



2010 Air Quality Progress Report for *Perth & Kinross Council*

In fulfillment of Part IV of the Environment Act 1995
Local Air Quality Management

Date : 04/2010

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Report Reference number	
Date	

Executive Summary

This report fulfils the requirements of the Local Air Quality Management process as set out in Part IV of the Environment Act (1995), the Air Quality Strategy for England, Scotland, Wales and Northern Ireland 2007 and the relevant Policy and Technical Guidance documents. The LAQM process places an obligation on all local authorities to regularly review and assess air quality in their areas, and to determine whether or not the air quality objectives are likely to be achieved. Where exceedences are considered likely, the local authority must declare an Air Quality Management Area (AQMA) and prepare an Air Quality Action Plan (AQAP) setting out the measures it intends to put in place in pursuit of the objectives

Perth & Kinross Council declared the whole of Perth an AQMA in May 2006 after the Detailed Assessment in 2004 found that there would be areas of exceedences for NO₂ and PM₁₀ where relevant exposure occurred. The 2007 Further Assessment confirmed the conclusions of the Detailed Assessment and recommended that Perth & Kinross Council retain their city wide Air Quality Management Area for NO₂ and PM₁₀ and exceedences of these pollutants are due mainly to queuing and congested traffic specifically HDV traffic. The 2007 and 2008 Progress Reports showed that all sites in Perth which are above or close to the objectives lie within the city centre or close to it on the main through routes and are within the existing AQMA, showing that there is a trend of a slight increase year on year at these sites.

This Progress Report considered the following new monitoring data for calendar year 2009. During 2009, Perth & Kinross Council undertook ambient monitoring of NO₂ tubes at 54 sites within Perth and Kinross.

When assessing the 2009 annual mean nitrogen dioxide concentrations (bias adjusted) against the AQS objective of 40ug/m³, exceedences are evident at 16 of the diffusion tube monitoring sites within AQMA and 1 site out with the AQMA, in Crieff.

The 16 diffusion tube sites that showed exceedences are all sites within Perth & Kinross Council's AQMA and our Air Quality Action Plan addresses these exceedences through the measures.

The exceedence in Crieff is at a kerbside site, therefore not representative of exposure for the annual NO₂ objective, a nearby tube on a building façade is below the objective so a detailed assessment is not required at this time. Further monitoring is required here, therefore from April an automatic monitor has been in place to give a more accurate picture of air quality in Crieff.

Table of contents

1	Introduction	6
1.1	Description of Local Authority Area	6
1.2	Purpose of Progress Report	6
1.3	Air Quality Objectives	7
1.4	Summary of Previous Review and Assessments	9
2	New Monitoring Data	11
2.1	Summary of Monitoring Undertaken	11
2.2	Comparison of Monitoring Results with Air Quality Objectives	20
3	New Local Developments	27
3.1	Road Traffic Sources	27
3.2	Other Transport Sources	27
3.3	Industrial Sources	27
3.4	Commercial and Domestic Sources	27
3.5	New Developments with Fugitive or Uncontrolled Sources	27
4	Local / Regional Air Quality Strategy	28
5	Planning Applications	29
5.1	Murray Royal Hospital	29
5.2	Perth Mart	29
5.3	Shore Road Energy from Waste Plant	30
6	Local Transport Plans and Strategies	31
7	Climate Change Strategies	32
8	Implementation of Action Plans	33
9	Conclusions and Proposed Actions	50
9.1	Conclusions from New Monitoring Data	50
9.2	Conclusions relating to New Local Developments	50
9.3	Proposed Actions	51
10	References	52

Appendices

Appendix 1	QA/QC
Appendix 2	Diffusion Tubes

List of Tables

Table 1.1 Air Quality Objectives included in Regulations for the purpose of Local Air Quality Management in Scotland.

Table 2.1 Details of Automatic Monitoring Sites

Table 2.2 Details of Non- Automatic Monitoring Sites

Table 2.3a Results of Automatic Monitoring for Nitrogen Dioxide: Comparison with Annual Mean Objective

Table 2.3b Results of Automatic Monitoring for Nitrogen Dioxide: Comparison with 1-hour Mean Objective

Table 2.4 Results of Nitrogen Dioxide Diffusion Tubes Perth

Table 2.5 Results of Nitrogen Dioxide Diffusion Tubes Out with Perth

Table 2.6a Results of PM₁₀ Automatic Monitoring: Comparison with Annual Mean Objective

Table 2.6b Results of PM₁₀ Automatic Monitoring: Comparison with 24-hour Mean Objective

Table 8.1 Action Plan Progress

List of Figures

Figure 1.1 Map of AQMA Boundaries

Figure 2.1 Map of Automatic Monitoring Sites

Figure 2.2 Map(s) of Non-Automatic Monitoring Sites Diffusion tube locations out with AQMA

Figure 2.3 Trends in Annual Mean Nitrogen Dioxide Concentration Measured at Automatic Monitoring Sites.

Figure 2.4 Trends in Annual Mean Nitrogen Dioxide Concentration Measured at Diffusion Tube Monitoring Sites.

1 Introduction

1.1 Description of Local Authority Area

The Perth & Kinross local authority area is made up of Perthshire and Kinross-shire, collectively the Perth and Kinross area was formerly known as Perthshire. Perth and Kinross is one of the 32 unitary council areas into which Scotland has been divided since 1996. Perth and Kinross is the 5th largest council area in Scotland, but it is only the 14th largest in terms of population, reflecting its extensive rural and upland areas. Important settlements in Perth and Kinross include Perth, Kinross, Auchterarder, Aberfeldy, Blairgowrie, Blair Atholl, Pitlochry, Coupar Angus and Crieff. The 'Fair City' Perth lies to the east, on the banks of the Tay, the largest river in Britain. Blairgowrie and East Perthshire have quiet glens, peaceful lochs and the mountains of Glenshee.

Known as the 'big county', Perth & Kinross, is the gateway to the Highlands and home to around 140,000 people. The 'big county' refers to not only its physical area, but to the diversity of towns and countryside. Perth and Kinross feature everything you associate with Scotland including lochs, mountains, forests and castles.

Perth and Kinross is bordered on its north by Highland and Aberdeenshire; on its east by Angus and the City of Dundee; and on its south by Fife, Clackmannanshire and Stirling.

It covers 5,406 sq km (includes fresh and tidal waters), land area is 5,311 sq km.

Perth is a hub for employment, commerce, leisure and tourism for the wider area of Perth and Kinross and this contributes to the traffic issues within our designated Air Quality Management Area.

The main and strategic roads within Perth & Kinross include the A90, A9, M90, A85 and A827 and four rail lines converge in the city of Perth.

1.2 Purpose of Progress Report

Progress Reports are required in the intervening years between the three-yearly Updating and Screening Assessment reports. Their purpose is to maintain continuity in the Local Air Quality Management process.

They are not intended to be as detailed as Updating and Screening Assessment Reports, or to require as much effort. However, if the Progress Report identifies the risk of exceedance of an Air Quality Objective, the Local Authority (LA) should undertake a Detailed Assessment immediately, and not wait until the next round of Review and Assessment.

1.3 Air Quality Objectives

The air quality objectives applicable to LAQM in Scotland are set out in the Air Quality (Scotland) Regulations 2000 (Scottish SI 2000 No 97), the Air Quality (Scotland) (Amendment) Regulations 2002 (Scottish SI 2002 No 297), and are shown in Table 1.1. This table shows the objectives in units of microgrammes per cubic metre, $\mu\text{g}/\text{m}^3$ (milligrammes per cubic metre, mg/m^3 for carbon monoxide) with the number of exceedences in each year that are permitted (where applicable).

Table 1.1 Air Quality Objectives included in Regulations for the purpose of Local Air Quality Management in Scotland.

Pollutant	Concentration	Measured as	Date to be achieved by
Benzene	16.25 $\mu\text{g}/\text{m}^3$	Running mean annual	31.12.2003
	3.25 $\mu\text{g}/\text{m}^3$	Running mean annual	31.12.2010
1,3-Butadiene	2.25 $\mu\text{g}/\text{m}^3$	Running mean annual	31.12.2003
Carbon monoxide	10.0 mg/m^3	Running mean 8-hour	31.12.2003
Lead	0.5 $\mu\text{g}/\text{m}^3$	Annual mean	31.12.2004
	0.25 $\mu\text{g}/\text{m}^3$	Annual mean	31.12.2008
Nitrogen dioxide	200 $\mu\text{g}/\text{m}^3$ not to be exceeded more than 18 times a year	1-hour mean	31.12.2005
	40 $\mu\text{g}/\text{m}^3$	Annual mean	31.12.2005
Particles (PM₁₀) (gravimetric)	50 $\mu\text{g}/\text{m}^3$, not to be exceeded more than 35 times a year	24-hour mean	31.12.2004
	50 $\mu\text{g}/\text{m}^3$, not to be exceeded more than 7 times a year	24-hour mean	31.12.2010
	40 $\mu\text{g}/\text{m}^3$	Annual mean	31.12.2004
	18 $\mu\text{g}/\text{m}^3$	Annual mean	31.12.2010
Sulphur dioxide	350 $\mu\text{g}/\text{m}^3$, not to be exceeded more than 24 times a year	1-hour mean	31.12.2004
	125 $\mu\text{g}/\text{m}^3$, not to be exceeded more than 3 times a year	24-hour mean	31.12.2004
	266 $\mu\text{g}/\text{m}^3$, not to be exceeded more than 35 times a year	15-minute mean	31.12.2005

1.4 Summary of Previous Review and Assessments

Perth and Kinross Council has completed the following Review and Assessments of air quality to date:

- Stage 1 March 1999, Stage 1 (Revised)
- Stage 2 (September 2002)
- Upgrading and Screening Assessment (2003)
- Detailed Assessment (2004) NO₂ & PM₁₀
- Progress Report (2005)
- Air Quality Management Area Declared (May 2006) for NO₂ & PM₁₀
- Updating and Screening Assessment (2006)
- Progress Report (2007)
- Further Assessment (2007) NO₂ & PM₁₀
- Progress Report (2008)
- Updating and Screening Assessment (2009)
- Air Quality Action Plan adopted by council and approved by Scottish Government (2009)

The previous assessments of the air quality in Perth and Kinross concluded that there were likely exceedences of the annual mean objectives for NO₂ as a result of traffic sources in Perth. Projections also indicated likely exceedences of the annual mean objectives for PM₁₀ in 2010.

Perth & Kinross Council declared the whole of Perth City centre an Air Quality Management Area (AQMA) for both pollutants in May 2006. Figure 1.4 shows the extent of the AQMA. The decision to designate the whole of Perth an AQMA was made to ensure that areas that are close to, but do not at present exceed, the objectives are covered and also it allows the Action Plan to take in a wider area, thus avoiding moving problems to other parts of the city, while dealing with the areas which are exceeding the objectives. It also helped to ensure that the Air Quality Action Plan (AQAP) would be integrated with other council policies.

Perth & Kinross Council has taken account of the effect of the proposed Air Quality Action Plan on greenhouse gas emissions in accordance with Scottish Government guidance. To inform this process, AEA Energy & Environment was commissioned to undertake a study in terms of the effect of the Air Quality Action Plan on greenhouse gas emissions (GHG) for the whole of the Perth & Kinross Council area, rather than just the AQMA, this assessment was completed in May 2007.

The 2007 Progress Report, using 2006 data, concluded that nitrogen dioxide concentrations at 17 sites were breaching the 2005 annual mean objective of 40ug/m³, and at 8 sites were between 35 – 39 ug/m³, all close to Perth city centre, and levels of PM₁₀ at both High Street and Atholl Street monitoring sites appear to be increasing by a small margin year on year.

The 2008 further assessment confirmed the conclusions of the 2007 detailed assessment and to test the city centre traffic management (CCTMR) scenarios to assess the likely impact they may have on pollutant concentrations. The report included an assessment of source apportionment and identified emissions from heavy duty vehicle and congested traffic as the main local contributors to elevated levels of nitrogen dioxide and PM₁₀ in Perth.

