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Food & Rural Affairs

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Draft Air Quality Plan for the achievement of EU air quality limit value for nitrogen dioxide (NO₂) in Reading/Wokingham Urban Area (UK0016)

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Llywodraeth Cymru
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1 Introduction

1.1 This document

This document is the Reading/Wokingham Urban Area agglomeration zone (UK0016) updated air quality plan for the achievement of the EU air quality limit values for nitrogen dioxide (NO₂). This is an update to the air quality plan published in September 2011 (<http://uk-air.defra.gov.uk/library/no2ten/>).

This plan presents the following information:

- General information regarding the Reading/Wokingham Urban Area agglomeration zone
- Details of the NO₂ exceedance situation within the Reading/Wokingham Urban Area agglomeration zone
- Details of local air quality measures that have been implemented, will be implemented or are being considered for implementation in this agglomeration zone.

This air quality plan for the Reading/Wokingham Urban Area agglomeration zone should be read in conjunction with the separate UK overview document. The UK overview document sets out, amongst other things, the authorities responsible for delivering air quality improvements and the national measures that are applied in some or all UK zones. The measures presented in this plan and the accompanying UK overview document show how the UK will ensure that compliance with the NO₂ limit values is achieved in the shortest possible time.

1.2 Context

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

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

The Air Quality Directive stipulates that compliance with the NO₂ limit values will be achieved by 01/01/2010. However, where the limit values cannot be achieved by then, the Directive also allowed Member States to postpone this attainment date until 01/01/2015 at the latest provided air quality plans were established demonstrating how the limit values would be met by this extended deadline. Postponement of compliance until 01/01/2013 was granted by the European Commission for Reading/Wokingham Urban Area agglomeration zone.

1.3 Zone status

The assessment undertaken for the Reading/Wokingham Urban Area agglomeration zone indicates that the annual limit value was exceeded in 2013 but is likely to be achieved before 2020 through the introduction of measures included in the baseline.

1.4 Plan Structure

General administrative information regarding this agglomeration zone is presented in section 2.

Section 3 then presents the overall picture with respect to NO₂ levels in this agglomeration zone for the 2013 reference year of this air quality plan. This includes declaration of exceedance situations within the agglomeration zone and presentation of a detailed source apportionment for each exceedance situation.

An overview of the measures already taken and to be taken within the agglomeration zone both before and after 2013 is given in section 4.

Baseline modelled projections for 2020, 2025 and 2030 for each exceedance situation are presented in section 5. The baseline projections presented here include, where possible, the impact of measures that have already been taken and measures for which the relevant authority has made a firm commitment to take the measure(s). However, it has not been possible to quantify the impact of all the measures. This section therefore also explains which measures have been quantified, and hence included in the model projections, and which measures have not been quantified.

2 General information about the Zone

2.1 Administrative information

Zone name: Reading/Wokingham Urban Area

Zone code: UK0016

Type of zone: agglomeration zone

Reference year: 2013

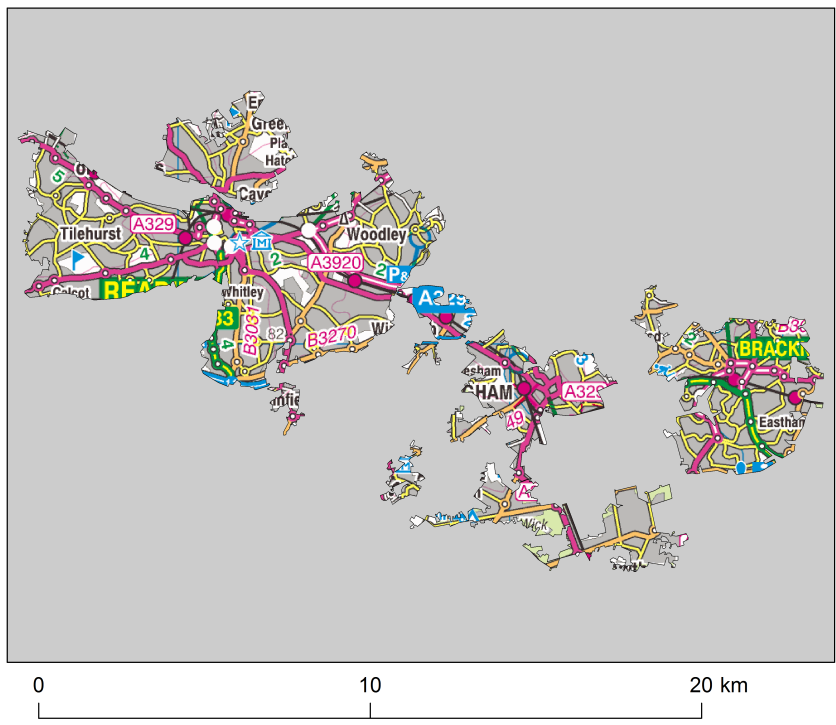
Extent of zone: Figure 1 shows the area covered by the Reading/Wokingham Urban Area agglomeration zone.

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

1. Bracknell Forest Borough Council
2. Reading Borough Council
3. West Berkshire Council
4. Wokingham District Council

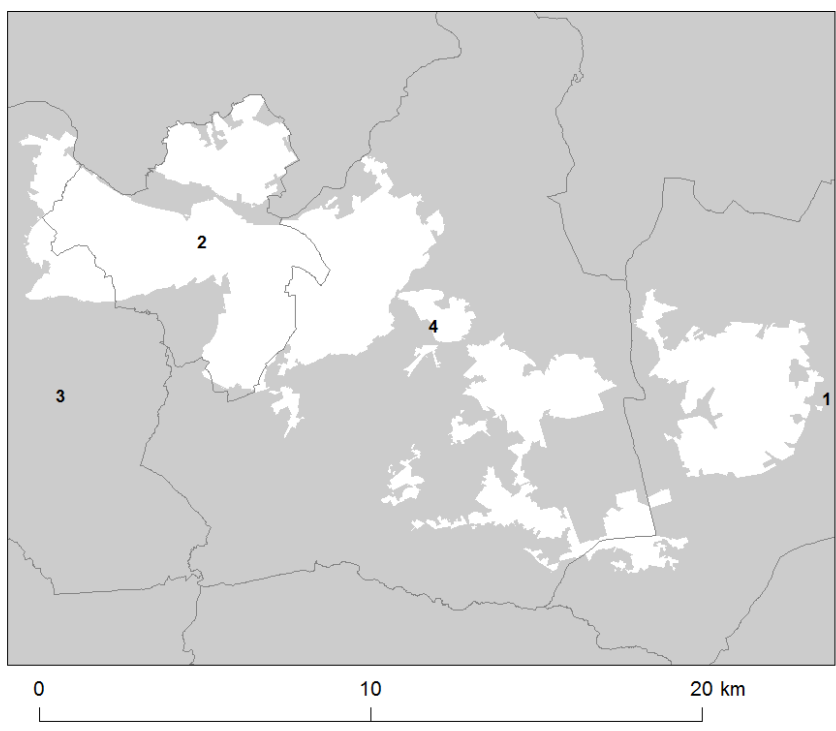
(Note: Local Authority boundaries do not necessarily coincide with zone boundaries. Hence Local Authorities may be listed within more than one zone plan.)

Figure 1: Map showing the extent of the Reading/Wokingham Urban Area agglomeration zone (UK0016).



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Figure 2: Map showing Local Authorities within the Reading/Wokingham Urban Area agglomeration zone (UK0016).



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2.2 Assessment details

Measurements

NO₂ measurements in this zone were available in 2013 from the following national network monitoring stations (NO₂ data capture for each station in 2013 shown in brackets):

1. Reading New Town GB0840A (98%)

Full details of monitoring stations within the Reading/Wokingham Urban Area agglomeration zone are available from <http://uk-air.defra.gov.uk/networks/network-info?view=aur>.

