly increase susceptibility to infections. In the presence of sunlight, it reacts with hydrocarbons to produce photochemical pollutants such as ozone.  $\text{NO}_2$  can be further oxidised in air to acidic gases, which contribute towards the generation of acid rain.

### **Particulate matter (PM)**

Airborne PM includes a wide range of particle sizes and different chemical constituents. It consists of both primary components, which are emitted directly into the atmosphere, and secondary components, which are formed within the atmosphere as a result of chemical reactions. Of greatest concern to public health are the particles small enough to be inhaled into the deepest parts of the lung. Air Quality Objectives are in place for the protection of human health for  $\text{PM}_{10}$  and  $\text{PM}_{2.5}$  – particles of less than 10 and 2.5 micrometres in diameter, respectively.

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## Appendix 2

| Post Consultation Changes to AQAP Measures                                                                                          |                                                                           |                                                                                                                                     |
|-------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------|
| Draft AQAP Measure                                                                                                                  | Steering Group Decision                                                   | Final AQAP Measure                                                                                                                  |
| A.1 Liaise with the Scottish Government regarding the consideration of national measures to reduce background concentrations of PM. | Retain                                                                    | A.1 Liaise with the Scottish Government regarding the consideration of national measures to reduce background concentrations of PM. |
| A.2 Improving Links with Local Transport Policies                                                                                   | Retain                                                                    | A.2 Improving Links with Local Transport Policies                                                                                   |
| A.3 Improve Links with Regional Transport Strategy                                                                                  | Retain                                                                    | A.3 Improve Links with Regional Transport Strategy                                                                                  |
| A.4 Encourage Integration of Air Quality with other Council strategies                                                              | Amalgamate with A5/A6: All relate to council policy regarding air quality | A.4 Ensure Integration of Air Quality with Other Council Strategies and Policies                                                    |
| A.5 Air Quality Planning Policy and Guidance                                                                                        | Amalgamate with A4/A6: All relate to council policy regarding air quality |                                                                                                                                     |
| A.6 Procurement Guidance to ensure air quality is a formal consideration of the procurement process within PKC                      | Amalgamate with A4/A5: All relate to council policy regarding air quality |                                                                                                                                     |
| A.7 Local Development Plan- Assess merit of further development in Crieff                                                           | Retain                                                                    | A.5 Local Development Plan- Assess merit of further development in Crieff                                                           |
| B.1 Local road traffic movements onto the A85                                                                                       | Reword                                                                    | B.1 Redirect local road traffic movements away from the A85                                                                         |
| B.2 Incentive parking out with AQMA                                                                                                 | Reword: more specific                                                     | B.2 Incentive parking out with AQMA (e.g. reduce/remove on street parking, increased signage)                                       |
| C.1 Possible provision of smart parking in Crieff                                                                                   | Retain                                                                    | C.1 Possible provision of smart parking in Crieff                                                                                   |
| C.2 Urban Traffic Control Systems congestion management                                                                             | Retain                                                                    | C.2 Urban Traffic Control Systems congestion management                                                                             |
| C.3 Anti-idling Enforcement                                                                                                         | Retain                                                                    | C.3 Anti-idling Enforcement                                                                                                         |
| C.4 Relocation of pedestrian crossing on High Street                                                                                | Reword                                                                    | C.4 Undertake a review of the current locations of pedestrian crossings                                                             |
| C.5 Consider gating/holding traffic out with street canyon                                                                          | Amalgamate with C2: remove "gating"                                       | C.2 Urban Traffic Control Systems congestion management                                                                             |
| C.6 Limit or prioritise traffic turning right on to High Street                                                                     | Retain                                                                    | C.5 Limit or prioritise traffic turning right on to High Street                                                                     |
| D.1 Encourage private and public operators to pursue cleaner vehicles                                                               | Retain                                                                    | D.1 Encourage private and public operators to pursue cleaner vehicles                                                               |
| D.2 Development of a Local/ Voluntary Bus Quality Partnership                                                                       | Reword: Informal partnership already exists in PKC                        | D.2 Maintenance of the Local/ Voluntary Bus Quality Partnership                                                                     |
| D.3 School Travel Plans                                                                                                             | Retain                                                                    | D.3 School Travel Plans                                                                                                             |
| D.4 Public transport improvements                                                                                                   | Retain                                                                    | D.4 Public transport improvements                                                                                                   |

## Post Consultation Changes to AQAP Measures

|                                                                                           |                                                                      |                                                                                                                           |
|-------------------------------------------------------------------------------------------|----------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------|
| D.5 Introduce LEZ/restrict access for polluting vehicles.                                 | Reword                                                               | D.5 Restrict access for polluting vehicles within the AQMA                                                                |
| D.6 Implement eco stars scheme for HGV and bus operators                                  | Retain                                                               | D.6 Implement Eco Stars scheme for HGV and bus operators                                                                  |
| D.7 PKC eco driver training for fleet drivers and council staff                           | Amalgamate with E3: Would be part of the Corporate Travel Plan       | E.3 Create and implement PKC Corporate Travel Plan                                                                        |
| E.1 Promotion of lift sharing and development of car clubs                                | Retain                                                               | E.1 Promotion of lift sharing and development of car clubs                                                                |
| E.2 Travel Plans for large institutions and businesses                                    | Retain                                                               | E.2 Travel Plans for large institutions and businesses                                                                    |
| E.3 Create and Implement PKC Corporate Travel Plan                                        | Retain                                                               | E.3 Create and implement PKC Corporate Travel Plan                                                                        |
| E.4 Promotion of active travel                                                            | Retain                                                               | E.4 Promotion of active travel                                                                                            |
| E.5 Provide additional buses/increase bus routes                                          | Amalgamate with D4: Related to general public transport improvements | D.4 Public transport improvements                                                                                         |
| E.6 Undertake further social marketing re active travel/modal shift                       | Amalgamate with E4                                                   | E.4 Promotion of active travel                                                                                            |
| E.7 Awareness raising and education, presentations at local school's/ community meetings  | Retain                                                               | E.5 Awareness raising and education, presentations at local school's/ community meetings                                  |
| E.8 Cycling and walking routes to be routed to link in with the campus for sport.         | Retain                                                               | E.6 Cycling and walking routes to be routed to link in with the campus for sport.                                         |
| E.9 Provision of PKC "Champions" for transportation methods                               | Retain                                                               | E.7 Provision of PKC "Champions" for transportation methods                                                               |
| F.1 Biomass Installations- minimise developments which causes pollution                   | Reword                                                               | F.1 Biomass Installations and other developments likely to cause pollution- review developments which may cause pollution |
| G.1 Increase AQ Monitoring Network                                                        | Retain                                                               | G.1 Increase AQ Monitoring Network                                                                                        |
| G.2 Regional AQ Modelling study.                                                          | Retain                                                               | G.2 Regional AQ Modelling study.                                                                                          |
| G.3 Cycling and walking routes to be incorporated into transport model                    | Retain                                                               | G.3 Cycling and walking routes to be incorporated into transport model                                                    |
| G.4 Transport assessments for developments to be required as part of the planning process | Retain                                                               | G.4 Transport assessments for developments to be required as part of the planning process                                 |

# PERTH AND KINROSS COUNCIL

## Environment and Infrastructure Committee

21 August 2019

### Policy and Level of Service for Winter 2019 / 2020

#### Report by Depute Director (Housing and Environment) (Report No. 19/218)

This report recommends the level of service to be approved by the Council for the gritting and snow clearing of roads and footways in Perth and Kinross during the winter of 2019 / 2020 using plant and labour resources of Tayside Contracts and other Council Services. *Amendments and additions to this report from 2018-19 winter season are depicted in italics*

#### 1. BACKGROUND / MAIN ISSUES

- 1.1 Within Perth and Kinross there is a variety of arrangements for the Winter Service on Public Roads. Around 910km of the Council's 2,500km road network is designated as having a high priority for winter service. These priority routes receive precautionary treatment that aims to keep them generally ice-free, although this can never be guaranteed.
- 1.2 The Council also provides a high level of service on priority footways in busy urban areas. Lower levels of treatment are provided on the remainder of the carriageway and footway network, as and when required during normal working hours.
- 1.3 Some very low priority carriageways and footways are normally not treated unless hard packed snow or ice threatens to prevent access for essential services.
- 1.4 In periods of prolonged severe weather, resources are targeted towards keeping strategic roads and footways network open. As a result, it can be a considerable time, in some cases several days, before lower priority routes are reached. The availability of operatives also impacts on the level of cover that can be provided for footway treatment.
- 1.5 The Scottish Government is responsible for the winter service on the 250 km of trunk road network within Perth and Kinross covering the M90, A90, A9 and A85. This service is provided by the Operating Company - BEAR (Scotland) Ltd.
- 1.6 Experience of the recent winters has shown that the level of service is generally satisfactory, although severe snow and ice events, such as experienced in 2017/18, do fully stretch the available resources.

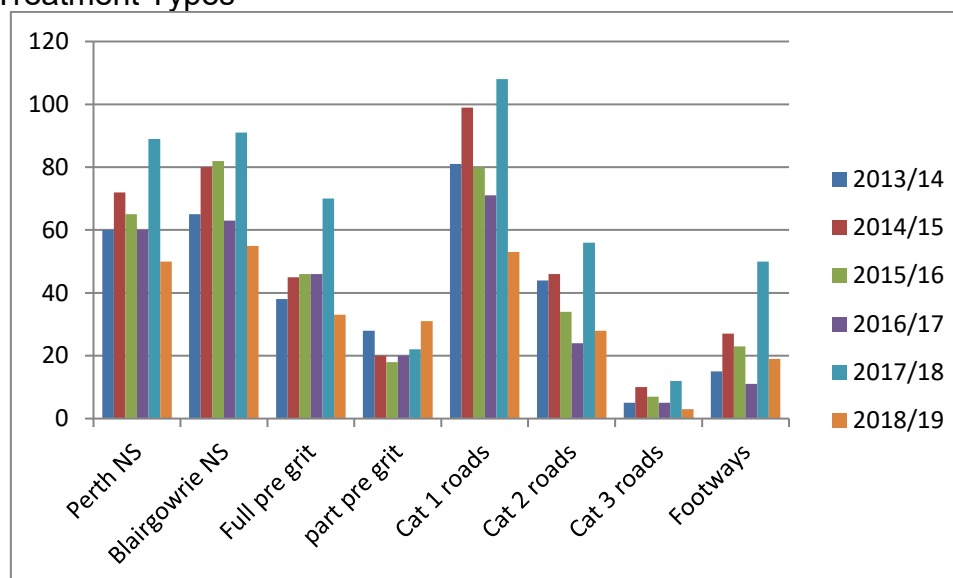


- 1.7 Last winter, 2018/19, was milder than the average, and around 2.0C above the seasonal norm. Consequently it was the 3<sup>rd</sup> lowest cost to the Council in the last 10 years, and this is demonstrated in Table 1 Winter Statistics and Figure 1 – Treatment Types, which detail the level of activity carried out over the winter period compared to other winters. In particular there were only 7 days of snowploughing (measured as across 50% minimum of the network), with the next lowest being 24 days in 2013/14. Only 12,191 tonnes of salt was spread, last winter, against an average of 21,800 tonnes.
- 1.8 It is good practice to review and evaluate the arrangements for dealing with winter and this should be undertaken in the context of the likelihood of severe weather happening and other demands on the Council budget.
- 1.9 At the end of each winter season a review of operations is carried out with stakeholder consultation. Changing weather patterns, resources and personnel constraints mean that the winter service is an evolving service and these management reviews seek to provide an acceptable level of service whilst containing costs, complying with EU Working Time Directives and managing the work/life balance for personnel.
- 1.10 The proposals in section 2 show minimal proposed changes for winter 2019/20
- 1.11 It should be noted that containing costs brings with it a risk of resources being fully stretched when adverse weather is encountered, especially if this occurs early or late in the season. Perth and Kinross Council continues to provide a reduced level of vehicles during the lead in and lead out periods to winter, which is for a longer period than adjacent authorities. This reduces resilience levels for responding to severe snow or ice events during these periods. If required, volunteers from within the workforce (but who are not on formal standby for the period), are sought to supplement resources, to react to any unseasonal severe weather over this period.