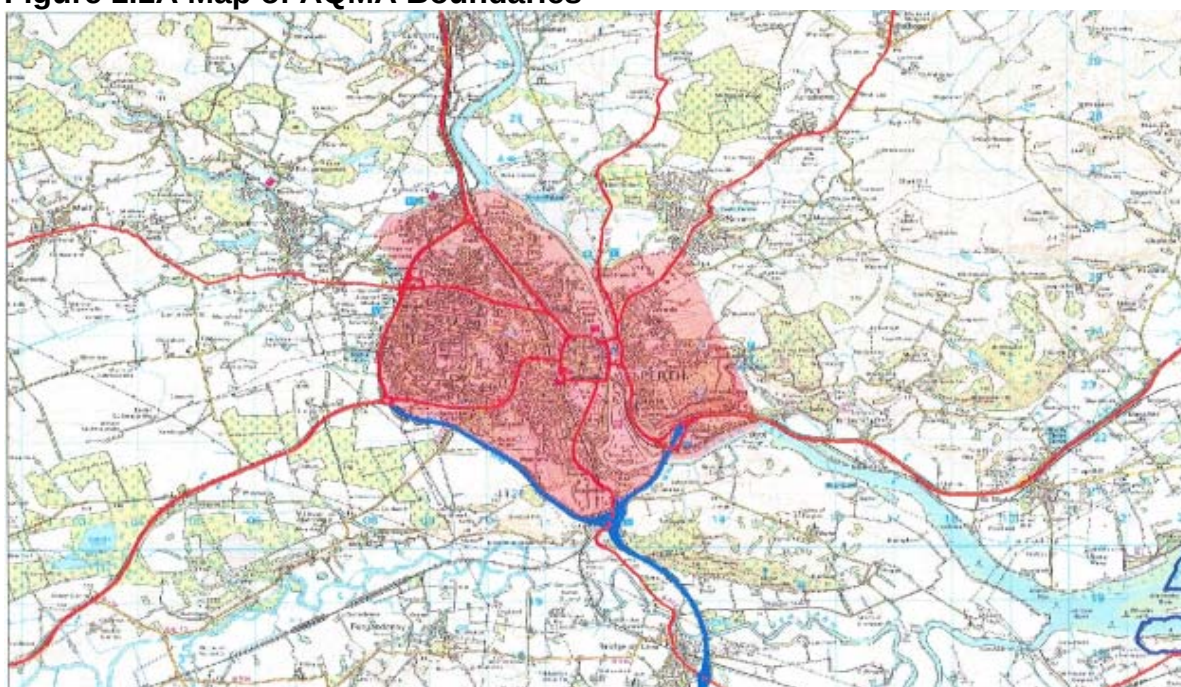
The 2008 Progress Report, using 2007 data, concluded that nitrogen dioxide concentrations at 19 sites in Perth are above the annual mean objective of 40ug/m³ and 4 are between 35-40ug/m³. Also in Crieff, 1 site is now above 40ug/m³ and 2 sites are between 35 – 40 ug/m³. As the sites which are exceeding the standard are kerbside, and not representative of exposure for the annual standard and the façade level tubes are below 40 ug/m³, it was decided not to proceed to a Detailed Assessment this year, but instead to undertake automatic monitoring in Crieff.

Draft Air Quality Action Plan, Strategic Environmental Assessment Environmental Report (2008), Climate Change Implication of the Draft Air Quality Action Plan (2008) and the Further Assessment (2008) all went out for consultation June (2008).

The 2009 Updating and Screening Assessment, using 2008 data, concluded that nitrogen dioxide concentrations at 23 sites within Perth's AQMA are above the annual mean objective of 40ug/m³ and two sites in Crieff out with Perth's AQMA. Two additional monitoring sites at the façade of buildings were introduced at Crieff.

Perth & Kinross Council's Air Quality Action Plan was approved by The Scottish Government and Adopted as Council Policy in August 2009.

Figure 1.1A Map of AQMA Boundaries



2 New Monitoring Data

2.1 Summary of Monitoring Undertaken

2.1.1 Automatic Monitoring Sites

Perth and Kinross Council has an on going commitment to quality assurance and quality control, and accordingly ensure that all measurements fully comply with relevant guidance.

Two automated monitoring stations within Perth provide air quality data. Each site samples and records the continuous, real –time concentrations of nitrogen dioxide and small particulate matter with an API M200A chemiluminescent analyser for Oxides of Nitrogen and an R&P TEOM analyser for PM₁₀. Site details for, and current real time data from, these monitors are available in the Scottish Air Quality Website.

All automatic monitoring data has been collected, ratified and supplied to the Council by Energy & Environment (AEA). AEA ensure monitoring instrumentation, methodologies and data conform to consistent and traceable national and international standards, TEOM data for PM10 is corrected using the Volatile Correction Model (VCM). This includes full measurements traceability through the use of UKAS-accredited calibration gases.

Figure 2.1. A Map of Automatic Monitoring Sites



Table 2.1 Details of Automatic Monitoring Sites

Site Name	Site Type	OS Grid Ref		Pollutants Monitored	Monitoring Technique	In AQMA?	Relevant Exposure? (Y/N with distance (m) to relevant exposure)	Distance to kerb of nearest road (N/A if not applicable)	Does this location represent worst-case exposure?
Perth 1-High Street	Roadside	311680	723624	NO ₂ & PM ₁₀	AP1 M200A chemilumin escent analyser for Oxides of Nitrogen & R&P TEOM analyser for PM ₁₀	Y	Y (20.4m)	4.8m	Y
Perth 2- Atholl Street	Roadside	311575	723917	NO ₂ & PM ₁₀	AP1 M200A chemilumin escent analyser for Oxides of Nitrogen & R&P TEOM analyser for PM ₁₀	Y	Y (22.3m)	2.3m	Y

2.1.2 Non-Automatic Monitoring

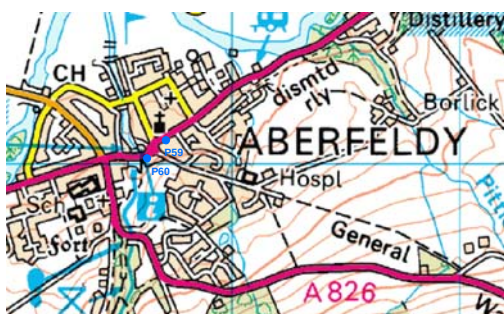
Perth & Kinross Council also maintains a network of passive diffusion tubes to monitor levels of nitrogen dioxides. The vast majority of these 54 sites are in Perth, although there are also 2 sites in Glencarse (just off the A90 Perth to Dundee), 6 sites in Crieff, the two new sites in Crieff at 19 West High Street and 43 High Street were installed in January 2009 at the building facades, and 2 sites in Aberfeldy.

A list of site details is provided in Table 2.2 and site location maps are provided in Figure 2.2, of this report.

Dundee City Council Scientific Services provide and analyse passive diffusion tubes for monitoring NO₂ in Perth & Kinross. This laboratory takes part in and meets QA/QC Field Inter comparison standards specified for the National NO₂ Network. The Summary of Precision Results for Nitrogen Dioxide Diffusion Tubes Collocation Studies, by Laboratory which is published on the review and assessment helpdesk operated by Air Quality Consultants/University of the West of England classes precision for Dundee CCSS to be “good”. Tube preparation utilises a 20% v/v triethanolamine (TEA) in water methodology. Analysis using colorimetric techniques typically follows four/five week exposure period in accordance with the National NO₂ Monitoring Network schedule.

The statistical tool created by AEA Energy & Environment and provided for LAQM assistance on the UK National Air Quality Archive website was used to confirm good precision and accuracy of data from co-located tubes in Perth & Kinross.

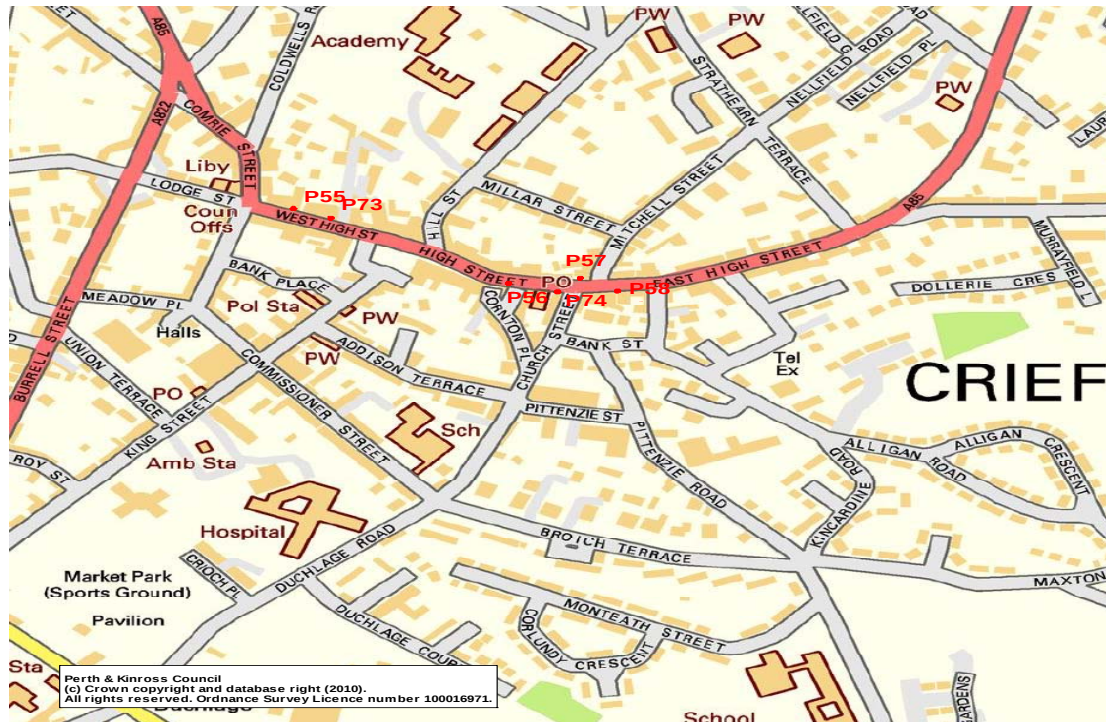
Figure 2.2a Map(s) of Non-Automatic Monitoring Sites Diffusion tube locations out with AQMA



Aberfeldy

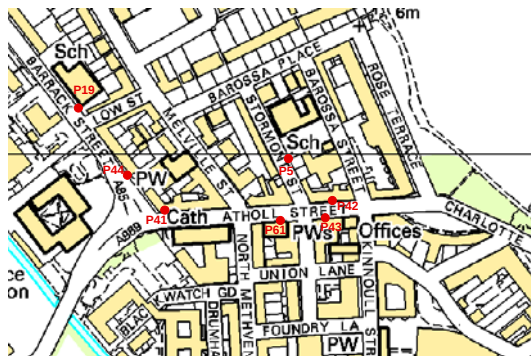


Glencarse

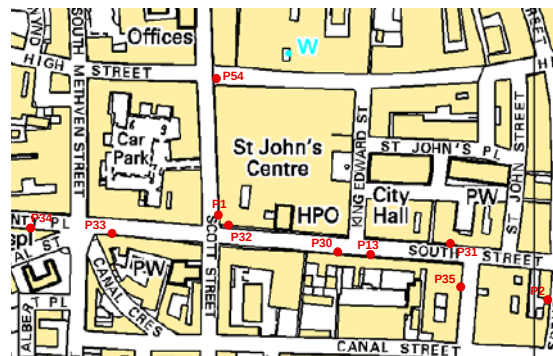


Crieff

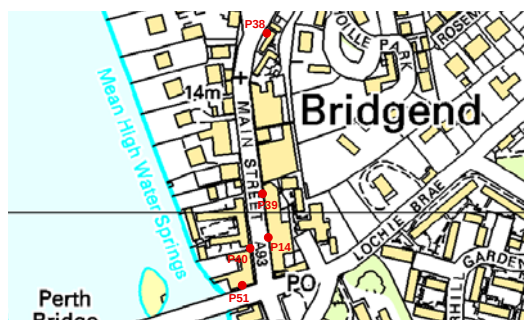
Figure 2.2b Map(s) of Non-Automatic Monitoring Sites Diffusion tube locations within AQMA



