Department for Environment Food & Rural Affairs

Department for Transport

Air Quality Plan for tackling roadside nitrogen dioxide concentrations in Greater London Urban Area (UK0001)

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Scottish Government
Riaghaltas na h-Alba
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Llywodraeth Cymru
Welsh Government

Any enquiries regarding this publication should be sent to us at:

air.quality@defra.gsi.gov.uk

www.gov.uk/defra

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1 Introduction

1.1 This document

This document is the Greater London Urban Area agglomeration zone (UK0001) updated air quality plan for tackling roadside nitrogen dioxide (NO_2) concentrations. This is an update to the air quality plan published in December 2015 (https://www.gov.uk/government/collections/air-quality-plan-for-nitrogen-dioxide-no2-in-uk-2015).

This plan presents the following information:

- General information regarding the Greater London Urban Area agglomeration zone
- Details of the NO_2 exceedance situations within the Greater London 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 Greater London Urban Area agglomeration zone should be read in conjunction with the separate UK Air Quality Plan for tackling roadside nitrogen dioxide concentrations (hereafter referred to as the overview document) which sets out, amongst other things, the authorities responsible for delivering air quality improvements and the list of UK and national measures that are applied in some or all UK zones. The measures presented in this zone plan, and the accompanying UK overview document show how the UK will ensure that compliance with the NO_2 limit values is achieved in the shortest possible time.

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

1.2 Context

Two NO_2 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 μgm^{-3}
- The hourly limit value: no more than 18 exceedances of 200 μgm^{-3} in a calendar year

The Air Quality Directive stipulates that compliance with the NO_2 limit values will be achieved by 01/01/2010.

1.3 Zone status

The assessment undertaken for the Greater London Urban Area agglomeration zone indicates that the annual limit value was exceeded in 2015 but is likely to be achieved by 2028 through the introduction of measures included in the baseline.

The assessment undertaken for the Greater London Urban Area non-agglomeration zone indicates that the hourly limit value was exceeded in 2015 but is likely to be achieved by 2026 through the introduction of measures included in the baseline.

When combined with the measures outlined in the overview document for the UK we expect this zone to be compliant by 2026.

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 NO_2 levels in this agglomeration zone for the 2015 reference year of this air quality plan. This includes a 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 2015 is given in Section 4.

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

2 General Information About the Zone

2.1 Administrative information

Zone name: Greater London Urban Area
Zone code: UK0001
Type of zone: agglomeration zone
Reference year: 2015
Extent of zone: Figure 1 shows the area covered by the Greater London 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. Broxbourne Borough Council
3. Corporation of the City of London
4. Dacorum Borough Council
5. Dartford Borough Council
6. East Hertfordshire District Council
7. Elmbridge Borough Council
8. Epping Forest District Council
9. Epsom & Ewell Borough Council
10. Gravesham Borough Council
11. Guildford Borough Council

12. Hertsmere Borough Council
13. London Borough of Barking and Dagenham
14. London Borough of Barnet
15. London Borough of Bexley
16. London Borough of Brent
17. London Borough of Bromley Council
18. London Borough of Camden
19. London Borough of Croydon
20. London Borough of Ealing
21. London Borough of Enfield
22. London Borough of Greenwich
23. London Borough of Hackney
24. London Borough of Hammersmith & Fulham
25. London Borough of Haringey
26. London Borough of Harrow
27. London Borough of Havering
28. London Borough of Hillingdon
29. London Borough of Hounslow
30. London Borough of Islington
31. London Borough of Lambeth
32. London Borough of Lewisham
33. London Borough of Merton
34. London Borough of Newham
35. London Borough of Redbridge
36. London Borough of Richmond
37. London Borough of Southwark
38. London Borough of Sutton
39. London Borough of Tower Hamlets
40. London Borough of Waltham Forest
41. London Borough of Wandsworth

42. London Borough of Westminster
43. Mole Valley District Council
44. Reigate and Banstead Borough Council
45. Royal Borough of Kensington & Chelsea
46. Royal Borough of Kingston upon Thames
47. Royal Borough of Windsor & Maidenhead
48. Runnymede Borough Council
49. Sevenoaks District Council
50. South Bucks District Council
51. Spelthorne Borough Council
52. St Albans District Council
53. Surrey Heath District Council
54. Tandridge District Council
55. Three Rivers District Council
56. Watford Borough Council
57. Woking Borough 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 Greater London Urban Area agglomeration zone (UK0001).

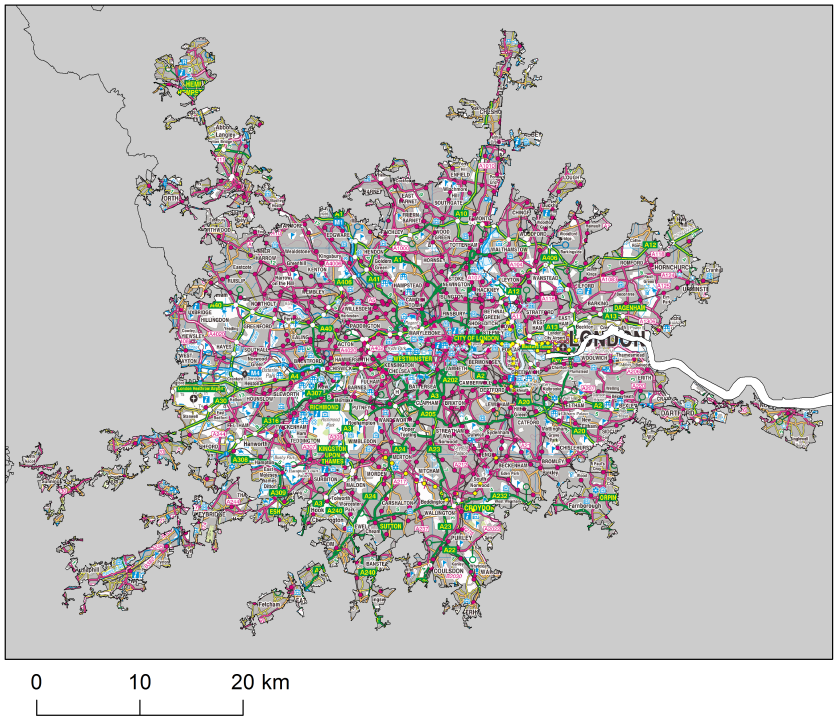
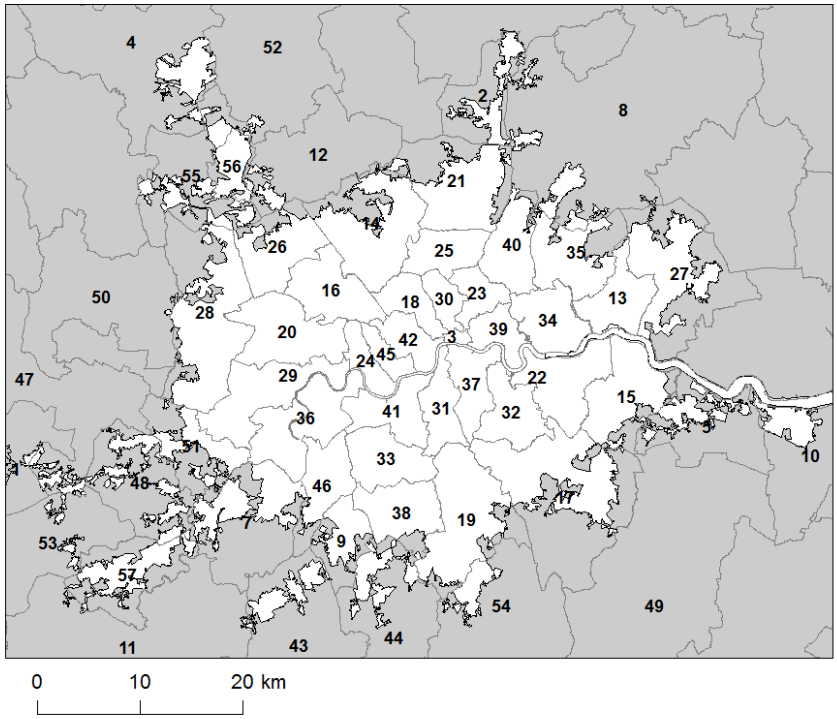


Figure 2: Map showing Local Authorities within the Greater London Urban Area agglomeration zone (UK0001).



2.2 Assessment details

Measurements

NO_2 measurements in this zone were available in 2015 from the following national network monitoring stations (NO_2 data capture[1] for each station in 2015 shown in brackets):

1. Camden Kerbside GB0636A (99%)
2. Haringey Roadside GB0637A (97%)
3. London Bexley GB0608A (93%)
4. London Bloomsbury GB0566A (99%)
5. London Eltham GB0586A (95%)
6. London Haringey Priory Park South GB1024A (94%)
7. London Harlington GB0837A (97%)
8. London Hillingdon GB0642A (99%)
9. London Marylebone Road GB0682A (99%)
10. London N. Kensington GB0620A (99%)
11. London Teddington GB0644A (96%)
12. London Westminster GB0743A (96%)
13. Southwark A2 Old Kent Road GB1012A (70%)
14. Tower Hamlets Roadside GB0624A (87%)

Full details of monitoring stations within the Greater London Urban Area agglomeration zone are available from http://uk-air.defra.gov.uk/networks/network-info?view=aurn.

Modelling

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

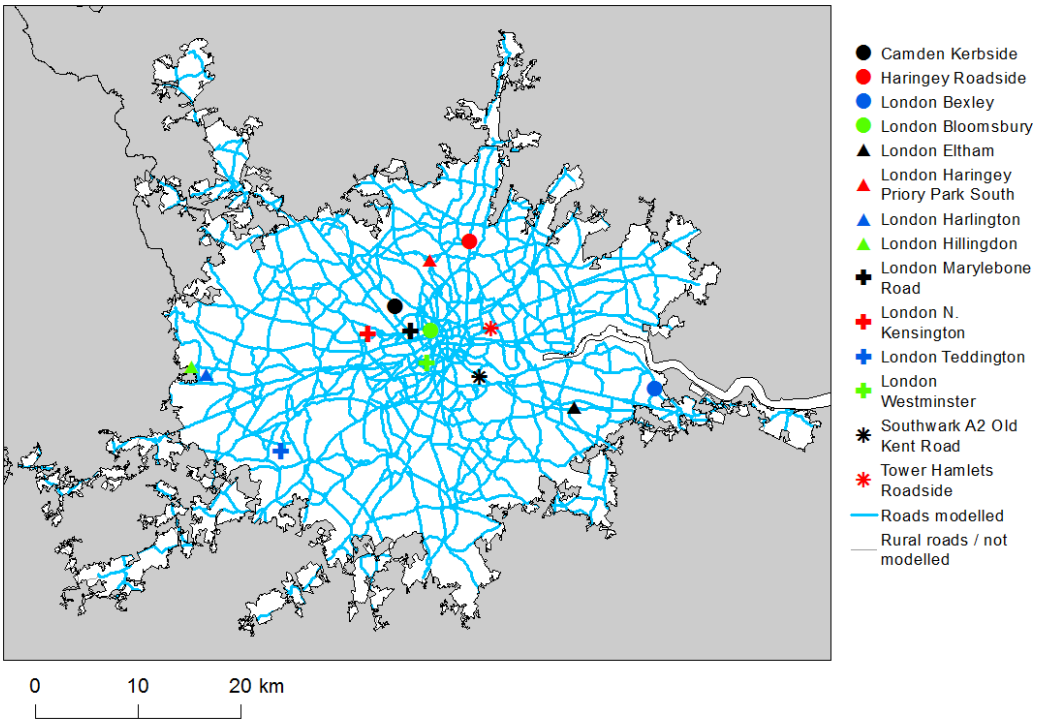
- Total background area within zone (approx): 1,618 km^2
- Total population within zone (approx): 8,921,189 people

Zone maps

Figure 3 presents the location of the NO_2 monitoring stations within this zone for 2015 and the roads for which NO_2 concentrations have been modelled. NO_2 concentrations at background locations have been modelled across the entire zone at a 1 km x 1 km resolution.

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

Figure 3: Map showing the location of the NO_2 monitoring stations with valid data in 2015 and roads where concentrations have been modelled within the Greater London Urban Area (UK0001) agglomeration zone.



2.3 Air quality reporting

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

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

3 Overall Picture for 2015 Reference Year

3.1 Introduction

There are two limit values for the protection of health for NO_2. 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 Greater London Urban Area agglomeration zone the annual limit value and the hourly limit value were exceeded in 2015. Hence, two exceedance situations for this zone have been defined, NO_2_UK0001_Annual_1, which covers exceedances of the annual limit value, and NO_2_UK0001_Hourly_1, which covers exceedances of the hourly limit value. These exceedance situations are described below.

3.2 Reference year: NO_2_UK0001_Annual_1

The NO_2_UK0001_Annual_1 exceedance situation covers all exceedances of the annual mean limit value in the Greater London Urban Area agglomeration zone in 2015.

Compliance with the annual limit value in this exceedance situation has been assessed using a combination of air quality measurements and modelling. Table 1 presents measured annual concentrations at national network stations in this exceedance situation since the 1st Daughter Directive (1999/30/EC) came into force in 2001. This shows that there were measured exceedances of the annual limit value at Camden Kerbside (GB0636A), London Bloomsbury (GB0566A), London Hillingdon (GB0642A), London Marylebone Road (GB0682A) and Tower Hamlets Roadside (GB0624A) in 2015.

Table 2 summarises the maximum modelled annual mean NO_2 concentrations in this exceedance situation for the period 2001 to 2014. For 2015, there were seven locations across the UK where the measured NO_2 concentration exceeded the annual mean limit value of 40 μgm^{-3} and the measured concentration was greater than the modelled concentration for the road link adjacent to the monitoring station. In these situations, the measured 2015 annual mean concentration is used as the reference year value. This is a precautionary approach taking the higher NO_2 concentration out of the modelled and measured concentration at the location of monitoring stations in 2015. Where these measured concentrations correspond to the maximum concentration

in the zone, the measured 2015 concentrations are included in Table 2 in place of modelled concentrations, for consistency with the projections (see Section 5.3). For years prior to 2015 only modelled results are presented in Table 2.

In the Greater London Urban Area agglomeration zone the measured concentration at one monitoring station, Tower Hamlets Roadside (GB0624A; 53 μgm^{-3}), exceeded the annual mean limit value in 2015 and was greater than the modelled concentration at the adjacent road link (traffic count point 56175 on the A11) of 49 μgm^{-3}. The road length in exceedance presented in Table 2 includes the length of road associated with traffic count point 56175 of 1.5 km.

Table 2 shows that, in 2015, 840.3 km of road length was modelled to exceed the annual limit value. There were no modelled background exceedances of the annual limit value. The models are updated each year to take into account the most up-to-date science, so the modelled results for different years may not be directly comparable. Maps showing the modelled annual mean NO_2 concentrations for 2015 at background and at roadside locations are presented in Figures 4 and 5 respectively (note that Figure 5 also includes the measured exceedance at Tower Hamlets Roadside). All modelled (and measured) exceedances of the annual limit value are coloured orange or red in the maps.

The modelling carried out for this exceedance situation has also been used to determine the annual mean NO_X source apportionment for all modelled locations. Emissions to air are regulated in terms of oxides of nitrogen (NO_X), which is the term used to describe the sum of nitrogen dioxide (NO_2) and nitric oxide (NO). Ambient NO_2 concentrations include contributions from both directly emitted primary NO_2 and secondary NO_2 formed in the atmosphere by the oxidation of NO. As such, it is not possible to calculate an unambiguous source apportionment specifically for NO_2 concentrations; therefore the source apportionment in this plan is presented for NO_X, rather than for NO_2 (for further details please see the UK Technical Report). Table 3 summarises the modelled NO_X source apportionment for the section of road with the highest NO_2 concentration in this exceedance situation in 2015. This is important information because it shows which sources need to be tackled at the location with the largest compliance gap in the exceedance situation.

Figure B.1 in Annex B presents the annual mean NO_X source apportionment for each section of road within the NO_2_UK0001_Annual_1 exceedance situation (i.e. the source apportionment for all exceeding roads only) in 2015.

Table 1: Measured annual mean NO_2 concentrations at national network stations in NO2_UK0001_Annual_1 for 2001 onwards, μgm^{-3} (a). Data capture shown in brackets.

Site name (EOI code)	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Brentford Roadside			52	54	49	54	60								
(GB0774A)			(42)	(92)	(99)	(86)	(74)								
Camden Kerbside	66	64 (8)	65	70	76	72	77	76	85	82	72	71	71	66	61
(GB0636A)	(99)		(44)	(39)	(85)	(97)	(97)	(94)	(74)	(83)	(97)	(96)	(100)	(100)	(99)
Haringey Roadside	48	46	52	46	43	44	42	37	43	45	39	42	45	48	40
(GB0637A)	(98)	(98)	(88)	(98)	(97)	(85)	(96)	(99)	(91)	(97)	(74)	(81)	(98)	(65)	(97)
Hounslow Roadside	54	58													
(GB0685A)	(95)	(82)													
London A3 Roadside	53	58	73	66	61	60	61								
(GB0659A)	(97)	(88)	(80)	(97)	(98)	(98)	(72)								
London Bexley	36	31	38	35	36	36	34	34	33	31	29	29	28	27	26
(GB0608A)	(94)	(90)	(89)	(96)	(95)	(92)	(95)	(97)	(98)	(98)	(87)	(97)	(99)	(98)	(93)
London Bloomsbury	51	42 (9)	56	58	57	57	61	55	54	58	50	55	51	51	48
(GB0566A)	(87)		(68)	(98)	(94)	(93)	(78)	(99)	(98)	(99)	(97)	(94)	(98)	(99)	(99)
London Brent	36	29	34	29	33	30	26								
(GB0849A)	(89)	(98)	(95)	(91)	(89)	(98)	(71)								
London Bromley	61	41	42	47	49	51	44								
(GB0697A)	(89)	(97)	(97)	(98)	(95)	(60)	(72)								
London Cromwell Road	76	72	75	80	79	83	72	67	72	75	66				
2 (GB0695A)	(97)	(95)	(93)	(99)	(94)	(91)	(95)	(83)	(87)	(69)	(95)				
London Eltham	34	30	38	32	29	30	30	26	24	24	23	22	22	20	19
(GB0586A)	(97)	(99)	(98)	(97)	(84)	(99)	(97)	(96)	(85)	(98)	(91)	(95)	(97)	(65)	(95)
London Hackney	48	47	50	48	49	49	44								
(GB0650A)	(95)	(88)	(91)	(99)	(97)	(83)	(74)								
London Haringey							45 (9)	32	34	34	31	29			
(GB0638A)								(98)	(98)	(99)	(67)	(65)			
London Haringey Priory												38 (9)	26	24	24
Park South (GB1024A)													(97)	(74)	(94)
London Harlington				38	38	37	37	35	36	34	34	35	37	37	32
(GB0837A)				(99)	(99)	(98)	(94)	(98)	(60)	(91)	(96)	(98)	(83)	(94)	(97)
London Hillingdon	46	45	54	47	45	49	45	51	54	54	55	57	53	58	52
(GB0642A)	(96)	(97)	(83)	(98)	(94)	(94)	(98)	(83)	(91)	(94)	(98)	(97)	(99)	(97)	(99)
London Lewisham		50	55	49	51	55	52								
(GB0672A)		(93)	(100)	(98)	(99)	(92)	(69)								
London Marylebone	84	80	107	110	112	111	102	115	107	98	97	94	85	94	88
Road (GB0682A)	(94)	(98)	(94)	(98)	(98)	(97)	(98)	(99)	(99)	(97)	(97)	(94)	(99)	(99)	(99)

Site name (EOI code)	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
London N. Kensington	41	40	44	40	40	38	39	33	33	37	36	37	37	34	32
(GB0620A)	(96)	(98)	(94)	(99)	(96)	(99)	(99)	(90)	(97)	(91)	(95)	(99)	(99)	(97)	(99)
London Southwark	54	46	48	51	49	42	39								
(GB0656A)	(97)	(84)	(73)	(88)	(99)	(86)	(74)								
London Sutton	35	31													
(GB0621A)	(93)	(33)													
London Teddington	29	25	28	25	26	23	28	25	22	24	21	36	21	27	19
(GB0644A)	(94)	(98)	(96)	(94)	(95)	(99)	(95)	(97)	(82)	(78)	(96)	(93)	(99)	(98)	(96)
London Wandsworth	53	52	62	54	54	51	50								
(GB0622A)	(99)	(98)	(91)	(99)	(96)	(98)	(69)								
London Westminster	44	43	50	46	48	51	37	40	44	52	41	39	45	46	39
(GB0743A)	(35)	(97)	(69)	(78)	(83)	(96)	(77)	(98)	(99)	(95)	(99)	(97)	(99)	(99)	(96)
Southwark A2 Old Kent											47	54	58	42	43
Road (GB1012A)											(74)	(80)	(94)	(38)	(70)
Southwark Roadside	65	58	67	62	60	61									
(GB0667A)	(92)	(87)	(91)	(75)	(99)	(14)									
Sutton Roadside	44	38													
(GB0623A)	(99)	(31)													
Tower Hamlets	69	61	67	61	61	61	67	63	61	66	57	60	60	62	53
Roadside (GB0624A)	(88)	(98)	(98)	(96)	(99)	(100)	(85)	(98)	(99)	(94)	(96)	(99)	(97)	(100)	(87)
West London	52	45	55	51	50	51	46								
(GB0420A)	(95)	(97)	(96)	(99)	(95)	(94)	(73)								

(a) Annual Mean Limit Value = 40 μgm^{-3}

Table 2: Annual mean NO_2 model results in NO_2_UK0001_Annual_1 for 2001 onwards.

	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015(b)
Road length exceeding (km)	1584.8	1337.5	1775.4	1589.4	1606.3	1592.0	1599.8	1286.7	1264.5	1358.3	1185.6	1021.3	1078.5	1007.7	840.3
Background exceeding (km^2)	184	147	231	63	119	86	162	64	47	91	61	38	65	64	35
Maximum modelled concentration (μgm^{-3}) (a)	93.7	87.1	108.8	115.5	165.9	167.6	155.3	181.9	162.9	167.1	136	152	126	119	115

(a) Annual Mean Limit Value = 40 μgm^{-3}

(b) For 2015 the road length exceeding includes the road length associated with the traffic count point located adjacent to Tower Hamlets Roadside monitoring station (traffic count point 56175 on the A11). See text for more detail. For years prior to 2015, model results only are presented.

Table 3: Modelled annual mean NO_X source apportionment at the location with the highest NO_2 concentration in 2015 in NO2_UK0001_Annual_1 (μgm^{-3}) traffic count point 18467 on the A3211; OS grid (m): 533634, 180720) (d).

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	6.8
	From within the UK	4.3
	From transboundary sources (includes shipping and other EU member states)	2.5
Urban background sources NOx (i.e. sources located within 0.3 - 30 km from the receptor).	Total	71.5
	From road traffic sources	40.1
	From industry (including heat and power generation)	5.6
	From agriculture	NA
	From commercial/residential sources	23.0
	From shipping	0.0
	From off road mobile machinery	2.0
	From natural sources	NA
	From transboundary sources	NA
	From other urban background sources	0.8
Local sources NOx (i.e. contributions from sources < 0.3 km from the receptor).	Total	262.8
	From petrol cars	5.7
	From diesel cars	26.0
	From HGV rigid (b)	99.7
	From HGV articulated (b)	11.7
	From buses	47.2
	From petrol LGVs (c)	0.5
	From diesel LGVs (c)	36.0
	From motorcycles	2.4
	From London taxis	33.6
Total NOx (i.e. regional background + urban background + local components)		341.1
Total NO_2 (i.e. regional background + urban background + local components)		115

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

(b) HGV = heavy goods vehicle

(c) LGV = light goods vehicle

Figure 4: Map of modelled background annual mean NO_2 concentrations 2015. Modelled exceedances of the annual limit value are shown in orange and red.

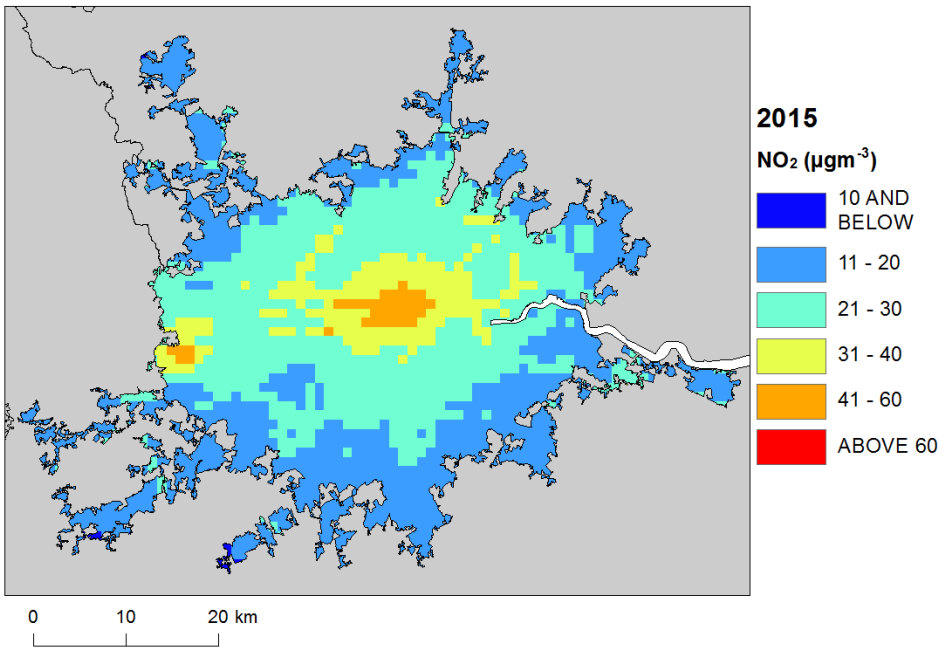
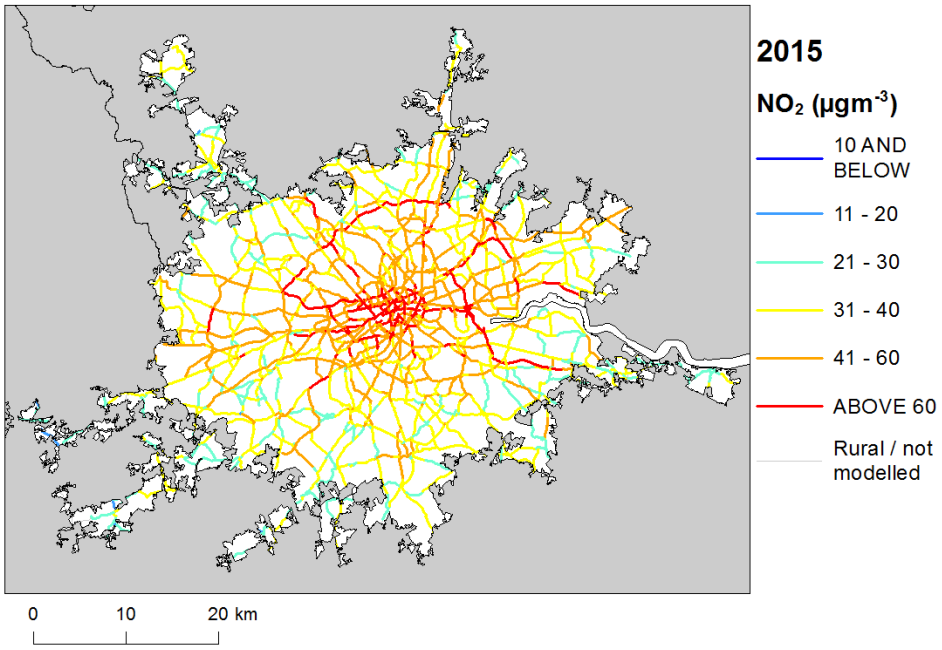


Figure 5: Map of roadside annual mean NO_2 concentrations 2015. Modelled exceedances of the annual limit value are shown in orange and red.[2]



[2]The NO_2 concentration presented for the traffic count point located adjacent to Tower Hamlets Roadside monitoring station (traffic count point 56175 on the A11) is the measured annual mean NO_2 concentration at Tower Hamlets Roadside monitoring station. See text for more detail.

3.3 Reference year: NO_2_UK0001_Hourly_1

This exceedance situation covers all exceedances of the hourly NO_2 limit value in Greater London Urban Area agglomeration zone in 2015.

Compliance with the hourly limit value in this exceedance situation has been assessed using air quality measurements only. Table 4 presents the number of hours measured NO_2 concentrations exceeded 200 μgm^{-3} at national network stations in this exceedance situation since the 1st daughter directive (1999/30/EC) came into force in 2001. A site exceeds the hourly limit value for NO_2 when NO_2 concentrations exceed 200 μgm^{-3} for more than 18 hours per calendar year. Table 4 shows that there were measured exceedances of the hourly limit value in 2015 at London Marylebone Road (GB0682A).

Table 5 presents the modelled annual mean source apportionment for the road adjacent to London Marylebone Road (GB0682A) monitoring station. This is the monitoring station with the highest measured number of hours exceeding the hourly limit value in this exceedance situation in 2015. The annual mean source apportionment is presented here because hourly source apportionment is not available. In general, the annual mean source apportionment for this location is expected to provide a reasonable approximation of the sources contributing to the exceedance of the hourly limit value in the same location.

Table 4: Measured number of hours exceeding 200 μgm^{-3} NO_2 at national network sites in Greater London Urban Area for each calendar year from 2001 onwards. (Data capture shown in brackets) (a).

Site name (EOI code)	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Brentford Roadside (GB0774A)			0 (42)	8 (92)	3 (99)	2 (86)	7 (74)								
Camden Kerbside (GB0636A)	0 (99)	0 (8)	2 (44)	6 (39)	17 (85)	40 (97)	114 (97)	72 (94)	218 (74)	129 (83)	77 (97)	43 (96)	42 (100)	13 (100)	11 (99)
Haringey Roadside (GB0637A)	0 (98)	0 (98)	0 (88)	0 (98)	1 (97)	0 (85)	21 (96)	0 (99)	0 (91)	0 (97)	0 (74)	0 (81)	1 (98)	0 (65)	0 (97)
Hounslow Roadside (GB0685A)	0 (95)	4 (82)													
London A3 Roadside (GB0659A)	0 (97)	6 (88)	16 (80)	8 (97)	23 (98)	0 (98)	13 (72)								
London Bexley (GB0608A)	0 (94)	0 (90)	0 (89)	1 (96)	0 (95)	0 (92)	0 (95)	0 (97)	0 (98)	0 (98)	0 (87)	0 (97)	0 (99)	0 (98)	0 (93)
London Bloomsbury (GB0566A)	0 (87)	0 (9)	0 (68)	0 (98)	1 (94)	0 (93)	6 (78)	0 (99)	2 (98)	1 (99)	0 (97)	1 (94)	0 (98)	0 (99)	0 (99)
London Brent (GB0849A)	0 (89)	0 (98)	3 (95)	0 (91)	0 (89)	0 (98)	0 (71)								
London Bromley (GB0697A)	0 (89)	0 (97)	0 (97)	0 (98)	1 (95)	1 (60)	2 (72)								
London Cromwell Road 2 (GB0695A)	2 (97)	0 (95)	6 (93)	3 (99)	9 (94)	4 (91)	2 (95)	1 (83)	3 (87)	1 (69)	4 (95)				
London Eltham (GB0586A)	0 (97)	0 (99)	0 (98)	0 (97)	0 (84)	0 (99)	0 (97)	0 (96)	0 (85)	4 (98)	0 (91)	0 (95)	0 (97)	0 (65)	0 (95)
London Hackney (GB0650A)	0 (95)	0 (88)	5 (91)	11 (99)	15 (97)	8 (83)	3 (74)								
London Haringey (GB0638A)							3 (9)	0 (98)	4 (98)	0 (99)	0 (67)	0 (65)			
London Haringey Priory Park South (GB1024A)												0 (9)	0 (97)	0 (74)	0 (94)
London Harlington (GB0837A)				0 (99)	1 (99)	2 (98)	4 (94)	0 (98)	0 (60)	0 (91)	0 (96)	0 (98)	5 (83)	0 (94)	0 (97)
London Hillingdon (GB0642A)	0 (96)	0 (97)	0 (83)	0 (98)	0 (94)	0 (94)	8 (98)	1 (83)	0 (91)	0 (94)	0 (98)	0 (97)	0 (99)	0 (97)	0 (99)
London Lewisham (GB0672A)		0 (93)	1 (100)	1 (98)	3 (99)	0 (92)	7 (69)								

Site name (EOI code)	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
London Marylebone Road (GB0682A)	60 (94)	2 (98)	471 (94)	542 (98)	853 (98)	686 (97)	458 (98)	822 (99)	486 (99)	539 (97)	229 (97)	132 (94)	60 (99)	60 (99)	56 (99)
London N. Kensington (GB0620A)	4 (96)	0 (98)	0 (94)	0 (99)	14 (96)	0 (99)	18 (99)	0 (90)	1 (97)	0 (91)	0 (95)	1 (99)	0 (99)	0 (97)	0 (99)
London Southwark (GB0656A)	0 (97)	0 (84)	0 (73)	0 (88)	0 (99)	0 (86)	0 (74)								
London Sutton (GB0621A)	0 (93)	0 (33)													
London Teddington (GB0644A)	0 (94)	0 (98)	0 (96)	0 (94)	0 (95)	0 (99)	0 (95)	0 (97)	0 (82)	0 (78)	0 (96)	0 (93)	0 (99)	0 (98)	0 (96)
London Wandsworth (GB0622A)	0 (99)	0 (98)	8 (91)	2 (99)	10 (96)	0 (98)	0 (69)								
London Westminster (GB0743A)	0 (35)	0 (97)	0 (69)	3 (78)	0 (83)	5 (96)	0 (77)	1 (98)	0 (99)	7 (95)	0 (99)	0 (97)	0 (99)	0 (99)	0 (96)
Southwark A2 Old Kent Road (GB1012A)											12 (74)	8 (80)	6 (94)	1 (38)	0 (70)
Southwark Roadside (GB0667A)	0 (92)	0 (87)	2 (91)	0 (75)	2 (99)	0 (14)									
Sutton Roadside (GB0623A)	3 (99)	0 (31)													
Tower Hamlets Roadside (GB0624A)	6 (88)	2 (98)	6 (98)	3 (96)	1 (99)	7 (100)	38 (85)	0 (98)	5 (99)	8 (94)	0 (96)	2 (99)	1 (97)	1 (100)	0 (87)
West London (GB0420A)	0 (95)	0 (97)	0 (96)	1 (99)	1 (95)	0 (94)	0 (73)								

(a) Hourly Limit Value = 18 hours

Table 5: Modelled annual mean NO_X source apportionment for road link adjacent to the monitoring station with the maximum number of hours with exceedances in 2015 in this exceedance situation (a).

Spatial scale	Component	Concentration at highest road link
Regional background sources NOx (i.e. contributions from distant sources of > 30 km from the receptor).	Total	6.8
	From within the UK	4.3
	From transboundary sources (includes shipping and other EU member states)	2.5
Urban background sources NOx (i.e. sources located within 0.3 - 30 km from the receptor).	Total	63.1
	From road traffic sources	34.4
	From industry (including heat and power generation)	4.9
	From agriculture	NA
	From commercial/residential sources	19.5
	From shipping	0.0
	From off road mobile machinery	2.1
	From natural sources	NA
	From transboundary sources	NA
	From other urban background sources	2.3
Local sources NOx (i.e. contributions from sources < 0.3 km from the receptor).	Total	178.3
	From petrol cars	9.7
	From diesel cars	42.8
	From HGV rigid (b)	39.1
	From HGV articulated (b)	2.8
	From buses	43.6
	From petrol LGVs (c)	0.4
	From diesel LGVs (c)	30.3
	From motorcycles	1.6
	From London taxis	8.0
Total NOx (i.e. regional background + urban background + local components)		248.3
Total NO_2 (i.e. regional background + urban background + local components)		88

(a) The monitoring station with the maximum number of hours with exceedances in 2015 in this exceedance situation was Marylebone Road (GB0682A). This station is located on a section of the A501 that has a traffic count point id of 27236 (OS grid (m): 528000, 182004).

4 Measures

4.1 Introduction

This section gives details of measures that address exceedances of the NO_2 limit values within Greater London 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 NO_2 exceedance situations 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 rigid HGVs at the location of maximum exceedance with a contribution of 99.7 μgm^{-3} of NO_X out of a total of 341.1 μgm^{-3} of NO_X. Diesel LGVs and diesel cars were important sources on the motorway roads with the highest concentrations in this exceedance situation. Rigid HGVs, buses, diesel cars, diesel LGVs and on some roads taxis were important sources on the primary roads with the highest concentrations. Diesel cars and diesel LGVs were important sources on the trunk roads with the highest concentrations.

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

4.3 Measures

Measures potentially affecting NO_2 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.

4.3.1 Overview

This section provides information about the measures that have been taken to improve air quality in this agglomeration zone. These measures are relevant to all of the exceedance situations in this zone.

The Mayor of London is responsible for preparing and publishing an Air Quality Strategy for London. The Strategy, which is a statutory document, contains policies and proposals for the achievement of the air quality standards and objectives prescribed in regulations under Section 87(2) (a) and (b) of the Environment Act 1995. The Mayor is currently revising the Air Quality Strategy for London and this new Strategy will form part of the holistic London Environment Strategy, a draft version of which is expected to be published for consultation in summer 2017. The Mayor has also published his draft Transport Strategy for consultation.

The Mayor's vision for improving air quality has already been outlined in his initial document outlining his key priorities "A City for All Londoners", published in October 2016, as well as within the three public consultations already held on his comprehensive air quality plans since May 2016.

Historic action

London is the only city in the world to have both a congestion charge (focused in the central part of the city) with a Low Emission Zone (LEZ) (which covers 98 per cent of the city, and is the largest city LEZ in the world). The congestion charge, introduced in 2003, is primarily a congestion management tool but the reductions in traffic and improved quality of the vehicle fleet means that it has had a significant impact on emissions. In the first year of operation there was an estimated 15% reduction in NO_X and PM_{10}. The LEZ (introduced in stages from 2008) was explicitly designed to tackle emissions from the heaviest diesel vehicles and included large vans and minibuses from 2012.

Committed action

The amount of money committed to tackling the capital's air pollution by the Mayor has more than doubled over the next five years. Transport for London's Business Plan includes £875 million to deliver far-reaching programmes to tackle the threat to health from poor air. The Mayor's comprehensive package for cutting air pollution includes:

- Introducing a Toxicity Charge on top of the Congestion Charge, which will remove older polluting vehicles from central London this year (starting 23 October 2017);
- Launching the world's first Ultra Low Emission Zone (ULEZ), which puts in place minimum emission standards for all vehicles (excluding taxis, whose emissions are addressed through separate licensing requirements). The Mayor proposes (subject to consultation) to apply these standards in central London from 8 April 2019, which has been brought forward from September 2020. These will then apply in outer London for buses, coaches and lorries by 2020 and in inner London for all vehicles except taxis by 2021;
- Spending more than £300 million transforming London's bus fleet. From 2018, no further conventional diesel double deck buses will be purchased. From 2020 all London buses will meet the Ultra Low Emission Zone standard of Euro VI. A new £86.1 million programme to retrofit 5,000 buses is underway and these are being deployed in Low Emission Bus Zones across the capital. From 2020 all new single deck buses will be zero emission. All of London's buses will be zero emission by 2037 at the latest;
- Making sure Transport for London no longer licence new diesel taxis from 2018, maintaining the 15 year age limit and £65 million in support to the trade to help upgrade taxis to much cleaner, 'zero emission capable' vehicles. A new network of rapid charge points is being introduced to support these new vehicles;
- Introducing Five Low Emission Neighbourhoods (LENs) spanning eight boroughs and involving a range of local businesses, with funding for a further five business-led LENs. This is in addition to continuing

the Mayor's Air Quality Fund and together these targeted actions will tackle some of the worst pollution hotspots across London, with Transport for London contributing £14 million;

- Providing alerts to Londoners during high and very high pollution episodes by issuing information on 2,500 bus countdown signs, at 140 roadside variable message signs and at 170 tube stations;
- Supporting exposure reduction amongst vulnerable schoolchildren by delivering air quality audits at 50 of the primary schools located in the most polluted parts of London. London boroughs will then be able to access £1 billion in Local Implementation Fund (LIP) funding to deliver improvements;
- Reducing emissions from construction and new developments by implementing a Non-Road Mobile Machinery Low Emission Zone and tightening air quality requirements within the forthcoming London Plan;
- Reducing building emissions through ongoing energy efficiency programmes as well as securing £10 million from the Government's Growth Deal 3 to replace old polluting boilers used by small and medium sized enterprises.

Additional planned measures

The air quality commitments outlined above sit within the context of a new blueprint for a healthy London that will see increasing physical activity put at the centre of a wide range of Greater London Authority and Transport for London policies, to transform the lives of millions of Londoners. A key focus will be getting Londoners to reduce their reliance on car use, which will not only help tackle London's air pollution crisis but encourage people to be more active and improve their health.

The Mayor has set out a new long-term vision for our capital in his draft Transport Strategy (MTS) - one that puts walking, cycling and a zero-emission public transport network right at the heart of our day-to-day lives. Details of the Mayor's approach are outlined in a 'Healthy Streets for London' document drawn up jointly between Transport for London and the Mayor's office. As part of this plan, £2.1bn will be allocated to a new Transport for London Healthy Streets Portfolio that will focus on creating more welcoming and inclusive streets to enable more Londoners to walk, cycle and use public transport more often. This includes doubling the average annual spend on cycling announced in the Transport for London Business Plan, taking London's cycling spending per head to the same levels as Denmark and the Netherlands.

The Mayor's draft Transport Strategy also sets out the further action to be taken to address emissions from those vehicles that remain. At the heart of this is the most ambitious plan for reaching zero emission vehicles of any major world city. The Mayor will take unprecedented action to tackle emissions as we seek to make London's entire road transport system zero emission by 2050 at the latest. All taxis and minicabs are expected to be zero emission capable by 2033 and all buses zero emission by 2037.

As part of these proposals the Mayor will seek to deliver central London and town centre zero emission zones (ZEZ) from 2025, before creating a zero emission zone in inner London by 2040, and then a London-wide zero emission zone by 2050.

The draft London Environment Strategy (LES) will set out further measures to improve air quality in the capital. The Mayor will review Non-Road Mobile Machinery (NRMM) standards to ensure that they deliver the largest possible improvements, with further encouragement of hybrid, hydrogen and electric machinery. The Mayor will support energy efficiency programmes, including replacing older inefficient boilers lacking adequate controls. In addition, the Mayor will replace a number of commercial boilers across London, through a new rolling three-year commercial boiler scrappage scheme. Going forward, new 'Air Quality Positive' requirements and existing 'Air Quality Neutral' requirements will use the planning system to ensure that urban growth does not result in the creation of new or the recreation of previously existing exceedances. Finally, there will be enhanced planting of trees and installation of green infrastructure, including at local hotspots.

To tackle local pollution hotspots and deliver wider improvements a £90 million Liveable Neighbourhoods programme is being delivered, building on Low Emission Neighbourhoods, and complementing the Mayor's Air Quality Fund.

4.3.2 Measures included in Heathrow Airport's Sustainable Growth Plan

As a significant economic centre of activity within the Greater London Urban Area, Heathrow Airport has developed its own plans to play its part in improving air quality in the vicinity of Heathrow Airport. Heathrow Airport Ltd published "Heathrow 2.0", its plan for sustainable growth, in February 2017. This plan aims to establish Heathrow as a world-leading airport in reducing emissions from all sources of activity, both on and off airport. To help improve local air quality, Objective 5 in Heathrow 2.0 includes two overall targets:

- Reduce NO_X emissions from airport related traffic by at least 40% by 2020 and 60% by 2025 (from 2013 baseline);
- Reduce NO_X emissions from airside vehicles by at least 50% by 2020 and 70% by 2025 (from 2013 baseline).

In order to achieve these targets, Heathrow 2.0 is made up of many goals and strategies. The two flagship goals related to improving air quality are:

- An airside ultra-low emissions zone by 2025 to improve quality of life through cleaner air;
- 50% airport passenger journeys made by public and sustainable transport by 2030, supporting no more airport-related cars on the road, so local areas can thrive without increased congestion.

More detailed information on the goals, strategies and targets from Objective 5 in Heathrow 2.0 can be found in Annex C.2. The full plan is available at: http://your.heathrow.com/sustainability/.

4.4 Measures timescales

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

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

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

5 Baseline Model Projections

5.1 Overview of model projections

Model projections for each year from 2017 to 2030, starting from the 2015 reference year described in Section 3, have been calculated in order to determine when compliance with the NO_2 limit values is likely to be achieved on the basis of EU, regional and local measures currently planned. Details of the methods used for the baseline emissions and projections modelling are provided in the UK technical report.

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

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

5.2 Baseline projections: NO_2_UK0001_Annual_1

Table 6 presents summary results for the baseline model projections for each year from 2017 to 2030 for the NO_2_UK0001_Annual_1 exceedance situation. At locations where the measured NO_2 concentration in 2015 exceeded the annual mean limit value of 40 μgm^{-3} and the measured concentration was greater than the modelled concentration for the road link adjacent to the monitoring station, projections have been calculated using the measured concentration in 2015 as the starting point. The trend in concentration reductions shown by the modelled projection for the adjacent traffic count point has been used to project the 2015 measured concentrations forward. This is a precautionary approach to provide the best prediction of future concentrations and the corresponding year that compliance with the NO_2 limit values is projected to be achieved for the measured 2015 exceedance. For all other locations the modelled projections of NO_2 and NO_X concentrations start from the modelled concentration for the base year 2015. In the Greater London Urban Area agglomeration zone the measured concentration at one monitoring station, Tower Hamlets Roadside (GB0624A, 53 μgm^{-3}), exceeds the annual mean limit value and is greater than the modelled concentration at the adjacent road link (traffic count point 56175 on the A11) of 49 μgm^{-3}. At this location concentration projections start from the measured concentration of 53 μgm^{-3}.

Table 6 shows that the maximum modelled annual mean NO_2 concentration predicted for 2020 in this exceedance situation is 66 μgm^{-3}. By 2025 the maximum modelled annual mean NO_2 concentration is predicted to drop to 47 μgm^{-3} and by 2028 it is predicted to further drop to 40 μgm^{-3}. Hence, the model results suggest that compliance with the NO_2 annual limit value is likely to be achieved by 2028 under baseline conditions.

Figure 6 and 7 presents maps of projected annual mean NO_2 concentrations at background and roadside locations respectively in 2028, the year at which compliance is achieved. For reference Figures 8 and 9 show maps of projected annual mean NO_2 concentrations in 2020, 2025 and 2030 for background and roadside locations respectively.

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

Table 6: Annual mean NO_2 model results in NO_2_UK0001_Annual_1. (c, d)

	2015	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030
Road length exceeding (km)	840.3	656.9	518.6	408.6	249.0	186.2	140.4	94.1	52.0	15.3	7.5	4.2	0.0	0.0	0.0
Background exceeding (km^2)	35	25	15	6	0	0	0	0	0	0	0	0	0	0	0
Maximum modelled concentration NO_2 (μgm^{-3}) (a)	115	97	84	76	66	61	56	53	49	47	45	42	40	38	37
Corresponding modelled concentration NOx (μgm^{-3}) (b)	341	279	238	204	177	158	145	134	125	117	111	104	98	92	87

(a) Annual Mean Limit Value = 40 μgm^{-3}

(b) NO_X is recorded here for comparison with the NO_X source apportionment graphs for 2015 presented in Annex B of this plan. Limit values for EU directive purposes are based on NO_2.

(c) Model results presented for 2015 include the measured concentration at Tower Hamlets Roadside (GB0624A) in place of the modelled concentration for traffic count point 56175 on the A11 (the road link adjacent to Tower Hamlets Roadside monitoring station). Therefore, the road length exceeding may differ from that derived solely from modelling. See Section 3.2 for more information.

(d) Projected concentrations of NO_2 and NO_X at traffic count point 56175, the road link adjacent to Tower Hamlets Roadside(GB0624A) monitoring station, are projected from the 2015 measured annual mean concentrations of NO_2 and NO_X, respectively. See main text for more details.

Figure 6: Background baseline projections of annual mean NO_2 concentrations in 2028, the year at which compliance is achieved under baseline conditions. Modelled exceedances of the annual limit value are shown in orange and red.

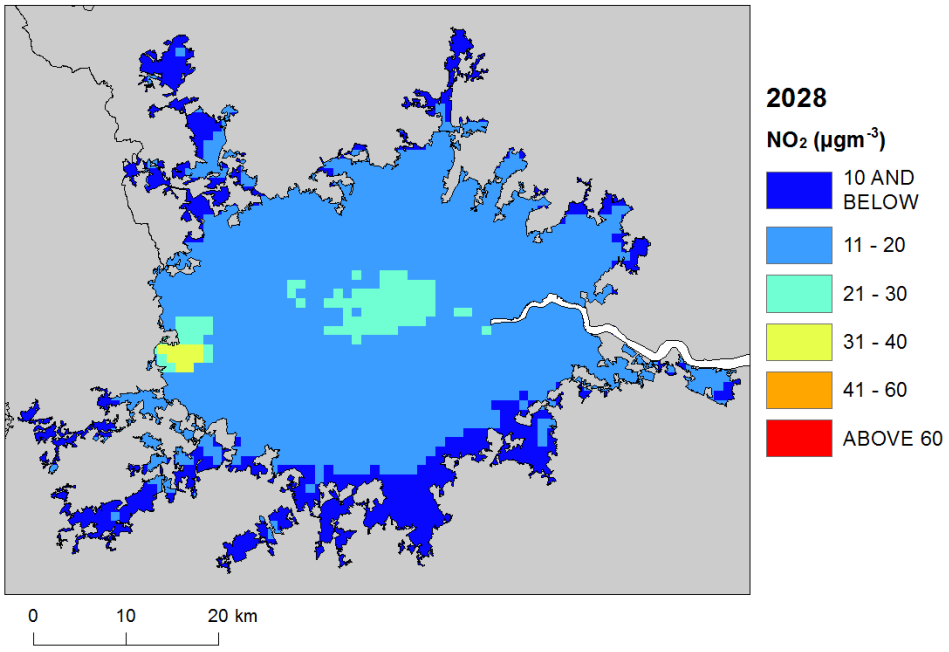
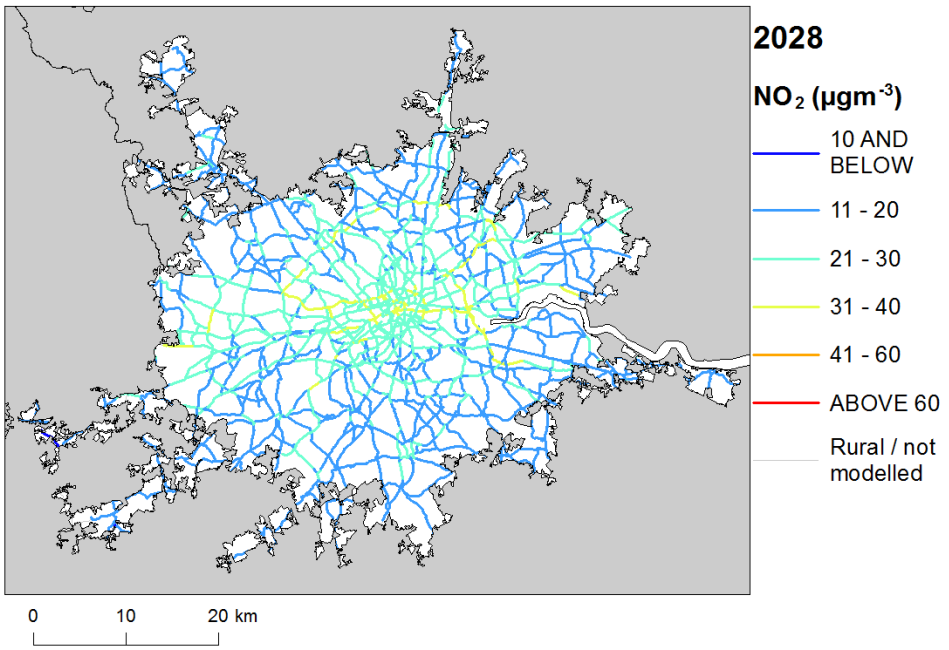


Figure 7: Roadside baseline projections of annual mean NO_2 concentrations in 2028, the year at which compliance is achieved under baseline conditions. Modelled exceedances of the annual limit value are shown in orange and red.[3]



[3]The projected concentration of NO_2 at traffic count point 56175, the road link adjacent to Tower Hamlets Roadside (GB0624A) monitoring station, is projected from the 2015 measured annual mean concentration of NO_2. See main text for more details.

Figure 8: Background baseline projections of annual mean NO_2 concentrations in 2020, 2025 and 2030. 2015 is also included here for reference. Modelled exceedances of the annual limit value are shown in orange and red.