Table 1 – Winter Statistics

|                                                                          | 12/13  | 13/14  | 14/15  | 15/16  | 16/17  | 17/18  | 18/19  |
|--------------------------------------------------------------------------|--------|--------|--------|--------|--------|--------|--------|
| <b>Number of treatments</b>                                              |        |        |        |        |        |        |        |
| Perth night shift routes treated                                         | n/a    | 60     | 72     | 65     | 60     | 89     | 50     |
| Blairgowrie night shift routes treated                                   | n/a    | 65     | 80     | 82     | 63     | 91     | 55     |
| Full pre-grit to Category 1 routes                                       | 50     | 38     | 45     | 46     | 46     | 70     | 33     |
| Part network pre-grit to Category 1 routes                               | 29     | 28     | 20     | 18     | 20     | 22     | 31     |
| De-ice or snow clearing on Category 1 routes                             | 103    | 81     | 99     | 80     | 71     | 108    | 53     |
| De-ice or snow clearing on Category 2 routes                             | 62     | 44     | 46     | 34     | 24     | 56     | 28     |
| De-ice or snow clearing on Category 3 routes                             | 20     | 5      | 10     | 7      | 5      | 12     | 3      |
| De-ice or snow clearing on Footways                                      | 68     | 15     | 27     | 23     | 11     | 50     | 19     |
| Number of snow days (treating at least 50% of the network)               | 51     | 24     | 42     | 37     | 29     | 35     | 7      |
| All crews attend but stood down (number of times no action)              | 22     | 20     | 20     | 10     | 8      | 7      | 26     |
| Crews attend but selective routes stood down (number of times no action) | 40     | 39     | 32     | 28     | 24     | 8      | 18     |
| Crews called from home to attend (unplanned treatment required))         | 15     | 12     | 12     | 5      | 5      | 11     | 5      |
| <b>Alerts called</b>                                                     |        |        |        |        |        |        |        |
| Blue                                                                     | 16     | 2      | 10     | 6      | 5      | 7      | 3      |
| Orange                                                                   | 16     | 2      | 8      | 3      | 2      | 10     | 0      |
| Red                                                                      | 0      | 0      | 0      | 0      | 0      | 9      | 0      |
| <b>Salt Usage (Tonnes)</b>                                               |        |        |        |        |        |        |        |
| Carriageway                                                              | 23,716 | 13,534 | 21,212 | 21,300 | 13,301 | 30,632 | 12,191 |
| Grit Sand                                                                | 6,368  | 505    | 1,083  | 466    | 965    | 3,322  | 875    |
| <b>Failure to meet level of service</b>                                  |        |        |        |        |        |        |        |
| Vehicle breakdown                                                        | 7      | 16     | 21     | 7      | 11     | 2      | 0      |
| Other                                                                    | 6      | 4      | 4      | 0      | 3      | 8      | 3      |

Figure 1 Treatment Types



Graphical representation of total number of treatments carried out  
 NS = Night shift route PG = pre grit Cat 1 = Priority routes Cat 2 = Non priority routes  
 Cat 3 = routes not normally treated unless conditions are severe - see Appendix 2a for full description of route hierarchy

## 2. PROPOSALS

- 2.1 All roads and footways in Perth and Kinross are categorised according to their relative importance. The finite resources are allocated to ensure that the safety of the public is maximised and that accessibility is maintained on the most heavily used roads and footways, however severe snow events may prevent access at times.
- 2.2 The policy in place is designed to deal with a typical winter and resources will always be tested in snow events. During prolonged periods of snow the most important routes within the Category 1 network (now designated Category 1a) will be prioritised for gritting and snow clearing treatments as listed in Appendix 3.
- 2.3 *The two additional night shift gritting routes introduced last winter were not tested in 2018/19 but based on the introduction of previous nightshifts, are anticipated to add value in a more typical winter, and as such will remain in place. There are now a total of 6 nightshift routes overall, which can cover 490km per night during the main standby period.*
- 2.4 It is proposed to continue with the night control, staffed on a rotational basis, to manage and monitor the nightshift operation. The night control will monitor conditions, amend instructions based on actual conditions that were previously given based on forecast, and deploy resources as required by the conditions following completion of planned routes. In addition, during periods of mild weather, when no winter treatment is required, the controller will instruct and monitor the crew on routine maintenance activities as required.

- 2.5 The level of service complies with the recommendations laid down in Code of Practice 'Well-managed Highway Infrastructure' (the code). The code refers to practical guidance by the National Winter Service Research Group (NWSRG) *that has only recently been published. This new guidance is based on, but is less prescriptive than, the previous code of practice.*
- 2.6 The Society of Chief Officers for Transportation in Scotland (SCOTS) previously agreed their recommendations for compliance with the code and the Council's Winter Service Policy fully complies with these recommendations.
- 2.7 Cover will be provided between 7<sup>th</sup> October 2019 and 5<sup>th</sup> April 2020. Appendix 1 details the resources available over this period which *include extending the main cover period by 1 week either end of winter. Experience over the last 4 winters has proven that the available standby personnel generally require bolstered by staff volunteers who are not on rota, for out of hours cover, over these two weeks.*
- 2.8 Appendix 1 details the times of the day during which the agreed level of service will be provided if actual or predicted weather conditions dictate that treatment is required. However in periods of prolonged severe weather, this level of service is often not achievable given the need to ensure that the pool of operatives are not overstretched and are given adequate (statutory) rest breaks. This is particularly evident during the lead-in/lead-out period to winter *however the alteration to the length of lead in/out should mitigate this.* Similarly, weekends or public holidays are affected when a reduced number of relief drivers are available.
- 2.9 In severe weather conditions, the higher priority routes may have to be treated several times before resources can be diverted to lower priority routes. There is little point in clearing less important routes if the more important roads, to which they give access, have not been cleared.
- 2.10 In severe conditions in low usage areas, treatment may be restricted to clearing only the carriageway or one footway. Restricting the activity in this way will help to ensure that the limited resource is as widely spread across communities as possible.
- 2.11 Response Time: 1 Hour - the maximum time between the decision to begin treatment and vehicles leaving the depot. (For un-planned activities this includes calling operatives from home).
- 2.12 Target Completion Time - during the main cover period, the target completion time for routine morning de-icing of Category 1 carriageways is 07:30 (09:00 on Sundays and nationally recognised public holidays). The treatment time in severe weather conditions will be longer. As soon as snow falls it could take twice as long to complete treatment, as vehicles need to travel more slowly and ploughing must be undertaken in both directions. With the exception of the six nightshift routes which operate during the main standby period, no treatment will routinely extend beyond 21:00 (see Appendix 2a):

- Category 1 priority roads will be treated seven days per week as detailed above.
- Category 2 roads will be treated five days per week (Monday to Friday) as resources permit between 08:00 – 15.00.
- Category 3 routes comprise of roads which are not normally treated, except in prolonged ice or snow conditions and only when resources become available. Each treatment route will be arranged so that the most important parts are treated first, whilst taking account of operational efficiency.

2.13 Footways receive treatment according to their usage and importance in the public road network (see Appendix 2a). Based on this assessment:

- Category 1 priority footways will be treated seven days per week within the main winter period, with extended hours on weekdays if an alert is called. No footway treatment will be carried out on Christmas Day and New Year's Day as in general shops are not open on those days.
- Category 2 footway routes will be treated five days per week (Monday to Friday) as resources permit between 08:00 – 15.00.
- Category 3 routes comprise of footways which are not normally treated, except in prolonged ice or snow conditions and only when resources become available. Each footway treatment route will be arranged so that the most important parts are treated first, whilst taking account of operational efficiency.

2.14 In most areas, the footway on one side of the road only will be treated. This releases resources to provide more widespread treatment across other areas. *Treatment routes are being revised to include the pedestrian routes to and from Bertha Park school, and this may impact on other previously treated routes*

2.15 The use of social media such as Facebook and Twitter as well as the Council web site, enables officers to provide real time information on the local roads and footways network over winter. Perth and Kinross Council liaises with Police Scotland when providing the travelling public with real time information on road conditions / closures during snow and ice events.

2.16 Stakeholder feedback has highlighted our communities have a desire to help themselves, and officers have consulted with various stakeholders, including Community Councils and other interested community groups. It is hoped to continue to build on support for interested/able local individuals willing to treat sections of footway that the Council cannot ordinarily treat through:

- Another 20 push along barrows will be available for community use for winter 2019/20
- Criminal Justice Community Payback services are available to assist with labour resources during snow conditions and it is intended to develop this further over the coming winter.

- 2.17 The use of a salt : grit sand mix have been implemented successfully on rural non priority carriageway routes during previous winters and it is proposed that this approach is continued.
- 2.18 There is a UK-wide agreement, managed by the Scottish Government, to monitor and report on salt use and stock levels which is reported nationally. The Council remains committed to reporting and complying as required.
- 2.19 For 2018/19 the salt order was 23,000 tonnes which is similar to the total amount of salt used routinely over a typical winter season. *Although last winter season saw only 12,191 tonnes used, it is intended to again hold a starting stock of 23,000 tonnes.* The collaborative use of Tayside Contracts in providing the winter service ensures there is scope for mutual aid across Tayside, should restocking become an issue.
- 2.20 The Council currently provides in excess of 1,300 grit bins. This large number reflects the Council's desire to encourage self-help and its decision not to treat some minor roads routinely. The Council is currently at saturation point where we can service and replenish these containers, and therefore any request for additional grit bins will require to be offset by relocating another grit bin where, from experience, has shown it to be little used. Grit bins are generally provided on steep gradients, tight bends, and steps; or in some special cases where there is a specific community need. They are normally not provided on routes, which are treated routinely. Grit bins will generally be filled with a salt/sand mixture, but when salt conservation measures are required, will be filled with grit sand only.
- 2.21 Grit bins are provided for use on public roads and not on private areas *and are not routinely checked by officers through the winter, instead the Council relies on reports of empty bins from members of the public which can be done by utilising MyPKC on the Council website.* Private occupiers should purchase salt from DIY stores and builders merchants for use on their own properties.
- 2.22 There are currently voluntary arrangements with 69 farmers to whom the Council supplies snow ploughs which they fit to their own vehicles, enabling them to clear snow on specified lengths of public road, as well as to clear their own private roads. The number of farmers *participating in the scheme increased from 67 to 69 during last winter.* These arrangements cover around 300km of road, which is just under 8% of the overall Council road network. Council officers are happy to hear from any farmers interested in the scheme, however will only be able to add farmers from areas where presently there is little coverage. The Council indemnify the farmers against 3<sup>rd</sup> party liability claims but do not insure against damage to their own vehicle or themselves.
- 2.23 In addition 32 *farmers* have indicated that they are available to be employed in severe conditions to undertake snow clearing of additional lengths of road. These farmers are called on for Orange Alerts and once these additional resources are utilised, benefits become apparent.