Modelling

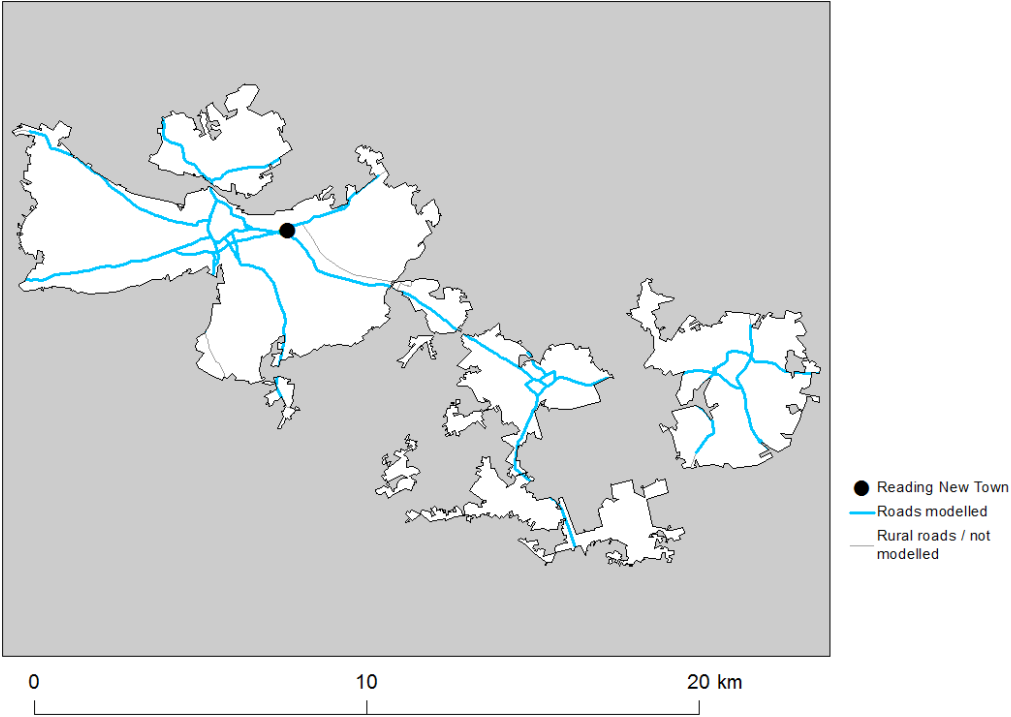
Modelling for the 2013 reference year has been carried out for the whole of the UK. This modelling covers the following extent within this zone:

- Total background area within zone (approx): 82 km²
- Total population within zone (approx): 300,142 people
- Total road length where an assessment of NO₂ concentrations have been made: 68 km in 2013 (and similar lengths in previous years)

Zone maps

Figure 3 presents the location of the NO₂ monitoring stations within this zone for 2013 and the roads for which NO₂ concentrations have been modelled. NO₂ concentrations at background locations have been modelled across the entire zone at a 1 x 1 km² resolution.

Figure 3: Map showing the location of the NO₂ monitoring stations with valid data in 2013 and roads where concentrations have been modelled within the Reading/Wokingham Urban Area (UK0016) agglomeration zone.



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2.3 Reporting Under European Directives

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

In addition, the UK has reported on air quality plans and programmes (Decision 2004/224/EC) <http://cdr.eionet.europa.eu/gb/eu/aqpp>.

3 Overall Picture for 2013 Reference Year

3.1 Introduction

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

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

Within the Reading/Wokingham Urban Area agglomeration zone the annual limit value was exceeded in 2013. Hence, one exceedance situation for this zone has been defined, NO₂_UK0016_Annual_1, which covers exceedances of the annual limit value. This exceedance situation is described below.

Where locations have a time extension in place, a margin of tolerance has been defined by the Air Quality Directive (2008/50/EC) which applies to both NO₂ limit values up until the time extension expires. Data comparing assessed concentrations at locations within this agglomeration zone with the margin of tolerance are presented in e-reporting for 2013 (<http://cdr.eionet.europa.eu/gb/eu/annualair>).

3.2 Reference year: NO₂_UK0016_Annual_1

The NO₂_UK0016_Annual_1 exceedance situation covers all exceedances of the annual mean limit value in the Reading/Wokingham Urban Area agglomeration zone in 2013.

Compliance with the annual limit value in this exceedance situation has been assessed using a combination of air quality measurements and modelling. Table 1 presents measured annual concentrations at national network stations in this exceedance situation since the 1st Daughter Directive (1999/30/EC) came into force in 2001. This shows that there were no measured exceedances of the annual limit value in this zone in 2013. Table 2 summarises modelled annual mean NO₂ concentrations in this exceedance situation for the same time period. This table shows that, in 2013, 6.9 km of road length was modelled to exceed the annual limit value. There were no modelled background exceedances of the annual limit value. Maps showing the modelled annual mean NO₂ concentrations for 2013 at background and at roadside locations are presented in Figures 4 and 5 respectively. All modelled exceedances of the annual limit value are coloured orange or red in the maps.

The maximum measured concentration in the zone varies due to changes in emissions and varying meteorology in different years. However, the models are also updated each year to take into account the most up-to-date science, so the modelled results for different years may not be directly comparable.

The modelling carried out for this exceedance situation has also been used to determine the annual mean NO_x source apportionment for all modelled locations. Table 3 presents summary source apportionment information in this exceedance situation.

Table 3 summarises the modelled NO_x source apportionment for the section of road with the highest modelled NO₂ concentration in this exceedance situation in 2013. This is important information because it shows which sources need to be tackled at the location with the largest compliance gap in the exceedance situation. It is not possible to calculate an unambiguous source apportionment for annual mean NO₂ concentrations for the reasons discussed in the UK Technical Report¹. Therefore no NO₂ source apportionment is provided.

Figure B.1 in Annex B presents the annual mean NO_x source apportionment for each section of road within the NO₂_UK0016_Annual_1 exceedance situation (i.e. the source apportionment for all exceeding roads only) in 2013. Roads have been grouped into motorways, primary roads and trunk roads in this figure.

¹Technical report to be finalised for the final plan.

Table 1: Measured annual mean NO₂ concentrations at national network stations in NO₂_UK0016_Annual_1 for 2001 onwards, μgm^{-3} (a). Data capture shown in brackets.

Site name (EOI code)	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Reading (GB0683A)	32 (97)	33 (95)	29 (9)										
Reading New Town (GB0840A)			31 (20)	25 (93)	23 (95)	21 (71)	23 (96)	22 (98)	22 (51)	25 (72)	26 (95)	25 (95)	27 (98)

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

Table 2: Annual mean NO₂ model results in NO₂_UK0016_Annual_1 for 2001 onwards.

	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Road length exceeding (km)	43.3	14.6	54.9	22.2	22.2	20.9	19.3	9.0	4.7	10.3	7.5	7.2	6.9
Background exceeding (km ²)	0	0	0	0	0	0	0	0	0	0	0	0	0
Maximum modelled concentration (μgm^{-3}) (a)	56.0	48.4	60.5	55.3	56.8	56.2	56.3	54.2	50.4	56.3	53	53	49

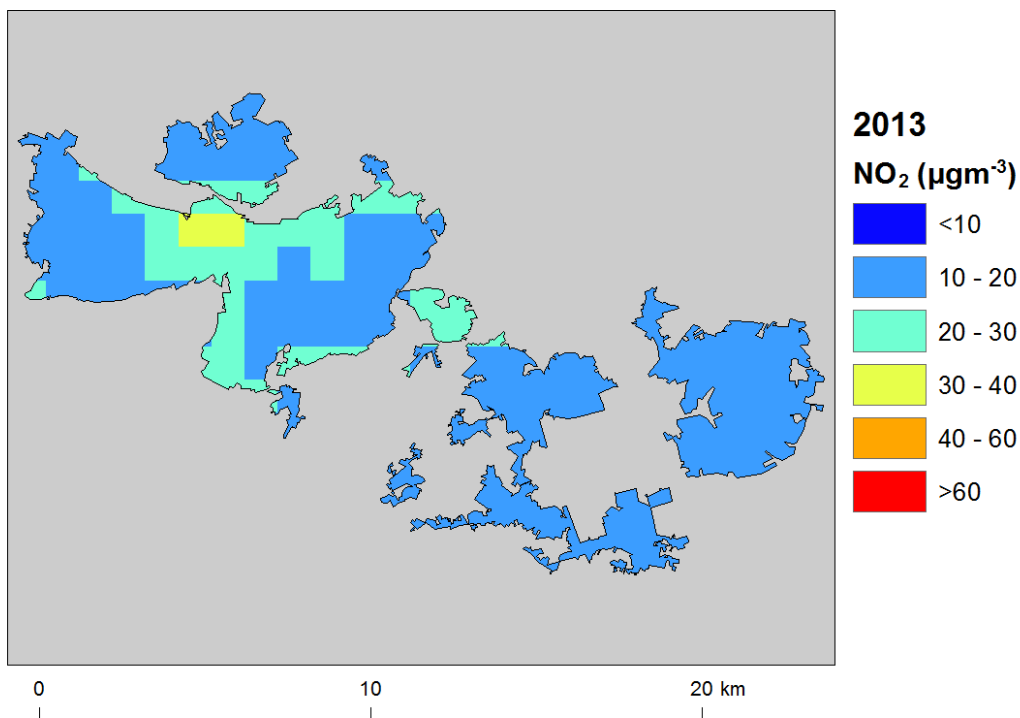
(a) Annual Mean Limit Value = $40 \mu\text{gm}^{-3}$

Table 3: Modelled annual mean NOx source apportionment at the traffic count point with the highest modelled concentration in 2013 in NO2_UK0016_Annual_1 (μgm^{-3}) (traffic count point 27954 on the A329; OS grid (m): 471050, 173300).