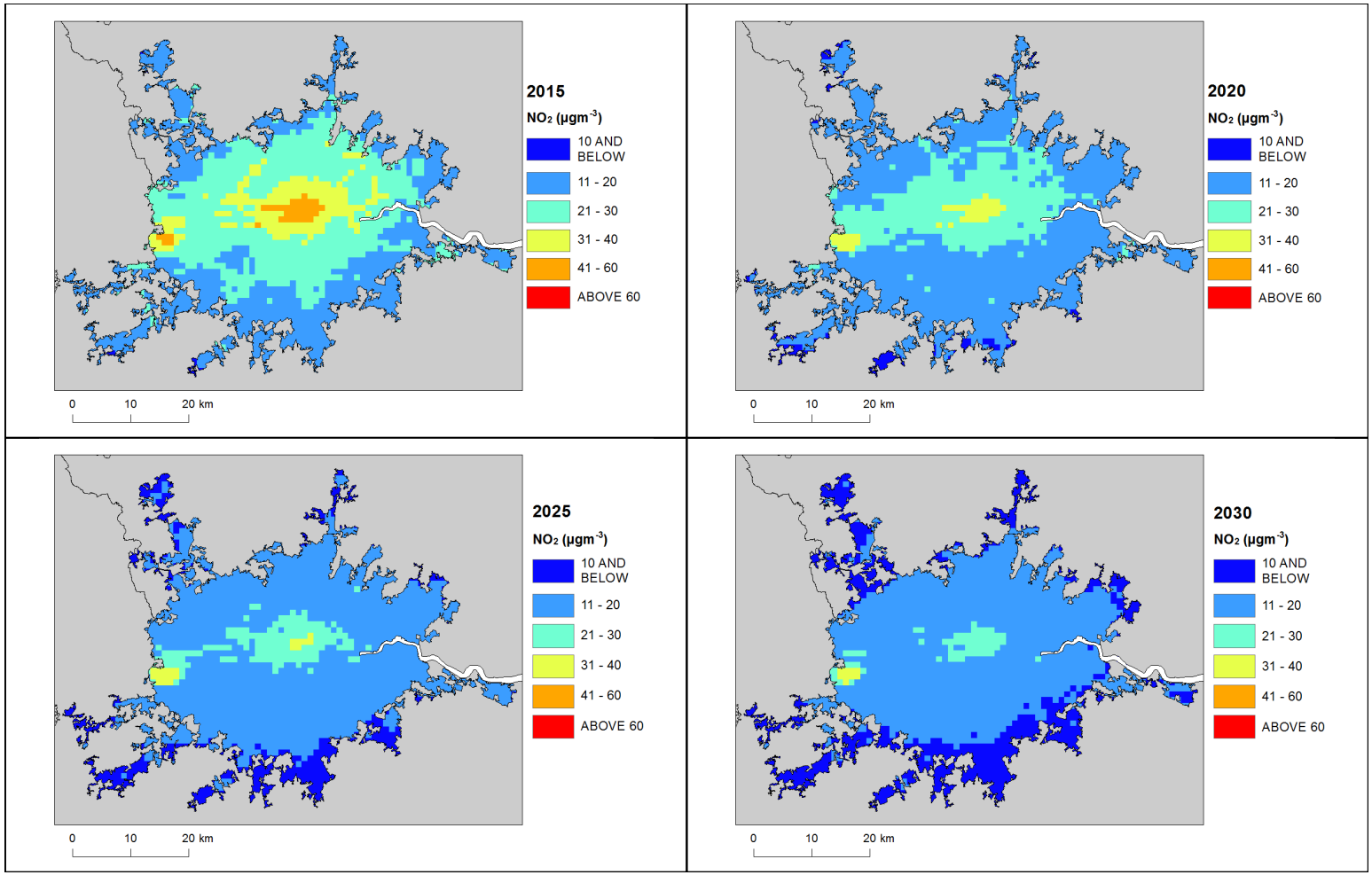
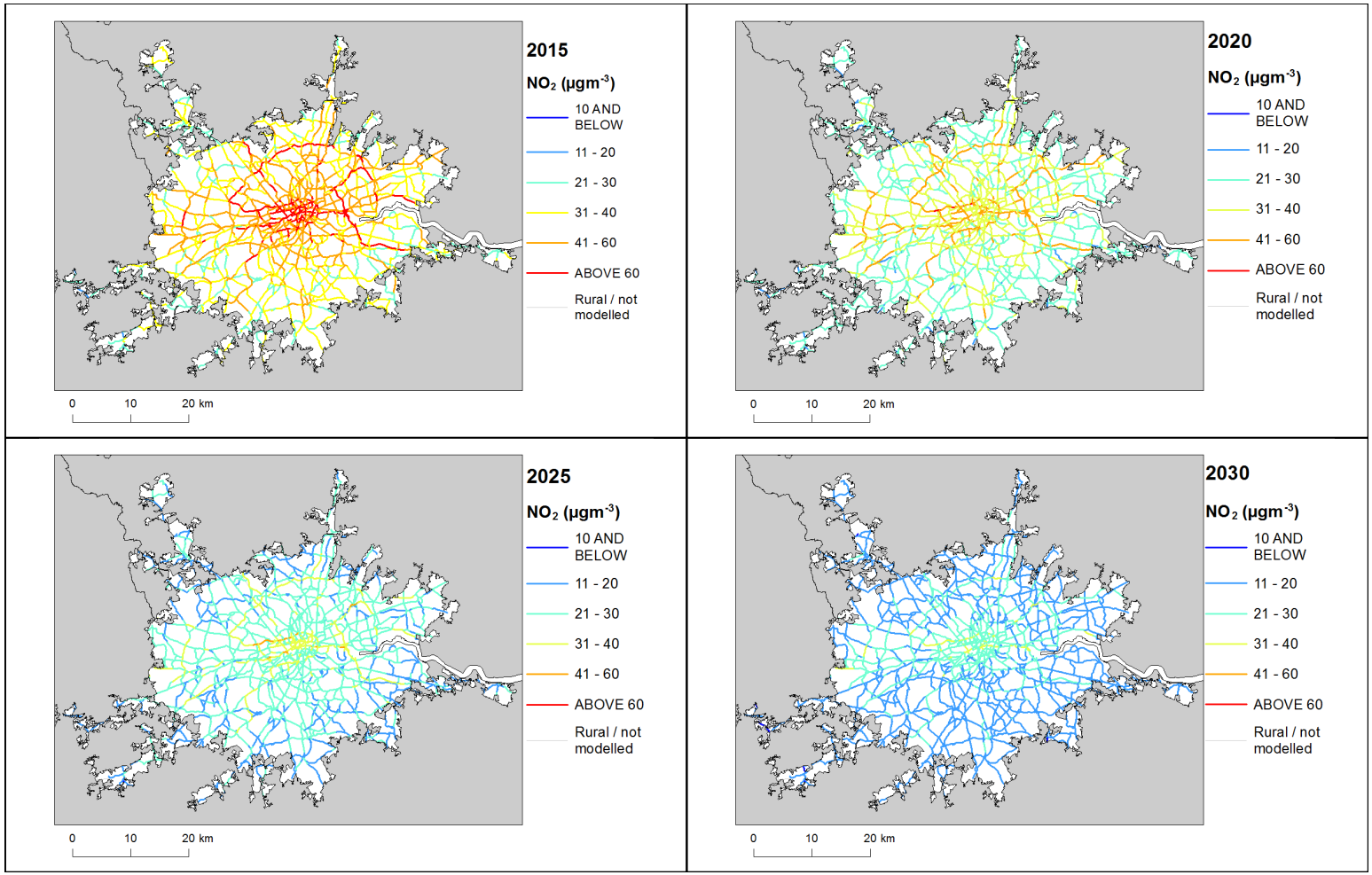


Figure 9: Roadside baseline projections of annual mean NO_2 concentrations in 2020, 2025 and 2030. 2015 is also included here for reference. Modelled exceedances of the annual limit value are shown in orange and red.[4]



[4]The projected concentration of NO_2 at traffic count point 56175, the road link adjacent to Tower Hamlets Roadside (GB0624A) monitoring station, is projected from the 2015 measured annual mean concentration of NO_2. See main text for more details.

5.3 Baseline projections: NO_2_UK0001_Hourly_1

Hourly concentration projections for future years for comparison with the hourly limit value have not been modelled due to the considerable uncertainties involved in modelling at such a fine temporal scale.

The hourly limit value has been assessed based on the baseline modelled annual mean concentrations of NO_2 at the road adjacent to London Marylebone Road (GB0682A), the monitoring station with the highest measured number of hours exceeding the hourly limit value in 2015. The baseline modelled annual mean concentrations of NO_2 at this road link are presented in Table 7. It is assumed that the hourly limit value will be met at the same time that compliance is achieved for the annual mean limit value (i.e. when the annual mean concentration is 40 μgm^{-3} or less). The annual mean limit value is expected to be more stringent than the hourly limit value in the majority of situations (AQEG,2004) therefore this is a conservative approach.

Table 7 shows that the modelled annual mean NO_2 concentration at the road link adjacent to London Marylebone Road (GB0682A) predicted for 2020 in this exceedance situation is 58 μgm^{-3}. By 2025 the maximum modelled annual mean NO_2 concentration is predicted to drop to 42 μgm^{-3} and by 2026 it is predicted to further drop to 40 μgm^{-3}. Hence, the model results suggest that compliance with the NO_2 hourly limit value is likely to be achieved by 2026 under baseline conditions in this exceedance situation.

Table 7: Modelled annual mean NO_2 concentrations for road link adjacent to the monitoring station with the maximum number of hours with exceedances in 2015 in this exceedance situation for each year from 2017 to 2030. The modelled concentration in 2015 is shown for comparison. (a)

	2015	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030
Modelled NO_2 concentration (μgm^{-3})	88	78	71	65	58	53	50	46	44	42	40	38	36	34	33

(a) The monitoring station with the maximum number of hours with exceedances in 2015 in this exceedance situation was Marylebone Road (GB0682A). This station is located on a section of the A501 that has a traffic count point id of 27236 (OS grid (m): 528100, 182000).

Annexes

A References

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

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

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

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

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

B Source apportionment graphs

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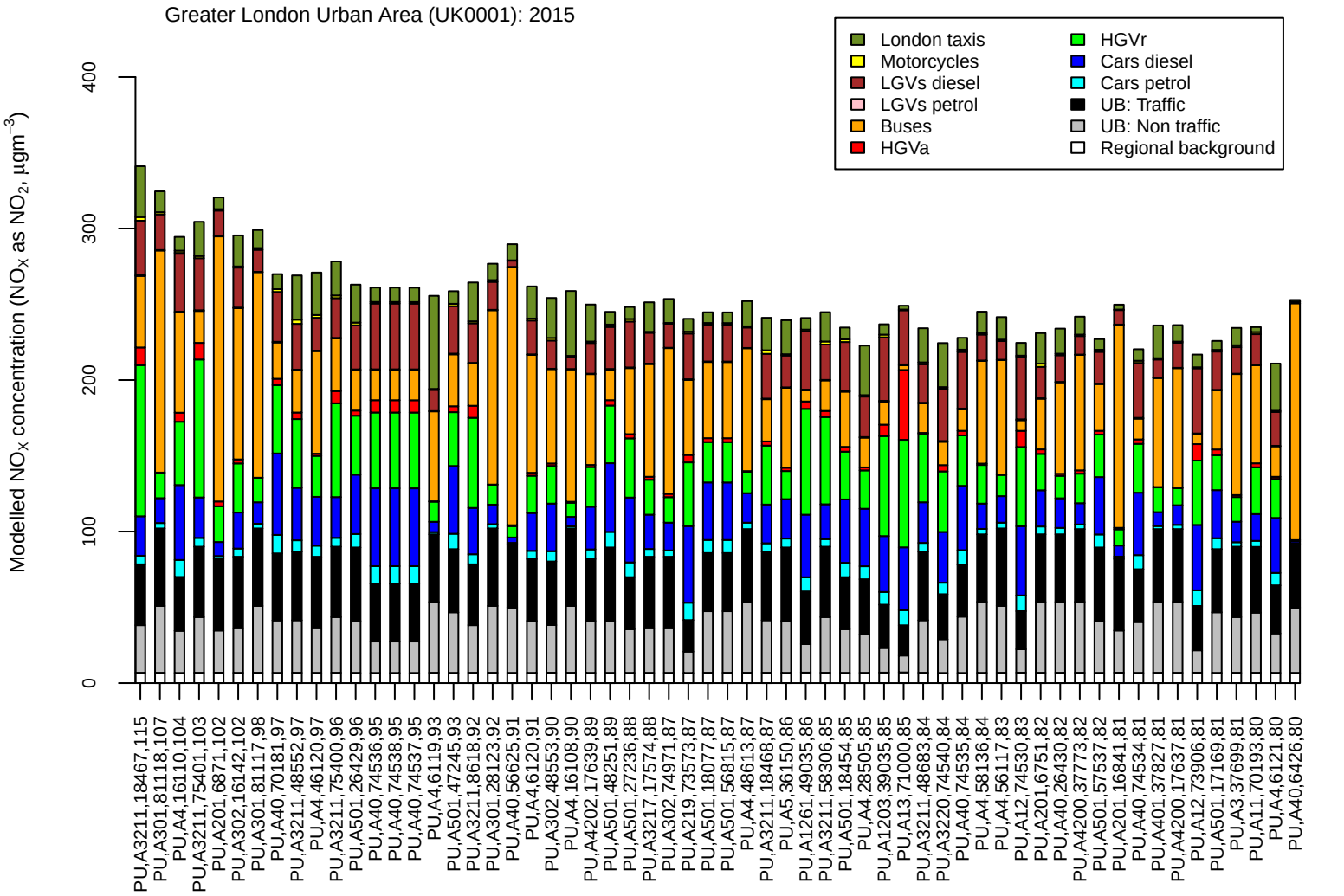
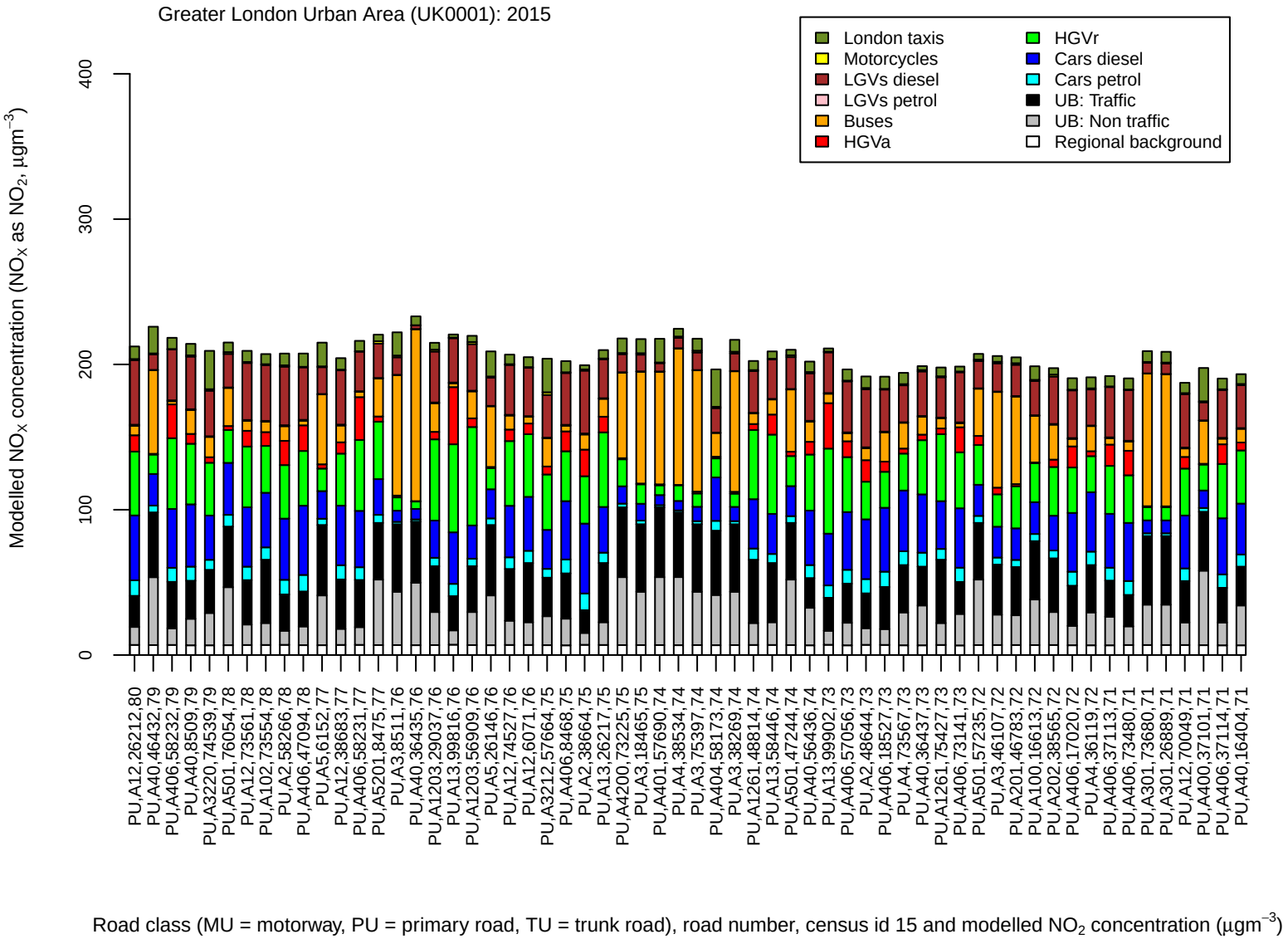
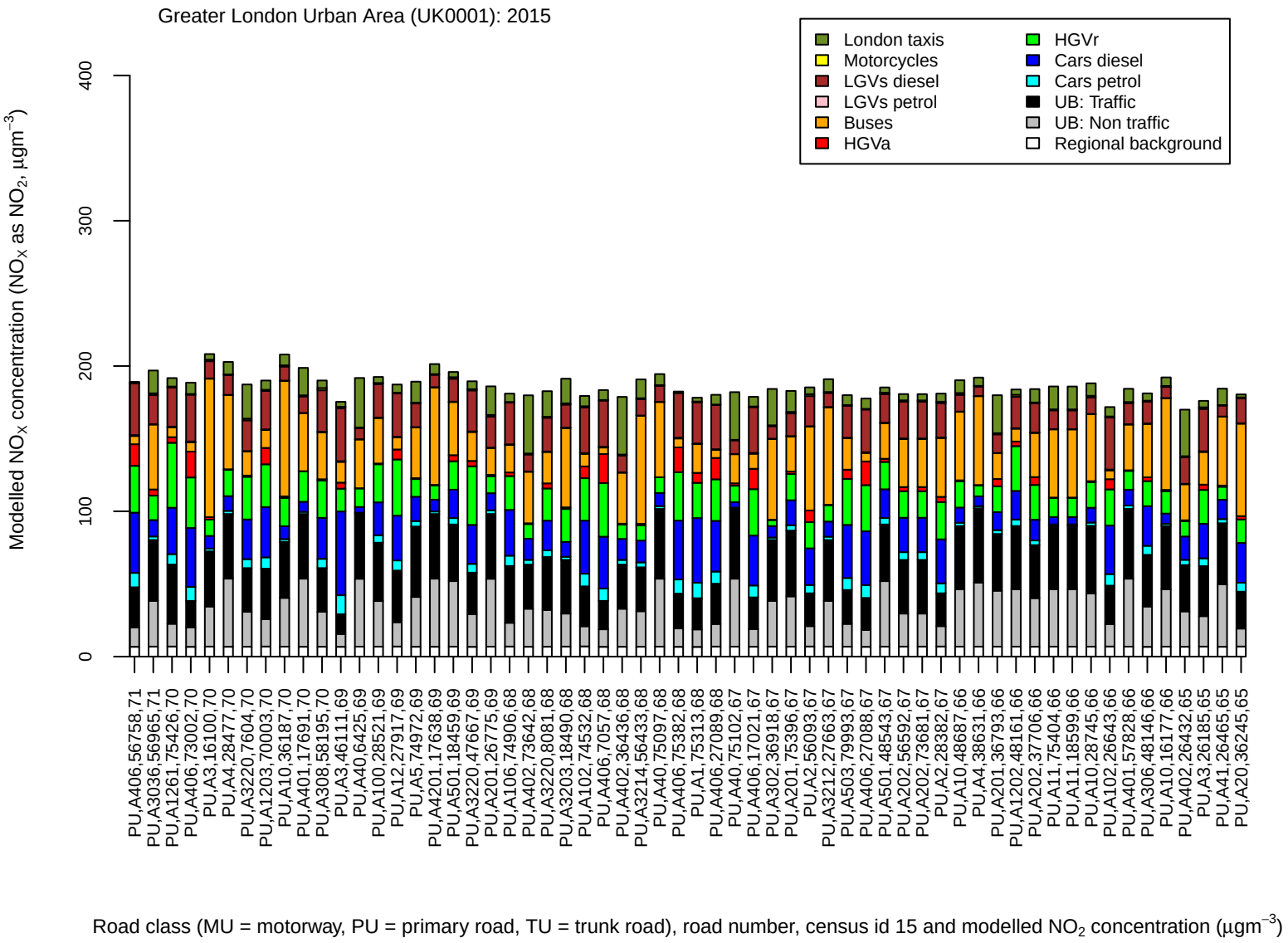
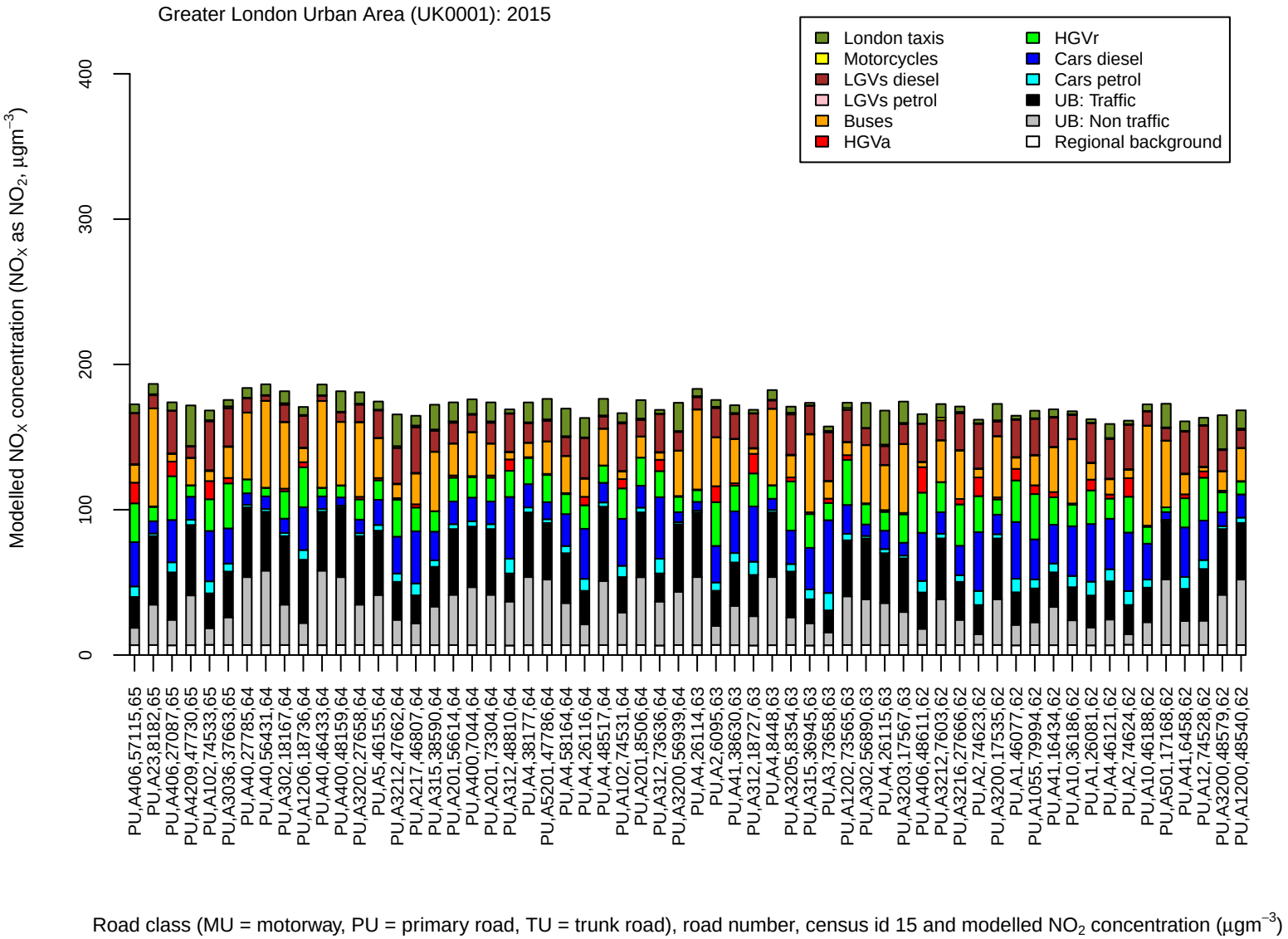
Figure B.1: Annual mean roadside NO_X source apportionment plots for all roads exceeding the annual mean NO_2 limit value in 2015.

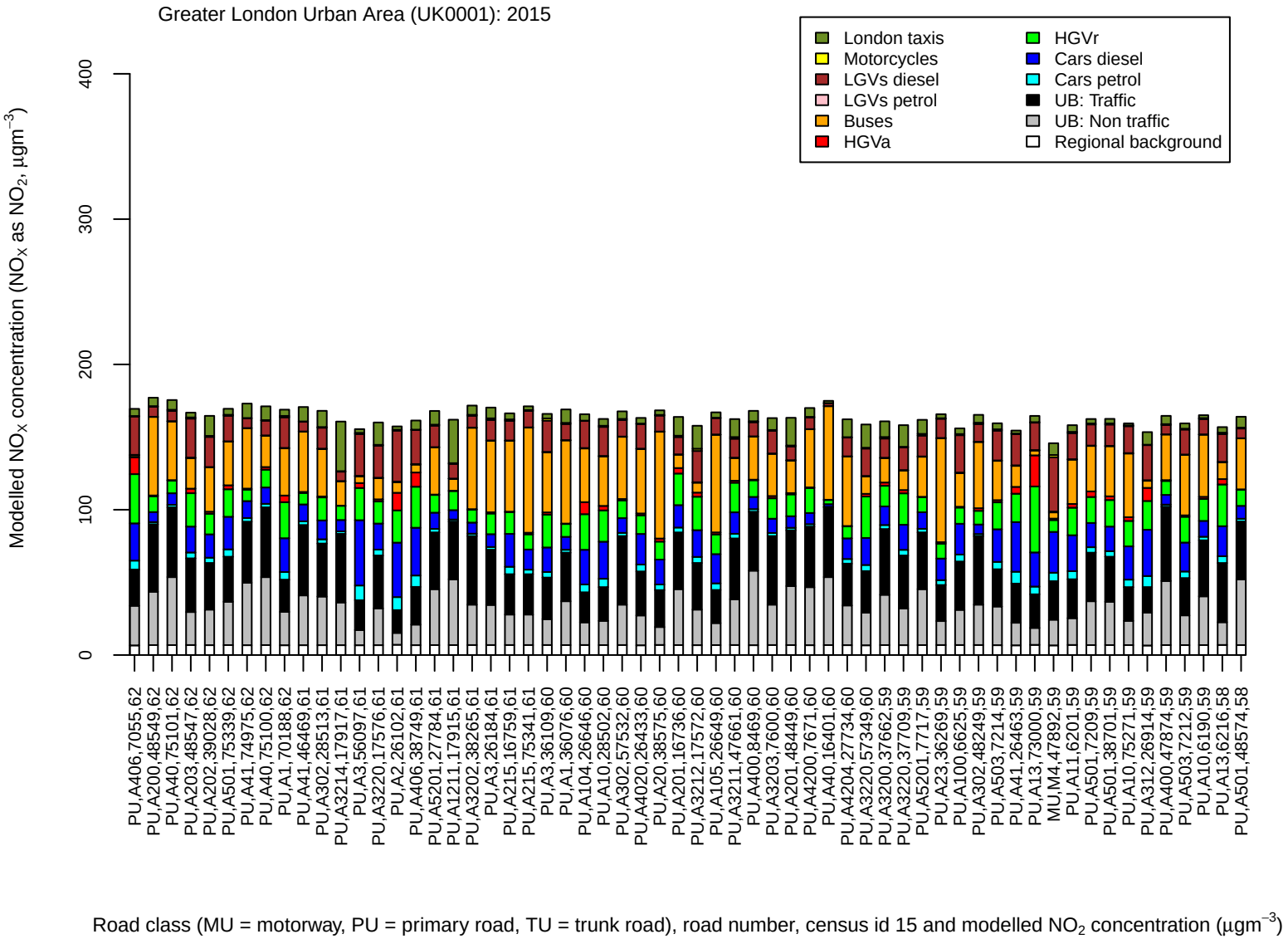


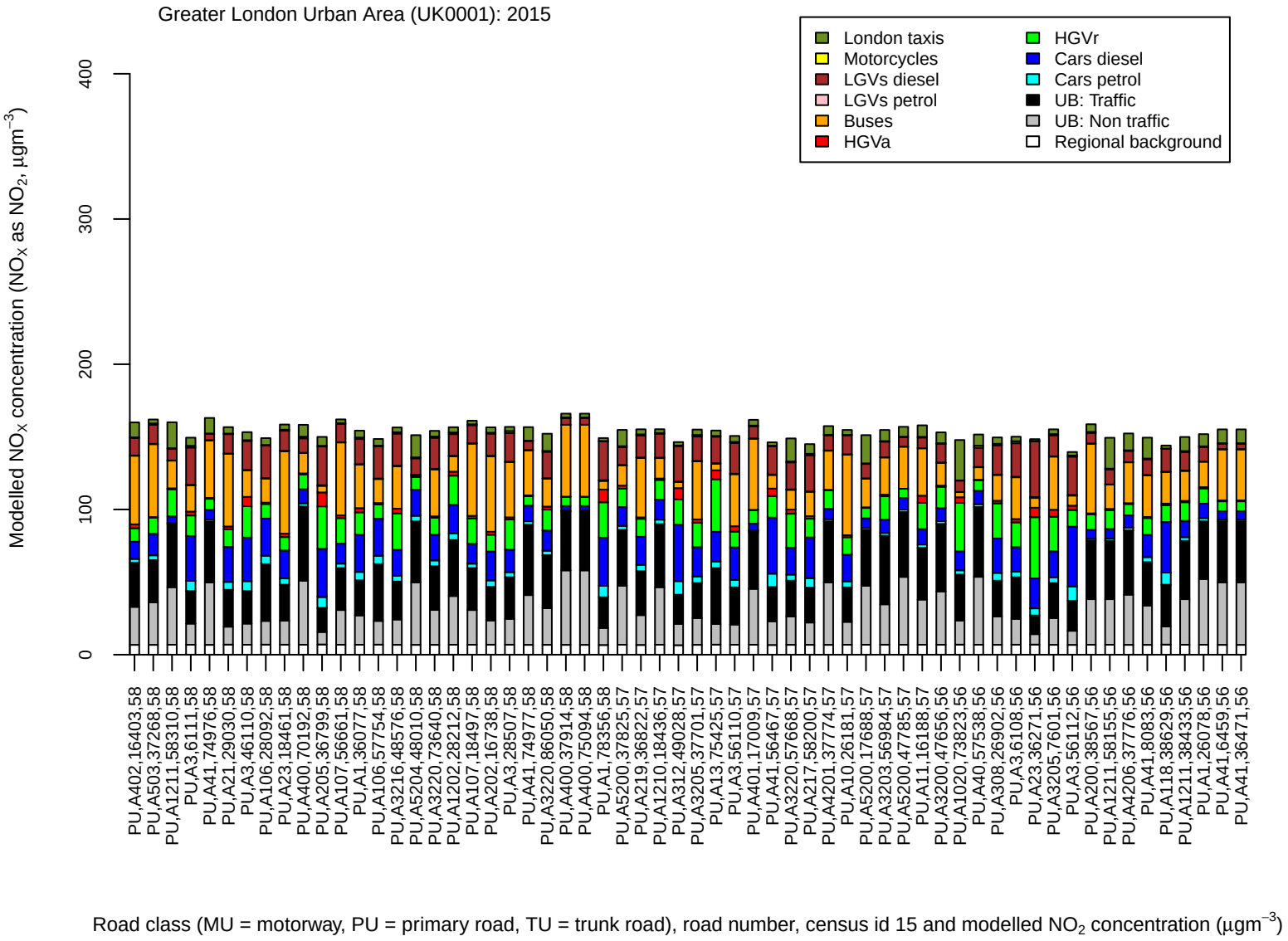
Road class (MU = motorway, PU = primary road, TU = trunk road), road number, census id 15 and modelled NO_2 concentration (μgm^{-3})

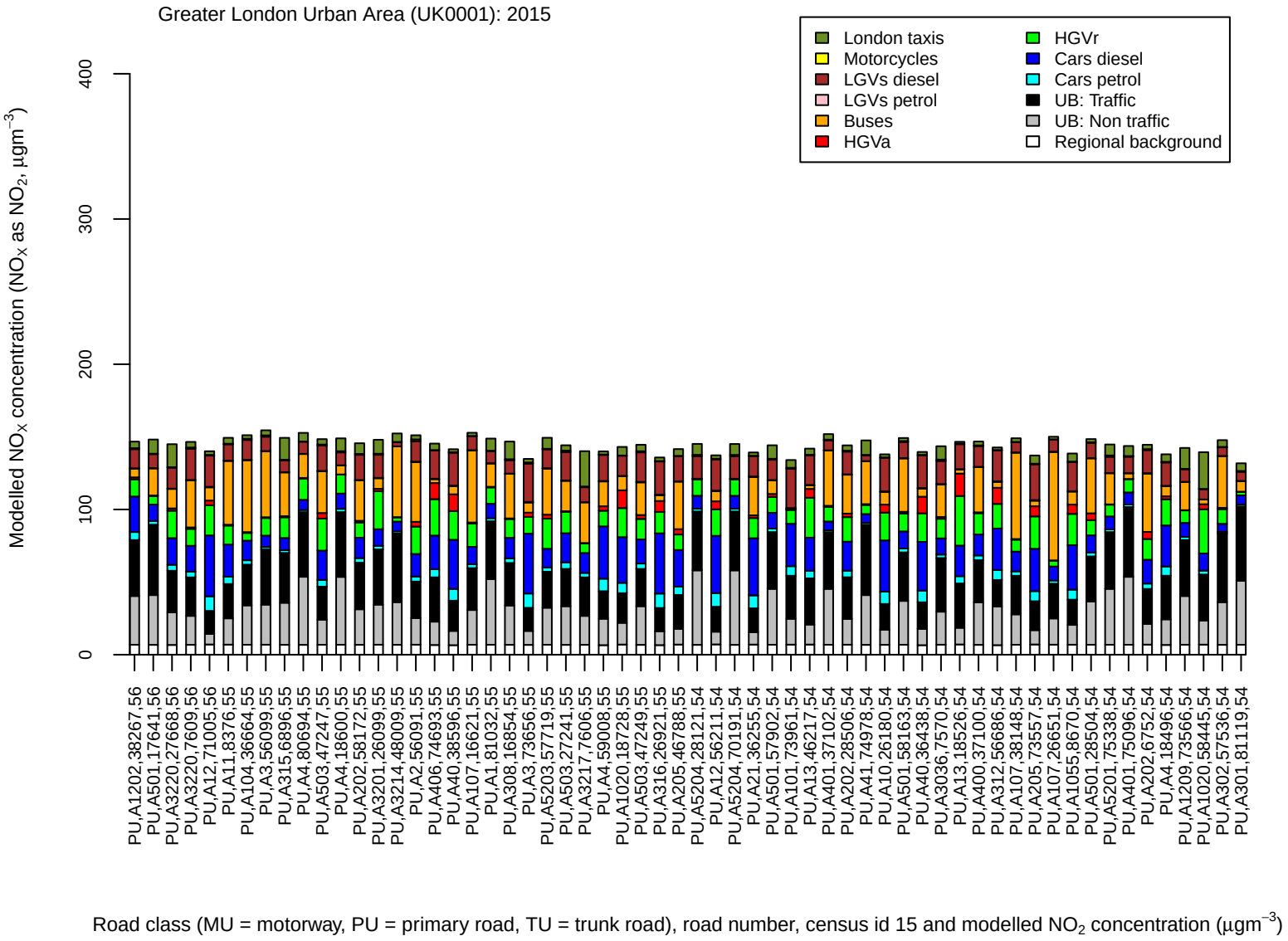

Greater London Urban Area (UK0001): 2015
London taxis
Motorcycles
LGVs diesel
LGVs petrol
Buses
HGVa
HGVr
Cars diesel
Cars petrol
UB: Traffic
UB: Non traffic
Regional background
Modelled NOX concentration (NOX as NO2, µgm−3)
0
100
200
300
400
PU,A12,26212,80
PU,A40,46432,79
PU,A406,58232,79
PU,A40,8509,79
PU,A3220,74539,79
PU,A501,76054,78
PU,A12,73561,78
PU,A102,73554,78
PU,A2,58266,78
PU,A406,47094,78
PU,A5,6152,77
PU,A12,38683,77
PU,A406,58231,77
PU,A5201,8475,77
PU,A3,8511,76
PU,A40,36435,76
PU,A1203,29037,76
PU,A13,99816,76
PU,A1203,56909,76
PU,A5,26146,76
PU,A12,74527,76
PU,A12,6071,76
PU,A3212,57664,75
PU,A406,8468,75
PU,A2,38664,75
PU,A13,26217,75
PU,A4200,73225,75
PU,A3,18465,75
PU,A401,57690,74
PU,A4,38534,74
PU,A3,75397,74
PU,A404,58173,74
PU,A3,38269,74
PU,A1261,48814,74
PU,A13,58446,74
PU,A501,47244,74
PU,A40,56436,74
PU,A13,99902,73
PU,A406,57056,73
PU,A2,48644,73
PU,A406,18527,73
PU,A4,73567,73
PU,A40,36437,73
PU,A1261,75427,73
PU,A406,73141,73
PU,A501,57235,72
PU,A3,46107,72
PU,A201,46783,72
PU,A100,16613,72
PU,A202,38565,72
PU,A406,17020,72
PU,A4,36119,72
PU,A406,37113,71
PU,A406,73480,71
PU,A301,73680,71
PU,A301,26889,71
PU,A12,70049,71
PU,A400,37101,71
PU,A406,37114,71
PU,A40,16404,71
Road class (MU = motorway, PU = primary road, TU = trunk road), road number, census id 15 and modelled NO2 concentration (µgm−3)

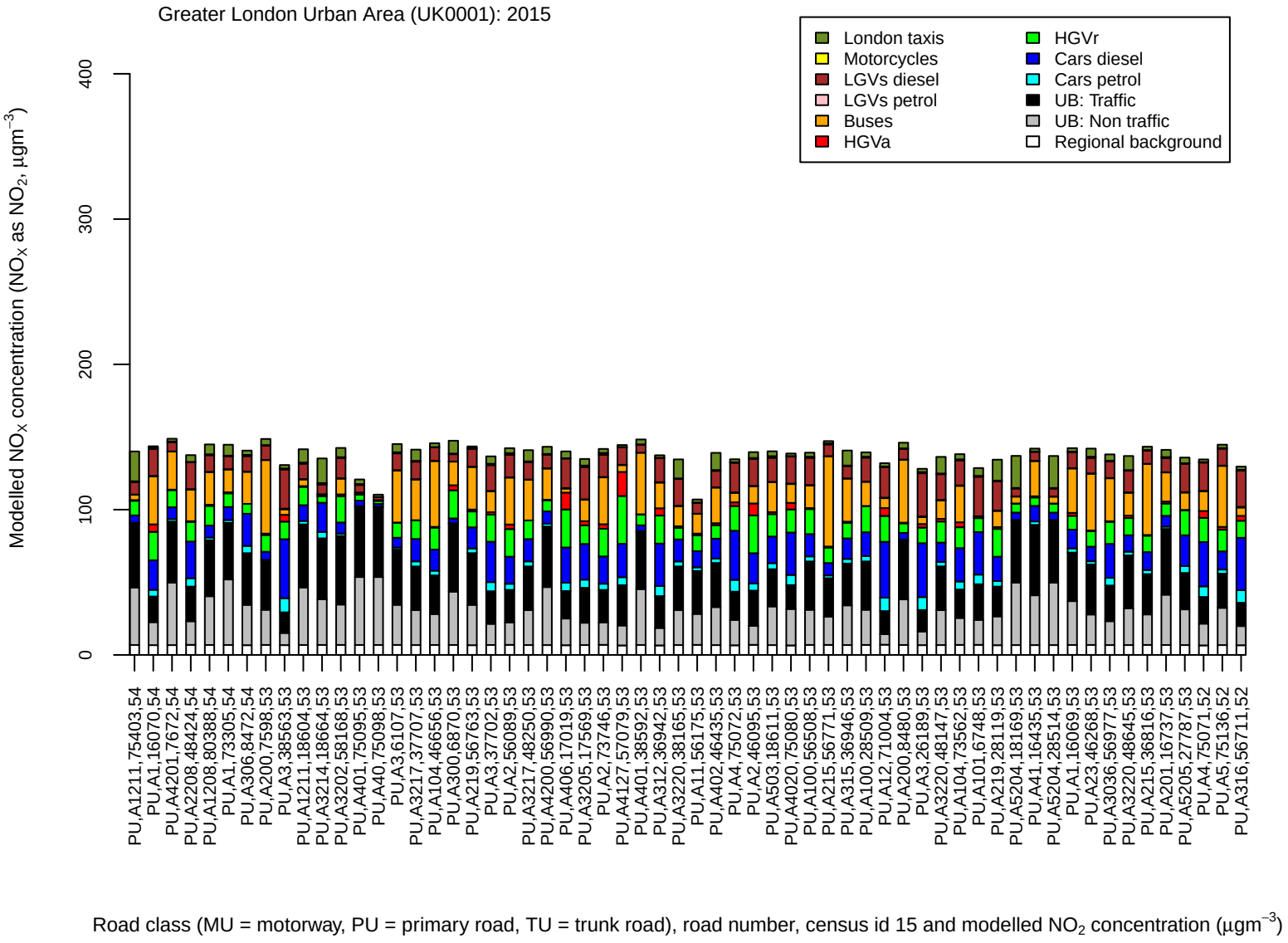

Greater London Urban Area (UK0001): 2015
London taxis
Motorcycles
LGVs diesel
LGVs petrol
Buses
HGVa
HGVr
Cars diesel
Cars petrol
UB: Traffic
UB: Non traffic
Regional background
Modelled NOX concentration (NOX as NO2, µgm-3)
0
100
200
300
400
PU,A406,56758,71
PU,A3036,56965,71
PU,A1261,75426,70
PU,A406,73002,70
PU,A3,16100,70
PU,A4,28477,70
PU,A3220,7604,70
PU,A1203,70003,70
PU,A10,36187,70
PU,A401,17691,70
PU,A308,58195,70
PU,A3,46111,69
PU,A40,6425,69
PU,A100,28521,69
PU,A12,27917,69
PU,A5,74972,69
PU,A4201,17638,69
PU,A501,18459,69
PU,A3220,47667,69
PU,A201,26775,69
PU,A106,74906,68
PU,A402,73642,68
PU,A3220,8081,68
PU,A3203,18490,68
PU,A102,74532,68
PU,A406,7057,68
PU,A402,36436,68
PU,A3214,56433,68
PU,A40,75097,68
PU,A406,75382,68
PU,A1,75313,68
PU,A406,27089,68
PU,A40,75102,67
PU,A406,17021,67
PU,A302,36918,67
PU,A201,75396,67
PU,A2,56093,67
PU,A3212,27663,67
PU,A503,79993,67
PU,A406,27088,67
PU,A501,48543,67
PU,A202,56592,67
PU,A202,73681,67
PU,A2,28382,67
PU,A10,48687,66
PU,A4,38631,66
PU,A201,36793,66
PU,A1202,48161,66
PU,A202,37706,66
PU,A11,75404,66
PU,A11,18599,66
PU,A10,28745,66
PU,A102,26643,66
PU,A401,57828,66
PU,A306,48146,66
PU,A10,16177,66
PU,A402,26432,65
PU,A3,26185,65
PU,A41,26465,65
PU,A20,36245,65
Road class (MU = motorway, PU = primary road, TU = trunk road), road number, census id 15 and modelled NO2 concentration (µgm-3)

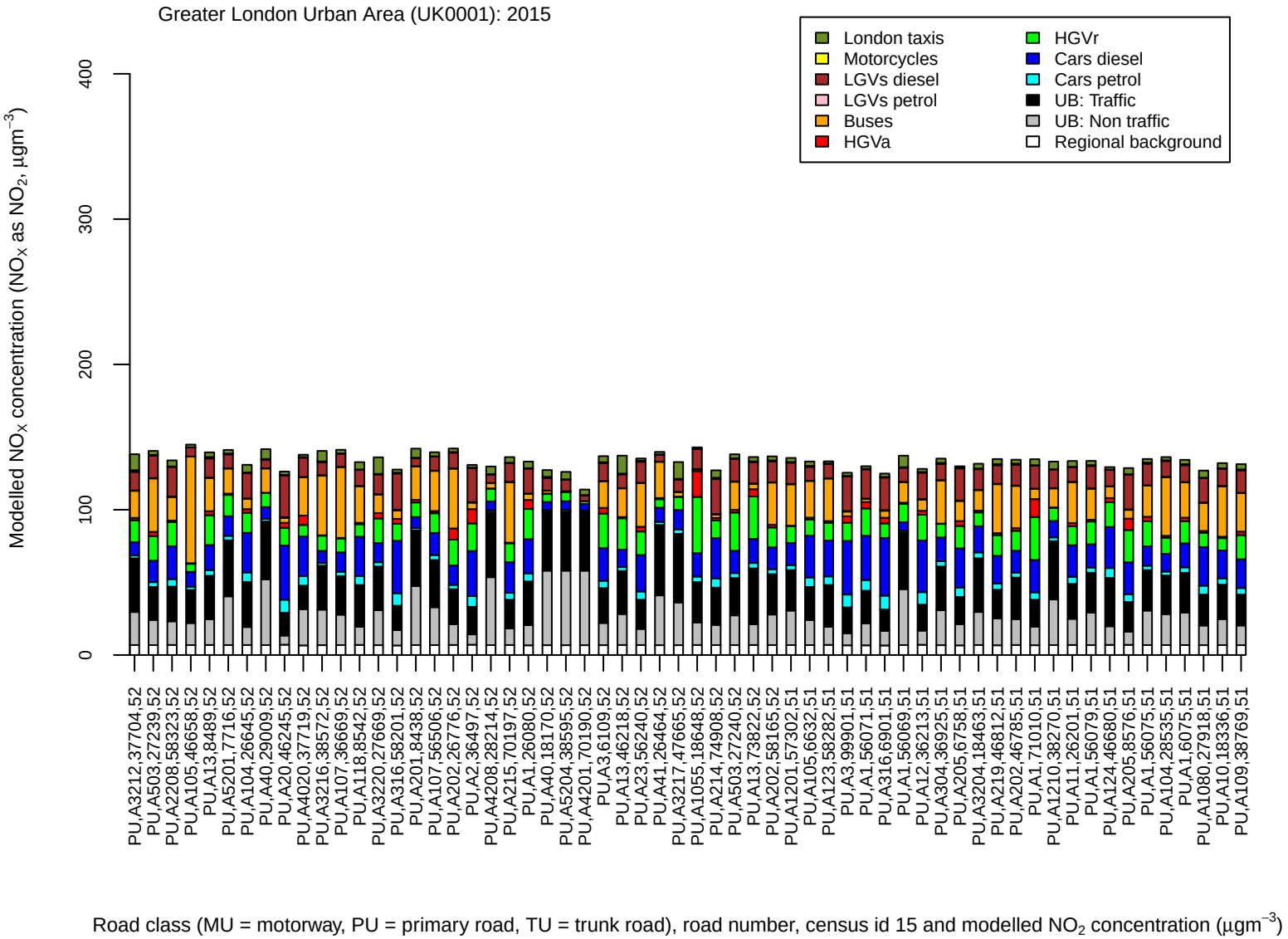

Greater London Urban Area (UK0001): 2015
London taxis
Motorcycles
LGVs diesel
LGVs petrol
Buses
HGVa
HGVr
Cars diesel
Cars petrol
UB: Traffic
UB: Non traffic
Regional background
Modelled NOX concentration (NOX as NO2, µgm-3)
0
100
200
300
400
PU,A406,57115,65
PU,A23,8182,65
PU,A406,27087,65
PU,A4209,47730,65
PU,A102,74533,65
PU,A3036,37663,65
PU,A40,27785,64
PU,A40,56431,64
PU,A302,18167,64
PU,A1206,18736,64
PU,A40,46433,64
PU,A400,48159,64
PU,A3202,27658,64
PU,A5,46155,64
PU,A3212,47662,64
PU,A217,46807,64
PU,A315,38590,64
PU,A201,56614,64
PU,A400,7044,64
PU,A201,73304,64
PU,A312,48810,64
PU,A4,38177,64
PU,A5201,47786,64
PU,A4,58164,64
PU,A4,26116,64
PU,A4,48517,64
PU,A102,74531,64
PU,A201,8506,64
PU,A312,73636,64
PU,A3200,56939,64
PU,A4,26114,63
PU,A2,6095,63
PU,A41,38630,63
PU,A312,18727,63
PU,A4,8448,63
PU,A3205,8354,63
PU,A315,36945,63
PU,A3,73658,63
PU,A1202,73565,63
PU,A302,56890,63
PU,A4,26115,63
PU,A3203,17567,63
PU,A406,48611,62
PU,A3212,7603,62
PU,A3216,27666,62
PU,A2,74623,62
PU,A3200,17535,62
PU,A1,46077,62
PU,A1055,79994,62
PU,A41,16434,62
PU,A10,36186,62
PU,A1,26081,62
PU,A4,46121,62
PU,A2,74624,62
PU,A10,46188,62
PU,A501,17168,62
PU,A41,6458,62
PU,A12,74528,62
PU,A3200,48579,62
PU,A1200,48540,62
Road class (MU = motorway, PU = primary road, TU = trunk road), road number, census id 15 and modelled NO2 concentration (µgm-3)


Greater London Urban Area (UK0001): 2015
London taxis
Motorcycles
LGVs diesel
LGVs petrol
Buses
HGVa
HGVr
Cars diesel
Cars petrol
UB: Traffic
UB: Non traffic
Regional background
Modelled NOX concentration (NOX as NO2, µgm−3)
0
100
200
300
400
PU,A406,7055,62
PU,A200,48549,62
PU,A40,75101,62
PU,A203,48547,62
PU,A202,39028,62
PU,A501,75339,62
PU,A41,74975,62
PU,A40,75100,62
PU,A1,70188,62
PU,A41,46469,61
PU,A302,28513,61
PU,A3214,17917,61
PU,A3,56097,61
PU,A3220,17576,61
PU,A2,26102,61
PU,A406,38749,61
PU,A5201,27784,61
PU,A1211,17915,61
PU,A3202,38265,61
PU,A3,26184,61
PU,A215,16759,61
PU,A215,75341,61
PU,A3,36109,60
PU,A1,36076,60
PU,A104,26646,60
PU,A10,28502,60
PU,A302,57532,60
PU,A4020,26433,60
PU,A20,38575,60
PU,A201,16736,60
PU,A3212,17572,60
PU,A105,26649,60
PU,A3211,47661,60
PU,A400,8469,60
PU,A3203,7600,60
PU,A201,48449,60
PU,A4200,7671,60
PU,A40,16401,60
PU,A4204,27734,60
PU,A3220,57349,60
PU,A3200,37662,59
PU,A3220,37709,59
PU,A5201,7717,59
PU,A23,36269,59
PU,A100,6625,59
PU,A302,48249,59
PU,A503,7214,59
PU,A41,26463,59
PU,A13,73000,59
MU,M4,47892,59
PU,A11,6201,59
PU,A501,7209,59
PU,A501,38701,59
PU,A10,75271,59
PU,A312,26914,59
PU,A400,47874,59
PU,A503,7212,59
PU,A10,6190,59
PU,A13,6216,58
PU,A501,48574,58
Road class (MU = motorway, PU = primary road, TU = trunk road), road number, census id 15 and modelled NO2 concentration (µgm−3)


Greater London Urban Area (UK0001): 2015
London taxis
Motorcycles
LGVs diesel
LGVs petrol
Buses
HGVa
HGVr
Cars diesel
Cars petrol
UB: Traffic
UB: Non traffic
Regional background
Modelled NOX concentration (NOX as NO2, µgm−3)
0
100
200
300
400
PU,A402,16403,58
PU,A503,37268,58
PU,A1211,58310,58
PU,A3,6111,58
PU,A41,74976,58
PU,A21,29030,58
PU,A3,46110,58
PU,A106,28092,58
PU,A23,18461,58
PU,A400,70192,58
PU,A205,36799,58
PU,A107,56661,58
PU,A1,36077,58
PU,A106,57754,58
PU,A3216,48576,58
PU,A5204,48010,58
PU,A3220,73640,58
PU,A1202,28212,58
PU,A107,18497,58
PU,A202,16738,58
PU,A3,28507,58
PU,A41,74977,58
PU,A3220,86050,58
PU,A400,37914,58
PU,A400,75094,58
PU,A1,78356,58
PU,A5200,37825,57
PU,A219,36822,57
PU,A1210,18436,57
PU,A312,49028,57
PU,A3205,37701,57
PU,A13,75425,57
PU,A3,56110,57
PU,A401,17009,57
PU,A41,56467,57
PU,A3220,57668,57
PU,A217,58200,57
PU,A4201,37774,57
PU,A10,26181,57
PU,A5200,17688,57
PU,A3203,56984,57
PU,A5200,47785,57
PU,A11,16188,57
PU,A3200,47656,56
PU,A1020,73823,56
PU,A40,57538,56
PU,A308,26902,56
PU,A3,6108,56
PU,A23,36271,56
PU,A3205,7601,56
PU,A3,56112,56
PU,A200,38567,56
PU,A1211,58155,56
PU,A4206,37776,56
PU,A41,8083,56
PU,A118,38629,56
PU,A1211,38433,56
PU,A1,26078,56
PU,A41,6459,56
PU,A41,36471,56
Road class (MU = motorway, PU = primary road, TU = trunk road), road number, census id 15 and modelled NO2 concentration (µgm−3)