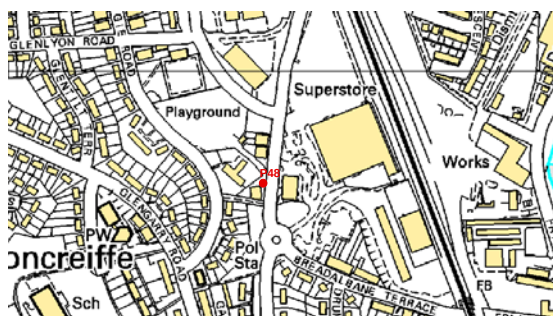
Atholl Street Area



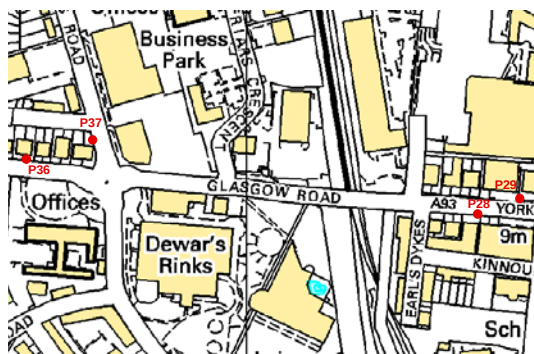
High Street Area



Bridgend Area



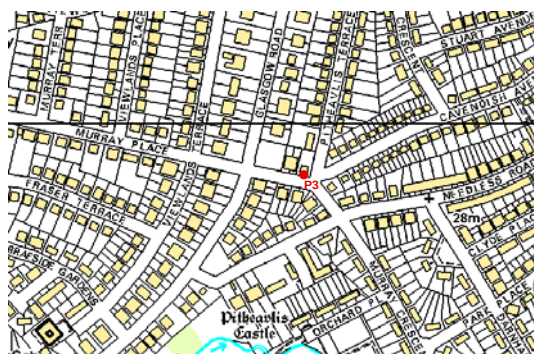
Edinburgh Road Area



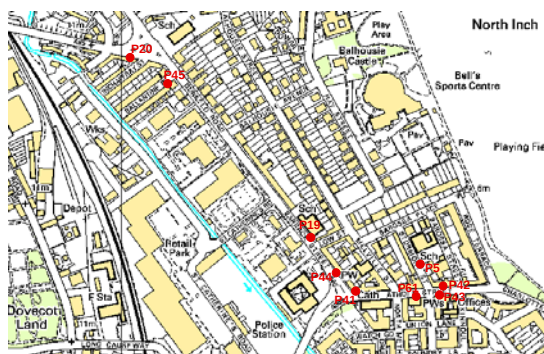
Lower Glasgow Road Area



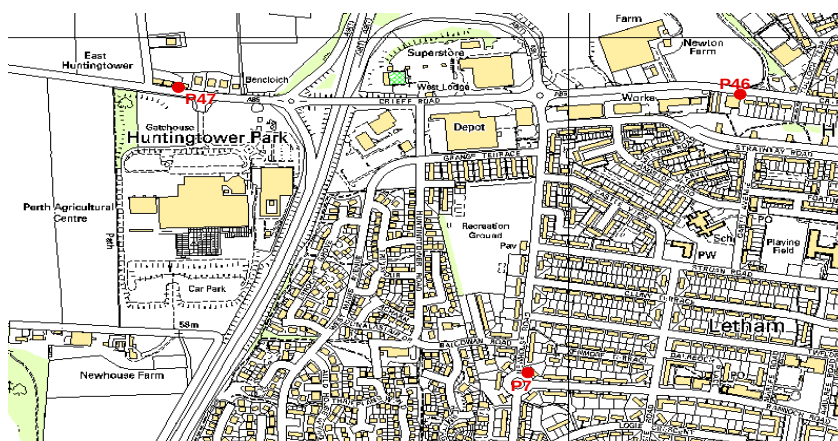
Muirton Area



Murray Crescent



North Centre Perth



NW Perth Area

Table 2.2 Details of Non- Automatic Monitoring Sites

	Site Type	OS Ref	Grid	Pollutants Monitored	In AQMA?	Relevant Exposure? (Y/N with distance (m) to relevant exposure)	Distance to kerb of nearest road (N/A if not applicable)	Worst-case Location?
42 Scott St, Perth, PH1 5PH	R	NO117235		NO2	Y	Y(3)	2.5	Y
17 Speygate, Perth, PH2 8PJ	UC	NO120234		NO2	Y	Y(2.9)	2.05	Y
15 Murray Crescent, Perth, PH2 0HU	UB	NO105228		NO2	Y	Y(2.9)	2.05	N
8 Stormont Street, Perth, PH1 5NW	UC	NO116239		NO2	Y	Y(10)	1.7	Y
41 Mull Place, Perth, PH1 3DP	UB	NO105257		NO2	Y	Y(6)	1.7	N
257 Rannoch Rd/ Newhouse Rd Roundabout, Perth, PH1 2DW	UC	NO089244		NO2	Y	Y(8.3)	2.1	Y
86/88 South Street, Perth, PH2 8PD	R	NO118234		NO2	Y	Y(1)	2.6	Y
9 Main Street, Bridgend, Perth, PH2 7HD	R	NO122239		NO2	Y	Y(1)	2.3	Y
St Ninian's School, Dunkeld Rd, Perth, PH1 5RF	R	NO113241		NO2	Y	Y(3.4)	3.2	Y
2 Crieff Road, Perth, PH1 5RT	R	NO110243		NO2	Y	Y(1)	1.9	Y
28 York Place, Perth, PH2 8EH	R	NO111234		NO2	Y	Y(12)	2.4	Y
37 York Place, Perth, PH2 8EH	R	NO112235		NO2	Y	Y(8)	4.1	Y
104 South Street, Perth, PH2 8PA	R	NO117234		NO2	Y	Y(1)	2.4	Y
45-47 South Street, Perth, PH2 8PD	R	NO119234		NO2	Y	Y(5)	3.5	Y

135 South Street, Perth, PH2 8PA	R	NO117234	NO2	Y	Y(23)	4.6	Y
216 South Street, Perth, PH2 8NY	R	NO116234	NO2	Y	Y(5)	2.5	Y
10 County Place, Perth, PH2 8EE	R	NO115234	NO2	Y	Y(2)	3	Y
17 Princes Street, Perth, PH2 8NG	R	NO119234	NO2	Y	Y(1.5)	1.8	Y
51 Glasgow Road, Perth, PH2 0PE	R	NO107235	NO2	Y	Y(7.2)	2.6	Y
Riggs Road, Perth, PH1 1PR	R	NO108236	NO2	Y	Y(10)	1.9	Y
93-109 Main Street, Bridgend, Perth, PH2 7HE	R	NO122241	NO2	Y	Y(1)	7	Y
39 Main Street, Bridgend, Perth, PH2 7HD	R	NO122240	NO2	Y	Y(7)	2.1	Y
18 Main Street, Bridgend, Perth, PH2 7HB	R	NO122239	NO2	Y	Y(18)	2.4	Y
76 Atholl Street, Perth, PH1 5NL	R	NO114239	NO2	Y	Y(1)	2.5	Y
26-28 Atholl Street, Perth, PH1 6NP	K	NO116239	NO2	Y	Y(2)	0.3	Y
17 Atholl Street, Perth, PH1 5NH	R	NO116239	NO2	Y	Y(2)	3	Y
22 Barrack Street, Perth, PH1 5RD	K	NO114239	NO2	Y	Y(2.7)	0.3	Y
Ballantine Place, Perth, PH1 5RD	UC	NO110243	NO2	Y	Y(4)	1.7	Y
204 A Crieff Road, Perth, PH1 2PE	R	NO093248	NO2	Y	Y(11.5)	2	Y

5 East Huntingtower, Perth, PH1 3JJ	R	NO083248	NO2	Y	Y(5.5)	1.8	Y
30 Edinburgh Road, Perth, PH2 8BX	R	NO083248	NO2	Y	N(37)	2.5	Y
2 West Bridge Street, Perth, PH2 7HA	R	NO122239	NO2	Y	Y12.5)	3.7	Y
Real Time Monitor adjacent to 176 High Street, Perth,PH1 5EW	R	NO115239	NO2	Y	Y(20.4)	4.8	Y
Real Time Monitor, Atholl Street, Perth,PH1 5NH	R	NO117235	NO2	Y	Y(22.3)	2.3	Y
84 Dundee Road, Perth, PH2 7BA	R	NO125229	NO2	Y	Y(1)	1.7	Y
30 Dundee Road, Perth, PH2 7AQ	R	NO124232	NO2	Y	Y(1.3)	1.4	Y
The Lodge, Isla Road Bridgend PH2 7HG	R	NO122241	NO2	Y	Y(1)	1.4	Y
5-7 Charlotte Street, Perth, PH1 5LW	R	NO119238	NO2	Y	Y(3.3)	2	Y
1 Atholl Street, Perth, PH1 5NH	R	NO116239	NO2	Y	Y(1)	2.3	Y
2 Atholl Street, Perth, PH1 5NP	R	NO116239	NO2	Y	Y(2.5)	0.8	Y
United Free Church of Scotland, Kinnoull Street Perth PH1 5EZ	R	NO116239	NO2	Y	Y(3)	2.6	Y
Leith Buildings, 28 Dunkeld Road, Perth, PH1 5AJ	R	NO110244	NO2	Y	Y(5.1)	2.1	Y
134-140 Dunkeld Road Perth PH1 5AS	R	NO106249	NO2	Y	Y(7.8)	1.5	Y
82 Crieff Road, Perth PH1 2RP	R	NO103240	NO2	Y	Y(1)	2.4	Y

Opp Wood'n Garden, Glencarse, PH2 7XL	R	NO173235	NO2	N	Y(2.8)	2.8	Y
Linden Garden Centre, Glencarse, PH2 7LX	R	NO173235	NO2	N	Y(6)	2.1	Y
7 West High Street, Crieff PH7 3AF	UC	NN866215	NO2	N	Y(10)	0.4	N
39, High Street, Crieff PH7 3HT	UC	NN865215	NO2	N	Y(18)	1.2	N
The Highland Trading Company, 62, High Street, Crieff PH7 3BS	UC	NN865215	NO2	N	Y(1)	1	Y
9 East High Street, Crieff PH7 3AF	UC	NN866215	NO2	N	Y(5)	0.3	Y
12 Dunkeld Street, Aberfeldy PH15 2DA	UC	NN857491	NO2	N	Y(1)	2.3	Y
Highland Gift Shop, Bridgend, Aberfeldy PH15 2DF	UC	NN856490	NO2	N	Y(1.5)	2.3	Y
19 West High Street Crieff, PH7 4AU	O	NN8629921649	NO2	N	Y(0)	2.5	Y
43 High Street Crieff, PH7 3HT	O	NN8666721571	NO2	N	Y(0)	1.4	Y

2.2 Comparison of Monitoring Results with Air Quality Objectives

2.2.1 Nitrogen Dioxide

Automatic Monitoring Data

Table 2.3a Results of Automatic Monitoring for Nitrogen Dioxide: Comparison with Annual Mean Objective

Site ID	Location	Within AQMA?	Data Capture for full calendar year 2009 ^b %	Annual mean concentrations ($\mu\text{g}/\text{m}^3$)		
				2007 ^{c,d}	2008 ^{c,d}	2009 ^c
Perth 1	High Street	Y	97	29	27	25
Perth2	Atholl Street	Y	98	60	60	56

Figure 2.3a Trends in Annual Mean Nitrogen Dioxide Concentration Measured at Automatic Monitoring Sites.

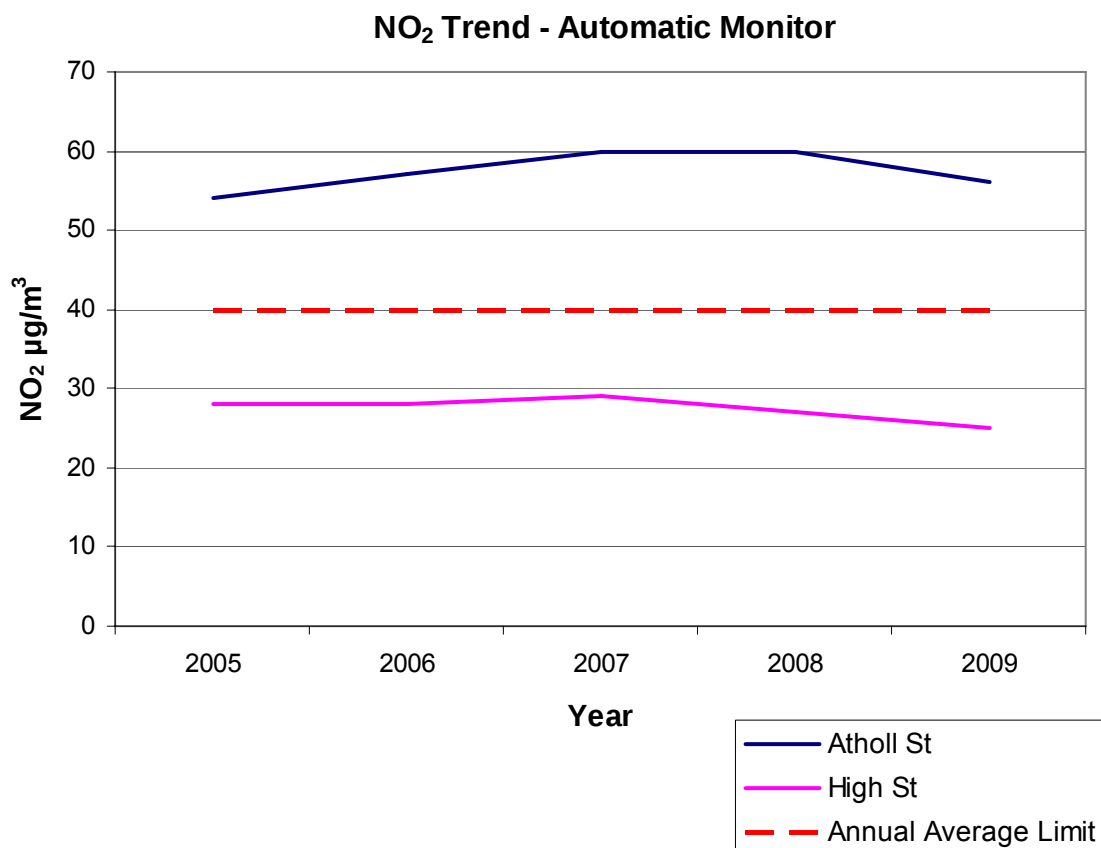
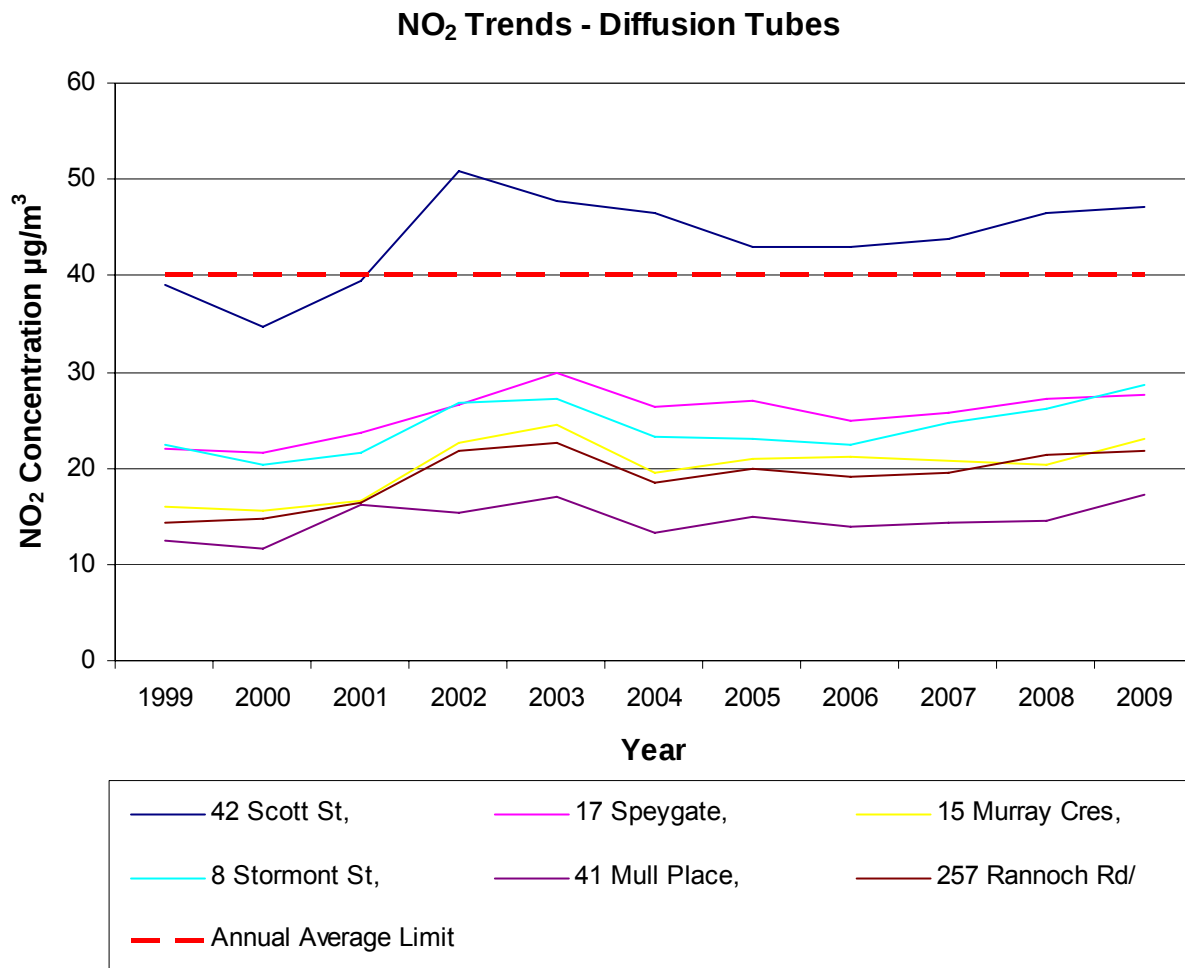