Spatial scale	Component	Concentration at highest road link (a)
Regional background sources NOx (i.e. contributions from distant sources of > 30 km from the receptor).	Total	11.2
	From within the UK	6.5
	From transboundary sources (includes shipping and other EU member states)	4.7
Urban background sources NOx (i.e. sources located within 0.3 - 30 km from the receptor).	Total	45.0
	From road traffic sources	15.6
	From industry (including heat and power generation)	1.9
	From agriculture	NA
	From commercial/residential sources	5.6
	From shipping	0.0
	From off road mobile machinery	4.0
	From natural sources	NA
	From transboundary sources	NA
From other urban background sources	17.8	
Local sources NOx (i.e. contributions from sources < 0.3 km from the receptor).	Total	72.0
	From petrol cars	9.1
	From diesel cars	31.3
	From HGV rigid	10.3
	From HGV articulated	3.0
	From buses	5.4
	From petrol LGVs	0.2
	From diesel LGVs	12.6
From motorcycles	0.1	
From London taxis	0.0	
Total NOx (i.e. regional background + urban background + local components)		128.1
Total NO ₂ (i.e. regional background + urban background + local components)		49

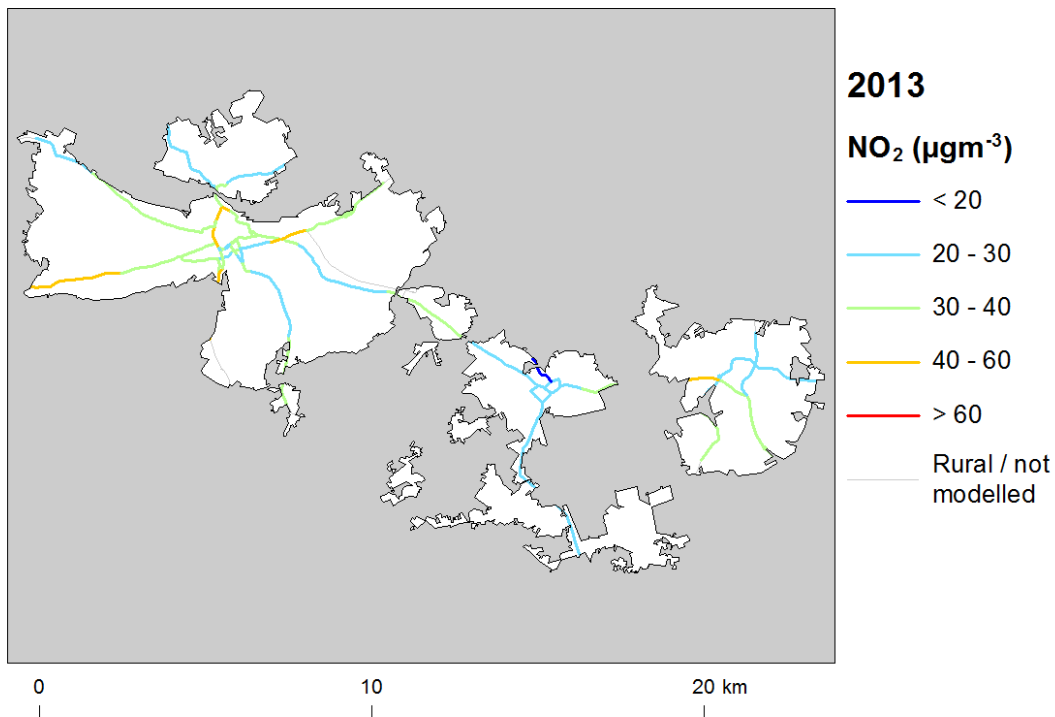
(a) Components are listed with NOx concentration of NA when there is no source from this sector.

Figure 4: Map of modelled background annual mean NO₂ concentrations 2013. Modelled exceedances of the annual limit value are shown in orange and red.



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Figure 5: Map of modelled roadside annual mean NO₂ concentrations 2013. Modelled exceedances of the annual limit value are shown in orange and red.



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4 Measures

4.1 Introduction

This section (section 4) gives details of measures that address exceedances of the NO₂ limit values within Reading/Wokingham Urban Area agglomeration zone. This includes both measures that have already been taken and measures for which there is a firm commitment that they will be taken.

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

4.2 Source apportionment

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

Local road traffic was the dominant source in this exceedance location in the reference year. The largest contribution was from cars at the location of maximum exceedance with a contribution of 40.4 μgm^{-3} of NOx out of a total of 128.1 μgm^{-3} of NOx. Cars, LGVs, rigid HGVs and buses were important sources on the primary roads with the highest concentrations. For all road links concentrations of NOx from diesel cars were approximately four times greater than NOx emissions from petrol cars. NOx concentrations from petrol LGVs are a small component of total NOx concentrations and less than 2% of total NOx from LGVs.

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

4.3 Measures

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

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

Details of European Union measures (e.g. euro standards, fuel quality directives, integrated pollution prevention and control) can be found on the European Commission's website (http://ec.europa.eu/environment/air/index_en.htm). Details of national measures are given in the UK overview document.

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

There are a significant number of measures undertaken in the zone to reduce poor air quality. Campaigns through media channels have been taking place to improve access to the public and detail of information. To

build on this, there are initiatives to encourage modal shift of travel away from using private cars such as continuing to implement cycling, and walking strategies.

There is ongoing work with local business and schools to assist them in reducing their environmental impact through travel plans/school travel plans and other measures. The promotion of cycling and walking, including new cycle routes, all aim to reduce emissions from e.g. from local schools and businesses.

In terms of vehicle adjustments, retrofitting programmes have been implemented on taxis and private hire vehicles. Further measures have been undertaken on reducing emissions from HGVs.

Park and ride schemes are part of the wider drive to lower emissions as well as electric charging points that will improve uptake of electric vehicles by providing a wider network of charging points in the region.

Network Rail are widening the rail bridges over Cow Lane in Reading to reduce congestion and allow double-decker buses to pass through. This will take some pressure off the inner distribution road, particularly in relation to HGVs.

4.4 Measures timescales

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

Local Authorities report on progress with the implementation of their action plans annually and review action plan measures regularly. Information on local measures was collected in February/March 2015. Hence, any Local Authority action plans and measures adopted by Local Authorities after this time have not been included in this air quality plan.

The reference year for this air quality plan is 2013. Hence where measures started and finished before 2013, then the improvement in air quality resulting from these measures will have already taken place before the reference year and the impact of these measures will have been included in the assessment where the measure has had an impact on the statistics used to compile the emission inventory. Many measures started before the reference year and will continue to have a beneficial impact on air quality well beyond the reference year. Hence measures with a start date before 2013 and an end date after 2013 may have an impact on concentrations in the reference year and a further impact in subsequent years. Where the Status column in Annex C is 'Implementation', this shows that this measure is already underway or that there is a commitment for this measure to go ahead. Where the Status is 'Planning', 'Preparation' or 'Other' the level of commitment is less clear and it is possible some of these measures may not go ahead.

5 Baseline Model projections

5.1 Overview of model projections

Model projections for 2020, 2025 and 2030, starting from the 2013 reference year described in section 3, have been calculated in order to determine when compliance with the NO₂ limit values is likely to be achieved on the basis of EU, regional and local measures currently planned. Details of the methods used for the baseline emissions and projections modelling are provided in the UK technical report.