- 2.24 The following replacement items of winter maintenance plant will be available for winter 2019 – 2020 as replacements for old plant that has been scrapped.
- *Two 4 x 4 gritter replacement*
  - *Three 6m<sup>3</sup> demount bodies*
  - *Four footway tractors*
- 2.25 The weather forecast contract for the winter of 2019 – 2020 will again be provided by MetDesk Weather Services. Winter 2018/19 was the second year of a 3 (plus 1 plus 1) year contract with MetDesk. *Despite the often marginal conditions when the temperatures hovered around 0 degrees to +2 degrees celcius making forecasting for decision making a challenge, Metdesk delivered 87.7% accuracy in their forecasts.*
- 2.26 The Council has 7 weather stations and 8 camera sites (3 sites have dual directional cameras) placed strategically across the network. The station data and images are shared with neighbouring authorities & BEAR Scotland and their information is shared with the Council. The camera images are also available on the Council website alongside a community camera at Spittal of Glenshee (which the Council helped fund) and Braemar. This infrastructure is maintained and information retrieved / interpolated by Vaisala. The MetDeska and Vaisala contracts are administered by Tayside Procurement Consortium on behalf of seven Councils working collaboratively to achieve economy of scale.
- 2.27 Situations occur which require that restrictions on hours, routes, employment of contractors etc. should be relaxed, in order to deal more effectively with the emergency. This is allowed and controlled by a system of 'Alerts'. In serious situations, either an Orange or Red Alert can be authorised, to allow working arrangements outwith the 'normal' policy. A Blue alert is called operationally to mitigate a potentially short term hazardous situation.

### **3. CONCLUSION AND RECOMMENDATIONS**

- 3.1 It is recommended that the Committee agrees that:
- i. The winter maintenance service should be delivered as outlined in this report.
  - ii. The Executive Director (Housing and Environment) is authorised to make arrangements out with the policy and level of service in exceptional conditions such as snow emergencies.
  - iii. *The main winter period is extended by one week either end of winter, to mitigate the need for regular volunteers to be sought to cover these periods.*
  - iv. The budget is set at £3.715m; and to agree that this budget be used to also fund other weather related emergencies, such as works to mitigate immediate risk of flooding to properties/roads and wind damage, directly affecting free movement across the roads network.



| <b>Name</b>  | <b>Designation</b>                   | <b>Contact Details</b>                                                                           |
|--------------|--------------------------------------|--------------------------------------------------------------------------------------------------|
| Stuart D'All | Road Maintenance Partnership Manager | 01738 475000<br><a href="mailto:HECommitteeReports@pkc.gov.uk">HECommitteeReports@pkc.gov.uk</a> |

### **Approved**

| <b>Name</b>    | <b>Designation</b>                        | <b>Date</b>  |
|----------------|-------------------------------------------|--------------|
| Keith McNamara | Depute Director (Housing and Environment) | 19 July 2019 |

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## 1. IMPLICATIONS, ASSESSMENTS, CONSULTATION AND COMMUNICATION

| <b>Strategic Implications</b>                       | <b>Yes / None</b> |
|-----------------------------------------------------|-------------------|
| Community Plan / Single Outcome Agreement           | <b>Yes</b>        |
| Corporate Plan                                      | <b>Yes</b>        |
| <b>Resource Implications</b>                        |                   |
| Financial                                           | <b>Yes</b>        |
| Workforce                                           | <b>Yes</b>        |
| Asset Management (land, property, IST)              | <b>None</b>       |
| <b>Assessments</b>                                  |                   |
| Equality Impact Assessment                          | <b>Yes</b>        |
| Strategic Environmental Assessment                  | <b>Yes</b>        |
| Sustainability (community, economic, environmental) | <b>Yes</b>        |
| Legal and Governance                                | <b>None</b>       |
| Risk                                                | <b>Yes</b>        |
| <b>Consultation</b>                                 |                   |
| Internal                                            | <b>Yes</b>        |
| External                                            | <b>Yes</b>        |
| <b>Communication</b>                                |                   |
| Communications Plan                                 | <b>Yes</b>        |

### 1. Strategic Implications

#### Community Plan / Single Outcome Agreement

- 1.1 The winter maintenance service is provided to ensure that transport links essential to economic and social activity can continue to be used safely throughout most of the winter. However, it is not the intention and is not possible to keep all roads free from ice and snow at all times.
- 1.2 The Council's policy is set out in Report 96/180 "Summary of Council Policies for Roads and Transport" approved by the Roads and Transport Committee on 24 April 1996: (Art. 63/96). It is deemed that this policy is still relevant.
- 1.3 Policy 5 of the above report - The Council will operate a priority system of winter maintenance which will, as far as reasonably practicable, permit the safe movement of vehicular and pedestrian traffic on the more important parts of the road and footway network, taking into account the finance which has been made available. The priority system will be applied uniformly and will, as far as possible, contain costs to an acceptable level.
- 1.4 The objective of this policy is to enable the Council to comply with its statutory duty as set out in Section 34 of the Roads (Scotland) Act 1984 which states: "A roads authority shall take such steps as they consider reasonable to prevent snow and ice endangering the safe passage of pedestrians and vehicles over public roads." The policy allows the Council to meet its statutory obligations by providing the most effective winter maintenance service it can

within the constraints of its finite resources. During severe weather, the Council will endeavour to keep delays to a reasonable minimum.

### Corporate Plan

- 1.5 The Council's Corporate Plan lays out five Objectives which provide clear strategic direction, inform decisions at a corporate and service level and shape resources allocation. This report impacts on the following:-

- i) Promoting a prosperous, inclusive and sustainable economy
- ii) Supporting people to lead an independent, healthy and active life
- iii) Creating a safe and sustainable place for future generations

## **2. Resource Implications**

### Financial

- 2.1 The following table illustrates the pattern of expenditure in recent years.

| Year    | Budget  | Standing Charges | Operating Costs | Outturn Cost |
|---------|---------|------------------|-----------------|--------------|
| 2004/05 | £2.826m | £1.359m          | £1.241m         | £2.600m      |
| 2005/06 | £2.911m | £1.378m          | £1.477m         | £2.855m      |
| 2006/07 | £2.888m | £1.275m          | £1.086m         | £2.361m      |
| 2007/08 | £2.888m | £1.433m          | £1.202m         | £2.635m      |
| 2008/09 | £2.888m | £1.549m          | £1.966m         | £3.515m      |
| 2009/10 | £2.888m | £1.752m          | £3.333m         | £5.085m      |
| 2010/11 | £2.795m | £1.794m          | £4.169m         | £5.963m      |
| 2011/12 | £2.795m | £1.776m          | £1.765m         | £3.541m      |
| 2012/13 | £2.880m | £1.997m          | £2.387m         | £4.384m      |
| 2013/14 | £3.317m | £1.317m          | £1.676m         | £2.993m      |
| 2014/15 | £3.617m | £1.986m          | £1.895m         | £3.881m      |
| 2015/16 | £3.617m | £2.088m          | £1.568m         | £3.656m      |
| 2016/17 | £3.617m | £2.148m          | £1.223m         | £3.371m      |
| 2017/18 | £3.717m | £2.185m          | £2.857m         | £5.042m      |
| 2018/19 | £3.714m | £2.147m          | £1.424m         | £3.571m      |
| Mean    |         |                  |                 | £4.149m      |

- 2.2 The actual expenditure on the Winter Service will be dependent upon the severity of the weather throughout the winter and other emergencies throughout the year and will be closely monitored and reported regularly to the Strategic Policy & Resources Committee.

- 2.3 The costs of providing a winter service is split into two distinct areas:

- Standing Charges – these are the costs involved in having specialised plant, depots, hired plant and standby personnel etc in place to provide the service. these are effectively “up front” costs incurred irrespective of weather conditions.
- Operating costs – cover the cost of fuel, routine repairs, salt, grit sand and the actual cost of paying staff and operatives to provide the service.

- 2.4 As detailed in the table in paragraph 2.1 the mean outturn cost over the past ten years is £4.419m which exceeds the budget figure. Last winter reduced this mean value and indeed was £143k under budget. In half of the last ten winters, the budget has not been exceeded. Three winters cost in excess of £5m each, which increases the mean cost, and overall, the budget is at an appropriate level. Council will continue to utilise reserve funds to meet the full cost of the Winter Service. Underspent Winter Service funding is added to the reserve fund, to offset additional costs in more severe winters.
- 2.5 The Council has this year set a budget for £3.715m for winter 2019/2020. The Council will continue to implement operational and efficiencies savings to contain costs but as winter is unpredictable the cost will vary.

### Workforce

- 2.6 The staff and the operatives of Tayside Contracts and the Council Services who provide the service, have demonstrated over the life of the Council, that they have the experience and expertise to tackle the worst of winter weather. Although Winter 2018/19 was a less than typical example, Winter 2017/18 before it provided an exceptional performance being given by all involved in dealing with several winter storms (Beast from the East).

## **3. Assessments**

### Equality Impact Assessment

- 3.1 An equality impact assessment has been completed with the following outcomes for functions, policies, procedures or strategies in relation to race, gender and disability and other relevant protected characteristics. This supports the Council's legal requirement to comply with the duty to assess and consult on relevant new and existing policies.
- 3.2 The function, policy, procedure or strategy presented in this report was considered under the Corporate Equalities Impact Assessment process (EqIA) with the following positive outcome:
- (i) The Winter Manual will have a list of priorities for snow clearing. It will include also include giving priority to clearing bus stops disabled parking bays and pedestrian crossing points (both designated pedestrian facilities, and at road junctions) to assist pedestrians, to complete the link between cleared footways and carriageways.
  - (ii) Publicity information on the Winter Service via, local media and [www.pkc.gov.uk](http://www.pkc.gov.uk) will recommend that members of the community should look out for vulnerable community members and see if they can provide any assistance to them. It will also emphasise that the Council needs the assistance and support of as many members of the community as possible in order to restore the roads and footways to a safe condition.

### Strategic Environmental Assessment

- 3.3 Strategic Environmental Assessment (SEA) is a legal requirement under the Environmental Assessment (Scotland) Act 2005 that applies to all qualifying plans, programmes and strategies, including policies (PPS).
- 3.4 The matters presented in this report were considered under the Environmental Assessment (Scotland) Act 2005 and pre-screening has identified that the PPS will have no or minimal environmental effects. It is therefore exempt and the SEA Gateway has been notified.
- 3.5 The reasons for concluding that the PPS will have no or minimal environmental effects is that over the years the roadside verges have already been impacted and have adapted, resulting in vegetation, particularly grass, which is tolerant to the salt. It is not anticipated that there will be any long-term, frequent, permanent or cumulative environmental effects, or impacts on areas of high biodiversity or cultural heritage value, as a result of the policy.

### Sustainability

- 3.6 Under the provisions of the Local Government in Scotland Act 2003 the Council has to discharge its duties in a way which contributes to the achievement of sustainable development. In terms of the Climate Change Act, the Council has a general duty to demonstrate its commitment to sustainability and the community, environmental and economic impacts of its actions.
- 3.7 Perth and Kinross Council also has the following mitigation measures in place to ensure there is minimal environmental effect as a result of the Winter Service Policy including:
- Salt Management – gritters are calibrated and data from IEWS system and the specialist weather forecast enables treatment to be targeted at the areas that require it.
  - The majority of the salt storage is in buildings or covered in tarpaulins in locations which have been approved by SEPA, thus helping to prevent leaching into the ground.
  - Discharge of surface water from new developments addresses the potential environmental effects to prevent pollution.
  - The Winter Service is reviewed on an annual basis to take account of changing climatic factors and planning for extreme weather events.