Table 2.3b Results of Automatic Monitoring for Nitrogen Dioxide: Comparison with 1-hour Mean Objective

Site ID	Location	Within AQMA	Data Capture for full calendar year 2009 ^b %	Number of Exceedences of Hourly Mean (200 µg/m ³)		
				2007 ^c	2008 ^c	2009
Perth 1	High Street Perth	Y	97	0	1	0
Perth 2	Atholl Street Perth	Y	98	0	25	3

Diffusion Tubes

Figure 2.4 Trends in Annual Mean Nitrogen Dioxide Concentration Measured at Diffusion Tube Monitoring Sites.



The 6 tubes used here are the original 6 tubes installed by Perth and Kinross Council, still in use today, allowing a 10 year trend to be plotted.

Diffusion Tube Monitoring Data**Table 2.4 Results of Nitrogen Dioxide Diffusion Tubes Perth**

Site ID	Location	Within AQMA	Data Capture 2009 %	Annual mean concentrations 2009 (mg/m3) Adjusted for bias ⁽¹⁾
1	42 Scott St,*	Y	100	41
2	17 Speygate,	Y	100	24
3	15 Murray Crest,*	Y	100	20
5	8 Stormont St,*	Y	100	25
6	41 Mull Place,	Y	92	15
7	257 Rannoch Rd/	Y	92	19
13	86/88 South Street*	Y	100	37
14	9 Main St, Bridgend,*	Y	100	39
19	St Ninian's School ,Dunkeld Rd,	Y	100	36
20	2 Crieff Road	Y	100	29
28	28 York Place	Y	100	44
29	37 York Place	Y	100	38
30	104 South St,*	Y	100	40
31	45-47 South St,	Y	100	30
32	135 South St,	Y	100	37
33	216 South Street	Y	92	42
34	10 County Place,*	Y	100	49
35	17 Princes St	Y	100	29
36	51 Glasgow Rd,	Y	100	33
37	Riggs Rd, Perth,	Y	100	30
38	93-109 Main St Bridgend,	Y	100	30
39	39 Main St, Bridgend,*	Y	100	47
40	18 Main St, Bridgend,*	Y	100	46
41	76 Atholl St,*	Y	100	49
42	26-28 Atholl St,	Y	100	44
43	17 Atholl St,*	Y	100	53
44	22 Barrack St*	Y	100	43
45	Ballantine Place,	Y	100	23
46	204 A Crieff Rd	Y	100	30
47	5 East Huntingtower,	N	100	28
48	30 Edinburgh Rd	Y	100	25
51	2 West Bridge St, Bridgend	Y	100	23
54	RTM 176 High St*	Y	100	26
61	RTM Atholl St*	Y	100	55
62	84 Dundee Rd	Y	100	36
63	30 Dundee Rd,	Y	100	41
64	The Lodge, Isla Rd, Bridgend*	Y	100	49
65	5-7 Charlotte Street	Y	100	30
67	1 Atholl Street	Y	100	40
68	2 Atholl Street	Y	100	32

69	Church of Scotland, Kinnoull Street	Y	100	41
70	Leith Buildings, 28 Dunkeld Rd	Y	100	32
71	134-140 Dunkeld Road	Y	100	18
72	82 Crieff Road,	Y	100	38

¹ Bias adjustment factor 0.87 used (see Appendix A)

* Shows where an average value is used for multiple tubes

Table 2.5 Results of Nitrogen Dioxide Diffusion Tubes Out with Perth

Site ID	Location	Within AQMA	Data Capture 2009 %	Annual mean concentrations 2009 ($\mu\text{g}/\text{m}^3$) Adjusted for bias ⁽²⁾
49	Opp Wood'n Garden, Glencarse,	N	100	23
50	Linden Garden Centre, Glencarse	N	100	24
55	7 West High St, Crieff	N	100	45
56	39, High St, Crieff	N	100	35
57	62, High St, Crieff	N	100	32
58	9 East High St, Crieff *	N	100	38
59	12 Dunkeld Street, Aberfeldy	N	100	27
60	Highland Gift Shop, Bridgend, Aberfeldy *	N	100	20
73	19 West High St Crieff	N	92	36
74	43 High St Crieff	N	92	33

² Bias adjustment factor 0.87 used (see Appendix A)

* Shows where an average value is used for multiple tubes

2.2.2 PM₁₀**Table 2.6a Results of PM₁₀ Automatic Monitoring: Comparison with Annual Mean Objective**

Site ID	Location	Within AQMA	Data Capture for full calendar year 2009 ^b %	Annual Mean Concentrations (µg/m ³)		
				2007	2008	2009
Perth1	High Street	Y	96	20	20	16
Perth2	Atholl Street	Y	91	27	26	21

Table 2.6b Results of PM₁₀ Automatic Monitoring: Comparison with 24-hour Mean Objective

Site ID	Location	Within AQMA	Data Capture 2009 ^b %	Number of Exceedences of Daily Mean Objective (50 µg/m ³)		
				2007	2008	2009
Perth1	High Street	Y	96	5	0	2
Perth2	Atholl Street	Y	91	6	5	3

2.2.3 Summary of Compliance with AQS Objectives

Perth & Kinross Council has examined the results from monitoring in the district. Concentrations outside of the AQMA are all below the objectives at relevant locations, therefore there is no need to proceed to a Detailed Assessment.

3 New Local Developments

3.1 Road Traffic Sources

There are no newly identified road traffic sources within our area.

3.2 Other Transport Sources

There are no newly identified other transport sources within our area.

3.3 Industrial Sources

There are no newly identified other industrial sources within our area.

3.4 Commercial and Domestic Sources

Planning was approved for the erection of a particulate filter room and installation of a wood chip boiler (in retrospect) Alyth Primary School Albert Street Alyth for Perth and Kinross Council. Information was submitted from the installers of the biomass boiler indicating that the inclusion of a ceramic filter yields a reduction of more than 90% in emissions of particulate matter, flue 7meters high with a 0.35meter diameter. The application was in accordance to TG.09 therefore Perth & Kinross Council was satisfied that the operation of the boiler would not lead to an exceedence of the air quality objectives.

3.5 New Developments with Fugitive or Uncontrolled Sources

There are no newly identified other fugitive or uncontrolled sources within our area.

Perth & Kinross Council confirms that there are no new or newly identified local developments which may have an impact on air quality within the Local Authority area.

4 Local / Regional Air Quality Strategy

Perth & Kinross Council declared the whole of Perth an Air Quality Management Area in May 2006 and our Air Quality Action Plan was approved by Scottish Government and adopted by the Council in 2009. However Perth & Kinross Council had started to implement some of the measures within our AQAP before it was actually adopted by the Council, measures such as Park and Ride Schemes, Healthy Living Campaign, Considering Air Quality in Planning Decisions, School Travel Plans and Car and Lift Share Schemes.

5 Planning Applications

5.1 Murray Royal Hospital

Planning application 09/01691/AMM for the erection of a new mental health facility to replace existing hospital was approved 20/01/2010, a Green Travel Plan, Report ref. 6034/RMcD/06-06/1319A and Transport Assessment, Report ref. 6034/RMcD/06-06/1300A were submitted in connection with this application. An Air Quality Assessment report ref 6034/NH/01-07/1594/RevA was submitted at the outline stage of this application 08/02078/OUT.

The Scoping Report concluded that with regards to the Bridgend linked signals the residential and hospital traffic will have a marginal impact and the changes to the hospital will not significantly alter the number of administrative staff and therefore a significant increase in peak hour traffic is not predicted. It also concluded that based on the Transport Assessment it appears that there are no significant traffic or transport related reasons why the proposed hospital redevelopment should not go ahead.

The Air Quality Assessment concluded that “Perth experiences localised areas with high levels of NO₂ and PM₁₀ resulting from congested traffic producing pollution unable to diffuse to the atmosphere due to the height and distance between the surrounding buildings. The calculations carried out for this report show that the proposed development will have no noticeable effect on these locations,” and “The conclusion of this report is that the proposed development will not cause a significant reduction in air quality in these areas of Perth currently experiencing acceptable air quality. The proposed development will not have a measurable effect on those areas in Perth where air quality is currently below NAQS objectives. There is therefore no reason in terms of air quality why the proposed development should proceed.”

The green travel plan produced in connection with this application ties in with Travel Planning measure within our Action Plan and should lead to no increase in traffic on balance.

5.2 Perth Mart

Planning application 08/01513/IPM mixed use development (in principle) and 09/02126/FLM the erection of a retail superstore (open class1) and petrol filling station with associated landscape treatment and engineering are pending consideration. Perth and Kinross Council requested that air quality and noise be included in any Environmental Impact Assessment as the outline application is for mixed use development at East Huntingtower, which includes, car parking for 1201 vehicles. This is the second proposed large development in the Huntingtower area, the first being 08/00678/OUT, which is also pending consideration for up to 1800 new

houses and associated leisure and retail. Each of these developments has the potential to introduce a large number of motor vehicles to this area and thus have a detrimental effect on air quality. Although this development is out with the AQMA, it is close enough to impact on air quality due to an increase in traffic and runs the risk of leading to an extension of the AQMA.

5.3 Shore Road Energy from Waste Plant

Planning application 09/00348/REM, Relocation of existing waste recycling centre and formation of a waste to energy facility (reserved matters) Shore Road Perth was, refused at Perth & Kinross Council's development committee and an appeal is in progress case reference PPA-340-2036. The applicant submitted an Environmental Statement ref SAE 1463/SN/RDJ concluded "the EfW facility will be designed to minimise emissions from the stack via a flue gas treatment system to limits specified within Directive 200-/76/EC. Residual emissions will be dispersed from an 80 m high stack. This height was determined as the optimum for the effective dispersion of pollutants taking into account local building heights." It further stated "the results of dispersion modelling reported in this assessment indicate that predicted contributions and resultant environmental concentrations of all pollutants considered are well within the relevant air quality objectives and limit values." A summary table of effects within the report states that at the "operational phase air quality effects from stack emissions will have a slight adverse effect."