Greater London Urban Area (UK0001): 2015
London taxis
Motorcycles
LGVs diesel
LGVs petrol
Buses
HGVa
HGVr
Cars diesel
Cars petrol
UB: Traffic
UB: Non traffic
Regional background
Modelled NOX concentration (NOX as NO2, µgm−3)
0
100
200
300
400
PU,A1202,38267,56
PU,A501,17641,56
PU,A3220,27668,56
PU,A3220,7609,56
PU,A12,71005,56
PU,A11,8376,55
PU,A104,36664,55
PU,A3,56099,55
PU,A315,6896,55
PU,A4,80694,55
PU,A503,47247,55
PU,A4,18600,55
PU,A202,58172,55
PU,A3201,26099,55
PU,A3214,48009,55
PU,A2,56091,55
PU,A406,74693,55
PU,A40,38596,55
PU,A107,16621,55
PU,A1,81032,55
PU,A308,16854,55
PU,A3,73656,55
PU,A5203,57719,55
PU,A503,27241,55
PU,A3217,7606,55
PU,A4,59008,55
PU,A1020,18728,55
PU,A503,47249,55
PU,A316,26921,55
PU,A205,46788,55
PU,A5204,28121,54
PU,A12,56211,54
PU,A5204,70191,54
PU,A21,36255,54
PU,A501,57902,54
PU,A101,73961,54
PU,A13,46217,54
PU,A401,37102,54
PU,A202,28506,54
PU,A41,74978,54
PU,A10,26180,54
PU,A501,58163,54
PU,A40,36438,54
PU,A3036,7570,54
PU,A13,18526,54
PU,A400,37100,54
PU,A312,56686,54
PU,A107,38148,54
PU,A205,73557,54
PU,A107,26651,54
PU,A1055,8670,54
PU,A501,28504,54
PU,A5201,75338,54
PU,A401,75096,54
PU,A202,6752,54
PU,A4,18496,54
PU,A1209,73566,54
PU,A1020,58445,54
PU,A302,57536,54
PU,A301,81119,54
Road class (MU = motorway, PU = primary road, TU = trunk road), road number, census id 15 and modelled NO2 concentration (µgm−3)


Greater London Urban Area (UK0001): 2015
London taxis
Motorcycles
LGVs diesel
LGVs petrol
Buses
HGVa
HGVr
Cars diesel
Cars petrol
UB: Traffic
UB: Non traffic
Regional background
Modelled NOX concentration (NOX as NO2, µgm−3)
0
100
200
300
400
PU,A1211,75403,54
PU,A1,16070,54
PU,A4201,7672,54
PU,A2208,48424,54
PU,A1208,80388,54
PU,A1,73305,54
PU,A306,8472,54
PU,A200,7598,53
PU,A3,38563,53
PU,A1211,18604,53
PU,A3214,18664,53
PU,A3202,58168,53
PU,A401,75095,53
PU,A40,75098,53
PU,A3,6107,53
PU,A3217,37707,53
PU,A104,46656,53
PU,A300,6870,53
PU,A219,56763,53
PU,A3,37702,53
PU,A2,56089,53
PU,A3217,48250,53
PU,A4200,56990,53
PU,A406,17019,53
PU,A3205,17569,53
PU,A2,73746,53
PU,A4127,57079,53
PU,A401,38592,53
PU,A312,36942,53
PU,A3220,38165,53
PU,A11,56175,53
PU,A402,46435,53
PU,A4,75072,53
PU,A2,46095,53
PU,A503,18611,53
PU,A4020,75080,53
PU,A100,56508,53
PU,A215,56771,53
PU,A315,36946,53
PU,A100,28509,53
PU,A12,71004,53
PU,A200,8480,53
PU,A3,26189,53
PU,A3220,48147,53
PU,A104,73562,53
PU,A101,6748,53
PU,A219,28119,53
PU,A5204,18169,53
PU,A41,16435,53
PU,A5204,28514,53
PU,A1,16069,53
PU,A23,46268,53
PU,A3036,56977,53
PU,A3220,48645,53
PU,A215,36816,53
PU,A201,16737,53
PU,A5205,27787,53
PU,A4,75071,52
PU,A5,75136,52
PU,A316,56711,52
Road class (MU = motorway, PU = primary road, TU = trunk road), road number, census id 15 and modelled NO2 concentration (µgm−3)


Greater London Urban Area (UK0001): 2015
London taxis
Motorcycles
LGVs diesel
LGVs petrol
Buses
HGVa
HGVr
Cars diesel
Cars petrol
UB: Traffic
UB: Non traffic
Regional background
Modelled NOX concentration (NOX as NO2, µgm−3)
0
100
200
300
400
PU,A3212,37704,52
PU,A503,27239,52
PU,A2208,58323,52
PU,A105,46658,52
PU,A13,8489,52
PU,A5201,7716,52
PU,A104,26645,52
PU,A40,29009,52
PU,A20,46245,52
PU,A4020,37719,52
PU,A3216,38572,52
PU,A107,36669,52
PU,A118,8542,52
PU,A3220,27669,52
PU,A316,58201,52
PU,A201,8438,52
PU,A107,56506,52
PU,A202,26776,52
PU,A2,36497,52
PU,A4208,28214,52
PU,A215,70197,52
PU,A1,26080,52
PU,A40,18170,52
PU,A5204,38595,52
PU,A4201,70190,52
PU,A3,6109,52
PU,A13,46218,52
PU,A23,56240,52
PU,A41,26464,52
PU,A3217,47665,52
PU,A1055,18648,52
PU,A214,74908,52
PU,A503,27240,52
PU,A13,73822,52
PU,A202,58165,52
PU,A1201,57302,51
PU,A105,6632,51
PU,A123,58282,51
PU,A3,99901,51
PU,A1,56071,51
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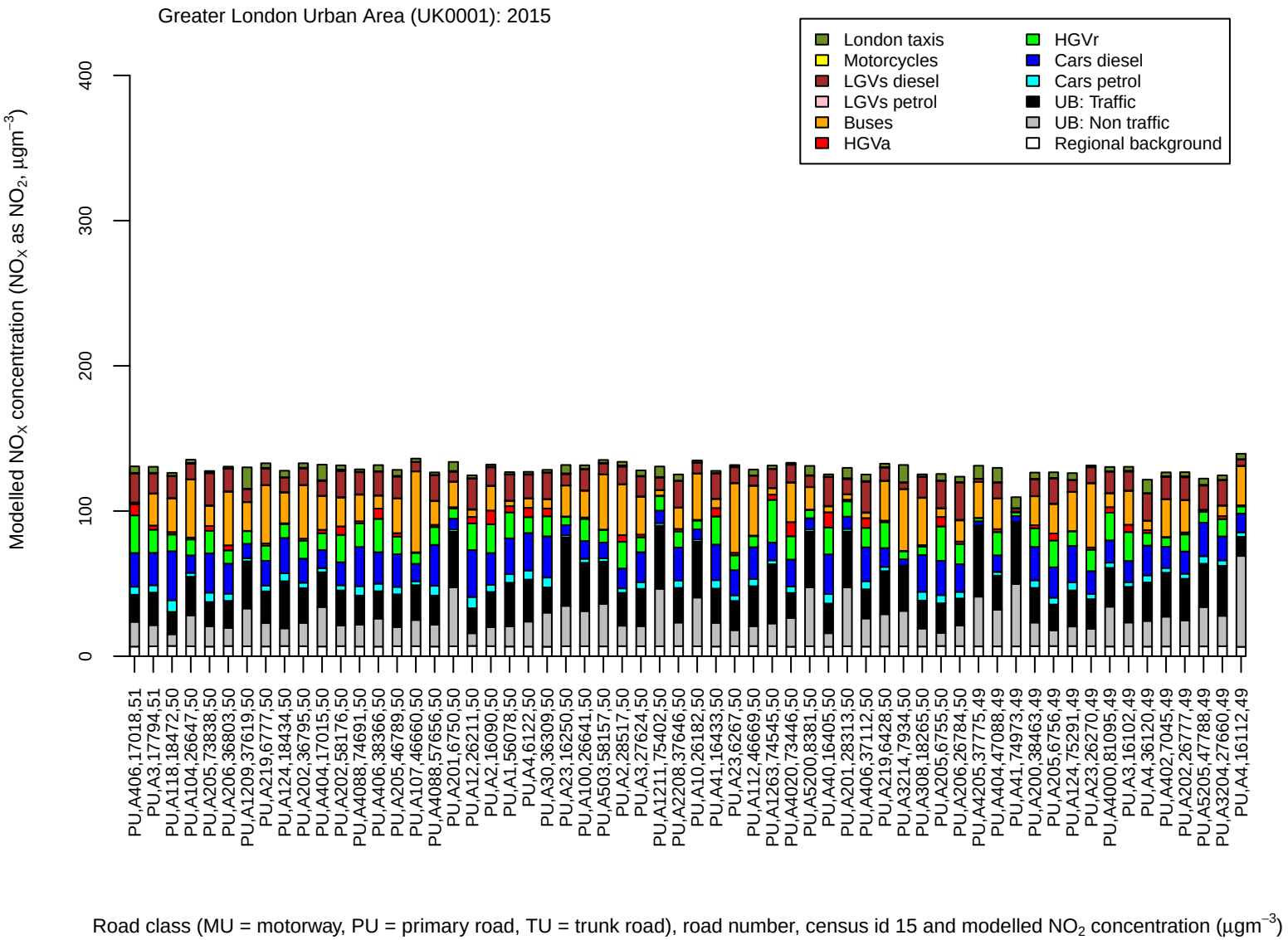
PU,A1,56069,51
PU,A12,36213,51
PU,A304,36925,51
PU,A205,6758,51
PU,A3204,18463,51
PU,A219,46812,51
PU,A202,46785,51
PU,A1,71010,51
PU,A1210,38270,51
PU,A11,26201,51
PU,A1,56079,51
PU,A124,46680,51
PU,A205,8576,51
PU,A1,56075,51
PU,A104,28535,51
PU,A1,6075,51
PU,A1080,27918,51
PU,A10,18336,51
PU,A109,38769,51
Road class (MU = motorway, PU = primary road, TU = trunk road), road number, census id 15 and modelled NO2 concentration (µgm−3)


Greater London Urban Area (UK0001): 2015
London taxis
Motorcycles
LGVs diesel
LGVs petrol
Buses
HGVa
HGVr
Cars diesel
Cars petrol
UB: Traffic
UB: Non traffic
Regional background
Modelled NOX concentration (NOX as NO2, µgm−3)
0
100
200
300
400
PU,A406,17018,51
PU,A3,17794,51
PU,A118,18472,50
PU,A104,26647,50
PU,A205,73838,50
PU,A206,36803,50
PU,A1209,37619,50
PU,A219,6777,50
PU,A124,18434,50
PU,A202,36795,50
PU,A404,17015,50
PU,A202,58176,50
PU,A4088,74691,50
PU,A406,38366,50
PU,A205,46789,50
PU,A107,46660,50
PU,A4088,57656,50
PU,A201,6750,50
PU,A12,26211,50
PU,A2,16090,50
PU,A1,56078,50
PU,A4,6122,50
PU,A30,36309,50
PU,A23,16250,50
PU,A100,26641,50
PU,A503,58157,50
PU,A2,28517,50
PU,A3,27624,50
PU,A1211,75402,50
PU,A2208,37646,50
PU,A10,26182,50
PU,A41,16433,50
PU,A23,6267,50
PU,A112,46669,50
PU,A1263,74545,50
PU,A4020,73446,50
PU,A5200,8381,50
PU,A40,16405,50
PU,A201,28313,50
PU,A406,37112,50
PU,A219,6428,50
PU,A3214,7934,50
PU,A308,18265,50
PU,A205,6755,50
PU,A206,26784,50
PU,A4205,37775,49
PU,A404,47088,49
PU,A41,74973,49
PU,A200,38463,49
PU,A205,6756,49
PU,A124,75291,49
PU,A23,26270,49
PU,A4000,81095,49
PU,A3,16102,49
PU,A4,36120,49
PU,A402,7045,49
PU,A202,26777,49
PU,A5205,47788,49
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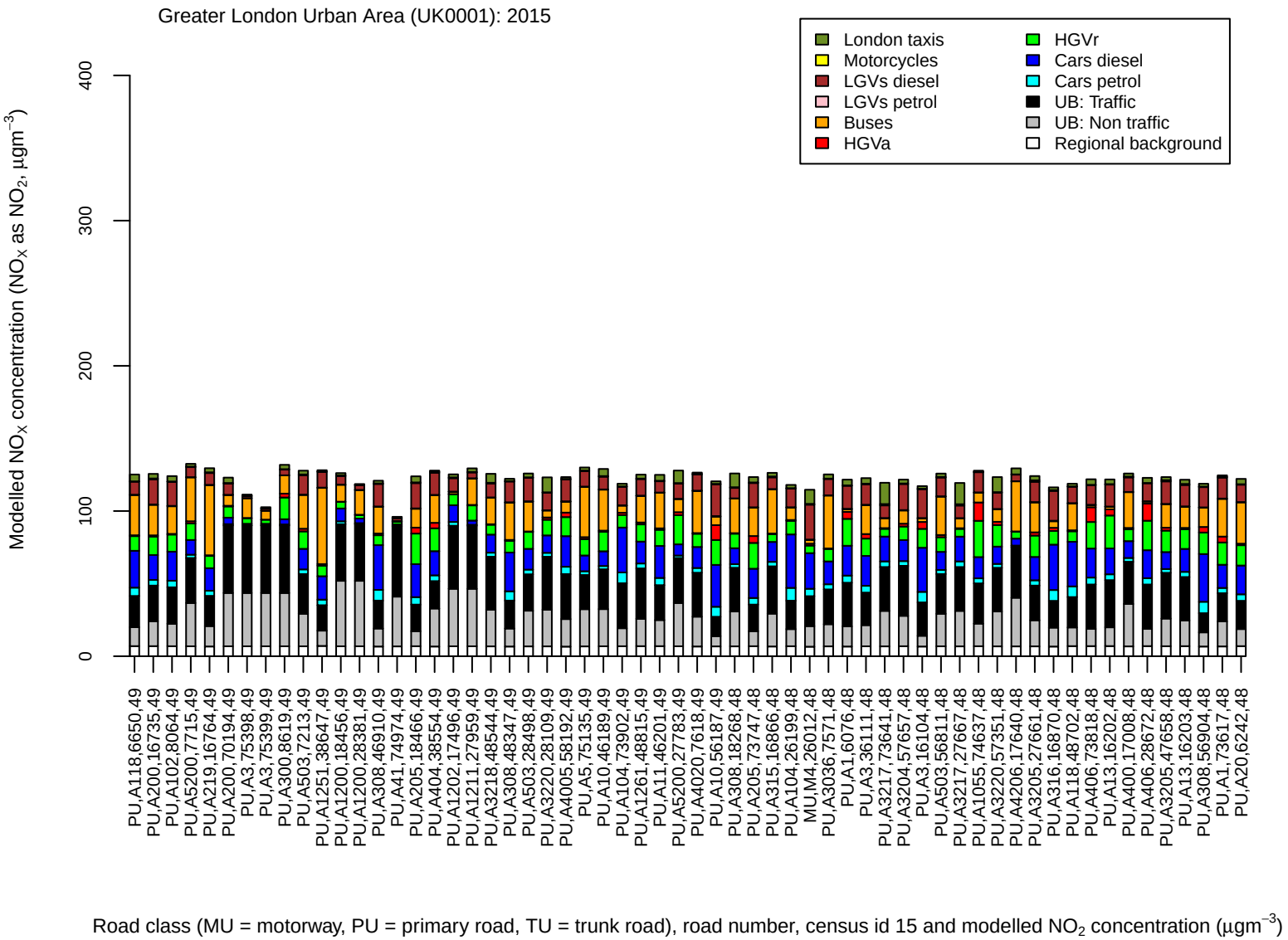
PU,A4,16112,49
Road class (MU = motorway, PU = primary road, TU = trunk road), road number, census id 15 and modelled NO2 concentration (µgm−3)


Greater London Urban Area (UK0001): 2015
London taxis
Motorcycles
LGVs diesel
LGVs petrol
Buses
HGVa
HGVr
Cars diesel
Cars petrol
UB: Traffic
UB: Non traffic
Regional background
Modelled NOX concentration (NOX as NO2, µgm−3)
0
100
200
300
400
PU,A118,6650,49
PU,A200,16735,49
PU,A102,8064,49
PU,A5200,7715,49
PU,A219,16764,49
PU,A200,70194,49
PU,A3,75398,49
PU,A3,75399,49
PU,A300,8619,49
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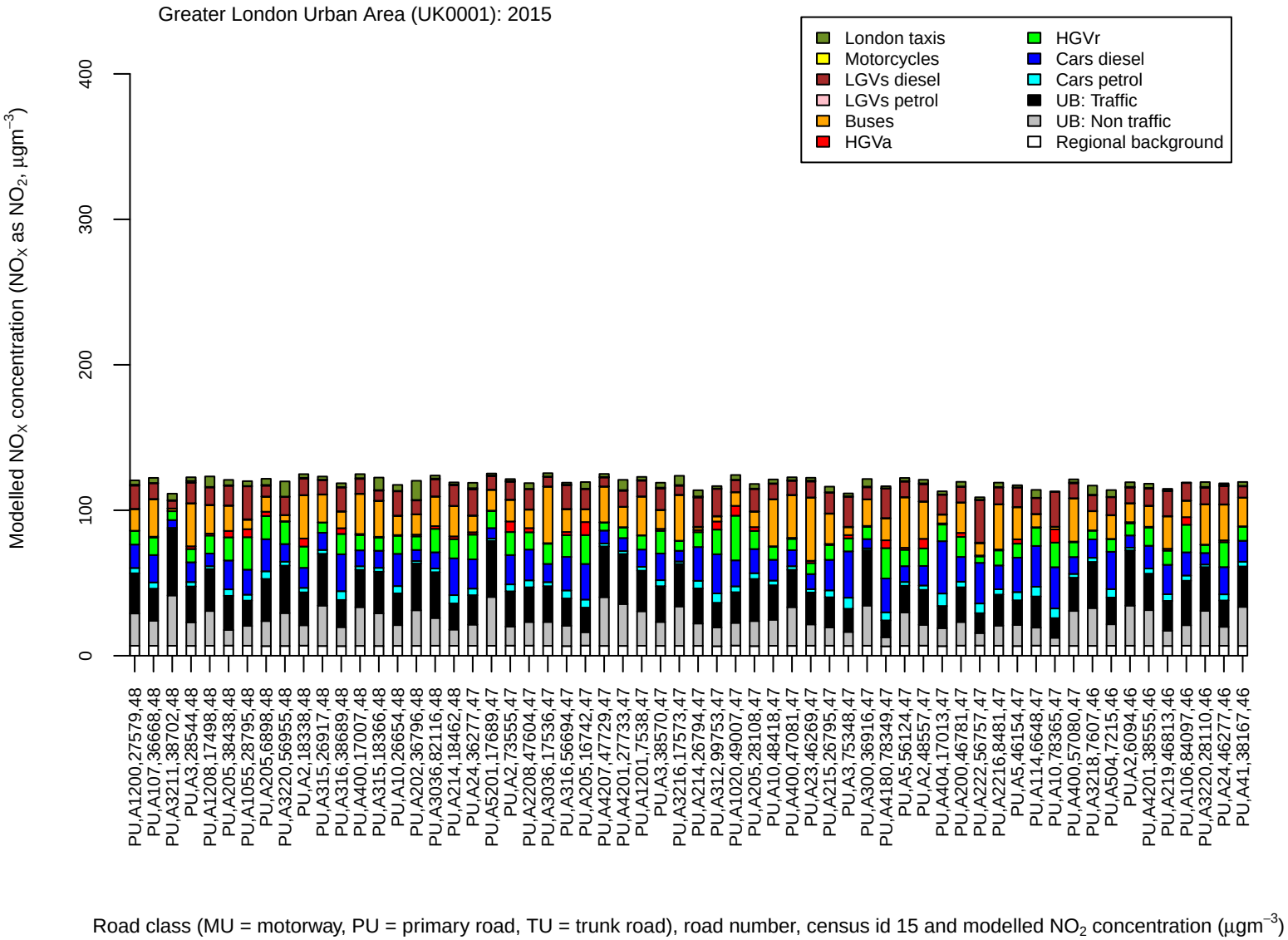
PU,A1251,38647,49
PU,A1200,18456,49
PU,A1200,28381,49
PU,A308,46910,49
PU,A41,74974,49
PU,A205,18466,49
PU,A404,38554,49
PU,A1202,17496,49
PU,A1211,27959,49
PU,A3218,48544,49
PU,A308,48347,49
PU,A503,28498,49
PU,A3220,28109,49
PU,A4005,58192,49
PU,A5,75135,49
PU,A10,46189,49
PU,A104,73902,49
PU,A1261,48815,49
PU,A11,46201,49
PU,A5200,27783,49
PU,A4020,7618,49
PU,A10,56187,49
PU,A308,18268,48
PU,A205,73747,48
PU,A315,16866,48
PU,A104,26199,48
MU,M4,26012,48
PU,A3036,7571,48
PU,A1,6076,48
PU,A3,36111,48
PU,A3217,73641,48
PU,A3204,57657,48
PU,A3,16104,48
PU,A503,56811,48
PU,A3217,27667,48
PU,A1055,74637,48
PU,A3220,57351,48
PU,A4206,17640,48
PU,A3205,27661,48
PU,A316,16870,48
PU,A118,48702,48
PU,A406,73818,48
PU,A13,16202,48
PU,A400,17008,48
PU,A406,28672,48
PU,A3205,47658,48
PU,A13,16203,48
PU,A308,56904,48
PU,A1,73617,48
PU,A20,6242,48
Road class (MU = motorway, PU = primary road, TU = trunk road), road number, census id 15 and modelled NO2 concentration (µgm−3)


Greater London Urban Area (UK0001): 2015
London taxis
Motorcycles
LGVs diesel
LGVs petrol
Buses
HGVa
HGVr
Cars diesel
Cars petrol
UB: Traffic
UB: Non traffic
Regional background
Modelled NOX concentration (NOX as NO2, µgm−3)
0
100
200
300
400
PU,A1200,27579,48
PU,A107,36668,48
PU,A3211,38702,48
PU,A3,28544,48
PU,A1208,17498,48
PU,A205,38438,48
PU,A1055,28795,48
PU,A205,6898,48
PU,A3220,56955,48
PU,A2,18338,48
PU,A315,26917,48
PU,A316,38689,48
PU,A400,17007,48
PU,A315,18366,48
PU,A10,26654,48
PU,A202,36796,48
PU,A3036,82116,48
PU,A214,18462,48
PU,A24,36277,47
PU,A5201,17689,47
PU,A2,73555,47
PU,A2208,47604,47
PU,A3036,17536,47
PU,A316,56694,47
PU,A205,16742,47
PU,A4207,47729,47
PU,A4201,27733,47
PU,A1201,7538,47
PU,A3,38570,47
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PU,A214,26794,47
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PU,A205,28108,47
PU,A10,48418,47
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PU,A23,46269,47
PU,A215,26795,47
PU,A3,75348,47
PU,A300,36916,47
PU,A4180,78349,47
PU,A5,56124,47
PU,A2,48557,47
PU,A404,17013,47
PU,A200,46781,47
PU,A222,56757,47
PU,A2216,8481,47
PU,A5,46154,47
PU,A114,6648,47
PU,A10,78365,47
PU,A400,57080,47
PU,A3218,7607,46
PU,A504,7215,46
PU,A2,6094,46
PU,A4201,38555,46
PU,A219,46813,46
PU,A106,84097,46
PU,A3220,28110,46
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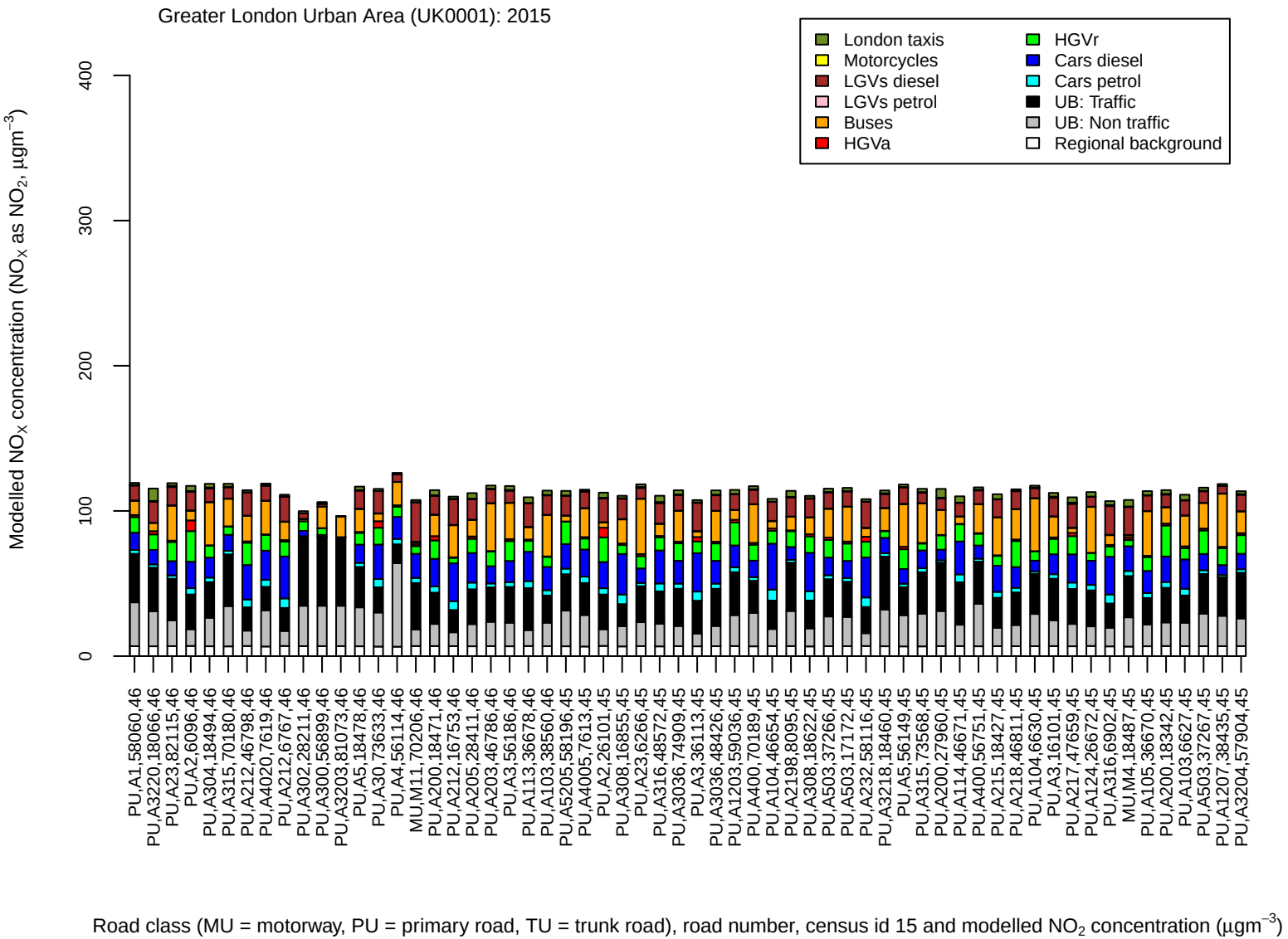
PU,A41,38167,46
Road class (MU = motorway, PU = primary road, TU = trunk road), road number, census id 15 and modelled NO2 concentration (µgm−3)


Greater London Urban Area (UK0001): 2015
London taxis
Motorcycles
LGVs diesel
LGVs petrol
Buses
HGVa
HGVr
Cars diesel
Cars petrol
UB: Traffic
UB: Non traffic
Regional background
Modelled NOX concentration (NOX as NO2, µgm-3)
0
100
200
300
400
PU,A1,58060,46
PU,A3220,18066,46
PU,A23,82115,46
PU,A2,6096,46
PU,A304,18494,46
PU,A315,70180,46
PU,A212,46798,46
PU,A4020,7619,46
PU,A212,6767,46
PU,A302,28211,46
PU,A300,56899,46
PU,A3203,81073,46
PU,A5,18478,46
PU,A30,73633,46
PU,A4,56114,46
MU,M11,70206,46
PU,A200,18471,46
PU,A212,16753,46
PU,A205,28411,46
PU,A203,46786,46
PU,A3,56186,46
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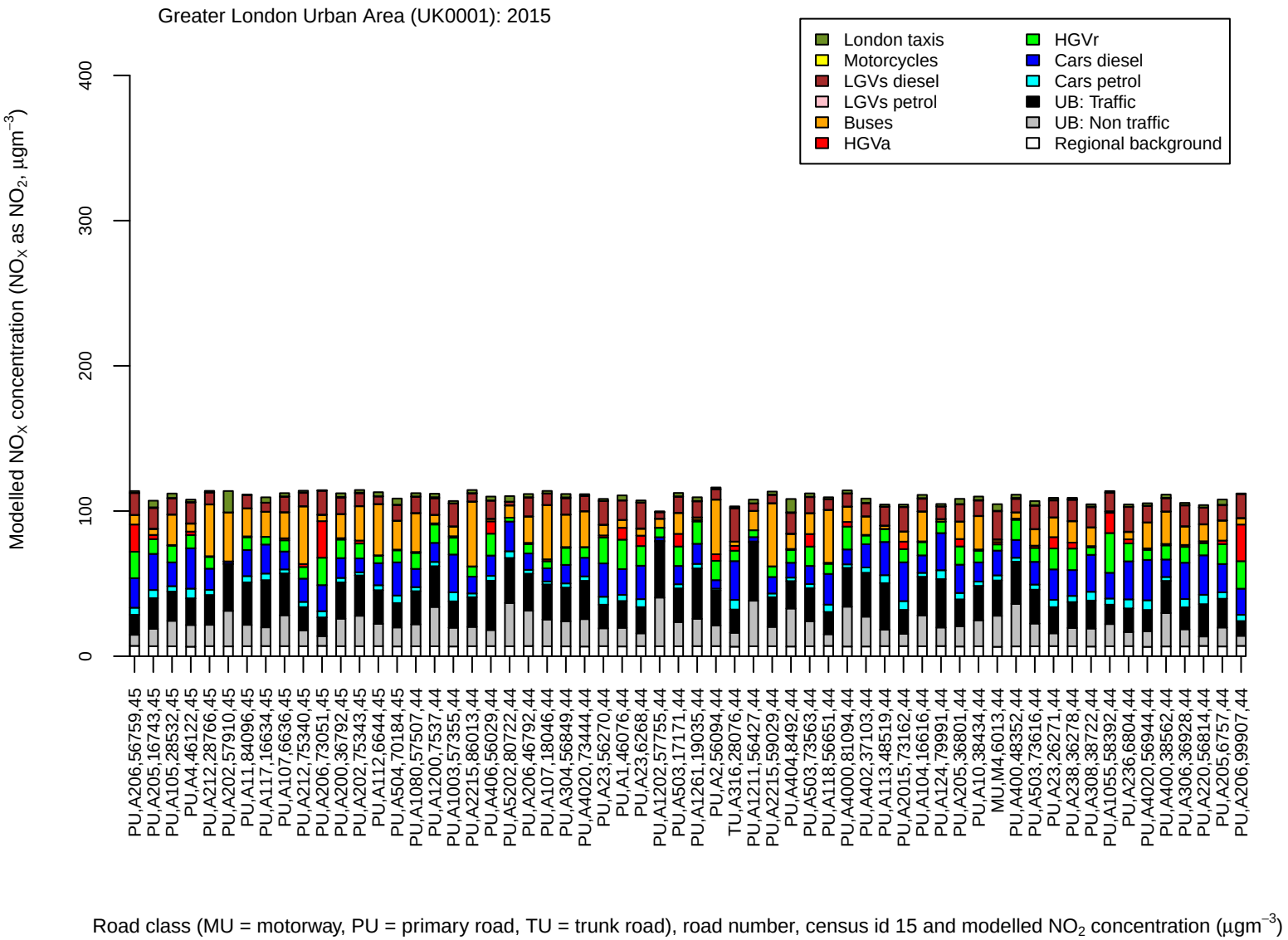
PU,A103,38560,46
PU,A5205,58196,45
PU,A4005,7613,45
PU,A2,26101,45
PU,A308,16855,45
PU,A23,6266,45
PU,A316,48572,45
PU,A3036,74909,45
PU,A3,36113,45
PU,A3036,48426,45
PU,A1203,59036,45
PU,A400,70189,45
PU,A104,46654,45
PU,A2198,8095,45
PU,A308,18622,45
PU,A503,37266,45
PU,A503,17172,45
PU,A232,58116,45
PU,A3218,18460,45
PU,A5,56149,45
PU,A315,73568,45
PU,A200,27960,45
PU,A114,46671,45
PU,A400,56751,45
PU,A215,18427,45
PU,A218,46811,45
PU,A104,6630,45
PU,A3,16101,45
PU,A217,47659,45
PU,A124,26672,45
PU,A316,6902,45
MU,M4,18487,45
PU,A105,36670,45
PU,A200,18342,45
PU,A103,6627,45
PU,A503,37267,45
PU,A1207,38435,45
PU,A3204,57904,45
Road class (MU = motorway, PU = primary road, TU = trunk road), road number, census id 15 and modelled NO2 concentration (µgm-3)


Greater London Urban Area (UK0001): 2015
London taxis
Motorcycles
LGVs diesel
LGVs petrol
Buses
HGVa
HGVr
Cars diesel
Cars petrol
UB: Traffic
UB: Non traffic
Regional background
Modelled NOX concentration (NOX as NO2, µgm-3)
0
100
200
300
400
PU,A206,56759,45
PU,A205,16743,45
PU,A105,28532,45
PU,A4,46122,45
PU,A212,28766,45
PU,A202,57910,45
PU,A11,84096,45
PU,A117,16634,45
PU,A107,6636,45
PU,A212,75340,45
PU,A206,73051,45
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PU,A202,75343,45
PU,A112,6644,45
PU,A504,70184,45
PU,A1080,57507,44
PU,A1200,7537,44
PU,A1003,57355,44
PU,A2215,86013,44
PU,A406,56029,44
PU,A5202,80722,44
PU,A206,46792,44
PU,A107,18046,44
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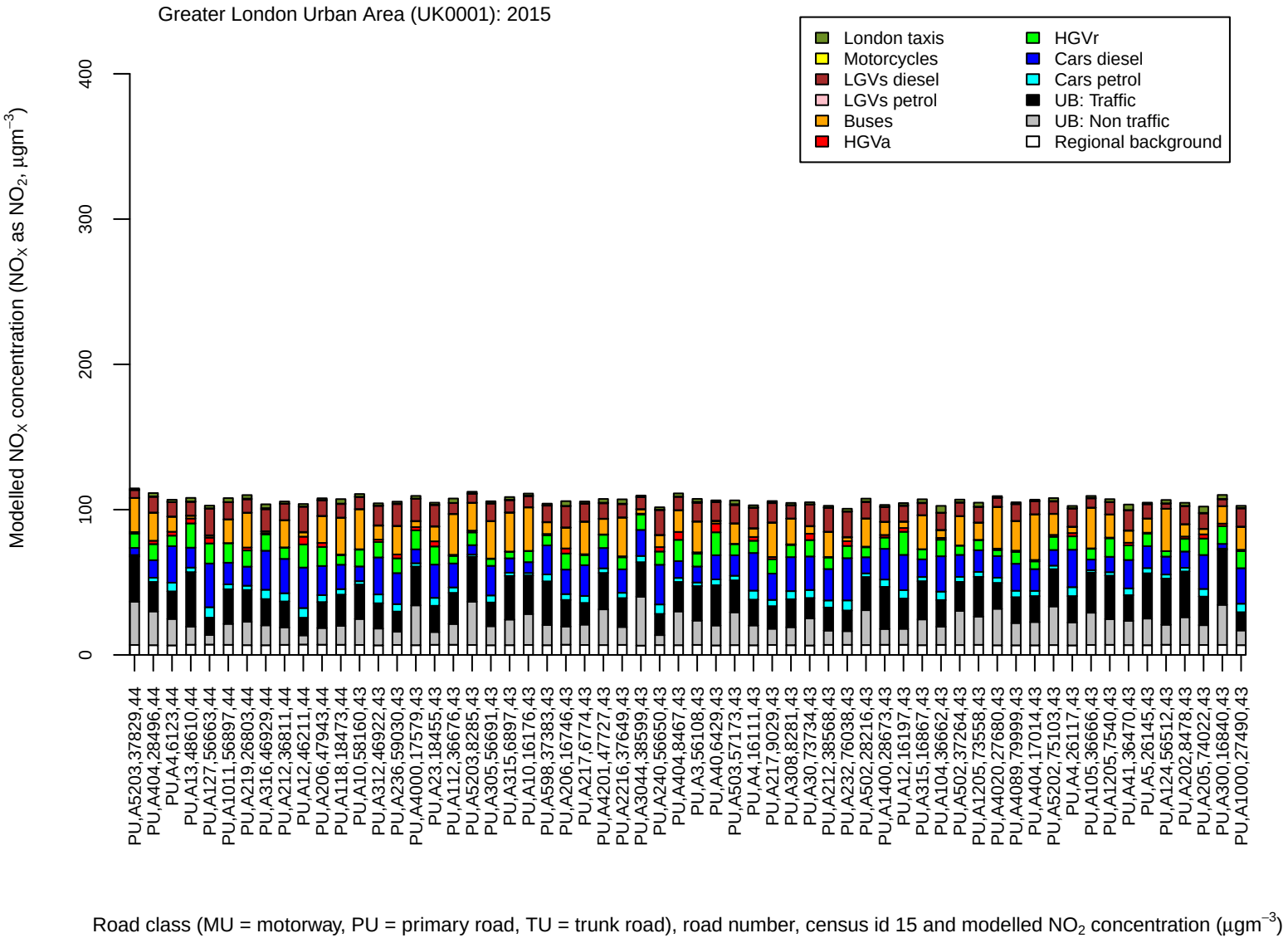
PU,A23,56270,44
PU,A1,46076,44
PU,A23,6268,44
PU,A1202,57755,44
PU,A503,17171,44
PU,A1261,19035,44
PU,A2,56094,44
TU,A316,28076,44
PU,A1211,56427,44
PU,A2215,59029,44
PU,A404,8492,44
PU,A503,73563,44
PU,A118,56651,44
PU,A4000,81094,44
PU,A402,37103,44
PU,A113,48519,44
PU,A2015,73162,44
PU,A104,16616,44
PU,A124,79991,44
PU,A205,36801,44
PU,A10,38434,44
MU,M4,6013,44
PU,A400,48352,44
PU,A503,73616,44
PU,A23,26271,44
PU,A238,36278,44
PU,A308,38722,44
PU,A1055,58392,44
PU,A236,6804,44
PU,A4020,56944,44
PU,A400,38562,44
PU,A306,36928,44
PU,A220,56814,44
PU,A205,6757,44
PU,A206,99907,44
Road class (MU = motorway, PU = primary road, TU = trunk road), road number, census id 15 and modelled NO2 concentration (µgm-3)


Greater London Urban Area (UK0001): 2015
London taxis
Motorcycles
LGVs diesel
LGVs petrol
Buses
HGVa
HGVr
Cars diesel
Cars petrol
UB: Traffic
UB: Non traffic
Regional background
Modelled NOX concentration (NOX as NO2, µgm-3)
0
100
200
300
400
PU,A5203,37829,44
PU,A404,28496,44
PU,A4,6123,44
PU,A13,48610,44
PU,A127,56663,44
PU,A1011,56897,44
PU,A219,26803,44
PU,A316,46929,44
PU,A212,36811,44
PU,A12,46211,44
PU,A206,47943,44
PU,A118,18473,44
PU,A10,58160,43
PU,A312,46922,43
PU,A236,59030,43
PU,A4000,17579,43
PU,A23,18455,43
PU,A112,36676,43
PU,A5203,8285,43
PU,A305,56691,43
PU,A315,6897,43
PU,A10,16176,43
PU,A598,37383,43
PU,A206,16746,43
PU,A217,6774,43
PU,A4201,47727,43
PU,A2216,37649,43
PU,A3044,38599,43
PU,A240,56650,43
PU,A404,8467,43
PU,A3,56108,43
PU,A40,6429,43
PU,A503,57173,43
PU,A4,16111,43
PU,A217,9029,43
PU,A308,8281,43
PU,A30,73734,43
PU,A212,38568,43
PU,A232,76038,43
PU,A502,28216,43
PU,A1400,28673,43
PU,A12,16197,43
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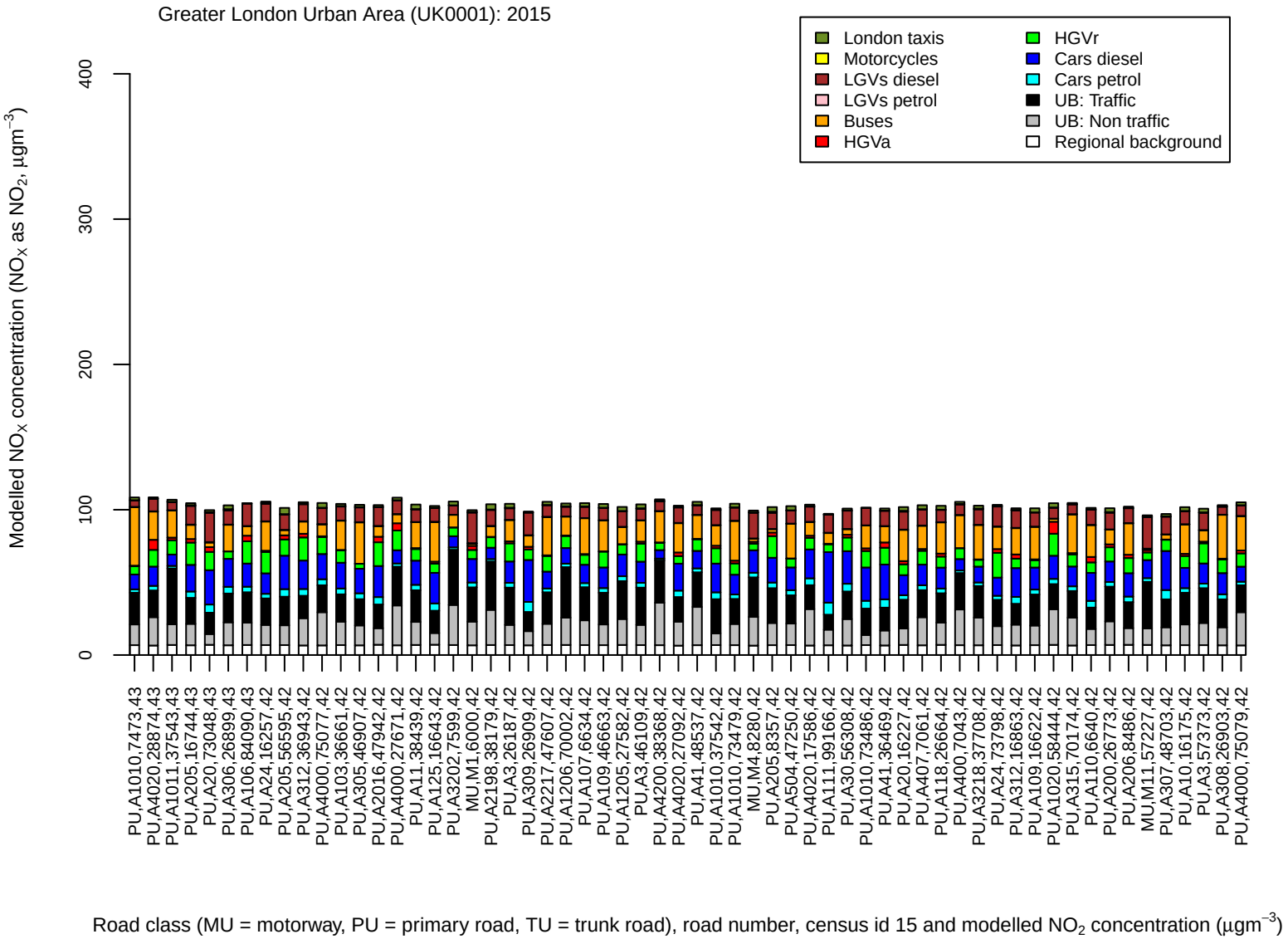
PU,A502,37264,43
PU,A1205,73558,43
PU,A4020,27680,43
PU,A4089,79999,43
PU,A404,17014,43
PU,A5202,75103,43
PU,A4,26117,43
PU,A105,36666,43
PU,A1205,7540,43
PU,A41,36470,43
PU,A5,26145,43
PU,A124,56512,43
PU,A202,8478,43
PU,A205,74022,43
PU,A300,16840,43
PU,A1000,27490,43
Road class (MU = motorway, PU = primary road, TU = trunk road), road number, census id 15 and modelled NO2 concentration (µgm-3)


Greater London Urban Area (UK0001): 2015
London taxis
Motorcycles
LGVs diesel
LGVs petrol
Buses
HGVa
HGVr
Cars diesel
Cars petrol
UB: Traffic
UB: Non traffic
Regional background
Modelled NOX concentration (NOX as NO2, µgm−3)
0
100
200
300
400
PU,A1010,7473,43
PU,A4020,28874,43
PU,A1011,37543,43
PU,A205,16744,43
PU,A20,73048,43
PU,A306,26899,43
PU,A106,84090,43
PU,A24,16257,42
PU,A205,56595,42
PU,A312,36943,42
PU,A4000,75077,42
PU,A103,36661,42
PU,A305,46907,42
PU,A2016,47942,42
PU,A4000,27671,42
PU,A11,38439,42
PU,A125,16643,42
PU,A3202,7599,42
MU,M1,6000,42
PU,A2198,38179,42
PU,A3,26187,42
PU,A309,26909,42
PU,A2217,47607,42
PU,A1206,70002,42
PU,A107,6634,42
PU,A109,46663,42
PU,A1205,27582,42
PU,A3,46109,42
PU,A4200,38368,42
PU,A4020,27092,42
PU,A41,48537,42
PU,A1010,37542,42
PU,A1010,73479,42
MU,M4,8280,42
PU,A205,8357,42
PU,A504,47250,42
PU,A4020,17586,42
PU,A111,99166,42
PU,A30,56308,42
PU,A1010,73486,42
PU,A41,36469,42
PU,A20,16227,42
PU,A407,7061,42
PU,A118,26664,42
PU,A400,7043,42
PU,A3218,37708,42
PU,A24,73798,42
PU,A312,16863,42
PU,A109,16622,42
PU,A1020,58444,42
PU,A315,70174,42
PU,A110,6640,42
PU,A200,26773,42
PU,A206,8486,42
MU,M11,57227,42
PU,A307,48703,42
PU,A10,16175,42
PU,A3,57373,42
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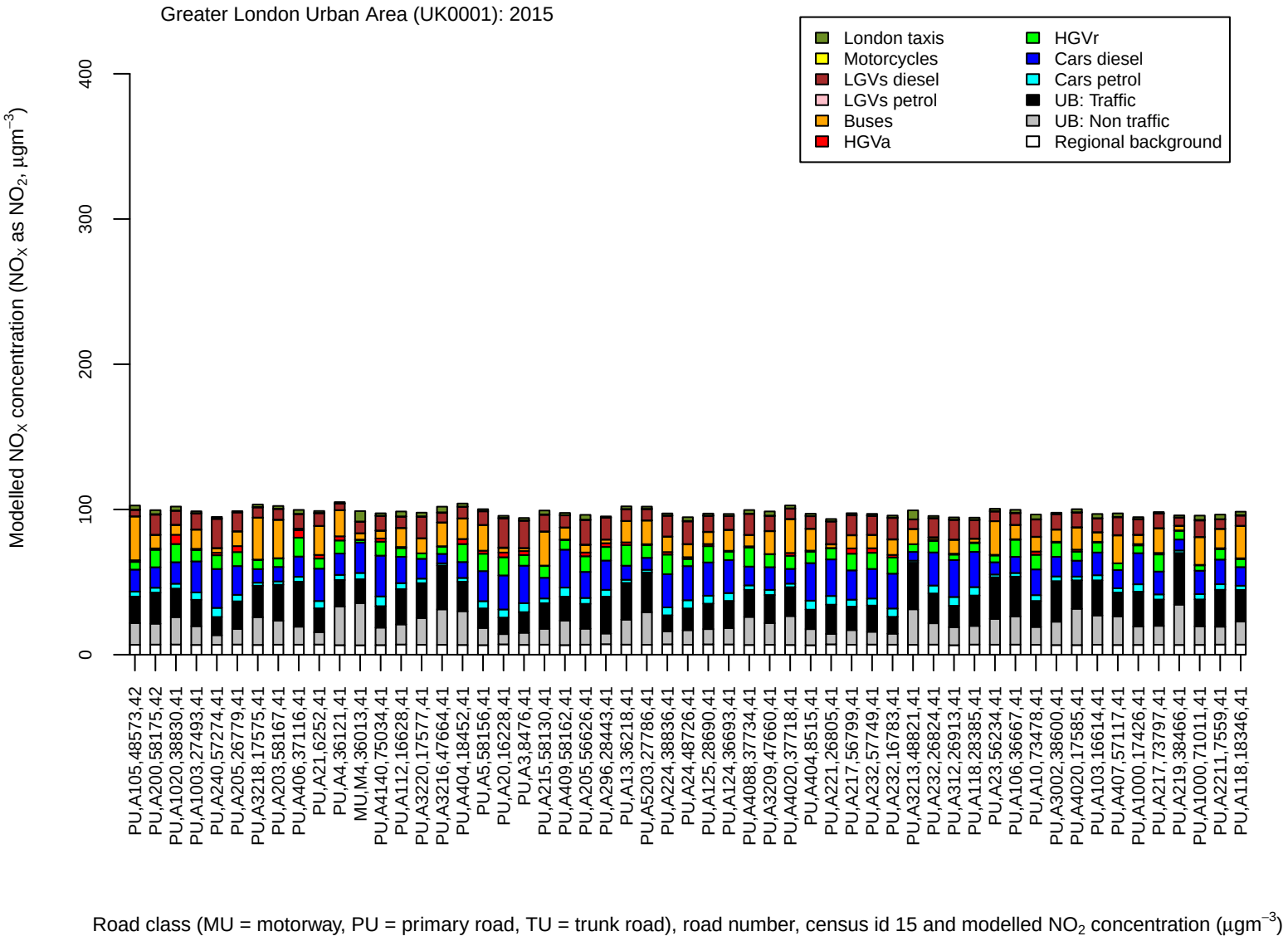
PU,A4000,75079,42
Road class (MU = motorway, PU = primary road, TU = trunk road), road number, census id 15 and modelled NO2 concentration (µgm−3)


Greater London Urban Area (UK0001): 2015
London taxis
Motorcycles
LGVs diesel
LGVs petrol
Buses
HGVa
HGVr
Cars diesel
Cars petrol
UB: Traffic
UB: Non traffic
Regional background
Modelled NOX concentration (NOX as NO2, µgm−3)
0
100
200
300
400
PU,A105,48573,42
PU,A200,58175,42
PU,A1020,38830,41
PU,A1003,27493,41
PU,A240,57274,41
PU,A205,26779,41
PU,A3218,17575,41
PU,A203,58167,41
PU,A406,37116,41
PU,A21,6252,41
PU,A4,36121,41
MU,M4,36013,41
PU,A4140,75034,41
PU,A112,16628,41
PU,A3220,17577,41
PU,A3216,47664,41
PU,A404,18452,41
PU,A5,58156,41
PU,A20,16228,41
PU,A3,8476,41
PU,A215,58130,41
PU,A409,58162,41
PU,A205,56626,41
PU,A296,28443,41
PU,A13,36218,41
PU,A5203,27786,41
PU,A224,38836,41
PU,A24,48726,41
PU,A125,28690,41
PU,A124,36693,41
PU,A4088,37734,41
PU,A3209,47660,41
PU,A4020,37718,41
PU,A404,8515,41
PU,A221,26805,41
PU,A217,56799,41
PU,A232,57749,41
PU,A232,16783,41
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PU,A232,26824,41
PU,A312,26913,41
PU,A118,28385,41
PU,A23,56234,41
PU,A106,36667,41
PU,A10,73478,41
PU,A3002,38600,41
PU,A4020,17585,41
PU,A103,16614,41
PU,A407,57117,41
PU,A1000,17426,41
PU,A217,73797,41
PU,A219,38466,41
PU,A1000,71011,41
PU,A2211,7559,41
PU,A118,18346,41
Road class (MU = motorway, PU = primary road, TU = trunk road), road number, census id 15 and modelled NO2 concentration (µgm−3)

C Local measures

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C.1 Table of relevant Local Authority measures within Greater London Urban Area (UK0001)

Measure code	Description	Focus	Classification	Status	Other information
Barking and Dagenham, London Borough of_1	The Council will continue to lobby Transport for London (TfL) to consider improvements to their road network	Priorities for improvements include the A13 corridor and A13/Renwick Road and A13/Lodge Avenue junctions; the A12 corridor and A12/Whalebone Lane junction. These are the areas which suffer from particular problems of traffic congestion and poorer air quality.	Traffic planning and management: Other measure	Implementation	Start date: 2014 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: Completion of individual work packages Target emissions reduction: Not available
Barking and Dagenham, London Borough of_2	Continue to work with London Buses, TfL, neighbouring Boroughs and bus operators to improve reliability and efficiency of bus services by attending regular meetings and discussing local problems	Priorities include exploring the potential for new or improved bus services, including new north/south routes between Marks Gate/Chadwell Heath and Barking Town Centre and Dagenham to enhance connectivity and to maximise the economic benefits of Crossrail; additional east-west bus service improvements in the London Riverside area, providing greater connectivity to the Royal Docks and Canary Wharf; providing added capacity on key bus routes serving Barking Town Centre to ease overcrowding; and extending Route 5 services to Queen's Hospital to provide a direct link to a range of health services for people in Barking.	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2014 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: The Council is in regular dialogue with TfL and hosts quarterly Public Transport Liaison Group (PTLG) meetings where issues regarding bus services/operations are discussed. Target emissions reduction: Not available