### Risk

- 3.8 The Council as Roads Authority have a statutory duty as set out in Section 34 of the Roads (Scotland) Act 1984 which states: "A roads authority shall take such steps as they consider reasonable to prevent snow and ice endangering the safe passage of pedestrians and vehicles over public roads."

- 3.9 This policy allows the Council to meet its statutory obligations and minimise exposure to risk by providing the most effective winter maintenance service it can within the constraints of its finite resources. During severe weather, the Council will endeavour to keep delays to a reasonable minimum.

#### **4. Consultation**

##### Internal

- 4.1 As in previous years Elected Members were given the opportunity throughout the winter and in April 2019 to become involved in agreeing the route categories with the Roads Maintenance Partnership. The policy also allows unadopted roads with an important community use to be included within the categorisation and is not restricted to adopted roads.
- 4.2 As local circumstances, and travel patterns change, winter maintenance categories are subject to change and Elected Members have a role in identifying and agreeing such changes. However the resources available to carry out winter maintenance are finite, so if the relative priority of a road or footway is to be raised then that of another road or footway within a particular Ward must be reduced.
- 4.3 The Council is likely to receive complaints about the winter maintenance service due to high public expectations, limited available resources and the vagaries of the weather. A distinction has to be made between complaints related to proven failures to meet the approved level of service and complaints regarding the policy.
- 4.4 At the end of the 2018 - 2019 winter comments on the winter service provision were invited from Elected Members and from Community Councils.
- 4.5 Responses were received from individuals or groups throughout the winter and Appendix 4 details the principal issues raised. Within available resources, it is possible to address some but not all of these issues.

#### **5. Communication**

- 5.1 Communication will take place leading up to winter and the policy and level of service, along with specific detail on gritting routes and times will be made available on the Council website. Ongoing winter action and road conditions will be made available via Council facebook and twitter.

## **2. BACKGROUND PAPERS**

- 2.1 Well Managed Highway Infrastructure 2016
- 2.2 Road (Scotland) Act 1984

### **3. APPENDICES**

- 3.1 Appendix 1 - Periods of Cover
- 3.2 Appendix 2a - Level of Service & Priority Systems (Carriageways)
- 3.3 Appendix 2b - (Footways)
- 3.4 Appendix 3 - Category 1A Carriage Snow Routes
- 3.5 Appendix 4 –Record of Complaints/Feedback Winter 2018/19





## Appendix 1

**PERIODS OF COVER 2019 / 2020** Instructions on reporting times for Nightshift crews Sunday to Friday, early start crews Monday to Friday and standby crews 7 days per week , will be issued by Roads Maintenance Partnership Staff during the previous day

| Period                              | Standby routes covered |                        |                        |                        |                        |                        |       |                                                                                                       |
|-------------------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|-------|-------------------------------------------------------------------------------------------------------|
| (All changes take place at 12 noon) | South                  |                        |                        | North                  |                        |                        | Total |                                                                                                       |
|                                     | Perth                  | Kinross                | Crieff                 | Blairgowrie            | Aberfeldy              | Blair Atholl           |       |                                                                                                       |
| 7 October – 13 October              | 1                      | 0                      | 1                      | 1                      | 0                      | 1                      | 4     | Control Centre in operation plus basic cover by Tayside Contracts Summer Standby                      |
| 14 October – 3 November             | 3                      | 1                      | 1                      | 3                      | 2                      | 1                      | 11    | Lead in period limited system – reduced cover                                                         |
| 4 November – 8 March                | 5<br>Plus 1 nightshift | 1<br>Plus 1 nightshift | 2<br>Plus 1 nightshift | 5<br>Plus 1 nightshift | 1<br>Plus 1 nightshift | 2<br>Plus 1 nightshift | 22    | Main standby system – full cover including night shifts                                               |
| 9 March - 29 March                  | 3                      | 1                      | 1                      | 3                      | 2                      | 1                      | 11    | Lead out period limited system – reduced cover                                                        |
| 30 March – 5 April                  | 0                      | 1                      | 1                      | 1                      | 0                      | 1                      | 4     | Control Centre in operation (operated from home) plus basic cover by Tayside Contracts Summer Standby |

During lead in/lead out periods it is not possible to treat all / any parts of the network and so available resources will be deployed to best effect in relation to weather conditions being experienced



## APPENDIX 2a

**WINTER MAINTENANCE- LEVEL OF SERVICE & PRIORITY SYSTEMS 2019 / 2020  
(CARRIAGEWAYS)**

| Category          | Definition                                                                                                                                                                                                                                                                                                              | Routes (examples)                                                                                                                                                | Length (km)<br>Indicative Only | Hours of Cover                                                                                                                                     | Service Provided                                                                                                                                                                           |
|-------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Nightshift routes | The most important strategic routes. City routes plus early morning bus service routes in the Perth area. The A93 South of Blairgowrie, the A94 between Meikle and Perth and the A923 between Blairgowrie and Tullybachart. Kinross area A class road and Crieff / Auchterarder areas A class roads.                    | A class roads network and early morning bus routes in the Perth area Important road links in Kinross, Crieff, Blairgowrie and Highland Perthshire areas          | 490 estimate                   | Sunday to Friday<br>00:00 – 08:00<br>During the full cover period<br>As per category 1a route cover times during lead in and lead out periods      | In ice and snow conditions or <u>pre-salted</u> when ice or snow is forecast and roads are not dry.                                                                                        |
| 1a                | Priority routes. Other strategic routes carrying large volumes of traffic and connecting main centres of population outwith the Perth area                                                                                                                                                                              | A977, A91, A913, A926, A827 Aberfeldy – Ballinluig A822 Crieff – Greenloaning A924 through Pitlochry                                                             | 90                             | Until 21:00 all days. In the full cover period, complete morning de-icing by 07:30 (09:00 on Sundays and nationally recognised public holidays)    | In ice and snow conditions or <u>pre-salted</u> when ice or snow is forecast and roads are not dry.                                                                                        |
| 1b                | Priority routes. Other strategic routes connecting larger communities and other main rural roads. Roads leading to important or sensitive locations such as hospitals or fire stations.*                                                                                                                                | A93 Blairgowrie – Glenshee A923 Blairgowrie - Dunkeld A827 Aberfeldy - Killin A822 Crieff - Dunkeld A823 (part), A824 (part), A912 B996, B9097, B9099, B996 etc. | 420 estimate                   | Until 21:00 all days. In the full cover period, complete morning de-icing by 07:30 (09:00 on Sundays and nationally recognised public holidays) ** | In ice and snow conditions or <u>pre-salted</u> when ice or snow is forecast and roads are not dry.<br><br>In severe snow conditions, Category 1b routes will be treated after Category 1a |
| 2                 | Non priority routes. Minor rural roads serving small settlements or a significant number of rural properties. Secondary distributor/local roads in settlements. Other urban or rural roads with special difficulties such as steep gradients.*                                                                          |                                                                                                                                                                  | 1310                           | 08:00-15:00 Monday –Friday<br>Excluding public holidays                                                                                            | In ice and snow conditions only, no <u>pre-salting</u>                                                                                                                                     |
| 3                 | Rural roads serving no or small numbers of isolated properties. Local access roads in settlements within easy reach of local distributor roads.                                                                                                                                                                         | This will include most residential streets with only local traffic                                                                                               | 210                            | Not applicable                                                                                                                                     | <u>Not normally treated</u> unless there is hard, packed rutted snow on these roads with road surface temperatures below zero and treatment of all other categories has been completed     |
| 4                 | Rural public roads serving no habitation which because of their altitude, alignment and width cannot reasonably and safely be treated using normal winter maintenance plant. Private (unadopted) roads which is not the responsibility of a Council service and which are not considered to have a wider community use. | U159 Kenmore – Garrows (Kenmore Hill). U161 Bridge of Balgae – A827 at Loch Tay.                                                                                 | 8<br><br>14                    | Not treated                                                                                                                                        | Not treated.                                                                                                                                                                               |

\* Service Bus routes have been included in categories 1a , 1b & 2 to ensure their comprehensive coverage.

\*\* Light snow to 20mm - 4 hours is the likely minimum treatment time in snow conditions and cannot be regarded as a definitive target.



## APPENDIX 2b

## WINTER MAINTENANCE - LEVEL OF SERVICE &amp; PRIORITY SYSTEMS 2019 / 2020 (FOOTWAYS)

| Category | Descriptions                                                                                                                                            | Examples                                                                                                                                                                                                 | Length (km) | Hours of Cover                                                            | Service Provided           | Response Time                                              | Target Treatment Times (Priority Routes) | Target Post Gritting / Snow Clearance Time |
|----------|---------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------|---------------------------------------------------------------------------|----------------------------|------------------------------------------------------------|------------------------------------------|--------------------------------------------|
| 1        | Priority routes. Main shopping areas, main arterial footways, busy feeder footways and footways leading to community centres and centres of employment. | Perth, Aberfeldy, Auchterarder, Blairgowrie, Crieff, Kinross, Pitlochry, Alyth, Bridge of Earn, Coupar Angus, Dunked, Luncarty, Milnathort and Scone.                                                    | N/A         | 0630-1500 Mon-Sat 0800-1500 Sun and nationally recognised public holidays | In snow and ice conditions | 1 hour                                                     | N/A                                      | 6 hours                                    |
| 2        | Priority routes. As above plus Other footways with significant usage.                                                                                   | As above plus Abernethy, Aberuthven, Almondbank, Balbeggie, Bankfoot, Blackford, Braco, Burrelton, Caputh, Comrie, Glencarse, Glenfarg, Inchtute, Longforgan, Methven, Muthill, Powmill, Meigle, Stanley | N/A         | 08:00-15:00 Monday -Friday                                                | In snow and ice conditions | As soon as possible after Cat 1 routes have been completed | N/A                                      | N/A                                        |

Lower priority routes will only be treated once the higher priority routes have been treated unless operational factors such as efficient route planning dictate otherwise.  
No footway treatment on either 25<sup>th</sup> December 2018 or 1<sup>st</sup> January 2019

Footway cover is only provided during the main winter period and during lead in/lead out periods it is not possible to treat all / any footway and so available resources will be deployed to best effect in relation to weather conditions being experienced

## APPENDIX 2b (contd.)

### WINTER MAINTENANCE - LEVEL OF SERVICE & PRIORITY SYSTEMS 2019/ 2020 (FOOTWAYS)

| Category | Descriptions                                                                                                                       | Examples | Length (km) | Hours of Cover              | Service Provided                                                                                                                                          | Response Time | Target Treatment Times (Priority Routes) | Target Post Gritting / Snow Clearance Time |
|----------|------------------------------------------------------------------------------------------------------------------------------------|----------|-------------|-----------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------|---------------|------------------------------------------|--------------------------------------------|
| 3        | Non priority routes. Less well used footways and footways where a feasible alternative route exists                                |          | N/A         | 08:00-15:00 Monday - Friday | Not normally treated. Only treated in prolonged snow and ice conditions if time and resources permit, and after successful treatment of higher priorities | N/A           | N/A                                      | N/A                                        |
| 4        | Footways which are not the responsibility of a Council Service and which are not considered to be important in the footway network |          | N/A         | N/A                         | Not treated                                                                                                                                               | N/A           | N/A                                      | N/A                                        |