The air quality assessment was carried by RPS, however The Environmental Health Manager had reservations regarding the methodology and findings so Bureau Veritas were employed to appraise the assessment. Bureau Veritas identified inadequacies and made some recommendations to the original Air Quality Assessment, which were implemented and led to the acceptance of the reports findings.

With regards to traffic increase within AQMA the report stated" the effect on air quality due to the additional emissions from operational traffic is considered as neutral."

The Environmental Statement's over all conclusions were "Overall the effects of the proposed EfW facility are not considered significant either by way of the design and location of the EfW or by virtue of the proposed mitigation measures. The impacts which could be considered to be contentious (landscape and visual, air quality/human health) have been fully mitigated as a result of the iterative design process and through careful consideration of emissions control and abatement techniques, and high quality architectural design."

6 Local Transport Plans and Strategies

Perth & Kinross Council's Local Transport Strategy 2000 and Roads Development Guide are both being reviewed.

At present Perth and Kinross Council are at Stage 2 STAGs for the following:

- Cross Tay Link (this is a measure within the AQAP)
- Perth's North- Western Edge (this part of the city has been identified in the Perth & Kinross Structure plan as the area where future expansion will be focused)
- Perth's Wider Transport Issues.

A comprehensive study of transport issues in and around Perth has been taking place over the last two years to assess the local network's current and future capacity. This has been funded and taken forward through the Council's links with the Tayside and Central Scotland Transport Partnership (TACTRAN). Transport provision was examined while taking into account other significant issues including the potential growth and expansion of Perth, and the environment and climate change.

Perth & Kinross Council is a member of the TACTRAN Regional Partnership which also includes Stirling and Kinross, Dundee and Angus Councils. Further details of the Regional and National Strategies are available from the links on this page.

[RegionalTransportPartnership](#)
[National Transport Strategy](#)

7 Climate Change Strategies

The Council signed up to Scotland's Climate Change Declaration (SCCD) in January 2007. In June 2008, the Council produced its first annual progress report on delivering the commitments made in the Declaration - Perth & Kinross Council: Scotland's Climate Change Declaration - Annual Report 2008. The Council has made progress on all seven commitments, particularly in relation to reducing greenhouse gas emissions from its own operations, through the Council's Carbon Management Strategy & Implementation Plan 2007-2017. This has been recognized by the Council achieving certification of the Carbon Trust Standard in January 2009.

The Council has also recently produced a Local Climate Impacts Profile (LCLIP) to increase the awareness of local climate change and adaptation that is likely to be required in Perth & Kinross. Perth & Kinross Council - LCLIP

8 Implementation of Action Plans

Table 8.1 Action Plan Progress

No.	Measure	Focus	Lead authority	Planning phase	Implementation phase	Indicator	Target annual emission reduction in the AQMA	Progress to date	Progress in last 12 months	Estimated completion date	Comments relating to emission reductions
1	Cross Tay Link	New crossing of the Tay linking the A9 to the A94 north of Scone, including a package of associated bus priority, cycle and pedestrian measures 'locking in the benefits' to Perth city centre	PKC TACTRAN Transport Scotland		2009- ongoing to circa 2018	It is not possible at this stage to assign a quantitative indicator. We will report outputs of feasibility work/ air quality assessments as they arise and update timescales as appropriate.	High	Development work has been ongoing over the past three years funded through the joint Tactran programme and previous years Capital Budgets. An allocation is included in the 2010/11 Capital Programme for further development work. A full environmental appraisal has been carried out in accordance with STAG and a SEA scoping report revised version 2010	A full environmental appraisal has been carried out in accordance with STAG and a SEA scoping report revised version 2010	2018	
2	Integrate AQ into Regional Transport Strategy	Ensure that this AQAP is integrated into the delivery of the Regional	PKC TACTRAN		2009/10 and as RTS is delivered	We will report annually on our meetings with TACTRAN,	Medium-High	AQ considerations are influencing RTS delivery in the past year	AQ considerations are influencing RTS delivery in the past year	Ongoing	

No.	Measure	Focus	Lead authority	Planning phase	Implementation phase	Indicator	Target annual emission reduction in the AQMA	Progress to date	Progress in last 12 months	Estimated completion date	Comments relating to emission reductions
		Transport Strategy				and provide a discussion as to how the AQAP is influencing delivery of the RTS.		particularly through the commission of a study into feasibility of a freight consolidation centre for Perth	particularly through the commission of a study into feasibility of a freight consolidation centre for Perth		
3	Integrate AQ into Local Transport Strategy	Ensure that this AQAP is integrated into the delivery of the Local Transport Strategy. A new strategy is being developed so there is an opportunity to integrate AQ fully into this.	PKC		LTS published by year 3 of this AQAP, then ongoing implementation of schemes	This is a strategic option but we will report on development of the new LTS and comment on specific air quality provisions contained in it. As the Strategy unfolds we may need to reassess this measure and make it more specific.	Medium-High			Ongoing	
4	Park and Ride	Operate existing Park and Ride schemes and maintain high levels of usage. We will carry out intermittent surveys to assess vehicles using the	PKC		2009- Ongoing	Annual usage statistics. A calculation of avoided NO _x /PM ₁₀ will be provided annually.	Medium	Bus passenger numbers are taken annually for Broxden P&R	Bus passenger numbers are taken annually for Broxden P&R	Ongoing	

No.	Measure	Focus	Lead authority	Planning phase	Implementation phase	Indicator	Target annual emission reduction in the AQMA	Progress to date	Progress in last 12 months	Estimated completion date	Comments relating to emission reductions
		site.									
		Investigate a new Park and Ride/ Park and Choose site at Walnut Grove, Perth	TACTRAN PKC		2009- ongoing to circa 2018 A feasibility study is underway and will report during year 1 of this plan. More specific timescales are available in TACTRAN RTS Delivery Plan	We will report outputs of feasibility work/ air quality assessments led by TACTRAN as they arise and update timescales as appropriate	High	Further Investigations of the scope for implementing the project are under way	Tactran, in partnership with PKC, commissioned consultants to provide a technical appraisal of the proposed P&R facility. This has been concluded	2018	
		Programme of improvements to existing P+R sites (e.g. better waiting areas, lighting etc).	PKC		2009- ongoing	Report of any improvements made, tied into occupancy rates	Small	A passenger waiting facility was due to be constructed at Broxden, but due to a series of problems has been delayed however this should be constructed this year.	A passenger waiting facility was due to be constructed at Broxden, but due to a series of problems has been delayed however this should be constructed this year.	Ongoing	
5	Bus quality improvements	Bus Strategy and Quality Bus Partnerships. PKC- Work with TACTRAN, operators and other relevant	TACTRAN PKC		2009- ongoing to 2024 More specific timescales are available in TACTRAN RTS Delivery Plan/	Shift to alternative modes- this will be monitored by TACTRAN as part of the evaluation	Medium	Consultation on the possibility of fitting particulate traps to school buses has been undertaken and the possibility	Consultation on the possibility of fitting particulate traps to school buses has been undertaken and the possibility	Ongoing	

No.	Measure	Focus	Lead authority	Planning phase	Implementation phase	Indicator	Target annual emission reduction in the AQMA	Progress to date	Progress in last 12 months	Estimated completion date	Comments relating to emission reductions
		stakeholders to create a bus strategy for the region. TACTRAN- Work in partnership with Councils, bus operators and other relevant stakeholders to identify and deliver improvements to the quality and accessibility of vehicles, services and associated facilities across the Region, particularly maximising funding and grant opportunities in support of these measures.			capital and revenue programmes	process of their RTS Delivery Plan.		of grant funding for this will be investigated. Tactran have provided upgraded bus stop and shelter facilities on the A90 Dundee – Perth Corridor funded from the 2009/10 Capital Programme	of grant funding for this will be investigated. Tactran have provided upgraded bus stop and shelter facilities on the A90 Dundee – Perth Corridor funded from the 2009/10 Capital Programme		
		Ensure air quality is formally considered in future public transport procurement decisions (i.e. for subsidised public services, school buses, school taxis	PKC		2009 then Ongoing (as contracts are renewed	Outcome of any procurement decisions. As cleaner vehicles come on stream, an annual calculation of the avoided NO _x and PM ₁₀ will be provided.	Medium			Ongoing	

No.	Measure	Focus	Lead authority	Planning phase	Implementation phase	Indicator	Target annual emission reduction in the AQMA	Progress to date	Progress in last 12 months	Estimated completion date	Comments relating to emission reductions
6	Freight improvements	Establish a TACTRAN-wide Freight Quality Partnership, in liaison with freight interests and Councils drawing upon established guidance, to help deliver cost-effective packages of freight related interventions across the region.	TACTRAN PKC		Ongoing to 2024 More specific timescales are available in TACTRAN RTS Delivery Plan/ capital and revenue programmes	PKC will seek regular updates from TACTRAN on progress and report on these annually	High	A Tactran-wide freight quality partnership has been formed including interest from PKC, Scottish Enterprise, and private sector freight interests. It has met twice during the course of 2009/10	A Tactran-wide freight quality partnership has been formed including interest from PKC, Scottish Enterprise, and private sector freight interests. It has met twice during the course of 2009/10	2024	
		Development of a freight consolidation scheme or commercial delivery strategy.	TACTRAN PKC		Feasibility work, subject to funding, will be carried out in Years 1 and 2 of this AQAP.	Initially we will report on feasibility work as and when it is carried out. If developed we could use the number of vehicle km avoided to calculate emissions savings.	Medium-High	Freight Consolidation Feasibility Study has been completed and a draft feasibility report was published in January 2010 recommending a trial period scheme for 6-12 months	Freight Consolidation Feasibility Study has been completed and a draft feasibility report was published in January 2010 recommending a trial period scheme for 6-12 months		
7	Travel Planning	PKC Staff Travel Plan; including encouraging flexible working, car/lift sharing/alternative modes, salary	PKC		Initiated year 2 of this AQAP then ongoing.	Activity data will be collected by survey to support the working of the PKC GTP. A	Medium	Staff Travel Plan has been prepared and grant funding obtained for the purchase of resources	Staff Travel Plan has been prepared and grant funding obtained for the purchase of resources	Ongoing	Monitoring will take place 1-2 years after launch

No.	Measure	Focus	Lead authority	Planning phase	Implementation phase	Indicator	Target annual emission reduction in the AQMA	Progress to date	Progress in last 12 months	Estimated completion date	Comments relating to emission reductions
		sacrifice bicycle scheme.				base survey of staff travel habits will also be carried out. We will estimate vehicle km avoided in the AQMA and report reduced emissions of NO _x and PM ₁₀ .		pertaining to the plan. The plan is due to be approved at SP&R Committee in June with a planned launch in September	pertaining to the plan. The plan is due to be approved at SP&R Committee in June with a planned launch in September		
		We will work with our regional partners to further encourage development and employee use of Green Travel Plans in our large employers.	TACTRAN (through the green travel group) PKC		2009 ongoing then	Activity data will be sought from the main employers as to the journeys avoided from their GTPs. If this is provided will estimate vehicle km avoided in the AQMA and report reduction in emissions of NO _x and PM ₁₀ .	Medium	Tactran was represented on SSE's Travel Plan Steering group and provided advice and promotional material. Perth college was also given information and support of use of liftshare. PRI and Murray Royal given advice and guidance in travel planning process and PRI and community hospital provided with grants for travel	Tactran was represented on SSE's Travel Plan Steering group and provided advice and promotional material. Perth college was also given information and support of use of liftshare. PRI and Murray Royal given advice and guidance in travel planning process and PRI and community hospital provided with grants for travel	Ongoing	A baseline is still being developed

No.	Measure	Focus	Lead authority	Planning phase	Implementation phase	Indicator	Target annual emission reduction in the AQMA	Progress to date	Progress in last 12 months	Estimated completion date	Comments relating to emission reductions
								planning measures.	planning measures.		
		We will continue to support schools in developing Green Travel Plans through our school co-ordinator and collect activity data to assess their use through our school co-ordinators.	PKC		2009 ongoing then	Survey data will be requested from PKC schools as to the journeys avoided from their GTPs. We will estimate vehicle km avoided in the AQMA and report reduction in emissions of NO _x and PM ₁₀ .	Medium	A number of schools have developed or are developing Green Travel Plans grant funding was awarded last year to support schools with travel plans and funding will be sought for further measures this year. 89.9% of schools have STPs with 100% working on STP activities	A number of schools have developed or are developing Green Travel Plans grant funding was awarded last year to support schools with travel plans and funding will be sought for further measures this year. 89.9% of schools have STPs with 100% working on STP activities	Ongoing	School Hands Up Survey (current travel modes) will be carried out in September again with last years results due next in June
		Regional/ PKC Car and Lift Share schemes- there is both a wider scheme, and one specific to PKC employees. We will improve use of the PKC scheme through our own GTP	TACTRAN PKC		2009 ongoing then	Activity data will be collected annually from both schemes and we will estimate vehicle km avoided in the AQMA and report reduction in emissions of NO _x and PM ₁₀ .	Small-Medium	Further promotion was undertaken of the liftshare- total numbers increased by 23%	Further promotion was undertaken of the liftshare- total numbers increased by 23%	Ongoing	A baseline is still being developed