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

The impacts of the individual Local Authority measures have not been explicitly included in the baseline model projections. However, measures may have been included implicitly if they have influenced the traffic counts for 2012 (used as a basis for the compilation of the emission inventory) or in the traffic activity projections to

2020 and beyond (used to calculate the emissions projections). It should be recognised that these measures will have a beneficial impact on air quality, even if it has not been possible to quantify this impact here.

5.2 Baseline projections: NO₂_UK0016_Annual_1

Table 4 presents summary results for the baseline model projections for 2020, 2025 and 2030 for the NO₂_UK0016_Annual_1 exceedance situation. This shows that the maximum modelled annual mean NO₂ concentration predicted for 2020 in this exceedance situation is 36 μgm^{-3} . Hence, the model results suggest that compliance with the NO₂ annual limit value is likely to be achieved before 2020 under baseline conditions in this exceedance situation.

Figures 6 and 7 show maps of projected annual mean NO₂ concentrations in 2020, 2025 and 2030 for background and roadside locations respectively. Maps for 2013 are also presented here for reference.

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

Table 4: Annual mean NO₂ model results in NO₂_UK0016_Annual_1.

	2013	2020	2025	2030
Road length exceeding (km)	6.9	0.0	0.0	0.0
Background exceeding (km ²)	0	0	0	0
Maximum modelled concentration NO ₂ (μgm ⁻³) (a)	49	36	31	29
Corresponding modelled concentration NOx (μgm ⁻³) (b)	128	85	71	67

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

(b) NOx is recorded here for comparison with the NOx source apportionment graphs for 2013 presented in Annex B of this plan. Limit values for EU directive purposes are based on NO₂.

Figure 6: Background baseline projections of annual mean NO₂ concentrations in 2020, 2025 and 2030. 2013 is also included here for reference. Modelled exceedances of the annual limit value are shown in orange and red.

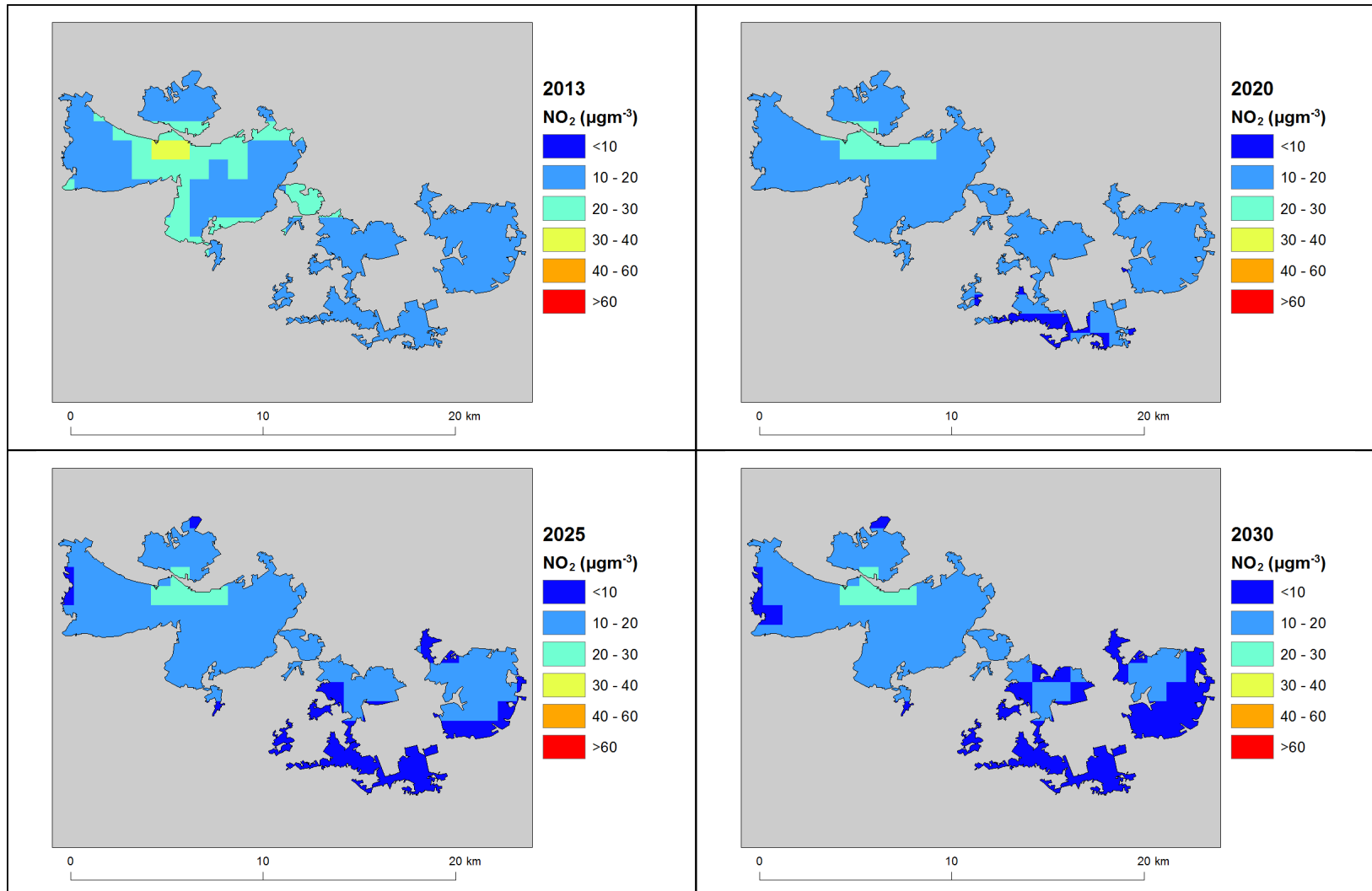
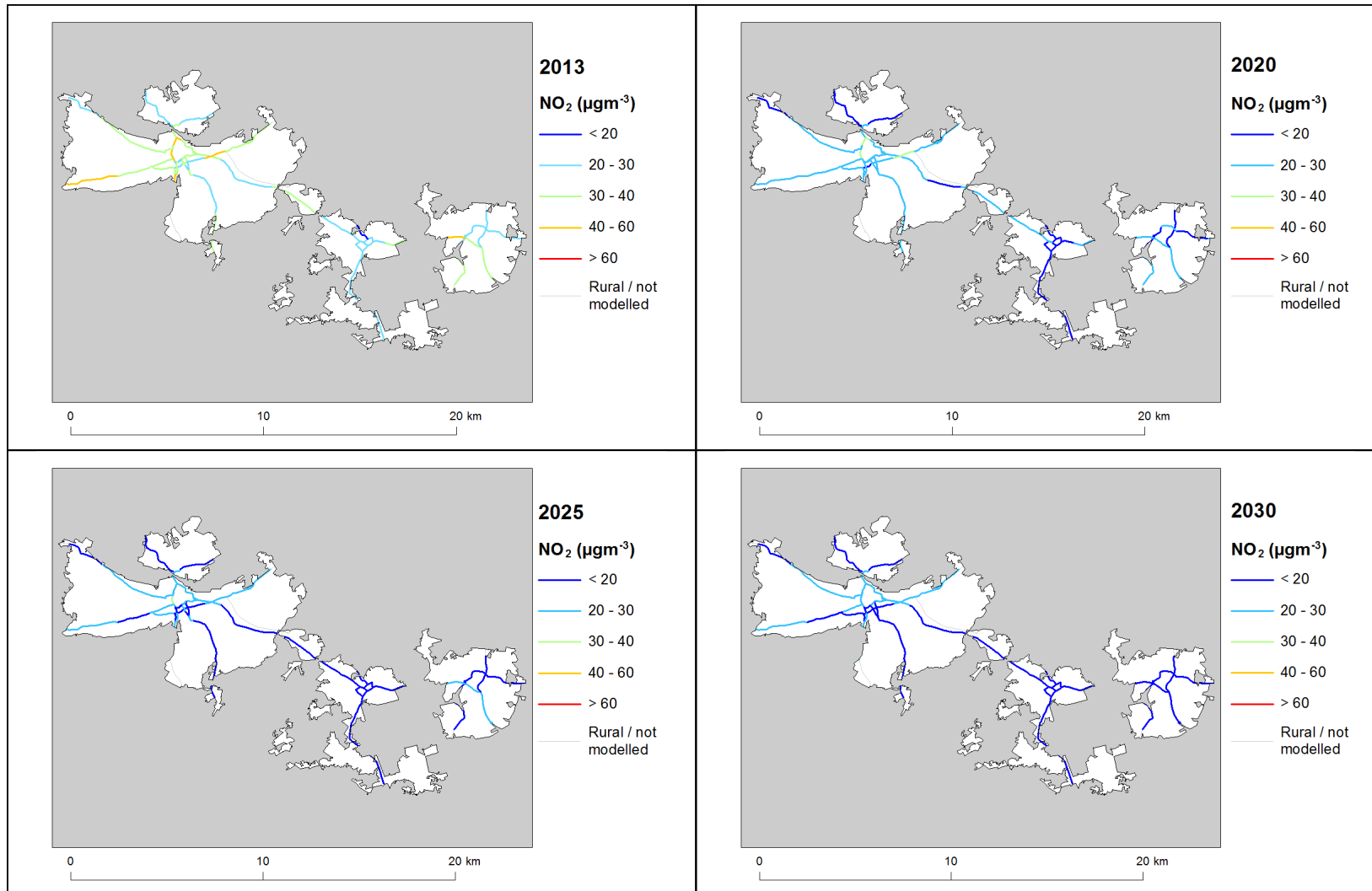