Measure code	Description	Focus	Classification	Status	Other information
Barking and Dagenham, London Borough of_3	Improve footpaths, signage and directions to encourage people to walk and continue to extend the 'Just Walk' scheme	A key focus of our work here will be the continuation of Living Streets led 'Walking Audits' to inform the development of high quality pedestrian/walking schemes and running travel awareness initiatives, such as Living Streets' 'Walk to School' campaign. This highly successful initiative was developed to promote healthier and 'greener' travel amongst children and adults. Other travel awareness events, such as the highly successful 'Walk to Work Week' coordinated by TfL, will also be considered in future. We will continue to implementing new walking schemes, focusing on the provision of new pedestrian facilities, including new footways and crossing facilities; a variety of promotion and publicity campaigns; and comprehensive pedestrian training and activity programmes.	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2014 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: Not available upon submission Target emissions reduction: Not available
Barking and Dagenham, London Borough of_4	Support the provision of better facilities at bus and rail stations and routes between the two	The main focus is on undertaking station access improvement works at Dagenham East and Becontree Underground stations, levering in joint funding from TfL and Network Rail. The installation of lifts at Dagenham East station to provide step-free station-to-platform access is a key priority. Work at Becontree station will focus on improving pedestrian access to the station, as well as upgrading cycling facilities and rationalising waiting/loading arrangements. Opportunities to undertake improvements at Dagenham Dock and Upney stations will be investigated further.	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2014 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: Completion of upgrades Target emissions reduction: Not available

Measure code	Description	Focus	Classification	Status	Other information
Barking and Dagenham, London Borough of_5	Ensure that the need to travel by private car or by lorries other than for essential trips is reduced while accepting the role of the car and the lorry in helping to meet transport needs	We are continuing our work with residents, local business, schools and other organisations to develop and implement travel strategies with the aim of reducing car use and promote more sustainable travel habits. A key area for development is the need to manage and mitigate against the impact of freight operations in the borough. We are promoting the use of cleaner/environmentally friendly vehicles to reduce emissions and improve air quality in the borough.	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2014 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: Monitoring change to parking permit categories which are based on emission characteristics Target emissions reduction: Not available
Barking and Dagenham, London Borough of_6	Support measures to manage travel demand in the Borough and encourage alternative travel modes to the car through traffic management measures. The road network should be managed to give priority to essential road users, environmental improvement, pedestrian safety, and safety of all users	Walking and cycling are low cost, healthy and environmentally friendly means of travel and form an important component of our Delivery Plan. A key focus of our work here will be the implementation of safe, continuous cycle route infrastructure as part of TfL's 'Quietways' programme, and the continuation of Living Streets led 'Walking Audits' to inform the development of high quality pedestrian/walking schemes. In addition, measures such as vehicle restrictions and better signing can help alleviate environmental concerns by routing HGVs away from sensitive areas, such as residential streets	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2014 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: Complete infrastructure and signage improvements Target emissions reduction: Not available
Barking and Dagenham, London Borough of_7	Seek improvements to the public transport network that provides for the needs of residents, businesses and employees in the Borough without significant adverse impact on the environment	The Council is continuing to Lobby for new rail based public transport infrastructure and services. Priorities include a new rail link to Barking Riverside to unlock the development potential of the site and deliver much needed new housing; a direct rail link between Barking and Stratford to enhance connectivity to this important regional hub and to maximise the economic regeneration potential of the town centre; securing enhancements to station capacity at Barking to reduce overcrowding; and exploring the potential of extending river services to Barking and Dagenham, via the new development at Barking Riverside.	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2014 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: Completion of new infrastructure and implementation of new public transport services Target emissions reduction: N/A

Measure code	Description	Focus	Classification	Status	Other information
Barking and Dagenham, London Borough of_8	Encourage its employees to use public transport for work related journeys by considering measures such as free bus and tube passes. This will reduce road congestion, increase use of public transport and set an example to other employers in the Borough. It will also give the Council a greater interest in ensuring that public transport is clean, safe and convenient and should result in saving money for the Council	N/A	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2014 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: When commenced modal shift Target emissions reduction: Not available
Barking and Dagenham, London Borough of_9	Seek to protect and improve conditions for cyclists and pedestrians and will develop a range of actions in pursuit of the strategy	We are continuing to implement new cycling and walking schemes, focusing on the provision of new cycling/pedestrian facilities, including new cycle paths/footways, crossing facilities and cycle parking facilities; a variety of promotion and publicity campaigns, such as an updated borough cycle map; and comprehensive cycle and pedestrian training and activity programmes. Central to our approach is the proposal to establish Barking as a key cycling hub, either through designation as one of the 'mini-Holland' pilot schemes, or through the Mayor's Borough Cycling Programme	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2014 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: Adoption of new schemes Target emissions reduction: Not available
Barking and Dagenham, London Borough of_10	Seek to understand the social and structural barriers that prevent people from cycling where it should be convenient to do so and to find ways to overcome those barriers. The Council will liaise with TfL Centre of Cycling Excellence to obtain assistance in developing a cycling strategy	We are running travel awareness initiatives, such as Sustrans' 'Active Travel' programme	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2014 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: This highly successful initiative was developed to promote healthier and 'greener' travel amongst children and adults. Other travel awareness events, such as the highly successful 'Cycle to Work Week', coordinated by TfL, will also be considered in future Target emissions reduction: Not available

Measure code	Description	Focus	Classification	Status	Other information
Barking and Dagenham, London Borough of_11	Ensure that schools encourage pupils and staff to cycle or walk to school and that adequate facilities are provided to enable this, including a network of safer routes and undercover cycle parking. Utilise planning conditions or section 106 agreements and work with developers to produce travel plans, which have measurable outcomes and consider financial penalties to secure compliance	We are developing and monitoring travel strategies for schools, businesses and new developments as a focus for raising awareness of the need to reduce vehicle emissions and improve air quality in the borough and to increase mode share of journeys by sustainable modes of transport. Green Infrastructure projects at a school funded through Mayors Air Quality Fund (MAQF) will aim to mitigate air pollution. Infrastructure will assist in raising awareness of green travel, and assist in modal shift and lessons learned will be disseminated	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2014 Expected end date: 2016 Spatial scale: Local Source affected: Transport Indicator: The funding from the MAQF will assist raising awareness and understanding near the project school. Target emissions reduction: Not available, measurement evaluation ongoing
Barking and Dagenham, London Borough of_12	Publicise the advantages and benefits of walking for shorter journeys. Promote and arrange for safer routes to school and organise walking buses along these routes. Steps will be taken to discourage parents from driving children to school	We are running travel awareness initiatives, such as Sustrans' 'Active Travel' programme and Living Streets' 'Walk to School' campaign. These highly successful initiatives were developed to promote healthier and 'greener' travel amongst children and adults. Other travel awareness events, such as the highly successful 'Walk to Work Week' and 'Cycle to Work Week', coordinated by TfL, will also be considered in future.	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2014 Expected end date: 2016 Spatial scale: Local Source affected: Transport Indicator: The funding from the MAQF will assist raising awareness and understanding near the project school. Target emissions reduction: This part of the MAQF project has yet to begun
Barking and Dagenham, London Borough of_13	Take steps to limit the levels of private car use by Council employees in order to set an example to other employers	Car Club is playing an important role in helping to tackle congestion by providing access to a car for essential journeys without the need to own one. We are currently working with Streetcar to identify other suitable locations in the borough where we can install new car club bays, particularly where there is a clear demand for this service. As part of our travel plan commitments, we are also exploring the potential of the Council joining the scheme as a corporate member.	Other measure: Other measure	Implementation	Start date: 2014 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: Operating from four different locations within Barking Town Centre, the Car Club currently has over 200 members locally, with more joining every month. Target emissions reduction: Not available
Barking and Dagenham, London Borough of_14	Support the transport proposals in conjunction with the Thames Gateway Regeneration	Council continues to play a vital role in the development and delivery of the East London Sub Regional Transport Plan (ELSRTP),	Traffic planning and management: Freight transport measure	Implementation	Start date: 2014 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: Working closely with TfL and neighbouring authorities on a wide range of transport initiatives Target emissions reduction: Not available

Measure code	Description	Focus	Classification	Status	Other information
Barking and Dagenham, London Borough of_15	Continue to provide Operator Forums to encourage networking between operators of similar processes and to provide information and advice about legal requirements and developments within each sector	Awareness	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2014 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: Raising awareness and practices Target emissions reduction: Not available
Barking and Dagenham, London Borough of_16	Promote the car-sharing scheme and encourage staff to take part	Reduction in staff vehicles into the Borough	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2014 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: Uptake of car sharing Target emissions reduction: Not available upon submission
Barking and Dagenham, London Borough of_17	Support and encourage an increase in the use of the River Thames as a freight corridor.	Reduce HGVs	Traffic planning and management: Encouragement of shift of transport modes	Other	Start date: 2014 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: Consents granted to use wharfs and rails Target emissions reduction: Not available upon submission
Barking and Dagenham, London Borough of_18	Actively support the movement of freight in and out of the Borough	Reducing HGVs	Traffic planning and management: Encouragement of shift of transport modes	Other	Start date: 2014 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: Consents granted to use wharfs and rails Target emissions reduction: Not available upon submission
Barking and Dagenham, London Borough of_19	The Council will ensure that district heating, CHP and renewable energy are considered for large-scale housing developments in the Borough including the new waterfront developments at Barking Reach and Dagenham Docks and in the Heath Park area.	CHP/NO2/PM10 emissions. Promoting neutrality	Other measure: Other measure	Implementation	Start date: 2014 Expected end date: 2030 Spatial scale: Local Source affected: Commercial and residential sources Indicator: Conditions applied on permissions Target emissions reduction: N/A
Barking and Dagenham, London Borough of_20	Through Planning, the Council will provide support for embedded photovoltaic generation and provide information and assistance to developers.	Solar energy	Other measure: Other measure	Implementation	Start date: 2014 Expected end date: 2030 Spatial scale: Local Source affected: Commercial and residential sources Indicator: Conditions applied on permissions Target emissions reduction: Not available upon submission

Measure code	Description	Focus	Classification	Status	Other information
Barking and Dagenham, London Borough of_21	Investigate best practice solar water heating and ensure that information is provided to all developers at the appropriate planning stage.	Solar water heating	Other measure: Other measure	Implementation	Start date: 2014 Expected end date: 2030 Spatial scale: Local Source affected: Commercial and residential sources Indicator: Conditions applied on permissions Target emissions reduction: Not available
Barking and Dagenham, London Borough of_22	School Travel Plans	Negotiate targets for percentage of children walking, cycling or using public transport to get to school as part of the School Travel Plans process for each school. Similar targets can be negotiated of employees travel in Business Travel Strategies.	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2014 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Barking and Dagenham, London Borough of_23	Promotion of cycling	N/A	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2014 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Barking and Dagenham, London Borough of_24	Promotion of walking	N/A	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2014 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Barking and Dagenham, London Borough of_25	Reduction of speed limits, 20mph zones	N/A	Traffic planning and management: Reduction of speed limits and control	Implementation	Start date: 2014 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Barking and Dagenham, London Borough of_26	Cycle network	N/A	Traffic planning and management: Expansion of bicycle and pedestrian infrastructure	Implementation	Start date: 2014 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Barking and Dagenham, London Borough of_27	Bus route improvements	N/A	Traffic planning and management: Improvement of public transport	Implementation	Start date: 2014 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
Barking and Dagenham, London Borough of_28	Reducing dust emission from commercial sites in particular construction and permitted sites	Track Out, stockpiles and practices	Permit systems and economic instruments: Other measure	Implementation	Start date: 2014 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: Reduction in number of complaints Target emissions reduction: Not available
Barnet, London Borough of_1	Carry out vehicles emissions testing	Carry out vehicles emissions testing	Other measure: Other measure	Implementation	Start date: 2003 Expected end date: 2004 Spatial scale: Whole agglomeration Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Barnet, London Borough of_2	Introduce penalties for stationary vehicles with idling engines	Introduce penalties for stationary vehicles with idling engines	Other measure: Other measure	Implementation	Start date: 2003 Expected end date: 2015 Spatial scale: Whole town or city Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Barnet, London Borough of_3	Make the Borough a Low Emission Zone (LEZ) for certain categories of vehicles by including the Borough in a London-wide LEZ	Make the Borough a Low Emission Zone (LEZ) for certain categories of vehicles by including the Borough in a London-wide LEZ	Traffic planning and management: Low emission zones	Implementation	Start date: 2008 Expected end date: 2025 Spatial scale: Whole agglomeration Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Barnet, London Borough of_4	Improve traffic flow in town centres by improved coordination of traffic lights	Improve traffic flow in town centres by improved coordination of traffic lights	Traffic planning and management: Other measure	Implementation	Start date: 2001 Expected end date: 2011 Spatial scale: Whole town or city Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Barnet, London Borough of_5	Improve traffic flow in general	Improve traffic flow in general	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2002 Expected end date: 2015 Spatial scale: Whole town or city Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Barnet, London Borough of_6	Introduce Controlled Parking Zone (CPZ)	Introduce Controlled Parking Zone (CPZ)	Traffic planning and management: Management of parking places	Implementation	Start date: 2001 Expected end date: 2015 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
Barnet, London Borough of_7	Promote alternative forms of transport for businesses/ commercial properties	Promote alternative forms of transport for businesses/ commercial properties	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2001 Expected end date: 2015 Spatial scale: Whole town or city Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Barnet, London Borough of_8	Promote alternative forms of transport and fuels in the Council and other public services	Promote alternative forms of transport and fuels in the Council and other public services	Other measure: Other measure	Implementation	Start date: 2001 Expected end date: 2015 Spatial scale: Whole town or city Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Barnet, London Borough of_9	Promote alternative forms of transport in schools	Promote alternative forms of transport in schools	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2001 Expected end date: 2015 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Barnet, London Borough of_10	Promote public transport	Promote public transport	Public information and Education: Internet	Implementation	Start date: 2001 Expected end date: 2015 Spatial scale: Whole town or city Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Barnet, London Borough of_11	Promote design that reduces the need for travel	Promote design that reduces the need for travel	Traffic planning and management: Improvement of public transport	Implementation	Start date: 2001 Expected end date: 2015 Spatial scale: Whole town or city Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Barnet, London Borough of_12	Promote alternative forms of fuel for vehicles	Promote alternative forms of fuel for vehicles	Public procurement: Other measure	Implementation	Start date: 2001 Expected end date: 2015 Spatial scale: Whole town or city Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Barnet, London Borough of_13	Encourage cleaner energy sources for buildings	Encourage cleaner energy sources for buildings	Public procurement: Low emission fuels for stationary and mobile sources	Implementation	Start date: 2001 Expected end date: 2015 Spatial scale: Whole town or city Source affected: Off-road machinery Indicator: N/A Target emissions reduction: N/A
Barnet, London Borough of_14	Encourage more efficient energy generation and use	Encourage more efficient energy generation and use	Public procurement: Low emission stationary combustion sources	Implementation	Start date: 2001 Expected end date: 2015 Spatial scale: Whole town or city Source affected: Commercial and residential sources Indicator: N/A Target emissions reduction: N/A

Measure code	Description	Focus	Classification	Status	Other information
Barnet, London Borough of_15	Promote good design and location of new development	Promote good design and location of new development	Other measure: Other measure	Implementation	Start date: 2001 Expected end date: 2015 Spatial scale: Whole agglomeration Source affected: Commercial and residential sources Indicator: N/A Target emissions reduction: N/A
Barnet, London Borough of_16	Encourage composting in the community	Encourage composting in the community	Public information and Education: Internet	Implementation	Start date: 2001 Expected end date: 2015 Spatial scale: Local Source affected: Commercial and residential sources Indicator: N/A Target emissions reduction: N/A
Barnet, London Borough of_17	Control air pollution from industrial / commercial and residential sources	Control air pollution from industrial / commercial and residential sources	Permit systems and economic instruments: IPPC permits	Implementation	Start date: 2001 Expected end date: 2015 Spatial scale: Whole town or city Source affected: Industry including heat and power production Indicator: N/A Target emissions reduction: N/A
Barnet, London Borough of_18	Monitor air quality	Monitor air quality	Public information and Education: Internet	Implementation	Start date: 2001 Expected end date: 2015 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	Congestion management	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	Traffic management	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	Bus route improvements	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

Measure code	Description	Focus	Classification	Status	Other information
Bracknell Forest Borough Council_4	Provision of real time information at road side displays, for example to encourage people to use the bus	Bus information improvements	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	Cycle network improvements	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
Bracknell Forest Borough Council_6	Further investigations into smart ticketing	Promoting travel alternatives	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	Promoting low emission transport	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	Travel plans	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
Bromley Council, London Borough of_Proposal 1.	The Council will mitigate against or resist development that is likely to cause air quality objectives to be breached, particularly within designated Air Quality Management Areas (AQMAs).	N/A	Other measure: Other measure	Implementation	Start date: 2010 Expected end date: 2030 Spatial scale: Local Source affected: Commercial and residential sources Indicator: N/A Target emissions reduction: N/A
Bromley Council, London Borough of_Proposal 2.	The Council will support and investigate the case for promoting a restriction on bonfires based on area and time.	N/A	Public information and Education: Other mechanisms	Evaluation	Start date: 2010 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
Bromley Council, London Borough of_Proposal 3.	Investigate the use of Section 106 agreements for future developments within the AQMA.	N/A	Other measure: Other measure	Implementation	Start date: 2010 Expected end date: 2030 Spatial scale: Local Source affected: Commercial and residential sources Indicator: N/A Target emissions reduction: N/A
Bromley Council, London Borough of_Proposal 4.	Encourage the use of the Mayor of London's sustainable design and construction supplementary planning guidance to mitigate against inappropriate design, layout, orientation and construction to avoid increased exposure.	N/A	Other measure: Other measure	Implementation	Start date: 2010 Expected end date: 2030 Spatial scale: Local Source affected: Commercial and residential sources Indicator: N/A Target emissions reduction: N/A
Bromley Council, London Borough of_Proposal 5.	The Council will ensure all new installations are bought into the relevant regime and existing installations are kept informed of new legislative requirements under the Pollution Prevention and Control Act 1999 and Solvent Emissions Directive.	N/A	Other measure: Other measure	Implementation	Start date: 2010 Expected end date: 2030 Spatial scale: Local Source affected: Industry including heat and power production Indicator: N/A Target emissions reduction: N/A
Bromley Council, London Borough of_Proposal 6.	The Council will continue to inform residents of the smoke control areas and where necessary take enforcement action if unauthorized fuels are burned or unauthorized appliances used.	N/A	Public information and Education: Other mechanisms	Implementation	Start date: 2010 Expected end date: 2030 Spatial scale: Local Source affected: Commercial and residential sources Indicator: N/A Target emissions reduction: N/A
Bromley Council, London Borough of_Proposal 7.	Where possible the Council will encourage, through the planning process, developers or new business premises to use low NOx burners or other cleaner fuels including the Sulphur Content of Liquid Fuels (England and Wales) Regulations 2007.	N/A	Low emission fuels for stationary and mobile sources: Regulations for fuel quality	Implementation	Start date: 2010 Expected end date: 2030 Spatial scale: Local Source affected: Industry including heat and power production Indicator: N/A Target emissions reduction: N/A
Bromley Council, London Borough of_Proposal 8.	The Council will promote energy efficiency and sustainability on new developments by supporting the Council sustainability and energy efficiency policy through the planning process.	N/A	Other measure: Other measure	Implementation	Start date: 2010 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
Bromley Council, London Borough of_Proposal 9.	The Council will encourage efficient local energy generating schemes, particularly combined heat and power and community heating schemes through the Mayor's Energy Strategy and the Mayor's London Plan (Spatial Development Strategy).	N/A	Other measure: Other measure	Implementation	Start date: 2010 Expected end date: 2030 Spatial scale: Local Source affected: Industry including heat and power production Indicator: N/A Target emissions reduction: N/A
Bromley Council, London Borough of_Proposal 10.	The Council will encourage energy efficiency measures and insulation of domestic dwellings to reduce energy use.	N/A	Public information and Education: Other mechanisms	Implementation	Start date: 2010 Expected end date: 2030 Spatial scale: Local Source affected: Commercial and residential sources Indicator: N/A Target emissions reduction: N/A
Bromley Council, London Borough of_Proposal 11.	Improve links with the energy and housing officers in order to adopt a more holistic approach to air quality.	N/A	Public information and Education: Other mechanisms	Implementation	Start date: 2010 Expected end date: 2030 Spatial scale: Local Source affected: Commercial and residential sources Indicator: N/A Target emissions reduction: N/A
Bromley Council, London Borough of_Proposal 12.	Continue to monitor air quality in Bromley, particularly for pollutants of concern such as Nitrogen Dioxide and PM10.	N/A	Other measure: Other measure	Implementation	Start date: 2010 Expected end date: 2030 Spatial scale: Local Source affected: Commercial and residential sources Indicator: N/A Target emissions reduction: N/A
Bromley Council, London Borough of_Proposal 13.	The Council will seek ways to improve publicity of pollution data and its availability to the public.	N/A	Public information and Education: Internet	Implementation	Start date: 2008 Expected end date: 2030 Spatial scale: Local Source affected: Commercial and residential sources Indicator: N/A Target emissions reduction: N/A
Bromley Council, London Borough of_Proposal 14.	Develop the London Borough of Bromley website to include real time air quality monitoring data.	N/A	Public information and Education: Other mechanisms	Preparation	Start date: 2010 Expected end date: 2030 Spatial scale: Local Source affected: Commercial and residential sources Indicator: N/A Target emissions reduction: N/A
Bromley Council, London Borough of_Proposal 15.	Provide data and monitoring services to target problematic junctions in order to improve the movement of traffic.	N/A	Public information and Education: Other mechanisms	Other	Start date: 2010 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A

Measure code	Description	Focus	Classification	Status	Other information
Bromley Council, London Borough of_Proposal 16.	Introduction of real time traffic with variable messages for Bromley town centre.	N/A	Public information and Education: Other mechanisms	Preparation	Start date: 2010 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Bromley Council, London Borough of_Proposal 17.	Provide data or monitoring services to target problematic junctions in order to improve the movement of council vehicles.	N/A	Traffic planning and management: Other measure	Implementation	Start date: 2010 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Bromley Council, London Borough of_Proposal 18.	New drivers will be trained in fuel efficient driving.	N/A	Other measure: Other measure	Other	Start date: 2010 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Bromley Council, London Borough of_Proposal 19.	Ensure the Council's fleet complies with vehicle standard requirements of Section 83 of the Environment Act 1995.	N/A	Public procurement: Other measure	Other	Start date: 2010 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Bromley Council, London Borough of_Proposal 20.	Continue to ensure that the Council's fleet vehicles comply with European emission standards.	N/A	Public procurement: Other measure	Implementation	Start date: 2010 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Bromley Council, London Borough of_Proposal 21.	The Council will encourage and support employers and other organisations wishing to establish Car Clubs and investigate the possibility of providing on road spaces available for car club vehicles where suitable off-road provision cannot be made.	N/A	Other measure: Other measure	Implementation	Start date: 2010 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Bromley Council, London Borough of_Proposal 22.	The Council will promote workplace car sharing schemes.	N/A	Other measure: Other measure	Implementation	Start date: 2010 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A

Measure code	Description	Focus	Classification	Status	Other information
Bromley Council, London Borough of_Proposal 23.	The Council will play an active role in the further development and adoption of the South London Freight Quality Partnership (SLFQP) including among other initiative trailing of night time deliveries, loading bay optimization and feasibility studies of consolidation centres.	N/A	Traffic planning and management: Freight transport measure	Planning	Start date: 2010 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Bromley Council, London Borough of_Proposal 24.	The Council will reduce pollution from unnecessarily idling vehicles through an awareness campaign and enforcement.	N/A	Traffic planning and management: Other measure	Other	Start date: 2010 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Bromley Council, London Borough of_Proposal 25.	The Air Quality Officer and Pollution Team will continue to support the London Borough of Bromey Workplace Travel Plans (LBBWTP) and as appropriate provide air quality data and expertise to maximize the potential improvements to air quality.	N/A	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2010 Expected end date: 2030 Spatial scale: Local Source affected: Commercial and residential sources Indicator: N/A Target emissions reduction: N/A
Bromley Council, London Borough of_Proposal 26.	The Council will develop strong links with the school travel plan coordinator to help identify and target those schools that due to their proximity to the more congested junctions have a proportionally greater impact on the quality of air.	N/A	Traffic planning and management: Encouragement of shift of transport modes	Other	Start date: 2010 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Bromley Council, London Borough of_Proposal 27.	The Council will continue to provide and collect additional air quality data to assist in the identification of problematic junctions adjacent to large employers and schools.	N/A	Public information and Education: Other mechanisms	Planning	Start date: 2010 Expected end date: 2030 Spatial scale: Local Source affected: Commercial and residential sources Indicator: N/A Target emissions reduction: N/A
Bromley Council, London Borough of_Proposal 28.	The Council will support and help promote the numerous initiatives as outlined in Bromley Local Implementation Plan (LIP) 2007 such as Bike Week, Walk to School Weeks, EU mobility week and the London Wide Good going campaign.	N/A	Public information and Education: Other mechanisms	Implementation	Start date: 2010 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Bromley Council, London Borough of_Proposal 29.	The Council will seek funding to implement an air quality awareness campaign at local schools that will dovetail with current schemes such as WOW (Walk on Wednesdays, Bike week, Don’t stop to drop).	N/A	Public information and Education: Other mechanisms	Planning	Start date: 2010 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A

Measure code	Description	Focus	Classification	Status	Other information
Bromley Council, London Borough of_1	The Council implements a rolling annual programme of congestion relief schemes, based on route corridors across the borough. A224 included junction capacity improvements as well as UTC introduction. A222 and A234 are currently being investigated for capacity increases.	N/A	Traffic planning and management: Other measure	Implementation	Start date: 2010 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: % delay on 'Network of Interest' Target emissions reduction: N/A
Bromley Council, London Borough of_2	The Council works with businesses developing workplace travel plans. 34 have been developed to date. Those businesses less interested in investing in a travel plan continue to receive business engagement activity, e.g. cycle training for staff, or travel awareness roadshows.	N/A	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2007 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: No. of workplace travel plans adopted Target emissions reduction: N/A
Bromley Council, London Borough of_3	As part of the workplace travel planning process, businesses are encouraged to take up smarter working practices, including home working and reducing the general need to travel.	N/A	Other measure: Other measure	Implementation	Start date: 2007 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Bromley Council, London Borough of_4	78 (70%) of the borough's 111 schools have accredited school travel plans with ongoing work to encourage others to become accredited. The Council currently has a target of max.30% children travelling to school by car. The latest data collected (2013/14) confirms this currently stands at 25%	N/A	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2004 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: No. of schools with accredited school travel plans Target emissions reduction: N/A

Measure code	Description	Focus	Classification	Status	Other information
Bromley Council, London Borough of_5	Substantial work is undertake to promote cycling as a realistic mode of transport in the borough. The Council has an in-house cycle training programme which trains over 1500 children a year and nearly 500 adults. The Council was also successful in Borough Cycling Programme funding form the Mayor of London's cycling vision and this delivers cycle parking at residential locations, stations, schools and on-highway. Work is also underway on developing new cycling routes (Quietways) across the borough as well as continuing to maintain existing routes. Prioritisation for cyclists and off-road facilities are provided wherever possible. Mode split for cycling of those journeys that originate in the borough stands at 1.2%. The Council has a target to increase this to 1.4% by 2017 and a longer term target to increase this to 3.3% by 2026.	N/A	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2001 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: No. of children and adults trained per year Target emissions reduction: N/A
Bromley Council, London Borough of_6	Walking is promoted through travel plans, investment in walking infrastructure and financially supporting the sub-regional walking network, Green Chain.	N/A	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2004 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Bromley Council, London Borough of_7	The Council has an active programme of station access projects looking to improve access and interchange to public transport.	N/A	Traffic planning and management: Improvement of public transport	Implementation	Start date: 2007 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Bromley Council, London Borough of_8	The Council is exploring the introduction of Brompton Dock at Southeastern's Bromley South rail way station. Parks are also being looked in to for cycle hire opportunities as well as other town centres including Orpington	N/A	Traffic planning and management: Expansion of bicycle and pedestrian infrastructure	Planning	Start date: 2013 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
Bromley Council, London Borough of_9	Two Quietways are proposed for delivery by the end of 2015/16 in line with the Mayor of London's Cycling Vision. Other improvements and new routes are also being sought as part of the borough's draft Cycling Strategy	N/A	Traffic planning and management: Expansion of bicycle and pedestrian infrastructure	Planning	Start date: 2015 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Bromley Council, London Borough of_10	The borough has a number of bus priority routes in place which are periodically reviewed for effectiveness. The Council also has an annual bus route resurfacing funding stream to ensure bus routes and the network they travel on is of high a quality as possible to ensure quality. Bus stop accessibility is also being worked on with non-DDA stops being looked at for improvement	N/A	Traffic planning and management: Improvement of public transport	Evaluation	Start date: 2007 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Bromley Council, London Borough of_11	The Council has explored permanent bus based park and ride as well as running a seasonal service over the Christmas period. Currently no service is operated given the lack of operational feasibility and suitable sites to accommodate the parking element.	N/A	Traffic planning and management: Improvement of public transport	Other	Start date: 2009 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Bromley Council, London Borough of_12	The Council continues to have a long term ambition for rail park and ride in the borough or just outside it on the M25. The borough suffers from railheading as commuters come into the borough boundary for rail services within the Travelcard zone.	N/A	Traffic planning and management: Improvement of public transport	Planning	Start date: 2010 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Bromley Council, London Borough of_13	Through school and workplace travel plans, children, parents and employees are encouraged to join Liftshare to share their journeys.	N/A	Other measure: Other measure	Implementation	Start date: 2007 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Bromley Council, London Borough of_14	There are currently 5 car club vehicles operating in the borough, one in Orpington, two in Bromley town centre, and two in the new Trinity Village development in Bromley Common. The Council is currently working with City Car Club to bring on a further 6-8 vehicles in the north west of the borough in the next 12 months	N/A	Other measure: Other measure	Implementation	Start date: 2010 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A

Measure code	Description	Focus	Classification	Status	Other information
Bromley Council, London Borough of_15	New developments of particular size are expected to submit Construction Management Plans through the development control process. This ensure appropriate routing of construction HGVs through the borough.	N/A	Traffic planning and management: Freight transport measure	Implementation	Start date: 2012 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Bromley Council, London Borough of_16	The Council offers residents advanced driving courses which provide skills and training to ensure greatest efficiency and advocate eco-driving techniques.	N/A	Other measure: Other measure	Implementation	Start date: 2005 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Bromley Council, London Borough of_17	The London Borough of Bromley falls within the Greater London Low Emission Zone.	N/A	Traffic planning and management: Low emission zones	Implementation	Start date: 2010 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Bromley Council, London Borough of_18	The Council is currently exploring the use of a car club to replace the pool car fleet and to transfer the majority of business travel mileage to.	N/A	Traffic planning and management: Encouragement of shift of transport modes	Planning	Start date: 2015 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Bromley Council, London Borough of_19	Five electric vehicle charge points have been installed in the borough over the past 8 months to add to the existing publicly available private sector network of 4 charge points (known to the Council) bringing the total to 9.	N/A	Public procurement: Other measure	Implementation	Start date: 2013 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Broxbourne Borough Council_13	Car Share Scheme	Emission reduction	Other measure: Other measure	Implementation	Start date: 2012 Expected end date: 2012 Spatial scale: Local Source affected: Transport Indicator: Lower car use Target emissions reduction: Unknown
Broxbourne Borough Council_14	Bike Purchase Scheme	Emission reduction	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2011 Expected end date: 2011 Spatial scale: Local Source affected: Transport Indicator: More people cycling Target emissions reduction: Unknown

Measure code	Description	Focus	Classification	Status	Other information
Broxbourne Borough Council_15	Child Cycling Promotion	Emission reduction	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2011 Expected end date: 2011 Spatial scale: Local Source affected: Transport Indicator: More children cycling Target emissions reduction: Unknown
Broxbourne Borough Council_16	Declare Borough “Smokeless”	Emission reduction	Other measure: Other measure	Implementation	Start date: 2009 Expected end date: 2009 Spatial scale: Local Source affected: Other, please specify Indicator: Borough declared smokeless Target emissions reduction: Unknown
Broxbourne Borough Council_17	Low emission vehicles	Emission reduction	Public procurement: Other measure	Implementation	Start date: 2009 Expected end date: 2009 Spatial scale: National Source affected: Transport Indicator: Plug in use Target emissions reduction: Unknown
Broxbourne Borough Council_18	Pool Cars	Emission reduction	Public procurement: Other measure	Implementation	Start date: 2009 Expected end date: 2009 Spatial scale: Local Source affected: Transport Indicator: Lower car use Target emissions reduction: Unknown
Broxbourne Borough Council_19	Local Transport Plan	Waltham Cross	Traffic planning and management: Other measure	Implementation	Start date: 2007 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: Improved traffic flow Target emissions reduction: Unknown
Broxbourne Borough Council_20	Local Transport Plan	Cheshunt	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2007 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: Improved traffic flow Target emissions reduction: Unknown

Measure code	Description	Focus	Classification	Status	Other information
Broxbourne Borough Council_21	Local Transport Plan	Broxbourne	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2007 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: Improved traffic flow Target emissions reduction: Unknown
Broxbourne Borough Council_22	Local Transport Plan	Hoddesdon	Traffic planning and management: Other measure	Implementation	Start date: 2007 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: Improved traffic flow Target emissions reduction: Unknown
Broxbourne Borough Council_23	Homeworking	Emission reduction	Other measure: Other measure	Implementation	Start date: 2011 Expected end date: 2011 Spatial scale: Whole agglomeration Source affected: Transport Indicator: More staff working from home Target emissions reduction: Unknown
Camden, London Borough of_1	Undertake measures to increase walking and cycling in the borough.	N/A	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2013 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: . Percentage reduction in resident trips made by car and motorcycle . Percentage increase in cycling as a proportion of traffic flow Target emissions reduction: N/A
Camden, London Borough of_2	Undertake travel awareness initiatives which make links with improving air quality.	N/A	Public information and Education: Other mechanisms	Implementation	Start date: 2013 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: . Number of events/yr (and number of attendees where possible) . Inclusion of air quality information/advice in relevant communications Target emissions reduction: N/A
Camden, London Borough of_3	Use car-clubs as a means to encourage residents to give up owning a car and to drive less.	N/A	Other measure: Other measure	Evaluation	Start date: 2013 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: Number of new car club members Target emissions reduction: N/A

Measure code	Description	Focus	Classification	Status	Other information
Camden, London Borough of_4	Work in partnership with schools and businesses by providing advice to encourage the adoption of travel plans.	N/A	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2013 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: Number of travel plans produced/yr Target emissions reduction: N/A
Camden, London Borough of_5	Support the uptake of low emission (electric and bio-methane) vehicles.	N/A	Public procurement: Other measure	Implementation	Start date: 2013 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: . Uptake of low emission vehicles . Number of electric charging points . Number of times Camden electric vehicle trials video is viewed Target emissions reduction: N/A
Camden, London Borough of_6	Provide guidance and information about low emission vehicles to residents and local businesses.	N/A	Public information and Education: Internet	Implementation	Start date: 2013 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: . Number of people using Camden's web-based advice Target emissions reduction: N/A
Camden, London Borough of_7	Undertake awareness-raising to encourage drivers to employ smarter driving techniques and switch off their engines, and raise awareness about the impact of tyre and break wear.	N/A	Public information and Education: Other mechanisms	Implementation	Start date: 2013 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: . Incorporating messages into relevant communication channels and campaigns Target emissions reduction: N/A
Camden, London Borough of_8	Increase the proportion of low emission vehicles in our fleet, and reduce fuel usage.	N/A	Retrofitting: Retrofitting emission control equipment to vehicles	Implementation	Start date: 2013 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: . % change in emissions (kg) from Council vehicle fleet/annum against 2009/10 baseline Target emissions reduction: N/A
Camden, London Borough of_9	Review Camden's Corporate Travel Plan and introduce new measures to reduce staff travel by car.	N/A	Public information and Education: Other mechanisms	Implementation	Start date: 2013 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: . Number of events/promotions to encourage walking and cycling Target emissions reduction: N/A

Measure code	Description	Focus	Classification	Status	Other information
Camden, London Borough of_10	Update and adhere to Camden's Green Fleet Policy.	N/A	Other measure: Other measure	Evaluation	Start date: 2013 Expected end date: 2015 Spatial scale: Local Source affected: Transport Indicator: . % of vehicles purchased/leased in line with policy Target emissions reduction: N/A
Camden, London Borough of_11	Undertake a feasibility study into a freight consolidation centre for Camden's deliveries.	N/A	Traffic planning and management: Freight transport measure	Implementation	Start date: 2014 Expected end date: 2016 Spatial scale: Whole agglomeration Source affected: Transport Indicator: . Development of study with proposals for next steps Target emissions reduction: N/A
Camden, London Borough of_12	Seek opportunities to improve the sustainability of Camden's fleet through the Carbon Management Plan (CMP).	N/A	Other measure: Other measure	Implementation	Start date: 2013 Expected end date: 2020 Spatial scale: Local Source affected: Transport Indicator: . Number and type of projects funded through the CMP Target emissions reduction: N/A
Camden, London Borough of_13	Develop and trial technologically advanced cargo cycle vehicles in public/private partnership.	N/A	Traffic planning and management: Freight transport measure	Evaluation	Start date: 2013 Expected end date: 2013 Spatial scale: Whole agglomeration Source affected: Transport Indicator: . Development of vehicle and operation of trial Target emissions reduction: N/A
Camden, London Borough of_14	Require developers to undertake an air quality assessment (AQA) in circumstances where a new development could have a negative impact on air quality, and provide an air pollution mitigation plan where necessary.	N/A	Other measure: Other measure	Implementation	Start date: 2013 Expected end date: 2030 Spatial scale: Local Source affected: Commercial and residential sources Indicator: . Number of planning applications assessed and regulated through AQAs Target emissions reduction: N/A
Camden, London Borough of_15	Require developers to submit Construction Management Plans in accordance with the London Best Practise Guidance to Control Dust and Emissions from Construction and Demolition. Through onsite pollutant monitoring, ensure that large developments are adhering to the CMP requirements.	N/A	Other measure: Other measure	Implementation	Start date: 2013 Expected end date: 2030 Spatial scale: Local Source affected: Commercial and residential sources Indicator: . Number of Construction Management Plans and monitoring requirements included for relevant developments Target emissions reduction: N/A

Measure code	Description	Focus	Classification	Status	Other information
Camden, London Borough of_16	Continue to use planning conditions and obligations to require developers to adopt measures which will reduce transport emissions, such as requesting travel and business plans, installing electric vehicle recharging infrastructure, and allocating car club bays.	N/A	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2013 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: . Number of sites with reduced parking . Number of sites with cycle parking facilities . Number of sites with EV charging points and car club spaces Target emissions reduction: N/A
Camden, London Borough of_17	Review and update Camden's air quality policies and guidance in line with the National Planning Policy Framework April 2012, and revised Best Practice Construction Guidance from the GLA, which is due end at the end of 2012.	N/A	Other measure: Other measure	Evaluation	Start date: 2013 Expected end date: 2013 Spatial scale: Local Source affected: Commercial and residential sources Indicator: . Guidance updated and followed Target emissions reduction: N/A
Camden, London Borough of_18	Require development sites to meet the Mayor of London's energy hierarchy, with high standards of sustainable building design and construction, and consideration of CHP and renewables. Developers must ensure that best practice requirements for controlling NOx and PM10 emissions from biomass boilers and CHP are met.	N/A	Other measure: Other measure	Implementation	Start date: 2013 Expected end date: 2030 Spatial scale: Local Source affected: Commercial and residential sources Indicator: . Number of biomass boilers/CHP installed with conditions/obligations set to control emissions Target emissions reduction: N/A
Camden, London Borough of_19	20MPH speed zone	N/A	Traffic planning and management: Reduction of speed limits and control	Evaluation	Start date: 2014 Expected end date: 2014 Spatial scale: Local Source affected: Transport Indicator: Introduction of policy Target emissions reduction: N/A
Camden, London Borough of_20	Increase and encourage cycling through urban realm work	N/A	Traffic planning and management: Expansion of bicycle and pedestrian infrastructure	Implementation	Start date: 2013 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: Ongoing projects with specific aims and indicators Target emissions reduction: N/A
Camden, London Borough of_21	Restructuring road network to increase public transport usage	N/A	Traffic planning and management: Improvement of public transport	Preparation	Start date: 2013 Expected end date: 2020 Spatial scale: Local Source affected: Transport Indicator: Ongoing projects with specific aims and indicators Target emissions reduction: N/A

Measure code	Description	Focus	Classification	Status	Other information
Camden, London Borough of_22	Working from home at 5PS	N/A	Other measure: Other measure	Evaluation	Start date: 2014 Expected end date: 2014 Spatial scale: Whole agglomeration Source affected: Transport Indicator: Number of people working from home on any given day Target emissions reduction: N/A
Camden, London Borough of_23	Reduce emissions from NRMM and other construction sources through best practice measures	N/A	Low emission fuels for stationary and mobile sources: Other measure	Implementation	Start date: 2014 Expected end date: 2016 Spatial scale: Whole agglomeration Source affected: Off-road machinery Indicator: Ongoing projects with specific aims and indicators Target emissions reduction: N/A
Camden, London Borough of_25	Camden will promote the adoption of fuel saving measures to residents through the Green Camden campaign.	N/A	Public information and Education: Other mechanisms	Implementation	Start date: 2013 Expected end date: 2030 Spatial scale: Local Source affected: Commercial and residential sources Indicator: . Number of residents receiving advice . Number of home energy visits Target emissions reduction: N/A
Camden, London Borough of_26	Camden will promote the adoption of fuel saving measures to businesses through the Camden Climate Change Alliance.	N/A	Public information and Education: Other mechanisms	Implementation	Start date: 2013 Expected end date: 2030 Spatial scale: Local Source affected: Commercial and residential sources Indicator: . Number of new business subscribed to Climate Change Alliance/yr Target emissions reduction: N/A
Camden, London Borough of_27	Ensure forthcoming planned awareness-raising projects (Campaign Days, Business project, and Clean Air for Schools) include awareness raising about the link with boilers and air quality, to reduce boiler usage and ensure newly installed boilers are low-NOx.	N/A	Public information and Education: Other mechanisms	Implementation	Start date: 2013 Expected end date: 2030 Spatial scale: Local Source affected: Commercial and residential sources Indicator: . The forthcoming detailed campaign plans will include specific measurable outcomes Target emissions reduction: N/A
Camden, London Borough of_28	Continue to undertake energy efficiency improvement work in the Council’s own buildings.	N/A	Other measure: Other measure	Implementation	Start date: 2013 Expected end date: 2030 Spatial scale: Local Source affected: Commercial and residential sources Indicator: . Progress with insulation and improvement programmes Target emissions reduction: N/A

Measure code	Description	Focus	Classification	Status	Other information
Camden, London Borough of_29	Reduce gas consumption from Camden's Corporate Property (excluding housing).	N/A	Other measure: Other measure	Implementation	Start date: 2013 Expected end date: 2030 Spatial scale: Local Source affected: Commercial and residential sources Indicator: . Reduction in gas consumption Target emissions reduction: N/A
Camden, London Borough of_30	Ensure that all Part B Installations in the borough maintain the highest standards of air pollution emission control.	N/A	Permit systems and economic instruments: Other measure	Implementation	Start date: 2013 Expected end date: 2030 Spatial scale: Local Source affected: Commercial and residential sources Indicator: . Number of Part B Installations meeting Target emissions reduction: N/A
Camden, London Borough of_31	Reducing the number of diesel cars in the borough through reviewing resident parking permit charging	N/A	Permit systems and economic instruments: Introduction/increase of environment charges	Implementation	Start date: 2012 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: Number of diesel resident permits Target emissions reduction: N/A
Corporation of the City of London_1	An annual report of air quality data is published and placed on the City Corporation web site.	N/A	Public information and Education: Internet	Implementation	Start date: 2001 Expected end date: 2001 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Corporation of the City of London_2	Current data from air quality monitors is made available to the public on the London Air Quality Network web site.	N/A	Public information and Education: Internet	Implementation	Start date: 2001 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Corporation of the City of London_3	Air quality data issued to generate pollution alerts and messages via the CityAir Smart Phone App and the CityAir App web site	N/A	Public information and Education: Other mechanisms	Implementation	Start date: 2014 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Corporation of the City of London_4	The City Corporation makes resources available through Community Infrastructure Levy, Section 106 and Local Implementation Plan funding to improve local air quality.	N/A	Other measure: Other measure	Implementation	Start date: 2001 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
Corporation of the City of London_5	The City Corporation has an Air Quality Strategy 2015 - 2020 with 60 actions	N/A	Other measure: Other measure	Implementation	Start date: 2015 Expected end date: 2020 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Corporation of the City of London_6	The City Corporation will support the GLA with the introduction of the Ultra-Low Emission Zone.	N/A	Traffic planning and management: Low emission zones	Planning	Start date: 2019 Expected end date: 2020 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Corporation of the City of London_7	The City Corporation has been designated a Mayor of London Clean Air Borough.	N/A	Other measure: Other measure	Implementation	Start date: 2016 Expected end date: 2020 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Corporation of the City of London_8	The City Corporation engages with businesses in the Square Mile under the CityAir programme.	N/A	Other measure: Other measure	Implementation	Start date: 2010 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Corporation of the City of London_9	The City Corporation will work with major City businesses to consider options for phasing out standby generators that run solely on diesel.	N/A	Other measure: Other measure	Planning	Start date: 2017 Expected end date: 2020 Spatial scale: Local Source affected: Commercial and residential sources Indicator: N/A Target emissions reduction: N/A
Corporation of the City of London_10	The City Corporation will further develop work with Bart's Health NHS Trust to reduce the impact of the trust on local air quality and raise awareness among vulnerable patients.	N/A	Other measure: Other measure	Implementation	Start date: 2013 Expected end date: 2020 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Corporation of the City of London_11	The City Corporation will continue to enforce its policy of no unnecessary vehicle engine idling in the Square Mile	N/A	Traffic planning and management: Other measure	Implementation	Start date: 2012 Expected end date: 2020 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Corporation of the City of London_12	The City Corporation has developed a freight strategy that will assist in reducing the impact of freight distribution on air quality	N/A	Traffic planning and management: Freight transport measure	Planning	Start date: 2015 Expected end date: 2020 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A

Measure code	Description	Focus	Classification	Status	Other information
Corporation of the City of London_13	The City Corporation ensures that proposed changes to road schemes will be assessed for impact on local air quality.	N/A	Traffic planning and management: Other measure	Implementation	Start date: 2008 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Corporation of the City of London_14	Options for implementing measures to significantly reduce the impact on pedestrians of air pollution in Beech Street are being considered	N/A	Traffic planning and management: Low emission zones	Evaluation	Start date: 2017 Expected end date: 2019 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Corporation of the City of London_15	The City Corporation requires air quality assessments for developments adjacent to sensitive premises such as residential properties, Doctors' surgeries, schools and St. Bartholomew's Hospital.	N/A	Other measure: Other measure	Implementation	Start date: 2001 Expected end date: 2030 Spatial scale: Local Source affected: Commercial and residential sources Indicator: N/A Target emissions reduction: N/A
Corporation of the City of London_16	The City Corporation discourages the use of biomass and biofuels as a form of energy in new developments	N/A	Other measure: Other measure	Implementation	Start date: 2010 Expected end date: 2030 Spatial scale: Local Source affected: Commercial and residential sources Indicator: N/A Target emissions reduction: N/A
Corporation of the City of London_17	All gas boilers in commercial developments are required to have a NOx rating of <40mgNOx/kWh.	N/A	Other measure: Other measure	Implementation	Start date: 2010 Expected end date: 2030 Spatial scale: Local Source affected: Commercial and residential sources Indicator: N/A Target emissions reduction: N/A
Corporation of the City of London_18	NOx emissions from combined heat and power (CHP) plant are required to meet the GLA emission limits.	N/A	Other measure: Other measure	Implementation	Start date: 2010 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
Corporation of the City of London_19	All new developments with > 1000m2 floor space or >10 residential units need to demonstrate that they are air quality neutral in line with the requirements of London Plan Policy 7.14. If the development is not air quality neutral, off-setting will be required. Guidance will be produced outlining suitable options for offsetting in the Square Mile.	N/A	Other measure: 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
Corporation of the City of London_20	The City Corporation ensures that all boilers, generators and CHP plant are installed to ensure minimal impact on local air quality.	N/A	Other measure: 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
Corporation of the City of London_21	The City Corporation is developing a policy on the use of standby generators for generating energy other than when electricity supplies are interrupted.	N/A	Other measure: Other measure	Implementation	Start date: 2017 Expected end date: 2018 Spatial scale: Local Source affected: Commercial and residential sources Indicator: N/A Target emissions reduction: N/A
Corporation of the City of London_22	All non road mobile machinery used in the city must meet stage 3B emission limits	N/A	Other measure: Other measure	Implementation	Start date: 2015 Expected end date: 2030 Spatial scale: Local Source affected: Off-road machinery Indicator: N/A Target emissions reduction: N/A
Corporation of the City of London_23	The City Corporation updates its best practice guide on minimising emissions from construction and demolition regularly in order to reflect best practice. All companies employed in demolition, construction and street works that work in the Square Mile are required to adhere to it	N/A	Other measure: Other measure	Implementation	Start date: 2010 Expected end date: 2030 Spatial scale: Local Source affected: Other, please specify Indicator: N/A Target emissions reduction: N/A
Corporation of the City of London_24	The City Corporation has introduced a policy to not purchase any new diesel vehicles	N/A	Public procurement: New vehicles, including low emission vehicles	Implementation	Start date: 2016 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
Corporation of the City of London_25	The City Corporation ensures that major contracts include standards to reduce the impact on local air quality.	N/A	Public procurement: New vehicles, including low emission vehicles	Implementation	Start date: 2014 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Corporation of the City of London_26	The City Corporation works with schools to provide information on how to reduce the impact of air pollution on children's health.	N/A	Public information and Education: Other mechanisms	Implementation	Start date: 2010 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Corporation of the City of London_27	The City Corporation has developed a general communications strategy to inform people of action they can take to reduce exposure to air pollution.	N/A	Public information and Education: Other mechanisms	Implementation	Start date: 2016 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Corporation of the City of London_28	The City Corporation has developed a free CityAir Smart Phone App to provide information about air pollution alerts.	N/A	Public information and Education: Other mechanisms	Implementation	Start date: 2014 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Corporation of the City of London_29	The City Corporation has identified exposure hotspots with high footfall and high concentrations.	N/A	Other measure: Other measure	Implementation	Start date: 2016 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Corporation of the City of London_30	The City is a 20mph zone	N/A	Traffic planning and management: Reduction of speed limits and control	Implementation	Start date: 2014 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Corporation of the City of London_31	The City is establishing a Low Emission Neighbourhood	N/A	Public procurement: Other measure	Planning	Start date: 2016 Expected end date: 2019 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A

Measure code	Description	Focus	Classification	Status	Other information
Croydon, London Borough of_1	Low Emission Strategies	Reduce road transport emissions from new developments through the planning system , Low Emission Strategies, Low Emission Infrastructure	Other measure: Other measure	Implementation	Start date: 2009 Expected end date: 2017 Spatial scale: Local Source affected: Transport Indicator: Reduce transport emissions from new developments. Promote pool car scheme for the council Target emissions reduction: 0.1
Croydon, London Borough of_2	Idling Vehicles	Reduce emissions in the AQMA by carrying out awareness raising and enforcement patrols for vehicles idling unnecessarily with a particular focus on schools	Traffic planning and management: Other measure	Implementation	Start date: 2005 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: Reduction in the number of vehicles found idling Target emissions reduction: 0.1
Croydon, London Borough of_3	Air Quality and freight	Reduce impact of freight journeys in Croydon on air pollution	Other measure: Other measure	Implementation	Start date: 2009 Expected end date: 2017 Spatial scale: Local Source affected: Transport Indicator: Reduction in emissions from freight vehicles. Minimise impact on congestion, noise and visual intrusion Target emissions reduction: 0.1
Croydon, London Borough of_4	Clean Air 4 Schools	Raise awareness of air pollution to change both children and parent behaviours to reduce pollution	Public information and Education: Other mechanisms	Evaluation	Start date: 2012 Expected end date: 2015 Spatial scale: Local Source affected: Transport Indicator: Increased awareness of air pollution. Increased number of children walking and cycling to school. Decrease in engine idling outsides schools Target emissions reduction: 0.1
Croydon, London Borough of_5	Non-Road Transport Emissions	Reduce emissions from non-road sources - domestic and commercial	Other measure: Other measure	Implementation	Start date: 2010 Expected end date: 2017 Spatial scale: Local Source affected: Commercial and residential sources Indicator: Reduction in NO2, PM's and CO2 emissions Target emissions reduction: 10-12%

Measure code	Description	Focus	Classification	Status	Other information
Croydon, London Borough of_6	AirTEXT and 'Breathe Better Together' (BBT) project	Minimise exposure of vulnerable people to pollution episodes, improve quality of life and reduce hospital and GP visits. The MAQS aims to work with the government to continue the service and aims to signup 250,000 participants.	Public information and Education: Other mechanisms	Other	Start date: 2007 Expected end date: 2017 Spatial scale: Local Source affected: Transport Indicator: Reduce need for hospital or GP visits. BBT - reduce travel by car, reduce exposure to air pollution by changing behaviour. Target emissions reduction: N/A
Croydon, London Borough of_7	Encouraging Smarter Travel Behaviour	Reduce emissions from road transport by supporting people to make behavioural changes	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2008 Expected end date: 2017 Spatial scale: Local Source affected: Transport Indicator: Reduce transport emissions via development of smarter travel schemes, encouraging use of low or zero emission transport, providing right information to public Target emissions reduction: 2-5%
Croydon, London Borough of_8	Improving the Public Realm	Reduce emissions from bonfires by working with the GLA to discourage bonfires. Promote green rooks and living walls through the schools programme and new developments as part of a LES through the planning system.	Other measure: Other measure	Implementation	Start date: 2011 Expected end date: 2017 Spatial scale: Local Source affected: Commercial and residential sources Indicator: Reduction in various pollutant emissions and reduction in nuisance complaints. Reduce impact of PM's through the use of green infrastructure Target emissions reduction: 2-5%
Croydon, London Borough of_9	Low Emission Zone	Reduce total road traffic related emissions	Traffic planning and management: Other measure	Implementation	Start date: 2008 Expected end date: 2008 Spatial scale: Whole agglomeration Source affected: Transport Indicator: Meet Euro III Target emissions reduction: 0.066
Croydon, London Borough of_10	TfL Road network	Reduce total road traffic related emissions and congestion	Traffic planning and management: Other measure	Implementation	Start date: 2010 Expected end date: 2012 Spatial scale: Local Source affected: Transport Indicator: Allow for a smoother traffic flow along the A23 to reduce emissions and congestion Target emissions reduction: 0.05