No.	Measure	Focus	Lead authority	Planning phase	Implementation phase	Indicator	Target annual emission reduction in the AQMA	Progress to date	Progress in last 12 months	Estimated completion date	Comments relating to emission reductions
		Green Travel Plans for new developments. We will continue to seek travel plans from large developments under existing planning arrangements.	PKC		2009 ongoing then	Number of GTPs and estimation of effect specified in reporting year.	Low	This is a continual process through planning developments e.g. Murray Royal Hospital had to provide travel plans at the application stage.	This is a continual process through planning developments e.g. Murray Royal Hospital had to provide travel plans at the application stage.	Ongoing	
8	Traffic management	Keep "City Centre Traffic Management Review" under continual review. Our Traffic and Environmental teams will liaise regularly to discuss the effects of component measures of the CCTMR on air quality.	PKC		Ongoing as required	We will report annually on any changes to the CCTMR and how we anticipate this affecting air quality.	Medium	Ongoing	Ongoing	Ongoing	
9	Planning and air quality	Consider air quality as an issue for the Local Development Plan	PKC		2009-12	It is not possible to assign a quantitative indicator. We will report on delivery of Local Development Plan, and	Medium	PKC are holding workshops, Environmental Health is a stakeholder, for discussion on Air Quality an issue for the 1 st stage main issues report.	PKC are holding workshops, Environmental Health is a stakeholder, for discussion on Air Quality an issue for the 1 st stage main issues report.	Ongoing	

No.	Measure	Focus	Lead authority	Planning phase	Implementation phase	Indicator	Target annual emission reduction in the AQMA	Progress to date	Progress in last 12 months	Estimated completion date	Comments relating to emission reductions
						provide evidence that air quality considerations have been formalised within it					
		Investigate development of supplementary planning guidance on air quality	PKC		2010-14	It is not possible to assign a quantitative indicator. We will report progress on development of new guidance, though it is explicitly linked to the forthcoming LDP.	Small	PKC are holding workshops for discussion. Air quality is an issue for the 1 st stage main issues report	PKC are holding workshops for discussion. Air quality is an issue for the 1 st stage main issues report	Ongoing	
		Consider air quality in planning decisions and formalise decision making process/interaction with Environmental Health. This can relate not only to new transportation sources, but also to new biomass installations or	PKC		Ongoing as required	It is not possible to assign a quantitative indicator. We will report on cases where air quality was a consideration in the reporting period, and the outcome of any decisions made.	Low	Planning applications 09/01691/AMM, 09/02126/FLM and 09/00348/REM were consulted on by Environmental health due to possible increase in traffic flows and due to industrial	Planning applications 09/01691/AMM, 09/02126/FLM and 09/00348/REM were consulted on by Environmental health due to possible increase in traffic flows and due to industrial	Ongoing	

No.	Measure	Focus	Lead authority	Planning phase	Implementation phase	Indicator	Target annual emission reduction in the AQMA	Progress to date	Progress in last 12 months	Estimated completion date	Comments relating to emission reductions
		industrial sources.						processes increasing ambient pollutant levels. Environmental Health will continue to check the weekly planning list and comment on applications which may adversely impact on local air quality	processes increasing ambient pollutant levels. Environmental Health will continue to check the weekly planning list and comment on applications which may adversely impact on local air quality		
10	Procurement and air quality	Air quality will be formally considered in the tender process for new PKC vehicles. PKC currently specify a more stringent Euro standard than necessary. A fleet survey will be necessary in the short term to establish the baseline for improvements.	PKC		Fleet survey in year 1 of AQAP, then ongoing as tenders arise	If vehicles are replaced like for like, the number will be reported annually, with their Euro standard and that of the vehicle replaced. This will be fed into an emissions calculation and the saving in NO_x and PM₁₀ will be reported annually. If additional vehicles are	Small-Medium	We have investigated the possibility of replacing the Dog Control and Welfare diesel van with an electric van and a hybrid van. PKC intend to apply for grant funding to allow the installation of an electric hook up point. This will be followed with a network of electric hook up pints	We have investigated the possibility of replacing the Dog Control and Welfare diesel van with an electric van and a hybrid van. PKC intend to apply for grant funding to allow the installation of an electric hook up point. This will be followed with a network of electric hook up pints	Ongoing	

No.	Measure	Focus	Lead authority	Planning phase	Implementation phase	Indicator	Target annual emission reduction in the AQMA	Progress to date	Progress in last 12 months	Estimated completion date	Comments relating to emission reductions
						bought, their Euro standard will be reported and an estimation of the impact of specifying a more stringent standard than necessary will be reported.					
11	Eco-driver training	PKC will seek to expand the existing provision of eco-driver training by utilising the newly formed training team to develop and add an eco-driving training course into our existing modular training syllabus. The eco-driving module will become part of our regular driver CPC training package which will be delivered to all LGV drivers on an ongoing basis. The eco-module will also form part of future training	PKC		Expanded programme by 2011 then ongoing	PKC intend to assess drivers after they have completed the training. The outcomes of these assessments (i.e. the fuel saving per driver) will allow simple calculation of avoided emissions of NOx and PM ₁₀ .	Small-Medium	4 trainers have been trained	4 trainers have been trained	Ongoing	

No.	Measure	Focus	Lead authority	Planning phase	Implementation phase	Indicator	Target annual emission reduction in the AQMA	Progress to date	Progress in last 12 months	Estimated completion date	Comments relating to emission reductions
		modules for all council drivers as part of the driver assessment programme, which will also cover the driver's responsibilities on legislation and what pre-use vehicle checks need to be carried out and documented.									
12	Provision of travel information	Develop, promote and maintain a comprehensive Travel Information System, covering all modes and users and make this information available in hard-copy and on-line formats. Delivered through TACT Ran's Regional Travel Information Strategy.	TACTRAN PKC		Study/develop strategy by 2011 Specific measures ongoing to circa 2018.	We will liaise with TACTRAN and report annually on the findings of the feasibility work. As initiatives are implemented we will report progress on these individually.	Medium	A web – based regional travel information database and journey planner has been in the course of development and is anticipated to go live in May 2010	A web – based regional travel information database and journey planner has been in the course of development and is anticipated to go live in May 2010	Ongoing	
		Investigate and develop the provision of real time travel information for bus stops in Perth.	TACTRAN PKC		Study by end 2009 Implementation 2010-2018	We will report annually the findings of any feasibility work that is carried out and report on	Small	No progress has been made in this area at this time	No progress has been made in this area at this time		

Date: 04/2010

Perth & Kinross Council - Scotland

No.	Measure	Focus	Lead authority	Planning phase	Implementation phase	Indicator	Target annual emission reduction in the AQMA	Progress to date	Progress in last 12 months	Estimated completion date	Comments relating to emission reductions
						implementation as it is carried out					
		Maintain current Public Transport Guides and section on PKC website	PKC		2009- ongoing	We will report on provision of materials and attempt to gauge penetration of these.	Small	Ongoing	Ongoing	Ongoing	
		Hearts and Minds campaign to promote sustainable travel options	TACTRAN PKC		Ongoing to circa-2018	We will liaise with TACTRAN and report annually on how what initiatives have been developed	Medium	AQ website is nearly ready for going live pending debugging and final checking. 'In Town Without My Car' initiative on the 22/09/09 was supported in terms of staffing and funding.	AQ website is nearly ready for going live pending debugging and final checking. 'In Town Without My Car' initiative on the 22/09/09 was supported in terms of staffing and funding.	Ongoing	
13	Signage	Investigate the potential of Variable Message Signage linked to pollution monitoring systems.	PKC		Feasibility work by 2011	We will report annually the findings of any feasibility work that is carried out and develop the measure further based on their findings.	Medium	No progress	No progress		

No.	Measure	Focus	Lead authority	Planning phase	Implementation phase	Indicator	Target annual emission reduction in the AQMA	Progress to date	Progress in last 12 months	Estimated completion date	Comments relating to emission reductions
14	Alternative modes	Work closely with TACTRAN to aid delivery of the Walking and Cycling Strategy for the region to ensure walking and cycling are part of an integrated transport system.	TACTRAN PKC		Initial study- 2009/10 Ongoing liaison/review	We will liaise with TACTRAN annually and report progress with individual measures implemented under the Strategy	Medium	Cycle training provided to staff and production of walking and cycling maps has been undertaken. Grant funding has been awarded this year for a variety of walking , cycling and travel planning initiatives Tactran has supported financially the provision of cycle lockers in Perth schools.	Cycle training provided to staff and production of walking and cycling maps has been undertaken. Grant funding has been awarded this year for a variety of walking , cycling and travel planning initiatives Tactran has supported financially the provision of cycle lockers in Perth schools.	Ongoing	
15	Better access to public transport (note: access to services, not person access to individual buses)	Work with planning colleagues to assess provision of public transport at new and existing developments	PKC		2009 Ongoing then	We will report on findings of reviews and any improvements made to the existing public transport network and on new developments that have been given public	Small	Grant funding has been awarded for a detailed investigation of public transport options for the soon to be expanded Murray Royal Hospital. We will report on findings as they	Grant funding has been awarded for a detailed investigation of public transport options for the soon to be expanded Murray Royal Hospital. We will report on findings as they	Ongoing	

No.	Measure	Focus	Lead authority	Planning phase	Implementation phase	Indicator	Target annual emission reduction in the AQMA	Progress to date	Progress in last 12 months	Estimated completion date	Comments relating to emission reductions
						transport facilities.		become available	become available		
16	Idling emissions reduction	Enforce Vehicle Idling Regulations	PKC		Feasibility study 2010	Number of vehicles subject to enforcement.	Small	No progress	No progress		
17	Roadside Emission Testing	Authorised Personnel to carry out roadside testing	PKC initially		Feasibility study involving surrounding Local Authorities by end 2010	Number of vehicles subject to enforcement	Small	No progress	No progress		
18	LAQM marketing	Enhance existing provisions of publicity materials and ensure they reach their target audience. Organise publicity initiatives in schools, large employers, public sector.	PKC		Commence 2009, then ongoing.	Publication of materials, events held, website statistics.	Small-Medium	AQ website is nearly ready for going live pending debugging and final checking	AQ website is nearly ready for going live pending debugging and final checking	Ongoing	
19	LAQM monitoring and reporting	PKC will continue to monitor air pollution in the City and will meet its statutory reporting requirements.	PKC		Ongoing	Monitoring data will be provided in annual progress reports to track the overall effect of the	Small	Ongoing	Ongoing	Ongoing	

No.	Measure	Focus	Lead authority	Planning phase	Implementation phase	Indicator	Target annual emission reduction in the AQMA	Progress to date	Progress in last 12 months	Estimated completion date	Comments relating to emission reductions
						AQAP.					

Potential AQ benefit criteria

Small (0-0.5 µg/m³ for NO₂ 0-0.2 µg/m³ for PM₁₀)

Medium (0.5-1 µg/m³ for NO₂ 0.2-0.5 µg/m³ for PM₁₀)

High (>1 µg/m³ for NO₂ >0.5 µg/m³ for PM₁₀)

9 Conclusions and Proposed Actions

9.1 Conclusions from New Monitoring Data

Diffusion tube data captured within Perth's AQMA show exceedences at 16 locations; this is a reduction from 19 identified by the 2009 Updating and Screening Assessment. This is due in the main to the bias adjustment factor reducing from 1.03 in 2008 to 0.87 in 2009 (see Appendix A). The automatic monitor at Atholl St shows a reduction of $4 \mu\text{g}/\text{m}^3$ from $60 \mu\text{g}/\text{m}^3$ in 2008 to $56 \mu\text{g}/\text{m}^3$ last year; however this is still well above the objective of $40 \mu\text{g}/\text{m}^3$. There were 3 exceedences of the hourly mean objective for NO_2 in 2009 compared to 25 in 2008. The Automatic Monitor located on High St shows a reduction from $27 \mu\text{g}/\text{m}^3$ to $25 \mu\text{g}/\text{m}^3$ for the annual mean NO_2 objective.

PM_{10} data at both sites shows a decrease with Atholl St decreasing from 26 to $21 \mu\text{g}/\text{m}^3$ and High St decreasing from 20 to $16 \mu\text{g}/\text{m}^3$. The exceedences of the daily objective have increased from 0 to 2 at High St but decreased from 5 to 3 at Atholl St.

This may in part be due to measures within the Action Plan which were in place before the official adoption of the plan by the council.

Out with Perth, Crieff results have decreased, again due to a much lower bias adjustment factor being applied. After the application of the bias adjustment factor there is one tube in Crieff still above the objective. One of the 2 new tubes at façade level in Crieff read above the objective level when the raw data is considered but below once bias has been applied. The fact that NO_2 is below the objective at façade level is reinforced by applying the distance from road calculator found at www.airquality.co.uk to the one exceedence in Crieff at West High Street. The façade level is calculated as $34.4 \text{ mg}/\text{m}^3$ when calculated using this tool.

9.2 Conclusions relating to New Local Developments

New local developments are not anticipated to require a detailed consideration at the next Updating and Screening Assessment at this stage.