Figure 7: Roadside baseline projections of annual mean NO₂ concentrations in 2020, 2025 and 2030. 2013 is also included here for reference. Modelled exceedances of the annual limit value are shown in orange and red.



Annexes

A References

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

Decision 2004/224/EC. Commission Decision of 20 February 2004 laying down arrangements for the submission of information on plans or programmes required under Council Directive 96/62/EC in relation to limit values for certain pollutants in ambient air. From the Official Journal of the European Union, 6.3.2004, En series, L68/27

Decision 2004/461/EC. Commission Decision of 29 April 2004 laying down a questionnaire to be used for annual reporting on ambient air quality assessment under Council Directives 96/62/EC and 1999/30/EC and under Directives 2000/69/EC and 2002/3/EC of the European Parliament and of the Council. From the Official Journal of the European Union, 30.4.2004, En series, L156/78

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

CDR Central Data Repository. <http://cdr.eionet.europa.eu/>

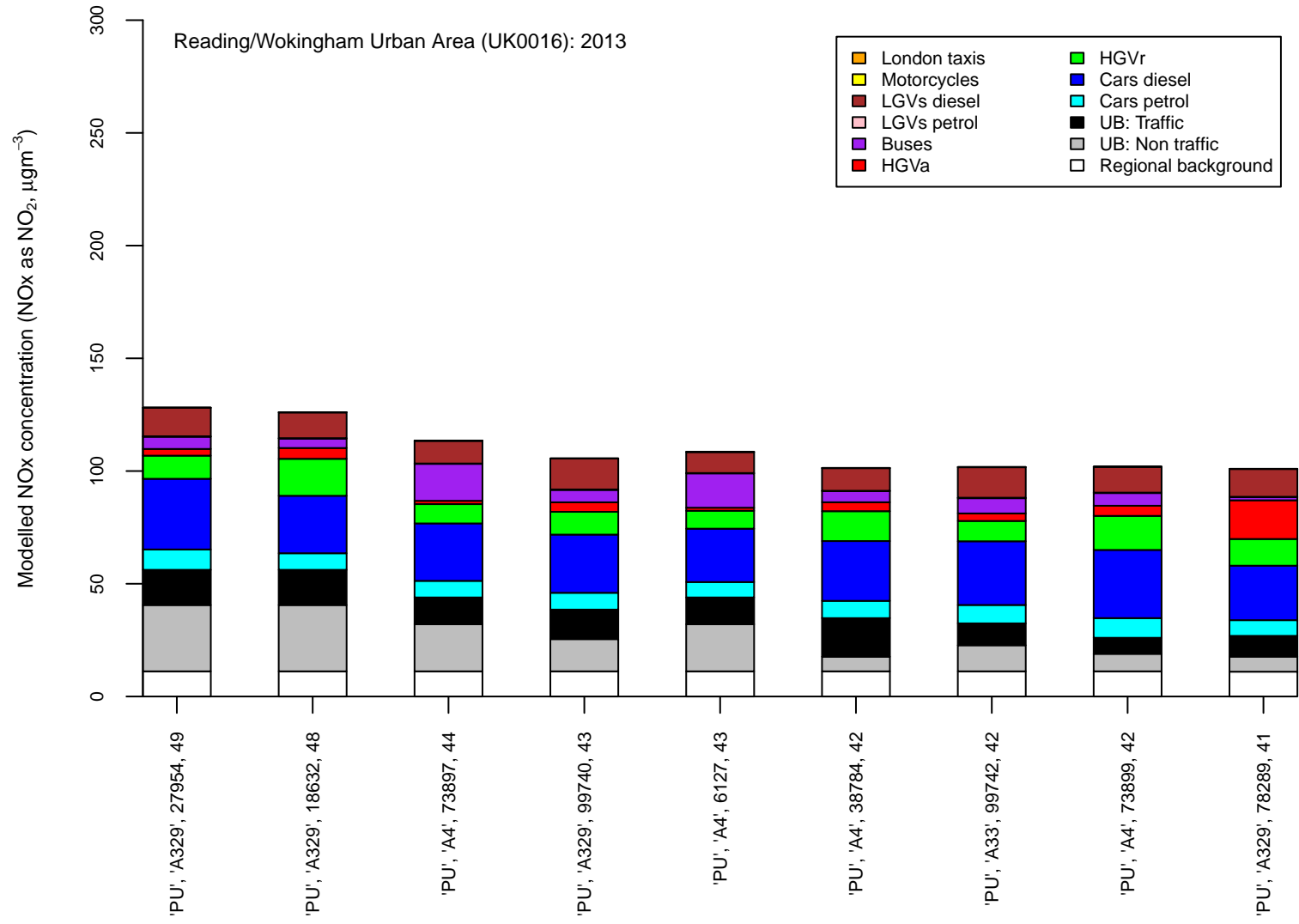
Air Quality Directive 2008/50/EC. Council Directive 2008/50/EC, of 21 May 2008. On ambient air quality and cleaner air for Europe. From the Official Journal of the European Union, 11.6.2008, En series, L152/1

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

B Source apportionment graphs

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Figure B.1: Annual mean roadside NO_x source apportionment plots for all roads exceeding the annual mean NO₂ limit value in 2013.



Road class (MU = motorway, PU = primary road, TU = trunk road), road number, censusid 12 and modelled NO₂ concentration (µgm⁻³)

C Tables of measures

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Table C.1 Relevant Local Authority measures within Reading/Wokingham Urban Area (UK0016)

Measure code	Description	Focus	Classification	Status	Other information
Reading Borough Council_APTM1	Continue to implement the core infrastructure projects detailed in and arising from the Local Transport Plan 2006-2011, subject to the findings of the independent transport commission	Reducing congestion across the wider urban area, and improving specific traffic hotspots	Traffic planning and management: Improvement of public transport	Other	Start date: 2009 Expected end date: 2011 Spatial scale: Whole town or city Source affected: Transport Indicator: Unknown Target emissions reduction: none set
Reading Borough Council_APTM2	Continue to implement the strategic themes of "Quality Travel for Reading" including new cycle strategy	Improvements to public transport, cycle and pedestrian facilities	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2009 Expected end date: 2015 Spatial scale: Whole town or city Source affected: Transport Indicator: Unknown Target emissions reduction: none set
Reading Borough Council_APTM3	Continue to use the planning process to ensure that whilst encouraging the economic development of Reading this remains sustainable and within a balanced transport strategy	Ensure new development does not lead to increase in emissions and worsening of Air Quality	Other measure: Other measure	Implementation	Start date: 2009 Expected end date: 2015 Spatial scale: Whole town or city Source affected: Commercial and residential sources Indicator: Number of applications considered and number of AQA's requested Target emissions reduction: none set
Reading Borough Council_APTM4	Continue to lead by example in reducing our own emissions of air pollutants and finding innovative ways to reduce our impact on the environment	Reducing NO2 and PM10 emissions from RBC buildings	Other measure: Other measure	Implementation	Start date: 2009 Expected end date: 2015 Spatial scale: Local Source affected: Commercial and residential sources Indicator: Improvement in energy efficiency within council buildings Target emissions reduction: none set
Reading Borough Council_APTM5	Reduce greenhouse gas and air quality impacting emissions from RBC fleet use, setting targets for emissions reduction, and linking these to other strategic targets (e.g. Local Area Agreement) where appropriate	Reducing NO2 and PM10 emissions from RBC fleet	Other measure: Other measure	Implementation	Start date: 2009 Expected end date: 2015 Spatial scale: Whole town or city Source affected: Transport Indicator: Emissions improvement within RBC vehicle fleet Target emissions reduction: none set
Reading Borough Council_APTM6	Continue to work with local business and schools to assist them in reducing their environmental impact through travel plans/school travel plans and other measures	Reducing emissions from local schools and business across the borough	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2009 Expected end date: 2015 Spatial scale: Whole town or city Source affected: Transport Indicator: Uptake of travel plans amongst schools and business Target emissions reduction: none set