Measure code	Description	Focus	Classification	Status	Other information
Croydon, London Borough of_11	Croydon Town Centre Construction Logistics Plan	To help manage the potential impact of the works in the Town centre. Reduce road traffic related emissions. Reduce impact of freight journeys. Reduce PM from construction sites	Traffic planning and management: Freight transport measure	Planning	Start date: 2014 Expected end date: 2020 Spatial scale: Local Source affected: Transport Indicator: Reduce NO2, PM's. Minimise congestion and freight movements Target emissions reduction: 10-12%
Croydon, London Borough of_12	Beddington Lane Air Quality Improvements	Improve air quality within a geographical area by applying a package of measures simultaneously by focusing on several industries and vehicle movements	Other measure: Other measure	Planning	Start date: 2015 Expected end date: 2020 Spatial scale: Local Source affected: Transport Indicator: Reduce NO2, PM's. Minimise congestion and freight movements Target emissions reduction: 10-12%
Croydon, London Borough of_13	Development of an air quality website for the South London Air Quality Cluster Group	Raise public awareness of air quality problems	Public information and Education: Internet	Other	Start date: 2012 Expected end date: 2014 Spatial scale: Local Source affected: Transport Indicator: Raise awareness Target emissions reduction: N/A
Dacorum Borough Council_1	Improve links with the Local Transport Plan	Measures to ensure the current poor air quality in the three AQMAs is improved where possible and to avoid future problems are implemented via the Local Transport Plan.	Other measure: Other measure	Preparation	Start date: 2015 Expected end date: 2016 Spatial scale: Local Source affected: Transport Indicator: Integration of AQAP into LTP Target emissions reduction: Medium
Dacorum Borough Council_2	Improve links with the Local Planning and Development Framework	Local planning considerations aim to mitigate the cumulative negative air quality impacts of new development	Other measure: Other measure	Preparation	Start date: 2015 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: No. of planning applications assessed and regulated by AQ assessments, no. of construction management plans, no. of sites with travel plans, reduced parking, cycle parking facilities and EV charge points, supplementary planning guidance. Target emissions reduction: Medium

Measure code	Description	Focus	Classification	Status	Other information
Dacorum Borough Council_3	Improve links with Public Health	Strengthen the link between Public Health and air quality	Other measure: Other measure	Implementation	Start date: 2015 Expected end date: 2016 Spatial scale: Local Source affected: Transport Indicator: Policies, relationships and processes in place to ensure AQ is considered wherever relevant. Creation of Hertfordshire AQ Strategy. No. of successful funding bids. Target emissions reduction: Medium
Dacorum Borough Council_4	Junction Investigations	To obtain information to enable junction layouts and traffic light signal phasing to be altered to improve traffic flow within AQMAs	Traffic planning and management: Other measure	Planning	Start date: 2015 Expected end date: 2016 Spatial scale: Local Source affected: Transport Indicator: Undertake junction investigation Target emissions reduction: N/A
Dacorum Borough Council_5	ANPR Traffic Study	Obtain detailed traffic movement data in order to improve air quality within the London Road, Apsley AQMA	Traffic planning and management: Other measure	Planning	Start date: 2015 Expected end date: 2016 Spatial scale: Local Source affected: Transport Indicator: Undertake ANPR traffic study Target emissions reduction: N/A
Dacorum Borough Council_6	Congestion study	Obtain available congestion study data in order to target future measures	Traffic planning and management: Other measure	Planning	Start date: 2015 Expected end date: 2016 Spatial scale: Local Source affected: Transport Indicator: Undertake investigation specific to London Road, Apsley. Undertake review of Hertfordshire's Congestion Action Plan. Target emissions reduction: N/A
Dacorum Borough Council_7	Road signage and satellite navigation alterations	Determine the significance of the current road signage on AQMA through-traffic	Traffic planning and management: Other measure	Planning	Start date: 2015 Expected end date: 2016 Spatial scale: Local Source affected: Transport Indicator: Undertake road signage investigation. Undertake investigation into satellite navigation rerouting. Target emissions reduction: Medium

Measure code	Description	Focus	Classification	Status	Other information
Dacorum Borough Council_8	Potential relocation of bus stops	Determine significance of stationary buses on congestion within the AQMAs	Traffic planning and management: Other measure	Planning	Start date: 2015 Expected end date: 2016 Spatial scale: Local Source affected: Transport Indicator: Undertake bus stop investigations Target emissions reduction: High
Dacorum Borough Council_9	Determine significance of school traffic	Determine the significance of school traffic within the High Street, Northchurch AQMA to target future measures.	Traffic planning and management: Other measure	Preparation	Start date: 2015 Expected end date: 2016 Spatial scale: Local Source affected: Transport Indicator: Undertake review of automatic monitoring station data Target emissions reduction: N/A
Dacorum Borough Council_10	Potential relocation of on-street parking	Determine the significance of on-street parking on congestion within the High Street, Northchurch AQMA	Traffic planning and management: Other measure	Planning	Start date: 2015 Expected end date: 2016 Spatial scale: Local Source affected: Transport Indicator: Undertake on-street parking investigation Target emissions reduction: High
Dacorum Borough Council_11	Promote use of electric vehicles	Encourage the uptake and use of electric vehicles	Public procurement: New vehicles, including low emission vehicles	Planning	Start date: 2015 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: No. of EV enquiries, increased EV charge point and EV Car Club usage etc. Target emissions reduction: Low
Dacorum Borough Council_12	Promote car share schemes	Increase awareness and uptake of existing car share schemes	Other measure: Other measure	Implementation	Start date: 2015 Expected end date: 2016 Spatial scale: Local Source affected: Transport Indicator: Increase in no. of registered car share members, investigate possibility of free/priority parking, investigate viability/interest in Council car share scheme. Target emissions reduction: Medium
Dacorum Borough Council_13	Green incentives for taxi drivers	Encourage taxi companies / drivers to use less polluting vehicles	Permit systems and economic instruments: Introduction/increase of environment taxes	Planning	Start date: 2015 Expected end date: 2016 Spatial scale: Local Source affected: Transport Indicator: Discuss with Licensing Team to determine viability and possible implementation. Target emissions reduction: Low

Measure code	Description	Focus	Classification	Status	Other information
Dacorum Borough Council_14	Reducing emissions from goods vehicles within the AQMAs	Target reduced emissions from goods vehicles operating within the three AQMAs	Traffic planning and management: Freight transport measure	Planning	Start date: 2015 Expected end date: 2017 Spatial scale: Local Source affected: Transport Indicator: Initiate meeting with local freight companies and businesses and report outcomes etc. Target emissions reduction: Medium
Dacorum Borough Council_15	Reducing emissions from Council fleet	Target reduced emissions from Council fleet vehicles	Public procurement: Other measure	Implementation	Start date: 2015 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: EMS performance indicator for annual fuel usage reduction, No. of LEV purchased, Corporate travel plan etc. Target emissions reduction: Low
Dacorum Borough Council_16	Encouraging smarter driving	Raise awareness of the benefits of smarter driving techniques	Other measure: Other measure	Planning	Start date: 2015 Expected end date: 2016 Spatial scale: Local Source affected: Transport Indicator: Incorporating messages into relevant communication channels and campaigns. Investigate viability of training. Target emissions reduction: Medium
Dacorum Borough Council_17	Promote travel planning	Encourage a shift to more sustainable forms of travel, or reducing the need for travel	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2015 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: No. of travel plans produced/yr, No. of new or refreshed school travel plans produced/yr, Creation of corporate travel plan. Target emissions reduction: Medium
Dacorum Borough Council_18	Promote walking and cycling	Encourage a shift to more sustainable, healthier forms of travel	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2015 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: No. of new members to walking groups, Progress with DBC Cycling Strategy, No. of applicants for ‘Cycle to Work’ scheme, No. of participants in national and local events, No. of employees walking /cycling to the Council. Target emissions reduction: Medium

Measure code	Description	Focus	Classification	Status	Other information
Dacorum Borough Council_19	Promote the use of public transport	Encourage a shift to more sustainable forms of transport	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2015 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: Progress against targets within Herts Bus Strategy, Increased bus patronage, Bus route and timetabling investigation. Target emissions reduction: Medium
Dacorum Borough Council_20	Promote TravelSmart projects	To increase awareness of travel choices and encourage changes in behaviour that will contribute to improving local air quality	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2015 Expected end date: 2016 Spatial scale: Local Source affected: Transport Indicator: Publicise findings of Hemel Hempstead TravelSmart project. Identify further areas and potential sources of funding. Target emissions reduction: Medium
Dartford Borough Council_4	Speed restriction and enforcement	Reduce emissions	Traffic planning and management: Other measure	Implementation	Start date: 2010 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Dartford Borough Council_5	Use of variable message signs	Ease congestion - Reduce emissions	Traffic planning and management: Other measure	Implementation	Start date: 2010 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Dartford Borough Council_6	Assessment of the impact of the toll system	Ease congestion - Reduce emissions	Traffic planning and management: Other measure	Implementation	Start date: 2012 Expected end date: 2014 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Dartford Borough Council_7	Improved screening	Reduce exposure	Traffic planning and management: Other measure	Evaluation	Start date: 2005 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Dartford Borough Council_8	Junction improvements St Clements Way A226/B255	Smooth traffic flow at a congestion hotspot	Traffic planning and management: Other measure	Evaluation	Start date: 2011 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
Dartford Borough Council_9	Improvements at Bean Interchange	Reduction in congestion	Traffic planning and management: Other measure	Evaluation	Start date: 2011 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Dartford Borough Council_10	Traffic Management Improvements - Dartford UTMC	Improve traffic management	Traffic planning and management: Other measure	Evaluation	Start date: 2011 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Dartford Borough Council_11	Public transport infrastructure improvements: Fastrack	Alternatives to private vehicle use	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2006 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Dartford Borough Council_12	Fastrack replacement of vehicles	Reduce emissions	Public procurement: New vehicles, including low emission vehicles	Implementation	Start date: 2015 Expected end date: 2015 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Dartford Borough Council_13	Encouraging cleaner vehicles and quality partnerships with operators	Reduce emissions	Public procurement: New vehicles, including low emission vehicles	Implementation	Start date: 2003 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Dartford Borough Council_14	Commitment to partnership working (action plan working group and KAQP)	Other	Other measure: Other measure	Implementation	Start date: 2001 Expected end date: 2030 Spatial scale: Local Source affected: Commercial and residential sources Indicator: N/A Target emissions reduction: N/A
Dartford Borough Council_15	Energy efficiency schemes domestic and commercial	Reduce emissions	Other measure: Other measure	Implementation	Start date: 2001 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
Dartford Borough Council_16	Improved awareness and dissemination of air quality information, including development of web site	Public information	Public information and Education: Internet	Implementation	Start date: 2008 Expected end date: 2030 Spatial scale: Local Source affected: Other, please specify Indicator: N/A Target emissions reduction: N/A
Dartford Borough Council_17	Liaise with Health Authority on provision of information and advice on health effects	Public information	Public information and Education: Other mechanisms	Implementation	Start date: 2008 Expected end date: 2030 Spatial scale: Local Source affected: Other, please specify Indicator: N/A Target emissions reduction: N/A
Ealing, London Borough of_1	Corridor 1a Acton Section	N/A	Traffic planning and management: Other measure	Implementation	Start date: 2011 Expected end date: 2015 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Ealing, London Borough of_2	Corridor 1b - Uxbridge Road (Southall section)	N/A	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2013 Expected end date: 2015 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Ealing, London Borough of_3	Corridor 1c - Uxbridge Road (Hanwell/West Ealing section)	N/A	Traffic planning and management: Other measure	Planning	Start date: 2014 Expected end date: 2017 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Ealing, London Borough of_4	Corridor 1d - Uxbridge Road (Ealing Broadway section)	N/A	Traffic planning and management: Other measure	Planning	Start date: 2014 Expected end date: 2017 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Ealing, London Borough of_5	Corridor 4 - West Ealing north - south corridor	N/A	Traffic planning and management: Other measure	Implementation	Start date: 2014 Expected end date: 2017 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A

Measure code	Description	Focus	Classification	Status	Other information
Ealing, London Borough of_6	Corridor 5 Southall South Rd & King St	N/A	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2014 Expected end date: 2017 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Ealing, London Borough of_7	Corridor 8 Greenford town centre	N/A	Traffic planning and management: Other measure	Implementation	Start date: 2011 Expected end date: 2017 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Ealing, London Borough of_8	Corridor 11 Mandeville Rd Northolt	N/A	Traffic planning and management: Encouragement of shift of transport modes	Preparation	Start date: 2014 Expected end date: 2017 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Ealing, London Borough of_9	Grand Union Canal towpath cycling improvements	N/A	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2011 Expected end date: 2017 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Ealing, London Borough of_10	Neighbourhood 3 - Perivale (Bilton Road)	N/A	Traffic planning and management: Freight transport measure	Implementation	Start date: 2011 Expected end date: 2015 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Ealing, London Borough of_11	Neighbourhood 25 -Bollo Lane/South Parade	N/A	Traffic planning and management: Reduction of speed limits and control	Implementation	Start date: 2011 Expected end date: 2015 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Ealing, London Borough of_12	Borough Wide Studies	N/A	Traffic planning and management: Other measure	Planning	Start date: 2014 Expected end date: 2017 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Ealing, London Borough of_13	Surveys and monitoring	N/A	Traffic planning and management: Other measure	Evaluation	Start date: 2014 Expected end date: 2017 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A

Measure code	Description	Focus	Classification	Status	Other information
Ealing, London Borough of_14	Air Quality Monitoring	N/A	Other measure: Other measure	Implementation	Start date: 2011 Expected end date: 2017 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Ealing, London Borough of_15	Travel Awareness Campaigns	N/A	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2011 Expected end date: 2017 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Ealing, London Borough of_16	Direct Support for Cycling	N/A	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2011 Expected end date: 2017 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Ealing, London Borough of_17	School Travel	N/A	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2011 Expected end date: 2017 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Ealing, London Borough of_18	Cycle Hubs	N/A	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2011 Expected end date: 2017 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Ealing, London Borough of_19	Local Transport Fund	N/A	Other measure: Other measure	Implementation	Start date: 2011 Expected end date: 2017 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Ealing, London Borough of_20	Hanwell Station	N/A	Traffic planning and management: Improvement of public transport	Implementation	Start date: 2012 Expected end date: 2015 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Ealing, London Borough of_21	West Trans AQ Programme	N/A	Other measure: Other measure	Implementation	Start date: 2014 Expected end date: 2017 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A

Measure code	Description	Focus	Classification	Status	Other information
Ealing, London Borough of_22	Borough Cycling Programme	N/A	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2013 Expected end date: 2017 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Ealing, London Borough of_23	Ealing Broadway Interchange	N/A	Traffic planning and management: Improvement of public transport	Implementation	Start date: 2012 Expected end date: 2015 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Ealing, London Borough of_24	Sudbury Village	N/A	Traffic planning and management: Encouragement of shift of transport modes	Planning	Start date: 2014 Expected end date: 2017 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Ealing, London Borough of_25	Ealing Broadway Air Quality Exemplar	N/A	Other measure: Other measure	Implementation	Start date: 2014 Expected end date: 2016 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Ealing, London Borough of_26	West Trans Core Funding	N/A	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2011 Expected end date: 2017 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Ealing, London Borough of_27	Bike it Plus	N/A	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2014 Expected end date: 2015 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Ealing, London Borough of_28	Mini-Holland Enhancements Ealing Broadway	N/A	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2013 Expected end date: 2018 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Ealing, London Borough of_29	Walking Grants - Special Walking Award	N/A	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2014 Expected end date: 2015 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A

Measure code	Description	Focus	Classification	Status	Other information
Ealing, London Borough of_30	Youth Travel Ambassadors	N/A	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2014 Expected end date: 2017 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Ealing, London Borough of_31	Cycle to School Partnership	N/A	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2014 Expected end date: 2015 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Ealing, London Borough of_32	Crossrail Complementary Measures	N/A	Traffic planning and management: Improvement of public transport	Planning	Start date: 2013 Expected end date: 2019 Spatial scale: Whole town or city Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Ealing, London Borough of_33	London Air Quality Network - Air quality forecasting , information and data dissemination	N/A	Public information and Education: Internet	Implementation	Start date: 2004 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Ealing, London Borough of_34	AirText alerting services for air quality	N/A	Public information and Education: Internet	Implementation	Start date: 2007 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Ealing, London Borough of_35	Low Emissions Strategy for Acton Goods Yard	N/A	Other measure: Other measure	Preparation	Start date: 2015 Expected end date: 2015 Spatial scale: Local Source affected: Off-road machinery Indicator: N/A Target emissions reduction: N/A
Ealing, London Borough of_36	Promotion of lower emissions from new and built development through application of GLA/LB Camden Best Practice Manuals	N/A	Small and medium sized stationary combustion sources: Emission control equipment or replacement of combustion sources	Implementation	Start date: 2014 Expected end date: 2030 Spatial scale: Whole agglomeration Source affected: Commercial and residential sources Indicator: N/A Target emissions reduction: N/A

Measure code	Description	Focus	Classification	Status	Other information
Ealing, London Borough of_37	West London Air Quality Cluster Group	West London boroughs (Brent, Ealing, Hammersmith, Harrow, Hounslow, Richmond)	Other measure: Other measure	Implementation	Start date: 2001 Expected end date: 2030 Spatial scale: Whole agglomeration Source affected: Other, please specify Indicator: N/A Target emissions reduction: N/A
East Hertfordshire District Council_1	Reduce queuing traffic at Hockerill Junction	Redesign the junction	Traffic planning and management: Other measure	Other	Start date: 2007 Expected end date: 2007 Spatial scale: Local Source affected: Transport Indicator: N/a Target emissions reduction: N/a
East Hertfordshire District Council_1a	Reduce queuing traffic at Hockerill Junction	Support the Goods Yard Link Road	Traffic planning and management: Improvement of public transport	Other	Start date: 2007 Expected end date: 2007 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A
East Hertfordshire District Council_1b	Reduce queuing traffic at Hockerill Junction	Develop a bid for Bishop's Stortford station to be part of the pilot station travel plan programme	Traffic planning and management: Encouragement of shift of transport modes	Planning	Start date: 2014 Expected end date: 2014 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A
East Hertfordshire District Council_1c	Reduce queuing traffic at Hockerill Junction	Investigate better signage for the bypass with a view to reducing the impact of through traffic	Traffic planning and management: Other measure	Planning	Start date: 2014 Expected end date: 2014 Spatial scale: Local Source affected: Transport Indicator: Reduction in traffic flows especially HGVs Target emissions reduction: N/A
East Hertfordshire District Council_2	Reduce Traffic in both AQMAs	Consider options for a park and Ride scheme	Traffic planning and management: Improvement of public transport	Preparation	Start date: 2007 Expected end date: 2016 Spatial scale: Local Source affected: Transport Indicator: Reduction in traffic flows Target emissions reduction: N/A
East Hertfordshire District Council_2a	Reduce Traffic in both AQMAs	Undertake improvements to signal equipment with a view to improving efficiency e.g. investigate the use of an Urban Traffic Control System	Traffic planning and management: Improvement of public transport	Planning	Start date: 2014 Expected end date: 2014 Spatial scale: Local Source affected: Transport Indicator: Reduction in traffic flows Target emissions reduction: N/A

Measure code	Description	Focus	Classification	Status	Other information
East Hertfordshire District Council_3	Buses	Investigate the opportunities to improve bus infrastructure along the bus routes through each AQMA	Traffic planning and management: Improvement of public transport	Other	Start date: 2008 Expected end date: 2008 Spatial scale: Local Source affected: Transport Indicator: Could have positive impact upon accessibility and bus patronage. Target emissions reduction: N/A
East Hertfordshire District Council_4	Check Status of school travel plans for those schools located in the vicinity of each AQMA	Investigate the impact of emissions of NOx within or close to AQMAs in Hertfordshire and Bedfordshire	Traffic planning and management: Encouragement of shift of transport modes	Evaluation	Start date: 2012 Expected end date: 2014 Spatial scale: Local Source affected: Transport Indicator: Reduction in NOx Target emissions reduction: N/A
East Hertfordshire District Council_4a	Check Status of school travel plans for those schools located in the vicinity of each AQMA	Devise a toolkit for 16 - 18 year olds to raise awareness of air quality whilst working towards a British Science Association Crest Award	Traffic planning and management: Encouragement of shift of transport modes	Evaluation	Start date: 2012 Expected end date: 2015 Spatial scale: Local Source affected: Transport Indicator: Encourage sustainable travel to school Target emissions reduction: N/A
East Hertfordshire District Council_5	Promote the Benefits of Cycling	Install Cycle/scooter storage at 3 schools near the AQMA. Also upgrade the bicycle racks at East Herts Council as Staff were uncomfortable using it for security reasons.	Traffic planning and management: Encouragement of shift of transport modes	Other	Start date: 2012 Expected end date: 2013 Spatial scale: Local Source affected: Transport Indicator: Encourage sustainable travel to school and work Target emissions reduction: N/A
East Hertfordshire District Council_5a	Promote the Benefits of Cycling	Travel Stall in Hertford market. This was a one-off stall at the Hertford weekly market, to promote eco-friendly travel. Visitors to the stall were able to pick up the Hertford Travel Leaflet, details on local health walks, and cycling information	Traffic planning and management: Encouragement of shift of transport modes	Other	Start date: 2013 Expected end date: 2013 Spatial scale: Local Source affected: Transport Indicator: Encourage sustainable travel to school and work Target emissions reduction: N/A
East Hertfordshire District Council_5b	Promote the Benefits of Cycling	Hertfordshire Year of Cycling runs from May 2014 late summer 2015 and will see a massive boost in the awareness of cycling and how the people of Hertfordshire can better integrate it with their lives.	Traffic planning and management: Encouragement of shift of transport modes	Other	Start date: 2014 Expected end date: 2015 Spatial scale: Local Source affected: Transport Indicator: Increase in number of people cycling Target emissions reduction: N/A
East Hertfordshire District Council_6	Encourage Walking	Hertfordshire Year of Walking will run throughout 2015 and beyond. The project aims to inspire and motivate more people in the county to walk, whether that's for exercise, to explore the countryside or simply getting from A to B.	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2015 Expected end date: 2015 Spatial scale: Local Source affected: Transport Indicator: Increase in number of people walking Target emissions reduction: N/A

Measure code	Description	Focus	Classification	Status	Other information
Elmbridge Borough Council_1	Ensure the integration of the Elmbridge AQAP with the Local Plan and Development Management Plan.	N/A	Other measure: Other measure	Implementation	Start date: 2014 Expected end date: 2025 Spatial scale: Local Source affected: Transport Indicator: Not specified Target emissions reduction: Not specified
Elmbridge Borough Council_2	Continue and enhance joint working within EBC to encourage the integration of air quality within existing and future Council strategies, including car parking strategy and corporate strategy.	N/A	Traffic planning and management: Other measure	Implementation	Start date: 2015 Expected end date: 2018 Spatial scale: Local Source affected: Transport Indicator: Not specified Target emissions reduction: Not specified
Elmbridge Borough Council_3	EBC Planning Services to work with SCC in the development of schedules of highways and transport infrastructure schemes which form a key part of EBC's Infrastructure Delivery Plan. It is expected that this process will deliver improvements for various environmental receptors including air quality in the AQMA's in Elmbridge.	N/A	Traffic planning and management: Other measure	Implementation	Start date: 2015 Expected end date: 2020 Spatial scale: Local Source affected: Transport Indicator: Not specified Target emissions reduction: Not specified
Elmbridge Borough Council_4	Developments with the potential to have a negative impact on air quality may be required to submit an Air Quality Impact Assessment detailing mitigation measures	N/A	Other measure: Other measure	Implementation	Start date: 2015 Expected end date: 2025 Spatial scale: Local Source affected: Transport Indicator: Not specified Target emissions reduction: Not specified
Elmbridge Borough Council_5	The Development Control planning process will be used to require measures specifically intended to reduce atmospheric emissions of air pollutants, including the provision of electric charging points.	N/A	Other measure: Other measure	Implementation	Start date: 2015 Expected end date: 2025 Spatial scale: Local Source affected: Transport Indicator: Not specified Target emissions reduction: Not specified
Elmbridge Borough Council_6	Where appropriate, financial contributions via Section 106 Obligations and Community Infrastructure Levy payments will be sought to implement measures aimed at improving air quality	N/A	Other measure: Other measure	Implementation	Start date: 2015 Expected end date: 2025 Spatial scale: Local Source affected: Transport Indicator: Not specified Target emissions reduction: Not specified

Measure code	Description	Focus	Classification	Status	Other information
Elmbridge Borough Council_7	Burning of any materials on development sites will be discouraged.	N/A	Other measure: Other measure	Implementation	Start date: 2015 Expected end date: 2025 Spatial scale: Local Source affected: Transport Indicator: Not specified Target emissions reduction: Not specified
Elmbridge Borough Council_8	SCC, the local highway authority, working with EBC Planning Services, will seek to incorporate physical transport measures in the borough council's Infrastructure Delivery Plan in order to reduce air pollution from road traffic sources. These measures will be for future implementation as and when funding becomes available. This action is in line with objective 1 of, and approach set out in, the Surrey Transport Plan: Air Quality Strategy (April 2011).	N/A	Traffic planning and management: Improvement of public transport	Planning	Start date: 2015 Expected end date: 2025 Spatial scale: Local Source affected: Transport Indicator: Not specified Target emissions reduction: Not specified
Elmbridge Borough Council_9	EBC will promote public awareness of the Elmbridge AQMAs using signage and information where appropriate, including use of the EBC website for AQ information.	N/A	Public information and Education: Other mechanisms	Planning	Start date: 2015 Expected end date: 2018 Spatial scale: Local Source affected: Transport Indicator: Not specified Target emissions reduction: Not specified
Elmbridge Borough Council_10	EBC will seek funding to develop an 'air quality brand' to raise the profile of air quality issues in the borough and to ensure consistency and recognition in promotional campaigns.	N/A	Public information and Education: Other mechanisms	Preparation	Start date: 2015 Expected end date: 2020 Spatial scale: Local Source affected: Transport Indicator: Not specified Target emissions reduction: Not specified
Elmbridge Borough Council_11	EBC will review car park opening times, short/medium stay parking tariffs and consider discouraging long stay parking within relevant Elmbridge AQMAs where this may result in air quality improvements	N/A	Traffic planning and management: Other measure	Planning	Start date: 2015 Expected end date: 2018 Spatial scale: Local Source affected: Transport Indicator: Not specified Target emissions reduction: Not specified
Elmbridge Borough Council_12	SCC, as the local Highway Authority, will support EBC, as the local planning authority, in the delivery of Policy CS25 Travel and Accessibility of the adopted Elmbridge Core Strategy (July 2011)	N/A	Traffic planning and management: Other measure	Planning	Start date: 2015 Expected end date: 2016 Spatial scale: Local Source affected: Transport Indicator: Not specified Target emissions reduction: Not specified

Measure code	Description	Focus	Classification	Status	Other information
Elmbridge Borough Council_13	SCC and EBC will collaborate to promote and implement car clubs by identifying feasible locations for vehicles, within both existing infrastructure and new developments, then working with operators to provide dedicated parking bays for vehicles.	N/A	Other measure: Other measure	Preparation	Start date: 2015 Expected end date: 2019 Spatial scale: Local Source affected: Transport Indicator: Not specified Target emissions reduction: Not specified
Elmbridge Borough Council_14	SCC will provide assistance to EBC in producing their review and assessment reports, and Action Plan progress reports. This action is in line with objective 2 of, and approach set out in, the Surrey Transport Plan: Air Quality Strategy (April 2011).	N/A	Permit systems and economic instruments: Introduction/increase of environment taxes	Implementation	Start date: 2015 Expected end date: 2016 Spatial scale: Local Source affected: Transport Indicator: Not specified Target emissions reduction: Not specified
Elmbridge Borough Council_15	EBC will operate a tiered fee structure for taxi licensing aimed at improved vehicular emissions to comply with Euro V.	N/A	Public procurement: Cleaner vehicle transport services	Planning	Start date: 2016 Expected end date: 2019 Spatial scale: Local Source affected: Transport Indicator: Not specified Target emissions reduction: Not specified
Elmbridge Borough Council_16	EBC will investigate increasing flexible working practices with a view to reducing reliance on single occupancy car journeys to and for work.	N/A	Other measure: Other measure	Planning	Start date: 2015 Expected end date: 2019 Spatial scale: Local Source affected: Transport Indicator: Not specified Target emissions reduction: Not specified
Elmbridge Borough Council_17	EBC will work in partnership with the eV South East Network Partnership to investigate the possibility of installing an electric vehicle rapid charger for public use within Elmbridge.	N/A	Public procurement: Other measure	Implementation	Start date: 2014 Expected end date: 2018 Spatial scale: Local Source affected: Transport Indicator: Not specified Target emissions reduction: Not specified
Elmbridge Borough Council_20	EBC to work to secure improvement in domestic energy efficiency through promotion and engagement.	N/A	Public information and Education: Other mechanisms	Planning	Start date: 2015 Expected end date: 2016 Spatial scale: Local Source affected: Commercial and residential sources Indicator: Not specified Target emissions reduction: Not specified

Measure code	Description	Focus	Classification	Status	Other information
Elmbridge Borough Council_21	EBC, as Building Control Authority, will provide guidance to developers on how best to meet technical standards, which relate to conservation of fuel and power as set out in the Building Regulations 2000 (as amended).	N/A	Other measure: Other measure	Planning	Start date: 2015 Expected end date: 2016 Spatial scale: Local Source affected: Commercial and residential sources Indicator: Not specified Target emissions reduction: Not specified
Elmbridge Borough Council_22	EBC and SCC will collaborate in exploring ways of maintain existing tree populations and providing additional tree stock, in particular 'barrier planting' to reduce exposure to roadside pollutants.	N/A	Other measure: Other measure	Planning	Start date: 2015 Expected end date: 2018 Spatial scale: Local Source affected: Transport Indicator: Not specified Target emissions reduction: Not specified
Elmbridge Borough Council_23	EBC will participate in and work in partnership with neighbouring Authorities and health care providers to promote the East Surrey Air Alert pollution forecasting service.	N/A	Public information and Education: Other mechanisms	Implementation	Start date: 2013 Expected end date: 2018 Spatial scale: Local Source affected: Other, please specify Indicator: Not specified Target emissions reduction: Not specified
Enfield, London Borough of_1	Seek the integration of the Enfield AQAP with the LDF and ensure that all development proposals with the potential to exert an impact on the Enfield AQMA continue to be assessed for air quality impacts and where permissible, appropriate mitigation measures are provided.	Reduce the impact of new development through a joined working approach	Other measure: Other measure	Implementation	Start date: 2012 Expected end date: 2017 Spatial scale: Whole town or city Source affected: Commercial and residential sources Indicator: Integration of the air quality action plan into the local development framework Target emissions reduction: N/A
Enfield, London Borough of_2	Continue and enhance joint working within the Council to encourage the integration of air quality within existing and future Council strategies	Reduce the environmental impact of council policies through joined-up working	Other measure: Other measure	Implementation	Start date: 2012 Expected end date: 2018 Spatial scale: Whole town or city Source affected: Commercial and residential sources Indicator: Integration of the air quality action plan into council strategies Target emissions reduction: N/A
Enfield, London Borough of_3	Continue to integrate the Enfield Transport Strategy with the Enfield AQMA and so seek the improvement of air quality.	N/A	Other measure: Other measure	Implementation	Start date: 2012 Expected end date: 2016 Spatial scale: Whole town or city Source affected: Transport Indicator: Integration of the air quality action plan into transportation planning Target emissions reduction: N/A

Measure code	Description	Focus	Classification	Status	Other information
Enfield, London Borough of_4	Effectively monitor and manage existing network and smooth traffic flow through the adjustment of traffic signal timings and the introduction of traffic signal efficiency technology.	Reduced traffic emissions through smooth traffic flow	Traffic planning and management: Other measure	Implementation	Start date: 2012 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: Reduced congestion at major junctions Target emissions reduction: N/A
Enfield, London Borough of_5	Co-ordinate street works to reduce delays and disruption.	Prevent increased traffic emissions due to multiple sets of road works	Traffic planning and management: Other measure	Implementation	Start date: 2012 Expected end date: 2018 Spatial scale: Whole town or city Source affected: Transport Indicator: Reduced number of road works at the same points Target emissions reduction: N/A
Enfield, London Borough of_6	Work with TfL to improve strategic roads.	Reduce emissions through increased traffic flow	Traffic planning and management: Other measure	Implementation	Start date: 2012 Expected end date: 2020 Spatial scale: Local Source affected: Transport Indicator: Reduced congestion on the TfL network Target emissions reduction: N/A
Enfield, London Borough of_7	Improve key junctions on the A1055 and other strategic routes.	Reduce emissions through increased traffic flow	Traffic planning and management: Other measure	Implementation	Start date: 2012 Expected end date: 2018 Spatial scale: Local Source affected: Transport Indicator: Reduced congestion at local junctions Target emissions reduction: N/A
Enfield, London Borough of_8	Introduce and enforce proportionate waiting and loading restrictions.	Reduce emissions by ensuring loading bays are used for their purpose and not parking	Traffic planning and management: Other measure	Implementation	Start date: 2012 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: Number of traffic enforcement penalty notices issued Target emissions reduction: N/A
Enfield, London Borough of_9	Continue to provide road safety education and training for pedestrians and cyclists of all ages.	Increase the uptake of cycling by providing suitable training	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2012 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: Number of courses provided to the public Target emissions reduction: N/A
Enfield, London Borough of_10	With the health services, undertake local promotional and marketing campaigns and events to encourage people to walk and cycle more.	Publicise the benefits of walking and cycling and therefore reduce car use	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2012 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: Number of campaigns conducted Target emissions reduction: N/A

Measure code	Description	Focus	Classification	Status	Other information
Enfield, London Borough of_11	Increase the cycling network to eliminate gaps and ensure continuity, plus increase access, essential services, employment opportunities, green spaces and leisure services.	Increase the uptake of cycling by providing suitable cycle ways	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2012 Expected end date: 2020 Spatial scale: Whole town or city Source affected: Transport Indicator: Increase in the length of cycle ways in kilometres Target emissions reduction: N/A
Enfield, London Borough of_12	Work with businesses to promote and support the development of Travel Plans and take up of the Cycle to Work Guarantee.	Reduce emissions from local businesses through environmentally friendly approaches to work travel	Other measure: Other measure	Implementation	Start date: 2012 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: Number of businesses engaged Target emissions reduction: N/A
Enfield, London Borough of_13	Working with the Lee Valley Regional Park Authority to improve facilities and infrastructure for cycles and pedestrians.	Increase the uptake of cycling by providing suitable cycle ways	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2012 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: Number of businesses engaged Target emissions reduction: N/A
Enfield, London Borough of_14	Standardise, improve and update walking and cycling route signing, provision of maps, lighting, and disabled access on the pedestrian network.	Increase the uptake of cycling and walking by providing suitable cycle ways and pathways	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2012 Expected end date: 2020 Spatial scale: Whole town or city Source affected: Transport Indicator: Number of signs put in place Target emissions reduction: N/A
Enfield, London Borough of_15	Develop a high quality network of ‘Greenway’ cycle and walking routes using parks, open spaces, quiet traffic routes, and 20mph zones.	Increase the uptake of cycling and walking by providing suitable cycle ways and pathways	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2012 Expected end date: 2020 Spatial scale: Whole town or city Source affected: Transport Indicator: Increase in the length of cycle ways in kilometres Target emissions reduction: N/A
Enfield, London Borough of_16	Increase provision of secure and sufficient cycle parking in major centres, at or within easy reach of every public building and cycling generator.	Increase the uptake of cycling by providing suitable cycle ways	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2012 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: Number of cycle parking areas available Target emissions reduction: N/A
Enfield, London Borough of_17	Review CPZ coverage on a regular basis and consult with residents over local needs in areas with high levels of parking stress.	Reduce parking pressure and emissions by ensuring residents have priority	Other measure: Other measure	Implementation	Start date: 2012 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: Number of reviews undertaken Target emissions reduction: N/A

Measure code	Description	Focus	Classification	Status	Other information
Enfield, London Borough of_18	Improve management of parking better to reduce congestion; improve safety; and ensure a turnover of spaces to help maintain the viability of town centres.	Reduce vehicle circling car parks and thereby reduce emissions	Traffic planning and management: Management of parking places	Implementation	Start date: 2012 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: Number of parking contravention notices issued Target emissions reduction: N/A
Enfield, London Borough of_19	Prioritise enforcement to achieve our parking management aims.	Reduce emissions by eliminating illegal parking	Traffic planning and management: Management of parking places	Implementation	Start date: 2012 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: Number of parking contravention notices issued Target emissions reduction: N/A
Enfield, London Borough of_20	Improve bus reliability and journey times with new bus priority measures.	Increase the use of public transport and reduce private vehicle use	Other measure: Other measure	Implementation	Start date: 2012 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: Number of measures in place Target emissions reduction: N/A
Enfield, London Borough of_23	Encourage the creation of an environment in and around schools, which promotes sustainable travel through the provision of safer routes.	Increase walking, cycling and the use of public transport	Traffic planning and management: Expansion of bicycle and pedestrian infrastructure	Implementation	Start date: 2012 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: Measures put in place to promote safer routes to schools
Enfield, London Borough of_24	Establish Road Rangers in primary schools to promote road safety and sustainable travel to school.	Increase walking, cycling and the use of public transport	Traffic planning and management: Other measure	Implementation	Start date: 2012 Expected end date: 2019 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: Number of schools with road rangers schemes in place
Enfield, London Borough of_25	Make cycle training to national standards freely available to all school age pupils.	Increase the uptake of cycling by providing suitable training	Other measure: Other measure	Implementation	Start date: 2012 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: Number of training courses provided

Measure code	Description	Focus	Classification	Status	Other information
Enfield, London Borough of_26	Improve cycle routes to schools and support initiatives in school to motivate children to take up cycling.	Increase the uptake of cycling by providing suitable cycle ways	Traffic planning and management: Expansion of bicycle and pedestrian infrastructure	Implementation	Start date: 2012 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: Uptake of cycling in schools
Enfield, London Borough of_27	Implement a scheme promoting public awareness of the Enfield AQMA using signage and information where appropriate.	Make the public aware of air quality issues so that more consideration is given to how journeys are undertaken	Public information and Education: Internet	Implementation	Start date: 2012 Expected end date: 2017 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: Number of signs and campaigns
Enfield, London Borough of_28	Promote green travel plans via planning agreements and other liaison with businesses. The Council will normally require major new developments to adopt a Travel Plan as a condition of planning permission.	Reduce emissions through ensuring alternative transport options are available to private vehicles	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2012 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: Number of new major developments with green travel plans
Enfield, London Borough of_29	Support the expansion of car clubs and encourage their use of ultra low carbon vehicles.	Reduce emissions by reducing the need to own private vehicles	Other measure: Other measure	Implementation	Start date: 2012 Expected end date: 2017 Spatial scale: Local Source affected: Commercial and residential sources Indicator: N/A Target emissions reduction: Number of car clubs in the borough
Enfield, London Borough of_30	If it can be proven that proposals for development are likely to significantly increase traffic flows, and thereby significantly increase NO2 within the Enfield AQMA, then the Council, as Planning Authority, will refuse planning permission.	Ensure that new developments do not unreasonably increase emissions	Other measure: Other measure	Implementation	Start date: 2012 Expected end date: 2030 Spatial scale: Local Source affected: Commercial and residential sources Indicator: N/A Target emissions reduction: Number of large developments not granted planning permission due to air quality being an issue
Enfield, London Borough of_31	Conditions will be imposed on any new residential development within the AQMA to mitigate the impact of poor air quality.	Protect the existing environment by attempting to prevent an increase in emissions of PM10 or nitrogen dioxide	Other measure: Other measure	Implementation	Start date: 2012 Expected end date: 2030 Spatial scale: Local Source affected: Other, please specify Indicator: N/A Target emissions reduction: Number of developments with air quality based conditions

Measure code	Description	Focus	Classification	Status	Other information
Enfield, London Borough of_32	Plant trees along streets to improve the urban environment.	Reduce pollutant concentrations through the use of planting appropriate species of tree	Other measure: Other measure	Implementation	Start date: 2012 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: Number of trees planed
Enfield, London Borough of_33	Promote the use of lower carbon modes and eco-driving practices.	Reduce emissions through good driving techniques	Other measure: Other measure	Implementation	Start date: 2012 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: Number of Enfield Council drivers undertaking driver training
Enfield, London Borough of_34	Install publicly accessible electronic charging points at key locations.	Support the uptake of zero emission vehicles by providing the infrastructure	Public procurement: Other measure	Implementation	Start date: 2012 Expected end date: 2030 Spatial scale: Local Source affected: Other, please specify Indicator: N/A Target emissions reduction: Number of electric charging points installed
Enfield, London Borough of_35	The Council will seek to maintain and where appropriate increase its air quality monitoring in and around the Enfield AQMA.	Monitor emissions to identify any change in concentrations of nitrogen dioxide and PM10 which will allow effective action planning	Other measure: Other measure	Implementation	Start date: 2012 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Commercial and residential sources Indicator: N/A Target emissions reduction: Number of monitoring sites in the borough
Enfield, London Borough of_36	Continued enforcement of industrial emissions by the Council to ensure compliance with the Pollution Prevention Control Act (Part A2 and B installations).	Ensure industrial processes which are regulated comply with emissions requirements	Permit systems and economic instruments: Other measure	Implementation	Start date: 2012 Expected end date: 2030 Spatial scale: Local Source affected: Industry including heat and power production Indicator: N/A Target emissions reduction: 100% compliance with permit conditions
Enfield, London Borough of_37	Continued enforcement by the Council of emissions to ensure compliance with Clean Air Act 1993.	Enforcement of legislation	Other measure: Other measure	Implementation	Start date: 2012 Expected end date: 2030 Spatial scale: Local Source affected: Commercial and residential sources Indicator: N/A Target emissions reduction: Number of prosecutions due to breaches of the clean air act

Measure code	Description	Focus	Classification	Status	Other information
Enfield, London Borough of_38	Continued enforcement by the Council of statutory nuisances that give rise to emissions in contravention of Environmental Protection Act 1990 (Part 3).	Prevent unnecessary emissions from garden fires	Other measure: Other measure	Implementation	Start date: 2012 Expected end date: 2030 Spatial scale: Local Source affected: Commercial and residential sources Indicator: N/A Target emissions reduction: Number of Section 80 notices for smoke nuisance served compared to previous years
Enfield, London Borough of_39	The Council will promote the Best Practice Guidance on The control of dust and emissions from construction and demolition (produced by London Councils) to seek to ensure that building contractors minimise emissions.	Reduce emissions from building sites	Other measure: Other measure	Implementation	Start date: 2012 Expected end date: 2030 Spatial scale: Local Source affected: Commercial and residential sources Indicator: N/A Target emissions reduction: All large developments to have a construction management plane
Enfield, London Borough of_40	The Council will undertake a programme of improvements to Council buildings to improve insulation and environmental building controls, and reduce carbon emissions.	Reduce emissions from buildings and lead by example	Low emission fuels for stationary and mobile sources: Shift to installations using low emission fuels	Implementation	Start date: 2012 Expected end date: 2025 Spatial scale: Local Source affected: Commercial and residential sources Indicator: N/A Target emissions reduction: 100% of required improvements undertaken
Epping Forest District Council_1	Continue air quality monitoring and reporting	No. 2 AQMA and the district as a whole No. 2 AQMA specifically	Other measure: Other measure	Implementation	Start date: 2015 Expected end date: 2018 Spatial scale: Local Source affected: Transport Indicator: Place order with tube supplier Target emissions reduction: N/A
Epping Forest District Council_2	Traffic flow modelling for junction options appraisal	No. 2 AQMA specifically	Traffic planning and management: Other measure	Implementation	Start date: 2014 Expected end date: 2015 Spatial scale: Local Source affected: Transport Indicator: N/A at this stage Target emissions reduction: N/A at this stage
Epping Forest District Council_3	Further integrate air quality into the local plan	Improved air quality for the district as a whole	Other measure: Other measure	Implementation	Start date: 2012 Expected end date: 2012 Spatial scale: Local Source affected: Commercial and residential sources Indicator: Revised local plan Target emissions reduction: N/A

Measure code	Description	Focus	Classification	Status	Other information
Epping Forest District Council_4	Continue to raise awareness of air quality via essexair web site	Improved air quality for the district as a whole	Public information and Education: Internet	Implementation	Start date: 2009 Expected end date: 2030 Spatial scale: Local Source affected: Other, please specify Indicator: Web hits and updates could be used Target emissions reduction: N/A
Epping Forest District Council_5	Reduced speed limit through the forest (40mph)	No. 2 AQMA ad general air quality benefits Reduce emissions by reducing waiting time at junction	Traffic planning and management: Reduction of speed limits and control	Implementation	Start date: 2011 Expected end date: 2012 Spatial scale: Local Source affected: Transport Indicator: Change of speed limit Target emissions reduction: Not known, but reduction anticipated if waiting time at junction is reduced
Epping Forest District Council_6	Adjust traffic signal timings at the junction of High Road and Theydon Road Epping if not already optimised	No. 2 AQMA Reduce emissions by reducing congestion and improving traffic flow	Traffic planning and management: Other measure	Implementation	Start date: 2011 Expected end date: 2012 Spatial scale: Local Source affected: Transport Indicator: Reduction in NO2 measured in the AQMA Target emissions reduction: N/A
Epping Forest District Council_7	Promote alternative transport for local journeys (new measure)	No. 2 AQMA Reduce emissions	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2013 Expected end date: 2014 Spatial scale: Local Source affected: Transport Indicator: Provision of 6 cycles for use between district offices Target emissions reduction: N/A
Epsom & Ewell Borough Council_1	Junction remodelling	To improve traffic flow in a congested Canyon Street	Traffic planning and management: Other measure	Evaluation	Start date: 2014 Expected end date: 2014 Spatial scale: Local Source affected: Transport Indicator: Junction remodelling Target emissions reduction: >1.0 ug/m3
Epsom & Ewell Borough Council_2	Removal of on street parking	To improve traffic flow in a congested Canyon Street	Traffic planning and management: Other measure	Evaluation	Start date: 2014 Expected end date: 2014 Spatial scale: Local Source affected: Transport Indicator: Removal of on street parking Target emissions reduction: >1.0 ug/m3

Measure code	Description	Focus	Classification	Status	Other information
Epsom & Ewell Borough Council_3	Footway modifications	To improve pedestrian access and safety	Traffic planning and management: Encouragement of shift of transport modes	Planning	Start date: 2015 Expected end date: 2015 Spatial scale: Local Source affected: Transport Indicator: Footway modifications Target emissions reduction: <1.0 ug/m3
Epsom & Ewell Borough Council_4	Various Cycleways	To promote cycling as an alternative to car use	Traffic planning and management: Encouragement of shift of transport modes	Planning	Start date: 2015 Expected end date: 2015 Spatial scale: Local Source affected: Transport Indicator: Installation of cycleways Target emissions reduction: <1.0 ug/m3
Gravesham Borough Council_Action 1_Northfleet	Northfleet Industrial Area AQMA - Measures to minimise releases at Northfleet Cement Work	EA will take measures to ensure emissions from cement works is minimised	Permit systems and economic instruments: Other measure	Other	Start date: 2004 Expected end date: 2009 Spatial scale: Whole town or city Source affected: Industry including heat and power production Indicator: Reductions of levels of PM10 at continuous monitoring station below objective Target emissions reduction: Significant
Gravesham Borough Council_Action 2_Northfleet	Northfleet Industrial Area AQMA - Relocation of the Northfleet Cement Works	EA and GBC will encourage the relocation of the cement works to a more suitable location	Permit systems and economic instruments: IPPC permits	Other	Start date: 2004 Expected end date: 2009 Spatial scale: Whole town or city Source affected: Industry including heat and power production Indicator: Cement works closed Target emissions reduction: Significant
Gravesham Borough Council_Action 3_Northfleet	Northfleet Industrial Area AQMA - Reduction in Particulate emissions from the combined impact of industrial processes in Northfleet	EA and GBC will take measures to ensure that emissions from all sites in Northfleet Industrial Area are reduced as much as possible to reduce the cumulative impact.	Permit systems and economic instruments: Other measure	Other	Start date: 2004 Expected end date: 2011 Spatial scale: Whole town or city Source affected: Industry including heat and power production Indicator: Reduction of PM10 at local continuous monitoring station to below objective Target emissions reduction: Significant

Measure code	Description	Focus	Classification	Status	Other information
Gravesham Borough Council_Action 4_Northfleet	Northfleet Industrial Area AQMA - Additional Street Cleaning Measures	Additional street cleaning using GBC street cleaning machines if highway in Northfleet Industrial Area become dusty etc.	Traffic planning and management: Other measure	Implementation	Start date: 2004 Expected end date: 2017 Spatial scale: Local Source affected: Industry including heat and power production Indicator: Removal of visible dust on highway Target emissions reduction: Significant
Gravesham Borough Council_Action 1_A2	A2 Trunk Road AQMA - Speed regulation at peak times	Introduction of variable speed limits using overhead gantries during peak times to improve flows	Traffic planning and management: Other measure	Other	Start date: 2006 Expected end date: 2009 Spatial scale: Whole town or city Source affected: Transport Indicator: Variable speed limits regime I'm place and implemented. Target emissions reduction: Significant
Gravesham Borough Council_Action 2_A2	A2 Trunk Road AQMA - Reduction in traffic flows on the A2 Trunk Road	Reduction in numbers of vehicles on Trunk Road	Other measure: Other measure	Other	Start date: 2004 Expected end date: 2017 Spatial scale: National Source affected: Transport Indicator: Traffic flows reduced Target emissions reduction: Small to Significant
Gravesham Borough Council_Action 3_A2	A2 Trunk Road AQMA - Reduction in numbers of Heavy Goods Vehicles on the A2	Reduction in numbers of heavy goods vehicles on Trunk Road	Other measure: Other measure	Other	Start date: 2004 Expected end date: 2017 Spatial scale: Whole town or city Source affected: Transport Indicator: Numbers of heavy goods vehicles reduced Target emissions reduction: Small to Significant
Gravesham Borough Council_Action 4_A2	A2 Trunk Road AQMA - Reduction in overall background levels	Measures taken by Government, County and locally to reduce background levels	Other measure: Other measure	Other	Start date: 2004 Expected end date: 2017 Spatial scale: National Source affected: Transport Indicator: Background levels reducing year on year Target emissions reduction: Medium
Gravesham Borough Council_Action 5_A2	A2 Trunk Road AQMA - Realignment and widening of the A2	A2 Trunk Road relocated away from residential areas.	Traffic planning and management: Other measure	Other	Start date: 2004 Expected end date: 2010 Spatial scale: Whole town or city Source affected: Transport Indicator: A2 Trunk road relocated Target emissions reduction: Significant

Measure code	Description	Focus	Classification	Status	Other information
Gravesham Borough Council_Measure 1	Gravesend Town Centre Road Network AQMA - Traffic rerouting using Variable Messaging Signage (VMS)	Implementation of messaging signage including car park advice system to reduce cars circumnavigating the one way system to find parking.	Traffic planning and management: Other measure	Implementation	Start date: 2004 Expected end date: 2017 Spatial scale: Whole town or city Source affected: Transport Indicator: VMS installed and implemented Target emissions reduction: Small
Gravesham Borough Council_Measure 2 (1)	Gravesend Town Centre Road Network AQMA - HGV rerouting: Coloured lorry routes to direct HGV by most appropriate route to industrial parks.	Signage in town road network to guide lorries to industrial areas rather than use congested Town Centre roads	Traffic planning and management: Other measure	Other	Start date: 2004 Expected end date: 2017 Spatial scale: Whole town or city Source affected: Transport Indicator: Signage in place Target emissions reduction: Small
Gravesham Borough Council_Measure 2 (2)	Gravesend Town Centre Road Network AQMA - HGV rerouting: Demolition of West Street former railway bridge which is currently a constraint to HGV traffic flows and would allow significant numbers of HGVs to be rerouted away from the town centre to the west via Thames Way.	Demolition of West Street bridge to allow heavy vehicles off of the one way system if they wish to access the industrial areas. Bridge restricted height and width of vehicles.	Traffic planning and management: Other measure	Other	Start date: 2004 Expected end date: 2006 Spatial scale: Local Source affected: Transport Indicator: Bridge demolished Target emissions reduction: Small
Gravesham Borough Council_Measure 3	Gravesend Town Centre Road Network - New road infrastructure (Rathmore Link Road)	New road link and transport interchange built to improve traffic flows and environmental and safety conditions improved for pedestrian users of public transport	Traffic planning and management: Other measure	Implementation	Start date: 2010 Expected end date: 2017 Spatial scale: Whole town or city Source affected: Transport Indicator: New road link built and also transport interchange built Target emissions reduction: Medium
Gravesham Borough Council_Measure 4	Gravesend Town Centre Road Network - Traffic Management (UTMC and junction improvements)	The traffic controls at junctions on routes east to west will be managed to ensure smooth flow of traffic and a reduction in queuing traffic.	Traffic planning and management: Other measure	Planning	Start date: 2007 Expected end date: 2017 Spatial scale: Whole town or city Source affected: Transport Indicator: UTMC installed and operating Target emissions reduction: Small
Gravesham Borough Council_Measure 5	Gravesend Town Centre Road Network - Pedestrianisation of King Street	Close King Street to buses.	Traffic planning and management: Encouragement of shift of transport modes	Other	Start date: 2007 Expected end date: 2008 Spatial scale: Local Source affected: Transport Indicator: King Street closed Target emissions reduction: None
Gravesham Borough Council_Measure 6	Gravesend Town Centre Road Network - Improve emissions standards for Council Fleet and Public Service Vehicles	Council's own commercial fleet improved to lower emissions as well as local bus company owned vehicles.	Other measure: Other measure	Implementation	Start date: 2004 Expected end date: 2017 Spatial scale: Whole town or city Source affected: Transport Indicator: Fleet improved Target emissions reduction: Small to medium