Lower priority routes will only be treated once the higher priority routes have been treated unless operational factors such as efficient route planning dictate otherwise.  
No footway treatment on either 25<sup>th</sup> December 2018 or 1<sup>st</sup> January 2019

Footway cover is only provided during the main winter period and during lead in/lead out periods it is not possible to treat all / any footway and so available resources will be deployed to best effect in relation to weather conditions being experienced



## APPENDIX 3

## CATEGORY 1A CARRIAGEWAY SNOW ROUTES FOR PERIODS OF SEVERE WEATHER

| Route | Description                                                                                                                                                                                                                                        |
|-------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| A822  | Crieff to Greenloaning                                                                                                                                                                                                                             |
| A823  | Auchterarder to Junction with A822                                                                                                                                                                                                                 |
| A824  | Auchterarder to Aberuthven                                                                                                                                                                                                                         |
| A827  | Aberfeldy to Ballinluig                                                                                                                                                                                                                            |
| A91   | Yetts o' Muckart to Strathmiglo (through Kinross)                                                                                                                                                                                                  |
| A911  | Kinross to Fife Boundary at Auchmuirbridge                                                                                                                                                                                                         |
| A912  | Edinburgh Road, Perth to Fife Boundary                                                                                                                                                                                                             |
| A913  | Aberargie to Newburgh                                                                                                                                                                                                                              |
| A923  | Blairgowrie to Angus Boundary near Lundie                                                                                                                                                                                                          |
| A924  | Through centre of Pitlochry                                                                                                                                                                                                                        |
| A926  | Blairgowrie to Angus Boundary near Craigton                                                                                                                                                                                                        |
| A93   | A94 junction in Perth to Blairgowrie                                                                                                                                                                                                               |
| A94   | Perth Bridge to Angus Boundary near Meigle                                                                                                                                                                                                         |
| A977  | Kinross to Blairingone                                                                                                                                                                                                                             |
| B954  | Alyth to Angus Boundary near Newtyle                                                                                                                                                                                                               |
| B996  | Kinross to Fife Boundary                                                                                                                                                                                                                           |
|       | <b>The following roads in Perth City</b>                                                                                                                                                                                                           |
| A93   | Glasgow Road - Broxden to Caledonian Road<br>York Place, County Place, South Street, Queens Bridge                                                                                                                                                 |
| A85   | Dundee Road - from Toll House, Dundee Road, Gowrie Street, Perth Bridge to Charlotte Street                                                                                                                                                        |
| A85   | Barrack St and Dunkeld Road to Crieff Road                                                                                                                                                                                                         |
| A85   | Crieff Road - Dunkeld Road to Newhouse Road Roundabout                                                                                                                                                                                             |
| A912  | Dunkeld Road - Crieff Road to Inveralmond Roundabout                                                                                                                                                                                               |
| A989  | Tay Street, Marshall Place, Kings Place, Leonard Street, Caledonian Road, Atholl Street, Charlotte Street<br>Newhouse Road, Burghmuir Road, Jeanfield Road, Long Causeway<br>Manse Road, Hatton Road, Corsie Hill Road, Muirhall Road, Lochie Brae |

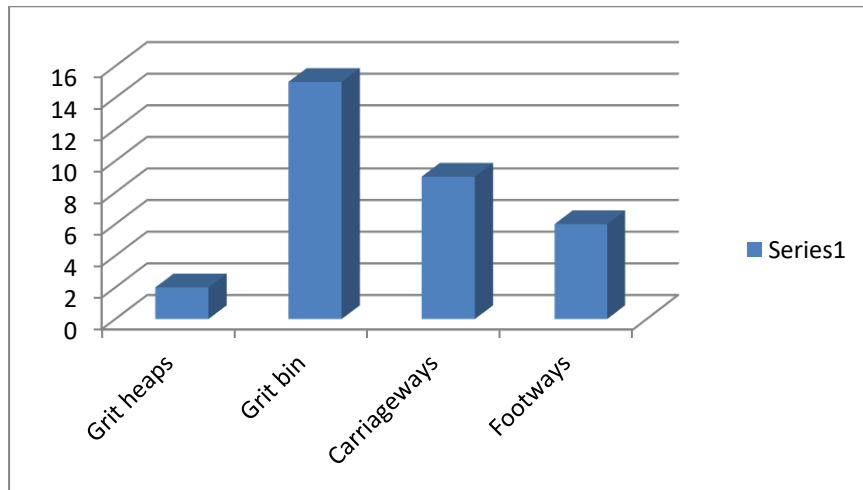
Important road links in Highland Perthshire areas as covered by nightshift yet to be defined.



RECORD OF COMPLAINTS/FEEDBACK 2018/19

Appendix 4

|              | Public | Councillors | Community Councils |
|--------------|--------|-------------|--------------------|
| Grit heaps   | 2      | 0           | 0                  |
| Grit bin     | 6      | 9           | 0                  |
| Carriageways | 2      | 5           | 2                  |
| Footways     | 1      | 3           | 2                  |





**PERTH AND KINROSS COUNCIL**

**Environment and Infrastructure Committee**

**21 August 2019**

**PROPOSED ONE WAY ROAD AND VARIATION TO WAITING RESTRICTIONS,  
LOWER MILL STREET, BLAIRGOWRIE  
(WARD 3)**

**Report by Depute Director (Housing & Environment) (Report No. 19/219)**

This report highlights an objection received on the proposal to introduce a one way road restriction and waiting restrictions on Lower Mill Street, Blairgowrie (Ward 3). It recommends Committee set aside the objection and that the Order is made as advertised.

**1. BACKGROUND**

- 1.1 At its meeting on 23 January 2019, the Committee agreed to promote a Traffic Regulation Order (TRO) to introduce a one way road restriction and waiting restrictions on Lower Mill Street, Blairgowrie (Report No 19/20 refers).
- 1.2 Concerns have been raised from a local elected member, business owners and residents regarding parked vehicles causing obstruction, preventing larger vehicles being able to access properties and hindering the free flow of traffic. Due to these concerns, the local community have requested the introduction of a one way road restriction and waiting restrictions to alleviate indiscriminate parking.
- 1.3 In order to alleviate the problems being experienced at these locations, it was proposed to vary the Blairgowrie Traffic Management Order to introduce a one way road restriction and No Waiting at Any Time waiting restrictions on Lower Mill Street.
- 1.4 One individual has formally objected to the proposal.

| <b>Name on file</b> | <b>Reason for objection</b>                                                                                                                                                             | <b>Response</b>                                                                                                                                                                                                                |
|---------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| (1)                 | Whilst agreeing with the proposal to introduce the one way road restriction, objects to the removal of on street parking, which would make it more difficult to visit local businesses. | <p>The one way restriction and additional parking restrictions are to ensure the flow of traffic on Lower Mill Street.</p> <p>Currently vehicles are parking on Lower Mill Street, which are impeding the flow of traffic.</p> |

## 2. PROPOSALS

- 2.1 As a result of a request from local elected members, business owners and residents, it is now proposed to continue the process to introduce a one way road restriction and No Waiting at Any Time restrictions on Lower Mill Street, Blairgowrie.
- 2.2 The proposals are shown on the plans at Appendix 1.

## 3. CONCLUSION AND RECOMMENDATION

- 3.1 This report outlines the objection received during the advertising of the proposal to introduce a one way road restriction and No Waiting at Any Time restrictions.
- 3.2 It is recommended that the Committee sets aside the objection received and proceeds to make the TRO to introduce the one way road restriction and No Waiting at Any Time restrictions as advertised.

### Author

| Name            | Designation                 | Contact Details                                                                                  |
|-----------------|-----------------------------|--------------------------------------------------------------------------------------------------|
| Charles Haggart | Traffic and Network Manager | 01738 475000<br><a href="mailto:HECommitteeReports@pkc.gov.uk">HECommitteeReports@pkc.gov.uk</a> |

### Approved

| Name           | Designation                             | Date         |
|----------------|-----------------------------------------|--------------|
| Keith McNamara | Depute Director (Housing & Environment) | 15 July 2019 |

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You can also send us a text message on 07824 498145.

All Council Services can offer a telephone translation facility.

## 1. IMPLICATIONS, ASSESSMENTS, CONSULTATION AND COMMUNICATION

| <b>Strategic Implications</b>                       | <b>Yes/No</b> |
|-----------------------------------------------------|---------------|
| Community Plan / Single Outcome Agreement           | <b>Yes</b>    |
| Corporate Plan                                      | <b>Yes</b>    |
| <b>Resource Implications</b>                        |               |
| Financial                                           | <b>Yes</b>    |
| Workforce                                           | <b>None</b>   |
| Asset Management (land, property, IST)              | <b>None</b>   |
| <b>Assessments</b>                                  |               |
| Equality Impact Assessment                          | <b>Yes</b>    |
| Strategic Environmental Assessment                  | <b>Yes</b>    |
| Sustainability (community, economic, environmental) | <b>Yes</b>    |
| Legal and Governance                                | <b>Yes</b>    |
| Risk                                                | <b>None</b>   |
| <b>Consultation</b>                                 |               |
| Internal                                            | <b>Yes</b>    |
| External                                            | <b>Yes</b>    |
| <b>Communication</b>                                |               |
| Communications Plan                                 | <b>Yes</b>    |

### 1. Strategic Implications

#### Community Plan / Single Outcome Agreement

- 1.1 The Perth and Kinross Community Planning Partnership (CPP) brings together organisations to plan and deliver services for the people of Perth and Kinross. Together the CPP has developed the Perth and Kinross Community Plan which outlines the key things we think are important for Perth and Kinross.

- i) Giving every child the best start in life
- ii) Developing educated, responsible and informed citizens
- iii) Promoting a prosperous, inclusive and sustainable economy
- iv) Supporting people to lead independent, healthy and active lives
- v) Creating a safe and sustainable place for future generations

- 1.2 It is considered that the actions contained within this report contribute to all of the above objectives.

#### Corporate Plan

- 1.3 The Council's Corporate Plan outlines the same five objectives as those detailed above in the Community Plan. These objectives provide a clear strategic direction, inform decisions at a corporate and service level and shape resource allocation. It is considered that the actions contained in the

report contribute to the objectives as outlined in paragraph 1.1 above. These objectives are met by implementing schemes which promote road safety.

## **2. Resource Implications**

### Capital

- 2.1 There are no capital resource implications arising directly from the recommendations in this report.

### Revenue

- 2.2. There are no additional financial implications associated with the recommendations in this report. The financial implications of advertising and implementing the proposals were provided in the previous report (Report No 19/20 refers).

### Workforce

- 2.3 There are no workforce implications arising from this report.

### Asset Management (land, property, IT)

- 2.4 There are no land and property, or information technology implications arising from the contents of this report.

## **3. Assessments**

### Equality Impact Assessment

- 3.1 Under the Equality Act 2010, the Council is required to eliminate discrimination, advance equality of opportunity, and foster good relations between equality groups. Carrying out Equality Impact Assessments for plans and policies allows the Council to demonstrate that it is meeting these duties.
- 3.2 This section should reflect that the proposals have been considered under the Corporate Equalities Impact Assessment process (EqIA) with the following outcome:
- (i) Assessed as **not relevant** for the purposes of EqIA.

### Strategic Environmental Assessment

- 3.3 Strategic Environmental Assessment (SEA) is a legal requirement under the Environmental Assessment (Scotland) Act 2005 that applies to all qualifying plans, programmes and strategies, including policies (PPS). The proposals have been considered under the Act and no further action is required as it does not qualify as a PPS as defined by the Act and is therefore exempt.