Measure code	Description	Focus	Classification	Status	Other information
Reading Borough Council_APTM7	Continue to work with Reading Buses to reduce air quality impacting and greenhouse gas emissions per passenger kilometre from Reading buses fleet use, setting targets for emissions reductions	Reducing emissions from the local bus fleet	Public procurement: Cleaner vehicle transport services	Implementation	Start date: 2009 Expected end date: 2015 Spatial scale: Whole town or city Source affected: Transport Indicator: Increase in LEV's and reduction in average age of the fleet Target emissions reduction: none set
Reading Borough Council_APTM8	Continue to support in town without my car day and other environmental awareness / sustainable travel events to promote more sustainable travel and air quality information	Raising awareness of AQ issues and encouraging more sustainable travel	Public information and Education: Other mechanisms	Implementation	Start date: 2009 Expected end date: 2015 Spatial scale: Whole town or city Source affected: Transport Indicator: Attendance at events and dissemination of promotional information Target emissions reduction: none set
Reading Borough Council_APTM9	Encourage the choice of non-motorised transport options emphasising positive health benefits as well as climate change and air quality benefits	Raising awareness of AQ issues and encouraging more sustainable travel	Public procurement: Other measure	Implementation	Start date: 2009 Expected end date: 2015 Spatial scale: Whole town or city Source affected: Transport Indicator: Unknown Target emissions reduction: none set
Reading Borough Council_APTM10	Introduce new license conditions in 2009 to improve emissions and produce a cleaner fleet of licensed vehicles	Reducing emissions from Readings Taxi and private hire fleets	Retrofitting: Retrofitting emission control equipment to vehicles	Other	Start date: 2009 Expected end date: 2013 Spatial scale: Whole town or city Source affected: Transport Indicator: Improvement in average Euro standard of the fleet Target emissions reduction: none set
Reading Borough Council_APTM11	Encourage local businesses to reduce their greenhouse gas and air quality emissions and prepare for climate change. Work with Reading UK CIC, connect Reading, key businesses and business organisations to develop practical local solutions	Linking AQ and CC issues & reduction of emissions from local business	Other measure: Other measure	Implementation	Start date: 2009 Expected end date: 2015 Spatial scale: Whole town or city Source affected: Commercial and residential sources Indicator: Number of businesses included in the green business network Target emissions reduction: none set
Reading Borough Council_APTM12	Investigate mechanisms to reduce the impact of HGVs on local air quality in Reading, producing a report with recommendations within 18 months of the production of this action plan	Reducing emissions from HGVs	Traffic planning and management: Low emission zones	Other	Start date: 2009 Expected end date: 2014 Spatial scale: Whole town or city Source affected: Transport Indicator: Reduction in HGV traffic and/or improvement in average Euro standard amongst Reading HGV fleet Target emissions reduction: none set

Measure code	Description	Focus	Classification	Status	Other information
Reading Borough Council_APOS1	Continue to work with Festival Republic (Reading Festival) to reduce the impact and/or numbers of campfires during the Reading Festival on air quality in Reading	Reducing NO2 and PM emissions from the festival site	Traffic planning and management: Other measure	Implementation	Start date: 2009 Expected end date: 2015 Spatial scale: Local Source affected: Commercial and residential sources Indicator: Reduction in emissions during the construction, use and take down of the festival site Target emissions reduction: none set
Reading Borough Council_APOS2	Subject to available funding, carry out an awareness raising campaign related to Reading's smoke control areas including advice to stores selling non authorised fuels	Reducing emissions of solid fuels from houses	Public information and Education: Leaflets	Implementation	Start date: 2013 Expected end date: 2015 Spatial scale: Whole town or city Source affected: Commercial and residential sources Indicator: Advice given to stores and awareness campaign Target emissions reduction: none set
Reading Borough Council_APOS3	Work with partners to give Reading householders easy access to discounted or free home insulation and free energy advice	Reducing emissions from domestic heating systems	Public information and Education: Other mechanisms	Implementation	Start date: 2009 Expected end date: 2015 Spatial scale: Whole town or city Source affected: Commercial and residential sources Indicator: Increase in energy efficiency measures installed in domestic properties across Reading Target emissions reduction: none set
Reading Borough Council_APOM1a	Carry out a feasibility study into introducing a scheme to alert vulnerable members of the Reading community when air pollution episodes are forecast and advising them on possible appropriate action to take. The study will consider the number of pollution events (moderate or higher for Particulates, Ozone and NO2) in Reading from Previous years monitoring	Investigate feasibility of alert system	Public information and Education: Other mechanisms	Other	Start date: 2009 Expected end date: 2009 Spatial scale: Whole town or city Source affected: Other, please specify Indicator: N/A Target emissions reduction: none set
Reading Borough Council_APOM1b	In partnership with the sustainability team we will consider the feasibility of "cold snap" and "heatwave" forecasting for people with conditions affected by extremes of weather within this study	APOM1a above	Public information and Education: Other mechanisms	Other	Start date: 2009 Expected end date: 2009 Spatial scale: Whole town or city Source affected: Other, please specify Indicator: APOM1a above Target emissions reduction: none set

Measure code	Description	Focus	Classification	Status	Other information
Reading Borough Council_APOM3	Continue to expand and improve air quality data on the RBC website to improve the accessibility of information	Improve accessibility to aq information on RBC website to improve awareness	Public information and Education: Internet	Implementation	Start date: 2009 Expected end date: 2015 Spatial scale: Whole town or city Source affected: Other, please specify Indicator: Information added to Website Target emissions reduction: none set
Reading Borough Council_APOM4	Add information relevant to the school curriculum on the website so that local information is available for school and college science activities	N/A	Public information and Education: Internet	Implementation	Start date: 2009 Expected end date: 2015 Spatial scale: Whole town or city Source affected: Other, please specify Indicator: See APOM3 above Target emissions reduction: none set
Reading Borough Council_APOM5	Make air quality information easier to find on the website and use opportunities such as "in town without my car" and "Forbury Fever" to raise awareness of the availability of air quality and climate change information on the council website	Make AQ information easier to find	Public information and Education: Other mechanisms	Implementation	Start date: 2009 Expected end date: 2015 Spatial scale: Whole town or city Source affected: Other, please specify Indicator: See APOM3 & APTM8 above Target emissions reduction: none set
Reading Borough Council_APOM6	Ensure that measures to address local air quality do not conflict with climate change actions, by considering the interlinked causal factors, identifying conflicts and promoting mutually beneficial solutions	To maximise win win measures and minimise conflict between AQ and CC	Other measure: Other measure	Implementation	Start date: 2009 Expected end date: 2015 Spatial scale: Whole town or city Source affected: Other, please specify Indicator: N/A Target emissions reduction: none set
Reading Borough Council_1	Convert taxis to use CNG diesel blend	reducing emissions from taxis	Public procurement: Cleaner vehicle transport services	Planning	Start date: 2014 Expected end date: 2015 Spatial scale: Whole town or city Source affected: Transport Indicator: emissions improvements indicated by emissions testing Target emissions reduction: none set
West Berkshire Council_1	Variable Message Signing (VMS) Linked to Newbury Car Park system	Reduce emissions within the town centre by identifying where car park spaces are.	Traffic planning and management: Other measure	implementation	Start date: 2011 Expected end date: 2014 Spatial scale: local Source affected: transport Indicator: Car park usage Target emissions reduction: negligible