Measure code	Description	Focus	Classification	Status	Other information
Gravesham Borough Council_Measure 7	Gravesend Town Centre Road Network - Road prioritisation (Bus priority measures)	Providing Fastrack buses priority on junctions	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2004 Expected end date: 2017 Spatial scale: Whole town or city Source affected: Transport Indicator: Priority for buses implemented Target emissions reduction: Small
Gravesham Borough Council_Measure 8	Gravesend Town Centre Road Network -Public transport improvements	Transport interchange and other public transport improvements to be undertaken e.g. in relation to cycling.	Traffic planning and management: Improvement of public transport	Implementation	Start date: 2004 Expected end date: 2017 Spatial scale: Whole town or city Source affected: Transport Indicator: Transport interchange completed. Other public transport measures being implemented. Target emissions reduction: Small to medium
Gravesham Borough Council_Measure 9	Gravesend Town Centre Road Network - car parking strategy	Review and assessment of car parking needs and provision in the borough in relation to all existing and future developments	Traffic planning and management: Other measure	Implementation	Start date: 2006 Expected end date: 2016 Spatial scale: Whole town or city Source affected: Transport Indicator: Car parking strategy implemented Target emissions reduction: Small to medium
Gravesham Borough Council_General Measure 1	Borough wide measure - GBC will implement the Council's Travel Plan measures and encourage uptake of sustainable modes of transport	Implementation of a council travel plan	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2007 Expected end date: 2017 Spatial scale: Whole town or city Source affected: Transport Indicator: Travel plan adopted Target emissions reduction: Small
Gravesham Borough Council_General Measure 2	GBC will continue to work together with KCC to encourage the uptake of Employer and School Travel Plans within the Borough.	Assistance provided to Kent County in relation to encouraging schools and business to have travel plans	Traffic planning and management: Encouragement of shift of transport modes	Other	Start date: 2004 Expected end date: 2010 Spatial scale: Whole town or city Source affected: Transport Indicator: Travel plans adopted Target emissions reduction: Small
Gravesham Borough Council_General Measure 3	GBC will work together with KCC to improve the facilities for cycling and walking within Gravesham and encourage greater uptake.	Improvement of cycling and walking facilities in the borough	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2004 Expected end date: 2017 Spatial scale: Whole town or city Source affected: Transport Indicator: Cycling and walking provision improved Target emissions reduction: Small

Measure code	Description	Focus	Classification	Status	Other information
Gravesham Borough Council_General Measure 4	GBC Environmental and Public Health Services will continue to work closely with Planning and Regeneration Services to ensure that air quality is taken into account in the planning process when located in or close to the AQMA or in areas marginally below air quality objectives.	Air Quality continues to be considered a material consideration in all relevant planning applications with conditions being put on decisions notices or permissions refused where relevant	Other measure: Other measure	Implementation	Start date: 2004 Expected end date: 2017 Spatial scale: Whole town or city Source affected: Transport Indicator: Useful conditions being put on decision notices Target emissions reduction: Medium
Gravesham Borough Council_General Measure 5	GBC will continue to work together with developers to improve sustainable transport links serving new developments	New developments to be provided with sustainable transport links	Traffic planning and management: Improvement of public transport	Implementation	Start date: 2004 Expected end date: 2017 Spatial scale: Whole town or city Source affected: Transport Indicator: Increase in provision of sustainable transport links Target emissions reduction: Small
Gravesham Borough Council_General Measure 6	GBC will develop, through the Kent and Medway Air Quality Partnership (K&MAQP), a supplementary planning document to assist with air quality assessments of development proposals	Provision of guidance for officers and developers on planning and air quality	Other measure: Other measure	Other	Start date: 2009 Expected end date: 2011 Spatial scale: Whole town or city Source affected: Other, please specify Indicator: Publication of guidance Target emissions reduction: Small
Gravesham Borough Council_General Measure 7	GBC will consider the development of a local air quality strategy	Strategy to provide a framework for ensuring long-term commitment and support for air quality issues within the council	Other measure: Other measure	Other	Start date: 2004 Expected end date: 2006 Spatial scale: Whole town or city Source affected: Other, please specify Indicator: Adoption of air quality strategy Target emissions reduction: Small
Gravesham Borough Council_General Measure 8	GBC will continue their commitment to local air quality monitoring	Provision of high standard monitoring to achieve robust data is achieved to assess against air quality objectives	Other measure: Other measure	Implementation	Start date: 2004 Expected end date: 2017 Spatial scale: Whole town or city Source affected: Other, please specify Indicator: Air quality monitoring and budges in place Target emissions reduction: Medium
Gravesham Borough Council_General Measure 9	GBC will make details of the Final Action Plan measures and annual progress reports available on the Website to ensure broad public access.	Publish the councils assessments of air quality in the borough, information on health effects and what the council plans to do to prevent a worsening and pursue an improvement in air quality	Public information and Education: Internet	Implementation	Start date: 2004 Expected end date: 2017 Spatial scale: Whole town or city Source affected: Other, please specify Indicator: Information published on website on an ongoing basis Target emissions reduction: Small

Measure code	Description	Focus	Classification	Status	Other information
Gravesham Borough Council_General Measure 10	GBC will continue to work together with KCC and the Kent and Medway Air Quality Partnership on promotional activities to raise the profile of air quality in Gravesham.	Assist in creating/delivering promotional activities for the benefit of other professionals and the public	Public information and Education: Other mechanisms	Implementation	Start date: 2004 Expected end date: 2017 Spatial scale: Whole agglomeration Source affected: Other, please specify Indicator: Promotional activities carried out Target emissions reduction: Small
Gravesham Borough Council_General Measure 11	GBC will continue to work together with Climate Energy, ESTAC (Careline Services), Carillion and future Green Deal providers to promote and implement energy efficiency measures and advice in Gravesham	Promote energy efficiency measures and offer advice in Gravesham to reduce fuel poverty and carbon reduction targets	Public information and Education: Other mechanisms	Implementation	Start date: 2004 Expected end date: 2017 Spatial scale: Whole town or city Source affected: Commercial and residential sources Indicator: Advice given and energy efficiency measures taken up by Gravesham residents Target emissions reduction: Small
Gravesham Borough Council_General Measure 12	GBC will encourage the planting of trees which benefit air quality within the borough through the planning process, Gravesham's Open Space Strategy and green initiative partnerships.	Measures taken to increase the provision of trees in the borough	Public information and Education: Other mechanisms	Implementation	Start date: 2004 Expected end date: 2017 Spatial scale: Whole town or city Source affected: Other, please specify Indicator: Additional trees planted in the borough Target emissions reduction: Small
Gravesham Borough Council_General Measure 13	Provision of advice & an advocacy role to assist in minimising the effects of poor Air Quality in public buildings.	Respond to requests for information from business and public in relation to air quality	Public information and Education: Other mechanisms	Implementation	Start date: 2004 Expected end date: 2017 Spatial scale: Whole town or city Source affected: Other, please specify Indicator: Officer available to give advice Target emissions reduction: Small
Gravesham Borough Council_General Measure 14	GBC will ensure adequate enforcement of unlawful on-street parking in Gravesend Town Centre.	Parking enforcement taken to ensure no obstruction of the town centre roads to result in smooth flow of traffic around one way system and in other town centre AQMAs	Traffic planning and management: Management of parking places	Implementation	Start date: 2004 Expected end date: 2017 Spatial scale: Whole town or city Source affected: Transport Indicator: No vehicles obstructing one way system. Target emissions reduction: Small
Gravesham Borough Council_General Measure 15	GBC will work together with KCC to develop freight quality partnerships and encourage wider uptake of freight by rail.	Increase in use of rail to carry freight.	Traffic planning and management: Freight transport measure	Other	Start date: 2004 Expected end date: 2012 Spatial scale: Whole town or city Source affected: Transport Indicator: Increase in use of rail to carry freight Target emissions reduction: Small

Measure code	Description	Focus	Classification	Status	Other information
Gravesham Borough Council_General Measure 16	GBC will work together with KCC to improve public transport facilities within Gravesham and develop quality partnerships with transport providers to promote greater uptake of public transport.	Improvement in public transport facilities and promotion of the use of public transport	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2004 Expected end date: 2017 Spatial scale: Whole town or city Source affected: Transport Indicator: Increase in public transport and numbers of people using it Target emissions reduction: Small
Greenwich, London Borough of_1	R B Greenwich Council will continue to implement all measures required of London Boroughs in the Mayor's Air Quality Strategy (MAQS) and Transport Emissions Roadmap (Traffic Management)	Latest MAQS released on 14/12/10. Low Emission Strategy Partnership featured. RBG referenced as a case study within the Report. Continue implementation of all measures in MAQS. Transport Emissions Roadmap issued September 2014	Traffic planning and management: Other measure	Implementation	Start date: 2010 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: Monitor measures being met as required by the MAQS & Transport Emissions Roadmap Target emissions reduction: N/A
Greenwich, London Borough of_2	R B Greenwich fully supports the London Low Emission Zone (LEZ) & the proposed new 'Ultra Low Emission Zone' (ULEZ) (Promoting Low Emission Transport)	GLA responsibility. LEZ was introduced in February 2008. Included phased implementation for different category vehicles. Mayor confirmed that the LEZ now affects larger vans, minibuses, motor caravan and other specialist vehicles from 3rd January 2012. Publicise LEZ restrictions on R B Greenwich website. At the end of 2014, TfL and the GLA proposed the introduction of a ULEZ based on the boundaries of the current congestion charge zone. R B Greenwich responded to the consultation but suggested that the area should be extended to cover the whole of the current LEZ	Traffic planning and management: Low emission zones	Implementation	Start date: 2008 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: Effectiveness of LEZ monitored by TfL (e.g. level of compliant vehicles). TfL use RBG air quality monitoring data to quantify emission changes associated to new phases of LEZ restrictions Target emissions reduction: N/A
Greenwich, London Borough of_3	R B Greenwich will implement the Mayor's Transport Strategy at a local level through the Local Implementation Plan (Strategic highway improvements, Re-prioritising road space away from cars, inc Access management, Selective vehicle priority, bus priority, high vehicle occupancy lane)	LIP Delivery Plan for 2014-2017 has been through internal consultation process and approved by TfL and Mayor of London.	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2001 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: Each action/ measure in the Transport Strategy and LIP will be fully implemented. Car mode share decreased from 46% to 44% between 2012 and 2014 (3 year rolling averages) Target emissions reduction: N/A

Measure code	Description	Focus	Classification	Status	Other information
Greenwich, London Borough of_4	R B Greenwich will work with Transport for London and Highways Agency in seeking significant reductions in vehicle emissions on the A102 and the Transport for London Road Network (TLRN) (UTC, Congestion management, traffic reduction)	TfL have overall responsibility of TLRN. RBG working towards demand management/ pedestrianisation scheme in Greenwich Town Centre with TfL consultation.“&” RBG will support road cleaning and dust suppression techniques on TfL roads around specific identified areas such as Blackwall Tunnel.	Traffic planning and management: Other measure	Implementation	Start date: 2001 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: Air quality monitoring alongside TLRN roads (e.g. Woolwich Flyover and Blackheath Hill) will indicate change/ effectiveness in pollutants emissions Target emissions reduction: N/A
Greenwich, London Borough of_5	R B Greenwich will support and continue to work with Thames Gateway London Partnership (TGLP) to secure improvements in public transport so as to reduce car dependency and implement measures that will improve air quality in the Borough (Public transport improvements-interchanges stations and services)	A public transport accessibility program is in progress that results in improved access to stations and bus stops using TfL funding. R B Greenwich is member of TGLP. TfL and RBG have succeeded in projects such as Crossrail, DLR extensions, tube modernisation and other public transport modes as achievements. TGLP support cross-borough working to improve access to sustainable transport.	Traffic planning and management: Improvement of public transport	Implementation	Start date: 2001 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: Monitor % change in traffic counts and vehicle modes through screen line data, including cycle use. Compare with previous years data. Cycle mode share has increased from 1% (2009) to 2.1% (2014). Walking mode share has increased from 26.7% to 28.5% in same period. Public transport accounts for over one fifth of all trips originating in the Borough, whilst car use has recently declined (see above). Extensive network of bus stop accessibility improvements delivered in 2013/14 and further programme in 2014/15. Target emissions reduction: N/A
Greenwich, London Borough of_6	R B Greenwich promotes walking as a healthy and viable alternative to car transport and will promote cycling as a viable alternative to the car, including the provision of appropriate routes and facilities and during term time through Sustainable School Travel Programs (STPs) (Promotion of cycling)	Walking actions implemented under LIP including improved crossings/ riverside footpaths/ signage. Implementation of Cycling Strategy Action Plan including new routes development, cycle parking and supporting behaviour change programmes (cycle training, school travel plans etc.).. Commitment to maintaining and promoting the Green Chain Walk within the borough	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2001 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: Annual cycling strategy reports contain detailed figures on new cycling networks installed and numbers of children/adults receiving cycle training. In 2013/14 over 200 adults and 1,000 children received training. Annual Sustainable Modes of Travel updates will quantify mode shift achieved through School Travel Plans Target emissions reduction: N/A

Measure code	Description	Focus	Classification	Status	Other information
Greenwich, London Borough of_7	R B Greenwich will continue to implement Home Zones and 20 mph areas, both as a traffic restraint to prevent 'rat running' and to put the needs of the pedestrian, mobility impaired, cyclists and children before those of the motorist (Reduction of speed limits, 20mph zones)	Home Zones installed in prior years. The Council has an ongoing programme of 20 mph zones to be rolled out to all residential areas.	Traffic planning and management: Reduction of speed limits and control	Implementation	Start date: 2001 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: 20mph zones now cover approximately 40% of the Borough; roll out to be complete in line with funding through LIP programme over forthcoming years. In completed 20mph zones between 1999 and 2009, all severities of casualties have reduced by 57%, and KSIs (Killed and Seriously Injured) have reduced by 69% in those zones. Target emissions reduction: N/A
Greenwich, London Borough of_8	R B Greenwich will assess and help large employers in the Borough develop and implement Transport Plans (Workplace Travel Planning)	All major planning applications have to incorporate sustainable modes of travel such as travel planning, car clubs and monitoring. These include service and delivery strategies. Secured through planning conditions and obligations.	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2003 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: Officers review Travel Plans for all sites and ensure best practice quality through use of ATTrBuTE tool, followed by ongoing review of actions and mode split surveys Development control transport planning process has allowed extensive expansion of Car Club bays and members. There are now 45 Car Club bays across the Borough and over 3,000 members. Target emissions reduction: N/A
Greenwich, London Borough of_9	R B Greenwich will seek the further promotion of bus travel through bus service reliability targets set in LIP (Public transport improvements-interchanges stations and services)	The Council works closely with TfL on the provision of and improvement of bus services.	Traffic planning and management: Improvement of public transport	Implementation	Start date: 2001 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: Excess wait time for buses is currently 1 (2013/14), which is in line with target Target emissions reduction: N/A

Measure code	Description	Focus	Classification	Status	Other information
Greenwich, London Borough of_10	R B Greenwich will continue to work with Network Rail and rail operators to secure continuing improvements of the rail service provided to the Borough (Public transport improvements-interchanges stations and services)	Crossrail secured for Abbey Wood and Woolwich Arsenal station. Lobbying will be made for any additional extensions or other plans of benefit to RBG	Traffic planning and management: Improvement of public transport	Implementation	Start date: 2001 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: Ongoing monitoring of improvements made to rail network/ service in RBG. TfL Passenger usage shows strong growth at many rail stations across the Borough For example between 2012/13 and 2013/14 the usage at Kidbrooke increased by 19% for example. Target emissions reduction: N/A
Greenwich, London Borough of_11	R B Greenwich believes that the river Thames is an under used sustainable transport resource and will continue to promote the transportation of people and goods by the river and also continue to protect wharves where viable for the shipment of freight (Promote use of rail and inland waterways)	Pier at Woolwich and the QE2 pier near the O2 arena. RBG encourage all major planning proposals close to river to utilise wharves wherever possible for delivery of good, material etc. Currently part of planning process included in the UDP (LDF)	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2001 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: Passenger numbers from piers across Royal Greenwich remain strong. Particular growth seen at Woolwich Arsenal pier towards the end of 2014. In 2014/15 year to date figures show a 16% increase in passenger figures compared to previous figures. Target emissions reduction: N/A
Greenwich, London Borough of_12	R B Greenwich is committed to the development of the Greenwich Waterfront Transit system and will continue to work with Transport for London towards the ultimate development of a tram system (Promote use of rail and inland waterways)	The GWT scheme is no longer funded but the Council is working with TfL and a consultancy to evaluate and implement some of the benefits and maintain reserved land for possible future use for an alternative scheme	Traffic planning and management: Encouragement of shift of transport modes	Planning	Start date: 2001 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: Current borough bus Excess Wait Time is in line with target performance at 1min delay. Target emissions reduction: N/A
Greenwich, London Borough of_13	R B Greenwich will seek to meet the requirements of the Road Traffic Reduction Act in the Borough through the variety of measures discussed in the Council's Local Implementation Plan (UTC, Congestion management, traffic reduction)	The LIP ongoing to 2014, regular review of LIP carried out by internal departments.	Traffic planning and management: Other measure	Implementation	Start date: 2001 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: RBG currently seeing some of the best road casualty reduction figures across London. 2013 KSI figures are 86% less than baseline (2005-2009) in RBG compared to 36% reduction across the capital as a whole Target emissions reduction: N/A

Measure code	Description	Focus	Classification	Status	Other information
Greenwich, London Borough of_14	R B Greenwich Council will use its Parking Strategy to control parking on new developments whilst also discouraging commuter parking and other less essential trips (Car Clubs)	RBG's Parking Enforcement Plan (in LIP) sets policies to control commuter parking and limit onsite parking on new developments. RBG initiated a successful car club in west of the Royal Borough, clubs now also available in Royal Arsenal and secured for new Kidbrooke Development. R B Greenwich LDF policy promotes car-free developments and states maximum 1 car space per unit for new residential developments.	Other measure: Other measure	Implementation	Start date: 2001 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: There are now 45 Car Club bays across the Borough and over 3,000 members, with average utilisation rates of vehicles (over 24hr periods) over 30%. Target emissions reduction: N/A
Greenwich, London Borough of_15	R B Greenwich will maintain the Romney Road 7.5 tonne Lorry Ban in order to protect Greenwich Town Centre from air pollution and vibration (Route Management Plans/ Strategic routing strategy for HGV's)	Successful Lorry Ban still in place.	Traffic planning and management: Freight transport measure	Implementation	Start date: 2001 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: Continuous AQ monitoring station installed since 1997 to monitor effect of measure Target emissions reduction: N/A
Greenwich, London Borough of_16	R B Greenwich will continue to implement traffic restraint measures to help create optimum driving conditions for the prevention of air pollution and to direct heavy good vehicles away from residential areas (Strategic highway improvements, Re-prioritising road space away from cars, inc Access management, Selective vehicle priority, bus priority, high vehicle occupancy lane)	RBG is ensuring that road space is maximised for the benefit of all road users i.e. pedestrians, cyclists, public transport freight as well as private motor vehicles	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2001 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: Road space re-allocation to cycle and bus lanes in particular have helped contribute to growth/maintenance of those modes and reduction of 2% in car mode share between 2011 to 2013, and 2012 to 2014. Associated benefits in terms of constraining emissions from private vehicles. Roll out of 20mph zones (now covering 40% of the Borough) to all residential zones, with associated traffic calming measures, helps limit HGVs in residential areas. Target emissions reduction: N/A
Greenwich, London Borough of_17	R B Greenwich will seek to develop Freight Quality Partnerships in line with guidance produced by the Mayor for London (Freight Partnerships for city centre deliveries)	RBG supports the Mayor's Freight Plan and will also continue to work with Thames Gateway sub-regional group on the freight quality partnership. Freight consolidation centres to be investigated.	Traffic planning and management: Freight transport measure	Implementation	Start date: 2001 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: Monitor level/ number of freight improvement schemes Target emissions reduction: N/A

Measure code	Description	Focus	Classification	Status	Other information
Greenwich, London Borough of_18	R B Greenwich will seek to work with TfL, London Councils and the London Boroughs in reviewing the London Night Time Lorry Ban (Quiet & out of hours delivery)	Still in force - the Council is participating in TfL reviews.	Traffic planning and management: Freight transport measure	Planning	Start date: 2001 Expected end date: 2030 Spatial scale: Whole agglomeration Source affected: Transport Indicator: Monitor progress of review and work undertaken. Target emissions reduction: N/A
Greenwich, London Borough of_19	R B Greenwich will continue to monitor and consult on significant transport schemes and measures, including those to significantly reduce traffic levels such as those in Greenwich Town Centre (Air Quality Planning and Policy Guidance)	EH are consulted on all major planning applications. Full time pedestrianisation of Greenwich Town Centre under discussion with TfL	Other measure: Other measure	Implementation	Start date: 2001 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: Monitor and quantify traffic flow and associated air quality with varying schemes. Target emissions reduction: N/A
Greenwich, London Borough of_20	R B Greenwich will continue to regularly service and maintain all fleet vehicles to a high standard (Policy Guidance and Development Control)	Vehicles are subject to service schedules that comply with Operators Licence requirements and also manufacturers recommendations. The total no. of the RBG's fleet vehicles is 630. Vehicles within scope of LEZ regulations are 450, 75% of which are compliant	Other measure: Other measure	Implementation	Start date: 2001 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: Monitor fleet fuel consumption and % change in emissions from fleet vehicles/ annum Target emissions reduction: N/A
Greenwich, London Borough of_21	R B Greenwich will encourage and pursue the uptake of low emission vehicles, fuels and technologies such as a bio methane refuelling station at Birchmere Depot and electric vehicle charging points located around the borough (Procuring alternative Refuelling infrastructure to promote Low Emission Vehicles, EV recharging, Gas fuel recharging)	All Council vehicles currently operate on ULS diesel and are minimum Euro IV compliant or better. RBG fleet uses Chemcoal fuel additive to increase performance and lower emissions. 14 publicly accessible electric vehicle charging points operational from January 2014, with free electricity incentive.	Public procurement: Other measure	Implementation	Start date: 2007 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: Monitor use of council owned electric charging points and use data to consider increasing network R B Greenwich has procured two electric vehicles for use within the Royal Borough. Number of fleet operators signed up to EcoStars. Improvement on fleet performance Target emissions reduction: N/A
Greenwich, London Borough of_22	R B Greenwich will continue to clean Borough roads which will help to remove dirt with the potential for re-suspension	Highway litter and detritus measured by Cleansweep department in line with Defra's National Indicator 195. Targets set to 2013 to increase cleaning effectiveness.	Traffic planning and management: Other measure	Implementation	Start date: 2001 Expected end date: 2030 Spatial scale: Local Source affected: Other, please specify Indicator: Cleansweep department quantify and report on NI195, including meeting targets being met for highway detritus and litter. Target emissions reduction: N/A

Measure code	Description	Focus	Classification	Status	Other information
Greenwich, London Borough of_23	R B Greenwich will continue to operate a free-collection, community composting scheme which has the potential for reducing the level of garden bonfires in the Borough (Public Information)	R B Greenwich achieved level of excellence and aims to increase the recycling rate to the following: 2011/12 38% 2012/13 39% 2013/14 40% 2014/15 41%	Public information and Education: Other mechanisms	Implementation	Start date: 2001 Expected end date: 2030 Spatial scale: Local Source affected: Commercial and residential sources Indicator: Monitor annual rates of recycling compared to set targets Target emissions reduction: N/A
Greenwich, London Borough of_24	Greenwich Council will continue to prevent air pollution and seek more sustainable forms of development through policies and measures contained in the LDF (Promoting Low Emission Plant)	Greenwich's Core Strategy contains policies relating to Air Quality. Greener Greenwich SPD provides detailed guidance on implementing sustainable design through the use of sustainable materials, installing energy efficient and renewable energy, and installation of green roofs that benefit air quality. The Core Strategy requires that new development connect to or install a district heating network where possible. The Core Strategy requires new major residential development achieve Code for Sustainable Home Level 4 and new major non-residential developments achieve BREEAM Excellent. Core Strategy requires all new development greater than 500sqm or residential development of 10 units or more to reduce CO2, PM10 and NO2 emissions from transport through measures set out in Defra Guidance - Low Emissions Strategies 2010.	Other measure: Other measure	Implementation	Start date: 2003 Expected end date: 2030 Spatial scale: Local Source affected: Commercial and residential sources Indicator: Through the London Plan, new major developments of any tenure are subject to a range of standards around energy and carbon emissions. Since 1st April 2013 to date there has been 416 applications assessed for energy and carbon reduction. These standards help ensure a high level of energy efficiency in new homes, lower energy bills and reduced fuel poverty. Through these applications there has been: - The installation of 17909m2 of solar photovoltaic panels - The connection of 7700 properties to a district heating network. In addition, where feasible, planning conditions include a requirement for all new developments to incorporate living roofs. Target emissions reduction: N/A

Measure code	Description	Focus	Classification	Status	Other information
Greenwich, London Borough of_25	R B Greenwich will continue to require ameliorating measures such as Travel Plans, vehicle fleet improvements, low emission strategies and financial contributions to mitigate emissions via section 106 of Town and County planning act 1990 (as amended) planning agreements (Low Emissions Strategy)	Low Emission Transport Schemes implemented on all major developments. Air quality assessments required on all planning applications with increased transport movements and/or boiler emissions	Other measure: Other measure	Implementation	Start date: 2004 Expected end date: 2030 Spatial scale: Local Source affected: Commercial and residential sources Indicator: Monitor levels of agreed section 106 planning agreements, measures such as car-free developments, installation of EV recharging points, car club bays, car free developments, travel plans. Town planning and Development control has allowed extensive expansion of Car Club bays and members. There are now 45 Car Club bays across the Borough and over 3,000 members. 108 EV charging points secured in recent years through s106 agreements Target emissions reduction: N/A
Greenwich, London Borough of_26	R B Greenwich will continue to require ameliorating measures such as Travel Plans, vehicle fleet improvements, low emission strategies and financial contributions to mitigate emissions via section 106 of Town and County planning act 1990 (as amended) planning agreements (Low Emissions Strategy)	Housing Capital Programme and ECO funding ensures RBG properties are maintained to a high standard of energy efficiency. Promote access to the Green Deal and ECO to private households through the Council's ECO delivery partners. Promote high energy efficiency standards and low carbon energy in new developments.	Other measure: Other measure	Implementation	Start date: 2001 Expected end date: 2030 Spatial scale: Local Source affected: Commercial and residential sources Indicator: Monitor the uptake/installation of measures in RBG households. In 2014/15 significant energy efficiency improvements commenced at the Barnfield Estate (577 properties across 30 blocks and 100 RBG street properties, 35 home improvement grants and loans and 26 Royal Greenwich Landlord scheme grant applications approved to date in 2014/15. Target emissions reduction: N/A

Measure code	Description	Focus	Classification	Status	Other information
Greenwich, London Borough of_27	R B Greenwich will implement its Climate Change Strategy (Policy Guidance and Development Control)	Climate Strategy focuses on reducing CO2 but will also have a beneficial impact on NOx and PM10 reductions. RBG has set a borough wide CO2 reduction target of 80% by 2050 based on a 2005 baseline. RBG continues to implement the Climate Change Strategy 2011 actions by: ensuring that development in the boroughs meets a high standard of sustainable design and incorporates decentralised energy and renewable energy; promotes behavioural change programmes and retrofit schemes to reduce the energy requirements of existing buildings; and delivers programmes that increase active travel awareness and encourage a modal shift away towards more sustainable travel options.	Other measure: Other measure	Implementation	Start date: 2005 Expected end date: 2030 Spatial scale: Local Source affected: Commercial and residential sources Indicator: Annual Greenhouse Gas Report (of RBG's operational emissions and proportion of green electricity) produced by R B Greenwich showing CO2 reductions. In 2013/14 the Royal Borough's greenhouse gas emissions for were 17.8% lower than the base year 2009-2010 and a 11.3% reduction from the previous reporting year. Annual Borough-wide per capita CO2 emissions reported by DECC. Per capita emissions in Royal Greenwich have decreased from 5.4 tonnes per capita in 2005 to 4.2 tonnes per capita in 2012. Target emissions reduction: N/A
Greenwich, London Borough of_28	R B Greenwich will control dust emissions from large scale development sites by ensuring that our Protocol on Dust is adhered to alongside GLA's 'control of dust and emissions from construction and demolition'	Now use GLA document. Attached as condition to all major planning developments	Traffic planning and management: Freight transport measure	Implementation	Start date: 2004 Expected end date: 2030 Spatial scale: Local Source affected: Off-road machinery Indicator: Measure number of agreed major developments containing conditions of GLA and Council Protocol on dust. Target emissions reduction: N/A
Greenwich, London Borough of_29	R B Greenwich will publicise and raise awareness of air quality through a number of mediums.	AirTEXT posters sent to PCT's and other sources to improve education and awareness to minimise personal pollution exposure. Idling engines signs mounted on each primary school in Borough. Involvement in proactively disseminating air quality information and guidance/ advice to public to be completed at Council events.	Public information and Education: Internet	Implementation	Start date: 2002 Expected end date: 2030 Spatial scale: Local Source affected: Other, please specify Indicator: Monitor and pursue greater uptake of subscriptions to airTEXT for increased awareness. Monitor level of events attended by Pollution Team to raise awareness Target emissions reduction: N/A

Measure code	Description	Focus	Classification	Status	Other information
Greenwich, London Borough of_30	R B Greenwich Council will continue to implement all measures required of London Boroughs in the Mayor's Air Quality Strategy (MAQS) and Transport Emissions Roadmap (Promoting Travel Alternatives)	Latest MAQS released on 14/12/10. Low Emission Strategy Partnership featured. RBG referenced as a case study within the Report. Continue implementation of all measures in MAQS. Transport Emissions Roadmap issued September 2014	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2010 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: Monitor measures being met as required by the MAQS & Transport Emissions Roadmap Target emissions reduction: N/A
Greenwich, London Borough of_31	R B Greenwich Council will continue to implement all measures required of London Boroughs in the Mayor's Air Quality Strategy (MAQS) and Transport Emissions Roadmap (Transport Planning and Infrastructure)	Latest MAQS released on 14/12/10. Low Emission Strategy Partnership featured. RBG referenced as a case study within the Report. Continue implementation of all measures in MAQS. Transport Emissions Roadmap issued September 2014	Traffic planning and management: Other measure	Implementation	Start date: 2010 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: Monitor measures being met as required by the MAQS & Transport Emissions Roadmap Target emissions reduction: N/A
Greenwich, London Borough of_32	R B Greenwich Council will continue to implement all measures required of London Boroughs in the Mayor's Air Quality Strategy (MAQS) and Transport Emissions Roadmap (Freight and Delivery Management)	Latest MAQS released on 14/12/10. Low Emission Strategy Partnership featured. RBG referenced as a case study within the Report. Continue implementation of all measures in MAQS. Transport Emissions Roadmap issued September 2014	Traffic planning and management: Freight transport measure	Implementation	Start date: 2010 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: Monitor measures being met as required by the MAQS & Transport Emissions Roadmap Target emissions reduction: N/A
Greenwich, London Borough of_33	R B Greenwich Council will continue to implement all measures required of London Boroughs in the Mayor's Air Quality Strategy (MAQS) and Transport Emissions Roadmap (Promoting Low Emission Transport)	Latest MAQS released on 14/12/10. Low Emission Strategy Partnership featured. RBG referenced as a case study within the Report. Continue implementation of all measures in MAQS. Transport Emissions Roadmap issued September 2014	Public procurement: Other measure	Implementation	Start date: 2010 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: Monitor measures being met as required by the MAQS & Transport Emissions Roadmap Target emissions reduction: N/A
Greenwich, London Borough of_34	R B Greenwich fully supports the London Low Emission Zone (LEZ) & the proposed new 'Ultra Low Emission Zone' (ULEZ) (Traffic Management)	GLA responsibility. LEZ was introduced in February 2008. Included phased implementation for different category vehicles. Mayor confirmed that the LEZ now affects larger vans, minibuses, motor caravan and other specialist vehicles from 3rd January 2012. Publicise LEZ restrictions on R B Greenwich website. At the end of 2014, TfL and the GLA proposed the introduction of a ULEZ based on the boundaries of the current congestion charge zone. R B Greenwich responded to the consultation but suggested that the area should be extended to cover the whole of the current LEZ	Traffic planning and management: Other measure	Implementation	Start date: 2008 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: Effectiveness of LEZ monitored by TfL (e.g. level of compliant vehicles). TfL use RBG air quality monitoring data to quantify emission changes associated to new phases of LEZ restrictions Target emissions reduction: N/A

Measure code	Description	Focus	Classification	Status	Other information
Greenwich, London Borough of_35	R B Greenwich fully supports the London Low Emission Zone (LEZ) & the proposed new 'Ultra Low Emission Zone' (ULEZ) (Promoting Low Emission Transport)	GLA responsibility. LEZ was introduced in February 2008. Included phased implementation for different category vehicles. Mayor confirmed that the LEZ now affects larger vans, minibuses, motor caravan and other specialist vehicles from 3rd January 2012. Publicise LEZ restrictions on R B Greenwich website. At the end of 2014, TfL and the GLA proposed the introduction of a ULEZ based on the boundaries of the current congestion charge zone. R B Greenwich responded to the consultation but suggested that the area should be extended to cover the whole of the current LEZ	Public procurement: Other measure	Implementation	Start date: 2008 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: Effectiveness of LEZ monitored by TfL (e.g. level of compliant vehicles). TfL use RBG air quality monitoring data to quantify emission changes associated to new phases of LEZ restrictions Target emissions reduction: N/A
Greenwich, London Borough of_36	R B Greenwich will implement the Mayor's Transport Strategy at a local level through the Local Implementation Plan (Promoting Travel Alternatives)	LIP Delivery Plan for 2014-2017 has been through internal consultation process and approved by TfL and Mayor of London.	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2001 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: Each action/ measure in the Transport Strategy and LIP will be fully implemented. Car mode share decreased from 46% to 44% between 2012 and 2014 (3 year rolling averages) Target emissions reduction: N/A
Greenwich, London Borough of_37	R B Greenwich will implement the Mayor's Transport Strategy at a local level through the Local Implementation Plan (UTC, Congestion management, traffic reduction)	LIP Delivery Plan for 2014-2017 has been through internal consultation process and approved by TfL and Mayor of London.	Traffic planning and management: Other measure	Implementation	Start date: 2001 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: Each action/ measure in the Transport Strategy and LIP will be fully implemented. Car mode share decreased from 46% to 44% between 2012 and 2014 (3 year rolling averages) Target emissions reduction: N/A
Greenwich, London Borough of_38	R B Greenwich will work with Transport for London and Highways Agency in seeking significant reductions in vehicle emissions on the A102 and the Transport for London Road Network (TLRN)	TfL have overall responsibility of TLRN. RBG working towards demand management/ pedestrianisation scheme in Greenwich Town Centre with TfL consultation. RBG will support road cleaning and dust suppression techniques on TfL roads around specific identified areas such as Blackwall Tunnel	Traffic planning and management: Reduction of speed limits and control	Implementation	Start date: 2001 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: Air quality monitoring alongside TLRN roads (e.g. Woolwich Flyover and Blackheath Hill) will indicate change/ effectiveness in pollutants emissions Target emissions reduction: N/A

Measure code	Description	Focus	Classification	Status	Other information
Greenwich, London Borough of_39	R B Greenwich will support and continue to work with Thames Gateway London Partnership (TGLP) to secure improvements in public transport so as to reduce car dependency and implement measures that will improve air quality in the Borough (Promoting Travel Alternatives)	A public transport accessibility program is in progress that results in improved access to stations and bus stops using TfL funding. R B Greenwich is member of TGLP. TfL and RBG have succeeded in projects such as Crossrail, DLR extensions, tube modernisation and other public transport modes as achievements. TGLP support cross-borough working to improve access to sustainable transport.	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2001 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: Monitor % change in traffic counts and vehicle modes through screen line data, including cycle use. Compare with previous years data. Cycle mode share has increased from 1% (2009) to 2.1% (2014). Walking mode share has increased from 26.7% to 28.5% in same period. Public transport accounts for over one fifth of all trips originating in the Borough, whilst car use has recently declined (see above). Extensive network of bus stop accessibility improvements delivered in 2013/14 and further programme in 2014/15. Target emissions reduction: N/A
Greenwich, London Borough of_40	R B Greenwich will support and continue to work with Thames Gateway London Partnership (TGLP) to secure improvements in public transport so as to reduce car dependency and implement measures that will improve air quality in the Borough (Traffic Management)	A public transport accessibility program is in progress that results in improved access to stations and bus stops using TfL funding. R B Greenwich is member of TGLP. TfL and RBG have succeeded in projects such as Crossrail, DLR extensions, tube modernisation and other public transport modes as achievements. TGLP support cross-borough working to improve access to sustainable transport.	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2001 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: Monitor % change in traffic counts and vehicle modes through screen line data, including cycle use. Compare with previous years data. Cycle mode share has increased from 1% (2009) to 2.1% (2014). Walking mode share has increased from 26.7% to 28.5% in same period. Public transport accounts for over one fifth of all trips originating in the Borough, whilst car use has recently declined (see above). Extensive network of bus stop accessibility improvements delivered in 2013/14 and further programme in 2014/15. Target emissions reduction: N/A

Measure code	Description	Focus	Classification	Status	Other information
Greenwich, London Borough of_41	R B Greenwich will support and continue to work with Thames Gateway London Partnership (TGLP) to secure improvements in public transport so as to reduce car dependency and implement measures that will improve air quality in the Borough (Alternatives to private vehicle use)	A public transport accessibility program is in progress that results in improved access to stations and bus stops using TfL funding. R B Greenwich is member of TGLP. TfL and RBG have succeeded in projects such as Crossrail, DLR extensions, tube modernisation and other public transport modes as achievements. TGLP support cross-borough working to improve access to sustainable transport.	Other measure: Other measure	Implementation	Start date: 2001 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: Monitor % change in traffic counts and vehicle modes through screen line data, including cycle use. Compare with previous years data. Cycle mode share has increased from 1% (2009) to 2.1% (2014). Walking mode share has increased from 26.7% to 28.5% in same period. Public transport accounts for over one fifth of all trips originating in the Borough, whilst car use has recently declined (see above). Extensive network of bus stop accessibility improvements delivered in 2013/14 and further programme in 2014/15. Target emissions reduction: N/A
Greenwich, London Borough of_42	R B Greenwich promotes walking as a healthy and viable alternative to car transport and will promote cycling as a viable alternative to the car, including the provision of appropriate routes and facilities and during term time through Sustainable School Travel Programs (STPs) (School Travel Plans)	Walking actions implemented under LIP including improved crossings/ riverside footpaths/ signage. Implementation of Cycling Strategy Action Plan including new routes development, cycle parking and supporting behaviour change programmes (cycle training, school travel plans etc.).. Commitment to maintaining and promoting the Green Chain Walk within the borough	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2001 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: Annual cycling strategy reports contain detailed figures on new cycling networks installed and numbers of children/adults receiving cycle training. In 2013/14 over 200 adults and 1,000 children received training. Annual Sustainable Modes of Travel updates will quantify mode shift achieved through School Travel Plans Target emissions reduction: N/A

Measure code	Description	Focus	Classification	Status	Other information
Greenwich, London Borough of_43	R B Greenwich promotes walking as a healthy and viable alternative to car transport and will promote cycling as a viable alternative to the car, including the provision of appropriate routes and facilities and during term time through Sustainable School Travel Programs (STPs) (Promotion of walking)	Walking actions implemented under LIP including improved crossings/ riverside footpaths/ signage. Implementation of Cycling Strategy Action Plan including new routes development, cycle parking and supporting behaviour change programmes (cycle training, school travel plans etc.).. Commitment to maintaining and promoting the Green Chain Walk within the borough	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2001 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: Annual cycling strategy reports contain detailed figures on new cycling networks installed and numbers of children/adults receiving cycle training. In 2013/14 over 200 adults and 1,000 children received training. Annual Sustainable Modes of Travel updates will quantify mode shift achieved through School Travel Plans Target emissions reduction: N/A
Greenwich, London Borough of_44	R B Greenwich promotes walking as a healthy and viable alternative to car transport and will promote cycling as a viable alternative to the car, including the provision of appropriate routes and facilities and during term time through Sustainable School Travel Programs (STPs) (Intensive active travel campaign & infrastructure)	Walking actions implemented under LIP including improved crossings/ riverside footpaths/ signage. Implementation of Cycling Strategy Action Plan including new routes development, cycle parking and supporting behaviour change programmes (cycle training, school travel plans etc.).. Commitment to maintaining and promoting the Green Chain Walk within the borough	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2001 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: Annual cycling strategy reports contain detailed figures on new cycling networks installed and numbers of children/adults receiving cycle training. In 2013/14 over 200 adults and 1,000 children received training. Annual Sustainable Modes of Travel updates will quantify mode shift achieved through School Travel Plans Target emissions reduction: N/A
Greenwich, London Borough of_45	R B Greenwich will assess and help large employers in the Borough develop and implement Transport Plans (Car Clubs)	All major planning applications have to incorporate sustainable modes of travel such as travel planning, car clubs and monitoring. These include service and delivery strategies. Secured through planning conditions and obligations.	Other measure: Other measure	Implementation	Start date: 2003 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: Officers review Travel Plans for all sites and ensure best practice quality through use of ATTrBuTE tool, followed by ongoing review of actions and mode split surveys Development control transport planning process has allowed extensive expansion of Car Club bays and members. There are now 45 Car Club bays across the Borough and over 3,000 members. Target emissions reduction: N/A

Measure code	Description	Focus	Classification	Status	Other information
Greenwich, London Borough of_46	R B Greenwich will assess and help large employers in the Borough develop and implement Transport Plans (Delivery and Service plans)	All major planning applications have to incorporate sustainable modes of travel such as travel planning, car clubs and monitoring. These include service and delivery strategies. Secured through planning conditions and obligations.	Traffic planning and management: Freight transport measure	Implementation	Start date: 2003 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: Officers review Travel Plans for all sites and ensure best practice quality through use of ATTrBuTE tool, followed by ongoing review of actions and mode split surveys Development control transport planning process has allowed extensive expansion of Car Club bays and members. There are now 45 Car Club bays across the Borough and over 3,000 members. Target emissions reduction: N/A
Greenwich, London Borough of_47	R B Greenwich will seek the further promotion of bus travel through bus service reliability targets set in LIP (Bus route improvements)	The Council works closely with TfL on the provision of and improvement of bus services.	Traffic planning and management: Improvement of public transport	Implementation	Start date: 2001 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: Excess wait time for buses is currently 1 (2013/14), which is in line with target Target emissions reduction: N/A
Greenwich, London Borough of_48	R B Greenwich will continue to work with Network Rail and rail operators to secure continuing improvements of the rail service provided to the Borough (Promote use of rail and inland waterways)	Crossrail secured for Abbey Wood and Woolwich Arsenal station. Lobbying will be made for any additional extensions or other plans of benefit to RBG	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2001 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: Ongoing monitoring of improvements made to rail network/ service in RBG. TfL Passenger usage shows strong growth at many rail stations across the Borough For example between 2012/13 and 2013/14 the usage at Kidbrooke increased by 19% for example. Target emissions reduction: N/A

Measure code	Description	Focus	Classification	Status	Other information
Greenwich, London Borough of_49	R B Greenwich believes that the river Thames is an under used sustainable transport resource and will continue to promote the transportation of people and goods by the river and also continue to protect wharves where viable for the shipment of freight.	Pier at Woolwich and the QE2 pier near the O2 arena. RBG encourage all major planning proposals close to river to utilise wharves wherever possible for delivery of good, material etc. Currently part of planning process included in the UDP (LDF)	Traffic planning and management: Freight transport measure	Implementation	Start date: 2001 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: Passenger numbers from piers across Royal Greenwich remain strong. Particular growth seen at Woolwich Arsenal pier towards the end of 2014. In 2014/15 year to date figures show a 16% increase in passenger figures compared to previous figures. Target emissions reduction: N/A
Greenwich, London Borough of_50	R B Greenwich is committed to the development of the Greenwich Waterfront Transit system and will continue to work with Transport for London towards the ultimate development of a tram system (Public transport improvements-interchanges stations and services)	The GWT scheme is no longer funded but the Council is working with TfL and a consultancy to evaluate and implement some of the benefits and maintain reserved land for possible future use for an alternative scheme	Traffic planning and management: Improvement of public transport	Planning	Start date: 2001 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: Current borough bus Excess Wait Time is in line with target performance at 1min delay. Target emissions reduction: N/A
Greenwich, London Borough of_51	R B Greenwich is committed to the development of the Greenwich Waterfront Transit system and will continue to work with Transport for London towards the ultimate development of a tram system (Transport Planning and Infrastructure)	The GWT scheme is no longer funded but the Council is working with TfL and a consultancy to evaluate and implement some of the benefits and maintain reserved land for possible future use for an alternative scheme	Traffic planning and management: Other measure	Planning	Start date: 2001 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: Current borough bus Excess Wait Time is in line with target performance at 1min delay. Target emissions reduction: N/A
Greenwich, London Borough of_52	R B Greenwich is committed to the development of the Greenwich Waterfront Transit system and will continue to work with Transport for London towards the ultimate development of a tram system (Strategic highway improvements, Re-prioritising road space away from cars, inc Access management, Selective vehicle priority, bus priority, high vehicle occupancy lane)	The GWT scheme is no longer funded but the Council is working with TfL and a consultancy to evaluate and implement some of the benefits and maintain reserved land for possible future use for an alternative scheme	Traffic planning and management: Encouragement of shift of transport modes	Planning	Start date: 2001 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: Current borough bus Excess Wait Time is in line with target performance at 1min delay. Target emissions reduction: N/A
Greenwich, London Borough of_53	R B Greenwich is committed to the development of the Greenwich Waterfront Transit system and will continue to work with Transport for London towards the ultimate development of a tram system (Alternatives to private vehicle use)	The GWT scheme is no longer funded but the Council is working with TfL and a consultancy to evaluate and implement some of the benefits and maintain reserved land for possible future use for an alternative scheme	Other measure: Other measure	Planning	Start date: 2001 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: Current borough bus Excess Wait Time is in line with target performance at 1min delay. Target emissions reduction: N/A

Measure code	Description	Focus	Classification	Status	Other information
Greenwich, London Borough of_54	R B Greenwich will seek to meet the requirements of the Road Traffic Reduction Act in the Borough through the variety of measures discussed in the Council's Local Implementation Plan (Promoting Travel Alternatives)	The LIP ongoing to 2014, regular review of LIP carried out by internal departments.	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2001 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: RBG currently seeing some of the best road casualty reduction figures across London. 2013 KSI figures are 86% less than baseline (2005-2009) in RBG compared to 36% reduction across the capital as a whole Target emissions reduction: N/A
Greenwich, London Borough of_55	R B Greenwich Council will use its Parking Strategy to control parking on new developments whilst also discouraging commuter parking and other less essential trips (Low Emissions Strategy)	RBG's Parking Enforcement Plan (in LIP) sets policies to control commuter parking and limit onsite parking on new developments. RBG initiated a successful car club in west of the Royal Borough, clubs now also available in Royal Arsenal and secured for new Kidbrooke Development. R B Greenwich LDF policy promotes car-free developments and states maximum 1 car space per unit for new residential developments.	Other measure: Other measure	Implementation	Start date: 2001 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: There are now 45 Car Club bays across the Borough and over 3,000 members, with average utilisation rates of vehicles (over 24hr periods) over 30%. Target emissions reduction: N/A
Greenwich, London Borough of_56	R B Greenwich will maintain the Romney Road 7.5 tonne Lorry Ban in order to protect Greenwich Town Centre from air pollution and vibration (Strategic highway improvements, Re-prioritising road space away from cars, inc Access management, Selective vehicle priority, bus priority, high vehicle occupancy lane)	Successful Lorry Ban still in place.	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2001 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: Continuous AQ monitoring station installed since 1997 to monitor effect of measure Target emissions reduction: N/A

Measure code	Description	Focus	Classification	Status	Other information
Greenwich, London Borough of_57	R B Greenwich will continue to implement traffic restraint measures to help create optimum driving conditions for the prevention of air pollution and to direct heavy good vehicles away from residential areas (Cycle network)	RBG is ensuring that road space is maximised for the benefit of all road users i.e. pedestrians, cyclists, public transport freight as well as private motor vehicles	Traffic planning and management: Expansion of bicycle and pedestrian infrastructure	Implementation	Start date: 2001 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: Road space re-allocation to cycle and bus lanes in particular have helped contribute to growth/maintenance of those modes and reduction of 2% in car mode share between 2011 to 2013, and 2012 to 2014. Associated benefits in terms of constraining emissions from private vehicles. Roll out of 20mph zones (now covering 40% of the Borough) to all residential zones, with associated traffic calming measures, helps limit HGVs in residential areas. Target emissions reduction: N/A
Greenwich, London Borough of_58	R B Greenwich will continue to implement traffic restraint measures to help create optimum driving conditions for the prevention of air pollution and to direct heavy good vehicles away from residential areas (Bus route improvements)	RBG is ensuring that road space is maximised for the benefit of all road users i.e. pedestrians, cyclists, public transport freight as well as private motor vehicles	Traffic planning and management: Improvement of public transport	Implementation	Start date: 2001 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: Road space re-allocation to cycle and bus lanes in particular have helped contribute to growth/maintenance of those modes and reduction of 2% in car mode share between 2011 to 2013, and 2012 to 2014. Associated benefits in terms of constraining emissions from private vehicles. Roll out of 20mph zones (now covering 40% of the Borough) to all residential zones, with associated traffic calming measures, helps limit HGVs in residential areas. Target emissions reduction: N/A

Measure code	Description	Focus	Classification	Status	Other information
Greenwich, London Borough of_59	R B Greenwich will continue to implement traffic restraint measures to help create optimum driving conditions for the prevention of air pollution and to direct heavy good vehicles away from residential areas (Public transport improvements-interchanges stations and services)	RBG is ensuring that road space is maximised for the benefit of all road users i.e. pedestrians, cyclists, public transport freight as well as private motor vehicles	Traffic planning and management: Improvement of public transport	Implementation	Start date: 2001 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: Road space re-allocation to cycle and bus lanes in particular have helped contribute to growth/maintenance of those modes and reduction of 2% in car mode share between 2011 to 2013, and 2012 to 2014. Associated benefits in terms of constraining emissions from private vehicles. Roll out of 20mph zones (now covering 40% of the Borough) to all residential zones, with associated traffic calming measures, helps limit HGVs in residential areas. Target emissions reduction: N/A
Greenwich, London Borough of_60	R B Greenwich will continue to implement traffic restraint measures to help create optimum driving conditions for the prevention of air pollution and to direct heavy good vehicles away from residential areas (Promotion of cycling)	RBG is ensuring that road space is maximised for the benefit of all road users i.e. pedestrians, cyclists, public transport freight as well as private motor vehicles	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2001 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: Road space re-allocation to cycle and bus lanes in particular have helped contribute to growth/maintenance of those modes and reduction of 2% in car mode share between 2011 to 2013, and 2012 to 2014. Associated benefits in terms of constraining emissions from private vehicles. Roll out of 20mph zones (now covering 40% of the Borough) to all residential zones, with associated traffic calming measures, helps limit HGVs in residential areas. Target emissions reduction: N/A

Measure code	Description	Focus	Classification	Status	Other information
Greenwich, London Borough of_61	R B Greenwich will continue to implement traffic restraint measures to help create optimum driving conditions for the prevention of air pollution and to direct heavy good vehicles away from residential areas (Promotion of walking)	RBG is ensuring that road space is maximised for the benefit of all road users i.e. pedestrians, cyclists, public transport freight as well as private motor vehicles	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2001 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: Road space re-allocation to cycle and bus lanes in particular have helped contribute to growth/maintenance of those modes and reduction of 2% in car mode share between 2011 to 2013, and 2012 to 2014. Associated benefits in terms of constraining emissions from private vehicles. Roll out of 20mph zones (now covering 40% of the Borough) to all residential zones, with associated traffic calming measures, helps limit HGVs in residential areas. Target emissions reduction: N/A
Greenwich, London Borough of_62	R B Greenwich will continue to implement traffic restraint measures to help create optimum driving conditions for the prevention of air pollution and to direct heavy good vehicles away from residential areas (Reduction of speed limits, 20mph zones)	RBG is ensuring that road space is maximised for the benefit of all road users i.e. pedestrians, cyclists, public transport freight as well as private motor vehicles	Traffic planning and management: Reduction of speed limits and control	Implementation	Start date: 2001 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: Road space re-allocation to cycle and bus lanes in particular have helped contribute to growth/maintenance of those modes and reduction of 2% in car mode share between 2011 to 2013, and 2012 to 2014. Associated benefits in terms of constraining emissions from private vehicles. Roll out of 20mph zones (now covering 40% of the Borough) to all residential zones, with associated traffic calming measures, helps limit HGVs in residential areas. Target emissions reduction: N/A
Greenwich, London Borough of_63	R B Greenwich will seek to work with TfL, London Councils and the London Boroughs in reviewing the London Night Time Lorry Ban (Route Management Plans/ Strategic routing strategy for HGV's)	Still in force - the Council is participating in TfL reviews.	Traffic planning and management: Freight transport measure	Planning	Start date: 2001 Expected end date: 2030 Spatial scale: Whole agglomeration Source affected: Transport Indicator: Monitor progress of review and work undertaken. Target emissions reduction: N/A