### Sustainability

- 3.4 Under the provisions of the Local Government in Scotland Act 2003 the Council has to discharge its duties in a way which contributes to the achievement of sustainable development. In terms of the Climate Change Act, the Council has a general duty to demonstrate its commitment to sustainability and the community, environmental and economic impacts of its actions.
- 3.5 The proposals contained within the report are assessed to have a positive impact on sustainability, particularly with regard to encouraging road safety.

### Legal and Governance

- 3.6 The Order will be promoted in accordance with The Local Authorities' Traffic Orders (Procedure) (Scotland) Regulations 1999.

### Risk

- 3.7 There are no significant risks associated with the implementation of this project.

## **4. Consultation**

- 4.1 The Head of Legal and Governance, the Head of Housing and the Head of Finance have been consulted in the preparation of this report.
- 4.2 Police Scotland and the local elected members have also been consulted and support the proposal.

## **5. Communication**

- 5.1 Approval will allow the Traffic Regulation Order to be made and the introduction of the restrictions.

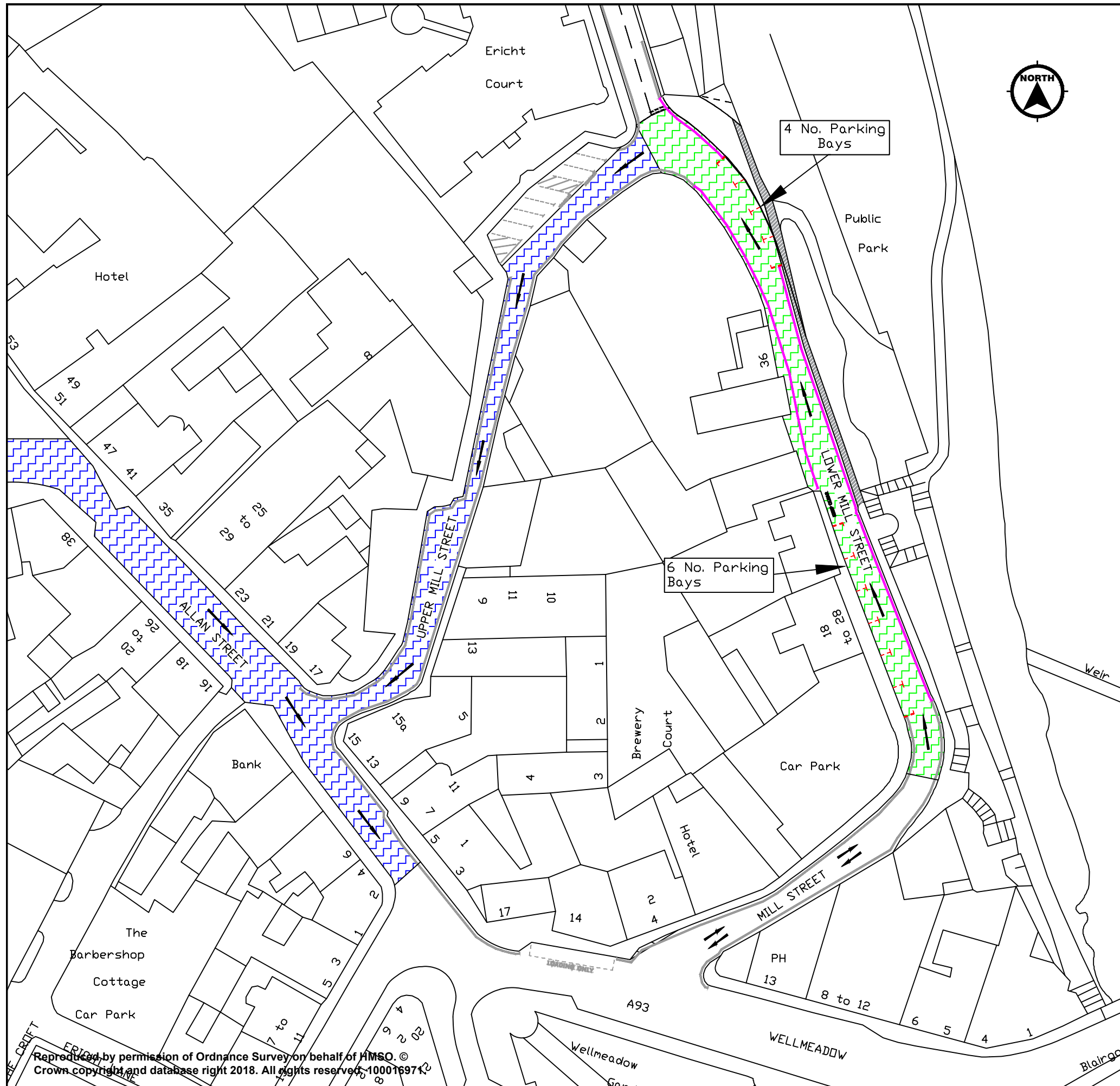
## **2. BACKGROUND PAPERS**

- 2.1 The following background papers, as defined by Section 50D of the Local Government (Scotland) Act 1973 (and not containing confidential or exempt information) were relied on to a material extent in preparing the above Report:
- Environment & Infrastructure Committee January 2019 (Report 19/20 refers.)




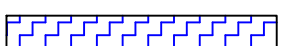

## **3. APPENDICES**

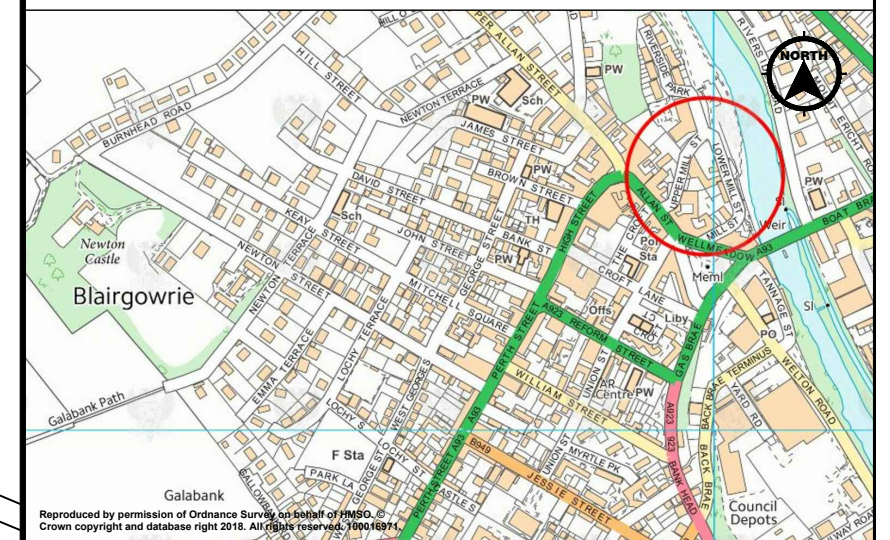
- 3.1 The proposal is shown in Appendix 1.





## Legend

-  Existing No Waiting At Any Time Restriction
-  Proposed No Waiting At Any Time Restriction
-  Proposed Marked Out Parking Bays
-  Existing One Way Restriction
-  Proposed One Way Restriction



| Suffix | Revision Details | by | Apprvd | Date |
|--------|------------------|----|--------|------|
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### AMENDMENTS



Proposed Introduction of One Way Restriction & Waiting Restrictions

Lower Mill Street, Blairgowrie  
Appendix 1

Housing & Environment

Executive Director - B.Renton BA Hons

Drawn by: C BEATTIE  
Checked by: D MCKEOWN  
Approved by: B CARGILL  
Date: 22/08/2018

Drawing Scales: NTS  
Project Code: \*\*\*\*\*  
Drawing No: Plan-01



# PERTH AND KINROSS COUNCIL

## Environment and Infrastructure Committee

21 August 2019

### PROPOSED ADDITIONAL GREEN ROUTES BLACKFORD (WARD 7)

#### Report by Depute Director (Housing & Environment) (Report No. 19/220)

This report highlights the success of previously-introduced Green Routes in promoting these roads for safe use by more sustainable but vulnerable transport modes. It also recommends that an additional route (Blackford) be promoted as part of the “Green Routes” (Ward 7).

## 1. BACKGROUND

### Green Routes

- 1.1 The objective of the provision of “Green Routes” is to promote healthier, more active, and more sustainable forms of transport, and to improve conditions for cyclists, walkers and equestrians within the area. The Enterprise & Infrastructure Committee gave approval for the provision of a pilot project in and around the Balado/Crook of Devon, Loch Earn and Kingoodie areas in January 2013 (Report 13/43 refers). This pilot project was successful and further routes have been approved at subsequent Committee meetings for further implementation.
- 1.2 A list of the sites where Green Routes have been established in the Perth and Kinross area is show in Appendix 1.

## 2. PROPOSALS

- 2.1 Discussions with local communities and cycling groups indicate that the Green Routes have proved very popular with road users. As a result, it is now proposed to continue the provision of similar measures in other areas of Perth and Kinross.
- 2.2 It is proposed to expand the Green Routes by including part of the existing road networks near Blackford. These routes have been identified and are shown in Appendix 2.
- 2.3 The proposed routes have been assessed and vehicle speeds recorded. Each of the routes is currently subject to the national speed limit although the traffic survey data reveals that average speeds are well below this. It is, therefore, proposed that the routes will be subject to 40mph speed limits and the changes to the relevant Traffic Regulation Orders will be progressed.

### 3. CONCLUSION AND RECOMMENDATIONS

- 3.1 The Committee has previously agreed to increase the number of Green Routes to improve conditions for cyclists, walkers and equestrians. If objections are raised to the proposals contained within this report, these will be reported back to Committee, with appropriate recommendations. The changes to the relevant Traffic Regulation Orders to amend the speed limits will be progressed in 2019/20.
- 3.2 It is recommended that the Committee approves:
- i) that the proposed routes in Appendix 2 are taken forward as an addition to the Green Routes projects, to be implemented in financial year 2019/20.
  - ii) the start of the legal process to promote the relevant Traffic Regulation Orders to vary the speed limits as detailed in Appendix 2.

#### Author

| Name            | Designation                 | Contact Details                                                                                   |
|-----------------|-----------------------------|---------------------------------------------------------------------------------------------------|
| Charles Haggart | Traffic and Network Manager | <a href="mailto:HECommitteeReports@pkc.gov.uk">HECommitteeReports@pkc.gov.uk</a><br>01738 475 000 |

#### Approved

| Name           | Designation                             | Date         |
|----------------|-----------------------------------------|--------------|
| Keith McNamara | Depute Director (Housing & Environment) | 15 July 2019 |

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You can also send us a text message on 07824 498145.

All Council Services can offer a telephone translation facility.