Measure code	Description	Focus	Classification	Status	Other information
West Berkshire Council_2	Study into signalling junction at Burger King Roundabout	Reduce emissions within the AQMA by reducing queuing times and congestion	Traffic planning and management: Other measure	planning	Start date: 2012 Expected end date: 2015 Spatial scale: local Source affected: transport Indicator: Reduction in queuing time and congestion within AQMA and reduction in NO2 levels Target emissions reduction: 15 ?g/m3(based on 2008 data)
West Berkshire Council_3	Amendments to Bear Lane (Sainsbury's) Junction of A339, as this junction can impact on A343 Greenham Road Junction	Reduce emissions at a location close to the AQMA	Traffic planning and management: Other measure	Implementation	Start date: 2012 Expected end date: 2012 Spatial scale: Local Source affected: Transport Indicator: Reduction in queuing time and congestion close to AQMA and reduction in NO2 levels Target emissions reduction: Links with 15 ?g/m3 (based on 2008 data)
West Berkshire Council_4	Park and Ride	Reduce emissions within the town centre by reducing number of cars and congestion	Traffic planning and management: Improvement of public transport	Other	Start date: 2011 Expected end date: 2011 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A
West Berkshire Council_5	Improved local bus services to reduce short car journeys	Reduce emissions within the town centre by reducing number of cars and congestion	Traffic planning and management: Improvement of public transport	Implementation	Start date: 2014 Expected end date: 2014 Spatial scale: whole town or city Source affected: Transport Indicator: Increase in no. of passenger journeys Target emissions reduction: negligible
West Berkshire Council_6	Smarter Choices (1) Investigate the feasibility of a district wide car share scheme (2) Investigate the feasibility of a car club for Newbury and Thatcham area (Racecourse)	Reduce emissions within the town centre by reducing number of cars	Other measure: Other measure	Implementation	Start date: 2014 Expected end date: 2015 Spatial scale: whole town or city Source affected: Transport Indicator: No. of car share cars and their usage Target emissions reduction: negligible

Measure code	Description	Focus	Classification	Status	Other information
West Berkshire Council_7	Electrification of Newbury to Reading railway line	Improvements to service	Traffic planning and management: Improvement of public transport	implementation	Start date: 2011 Expected end date: 2016 Spatial scale: whole town or city Source affected: transport Indicator: Increased reliability of services and increase passenger usage Target emissions reduction: negligible
West Berkshire Council_8	Cycle lane on A343 St Johns Road between Burger King Roundabout and St Johns roundabout	To reduce reliance on car in AQMA by promotion of cycling	Traffic planning and management: Expansion of bicycle and pedestrian infrastructure	evaluation	Start date: 2011 Expected end date: 2012 Spatial scale: local Source affected: transport Indicator: Reduction in car journeys along this section of road network and decrease in NO2 levels measured. Target emissions reduction: negligible
West Berkshire Council_9	Travel Planning	To reduce reliance on car in AQMA and Newbury /Thatcham areas	Traffic planning and management: Encouragement of shift of transport modes	evaluation	Start date: 2011 Expected end date: 2015 Spatial scale: local Source affected: transport Indicator: No. of businesses engaged in the Network, with focus on Newbury and Thatcham Target emissions reduction: negligible
West Berkshire Council_10	Supplementary Planning Document for AQ	Avoid worsening air quality by adopting local planning policies	Other measure: Other measure	planning	Start date: 2012 Expected end date: 2016 Spatial scale: whole town or city Source affected: commercial and residential sources Indicator: Reduce reliance of car in new development. Use of s106 funds Target emissions reduction: negligible
West Berkshire Council_11	Low Emission Zone	Reduce emissions within the town centre by limiting the type of vehicles permitted	Traffic planning and management: Low emission zones	other	Start date: 2012 Expected end date: 2030 Spatial scale: local Source affected: transport Indicator: N/A Target emissions reduction: N/A

Measure code	Description	Focus	Classification	Status	Other information
West Berkshire Council_12	Reduction HDV's using A339 through Newbury	Reduce emissions within the AQMA	Traffic planning and management: Freight transport measure	planning	Start date: 2013 Expected end date: 2015 Spatial scale: local Source affected: transport Indicator: Reduction in HDV journeys along this section of road network and decrease in NO2 levels measured. Target emissions reduction: Links with 15 µg/m3 (based on 2008 data)
West Berkshire Council_13	Electric Charging points	Improve uptake of electric vehicles by providing a wider network of charging points in the region.	Public procurement: Other measure	implementation	Start date: 2013 Expected end date: 2015 Spatial scale: whole town or city Source affected: transport Indicator: Usage of charging points Target emissions reduction: negligible
West Berkshire Council_14	Health education	Increase awareness of health impact from poor air quality	Public information and Education: Other mechanisms	planning	Start date: 2012 Expected end date: 2030 Spatial scale: whole town or city Source affected: transport Indicator: Decrease in hospital admissions from asthma. Increase in walking and cycling. Target emissions reduction: N/A
West Berkshire Council_15	3 EV recharging using OLEV grant	N/A	Public procurement: Other measure	implementation	Start date: 2013 Expected end date: 2015 Spatial scale: whole town or city Source affected: transport Indicator: N/A Target emissions reduction: N/A
West Berkshire Council_16	Plugged in fleet review OLEV grant	N/A	Public procurement: Other measure	implementation	Start date: 2014 Expected end date: 2017 Spatial scale: whole town or city Source affected: transport Indicator: N/A Target emissions reduction: N/A
West Berkshire Council_17	Biomass programme	N/A	Public procurement: Other measure	implementation	Start date: 2013 Expected end date: 2030 Spatial scale: local Source affected: commercial and residential sources Indicator: N/A Target emissions reduction: N/A

Measure code	Description	Focus	Classification	Status	Other information
West Berkshire Council_18	Go ultra low city scheme with Reading BC	N/A	Public procurement: Other measure	planning	Start date: 2015 Expected end date: 2030 Spatial scale: whole town or city Source affected: transport Indicator: N/A Target emissions reduction: N/A
West Berkshire Council_19	Freight strategy	N/A	Traffic planning and management: Freight transport measure	implementation	Start date: 2013 Expected end date: 2014 Spatial scale: whole town or city Source affected: transport Indicator: N/A Target emissions reduction: N/A
West Berkshire Council_20	Passenger transport strategy	N/A	Traffic planning and management: Encouragement of shift of transport modes	implementation	Start date: 2012 Expected end date: 2014 Spatial scale: whole town or city Source affected: transport Indicator: N/A Target emissions reduction: N/A
West Berkshire Council_21	Cycle working group	N/A	Traffic planning and management: Encouragement of shift of transport modes	planning	Start date: 2014 Expected end date: 2016 Spatial scale: whole town or city Source affected: transport Indicator: N/A Target emissions reduction: N/A
West Berkshire Council_22	Freight route network review	N/A	Traffic planning and management: Freight transport measure	planning	Start date: 2015 Expected end date: 2015 Spatial scale: whole town or city Source affected: transport Indicator: N/A Target emissions reduction: N/A
West Berkshire Council_23	Sustainable school travel project	N/A	Traffic planning and management: Encouragement of shift of transport modes	implementation	Start date: 2014 Expected end date: 2016 Spatial scale: whole town or city Source affected: transport Indicator: N/A Target emissions reduction: N/A
Wokingham District Council_1	Reading Road, new ped islands	Reading Road, new ped islands	Traffic planning and management: Other measure	Implementation	Start date: 2014 Expected end date: 2014 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A

Measure code	Description	Focus	Classification	Status	Other information
Wokingham District Council_2	Miles Road Woodley New Cycle Route	Miles Road Woodley New Cycle Route	Traffic planning and management: Expansion of bicycle and pedestrian infrastructure	Implementation	Start date: 2014 Expected end date: 2014 Spatial scale: Whole town or city Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Wokingham District Council_3	Cutbush Lane New Cycle Route	Cutbush Lane New Cycle Route	Traffic planning and management: Expansion of bicycle and pedestrian infrastructure	Implementation	Start date: 2014 Expected end date: 2014 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Wokingham District Council_4	Black Boy RBT Cycleway improvements	Black Boy RBT Cycleway improvements	Traffic planning and management: Expansion of bicycle and pedestrian infrastructure	Implementation	Start date: 2014 Expected end date: 2014 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Wokingham District Council_5	Barncroft Drive New Cycleway	Barncroft Drive New Cycleway	Traffic planning and management: Expansion of bicycle and pedestrian infrastructure	Implementation	Start date: 2014 Expected end date: 2014 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Wokingham District Council_6	Paddick Drive New Cycleway	Paddick Drive New Cycleway	Traffic planning and management: Expansion of bicycle and pedestrian infrastructure	Implementation	Start date: 2014 Expected end date: 2014 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Wokingham District Council_7	Rushy Way Ped signal upgrade	Rushy Way Ped signal upgrade	Traffic planning and management: Other measure	Implementation	Start date: 2014 Expected end date: 2014 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Wokingham District Council_8	Meldreth Way New Cycleway	Meldreth Way New Cycleway	Traffic planning and management: Expansion of bicycle and pedestrian infrastructure	Implementation	Start date: 2014 Expected end date: 2014 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A