Measure code	Description	Focus	Classification	Status	Other information
Greenwich, London Borough of_64	R B Greenwich will continue to monitor and consult on significant transport schemes and measures, including those to significantly reduce traffic levels such as those in Greenwich Town Centre (Strategic highway improvements, Re-prioritising road space away from cars, inc Access management, Selective vehicle priority, bus priority, high vehicle occupancy lane)	EH are consulted on all major planning applications. Full time pedestrianisation of Greenwich Town Centre under discussion with TfL	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2001 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: Monitor and quantify traffic flow and associated air quality with varying schemes. Target emissions reduction: N/A
Greenwich, London Borough of_65	R B Greenwich will continue to monitor and consult on significant transport schemes and measures, including those to significantly reduce traffic levels such as those in Greenwich Town Centre (UTC, Congestion management, traffic reduction)	EH are consulted on all major planning applications. Full time pedestrianisation of Greenwich Town Centre under discussion with TfL	Traffic planning and management: Other measure	Implementation	Start date: 2001 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: Monitor and quantify traffic flow and associated air quality with varying schemes. Target emissions reduction: N/A
Greenwich, London Borough of_66	R B Greenwich will continue to monitor and consult on significant transport schemes and measures, including those to significantly reduce traffic levels such as those in Greenwich Town Centre (Public transport improvements-interchanges stations and services)	EH are consulted on all major planning applications. Full time pedestrianisation of Greenwich Town Centre under discussion with TfL	Traffic planning and management: Improvement of public transport	Implementation	Start date: 2001 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: Monitor and quantify traffic flow and associated air quality with varying schemes. Target emissions reduction: N/A
Greenwich, London Borough of_67	R B Greenwich will continue to regularly service and maintain all fleet vehicles to a high standard (Vehicle Retrofitting programmes)	Vehicles are subject to service schedules that comply with Operators Licence requirements and also manufacturers recommendations. The total no. of the RBG's fleet vehicles is 630. Vehicles within scope of LEZ regulations are 450, 75% of which are compliant	Retrofitting: Retrofitting emission control equipment to vehicles	Implementation	Start date: 2001 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: Monitor fleet fuel consumption and % change in emissions from fleet vehicles/ annum Target emissions reduction: N/A
Greenwich, London Borough of_68	R B Greenwich will encourage and pursue the uptake of low emission vehicles, fuels and technologies such as a bio methane refuelling station at Birchmere Depot and electric vehicle charging points located around the borough (Public Vehicle Procurement -Prioritising uptake of low emission vehicles)	All Council vehicles currently operate on ULS diesel and are mimimum Euro IV compliant or better. RBG fleet uses Chemcoal fuel additive to increase performance and lower emissions. 14 publicly accessible electric vehicle charging points operational from January 2014, with free electricity incentive.	Public procurement: New vehicles, including low emission vehicles	Implementation	Start date: 2007 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: Monitor use of council owned electric charging points and use data to consider increasing network R B Greenwich has procured two electric vehicles for use within the Royal Borough. Number of fleet operators signed up to EcoStars. Improvement on fleet performance Target emissions reduction: N/A

Measure code	Description	Focus	Classification	Status	Other information
Greenwich, London Borough of_69	R B Greenwich will encourage and pursue the uptake of low emission vehicles, fuels and technologies such as a bio methane refuelling station at Birchmere Depot and electric vehicle charging points located around the borough (Company Vehicle Procurement -Prioritising uptake of low emission vehicles)	All Council vehicles currently operate on ULS diesel and are mimimum Euro IV compliant or better. RBG fleet uses Chemcoal fuel additive to increase performance and lower emissions. 14 publicly accessible electric vehicle charging points operational from January 2014, with free electricity incentive.	Public procurement: Other measure	Implementation	Start date: 2007 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: Monitor use of council owned electric charging points and use data to consider increasing network R B Greenwich has procured two electric vehicles for use within the Royal Borough. Number of fleet operators signed up to EcoStars. Improvement on fleet performance Target emissions reduction: N/A
Greenwich, London Borough of_70	R B Greenwich will encourage and pursue the uptake of low emission vehicles, fuels and technologies such as a bio methane refuelling station at Birchmere Depot and electric vehicle charging points located around the borough (Vehicle Retrofitting programmes)	All Council vehicles currently operate on ULS diesel and are mimimum Euro IV compliant or better. RBG fleet uses Chemcoal fuel additive to increase performance and lower emissions. 14 publicly accessible electric vehicle charging points operational from January 2014, with free electricity incentive.	Retrofitting: Retrofitting emission control equipment to vehicles	Implementation	Start date: 2007 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: Monitor use of council owned electric charging points and use data to consider increasing network R B Greenwich has procured two electric vehicles for use within the Royal Borough. Number of fleet operators signed up to EcoStars. Improvement on fleet performance Target emissions reduction: N/A

Measure code	Description	Focus	Classification	Status	Other information
Greenwich, London Borough of_71	Greenwich Council will continue to prevent air pollution and seek more sustainable forms of development through policies and measures contained in the LDF (Promoting Low Emission Plant)	Greenwich's Core Strategy contains policies relating to Air Quality. Greener Greenwich SPD provides detailed guidance on implementing sustainable design through the use of sustainable materials, installing energy efficient and renewable energy, and installation of green roofs that benefit air quality. The Core Strategy requires that new development connect to or install a district heating network where possible. The Core Strategy requires new major residential development achieve Code for Sustainable Home Level 4 and new major non-residential developments achieve BREEAM Excellent. Core Strategy requires all new development greater than 500sqm or residential development of 10 units or more to reduce CO2, PM10 and NO2 emissions from transport through measures set out in Defra Guidance - Low Emissions Strategies 2010.	Public procurement: Low emission fuels for stationary and mobile sources	Implementation	Start date: 2003 Expected end date: 2030 Spatial scale: Local Source affected: Commercial and residential sources Indicator: Through the London Plan, new major developments of any tenure are subject to a range of standards around energy and carbon emissions. Since 1st April 2013 to date there has been 416 applications assessed for energy and carbon reduction. These standards help ensure a high level of energy efficiency in new homes, lower energy bills and reduced fuel poverty. Through these applications there has been: - The installation of 17909m2 of solar photovoltaic panels - The connection of 7700 properties to a district heating network. In addition, where feasible, planning conditions include a requirement for all new developments to incorporate living roofs. Target emissions reduction: N/A

Measure code	Description	Focus	Classification	Status	Other information
Greenwich, London Borough of_72	Greenwich Council will continue to prevent air pollution and seek more sustainable forms of development through policies and measures contained in the LDF (Policy Guidance and Development Control)	Greenwich's Core Strategy contains policies relating to Air Quality. Greener Greenwich SPD provides detailed guidance on implementing sustainable design through the use of sustainable materials, installing energy efficient and renewable energy, and installation of green roofs that benefit air quality. The Core Strategy requires that new development connect to or install a district heating network where possible. The Core Strategy requires new major residential development achieve Code for Sustainable Home Level 4 and new major non-residential developments achieve BREEAM Excellent. Core Strategy requires all new development greater than 500sqm or residential development of 10 units or more to reduce CO2, PM10 and NO2 emissions from transport through measures set out in Defra Guidance - Low Emissions Strategies 2010.	Other measure: Other measure	Implementation	Start date: 2003 Expected end date: 2030 Spatial scale: Local Source affected: Commercial and residential sources Indicator: Through the London Plan, new major developments of any tenure are subject to a range of standards around energy and carbon emissions. Since 1st April 2013 to date there has been 416 applications assessed for energy and carbon reduction. These standards help ensure a high level of energy efficiency in new homes, lower energy bills and reduced fuel poverty. Through these applications there has been: - The installation of 17909m2 of solar photovoltaic panels - The connection of 7700 properties to a district heating network. In addition, where feasible, planning conditions include a requirement for all new developments to incorporate living roofs. Target emissions reduction: N/A
Greenwich, London Borough of_73	R B Greenwich will continue to require ameliorating measures such as Travel Plans, vehicle fleet improvements, low emission strategies and financial contributions to mitigate emissions via section 106 planning agreements (Alternatives to private vehicle use)	Low Emission Transport Schemes implemented on all major developments. Air quality assessments required on all planning applications with increased transport movements and/or boiler emissions	Other measure: Other measure	Implementation	Start date: 2004 Expected end date: 2030 Spatial scale: Local Source affected: Commercial and residential sources Indicator: Monitor levels of agreed section 106 planning agreements, measures such as car-free developments, installation of EV recharging points, car club bays, car free developments, travel plans. Town planning and Development control has allowed extensive expansion of Car Club bays and members. There are now 45 Car Club bays across the Borough and over 3,000 members. 108 EV charging points secured in recent years through s106 agreements Target emissions reduction: N/A

Measure code	Description	Focus	Classification	Status	Other information
Greenwich, London Borough of_74	R B Greenwich will continue to require ameliorating measures such as Travel Plans, vehicle fleet improvements, low emission strategies and financial contributions to mitigate emissions via section 106 planning agreements (Promoting Low Emission Public Transport)	Low Emission Transport Schemes implemented on all major developments. Air quality assessments required on all planning applications with increased transport movements and/or boiler emissions	Public procurement: Cleaner vehicle transport services	Implementation	Start date: 2004 Expected end date: 2030 Spatial scale: Local Source affected: Commercial and residential sources Indicator: Monitor levels of agreed section 106 planning agreements, measures such as car-free developments, installation of EV recharging points, car club bays, car free developments, travel plans. Town planning and Development control has allowed extensive expansion of Car Club bays and members. There are now 45 Car Club bays across the Borough and over 3,000 members. 108 EV charging points secured in recent years through s106 agreements Target emissions reduction: N/A
Greenwich, London Borough of_75	R B Greenwich will continue to require ameliorating measures such as Travel Plans, vehicle fleet improvements, low emission strategies and financial contributions to mitigate emissions via section 106 planning agreements (Emission based parking or permit charges)	Low Emission Transport Schemes implemented on all major developments. Air quality assessments required on all planning applications with increased transport movements and/or boiler emissions	Traffic planning and management: Differentiation of parking fees	Implementation	Start date: 2004 Expected end date: 2030 Spatial scale: Local Source affected: Commercial and residential sources Indicator: Monitor levels of agreed section 106 planning agreements, measures such as car-free developments, installation of EV recharging points, car club bays, car free developments, travel plans. Town planning and Development control has allowed extensive expansion of Car Club bays and members. There are now 45 Car Club bays across the Borough and over 3,000 members. 108 EV charging points secured in recent years through s106 agreements Target emissions reduction: N/A

Measure code	Description	Focus	Classification	Status	Other information
Greenwich, London Borough of_76	R B Greenwich will continue to require ameliorating measures such as Travel Plans, vehicle fleet improvements, low emission strategies and financial contributions to mitigate emissions via section 106 planning agreements (Personalised Travel Planning)	Low Emission Transport Schemes implemented on all major developments. Air quality assessments required on all planning applications with increased transport movements and/or boiler emissions	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2004 Expected end date: 2030 Spatial scale: Local Source affected: Commercial and residential sources Indicator: Monitor levels of agreed section 106 planning agreements, measures such as car-free developments, installation of EV recharging points, car club bays, car free developments, travel plans. Town planning and Development control has allowed extensive expansion of Car Club bays and members. There are now 45 Car Club bays across the Borough and over 3,000 members. 108 EV charging points secured in recent years through s106 agreements Target emissions reduction: N/A
Greenwich, London Borough of_77	R B Greenwich will continue to require ameliorating measures such as Travel Plans, vehicle fleet improvements, low emission strategies and financial contributions to mitigate emissions via section 106 planning agreements (Personalised Travel Planning)	Low Emission Transport Schemes implemented on all major developments. Air quality assessments required on all planning applications with increased transport movements and/or boiler emissions	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2004 Expected end date: 2030 Spatial scale: Local Source affected: Commercial and residential sources Indicator: Monitor levels of agreed section 106 planning agreements, measures such as car-free developments, installation of EV recharging points, car club bays, car free developments, travel plans. Town planning and Development control has allowed extensive expansion of Car Club bays and members. There are now 45 Car Club bays across the Borough and over 3,000 members. 108 EV charging points secured in recent years through s106 agreements Target emissions reduction: N/A

Measure code	Description	Focus	Classification	Status	Other information
Greenwich, London Borough of_78	R B Greenwich will continue to require ameliorating measures such as Travel Plans, vehicle fleet improvements, low emission strategies and financial contributions to mitigate emissions via section 106 planning agreements (Promotion of cycling)	Low Emission Transport Schemes implemented on all major developments. Air quality assessments required on all planning applications with increased transport movements and/or boiler emissions	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2004 Expected end date: 2030 Spatial scale: Local Source affected: Commercial and residential sources Indicator: Monitor levels of agreed section 106 planning agreements, measures such as car-free developments, installation of EV recharging points, car club bays, car free developments, travel plans. Town planning and Development control has allowed extensive expansion of Car Club bays and members. There are now 45 Car Club bays across the Borough and over 3,000 members. 108 EV charging points secured in recent years through s106 agreements Target emissions reduction: N/A
Greenwich, London Borough of_79	R B Greenwich will seek to support residents in improving the energy efficiency of their homes both in the public and private sectors (Promoting Low Emission Plant)	Housing Capital Programme and ECO funding ensures RBG properties are maintained to a high standard of energy efficiency. Promote access to the Green Deal and ECO to private households through the Council's ECO delivery partners. Promote high energy efficiency standards and low carbon energy in new developments.	Public procurement: Low emission stationary combustion sources	Implementation	Start date: 2001 Expected end date: 2030 Spatial scale: Local Source affected: Commercial and residential sources Indicator: Monitor the uptake/installation of measures in RBG households. In 2014/15 significant energy efficiency improvements commenced at the Barnfield Estate (577 properties across 30 blocks and 100 RBG street properties, 35 home improvement grants and loans and 26 Royal Greenwich Landlord scheme grant applications approved to date in 2014/15. Target emissions reduction: N/A

Measure code	Description	Focus	Classification	Status	Other information
Greenwich, London Borough of_80	R B Greenwich will implement its Climate Change Strategy (Promoting Low Emission Plant)	Climate Strategy focuses reducing CO2 but will also have a beneficial impact on NOx and PM10 reductions. RBG has set a borough wide CO2 reduction target of 80% by 2050 based on a 2005 baseline. RBG continues to implement the Climate Change Strategy 2011 actions by: ensuring that development in the boroughs meets a high standard of sustainable design and incorporates decentralised energy and renewable energy; promotes behavioural change programmes and retrofit schemes to reduce the energy requirements of existing buildings; and delivers programmes that increase active travel awareness and encourage a modal shift away towards more sustainable travel options.	Public procurement: Low emission stationary combustion sources	Implementation	Start date: 2005 Expected end date: 2030 Spatial scale: Local Source affected: Commercial and residential sources Indicator: Annual Greenhouse Gas Report (of RBG's operational emissions and proportion of green electricity) produced by R B Greenwich showing CO2 reductions. In 2013/14 the Royal Borough's greenhouse gas emissions for were 17.8% lower than the base year 2009-2010 and a 11.3% reduction from the previous reporting year. Annual Borough-wide per capita CO2 emissions reported by DECC. Per capita emissions in Royal Greenwich have decreased from 5.4 tonnes per capita in 2005 to 4.2 tonnes per capita in 2012. These figures remain relatively unchanged from 2010. Target emissions reduction: N/A
Greenwich, London Borough of_81	R B Greenwich will publicise and raise awareness of air quality through a number of mediums (via television)	AirTEXT posters sent to PCT's and other sources to improve education and awareness to minimise personal pollution exposure. Idling engines signs mounted on each primary school in Borough. Involvement in proactively disseminating air quality information and guidance/ advice to public to be completed at Council events.	Public information and Education: Television	Implementation	Start date: 2002 Expected end date: 2030 Spatial scale: Local Source affected: Other, please specify Indicator: Monitor and pursue greater uptake of subscriptions to airTEXT for increased awareness. Monitor level of events attended by Pollution Team to raise awareness Target emissions reduction: N/A
Greenwich, London Borough of_82	R B Greenwich will publicise and raise awareness of air quality through a number of mediums (via other mechanisms)	AirTEXT posters sent to PCT's and other sources to improve education and awareness to minimise personal pollution exposure. Idling engines signs mounted on each primary school in Borough. Involvement in proactively disseminating air quality information and guidance/ advice to public to be completed at Council events.	Public information and Education: Other mechanisms	Implementation	Start date: 2002 Expected end date: 2030 Spatial scale: Local Source affected: Other, please specify Indicator: Monitor and pursue greater uptake of subscriptions to airTEXT for increased awareness. Monitor level of events attended by Pollution Team to raise awareness Target emissions reduction: N/A

Measure code	Description	Focus	Classification	Status	Other information
Guildford Borough Council_1	Park and ride 1 (Spectrum)	Reduce private car use	Traffic planning and management: Improvement of public transport	Implementation	Start date: 2002 Expected end date: 2002 Spatial scale: Whole town or city Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Guildford Borough Council_2	Park and ride 2 (Artington)	Reduce private car use	Traffic planning and management: Improvement of public transport	Implementation	Start date: 2004 Expected end date: 2004 Spatial scale: Whole town or city Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Guildford Borough Council_3	Park and ride 3 (Merrow)	Reduce private car use	Traffic planning and management: Improvement of public transport	Implementation	Start date: 2008 Expected end date: 2008 Spatial scale: Whole town or city Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Guildford Borough Council_4	Park and ride 4 (Onslow)	Reduce private car use	Traffic planning and management: Improvement of public transport	Implementation	Start date: 2013 Expected end date: 2013 Spatial scale: Whole town or city Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Hackney, London Borough of_1	Green Action Zone South	Targeted local interventions	Other measure: Other measure	Planning	Start date: 2014 Expected end date: 2015 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: Not Calculated
Hackney, London Borough of_2	ZEN - Extended	Business engagement and behaviour change	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2013 Expected end date: 2016 Spatial scale: Local Source affected: Commercial and residential sources Indicator: Number of incentives delivered - we are also going to calculate the likely impact of the scheme on local air quality. Target emissions reduction: N/A

Measure code	Description	Focus	Classification	Status	Other information
Hackney, London Borough of_3	Parking charges.	Promoting the uptake of lower emission vehicles	Traffic planning and management: Differentiation of parking fees	Implementation	Start date: 2015 Expected end date: 2016 Spatial scale: Local Source affected: Transport Indicator: Number of permits relinquished or changed for permits for lower emitting vehicles. Target emissions reduction: Not calculated
Hackney, London Borough of_4	Cycling and Walking campaigns	Promotion of alternative modes of transport	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2015 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: Number of campaigns/events undertaken Target emissions reduction: Not calculated
Hackney, London Borough of_5	Staff travel planning	Behaviour change/mode change	Traffic planning and management: Encouragement of shift of transport modes	Planning	Start date: 2010 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: Number of car journeys no longer taken Target emissions reduction: Not calculated
Hackney, London Borough of_6	Staff pool bikes	Supporting modal shift	Traffic planning and management: Encouragement of shift of transport modes	Planning	Start date: 2015 Expected end date: 2015 Spatial scale: Local Source affected: Transport Indicator: Number of available pool bikes. Target emissions reduction: Not calculated
Hackney, London Borough of_7	Minimum standards for nitrogen dioxide emissions from Council and Hackney Homes properties	Reducing emissions from council owned building stock	Public procurement: Low emission stationary combustion sources	Preparation	Start date: 2014 Expected end date: 2030 Spatial scale: Local Source affected: Commercial and residential sources Indicator: Numbers of boilers replaced per annum Target emissions reduction: Not calculated
Hackney, London Borough of_8	Develop and start to deliver the Green Action Zone initiative across the borough - Zones 2 and 3	Targeted local interventions	Other measure: Other measure	Planning	Start date: 2018 Expected end date: 2019 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: Not calculated

Measure code	Description	Focus	Classification	Status	Other information
Hackney, London Borough of_9	Review of zero emission vehicle last mile deliveries in the borough	Reducing freight emissions	Traffic planning and management: Freight transport measure	Other	Start date: 2016 Expected end date: 2016 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: Not calculated
Hackney, London Borough of_10	To deliver an anti-idling initiative targeting idling hotspots	Reducing vehicle idling	Traffic planning and management: Other measure	Other	Start date: 2019 Expected end date: 2019 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: Not calculated
Hackney, London Borough of_11	Survey of the Council fleet with the aim of making Hackney's fleets one of the greenest in London	Reducing councils emissions	Other measure: Other measure	Planning	Start date: 2016 Expected end date: 2016 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: Not calculated
Hackney, London Borough of_12	Feasibility study to insulate and install alternative technologies on Council and Hackney Homes buildings in areas of worst air quality	Reducing emissions from council owned building stock	Other measure: Other measure	Other	Start date: 2019 Expected end date: 2019 Spatial scale: Local Source affected: Commercial and residential sources Indicator: N/A Target emissions reduction: Not calculated
Hackney, London Borough of_13	Development of Council's green procurement strategy to include air quality and review of key Council contracts	Reducing councils emissions	Other measure: Other measure	Planning	Start date: 2015 Expected end date: 2015 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: Not calculated
Hackney, London Borough of_14	Low Emission Neighbourhoods	Targeted local interventions	Traffic planning and management: Other measure	Planning	Start date: 2014 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: Not calculated

Measure code	Description	Focus	Classification	Status	Other information
Hackney, London Borough of_15	Rapid EV charging points	Increasing EV charging infrastructure	Public procurement: Other measure	Other	Start date: 2014 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: Not calculated
Hackney, London Borough of_16	Source London expansion	Increasing EV charging infrastructure	Public procurement: Other measure	Implementation	Start date: 2014 Expected end date: 2030 Spatial scale: Whole agglomeration Source affected: Transport Indicator: N/A Target emissions reduction: Not calculated
Hackney, London Borough of_17	Cycling Policy	Increasing cycling	Traffic planning and management: Encouragement of shift of transport modes	Planning	Start date: 2014 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: Not calculated
Hackney, London Borough of_18	Car free developments	Reducing reliance on private cars	Other measure: Other measure	Implementation	Start date: 2014 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: Not calculated
Hackney, London Borough of_19	Filtered permeability and access restrictions	Reducing traffic	Traffic planning and management: Encouragement of shift of transport modes	Other	Start date: 2014 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: Not calculated
Hackney, London Borough of_20	Local scrappage scheme	Promoting the uptake of lower emission vehicles	Public procurement: Other measure	Planning	Start date: 2014 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: Not calculated
Hackney, London Borough of_21	EV car clubs	Promotion of alternative modes of transport	Other measure: Other measure	Other	Start date: 2014 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: Not calculated

Measure code	Description	Focus	Classification	Status	Other information
Hackney, London Borough of_22	Develop appropriate development management policies, supplementary planning guidance (SPG) and technical planning guidance for air quality issues.	Reducing the impact of development	Other measure: Other measure	Planning	Start date: 2016 Expected end date: 2016 Spatial scale: Local Source affected: Other, please specify Indicator: SPG produced Target emissions reduction: Not calculated
Hackney, London Borough of_23	To reduce air pollution levels at key junctions in the borough by exploring options and working with TfL to trial options/technologies	Traffic management	Traffic planning and management: Encouragement of shift of transport modes	Other	Start date: 2017 Expected end date: 2017 Spatial scale: Local Source affected: Transport Indicator: Number of interventions Target emissions reduction: Not calculated
Hackney, London Borough of_24	Effective communication of air quality issues and actions, including campaign days and promotion of airTEXT to the most vulnerable, residents, businesses and visitors in the borough	Improving understanding of local air quality	Public information and Education: Other mechanisms	Implementation	Start date: 2005 Expected end date: 2030 Spatial scale: Local Source affected: Other, please specify Indicator: Uptake of AirTEXT, number of campaign days delivered. Target emissions reduction: Not calculated
Hackney, London Borough of_25	Development and introduction of a staff travel options hierarchy providing clear guidelines on how staff should travel during work	Reducing councils emissions	Traffic planning and management: Encouragement of shift of transport modes	Planning	Start date: 2015 Expected end date: 2016 Spatial scale: Local Source affected: Transport Indicator: Production of hierarchy, uptake of travel alternatives. Target emissions reduction: Not calculated
Hackney, London Borough of_26	London Consolidation centre	Reducing councils freight emissions	Traffic planning and management: Freight transport measure	Other	Start date: 2015 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: Integration of Hackney procurement into the existing North London Consolidation Centre. Target emissions reduction: Not calculated
Hackney, London Borough of_27	AQ considered in transport projects	N/A	Traffic planning and management: Other measure	Other	Start date: 2015 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: Not calculated

Measure code	Description	Focus	Classification	Status	Other information
Hackney, London Borough of_28	Lobbying for enhanced ULEZ	Including the whole Borough within the proposed ULEZ	Traffic planning and management: Congestion pricing zones	Other	Start date: 2020 Expected end date: 2020 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: Not Calculated
Hammersmith & Fulham, London Borough of_1	Encourage improved availability of alternative fuels	Reducing emissions at source	Public procurement: New vehicles, including low emission vehicles	Implementation	Start date: 2003 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: Number of low emission refuelling points and electric vehicle charging points in the borough Target emissions reduction: N/A
Hammersmith & Fulham, London Borough of_2	Provide incentives for use of alternative fuels	Reducing emissions at source	Public procurement: Other measure	Implementation	Start date: 2003 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: Amount of low emission fuels sold in the borough and the number of grants given to local businesses and residents and their value. Target emissions reduction: N/A
Hammersmith & Fulham, London Borough of_3	Promote travel plans to encourage a switch to low emission vehicles	Reducing emissions at source	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2002 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: Number of travel plans operational in the borough. Target emissions reduction: N/A
Hammersmith & Fulham, London Borough of_4	Reduce emissions from the council fleet	Reducing emissions at source	Public procurement: Other measure	Implementation	Start date: 2002 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: Percentage of council vehicles running on low emission fuels and percentage of council contractors using low emission vehicles. Target emissions reduction: N/A
Hammersmith & Fulham, London Borough of_5	Seek a reduction in emissions from the bus fleet	Reducing emissions at source	Public procurement: New vehicles, including low emission vehicles	Implementation	Start date: 2014 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: To be agreed with TFL and bus operators. Target emissions reduction: N/A

Measure code	Description	Focus	Classification	Status	Other information
Hammersmith & Fulham, London Borough of_6	Encourage the use of vehicles with smaller, more efficient engines	Reducing emissions at source	Public information and Education: Internet	Implementation	Start date: 2003 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: N/a Target emissions reduction: N/A
Hammersmith & Fulham, London Borough of_7	Seek to reduce emissions from larger vehicles (Low Emission Zone)	Reducing emissions at source	Traffic planning and management: Low emission zones	Implementation	Start date: 2003 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: Indicators depend on the low emission zone and the London wide monitoring procedures implemented as part of the scheme. Target emissions reduction: N/A
Hammersmith & Fulham, London Borough of_8	Seek to reduce emissions from badly maintained vehicles	Reducing emissions at source	Other measure: Other measure	Implementation	Start date: 2003 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: Number of roadside emissions tests conducted and number of vehicles failing the emissions test. Target emissions reduction: N/A
Hammersmith & Fulham, London Borough of_9	Encourage more environmentally friendly driving behaviour	Reducing emissions at source	Other measure: Other measure	Implementation	Start date: 2003 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: To be agreed with TFL and bus operators. Target emissions reduction: N/A
Hammersmith & Fulham, London Borough of_10	Seek a reduction in small particles form construction sites.	Reducing emissions at source	Other measure: Other measure	Implementation	Start date: 2002 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Off-road machinery Indicator: Number of notices served under the Environmental Protection Act 1990 to prevent dust nuisance from construction sites. Number of conditions placed on planning permissions to control dust emissions from new developments under construction. Target emissions reduction: N/A

Measure code	Description	Focus	Classification	Status	Other information
Hammersmith & Fulham, London Borough of_11	Seek a reduction in emissions from domestic and commercial properties	Reducing emissions at source	Public information and Education: Internet	Implementation	Start date: 2002 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Commercial and residential sources Indicator: Number of complaints dealt with under the Environmental protection Act 1990 to prevent smoke nuisance. Number of subsidised home composters sold each year. Number of complaints dealt with under the Clean Air Act 1993 to prevent emission of dark smoke. Number of tonnes of greenhouse gases saved by the council through its use of “green electricity”. Number of developments which are considered to promote energy efficiency. Target emissions reduction: N/A
Hammersmith & Fulham, London Borough of_12	Seek to control and minimise emissions from industrial premises	Reducing emissions at source	Permit systems and economic instruments: Other measure	Implementation	Start date: 2002 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Commercial and residential sources Indicator: Number and percentage of authorised processes inspected each year. Number of authorisations revoked each year. Number of authorisations made more stringent each year. Target emissions reduction: N/A
Hammersmith & Fulham, London Borough of_13	Sustain and improve town & local centres, facilities and employment areas	Reducing the need to travel	Other measure: Other measure	Implementation	Start date: 2003 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
Hammersmith & Fulham, London Borough of_14	Seek to reduce the air quality impact of new development	Reducing the need to travel	Other measure: Other measure	Implementation	Start date: 2002 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: Number of Transport Impact Assessments and Air Quality Assessments carried out per year. Number of car free housing developments given planning permission. Number of high density housing developments given planning permission. Target emissions reduction: N/A
Hammersmith & Fulham, London Borough of_15	Promotion of bus services	Encouraging a switch to less polluting forms of transport	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2002 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: Passenger numbers on bus services in the borough. Number of new bus priority schemes planned. Target emissions reduction: N/A
Hammersmith & Fulham, London Borough of_16	Promotion of other forms of public transport	Encouraging a switch to less polluting forms of transport	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2002 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: Improvement in train services. Target emissions reduction: N/A
Hammersmith & Fulham, London Borough of_17	Promotion of cycling	Encouraging a switch to less polluting forms of transport	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2002 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: Number of metres of new cycle lane in LBHF per year. Number of new developments with cycle parking provided. Target emissions reduction: N/A
Hammersmith & Fulham, London Borough of_18	Promotion of Walking	Encouraging a switch to less polluting forms of transport	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2002 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: Number of pedestrian focused schemes implemented each year. Target emissions reduction: N/A

Measure code	Description	Focus	Classification	Status	Other information
Hammersmith & Fulham, London Borough of_19	Encourage a reduction in car use for the journey to school	Encouraging a switch to less polluting forms of transport	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2002 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: Number of schools taking part in the Safer Routes to School scheme and number of schemes already implemented. Target emissions reduction: N/A
Hammersmith & Fulham, London Borough of_20	Encourage a reduction in car use for the journey to work and business trips	Encouraging a switch to less polluting forms of transport	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2002 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: Percentage of staff travelling to work by car. Number of local businesses and other organisations with travel plans. Number of travel plans requested as part of planning permissions granted to large developments. Target emissions reduction: N/A
Hammersmith & Fulham, London Borough of_21	Control provision of on and off street parking to deter car commuting into and within the borough	Encouraging a switch to less polluting forms of transport	Traffic planning and management: Other measure	Implementation	Start date: 2003 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: Dependent on the outcome of the best value review. Target emissions reduction: N/A
Hammersmith & Fulham, London Borough of_22	Encourage freight to be transported in a sustainable manner	Encouraging a switch to less polluting forms of transport	Traffic planning and management: Freight transport measure	Implementation	Start date: 2004 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: Number of businesses working as members of the Freight Quality Partnership. Target emissions reduction: N/A
Hammersmith & Fulham, London Borough of_23	Encourage car sharing	Making more efficient use of road transport	Other measure: Other measure	Implementation	Start date: 2003 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: Number of staff members on the database. Target emissions reduction: N/A
Hammersmith & Fulham, London Borough of_24	Discourage short journeys	Making more efficient use of road transport	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2002 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: N/a Target emissions reduction: N/A

Measure code	Description	Focus	Classification	Status	Other information
Hammersmith & Fulham, London Borough of_25	Reduce the amount of road traffic in residential areas and town centres	Other measures to reduce road traffic and emissions	Traffic planning and management: Reduction of speed limits and control	Implementation	Start date: 2002 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: Number of Home Zones and local traffic management schemes implemented. Target emissions reduction: N/A
Hammersmith & Fulham, London Borough of_26	Promote the use of trees to help improve local air quality	Other measures to reduce road traffic and emissions	Other measure: Other measure	Implementation	Start date: 2003 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Commercial and residential sources Indicator: Locations where tree planting is recommended for the purpose. Target emissions reduction: N/A
Hammersmith & Fulham, London Borough of_27	Reduce the amount of traffic on the A4 and A40	Other measures to reduce road traffic and emissions	Traffic planning and management: Other measure	Implementation	Start date: 2003 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: Traffic flows on the A4 and A40. Target emissions reduction: N/A
Hammersmith & Fulham, London Borough of_28	Provide information to allow people to make informed choices about travel behaviour	Measures to raise awareness of the links between air quality and health	Public information and Education: Leaflets	Implementation	Start date: 2003 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: Number of leaflets etc. produced and distributed as part of the publicity campaign. Target emissions reduction: N/A
Hammersmith & Fulham, London Borough of_29	Provide information so people can make informed choices about reducing pollution from domestic activities	Measures to raise awareness of the links between air quality and health	Public information and Education: Leaflets	Implementation	Start date: 2003 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Commercial and residential sources Indicator: Numbers of leaflets etc. produced and distributed as part of the publicity campaign. Target emissions reduction: N/A

Measure code	Description	Focus	Classification	Status	Other information
Hammersmith & Fulham, London Borough of_30	Continue to monitor air quality and make info. available	Measures to raise awareness of the links between air quality and health	Public information and Education: Internet	Implementation	Start date: 2002 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: Air quality objectives set in the National Air Quality Strategy for NO2 and PM10. Air Quality objectives set in the National Air Quality Strategy for sulphur dioxide and benzene. Target emissions reduction: N/A
Haringey, London Borough of_1	To Lead by Example and Reduce Emissions from the Council Fleet	Promote low emission transport	Traffic planning and management: Low emission zones	Implementation	Start date: 2011 Expected end date: 2018 Spatial scale: Local Source affected: Transport Indicator: N/a Target emissions reduction: N/a
Haringey, London Borough of_2	Electric Vehicle Charging Points	Promote uptake of low emission vehicles	Public procurement: New vehicles, including low emission vehicles	Implementation	Start date: 2011 Expected end date: 2018 Spatial scale: Local Source affected: Transport Indicator: N/a Target emissions reduction: N/a
Haringey, London Borough of_3	Car Clubs	Alternatives to private vehicle use	Other measure: Other measure	Implementation	Start date: 2011 Expected end date: 2018 Spatial scale: Local Source affected: Transport Indicator: N/a Target emissions reduction: N/a
Haringey, London Borough of_4	Travel Plans	School travel plans	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2011 Expected end date: 2018 Spatial scale: Local Source affected: Transport Indicator: N/a Target emissions reduction: N/a
Haringey, London Borough of_5	Travel Plans	Work place travel plans	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2011 Expected end date: 2018 Spatial scale: Local Source affected: Transport Indicator: N/a Target emissions reduction: N/a
Haringey, London Borough of_6	20 mph Zones	Traffic management, reduction in speed limits	Traffic planning and management: Reduction of speed limits and control	Implementation	Start date: 2011 Expected end date: 2018 Spatial scale: Local Source affected: Transport Indicator: N/a Target emissions reduction: N/a

Measure code	Description	Focus	Classification	Status	Other information
Haringey, London Borough of_7	Community Streets	Gardens area off Green Lanes in Haringey. Project will look at innovative traffic calming design, reclaiming space, designing the streets for people rather than traffic, and promoting healthy and environmental friendly transport modes.	Traffic planning and management: Other measure	Implementation	Start date: 2011 Expected end date: 2018 Spatial scale: Local Source affected: Transport Indicator: N/a Target emissions reduction: N/a
Haringey, London Borough of_8	No-Idling Zones	Anti-idling enforcement	Traffic planning and management: Other measure	Other	Start date: 2011 Expected end date: 2018 Spatial scale: Local Source affected: Transport Indicator: N/a Target emissions reduction: N/a
Haringey, London Borough of_9	Green Travel Promotion	Promoting travel alternatives	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2011 Expected end date: 2018 Spatial scale: Local Source affected: Transport Indicator: N/a Target emissions reduction: N/a
Haringey, London Borough of_10	Cycle Routes and Cycle Parking	Promotion of cycling	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2011 Expected end date: 2018 Spatial scale: Local Source affected: Transport Indicator: N/a Target emissions reduction: N/a
Haringey, London Borough of_11	North London Transport Forum	Transport planning and infrastructure	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2011 Expected end date: 2018 Spatial scale: Local Source affected: Transport Indicator: N/a Target emissions reduction: N/a
Haringey, London Borough of_12	Biomass Boilers	Promoting low emission plants	Other measure: Other measure	Implementation	Start date: 2011 Expected end date: 2018 Spatial scale: Local Source affected: Industry including heat and power production Indicator: N/a Target emissions reduction: N/a
Haringey, London Borough of_13	Tree Planting	Tree Planting	Traffic planning and management: Other measure	Implementation	Start date: 2011 Expected end date: 2018 Spatial scale: Local Source affected: Other, please specify Indicator: N/a Target emissions reduction: N/a

Measure code	Description	Focus	Classification	Status	Other information
Haringey, London Borough of_14	Controlling Emissions through Climate Change Actions	Controlling Emissions through Climate Change Actions	Other measure: Other measure	Implementation	Start date: 2011 Expected end date: 2018 Spatial scale: Local Source affected: Other, please specify Indicator: N/a Target emissions reduction: N/a
Haringey, London Borough of_15	Air Pollution and Health	Provide public information on air pollution and health	Public information and Education: Internet	Implementation	Start date: 2011 Expected end date: 2018 Spatial scale: Local Source affected: Other, please specify Indicator: N/a Target emissions reduction: N/a
Haringey, London Borough of_16	Air Quality Data Information	Public information	Public information and Education: Other mechanisms	Implementation	Start date: 2011 Expected end date: 2018 Spatial scale: Local Source affected: Other, please specify Indicator: N/a Target emissions reduction: N/a
Harrow, London Borough of_1	Air Quality Champion	Promotion for air quality improvement, sustainable transport and behavioural change	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2013 Expected end date: 2015 Spatial scale: Local Source affected: Transport Indicator: Indicators and targets for individual specific projects Target emissions reduction: Unspecified
Harrow, London Borough of_2	School travel Plans	Behavioural change/modal shift from private cars	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2004 Expected end date: 2020 Spatial scale: Local Source affected: Transport Indicator: % schools with travel plans Target emissions reduction: Unspecified
Harrow, London Borough of_3	AQ Communications Strategy	Promotion for air quality improvement, sustainable transport and behavioural change	Public information and Education: Internet	Implementation	Start date: 2015 Expected end date: 2020 Spatial scale: Local Source affected: Transport Indicator: Unspecified Target emissions reduction: Unspecified

Measure code	Description	Focus	Classification	Status	Other information
Harrow, London Borough of_4	Faith Sites	Engage faith sites in poor AQ areas to raise awareness and improve accessibility	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2014 Expected end date: 2016 Spatial scale: Local Source affected: Transport Indicator: Number of faith sites expressing interest Target emissions reduction: Unspecified
Harrow, London Borough of_5	HE/FE sites	Green travel events	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2014 Expected end date: 2015 Spatial scale: Local Source affected: Transport Indicator: Events held Target emissions reduction: Unspecified
Harrow, London Borough of_6	Hotels	Information for guests	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2014 Expected end date: 2020 Spatial scale: Local Source affected: Transport Indicator: Information produced and launched Target emissions reduction: Unspecified
Harrow, London Borough of_6a	Sudbury Hill Scheme	Major bid approved by TfL. Public realm improvement “Sudbury urban village” better conditions for walkers and cyclists, improve access to 2 train stations	Traffic planning and management: Encouragement of shift of transport modes	Planning	Start date: 2016 Expected end date: 2017 Spatial scale: Local Source affected: Transport Indicator: Works carried out Target emissions reduction: Unspecified
Harrow, London Borough of_7	Review of Climate Change Strategy	Review of original strategy to strengthen actions	Other measure: Other measure	Planning	Start date: 2014 Expected end date: 2015 Spatial scale: Local Source affected: Other, please specify Indicator: Strategy reviewed Target emissions reduction: Unspecified
Harrow, London Borough of_8	Fleet Operator Recognition Scheme (FORS) accreditation	Driver training, vehicle maintenance in council’s fleet	Other measure: Other measure	Implementation	Start date: 2013 Expected end date: 2020 Spatial scale: Local Source affected: Transport Indicator: Accreditation achieved Target emissions reduction: Unspecified

Measure code	Description	Focus	Classification	Status	Other information
Harrow, London Borough of_9	AirText	Free subscription service for air pollution forecasting and health bulletins	Public information and Education: Other mechanisms	Implementation	Start date: 2006 Expected end date: 2020 Spatial scale: Local Source affected: Other, please specify Indicator: Number of subscribers Target emissions reduction: Unspecified
Harrow, London Borough of_10	Cycle training	Provision of free adult and children's cycle training to residents	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2006 Expected end date: 2020 Spatial scale: Local Source affected: Transport Indicator: Number of people trained each year Target emissions reduction: Unspecified
Havering, London Borough of_1	Installation of Green Wall/Planting at Tadworth Parade, Elm Park	N/A	Traffic planning and management: Other measure	Completed	Start date: 2014 Expected end date: 2016 Spatial scale: Local Source affected: Other, please specify Indicator: Diffusion Tube Results Target emissions reduction: N/A
Havering, London Borough of_2	Installation of Green Wall/Planting at Mercury Gardens Subway, Romford	N/A	Traffic planning and management: Other measure	Completed	Start date: 2014 Expected end date: 2016 Spatial scale: Local Source affected: Other, please specify Indicator: Diffusion Tube Results Target emissions reduction: N/A
Havering, London Borough of_3	Pocket Parks for Romford	N/A	Traffic planning and management: Other measure	Completed	Start date: 2014 Expected end date: 2016 Spatial scale: Local Source affected: Other, please specify Indicator: Diffusion Tube Results Target emissions reduction: N/A
Havering, London Borough of_4	Tree Planting of the Romford Ring Road	N/A	Traffic planning and management: Other measure	Completed	Start date: 2014 Expected end date: 2016 Spatial scale: Local Source affected: Other, please specify Indicator: Diffusion Tube Results Target emissions reduction: N/A

Measure code	Description	Focus	Classification	Status	Other information
Havering, London Borough of_5	Creation of an Air Quality Champion for Havering	N/A	Public information and Education: Internet	Implementation	Start date: 2014 Expected end date: 2016 Spatial scale: Local Source affected: Other, please specify Indicator: N/A Target emissions reduction: N/A
Havering, London Borough of_6	Anti- Idling Campaign	N/A	Traffic planning and management: Other measure	Implementation	Start date: 2014 Expected end date: 2016 Spatial scale: Local Source affected: Other, please specify Indicator: N/A Target emissions reduction: N/A
Havering, London Borough of_7	Public Health Air Quality Awareness Campaign	N/A	Public information and Education: Other mechanisms	Implementation	Start date: 2014 Expected end date: 2016 Spatial scale: Local Source affected: Other, please specify Indicator: N/A Target emissions reduction: N/A
Havering, London Borough of_8	Air Text Promotion Campaign	N/A	Public information and Education: Internet	Implementation	Start date: 2007 Expected end date: 2030 Spatial scale: Local Source affected: Other, please specify Indicator: New user target Target emissions reduction: N/A
Havering, London Borough of_9	Clean Air 4 Schools Campaign	N/A	Public information and Education: Other mechanisms	Implementation	Start date: 2014 Expected end date: 2016 Spatial scale: Local Source affected: Other, please specify Indicator: N/A Target emissions reduction: N/A
Havering, London Borough of_10	Electric Vehicle Charging Points	N/A	Public procurement: Other measure	Planning	Start date: 2015 Expected end date: 2017 Spatial scale: Local Source affected: Other, please specify Indicator: Number of new EV charging points Target emissions reduction: N/A

Measure code	Description	Focus	Classification	Status	Other information
Havering, London Borough of_11	Fleet improvements to meet Euro 6 Standards	N/A	Other measure: Other measure	Planning	Start date: 2014 Expected end date: 2018 Spatial scale: Local Source affected: Commercial and residential sources Indicator: N/A Target emissions reduction: N/A
Havering, London Borough of_12	Adoption of the MoL & TfL Low Emission Zone (LEZ)	N/A	Traffic planning and management: Other measure	Completed	Start date: 2008 Expected end date: 2030 Spatial scale: Local Source affected: Commercial and residential sources Indicator: N/A Target emissions reduction: N/A
Havering, London Borough of_13	Explore the use of alternative fuels for fleet vehicles	N/A	Other measure: Other measure	Planning	Start date: 2015 Expected end date: 2020 Spatial scale: Local Source affected: Commercial and residential sources Indicator: N/A Target emissions reduction: N/A
Havering, London Borough of_14	Eco-driver training for Havering Fleet drivers	N/A	Other measure: Other measure	Implementation	Start date: 2010 Expected end date: 2030 Spatial scale: Local Source affected: Commercial and residential sources Indicator: N/A Target emissions reduction: N/A
Havering, London Borough of_15	Promotion of Energy Efficiency in Homes & Businesses	N/A	Other measure: Other measure	Implementation	Start date: 2012 Expected end date: 2030 Spatial scale: Local Source affected: Commercial and residential sources Indicator: N/A Target emissions reduction: N/A
Havering, London Borough of_16	Working from Home Initiatives	N/A	Other measure: Other measure	Evaluation	Start date: 2012 Expected end date: 2015 Spatial scale: Local Source affected: Commercial and residential sources Indicator: N/A Target emissions reduction: N/A
Havering, London Borough of_18	Production of an Air Quality Action Plan	N/A	Other measure: Other measure	Planning	Start date: 2012 Expected end date: 2017 Spatial scale: Local Source affected: Other, please specify Indicator: N/A Target emissions reduction: N/A

Measure code	Description	Focus	Classification	Status	Other information
Havering, London Borough of_19	Parking Charges & Parking Permit Charges related Euro Emissions Standards	N/A	Traffic planning and management: Differentiation of parking fees	Planning	Start date: 2016 Expected end date: 2020 Spatial scale: Local Source affected: Other, please specify Indicator: N/A Target emissions reduction: N/A
Havering, London Borough of_20	Pupil Cycle Training	Bikeability Training Level Two and Three for Primary School Pupils	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2013 Expected end date: N/A Spatial scale: Local Source affected: Transport Indicator: Number of pupils trained to bikeability levels,2 and 3 per annum. Target emissions reduction: N/A
Havering, London Borough of_21	School Travel Plans	Continue the delivery of Modal Shift from motor car to more sustainable modes for journeys to and from school. Provision of safe and low pollution routes for walking and cycling to school	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2015 Expected end date: N/A Spatial scale: Local Source affected: Transport Indicator: Number of schools in the borough with active school travel plans Target emissions reduction: N/A
Havering, London Borough of_22	Travel Awareness Initiatives	Series of events held across the year aimed at encouraging people to travel using sustainable modes of transport across the Borough	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2015 Expected end date: N/A Spatial scale: Local Source affected: Shipping Indicator: Series of events held through the financial year including Walk to School Week to encourage pupils to travel to school by mode other than in a car. Target emissions reduction: N/A
Havering, London Borough of_23	Cycle Parking Programme	Installation of Cycle Parking Stands across the Borough to reduce the number of short car journeys made to local shops	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2014 Expected end date: 2017 Spatial scale: Local Source affected: Transport Indicator: Number of cycle parkign spaces installed at key facilities across the borough. Target emissions reduction: N/A
Havering, London Borough of_24	Bus Stop Accessibilty	Improving Bus Stops to the Mayor of London’s Accessible Bus Stop Standard	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2014 Expected end date: 2020 Spatial scale: Local Source affected: Transport Indicator: Number of bus stops reaching the Mayor’s accessibility standard Target emissions reduction: N/A

Measure code	Description	Focus	Classification	Status	Other information
Havering, London Borough of_25	Adult Cycle Training	Provision of Free Cycle Training for adults	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: N/A Expected end date: N/A Spatial scale: Local Source affected: Transport Indicator: Number of adults trained to Bikeability levels 2 and 3. Target emissions reduction: N/A
Havering, London Borough of_26	All London Green Grid Improvements	N/A	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2015 Expected end date: 2017 Spatial scale: Local Source affected: Transport Indicator: Improved accessibility between and through Havering's parks and green spaces Target emissions reduction: N/A
Havering, London Borough of_27	Cycle and walking schemes in Romford	N/A	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2015 Expected end date: 2016 Spatial scale: Local Source affected: Other, please specify Indicator: Improved accessibility by bike to Romford and Rainham . Target emissions reduction: N/A
Havering, London Borough of_28	DIY streets, 20 mph zones and filtered permeability	N/A	Traffic planning and management: Reduction of speed limits and control	Implementation	Start date: 2013 Expected end date: N/A Spatial scale: Local Source affected: Other, please specify Indicator: Increase in walking and cycling through improved safety of a local area. Target emissions reduction: N/A
Havering, London Borough of_29	Smoothing Traffic Flows	N/A	Traffic planning and management: Other measure	Planning	Start date: 2015 Expected end date: 2017 Spatial scale: Local Source affected: Transport Indicator: Reduction on congestion on approaches to Drill roundabout. Target emissions reduction: N/A
Havering, London Borough of_30	Travel Planning for Business	N/A	Traffic planning and management: Encouragement of shift of transport modes	Planning	Start date: 2015 Expected end date: 2016 Spatial scale: Local Source affected: Transport Indicator: Increases in the number of staff cycling and walking to and from the workplace. Target emissions reduction: N/A

Measure code	Description	Focus	Classification	Status	Other information
Havering, London Borough of_31	Ensure Annual Mean NO2 levels measured in Havering are below statutory target of 40 ug/m-3	N/A	Other measure: Other measure	Planning	Start date: 2013 Expected end date: 2021 Spatial scale: Local Source affected: Transport Indicator: Reduction in the number of breaches of the 40 ugm target by 2020/21 Target emissions reduction: N/A
Havering, London Borough of_32	Reduce CO2 emissions by 60% by 2025 from 1990 base	N/A	Other measure: Other measure	Planning	Start date: 2013 Expected end date: 2026 Spatial scale: Local Source affected: Transport Indicator: Reduction in the level of CO2 emitted from all sources of ground based transport Target emissions reduction: N/A
Havering, London Borough of_33	Increase % of school journeys made by sustainable modes of travel to 82% in 2025/26	N/A	Other measure: Other measure	Planning	Start date: 2013 Expected end date: 2020 Spatial scale: Local Source affected: Transport Indicator: Modal shift for school journeys from car to sustainable modes of travel including walking and cycling. Target emissions reduction: N/A
Havering, London Borough of_34	Increase the number of fully accessible bus stops from 217 in 2009/10 by 2.5% annual between 2010/11 and 2021	N/A	Other measure: Other measure	Planning	Start date: 2013 Expected end date: 2021 Spatial scale: Local Source affected: Transport Indicator: No of bus stops reaching accessibility standard per annum. Target emissions reduction: N/A
Havering, London Borough of_35	Maintain cycling to 1.5% of trips between 2011/12 and 2013/14 with a long term Target of increasing cycling to 2.5% by 2025/26	N/A	Other measure: Other measure	Planning	Start date: 2013 Expected end date: 2026 Spatial scale: Local Source affected: Transport Indicator: Modal split of trips made by bike across the borough Target emissions reduction: N/A
Havering, London Borough of_36	Increase current 19% walking to 20% by 2013/14 with long term target to increase walking to 21% by 2025/26.	N/A	Other measure: Other measure	Planning	Start date: 2013 Expected end date: 2026 Spatial scale: Local Source affected: Transport Indicator: Modal split of trip made by foot across the borough Target emissions reduction: N/A

Measure code	Description	Focus	Classification	Status	Other information
Havering, London Borough of_37	Expansion of Air Quality Monitoring Network	N/A	Other measure: Other measure	Implementation	Start date: 2014 Expected end date: N/A Spatial scale: Local Source affected: Other, please specify Indicator: Diffusion Tube Results Target emissions reduction: N/A
Havering, London Borough of_38	Use of Planning System	N/A	Traffic planning and management: Other measure	Implementation	Start date: 2008 Expected end date: N/A Spatial scale: Local Source affected: Other, please specify Indicator: Diffusion Tube Results Target emissions reduction: N/A
Havering, London Borough of_39	Fleet Operator Recognition Scheme (FORS)	N/A	Traffic planning and management: Other measure	Implementation	Start date: 2013 Expected end date: N/A Spatial scale: Local Source affected: Other, please specify Indicator: N/A Target emissions reduction: N/A
Havering, London Borough of_40	Enforcement of Air Quality Legislation	N/A	Traffic planning and management: Other measure	Implementation	Start date: 2008 Expected end date: N/A Spatial scale: Local Source affected: Other, please specify Indicator: N/A Target emissions reduction: N/A
Havering, London Borough of_41	Environmental Improvements in the London Riverside Business Improvement District	N/A	Traffic planning and management: Encouragement of shift of transport modes	Completed	Start date: 2016 Expected end date: 2016 Spatial scale: Local Source affected: Other, please specify Indicator: Diffusion Tube Results Target emissions reduction: N/A
Havering, London Borough of_43	EV Car Club Feasibility Study	N/A	Traffic planning and management: Encouragement of shift of transport modes	Completed	Start date: 2015 Expected end date: 2016 Spatial scale: Local Source affected: Other, please specify Indicator: N/A Target emissions reduction: N/A
Hertsmere Borough Council_1	Health and AQ	Look into the availability of health info i.e. exposure of sensitive groups with the aim of mapping info and links between AQMA's	Other measure: Other measure	Evaluation	Start date: 2010 Expected end date: 2017 Spatial scale: Local Source affected: Transport Indicator: Connection between health and AQMA's Target emissions reduction: N/A