## 1. IMPLICATIONS, ASSESSMENTS, CONSULTATION AND COMMUNICATION

| <b>Strategic Implications</b>                       | <b>Yes/No</b> |
|-----------------------------------------------------|---------------|
| Community Plan / Single Outcome Agreement           | <b>Yes</b>    |
| Corporate Plan                                      | <b>Yes</b>    |
| <b>Resource Implications</b>                        |               |
| Financial                                           | <b>Yes</b>    |
| Workforce                                           | <b>None</b>   |
| Asset Management (land, property, IST)              | <b>None</b>   |
| <b>Assessments</b>                                  |               |
| Equality Impact Assessment                          | <b>Yes</b>    |
| Strategic Environmental Assessment                  | <b>Yes</b>    |
| Sustainability (community, economic, environmental) | <b>Yes</b>    |
| Legal and Governance                                | <b>Yes</b>    |
| Risk                                                | <b>None</b>   |
| <b>Consultation</b>                                 |               |
| Internal                                            | <b>Yes</b>    |
| External                                            | <b>Yes</b>    |
| <b>Communication</b>                                |               |
| Communications Plan                                 | <b>Yes</b>    |

### 1. Strategic Implications

#### Community Plan / Single Outcome Agreement

- 1.1 The Perth and Kinross Community Planning Partnership (CPP) brings together organisations to plan and deliver services for the people of Perth and Kinross. Together the CPP has developed the Perth and Kinross Community Plan which outlines the key things we think are important for Perth and Kinross.

- i) Giving every child the best start in life
- ii) Developing educated, responsible and informed citizens
- iii) Promoting a prosperous, inclusive and sustainable economy
- iv) Supporting people to lead independent, healthy and active lives
- v) Creating a safe and sustainable place for future generations

- 1.2 It is considered that the actions contained within this report contribute to all of the above objectives, although primarily to objectives iv and v.

#### Corporate Plan

- 1.3 The Council's Corporate Plan outlines the same five objectives as those detailed above in the Community Plan. These objectives provide a clear strategic direction, inform decisions at a corporate and service level and shape resource allocation. It is considered that the actions contained in the

report contribute to the objectives as outlined in paragraph 1.1 above. These objectives are met by implementing schemes which promote road safety.

## **2. Resource Implications**

### Financial

#### Capital

- 2.1 There are no capital resource implications arising directly from the recommendations in this report.

#### Revenue

- 2.2 There will be costs for advertising the necessary Order in the press. It is proposed that an Order be promoted to cover the listed location. The estimated cost of advertising an Order is £300. These costs will be met from the Road Safety and Design budget in 2019/20.
- 2.3 There will also be costs for the necessary signage. This has been estimated at £6,000 and will be met from the Traffic Regulation Orders Works in 2019/20.

#### Workforce

- 2.4 There are no workforce implications arising from this report.

#### Asset Management (land, property, IT)

- 2.5 There are no land and property, or information technology implications arising from the contents of this report.

## **3. Assessments**

### Equality Impact Assessment

- 3.1 Under the Equality Act 2010, the Council is required to eliminate discrimination, advance equality of opportunity, and foster good relations between equality groups. Carrying out Equality Impact Assessments for plans and policies allows the Council to demonstrate that it is meeting these duties.
- 3.2 This section should reflect that the proposals have been considered under the Corporate Equalities Impact Assessment process (EqIA) with the following outcome:
- (i) Assessed as **not relevant** for the purposes of EqIA.



### Strategic Environmental Assessment

- 3.3 Strategic Environmental Assessment (SEA) is a legal requirement under the Environmental Assessment (Scotland) Act 2005 that applies to all qualifying plans, programmes and strategies, including policies (PPS). The proposals have been considered under the Act and no further action is required as it does not qualify as a PPS as defined by the Act and is therefore exempt.

### Sustainability

- 3.4 Under the provisions of the Local Government in Scotland Act 2003 the Council has to discharge its duties in a way which contributes to the achievement of sustainable development. In terms of the Climate Change Act, the Council has a general duty to demonstrate its commitment to sustainability and the community, environmental and economic impacts of its actions.
- 3.5 The proposals contained within the report are assessed to have a positive impact on sustainability, particularly with regard to encouraging lower traffic speeds.

### Legal and Governance

- 3.6 The Order will be promoted in accordance with The Local Authorities' Traffic Orders (Procedure) (Scotland) Regulations 1999.

### Risk

- 3.7 There are no significant risks associated with the implementation of this project.

## **4. Consultation**

- 4.1 The Head of Legal and Governance, the Head of Housing and the Head of Finance have been consulted in the preparation of this report.
- 4.2 Police Scotland, the local elected members and Community Councils have also been consulted and support the proposals.

## **5. Communication**

- 5.1 Approval will allow a start to be made to the formal procedure to generate a Traffic Regulation Order. This procedure will involve statutory consultation, preparation of a draft TRO and advertising in the press. This will provide an opportunity for additional comments to be made or objections to be raised. Should objections be raised, these will be reported back to Committee, with appropriate recommendations.

## **2. BACKGROUND PAPERS**

2.1 The following background papers, as defined by Section 50D of the Local Government (Scotland) Act 1973 (and not containing confidential or exempt information) were relied on to a material extent in preparing the above report;

- Enterprise & Infrastructure Committee January 2013 (Report 13/43 refers), Enterprise & Infrastructure Committee September 2014 (Report 14/373 refers)
- Enterprise & Infrastructure Committee November 2015 (Report 15/527 refers)
- Enterprise & Infrastructure Committee November 2016 (Report 16/496 refers)
- Environment, Enterprise & Infrastructure Committee June 2017 (Report 17/210 refers).
- Environment & Infrastructure Committee September 2018 (Report 18/279 refers)

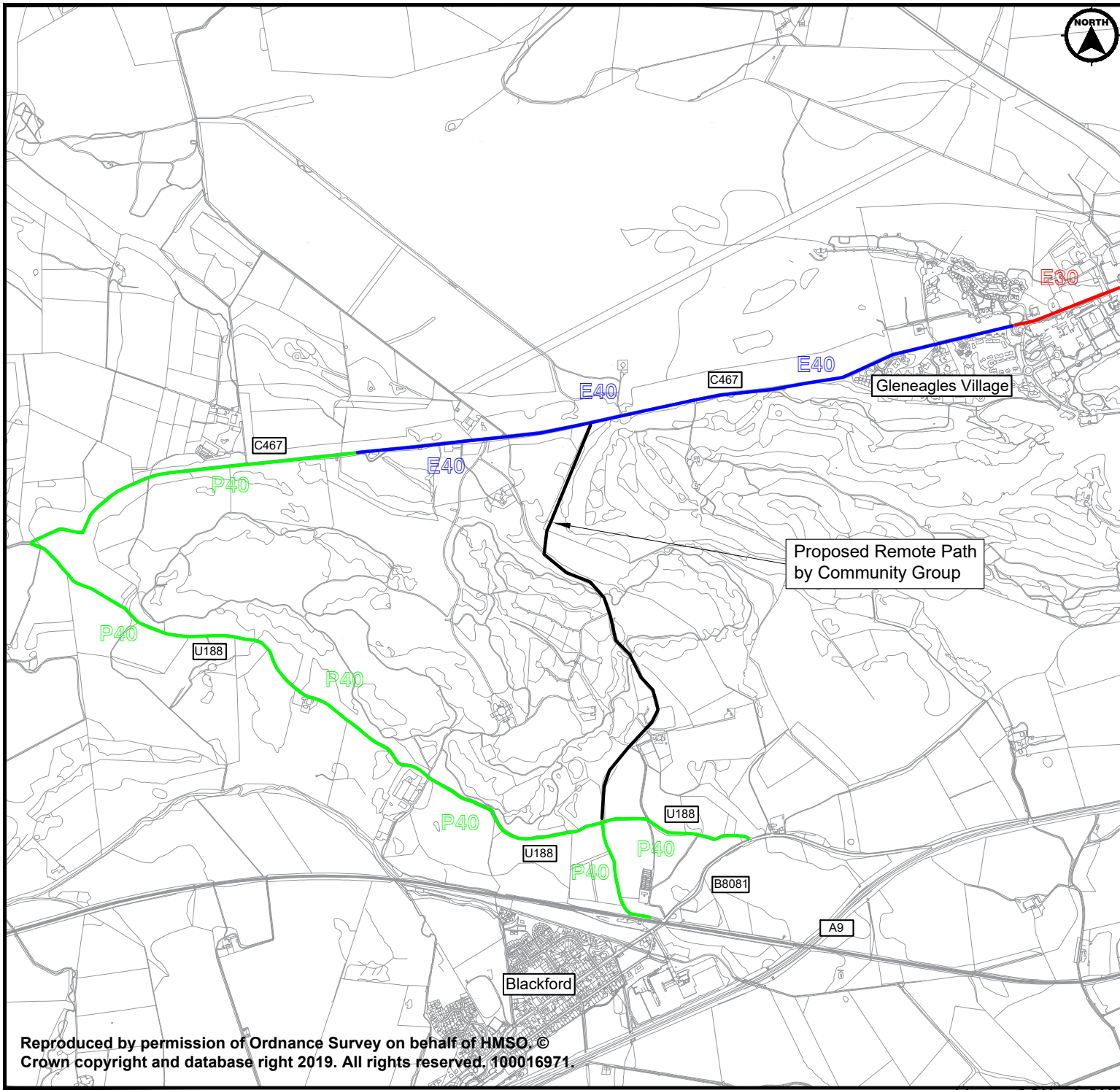
## **3. APPENDICES**

3.1 Appendix 1 – Green Routes – list of routes.

3.2 Appendix 2 – proposal for new Green Route.

| Ref. No. | Route/Location                                                                                                                                        | Approved by E&I Committee |
|----------|-------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------|
| 1        | U246 Middle Balado (old A977)                                                                                                                         | 30 January 2013           |
| 2        | C494 between B9097 and A977 Balado                                                                                                                    | 30 January 2013           |
| 3        | C494 between Powmill and B9097                                                                                                                        | 30 January 2013           |
| 4        | U241 between A977 Drum and B9097                                                                                                                      | 30 January 2013           |
| 5        | U222 between U238 and A977 at Drum                                                                                                                    | 30 January 2013           |
| 6        | U238 between Crook of Devon and U222                                                                                                                  | 30 January 2013           |
| 7        | U237 between A823 and Crook of Devon                                                                                                                  | 30 January 2013           |
| 8        | A823 spur between A823 and A977                                                                                                                       | 30 January 2013           |
| 9        | U215/U216 between Blairingone, Vicar's Bridge and A977                                                                                                | 30 January 2013           |
| 10       | U213 between Blairingone and Easter Muirhead                                                                                                          | 30 January 2013           |
| 11       | U213 between Easter Muirhead and Tethyknowe                                                                                                           | 30 January 2013           |
| 12       | C470 South Lochearnhead Road                                                                                                                          | 30 January 2013           |
| 13       | C484 Templehall to Kingoodie                                                                                                                          | 30 January 2013           |
| 14       | C401 Glendoick to Inchtute                                                                                                                            | 3 September 2014          |
| 15       | Kinnaird Village                                                                                                                                      | 3 September 2014          |
| 16       | C403 Invergowrie towards Tullybaccart                                                                                                                 | 3 September 2014          |
| 17       | U142 Kinnaird to Abernyte, U142 Abernyte to the C405                                                                                                  | 3 September 2014          |
| 18       | C405 from its junction with the U142 to its junction with the U344                                                                                    | 3 September 2014          |
| 19       | U344 to Coupar Angus including the U137 and the C433. C16 through Kettins                                                                             | 3 September 2014          |
| 20       | C19 from its junction with the A94 at Coupar Angus to the Angus Council boundary via Keillor. C18 from its junction with the C16 to Meigle via Ardler | 3 September 2014          |
| 21       | C423 from its junction with the A94 towards New Alyth                                                                                                 | 3 September 2014          |
| 22       | C451/C107 at Kenmore along the South Loch Tay Road                                                                                                    | 11 November 2015          |
| 23       | C484 from Kingoodie to the level crossing at Templehall.                                                                                              | 11 November 2015          |
| 24       | U143 between Longforgan and the C484.                                                                                                                 | 11 November 2015          |
| 25       | U145 between Longforgan and the C484.                                                                                                                 | 11 November 2015          |
| 26       | U243 Dryside Road                                                                                                                                     | 11 November 2015          |
| 27       | U11/U13 at Muthill                                                                                                                                    | 9 November 2016           |
| 28       | C493/U212 at Cleish                                                                                                                                   | 9 November 2016           |
| 29       | C416 between Bridge of Earn and Glenfarg including the U57, U58 & U60                                                                                 | 14 June 2017              |
| 30       | C414, C499 & C420 between Glenfarg and Milnathort including the U66 & U228                                                                            | 14 June 2017              |
| 31       | C446 between Rattray and Alyth                                                                                                                        | 14 June 2017              |
| 32       | U104 between Old Mill Road, Rattray and West Mill                                                                                                     | 14 June 2017              |
| 33       | C457 between Station Road and junction with U11                                                                                                       | 5 September 2018          |