9.3 Proposed Actions

As discussed above monitoring has shown there are still exceedences in and around Perth City Centre therefore the AQMA should stay in place. The Air Quality Action Plan is now in place and Perth and Kinross Council have received grant funding from the Scottish Government towards measures contained within the plan.

Kerbside monitoring in Crieff shows exceedences of the annual NO₂ standard but the façade tubes are just below the standard. This is due to a much lower bias adjustment factor this year which may change next year. From April this year an Automatic Monitoring station for NO₂ and PM₁₀ has been up and running at James Square in Crieff. This will give PKC air quality officers a better idea of levels of these pollutants here, which will allow us to make an informed decision regarding whether or not we have to proceed to a Detailed Assessment in Crieff.

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National Transport Strategy
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Scotland's Climate Change Declaration (SCCD) Perth and Kinross Council's first annual progress report http://www.sustainable-scotland.net/documents/6703_annual%20progress%20report.pdf

Perth and Kinross Local Climate Impacts Profile (LCLIP)
http://www.pkc.gov.uk/NR/rdonlyres/E590425C-2665-4D13-B8DD-B70C659B3080/0/PerthandKinrossLocalClimateImpactProfile2008_w.pdf

AEA (on behalf of Defra and the Devolved Administrators), WASP – Annual Performance Criteria for

NO2 Diffusion Tubes used in Local Air Quality Management (LAQM), 2008 onwards,
and Summary of
Laboratory Performance in Rounds 102-106 (<http://www.laqmsupport.org.uk/>),
December 2009

AEA (on behalf of Defra and the Devolved Administrators), WASP – Annual
Performance Criteria for
NO2 Diffusion Tubes used in Local Air Quality Management (LAQM), 2008 onwards,
and Summary of
Laboratory Performance in Rounds 103-107 (<http://www.laqmsupport.org.uk/>),
January 2010

Appendices

Appendix A: QA/QC Data

Appendix B:

Appendix A: QA: QC Data

Diffusion Tube Bias Adjustment Factors

Diffusion Tube Bias Adjustment Factors

Diffusion tube monitoring has been undertaken at 44 locations within the Perth AQMA, and at 8 further locations within the Perth and Kinross Council area. The tubes are analysed by Dundee Scientific Services using a 20% TEA in water preparation method. Data capture at all of the sites was high, with at least eleven months data at all sites. The Bias adjustment for Tayside Scientific Services from the national database found at:

<http://www.uwe.ac.uk/aqm/review/R&Asupport/diffusiontube310310.xls> was 0.77.

Factor from Local Co-location Studies (if available)

Collocation studies have been carried out at both of the automatic monitors in Perth, where diffusion tubes have been exposed in triplicate and the measured concentrations compared with the monthly results from the automatic monitor. The precision and accuracy tool found at <http://www.airquality.co.uk/laqm/tools> was used to determine bias factors for each of the automatic monitors. The results are below

Date: 04/2010

Perth & Kinross Council - Scotland

Atholl St Bias

Checking Precision and Accuracy of Triplicate Tubes


AEA Energy & Environment
 From the AEA group

Diffusion Tubes Measurements									
Period	Start Date dd/mm/yyyy	End Date dd/mm/yyyy	Tube 1 μgm^{-3}	Tube 2 μgm^{-3}	Tube 3 μgm^{-3}	Triplicate Mean	Standard Deviation	Coefficient of Variation (CV)	95%CI of mean
1	06/01/2009	03/02/2009	68.4	63.6	66.7	66	2.4	4	6.0
2	03/02/2009	03/03/2009	69	74.1	67.9	70	3.3	5	8.2
3	03/03/2009	31/03/2009	66.1	65.8	61	64	2.9	4	7.1
4	31/03/2009	28/04/2009	70.7	64.7	66.1	67	3.1	5	7.8
5	28/04/2009	02/06/2009	61.8	62.7	62	62	0.5	1	1.2
6	02/06/2009	30/06/2009	58.4	59.7	56.6	58	1.6	3	3.9
7	30/06/2009	04/08/2009	54.4	55.6	52.7	54	1.5	3	3.6
8	04/08/2009	01/09/2009	58.4	59.7	56.6	58	1.6	3	3.9
9	01/09/2009	29/09/2009	55.7	59.9	59.6	58	2.3	4	5.8
10	29/09/2009	03/11/2009	62.3	63.2	59.6	62	1.9	3	4.7
11	03/11/2009	01/12/2009	69.2	71.8	71.5	71	1.4	2	3.5
12	01/12/2009	05/11/2010	71	72	69	71	1.5	2	3.8
13									

It is necessary to have results for at least two tubes in order to calculate the precision of the measurements

Automatic Method		Data Quality Check	
Period Mean	Data Capture (% DC)	Tubes Precision Check	Monitor Data Capture
69	99	Good	Good
60	100	Good	Good
60	100	Good	Good
63	96	Good	Good
50	99	Good	Good
41	100	Good	Good
44	86	Good	Good
49	100	Good	Good
48	100	Good	Good
50	99	Good	Good
62	99	Good	Good
71	100	Good	Good

Overall survey → Good precision Good Overall DC

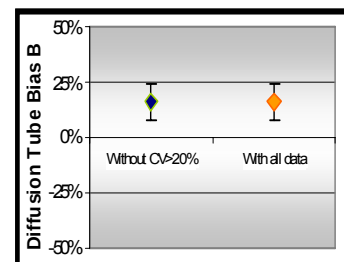
(Check average CV & DC from Accuracy calculations)

Site Name/ ID:	Perth Atholl St
----------------	-----------------

Precision	12 out of 12 periods have a CV smaller than 20%
-----------	---

Accuracy (with 95% confidence interval)	
without periods with CV larger than 20%	
Bias calculated using 12 periods of data	
Bias factor A	0.87 (0.82 - 0.94)
Bias B	14% (6% - 22%)
Diffusion Tubes Mean:	64 μgm^{-3}
Mean CV (Precision):	3
Automatic Mean:	56 μgm^{-3}
Data Capture for periods used:	98%
Adjusted Tubes Mean:	55 (52 - 60) μgm^{-3}

Accuracy (with 95% confidence interval)	
WITH ALL DATA	
Bias calculated using 12 periods of data	
Bias factor A	0.87 (0.82 - 0.94)
Bias B	14% (6% - 22%)
Diffusion Tubes Mean:	64 μgm^{-3}
Mean CV (Precision):	3
Automatic Mean:	56 μgm^{-3}
Data Capture for periods used:	98%
Adjusted Tubes Mean:	55 (52 - 60) μgm^{-3}



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Version 03 - November 2006

High St Bias

Checking Precision and Accuracy of Triplicate Tubes



Diffusion Tubes Measurements									
Period	Start Date dd/mm/yyyy	End Date dd/mm/yyyy	Tube 1 μgm^{-3}	Tube 2 μgm^{-3}	Tube 3 μgm^{-3}	Triplicate Mean	Standard Deviation	Coefficient of Variation (CV)	95%CI of mean
1	06/01/2009	03/02/2009	36.3	36.7	32.2	35	2.5	7	6.2
2	03/02/2009	03/03/2009	37.9	39.9	38.3	39	1.1	3	2.6
3	03/03/2009	31/03/2009	30.5	33.5	32.4	32	1.5	5	3.8
4	31/03/2009	28/04/2009	27.4	29.9	29.2	29	1.3	4	3.2
5	28/04/2009	02/06/2009	22.8	22.3	21.9	22	0.5	2	1.1
6	02/06/2009	30/06/2009	20.3	19.8	21.2	20	0.7	3	1.8
7	30/06/2009	04/08/2009	23.6	23.5	23.1	23	0.3	1	0.7
8	04/08/2009	01/09/2009	20.3	19.8	21.2	20	0.7	3	1.8
9	01/09/2009	29/09/2009	24.1	22.4	23.1	23	0.9	4	2.1
10	29/09/2009	03/11/2009	29.4	28.6	28.7	29	0.4	2	1.1
11	03/11/2009	01/12/2009	36.2	36.1	37.4	37	0.7	2	1.8
12	01/12/2009	05/11/2010	52.3	52.8	54.1	53	0.9	2	2.3
13									

It is necessary to have results for at least two tubes in order to calculate the precision of the measurements

Automatic Method		Data Quality Check	
Period Mean	Data Capture (% DC)	Tubes Precision Check	Monitor Data Capture
34	100	Good	Good
35	100	Good	Good
23	100	Good	Good
22	97	Good	Good
17	100	Good	Good
16	100	Good	Good
18	100	Good	Good
16	99	Good	Good
20	100	Good	Good
27	77	Good	Good
29	98	Good	Good
49	100	Good	Good

Overall survey →

Good precision Good Overall DC

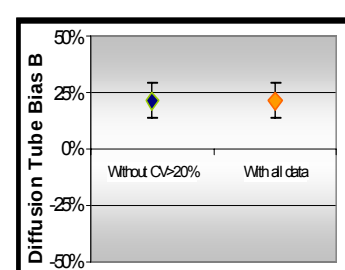
(Check average CV & DC from Accuracy calculations)

Site Name/ ID:	Perth High St
----------------	---------------

Accuracy (with 95% confidence interval)	
without periods with CV larger than 20%	
Bias calculated using 12 periods of data	
Bias factor A	0.84 (0.79 - 0.9)
Bias B	19% (11% - 26%)
Diffusion Tubes Mean:	30 μgm^{-3}
Mean CV (Precision):	3
Automatic Mean:	26 μgm^{-3}
Data Capture for periods used:	98%
Adjusted Tubes Mean:	25 (24 - 27) μgm^{-3}

Precision	12 out of 12 periods have a CV smaller than 20%
-----------	---

Accuracy (with 95% confidence interval)	
WITH ALL DATA	
Bias calculated using 12 periods of data	
Bias factor A	0.84 (0.79 - 0.9)
Bias B	19% (11% - 26%)
Diffusion Tubes Mean:	30 μgm^{-3}
Mean CV (Precision):	3
Automatic Mean:	26 μgm^{-3}
Data Capture for periods used:	98%
Adjusted Tubes Mean:	25 (24 - 27) μgm^{-3}



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Version 03 - November 2006

Discussion of Choice of Factor to Use

The co-location studies gave factors of 0.87 and 0.84 for Atholl Street and High Street respectively. The factor given on the national database of co-location studies, found at: <http://www.uwe.ac.uk/agm/review/R&Asupport/diffusiontube050509.xls> was 0.77. Based on advice given in Technical Guidance LAQM TG (09)), it was decided a local factor would be more appropriate. The Atholl Street figure was chosen as the higher of the two, in order to obtain worst case scenario results. As we are using the highest of the 3 possible figures, the results are likely to be somewhat conservative.

PM Monitoring Adjustment

TEOM data used by Perth and Kinross Council was corrected using the Volatile Correction Model by AEA using daily average purge measurements from the 9 FDMS sites in Scotland.

QA/QC of automatic monitoring

AEA carries out the QA/QC for the automatic monitors and they are calibrated annually

QA/QC of diffusion tube monitoring

The Workplace Analysis Scheme for Proficiency (WASP) is an independent analytical performance testing scheme, operated by the Health and Safety Laboratory (HSL). WASP formed a key part of the former UK NO₂ Network's QA/QC, and remains an important QA/QC exercise for laboratories supplying diffusion tubes to Local Authorities for use in the context of Local Air Quality Management (LAQM). The laboratory participants analyse four spiked tubes, and report the results to HSL. HSL assign a performance score to each laboratory's result, based on their deviation from the known mass of nitrite in the analyte.

The outcomes of these QA/QC schemes are evaluated on a regular basis against a set of pre-defined performance criteria. The Performance criteria are due to be changed, *at present* the criteria are based on the z-score method, however from April 2009; the criteria will be based upon the Rolling Performance Index (RPI) statistic.

Dundee Scientific Services takes part in this scheme and in each of the rounds: 102-106 (July 2008-July 2009) and 103-107 (Oct 2008-Oct 2009); were scored as good.