Measure code	Description	Focus	Classification	Status	Other information
Wokingham District Council_9	Hurrican way Woodley New Cycleway	Hurrican way Woodley New Cycleway	Traffic planning and management: Expansion of bicycle and pedestrian infrastructure	Implementation	Start date: 2014 Expected end date: 2014 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Wokingham District Council_10	Plough Lane New Footway	Plough Lane New Footway	Other measure: Other measure	Implementation	Start date: 2014 Expected end date: 2014 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Wokingham District Council_11	Barn Manor New footway	Barn Manor New footway	Other measure: Other measure	Implementation	Start date: 2014 Expected end date: 2014 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Wokingham District Council_12	Nine Mile Ride - New bus stops	Nine Mile Ride - New bus stops	Other measure: Other measure	Implementation	Start date: 2014 Expected end date: 2014 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Wokingham District Council_13	Showcase Cinema - Traffic signal Upgrades	Showcase Cinema - Traffic signal Upgrades	Other measure: Other measure	Implementation	Start date: 2014 Expected end date: 2014 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Wokingham District Council_14	Buness Traverl Planning	Buness Traverl Planning	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2014 Expected end date: 2014 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Wokingham District Council_15	Wokingham Town PTP (4000 residents)	Wokingham Town PTP (4000 residents)	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2014 Expected end date: 2014 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A

Measure code	Description	Focus	Classification	Status	Other information
Wokingham District Council_16	Wokingham Travel Samrt Phone app	Wokingham Travel Samrt Phone app	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2014 Expected end date: 2014 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Wokingham District Council_17	Job Seekers PTP	Job Seekers PTP	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2014 Expected end date: 2014 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Wokingham District Council_18	Community Challenge	Community Challenge	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2014 Expected end date: 2014 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Wokingham District Council_19	Cycle Road shows	Cycle Road shows	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2014 Expected end date: 2014 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Wokingham District Council_20	Bike It Officer	Bike It Officer	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2014 Expected end date: 2014 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Wokingham District Council_21	Active Travel Officer	Active Travel Officer	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2014 Expected end date: 2014 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Wokingham District Council_22	Commuter Challenge	Commuter Challenge	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2014 Expected end date: 2014 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A

Measure code	Description	Focus	Classification	Status	Other information
Wokingham District Council_23	Cycle promotion video	Cycle promotion video	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2014 Expected end date: 2014 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Wokingham District Council_24	New walking & Cycle mapping	New walking & Cycle mapping	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2014 Expected end date: 2014 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Wokingham District Council_25	Beat the Street (Walking 2000 residents)	Beat the Street (Walking 2000 residents)	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2014 Expected end date: 2014 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Wokingham District Council_26	Station Travel plans	Station Travel plans	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2014 Expected end date: 2014 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Wokingham District Council_27	Bus shelter replacement	Bus shelter replacement	Traffic planning and management: Other measure	Implementation	Start date: 2014 Expected end date: 2014 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Wokingham District Council_28	Traffic Singal improvement	Traffic Singal improvement	Traffic planning and management: Other measure	Implementation	Start date: 2014 Expected end date: 2014 Spatial scale: Whole town or city Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Wokingham District Council_29	A329 Cycleway Corridor Phases, 1, 2 &3	A329 Cycleway Corridor Phases, 1, 2 &3	Traffic planning and management: Expansion of bicycle and pedestrian infrastructure	Implementation	Start date: 2014 Expected end date: 2014 Spatial scale: Whole town or city Source affected: Transport Indicator: N/A Target emissions reduction: N/A

Measure code	Description	Focus	Classification	Status	Other information
Wokingham District Council_30	Micro Park and Rides	Micro Park and Rides	Traffic planning and management: Improvement of public transport	Implementation	Start date: 2014 Expected end date: 2014 Spatial scale: Whole town or city Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Wokingham District Council_31	Winnersh Park and Ride	Winnersh Park and Ride	Traffic planning and management: Improvement of public transport	Implementation	Start date: 2014 Expected end date: 2014 Spatial scale: Whole town or city Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Wokingham District Council_32	Mere oak Parjk and Ride	Mere oak Parjk and Ride	Traffic planning and management: Improvement of public transport	Implementation	Start date: 2014 Expected end date: 2014 Spatial scale: Whole town or city Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Wokingham District Council_33	VMS on A329	VMS on A329	Traffic planning and management: Other measure	Implementation	Start date: 2014 Expected end date: 2014 Spatial scale: Whole town or city Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Wokingham District Council_34	Blue Tooth Monitoring	Blue Tooth Monitoring	Traffic planning and management: Other measure	Implementation	Start date: 2014 Expected end date: 2014 Spatial scale: Whole town or city Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Wokingham District Council_35	Website developmnet	Website developmnet	Public information and Education: Internet	Implementation	Start date: 2014 Expected end date: 2014 Spatial scale: Whole town or city Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Wokingham District Council_36	Coms & PR	Coms & PR	Public information and Education: Internet	Implementation	Start date: 2014 Expected end date: 2014 Spatial scale: Whole town or city Source affected: Transport Indicator: N/A Target emissions reduction: N/A

Measure code	Description	Focus	Classification	Status	Other information
Wokingham District Council_37	Electric vehicle charging points	Electric vehicle charging points	Other measure: Other measure	Implementation	Start date: 2014 Expected end date: 2014 Spatial scale: Whole town or city Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Bracknell Forest Borough Council_1	Improvements to roundabouts to widen carriageways around Bracknell town centre to improve traffic flows	Improvements to roundabouts to widen carriageways around Bracknell town centre to improve traffic flows	Traffic planning and management: Other measure	Implementation	Start date: 2015 Expected end date: 2018 Spatial scale: Whole town or city Source affected: Transport Indicator: NO2 Target emissions reduction: not available
Bracknell Forest Borough Council_2	Enforcement of traffic restrictions, e.g. along the High Street in Crowthorne	Enforcement of traffic restrictions, e.g. along the High Street in Crowthorne	Traffic planning and management: Other measure	Planning	Start date: 2016 Expected end date: 2016 Spatial scale: Local Source affected: Transport Indicator: NO2 Target emissions reduction: not available
Bracknell Forest Borough Council_3	Improvements to bus stops to reduce queuing	Improvements to bus stops to reduce queuing	Traffic planning and management: Improvement of public transport	Evaluation	Start date: 2018 Expected end date: 2020 Spatial scale: Local Source affected: Transport Indicator: NO2 Target emissions reduction: not available
Bracknell Forest Borough Council_4	Provision of real time information at road side displays, for example to encourage people to use the bus	Provision of real time information at road side displays, for example to encourage people to use the bus	Traffic planning and management: Improvement of public transport	Implementation	Start date: 2015 Expected end date: 2020 Spatial scale: Whole town or city Source affected: Transport Indicator: NO2 Target emissions reduction: not available
Bracknell Forest Borough Council_5	Improving signage along cycle routes, for example along Bagshot Road in the AQMA	Improving signage along cycle routes, for example along Bagshot Road in the AQMA	Traffic planning and management: Expansion of bicycle and pedestrian infrastructure	Implementation	Start date: 2015 Expected end date: 2020 Spatial scale: Local Source affected: Transport Indicator: NO2 Target emissions reduction: not available

Measure code	Description	Focus	Classification	Status	Other information
Bracknell Forest Borough Council_6	Further investigations into smart ticketing	Further investigations into smart ticketing	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2015 Expected end date: 2020 Spatial scale: Whole town or city Source affected: Transport Indicator: NO2 Target emissions reduction: not available
Bracknell Forest Borough Council_7	Considering the use of electric cars as Council pool cars	Considering the use of electric cars as Council pool cars	Public procurement: Other measure	Evaluation	Start date: 2015 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: NO2 Target emissions reduction: not available
Bracknell Forest Borough Council_8	Developing school travel plans and personal travel planning	Developing school travel plans and personal travel planning	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2015 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: NO2 Target emissions reduction: not available