| Ref. No. | Route/Location                                                                                                                                                                                                        | Approved by E&I Committee |
|----------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------|
| 34       | U143 from junction with C403 to A90 Longforgan Interchange                                                                                                                                                            | 5 September 2018          |
| 35       | C425 from its junction with the C423 to Black Law Farm Cottages and U103 from its junction with C425 to its junction with C423                                                                                        | 5 September 2018          |
| 36       | U106 from its junction with A923 to a point 170m west of West Myreriggs Farm, U107 from its junction with U106 to a point 18 meteres east of A923, U108 from its junction with U107 to its junction with Welton Road. | 5 September 2018          |
| 37       | U65 from its junction with the A912 to its junction with C416                                                                                                                                                         | 5 September 2018          |



EXISTING 30MPH SPEED LIMIT

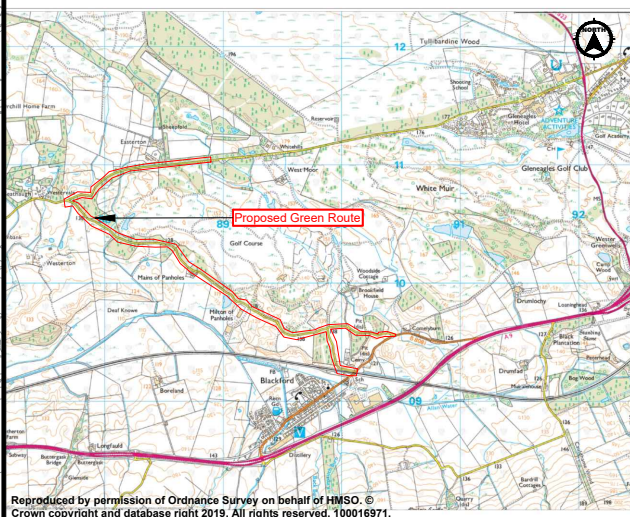
E30 —

EXISTING 40MPH SPEED LIMIT

E40 —

PROPOSED 40MPH CYCLING & WALKING FRIENDLY SPEED LIMIT

P40 —



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AMENDMENTS



**PERTH & KINROSS COUNCIL**

Propose 40mph CWFR Speed Limit for C457 & U188 Blackford

Ward 7 (Strathallan)

Appendix 2

Housing & Environment

Executive Director - B.Renton BA Hons

Drawn by: B Watt  
Checked by: C Beattie  
Approved by: B Cargill  
Date: 25/06/2019

Drawing Scales: N.T.S  
Project Code: Green Route 2019  
Drawing No: Appendix 2

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## 7PERTH AND KINROSS COUNCIL

### Environment and Infrastructure Committee

21 August 2019

### PROPOSED VARIATION TO WAITING RESTRICTIONS, DARNHALL DRIVE, PARK PLACE & CLYDE PLACE, PERTH (WARD 10)

**Report by Depute Director (Housing & Environment) (Report No. 19/221)**

This report outlines the problems experienced by residents in Darnhall Drive, Park Place and Clyde Place, Perth due to indiscriminate parking. The report recommends a variation to the Perth Traffic Management Order to vary the waiting restrictions on Darnhall Drive, Park Place and Clyde Place, Perth (Ward 10).

#### **1. BACKGROUND**

- 1.1 Darnhall Drive, Park Place and Clyde Place in Perth are predominately residential streets with a commercial premise on the corner of Darnhall Drive and Park Place. As a result, there is high demand for parking from both residents and short term parking for the shop.
- 1.2 Concerns have been raised from a local elected member and residents regarding parked vehicles causing an obstruction and blocking sightlines by parking at, or too close to, the junctions. Due to these concerns, the local community have requested the introduction of waiting restrictions to alleviate indiscriminate parking.
- 1.3 In order to alleviate the problems being experienced at these locations, it is proposed to vary the Perth Traffic Management Order to introduce additional No Waiting at Any Time waiting restrictions on Darnhall Drive, Park Place and Clyde Place.
- 1.4 Consultation was carried out with the local elected members and Police Scotland, who were in agreement with the proposal.

#### **2. PROPOSALS**

- 2.1 As a result of the above request from a local elected member and residents, it is now proposed to introduce additional No Waiting at Any Time restrictions on Darnhall Drive, Park Place and Clyde Place, Perth.
- 2.2 The proposals are shown on the plans at Appendix 1.

### 3. CONCLUSION AND RECOMMENDATION

- 3.1 This report details the location where it is proposed to introduce additional No Waiting at Any Time restrictions.
- 3.2 Approval will allow a start to be made to the formal procedure to vary the Traffic Regulation Order. This procedure will involve statutory consultation, preparation of a Draft TRO and advertising in the press. This will provide an opportunity for additional comments to be made or objections to be raised. If objections are raised, these will be reported back to Committee, with appropriate recommendations.
- 3.3 It is recommended that the Committee approve the promotion of a variation to the relevant TRO to introduce No Waiting at Any Time waiting restrictions on Darnhall Drive, Park Place and Clyde Place, as described.

#### Author

| Name            | Designation                 | Contact Details                                                                                  |
|-----------------|-----------------------------|--------------------------------------------------------------------------------------------------|
| Charles Haggart | Traffic and Network Manager | 01738 475000<br><a href="mailto:HECommitteeReports@pkc.gov.uk">HECommitteeReports@pkc.gov.uk</a> |

#### Approved

| Name           | Designation                             | Date         |
|----------------|-----------------------------------------|--------------|
| Keith McNamara | Depute Director (Housing & Environment) | 15 July 2019 |

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## 1. IMPLICATIONS, ASSESSMENTS, CONSULTATION AND COMMUNICATION

| <b>Strategic Implications</b>                       | <b>Yes/No</b> |
|-----------------------------------------------------|---------------|
| Community Plan / Single Outcome Agreement           | <b>Yes</b>    |
| Corporate Plan                                      | <b>Yes</b>    |
| <b>Resource Implications</b>                        |               |
| Financial                                           | <b>Yes</b>    |
| Workforce                                           | <b>None</b>   |
| Asset Management (land, property, IST)              | <b>None</b>   |
| <b>Assessments</b>                                  |               |
| Equality Impact Assessment                          | <b>Yes</b>    |
| Strategic Environmental Assessment                  | <b>Yes</b>    |
| Sustainability (community, economic, environmental) | <b>Yes</b>    |
| Legal and Governance                                | <b>Yes</b>    |
| Risk                                                | <b>None</b>   |
| <b>Consultation</b>                                 |               |
| Internal                                            | <b>Yes</b>    |
| External                                            | <b>Yes</b>    |
| <b>Communication</b>                                |               |
| Communications Plan                                 | <b>Yes</b>    |

### 1. Strategic Implications

#### Community Plan / Single Outcome Agreement

- 1.1 The Perth and Kinross Community Planning Partnership (CPP) brings together organisations to plan and deliver services for the people of Perth and Kinross. Together the CPP has developed the Perth and Kinross Community Plan which outlines the key things we think are important for Perth and Kinross.

- i) Giving every child the best start in life
- ii) Developing educated, responsible and informed citizens
- iii) Promoting a prosperous, inclusive and sustainable economy
- iv) Supporting people to lead independent, healthy and active lives
- v) Creating a safe and sustainable place for future generations

- 1.2 It is considered that the actions contained within this report contribute to all of the above objectives.

#### Corporate Plan

- 1.3 The Council's Corporate Plan outlines the same five objectives as those detailed above in the Community Plan. These objectives provide a clear strategic direction, inform decisions at a corporate and service level and shape resource allocation. It is considered that the actions contained in the

report contribute to the objectives as outlined in paragraph 1.1 above. These objectives are met by implementing schemes which promote road safety.

## **2. Resource Implications**

### Capital

- 2.1 There are no capital resource implications arising directly from the recommendations in this report.

### Revenue

- 2.2 There will be costs for advertising the necessary Order in the press and providing the road markings. The indicative cost of advertising an Order is £150 and will be met from the Traffic & Road Network Revenue Account in 2019/20.
- 2.3 The estimated cost of £500 for the road markings will be funded from the Traffic & Road Network Revenue Account in 2019/20.

### Workforce

- 2.4 There are no workforce implications arising from this report.

### Asset Management (land, property, IT)

- 2.5 There are no land and property, or information technology implications arising from the contents of this report.

## **3. Assessments**

### Equality Impact Assessment

- 3.1 Under the Equality Act 2010, the Council is required to eliminate discrimination, advance equality of opportunity, and foster good relations between equality groups. Carrying out Equality Impact Assessments for plans and policies allows the Council to demonstrate that it is meeting these duties.
- 3.2 This section should reflect that the proposals have been considered under the Corporate Equalities Impact Assessment process (EqIA) with the following outcome:
- (i) Assessed as **not relevant** for the purposes of EqIA.

### Strategic Environmental Assessment

- 3.3 Strategic Environmental Assessment (SEA) is a legal requirement under the Environmental Assessment (Scotland) Act 2005 that applies to all qualifying plans, programmes and strategies, including policies (PPS). The proposals

have been considered under the Act and no further action is required as it does not qualify as a PPS as defined by the Act and is therefore exempt.

#### Sustainability

- 3.4 Under the provisions of the Local Government in Scotland Act 2003 the Council has to discharge its duties in a way which contributes to the achievement of sustainable development. In terms of the Climate Change Act, the Council has a general duty to demonstrate its commitment to sustainability and the community, environmental and economic impacts of its actions.
- 3.5 The proposals contained within the report are assessed to have a positive impact on sustainability, particularly with regard to encouraging road safety.

#### Legal and Governance

- 3.6 The Order will be promoted in accordance with The Local Authorities' Traffic Orders (Procedure) (Scotland) Regulations 1999.

#### Risk

- 3.7 There are no significant risks associated with the implementation of this project.

### **4. Consultation**

- 4.1 The Head of Legal and Governance, the Head of Housing and the Head of Finance have been consulted in the preparation of this report.
- 4.2 Police Scotland and the local elected members have also been consulted and support the proposal.

### **5. Communication**

- 5.1 Approval will allow a start to be made to the formal procedure to generate a Traffic Regulation Order. This procedure will involve statutory consultation, preparation of a draft TRO and advertising in the press. This will provide an opportunity for additional comments to be made or objections to be raised. Should objections be raised, these will be reported back to Committee, with appropriate recommendations.

### **2. BACKGROUND PAPERS**

- 2.1 None.

### **3. APPENDICES**

- 3.1 The proposals are shown in Appendix 1.