Appendix B Diffusion Tube Results

Perth Nitrogen Dioxide Diffusion Tube Results ($\mu\text{g m}^{-3}$)

Site No	Address	Jan-09	Feb-09	Mar-09	Apr-09	May-09	Jun-09	Jul-09	Aug-09	Sep-09	Oct-09	Nov-09	Dec-09	Average
Perth 1 L	42 Scott St, Perth, PH1 5PH	51.8	52.6	41.9	55.6	42.8	34.9	42.7	34.9	36.8	45.7	52.8	72.7	47.1
Perth 1 C	42 Scott St, Perth, PH1 5PH	54.3	48.8	42.4	58.2	40.6	33.4	41.1	33.4	37	44	51.1	71.4	46.3
Perth 1 R	42 Scott St, Perth, PH1 5PH	52.9	49.1	42.8	53.7	40.8	34	41.4	34	32.9	47.8	50.6	75.6	46.3
Perth 2	17 Speygate, Perth, PH2 8PJ	32.1	41.8	29.2	27.7	21	18.1	21.2	18.1	21	28.3	31.4	48	28.2
Perth 3 L	15 Murray Crest, Perth, PH2 0HU	33.1	29.4	20.8	23.4	16.1	12.6	13.1	12.6	16.8	23.6	27.2	45.3	22.8
Perth 3 R	15 Murray Crest, Perth, PH2 0HU	31.3	33.6	26.5	23.4	16	12.5	13.7	12.5	15.9	21.9	28.1	42.5	23.2
Perth 5 L	8 Stormont St, Perth, PH1 5NW	39.4	37.5	31.7	29	24.3	21.3	18.8	21.3	24.4	27.8	32.7	41.2	29.1
Perth 5 R	8 Stormont St, Perth, PH1 5NW	38.9	33.5	26.4	26.3	20.5	21.3	18.6	21.3	22.7	24.9	35.4	39.4	27.4
Perth 6	41 Mull Place, Perth, PH1 3DP	25.8	21	15.4	15.4	10	9.8	0	9.8	10.8	15.8	21.3	29.2	15.4
Perth 7	257 Rannoch Rd/Newhouse Road Roundabout, Perth, PH1 2DW	22.9	26.1	19.6	23.5	15.5	14.2	0	14.2	14.6	21.7	28.2	42.8	20.3
Perth 13 L	86/88 South Street Perth PH2 8PD	50.2	55.9	47.7	44.5	42.3	34.2	33.3	34.2	36.5	42.1	45.7	52.1	43.2
Perth 13 R	86/88 South Street Perth PH2 8PD	49.7	56.4	41.6	47.8	41.7	35	33.8	35	37.4	38.7	40.2	54.9	42.7
Perth 14 L	9 Main St, Bridgend, Perth, PH2 7HD	44	49.5	38.9	58.8	43.5	34.6	45.2	34.6	36.2	45.5	46.7	61.2	44.9
Perth 14 C	9 Main St, Bridgend, Perth, PH2 7HD	48.6	47	39.3	55.7	47.1	36.7	46.3	36.7	36.3	48.1	48.1	59.9	45.8
Perth 14 R	9 Main St, Bridgend, Perth, PH2 7HD	50.8	48.9	40	54.6	46	35.6	45.1	35.6	33.8	46.8	46.5	60.9	45.4
Perth 19	St Ninian's School ,Dunkeld Rd, Perth, PH1 5RF	46	48.8	39.9	41.9	32.8	35.1	31.1	35.1	33.5	42.5	49.9	58.8	41.3
Perth 20	2 Crieff Road Perth PH1 5RT	38.6	34.2	31.2	37.2	24.3	26.3	27.6	26.3	26.4	35.2	41.1	55.6	33.7
P28	28 York Place Perth PH2 8EH	61.5	56.8	46.6	62.5	34.4	43.3	44	43.3	42.5	49.1	52.1	68	50.3
P29	37 York Place Perth PH2 8EH	38.4	55.3	39.8	49.1	47.1	32.1	37.8	32.1	32.1	45.5	49.5	65.7	43.7
P30 L	104 South St, Perth, PH2 8PA	52.2	63.5	54.1	51.6	42.8	38.5	34.4	38.5	40.1	41.7	50.3	54.3	46.8
P30 C	104 South St, Perth, PH2 8PA	52.4	57.7	54.9	50.4	42.9	35.2	34.7	35.2	42.8	42.5	51.3	56.9	46.4
P30 R	104 South St, Perth, PH2 8PA	46.3	58.1	50.1	45.1	40.6	28.3	36.4	28.3	44.6	47.9	46.6	55.3	44.0

Date: 04/2010

Perth & Kinross Council - Scotland

P31	45-47 South St, Perth, PH2 8PD	38.2	47.5	34.5	41	30.6	22.1	29.6	22.1	26.5	35.9	37.5	48.7	34.5
P32	135 South St, Perth, PH2 8PA	46.6	56.6	49.2	47.6	35	28.6	37.3	28.6	33.5	40.7	47.2	63.6	42.9
P33	216 South Street Perth PH2 8NY	54.7	56.5	43.9	49.6	41.5	41.7	38	41.7	43.6	X	47.2	68.8	47.9
P34 L	10 County Place, Perth, PH2 8EE	60	63.6	55.3	63.3	53.6	49.4	46.9	49.4	51.3	52	64.4	65	56.2
P34 R	10 County Place, Perth, PH2 8EE	62	67.6	56.3	63.5	54.5	49.7	48.9	49.7	52.6	57.1	58.4	65.8	57.2
P35	17 Princes St, Perth, PH2 8NG	37.8	47.7	33.1	30	25.3	23.4	24.7	23.4	27.5	34.7	38.9	56.2	33.6
P36	51 Glasgow Rd, Perth, PH2 0PE	42.4	48	39.1	39	25.1	28.2	30.2	28.2	30.2	39.9	38.5	60.1	37.4
P37	Riggs Rd, Perth, PH1 1PR	35.1	39	31.9	35.4	34.8	24.8	24.8	24.8	28.1	35.1	39.9	55.4	34.1
P38	93-109 Main St Bridgend, PH2 7HE	40.9	37	31.8	43.4	36.6	28.5	34	28.5	26.8	33.7	32.3	45	34.9
P39 L	39 Main St, Bridgend, PH2 7HD	61.8	56.8	49.3	61.5	55	44	55.1	44	43.7	54.2	55.2	53.6	52.9
P39 R	39 Main St, Bridgend, PH2 7HD	63.2	64.7	46.6	65	48.9	42.6	55	42.6	43.7	58.2	53.6	65.3	54.1
P40 L	18 Main St, Bridgend, PH2 7HB	54.3	59.2	57.4	52.7	47.9	42.8	47.8	42.8	47.9	53.1	53.2	59.8	51.6
P40 R	18 Main St, Bridgend, PH2 7HB	57.2	69.3	58.4	55.1	47	44	47.2	44	49.3	53.7	53.7	59.9	53.2
P41 L	76 Atholl St, Perth, PH1 5NL	64.6	67.6	54.7	69.8	53.5	39	58.7	39	43.6	58.7	60.2	79.7	57.4
P41 R	76 Atholl St, Perth, PH1 5NL	60.1	62.7	53.8	69	51.2	40.3	53.3	40.3	43.5	60.6	62.4	77.8	56.3
P42	26-28 Atholl St, Perth, PH1 6NP	61.2	59.6	52.7	54.8	44	35	47.6	35	43.1	50.6	56	72	51.0
P43 L	17 Atholl St, Perth, PH1 5NH	64.2	64.9	64.2	67.8	58.3	54.5	53.5	54.5	54.1	58.1	66.2	66.8	60.6
P43 C	17 Atholl St, Perth, PH1 5NH	64.6	70	61.5	65.3	57.6	50.9	50.1	50.9	53.9	62.9	70	70.1	60.7
P43 R	17 Atholl St, Perth, PH1 5NH	65.1	66.6	62.9	68.6	55.7	56.4	55.7	56.4	55.3	57.9	66.4	69.3	61.4
P44 L	22 Barrack St, Perth, PH1 5RD	56.7	57.5	44.1	55.6	41	34.2	40	34.2	37.6	50.6	55.6	76.9	48.7
P44 R	22 Barrack St, Perth, PH1 5RD	56.2	57.5	48.9	57.3	44.7	35.9	41.5	35.9	35.9	50.1	56.4	78	49.9
P45	Ballantine Place, Perth PH1 5RR	35.9	32.9	24.1	30.4	17.8	15.7	19.9	15.7	15.5	28.3	32.7	50.2	26.6
P46	204 A Crieff Rd, Perth, PH1 2PE	43.2	34.8	29.4	39.7	26.6	27.2	29.4	27.2	28.1	35.8	43.7	51.8	34.7
P47	5 East Huntingtower, Perth, PH1 3JJ	38.8	37.1	28.9	35.5	26.3	22.5	27.2	22.5	24.4	36.2	37.5	45.8	31.9
P48	30 Edinburgh Rd, Perth, PH2 8BX	37.1	29.3	25.2	36.7	23.1	20	22.5	22	17.8	33	35.5	48.2	29.2
P49	Opp Wood'n Garden, Glencarse, PH2 7LX	35.7	27.4	21.1	38.2	26.1	20.3	18.6	20.3	20.2	26	28.3	39.5	26.8
P50	Linden Garden Centre, Glencarse, PH2 7LX	35.2	28	23.8	36.9	24.9	19.6	20.7	19.6	19	27.6	32.7	40.3	27.4
P51	2 West Bridge St, Bridgend, Perth, PH2 7HA	36.6	46.8	35.6	34.4	27.1	22.7	31.6	22.7	27.6	32.8	37.6	53.4	34.1
P54L	Real Time Monitor adjacent to 176 High St, Perth PH1 5EW	36.3	37.9	30.5	27.4	22.8	20.3	23.6	20.3	24.1	29.4	36.2	52.3	30.1
P54C	Real Time Monitor adjacent to 176 High St, Perth PH1 5EW	36.7	39.9	33.5	29.9	22.3	19.8	23.5	19.8	22.4	28.6	36.1	52.8	30.4
P54R	Real Time Monitor adjacent to 176 High St, Perth PH1 5EW	32.2	38.3	32.4	29.2	21.9	21.2	23.1	21.2	23.1	28.7	37.4	54.1	30.2
P55	7 West High St, Crieff	50.2	53.6	47.4	56.7	46.9	42.7	52.7	42.7	41	62.6	52.8	67.6	51.4
P56	39, High St, Crieff	43.9	41.3	37.8	47.1	37.1	35.2	32.9	35.2	34	38.1	47.8	48.1	39.9
P57	The Highland Trading Company, 62, High St, Crieff	43.9	38.2	37.1	35.4	30.6	27.2	32.8	27.2	28.7	39.8	42.8	52.1	36.3

Perth & Kinross Council – Scotland

Date: 04/2010

P58 L	9 East High St, Crieff	48.2	44.7	43.3	51.9	43.1	33.6	36.3	33.6	34.1	47.1	48.3	52.4	43.1
P58R	9 East High St, Crieff	48.8	46.2	42.8	50.6	41.3	33	39.7	33	33.7	43.8	52.4	60.9	43.9
P59	12 Dunkeld Street, Aberfeldy	38.1	32.2	28	33.7	25.2	26.4	26.2	26.4	25.7	30.5	36.9	43.5	31.1
P60L	Highland Gift Shop, Bridgend, Aberfeldy	24.6	23.8	21.5	26.7	21.6	20	19.8	20	20.1	21.3	23.4	26	22.4
P60R	Highland Gift Shop, Bridgend, Aberfeldy	26.1	24.4	21.3	25.6	22.4	19.3	19.1	19.3	17.5	21.6	24.9	28.1	22.5
P61L	Atholl St, Perth real time monitor	68.4	69	66.1	70.7	61.8	58.4	54.4	58.4	55.7	62.3	69.2	71	63.8
P61C	Atholl St, Perth real time monitor	63.6	74.1	65.8	64.7	62.7	59.7	55.6	59.7	59.9	63.2	71.8	72	64.4
P61R	Atholl St, Perth real time monitor	66.7	67.9	61	66.1	62	56.6	52.7	56.6	59.6	59.6	71.5	69	62.4
P62	84 Dundee Rd, Perth PH2 7BA	45.5	49.7	34.8	47.6	31.3	28.6	38.8	28.6	30.2	45.1	46.6	63.9	40.9
P63	30 Dundee Rd, Perth PH2 7AQ	48.9	51.2	42.8	55.7	45.7	39.1	48.9	39.1	36.5	51.5	49.8	56.9	47.2
P64	The Lodge, Isla Rd, Bridgend, Perth PH2 7HG	54.4	68.9	51.7	60.5	48.1	46.6	54.1	46.6	54.6	56.9	59.6	68	55.8
P65	5-7 Charlotte Street, Perth PH1 5LW	42.1	40.5	31.4	45.2	34.6	23.3	28	23.3	26	35	38.7	48.5	34.7
P67	1 Atholl Street, Perth PH1 5NH	53.6	40.1	50.7	50.2	41.1	40.4	35.2	40.4	43.3	43.8	55.6	52.9	45.6
P68	2 Atholl Street, Perth PH1 5NP	41.9	49.1	40.1	35.3	27.5	25.3	31.2	25.3	32.5	38.6	43.5	50.8	36.8
P69	United Free Church of Scotland, Kinnoull Street, Perth PH1 5EZ	55.6	61.9	61.1	51.8	33	30.6	37.7	30.6	35.3	44	53.9	68.1	47.0
P70	Leith Buildings, 28 Dunkeld Rd, Perth PH1 5AJ	42.8	45.7	36.7	40.2	27.1	26.2	29	26.2	24.5	37.3	40.6	64.5	36.7
P71	134-140 Dunkeld Road, Perth PH1 5AS	26.7	25.3	18.3	22.1	13.1	11.6	11.9	11.6	12.6	20	24.9	44.4	20.2
P72	82 Crieff Road, Perth PH1 2RP	49.1	50.5	45	45.9	37.5	35	34.4	35	41.2	46.2	49.8	57.3	43.9
P73	CRIEFF - NEW		44.8	43.8	49.3	40.3	32.7	43	32.7	33.7	48.2	31.3	58.8	41.7
P74	CRIEFF - NEW		37.6	38.2	42.1	35.5	33.1	32.8	33.1	32	38.7	44.7	45.4	37.6