Measure code	Description	Focus	Classification	Status	Other information
Hertsmere Borough Council_2	Traffic Management	Where ever pollution and or traffic issues have been identified the Council intends to investigate how these can be tackled through local plans/strategies with local communities leading to local action plans.	Traffic planning and management: Other measure	Implementation	Start date: 2014 Expected end date: 2014 Spatial scale: Local Source affected: Transport Indicator: To prevent queuing traffic on crossroads at two AQMA's on local roads, one situated by a London Transport bus station, Potters Bar the other a small village, Elstree Cross Roads Target emissions reduction: N/A
Hertsmere Borough Council_3	Traffic Management Road layout change	Hetsmere will work, support and discuss with neighbouring authorities and the Highways Agency to consider traffic schemes that affect AQMA's on local roads and motorways M25 M1 and A1	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2014 Expected end date: 2014 Spatial scale: National Source affected: Transport Indicator: To prevent traffic from coming off the motorway's onto local roads and address four AQMA's that are motorway related. Target emissions reduction: N/A
Hertsmere Borough Council_4	Traffic Management	Will actively support the larger National and South East schemes that result from the multi modal study that may improve air quality along the motorway network and promote a modal shift to other forms of transport	Traffic planning and management: Other measure	Planning	Start date: 2015 Expected end date: 2017 Spatial scale: Local Source affected: Transport Indicator: To promote other forms of transport that are less polluting working with other agencies like the Highways Agency, Hertfordshire County Council and Hertsmere Planning Services Target emissions reduction: N/A
Hertsmere Borough Council_5	Fleet vehicle emissions	Identify major fleet operators in the Borough to encourage accelerated use of cleaner vehicle technology and cleaner fuels and promote improved maintenance and considerate and economical driving	Other measure: Other measure	Planning	Start date: 2015 Expected end date: 2017 Spatial scale: Local Source affected: Transport Indicator: To encourage fleet operators to use cleaner fuel technology Target emissions reduction: N/A
Hertsmere Borough Council_6	Policy Guidance and Development Control	Support Hertfordshire County Council with its aim to encourage alternative modes of transport through various initiatives	Other measure: Other measure	Planning	Start date: 2009 Expected end date: 2017 Spatial scale: Local Source affected: Transport Indicator: To encourage different modes of transport. At present time school walking buses. Target emissions reduction: N/A

Measure code	Description	Focus	Classification	Status	Other information
Hertsmere Borough Council_7	Promoting Travel alternatives	Hertsmere continue to support the projects Watling Chase Community Forest, Natural England formally known as the Countryside Agency	Traffic planning and management: Encouragement of shift of transport modes	Preparation	Start date: 2009 Expected end date: 2017 Spatial scale: Local Source affected: Other, please specify Indicator: Encourage use of Watling Chase route for walking cycling and horse riding. Target emissions reduction: N/A
Hertsmere Borough Council_8	Vehicle Fleet Efficiency	The Council will promote the uptake of LPG or compressed natural gas by offering a 50 reduction in private hire and hackney carriage vehicle license fees. Also other fuels as technology improves	Other measure: Other measure	Planning	Start date: 2009 Expected end date: 2017 Spatial scale: Local Source affected: Transport Indicator: Incentive to encourage taxi driver fleets to use cleaner fuels Target emissions reduction: N/A
Hertsmere Borough Council_9	Traffic management	The Environmental Health Unit will begin an on-going campaign to discourage the excessive idling of vehicles	Permit systems and economic instruments: Introduction/increase of environment taxes	Planning	Start date: 2009 Expected end date: 2017 Spatial scale: Local Source affected: Transport Indicator: Prevent idling engines in the borough, schools, public places car parks . Target emissions reduction: N/A
Hertsmere Borough Council_10	Promoting Low Emission Transport	Testing Taxi's and private hire vehicles to continue and for vehicle inspectorate to be contacted for arrangements to be made for roadside testing for compliance with MOT emission standards	Permit systems and economic instruments: Introduction/increase of environment taxes	Planning	Start date: 2010 Expected end date: 2017 Spatial scale: Local Source affected: Transport Indicator: To continue to promote emission standards Target emissions reduction: N/A
Hertsmere Borough Council_11	Promoting Low Emission Transport	We will seek to improve the availability of cleaner fuels by encouraging local service stations to stock alternative fuels	Public procurement: Other measure	Planning	Start date: 2009 Expected end date: 2017 Spatial scale: National Source affected: Transport Indicator: Continue to promote cleaner fuels Target emissions reduction: N/A
Hillingdon, London Borough of_1.1	Establish a Green Travel Plan for Hillingdon.	Reduce demand for motorised transport for Council business and staff	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2007 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: Decreased modal share for private car transport Target emissions reduction: 0.001

Measure code	Description	Focus	Classification	Status	Other information
Hillingdon, London Borough of_1.2	Improve access to, and quality of, public transport travel information for people living and working in the Borough.	Encourage use of public transport	Public information and Education: Other mechanisms	Implementation	Start date: 2007 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: Decreased modal share for private car transport Target emissions reduction: 0.002
Hillingdon, London Borough of_1.3	Encourage the development of more dedicated cycle (priority) lanes and signalling.	Promote cycling	Traffic planning and management: Expansion of bicycle and pedestrian infrastructure	Implementation	Start date: 2008 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: Decreased modal share for private car transport Target emissions reduction: 0.0002
Hillingdon, London Borough of_1.4	Extend provision of more parking for motorcycles, mopeds and bicycles at public sites and new developments.	Promote non-car use	Traffic planning and management: Expansion of bicycle and pedestrian infrastructure	Implementation	Start date: 2005 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: Decreased modal share for private car transport Target emissions reduction: 0.0002
Hillingdon, London Borough of_1.5	Improve provision for pedestrians.	Promote walking	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2005 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: Decreased modal share for private car transport Target emissions reduction: 0.0002
Hillingdon, London Borough of_1.6	Introduce more Safe Routes to School throughout the Borough with special regard to the schools within the highest exceedance areas.	Promote walking and cycling	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2005 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: Decreased modal share for private car transport Target emissions reduction: 0.002
Hillingdon, London Borough of_1.7	Ensure Green Travel Plans are a requirement for all businesses (new and existing) employing more than a specified number of people in the Borough.	Reduce demand for motorised transport for businesses and staff	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2005 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: Decreased modal share for private car transport Target emissions reduction: 0.015
Hillingdon, London Borough of_1.8	Improve access to, and quality of, public transport travel information on a regional basis both inside and outside the GLA boundary.	Encourage use of public transport	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2006 Expected end date: 2030 Spatial scale: Whole agglomeration Source affected: Transport Indicator: Decreased modal share for private car transport Target emissions reduction: 0.002

Measure code	Description	Focus	Classification	Status	Other information
Hillingdon, London Borough of_1.9	Seek to ensure improvements in overall public transport service (facilities, cleanliness, safety, frequency, reliability) across the Borough and West London, and particularly in declared AQ Management Areas AQMAs.	Encourage use of public transport	Traffic planning and management: Improvement of public transport	Implementation	Start date: 2006 Expected end date: 2008 Spatial scale: Whole town or city Source affected: Transport Indicator: Decreased modal share for private car transport Target emissions reduction: 0.006
Hillingdon, London Borough of_1.10	Improve the north-south public transport provision in the Borough.	Encourage use of public transport	Traffic planning and management: Improvement of public transport	Implementation	Start date: 2008 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: Decreased modal share for private car transport Target emissions reduction: 0.002
Hillingdon, London Borough of_1.11	Support multi modal travel by further development of public transport interchanges for rail/cycle/bus/walking both within Hillingdon and the West London area.	Encourage use of public transport and active transport	Traffic planning and management: Improvement of public transport	Implementation	Start date: 2006 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: Decreased modal share for private car transport Target emissions reduction: 0.002
Hillingdon, London Borough of_1.12	Encourage development of efficient and high quality bus corridors.	Encourage use of public transport	Traffic planning and management: Improvement of public transport	Implementation	Start date: 2007 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: Decreased modal share for private car transport Target emissions reduction: 0.004
Hillingdon, London Borough of_1.13	Investigate potential for more night buses.	Encourage use of public transport	Other measure: Other measure	Other	Start date: 2010 Expected end date: 2010 Spatial scale: Whole town or city Source affected: Transport Indicator: Decreased modal share for private car transport Target emissions reduction: 0.002
Hillingdon, London Borough of_1.14	Investigate the feasibility of working with relevant stakeholders to subsidise bus, train and underground fares in order to achieve significant modal shift.	Encourage use of public transport	Traffic planning and management: Encouragement of shift of transport modes	Other	Start date: 2005 Expected end date: 2010 Spatial scale: Whole town or city Source affected: Transport Indicator: Decreased modal share for private car transport Target emissions reduction: 0.019
Hillingdon, London Borough of_2.1	Introduce Home Zones/20 mph in residential areas subject to significant amounts of through traffic that should use alternative routes.	Reducing through traffic	Traffic planning and management: Reduction of speed limits and control	Implementation	Start date: 2005 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: Number of areas subject to Home Zone / 20mph controls Target emissions reduction: 0.001

Measure code	Description	Focus	Classification	Status	Other information
Hillingdon, London Borough of_2.2	Support the West London Transit Scheme project if appropriate.	Reducing through traffic	Traffic planning and management: Improvement of public transport	Other	Start date: 2007 Expected end date: 2007 Spatial scale: Whole town or city Source affected: Transport Indicator: Adoption of West London Transit Scheme, if appropriate. Target emissions reduction: 0.003
Hillingdon, London Borough of_2.3	Ensure the provision of sufficient signage and details of spaces for public car parks.	Efficient use of the road network	Public information and Education: Other mechanisms	Implementation	Start date: 2007 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: Erection of signage at appropriate locations Target emissions reduction: 0.002
Hillingdon, London Borough of_2.4	Investigate the creation of Clear Zones.	Efficient use of the road network	Traffic planning and management: Other measure	Other	Start date: 2005 Expected end date: 2010 Spatial scale: Local Source affected: Transport Indicator: Creation of Clear Zones, if appropriate Target emissions reduction: 0.001
Hillingdon, London Borough of_2.5	Develop best practice advice to ensure air quality assessments are made for proposals for new transport infrastructure and changes to traffic management.	Forecasting impact of future developments	Other measure: Other measure	Evaluation	Start date: 2005 Expected end date: 2014 Spatial scale: Whole town or city Source affected: Transport Indicator: Air quality assessments made for all relevant sites Target emissions reduction: N/A
Hillingdon, London Borough of_2.6	Work in partnership with TfL to implement schemes along the high exceedance corridors designed to smooth traffic flows.	Efficient use of the road network	Traffic planning and management: Other measure	Implementation	Start date: 2007 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: Reduced congestion Target emissions reduction: 0.01
Hillingdon, London Borough of_2.7	Improve coordination of road works and provide more effective signing around them.	Efficient use of the road network	Public information and Education: Other mechanisms	Implementation	Start date: 2006 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: Reduced congestion Target emissions reduction: 0.004
Hillingdon, London Borough of_2.8	Investigate use of high occupancy vehicle lanes and freight priority schemes along the major exceedance corridors such as the M4, A4, A40 and A312.	Efficient use of the road network	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2005 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: Presence of schemes at relevant locations Target emissions reduction: 0.002

Measure code	Description	Focus	Classification	Status	Other information
Hillingdon, London Borough of_2.9	Investigate the use of light rail/tram schemes along other high exceedance corridors such as the A4 and A40.	Efficient use of the road network	Traffic planning and management: Improvement of public transport	Evaluation	Start date: 2005 Expected end date: 2010 Spatial scale: Whole town or city Source affected: Transport Indicator: Decision on whether or not to support light rail / tram schemes Target emissions reduction: 0.002
Hillingdon, London Borough of_2.10	Investigate measures such as variable message signing to smooth traffic flows on the HA/TfL routes M4 and surrounding link roads.	Efficient use of the road network	Traffic planning and management: Other measure	Implementation	Start date: 2008 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: Position on usefulness of variable message signing, etc. Target emissions reduction: 0.003
Hillingdon, London Borough of_2.11	Investigate use of speed limits on major roads at the optimal level for NOx and PM10 emissions for the current traffic profile.	Efficient use of the road network	Traffic planning and management: Reduction of speed limits and control	Implementation	Start date: 2005 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: Identification of routes and appropriate speeds Target emissions reduction: 0.003
Hillingdon, London Borough of_2.12	Identify air quality congestion-related hotspots throughout West London and the appropriate measures for delivering improvement in both congestion and air quality e.g. new access road from the A40 to Ruislip industrial areas.	Target specific action on most problematic sites	Traffic planning and management: Encouragement of shift of transport modes	Other	Start date: 2005 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: List of sites and measures Target emissions reduction: 0.01
Hillingdon, London Borough of_2.13	Support rail projects that have the potential effect to cut through traffic e.g. Crossrail and extending the Underground system (e.g. Central Line to Uxbridge).	Efficient use of the transport network	Traffic planning and management: Improvement of public transport	Implementation	Start date: 2008 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: Provision of support for Crossrail and other schemes as appropriate Target emissions reduction: 0.005
Hillingdon, London Borough of_2.14	Work in partnership to investigate use of fiscal measures, such as road pricing, for reducing traffic on major road networks.	Efficient use of the road network, modal shift	Traffic planning and management: Congestion pricing zones	Implementation	Start date: 2014 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: Consideration given at appropriate level to use of fiscal measures Target emissions reduction: 0.03

Measure code	Description	Focus	Classification	Status	Other information
Hillingdon, London Borough of_2.15	Consider establishment of cross-agency regional group to address air quality issues with regards to roads.	Efficient use of the road network	Traffic planning and management: Other measure	Evaluation	Start date: 2013 Expected end date: 2013 Spatial scale: Whole town or city Source affected: Transport Indicator: Establishment of cross-agency regional group Target emissions reduction: N/A
Hillingdon, London Borough of_3.1	Develop and implement an Action Plan via the BAA Heathrow Clean Vehicle Programme to make improvements in the Council vehicle fleet with regard to reducing emissions.	Promotion of cleaner vehicle technology	Public procurement: Other measure	Implementation	Start date: 2005 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: Improvements to Council fleet Target emissions reduction: 0.001
Hillingdon, London Borough of_3.2	Encourage local businesses and freight operators in Hillingdon to sign up to the Clean Vehicle Programme and develop and implement action plans for reducing emissions.	Promotion of cleaner vehicle technology	Public procurement: Other measure	Implementation	Start date: 2005 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: Membership of the Clean Vehicle Programme and existence of action plan for reducing emissions Target emissions reduction: 0.006
Hillingdon, London Borough of_3.3	Provide training for local authority drivers to minimise emissions, and consider opening training opportunities to other drivers working for businesses in Hillingdon.	Reduce emissions from vehicles during operation	Other measure: Other measure	Implementation	Start date: 2006 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: Provision of training Target emissions reduction: 0.0033
Hillingdon, London Borough of_3.4.1	Ensure the implementation of the Idling Vehicles Regulations.	Reduce emissions from vehicles during operation	Traffic planning and management: Other measure	Implementation	Start date: 2007 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: Implementation of the Idling Vehicle Regulations Target emissions reduction: 0.0003
Hillingdon, London Borough of_3.4.2	Actively promote the use of the Dirty Diesel Hotline for reporting smoky vehicles spotted in Hillingdon.	Reduce emissions from vehicles during operation	Other measure: Other measure	Other	Start date: 2006 Expected end date: 2008 Spatial scale: Whole town or city Source affected: Transport Indicator: Dissemination of information on the Dirty Diesel Hotline Target emissions reduction: 0.00003

Measure code	Description	Focus	Classification	Status	Other information
Hillingdon, London Borough of_3.6	Install signs in waiting areas of Council premises, bus garages, coach stations and major leisure venues, etc. advising drivers to switch off engines when stationary.	Reduce emissions from vehicles during operation	Traffic planning and management: Other measure	Evaluation	Start date: 2006 Expected end date: 2008 Spatial scale: Whole town or city Source affected: Transport Indicator: Signs installed in all relevant locations Target emissions reduction: 0.003
Hillingdon, London Borough of_3.7	Lead the way in trialling new technology, where appropriate, and act as a point of information for businesses and other stakeholders in Hillingdon for cleaner vehicle technologies, national schemes and grant systems for the use of alternative fuels.	Promotion of cleaner vehicle technology	Public procurement: New vehicles, including low emission vehicles	Implementation	Start date: 2005 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: Trials of new technology in the Borough, dissemination of findings. Target emissions reduction: 0.001
Hillingdon, London Borough of_3.8	Participate in the London-wide Vehicle Emissions Testing programme.	Reduce emissions from vehicles during operation	Other measure: Other measure	Evaluation	Start date: 2006 Expected end date: 2008 Spatial scale: Whole town or city Source affected: Transport Indicator: Participation in the Scheme Target emissions reduction: 0.009
Hillingdon, London Borough of_3.9	Investigate the provision of low or zero emission buses for schools within the high exceedance areas.	Promotion of cleaner vehicle technology	Public procurement: Other measure	Evaluation	Start date: 2005 Expected end date: 2012 Spatial scale: Local Source affected: Transport Indicator: Position reached on provision of low or zero emission buses for schools in high exceedance areas Target emissions reduction: 0.004
Hillingdon, London Borough of_3.10	Focusing on areas and corridors of high exceedance within residential areas, investigation into the banning or restricting of traffic, or particular types of traffic, from identified roads.	Promotion of cleaner vehicle technology	Traffic planning and management: Other measure	Implementation	Start date: 2007 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: Position reached on traffic restrictions in certain locations Target emissions reduction: N/A
Hillingdon, London Borough of_3.11	Investigate the potential for discounts for residents with low emission vehicles in Parking Management Areas.	Promotion of cleaner vehicle technology	Traffic planning and management: Differentiation of parking fees	Other	Start date: 2010 Expected end date: 2011 Spatial scale: Local Source affected: Transport Indicator: Position reached on discounts Target emissions reduction: 0.001

Measure code	Description	Focus	Classification	Status	Other information
Hillingdon, London Borough of_3.12	Develop sub-regional Bus Quality Partnerships focussed on addressing the contribution of buses and coaches to emissions.	Promotion of cleaner vehicle technology	Public procurement: Other measure	Evaluation	Start date: 2006 Expected end date: 2008 Spatial scale: Whole town or city Source affected: Transport Indicator: Establishment of Partnership Target emissions reduction: N/A
Hillingdon, London Borough of_3.13	Work in partnership for the provision of low emission buses in the West London/ Heathrow region.	Promotion of cleaner vehicle technology	Public procurement: Other measure	Evaluation	Start date: 2006 Expected end date: 2008 Spatial scale: Whole town or city Source affected: Transport Indicator: Deployment of low emission buses Target emissions reduction: 0.02
Hillingdon, London Borough of_3.14	Ensure freight developments in the West London area are subjected to an air quality assessment before implementation.	Promotion of cleaner vehicle technology	Public procurement: Other measure	Implementation	Start date: 2006 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: Air quality assessments made for all relevant sites Target emissions reduction: 0.005
Hillingdon, London Borough of_3.15	Work with the West London Freight Quality Partnership to develop a Freight Strategy to include reducing the air quality impact of freight maximising opportunities to move freight from road to other modes e.g. canals.	Promotion of cleaner vehicle technology	Traffic planning and management: Freight transport measure	Implementation	Start date: 2006 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: Adoption of Freight Strategy Target emissions reduction: 0.001
Hillingdon, London Borough of_3.16	Facilitate the uptake and use of alternative fuels, including water-diesel emulsion. This should include development of appropriate alternative refuelling infrastructure where necessary e.g. charging points for electric vehicles.	Promotion of cleaner vehicle technology	Public procurement: Other measure	Implementation	Start date: 2006 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: Availability of facilities for alternative fuelling Target emissions reduction: 0.006
Hillingdon, London Borough of_3.18	Work to ensure fiscal encouragement of the adoption of low and zero emissions vehicles through the provision of discounts when entering any proposed LEZ or Congestion charging zone.	Promotion of cleaner vehicle technology	Traffic planning and management: Differentiation of parking fees	Evaluation	Start date: 2008 Expected end date: 2008 Spatial scale: Whole agglomeration Source affected: Transport Indicator: Lobbying of relevant authorities Target emissions reduction: 0.002
Hillingdon, London Borough of_3.19	Promote best practice in terms of emissions management with the train operators, the Strategic Rail Authority and Network Rail.	Promotion of cleaner vehicle technology	Public procurement: Other measure	Implementation	Start date: 2008 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: Best practice guidance made available Target emissions reduction: 0.002

Measure code	Description	Focus	Classification	Status	Other information
Hillingdon, London Borough of_4.2	Develop system for auditing the ATM limit and parking provisions for operational T5.	Emission control at Heathrow Airport	Permit systems and economic instruments: Other measure	Implementation	Start date: 2008 Expected end date: 2030 Spatial scale: Local Source affected: Other, please specify Indicator: Development of audit system Target emissions reduction: N/A
Hillingdon, London Borough of_4.5	Quantify and pursue emission reductions for all new on-airport development.	Emission control at Heathrow Airport	Other measure: Other measure	Implementation	Start date: 2005 Expected end date: 2030 Spatial scale: Local Source affected: Other, please specify Indicator: Ensure air quality assessments made of all relevant developments Target emissions reduction: 0.029
Hillingdon, London Borough of_4.6	Evaluate best practice from European and International airports with regard to the minimisation of air quality impacts and assess feasibility of application at Heathrow.	Emission control at Heathrow Airport	Traffic planning and management: Other measure	Implementation	Start date: 2013 Expected end date: 2030 Spatial scale: Local Source affected: Other, please specify Indicator: Evaluation of best practice Target emissions reduction: 5% (with 4.7)
Hillingdon, London Borough of_4.9.2	Introduce differentiated landing charges at a level that would force cleaner engine technology.	Emission control at Heathrow Airport	Permit systems and economic instruments: Introduction/increase of environment charges	Other	Start date: 2008 Expected end date: 2030 Spatial scale: Local Source affected: Other, please specify Indicator: Adoption of differentiated landing charges aimed at cleaner engine technology Target emissions reduction: 0.029
Hillingdon, London Borough of_4.11	Review air quality monitoring regime at Heathrow and identify potential gaps.	Emission control at Heathrow Airport	Other measure: Other measure	Implementation	Start date: 2006 Expected end date: 2030 Spatial scale: Local Source affected: Other, please specify Indicator: Recommendations on monitoring regime Target emissions reduction: N/A
Hillingdon, London Borough of_4.12	Maintain production of externally audited Emissions Inventory on bi-annual basis.	Emission control at Heathrow Airport	Other measure: Other measure	Implementation	Start date: 2005 Expected end date: 2030 Spatial scale: Local Source affected: Other, please specify Indicator: Audit emissions inventory Target emissions reduction: N/A

Measure code	Description	Focus	Classification	Status	Other information
Hillingdon, London Borough of_4.14	Pursue quantification of measures in the BAA Air Quality Action Plan and Surface Access Strategy in terms of air quality impacts.	Emission control at Heathrow Airport	Other measure: Other measure	Implementation	Start date: 2007 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: Lobby for quantification Target emissions reduction: N/A
Hillingdon, London Borough of_4.15	Assess feasibility of Congestion/ Access Charging at Heathrow to reduce overall travel movements to the airport.	Emission control at Heathrow Airport	Traffic planning and management: Congestion pricing zones	Other	Start date: 2007 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: Reach conclusion on feasibility of congestion and access charging Target emissions reduction: N/A
Hillingdon, London Borough of_4.16	Assess feasibility of a Heathrow specific LEZ to reduce emissions and accelerate take up of cleaner vehicle technology.	Emission control at Heathrow Airport	Traffic planning and management: Low emission zones	Implementation	Start date: 2012 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: Recommendations on Heathrow specific LEZ Target emissions reduction: 0.015
Hillingdon, London Borough of_4.17	Assess appropriate target for modal shift to maximise air quality improvements.	Emission control at Heathrow Airport	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2010 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: Define appropriate target for modal shift Target emissions reduction: 0.008
Hillingdon, London Borough of_4.18	Define programme for the establishment of code of practice for airlines best operating practice to maximise reduction of emissions.	Emission control at Heathrow Airport	Other measure: Other measure	Implementation	Start date: 2011 Expected end date: 2030 Spatial scale: Local Source affected: Other, please specify Indicator: Definition of programme Target emissions reduction: 0.029
Hillingdon, London Borough of_4.19	Develop best practice guidelines to ensure air quality impact assessments are integral part of relevant transport and transport infrastructure proposals, and that appropriate mitigation measures are inclusive part of any scheme.	Emission control at Heathrow Airport	Other measure: Other measure	Implementation	Start date: 2008 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: Publish best practice guidance Target emissions reduction: 0.006
Hillingdon, London Borough of_4.20	Assess feasibility of specifying emissions criteria for Heathrow taxis, buses and coaches using the Central Bus Terminal, and car hire shuttles, hopper buses etc.	Emission control at Heathrow Airport	Public procurement: Other measure	Other	Start date: 2008 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: Define emissions criteria, if appropriate Target emissions reduction: 0.003

Measure code	Description	Focus	Classification	Status	Other information
Hillingdon, London Borough of_4.21	Ensure the minimisation of the air quality impact of freight deliveries to and from Heathrow is a key objective of the West London Freight Quality Partnership (WLFQP).	Emission control at Heathrow Airport	Traffic planning and management: Freight transport measure	Implementation	Start date: 2010 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: Ensure WLFQP adopts air quality objective Target emissions reduction: 0.002
Hillingdon, London Borough of_4.22	Assess the use of bus priority, guided buses and high occupancy vehicle lanes in the Heathrow area.	Emission control at Heathrow Airport	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2006 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: Recommendations on bus priority, etc. Target emissions reduction: 0.003
Hillingdon, London Borough of_4.23	Assess the feasibility of a Park and Ride scheme specifically for Heathrow.	Emission control at Heathrow Airport	Traffic planning and management: Improvement of public transport	Other	Start date: 2007 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: Recommendations on park and ride Target emissions reduction: 0.006
Hillingdon, London Borough of_4.24	Assess the health impact of Heathrow Airport and associated activities.	Emission control at Heathrow Airport	Other measure: Other measure	Implementation	Start date: 2010 Expected end date: 2030 Spatial scale: Local Source affected: Other, please specify Indicator: Quantification of health impact Target emissions reduction: N/A
Hillingdon, London Borough of_4.26	Explore feasibility of reducing fares on the Heathrow Express.	Emission control at Heathrow Airport	Traffic planning and management: Encouragement of shift of transport modes	Other	Start date: 2005 Expected end date: 2012 Spatial scale: Local Source affected: Transport Indicator: Recommendations on fare reductions Target emissions reduction: 0.0003
Hillingdon, London Borough of_4.28	Explore feasibility of an airport passenger tax, ring-fenced for increased public transport.	Emission control at Heathrow Airport	Permit systems and economic instruments: Introduction/increase of environmental funding	Other	Start date: 2008 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: Recommendations on airport passenger tax and use of revenues Target emissions reduction: N/A

Measure code	Description	Focus	Classification	Status	Other information
Hillingdon, London Borough of_5.1	Support opportunities for Combined Heat and Power where appropriate within the Borough.	Emission control from local industry and other businesses	Other measure: Other measure	Implementation	Start date: 2005 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Industry including heat and power production Indicator: Support opportunities where they arise and are appropriate Target emissions reduction: 0.002
Hillingdon, London Borough of_5.2	Introduce (within reason) progressively stricter conditions on Part A industrial processes, including incineration processes, especially when located within high exceedance areas or where the impact is predicted to be within high exceedance areas.	Emission control from local industry and other businesses	Permit systems and economic instruments: IPPC permits	Evaluation	Start date: 2006 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Industry including heat and power production Indicator: Identification of sites where further regulation may be appropriate, followed by tightening of standards Target emissions reduction: 0.003
Hillingdon, London Borough of_5.3	Work with the Environment Agency to improve public dissemination of industrial pollutant emissions data and other relevant information, for example on performance against permit conditions.	Emission control from local industry and other businesses	Public information and Education: Internet	Implementation	Start date: 2007 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Industry including heat and power production Indicator: Dissemination of emissions data and other relevant information Target emissions reduction: N/A
Hillingdon, London Borough of_5.4	Discourage the use of bonfires on all industrial sites.	Emission control from local industry and other businesses	Other measure: Other measure	Evaluation	Start date: 2005 Expected end date: 2006 Spatial scale: Whole town or city Source affected: Industry including heat and power production Indicator: Guidance on use of bonfires Target emissions reduction: 0.000003
Hillingdon, London Borough of_5.5	Adopt best practice strategy for all proposed demolition and development projects. This will include the use of low emission vehicles and equipment and the use of dust minimisation techniques.	Emission control from local industry and other businesses	Other measure: Other measure	Evaluation	Start date: 2005 Expected end date: 2014 Spatial scale: Whole town or city Source affected: Industry including heat and power production Indicator: Adoption and dissemination of best practice Target emissions reduction: 0.0003

Measure code	Description	Focus	Classification	Status	Other information
Hillingdon, London Borough of_5.6	Ensure continued regulation of part B industrial processes and maintenance of part B register. Ensure register is available on-line.	Emission control from local industry and other businesses	Permit systems and economic instruments: Other measure	Implementation	Start date: 2006 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Industry including heat and power production Indicator: Continued regulation and dissemination of information Target emissions reduction: 0.001
Hillingdon, London Borough of_5.7	Investigate introduction of Air Quality Action Plans for local industries, including those currently unregulated under EA.	Emission control from local industry and other businesses	Other measure: Other measure	Other	Start date: 2007 Expected end date: 2012 Spatial scale: Whole town or city Source affected: Industry including heat and power production Indicator: Introduce plans if considered appropriate Target emissions reduction: 0.001
Hillingdon, London Borough of_5.8	Consider introduction of Environmental Award system for local industries and businesses.	Emission control from local industry and other businesses	Public information and Education: Other mechanisms	Other	Start date: 2009 Expected end date: 2010 Spatial scale: Whole town or city Source affected: Industry including heat and power production Indicator: Introduction of Award system if likely to be beneficial Target emissions reduction: N/A
Hillingdon, London Borough of_5.9	Encourage businesses to participate in environmental management schemes and to continue to improve environmental performance.	Emission control from local industry and other businesses	Other measure: Other measure	Implementation	Start date: 2013 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Industry including heat and power production Indicator: Increased participation Target emissions reduction: 0.001
Hillingdon, London Borough of_6.1	Provide a consolidated platform for advising businesses and the public of the risks of air pollution, ways of reducing pollution, and campaigns such as Bike to Work Week, combining information from various Council departments and other bodies.	Improved eco-efficiency of existing and future developments	Public information and Education: Other mechanisms	Implementation	Start date: 2005 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Commercial and residential sources Indicator: Level of coordination achieved across the Council Target emissions reduction: 0.002
Hillingdon, London Borough of_6.2	Work with existing buildings and housing stock to secure improvements in emissions.	Improved eco-efficiency of existing and future developments	Other measure: Other measure	Implementation	Start date: 2007 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Commercial and residential sources Indicator: Improved energy efficiency of existing housing stock Target emissions reduction: 0.01

Measure code	Description	Focus	Classification	Status	Other information
Hillingdon, London Borough of_6.3	Ensure continued use of existing mechanisms such as Section 106 agreements for improvements in air quality.	Improved eco-efficiency of existing and future developments	Other measure: Other measure	Implementation	Start date: 2005 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Other, please specify Indicator: Use of Section 106 Agreements Target emissions reduction: 0.002
Hillingdon, London Borough of_6.4	Review and update Air Quality Supplementary Guidance when appropriate	Improved eco-efficiency of existing and future developments	Other measure: Other measure	Implementation	Start date: 2002 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Other, please specify Indicator: Updated Air Quality Supplementary Guidance Target emissions reduction: 0.001
Hillingdon, London Borough of_6.5	Quantify cumulative effects of new developments within AQMA.	Improved eco-efficiency of existing and future developments	Other measure: Other measure	Implementation	Start date: 2006 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Other, please specify Indicator: Undertake assessments of all relevant projects Target emissions reduction: N/A
Hillingdon, London Borough of_6.6	Develop supplementary planning guidance for sustainable design and construction.	Improved eco-efficiency of existing and future developments	Other measure: Other measure	Evaluation	Start date: 2005 Expected end date: 2014 Spatial scale: Whole town or city Source affected: Other, please specify Indicator: SPG developed Target emissions reduction: N/A
Hillingdon, London Borough of_6.7	Raise awareness of sustainable waste management practices.	Improved eco-efficiency of existing and future developments	Public information and Education: Other mechanisms	Implementation	Start date: 2005 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Other, please specify Indicator: Disseminate information on sustainable waste management Target emissions reduction: 0.0001
Hillingdon, London Borough of_6.8	Development of West London Air Quality Supplementary Planning Document (SPD) to ensure consistency across Borough boundaries, explore opportunities for joint Section 106 agreements.	Improved eco-efficiency of existing and future developments	Other measure: Other measure	Other	Start date: 2008 Expected end date: 2014 Spatial scale: Whole town or city Source affected: Other, please specify Indicator: Publication of West London Air Quality SPD Target emissions reduction: N/A

Measure code	Description	Focus	Classification	Status	Other information
Hillingdon, London Borough of_7.1	Ensure that the London Development Framework, Borough Transport Strategy the Community Plan and future corporate strategies incorporate the Borough air quality action plan and local air quality strategy measures where appropriate.	Coordination with regional plans	Other measure: Other measure	Implementation	Start date: 2005 Expected end date: 2030 Spatial scale: Whole agglomeration Source affected: Other, please specify Indicator: Recognition of Hillingdon AQAP in LDF, etc. Target emissions reduction: N/A
Hillingdon, London Borough of_7.2	Develop an environmental management system for Hillingdon Borough Council.	Improvement of LB Hillingdon's environmental performance	Other measure: Other measure	Other	Start date: 2005 Expected end date: 2008 Spatial scale: Whole town or city Source affected: Other, please specify Indicator: Adoption of EMS Target emissions reduction: 0.002
Hillingdon, London Borough of_7.3	Establish an Environment Coordination Office for more effective integration of actions to improve environmental performance within and outside the Council.	Coordination of action plan with other local plans	Other measure: Other measure	Evaluation	Start date: 2013 Expected end date: 2014 Spatial scale: Whole town or city Source affected: Other, please specify Indicator: Effective dissemination of information on environmental performance, etc. Target emissions reduction: 0.02
Hillingdon, London Borough of_7.4	Implement an integrated procurement strategy so that purchase of goods and services is evaluated against London sustainability targets.	Improvement of LB Hillingdon's environmental performance	Other measure: Other measure	Evaluation	Start date: 2008 Expected end date: 2012 Spatial scale: Whole town or city Source affected: Other, please specify Indicator: Adoption and implementation of procurement strategy Target emissions reduction: 0.001
Hillingdon, London Borough of_7.5	Provide air quality information to interested parties and link with other health initiatives.	Dissemination and health impact assessment	Public information and Education: Internet	Implementation	Start date: 2005 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Other, please specify Indicator: Dissemination of information Target emissions reduction: N/A
Hillingdon, London Borough of_7.6	Work with the London Sustainable Distribution Partnership to implement infrastructure for effective and integrated distribution of goods in London.	Efficient freight transport	Traffic planning and management: Freight transport measure	Other	Start date: 2005 Expected end date: 2014 Spatial scale: Whole agglomeration Source affected: Transport Indicator: Improved freight distribution Target emissions reduction: N/A

Measure code	Description	Focus	Classification	Status	Other information
Hillingdon, London Borough of_7.7	Work in partnership to ensure consistency of Action Plan measures and explore all opportunities for regional measures for reducing emissions.	Coordination with regional plans	Other measure: Other measure	Implementation	Start date: 2005 Expected end date: 2030 Spatial scale: Whole agglomeration Source affected: Other, please specify Indicator: Recognition of Hillingdon AQAP in regional planning Target emissions reduction: N/A
Hillingdon, London Borough of_7.8	Development of regional Air Quality Strategy to tackle cross-boundary issues and include all National Air Quality Strategy pollutants, climate change etc.	Coordination with regional plans	Other measure: Other measure	Implementation	Start date: 2010 Expected end date: 2030 Spatial scale: Whole agglomeration Source affected: Other, please specify Indicator: Development of Strategy Target emissions reduction: N/A
Hillingdon, London Borough of_8.1	Develop and maintain management system for implementation of the plan.	Efficient action plan management and implementation	Other measure: Other measure	Implementation	Start date: 2007 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Other, please specify Indicator: Delivery of annual reports Target emissions reduction: N/A
Hillingdon, London Borough of_8.2	Identify and secure all potential funding for Action Plan initiatives.	Efficient action plan management and implementation	Other measure: Other measure	Implementation	Start date: 2007 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Other, please specify Indicator: Funding in place for implementation of the Action Plan Target emissions reduction: N/A
Hillingdon, London Borough of_8.3	Maintain, and where necessary expand, the existing air quality monitoring network.	Efficient action plan management and implementation	Other measure: Other measure	Implementation	Start date: 2007 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Other, please specify Indicator: Need assessed during Update Screening and Assessment Reports. Target emissions reduction: N/A
Hillingdon, London Borough of_8.4	Review and assessment of air quality in line with Defra guidance.	Efficient action plan management and implementation	Other measure: Other measure	Implementation	Start date: 2007 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Other, please specify Indicator: Delivery of annual reports Target emissions reduction: N/A

Measure code	Description	Focus	Classification	Status	Other information
Hillingdon, London Borough of_8.7	Review and adapt the action plan according to opportunity and circumstance.	Efficient action plan management and implementation	Other measure: Other measure	Implementation	Start date: 2007 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Other, please specify Indicator: Need to be highlighted in annual review Target emissions reduction: N/A
Hillingdon, London Borough of_8.8	Maintain consultation process to disseminate information on progress against defined targets to other stakeholders.	Efficient action plan management and implementation	Public information and Education: Other mechanisms	Implementation	Start date: 2007 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Other, please specify Indicator: Effective dissemination of information Target emissions reduction: N/A
Hillingdon, London Borough of_8.9	Examine potential for the development of regional action plan on cross boundary issues.	Efficient action plan management and implementation	Other measure: Other measure	Implementation	Start date: 2007 Expected end date: 2030 Spatial scale: Whole agglomeration Source affected: Other, please specify Indicator: Engagement with authorities and agencies outside Hillingdon. Target emissions reduction: N/A
Hounslow, London Borough of_1.1	1.1 Established a Green Travel Plan for Hounslow	Reduce demand for motorised transport for schools	Traffic planning and management: Encouragement of shift of transport modes	Evaluation	Start date: 2005 Expected end date: 2005 Spatial scale: Whole town or city Source affected: Transport Indicator: Modal shift Target emissions reduction: ~ 1.0% reduction in journeys by car (usually)
Hounslow, London Borough of_1.2	1.2 Improve access to, and quality of, public transport travel information	Encourage use of public transport	Public information and Education: Other mechanisms	Evaluation	Start date: 2007 Expected end date: 2007 Spatial scale: Whole town or city Source affected: Transport Indicator: Decreased modal share for private car transport Target emissions reduction: 0.002
Hounslow, London Borough of_1.3	1.3 Development more dedicated cycle (priority) lanes and signalling	Promote cycling	Traffic planning and management: Expansion of bicycle and pedestrian infrastructure	Evaluation	Start date: 2008 Expected end date: 2008 Spatial scale: Whole town or city Source affected: Transport Indicator: Increased modal share in cycling Target emissions reduction: 0.0002

Measure code	Description	Focus	Classification	Status	Other information
Hounslow, London Borough of_1.4	1.4 Extend provision of more parking for motorcycles, mopeds and bicycles at public sites and new developments.	Promote non-car use	Traffic planning and management: Expansion of bicycle and pedestrian infrastructure	Evaluation	Start date: 2005 Expected end date: 2007 Spatial scale: Whole town or city Source affected: Transport Indicator: Decreased modal share for private car transport Target emissions reduction: 0.0002
Hounslow, London Borough of_1.5	1.5 Improve provision for pedestrians	Promote walking	Traffic planning and management: Encouragement of shift of transport modes	Evaluation	Start date: 2005 Expected end date: 2008 Spatial scale: Whole town or city Source affected: Transport Indicator: Decreased modal share for private car transport Target emissions reduction: 0.0002
Hounslow, London Borough of_1.6	1.6 Introduce more Safe Routes to School throughout the Borough with special regard to the schools within the highest exceedance areas	Promote walking and cycling	Traffic planning and management: Encouragement of shift of transport modes	Evaluation	Start date: 2005 Expected end date: 2009 Spatial scale: Whole town or city Source affected: Transport Indicator: Decreased modal share for private car transport Target emissions reduction: 0.002
Hounslow, London Borough of_1.7	1.7 Require Green Travel Plans for new businesses within the Borough employing more than a specified number of people.	Reduce demand for motorised transport for businesses and staff	Traffic planning and management: Encouragement of shift of transport modes	Evaluation	Start date: 2005 Expected end date: 2007 Spatial scale: Whole town or city Source affected: Transport Indicator: Decreased modal share for private car transport Target emissions reduction: 0.02
Hounslow, London Borough of_1.8	1.8 As 1.7but for existing businesses	Encourage use of walking, cycling and public transport	Traffic planning and management: Encouragement of shift of transport modes	Evaluation	Start date: 2006 Expected end date: 2007 Spatial scale: Whole town or city Source affected: Transport Indicator: Decreased modal share for private car transport Target emissions reduction: 0.002
Hounslow, London Borough of_1.9	1.9 Improve access to, and quality of, public transport travel information on regional basis	Encourage use of walking, cycling and public transport	Traffic planning and management: Encouragement of shift of transport modes	Evaluation	Start date: 2006 Expected end date: 2007 Spatial scale: Whole agglomeration Source affected: Transport Indicator: Decreased modal share for private car transport Target emissions reduction: 0.2% not in original assessment

Measure code	Description	Focus	Classification	Status	Other information
Hounslow, London Borough of_1.10	1.10 Improvements in overall public transport service (facilities, cleanliness, safety, frequency, reliability) across the Borough and West London, and particularly in declared AQMAs	Encourage use of public transport	Traffic planning and management: Improvement of public transport	Evaluation	Start date: 2006 Expected end date: 2008 Spatial scale: Whole town or city Source affected: Transport Indicator: Decreased modal share for private car transport Target emissions reduction: 0.006
Hounslow, London Borough of_1.11	1.11 Support multi modal travel by further development of public transport interchanges for rail/cycle/bus/walking both within Hounslow and the West London area;	Encourage use of public transport and active transport	Traffic planning and management: Improvement of public transport	Evaluation	Start date: 2006 Expected end date: 2006 Spatial scale: Whole town or city Source affected: Transport Indicator: Decreased modal share for private car transport Target emissions reduction: 0.002
Hounslow, London Borough of_1.12	1.12 Development of efficient and high quality bus corridors	Encourage use of public transport	Traffic planning and management: Improvement of public transport	Evaluation	Start date: 2007 Expected end date: 2007 Spatial scale: Whole town or city Source affected: Transport Indicator: Decreased modal share for private car transport Target emissions reduction: 0.005
Hounslow, London Borough of_1.13	1.13 More night buses	Encourage use of public transport	Other measure: Other measure	Other	Start date: 2005 Expected end date: 2010 Spatial scale: Whole town or city Source affected: Transport Indicator: Decreased modal share for private car transport Target emissions reduction: 0.2% not in original assessment
Hounslow, London Borough of_1.14	1.14 Monitor progress with green travel plans	N/A	Traffic planning and management: Encouragement of shift of transport modes	Other	Start date: 2005 Expected end date: 2010 Spatial scale: Whole town or city Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Hounslow, London Borough of_1.15	1.15 Reassess car parking provision for new developments	N/A	Traffic planning and management: Encouragement of shift of transport modes	Other	Start date: 2005 Expected end date: 2010 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
Hounslow, London Borough of_1.16	1.16 Subsidise bus, train and underground fares in order to achieve significant modal shift;	Encourage use of public transport	Traffic planning and management: Encouragement of shift of transport modes	Other	Start date: 2005 Expected end date: 2010 Spatial scale: Whole town or city Source affected: Transport Indicator: Decreased modal share for private car transport Target emissions reduction: 1.9% if subsidies introduced, but this has been ruled out
Hounslow, London Borough of_1.17	1.17 Research into novel mechanisms for reducing emissions, e.g. creation of markets for car parking spaces, emission trading systems	All modes of transport	Traffic planning and management: Other measure	Other	Start date: 2014 Expected end date: 2014 Spatial scale: Whole town or city Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Hounslow, London Borough of_2.1	2.1 Introduce Home Zones/20 mph in residential areas subject to significant amounts of through traffic that should use alternative routes.	Residential Roads	Traffic planning and management: Reduction of speed limits and control	Implementation	Start date: 2009 Expected end date: 2012 Spatial scale: Local Source affected: Transport Indicator: Local air quality monitored, seeking reductions in background concentrations of NO2. Target emissions reduction: 0.01
Hounslow, London Borough of_2.2	Support the West London Transit Scheme project if appropriate.	Reducing through traffic	Traffic planning and management: Improvement of public transport	Other	Start date: 2007 Expected end date: 2007 Spatial scale: Whole town or city Source affected: Transport Indicator: Adoption of West London Transit Scheme, if appropriate. Target emissions reduction: 0
Hounslow, London Borough of_2.3	Ensure the provision of sufficient signage and details of spaces for public car parks.	Efficient use of the road network	Public information and Education: Other mechanisms	Implementation	Start date: 2007 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: Erection of signage at appropriate locations, including at routes leading to/from Feltham Industrial Est. Target emissions reduction: 0
Hounslow, London Borough of_2.4	Investigate the creation of Clear Zones.	Efficient use of the road network	Traffic planning and management: Other measure	Other	Start date: 2005 Expected end date: 2010 Spatial scale: Local Source affected: Transport Indicator: Creation of Clear Zones, if appropriate Target emissions reduction: 0.001

Measure code	Description	Focus	Classification	Status	Other information
Hounslow, London Borough of_2.5	Develop best practice advice to ensure air quality assessments are made for proposals for new transport infrastructure and changes to traffic management.	Forecasting impact of future developments	Other measure: Other measure	Evaluation	Start date: 2005 Expected end date: 2014 Spatial scale: Whole town or city Source affected: Transport Indicator: Air quality assessments made for all relevant sites Target emissions reduction: 0
Hounslow, London Borough of_3.1	3.1 Implement an Action Plan via the BAA Heathrow Clean Vehicle Programme to make improvements in the Council vehicle fleet with regard to reducing emissions.	Cleaner vehicles	Traffic planning and management: Encouragement of shift of transport modes	Evaluation	Start date: 2005 Expected end date: 2005 Spatial scale: Whole town or city Source affected: Transport Indicator: Increase in trips to/from Heathrow using EV Target emissions reduction: N/A
Hounslow, London Borough of_3.2	3.2 Get local businesses and freight operators in Hounslow to sign up to the Clean Vehicle Programme and develop and implement action plans for reducing emissions;	Freight & Servicing	Public information and Education: Other mechanisms	Evaluation	Start date: 2007 Expected end date: 2007 Spatial scale: Whole town or city Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Hounslow, London Borough of_3.3	3.3 Train local authority drivers to minimise emissions, and consider opening training opportunities to other drivers working for businesses in Hounslow;	Vehicle Mapping, Fuel efficiency	Traffic planning and management: Expansion of bicycle and pedestrian infrastructure	Evaluation	Start date: 2008 Expected end date: 2008 Spatial scale: Whole town or city Source affected: Transport Indicator: Emission reductions Target emissions reduction: N/A
Hounslow, London Borough of_3.4	3.4 Implement Idling Vehicles Regulations and actively promote the use of the Dirty Diesel Hotline for reporting smoky vehicles spotted in Hounslow;	Vehicle fleet upgrade	Traffic planning and management: Expansion of bicycle and pedestrian infrastructure	Evaluation	Start date: 2005 Expected end date: 2007 Spatial scale: Whole town or city Source affected: Transport Indicator: Emission reduction Target emissions reduction: N/A
Hounslow, London Borough of_3.5	3.5 Implement the recommendations of the London Low Emission Zone Feasibility Study jointly with the GLA, ALG and TfL.	LEZ	Traffic planning and management: Encouragement of shift of transport modes	Evaluation	Start date: 2005 Expected end date: 2008 Spatial scale: Whole town or city Source affected: Transport Indicator: Emission reduction Target emissions reduction: N/A
Hounslow, London Borough of_3.6	3.6 Install signs in waiting areas of Council premises, bus garages, coach stations, railway crossings (with timings) and major leisure venues, etc. advising drivers to switch off engines when stationary;	Anti-idling	Traffic planning and management: Encouragement of shift of transport modes	Evaluation	Start date: 2005 Expected end date: 2009 Spatial scale: Whole town or city Source affected: Transport Indicator: Awareness campaign in regards to benefits for public health Target emissions reduction: N/A

Measure code	Description	Focus	Classification	Status	Other information
Hounslow, London Borough of_3.7	3.7 Trial new technology where appropriate e.g. greater use of electric vehicles in Council fleet, and act as a point of information for businesses and major fleet operators and other stakeholders in Hounslow for cleaner vehicle technologies, national schemes and grant systems for the use of alternative fuels;	N/A	Traffic planning and management: Encouragement of shift of transport modes	Evaluation	Start date: 2005 Expected end date: 2007 Spatial scale: Whole town or city Source affected: Transport Indicator: Alternative modes of travel Target emissions reduction: N/A
Hounslow, London Borough of_3.8	3.8 Participate in joint Vehicle Emissions Testing programme with other organisations.	Vehicle emissions testing program	Traffic planning and management: Encouragement of shift of transport modes	Evaluation	Start date: 2006 Expected end date: 2007 Spatial scale: Whole town or city Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Hounslow, London Borough of_3.9	3.9 Provision of low or zero emission buses for schools within the high exceedance areas;	School travel	Traffic planning and management: Encouragement of shift of transport modes	Evaluation	Start date: 2006 Expected end date: 2007 Spatial scale: Whole agglomeration Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Hounslow, London Borough of_3.10	3.10 Focusing on areas and corridors of high exceedance within residential areas, banning or restricting of traffic, or particular types of traffic, from identified roads	N/A	Traffic planning and management: Improvement of public transport	Evaluation	Start date: 2006 Expected end date: 2008 Spatial scale: Whole town or city Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Hounslow, London Borough of_3.11	3.11 Discounts for residents with low emission vehicles in Parking Management Areas	Zero, low emissions vehicles & emission reductions	Traffic planning and management: Improvement of public transport	Evaluation	Start date: 2006 Expected end date: 2006 Spatial scale: Whole town or city Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Hounslow, London Borough of_3.12	3.12 Develop sub-regional Bus Quality Partnerships focussed on addressing the contribution of buses and coaches to emissions.	N/A	Traffic planning and management: Improvement of public transport	Evaluation	Start date: 2007 Expected end date: 2007 Spatial scale: Whole town or city Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Hounslow, London Borough of_3.13	3.13 Provision of low emission buses in the West London/Heathrow region	Minimise NO2 pollution contribution from buses.	Other measure: Other measure	Other	Start date: 2005 Expected end date: 2010 Spatial scale: Whole town or city Source affected: Transport Indicator: Reduction in NO2 concentrations, in source apportionment study. Target emissions reduction: N/A

Measure code	Description	Focus	Classification	Status	Other information
Hounslow, London Borough of_3.14	3.14 Ensure freight developments in the West London area are subjected to an air quality assessment before implementation;	Freight & Servicing	Traffic planning and management: Freight transport measure	Other	Start date: 2005 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Hounslow, London Borough of_3.15	3.15 Develop a Freight Strategy to include reducing the air quality impact of freight maximising opportunities to move freight from road to other modes e.g. canals.	Freight Strategy	Traffic planning and management: Freight transport measure	Implementation	Start date: 2006 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Hounslow, London Borough of_3.16	3.16 Facilitate the uptake and use of alternative fuels, including water-diesel emulsion. This should include development of appropriate alternative refuelling infrastructure where necessary e.g. charging points for electric vehicles	Alternative fuels	Traffic planning and management: Encouragement of shift of transport modes	Other	Start date: 2005 Expected end date: 2010 Spatial scale: Whole town or city Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Hounslow, London Borough of_3.18	3.18 Ensure fiscal encouragement of the adoption of low and zero emissions vehicles through the provision of discounts when entering any proposed LEZ or Congestion charging zone	LEZ	Public procurement: Other measure	Other	Start date: 2006 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Hounslow, London Borough of_3.19	3.19 Promote best practice in terms of emissions management with the train operators, the Strategic Rail Authority and Network Rail;	N/A	Traffic planning and management: Improvement of public transport	Other	Start date: 2007 Expected end date: 2007 Spatial scale: Whole town or city Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Hounslow, London Borough of_4.2	4.2 Assess the health impact of Heathrow Airport and associated activities	Public Health	Traffic planning and management: Other measure	Other	Start date: 2005 Expected end date: 2010 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A

Measure code	Description	Focus	Classification	Status	Other information
Hounslow, London Borough of_4.4	4.4 Support London Borough of Hillingdon in various actions, e.g.: Auditing ATM limits and BAA Heathrow Air Quality Action Plan; Pursuing emission reductions on the airport; Quantifying impacts of the BAA Air Quality Strategy and Surface Access Strategy; Develop best practice guidelines to ensure air quality impact assessments are integral part of development proposals, and that appropriate mitigation is taken	N/A	Traffic planning and management: Other measure	Other	Start date: 2005 Expected end date: 2010 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Hounslow, London Borough of_4.5	4.5 Work with other Boroughs to evaluate best practice from European and International airports with regard to the minimisation of air quality impacts and assess feasibility of application at Heathrow,	Minimise air quality impacts	Public procurement: Other measure	Other	Start date: 2014 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Hounslow, London Borough of_4.6	4.6 Work with other Boroughs and BAA to: Review air quality monitoring regime at Heathrow and identify potential gaps; Strengthen the existing BAA 5 year action plan; Establishment of code of practice for airlines best operating practice to maximise reduction of emission	On-going	Traffic planning and management: Other measure	Other	Start date: 2014 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: Emission reductions Target emissions reduction: N/A
Hounslow, London Borough of_4.7	4.7 Work with the Mayor to: introduce a Heathrow specific LEZ to reduce emissions; Accelerate take up of cleaner vehicle technology; Set target for modal shift; Specify emissions criteria for vehicles routinely using the airport; Minimise the air quality impact of freight deliveries to and from Heathrow; Promote use of bus priority, guided buses and high occupancy vehicle lanes in the Heathrow area	LEZ	Traffic planning and management: Other measure	Other	Start date: 2014 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: Low background emissions Target emissions reduction: N/A
Hounslow, London Borough of_4.9	4.9 Reducing fares on the Heathrow Express to achieve modal shift	Modal shift	Traffic planning and management: Other measure	Other	Start date: 2010 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: Extent of modal shift Target emissions reduction: N/A

Measure code	Description	Focus	Classification	Status	Other information
Hounslow, London Borough of_4.10	4.10 Review airport passenger duty (APD) with a view to public transport improvement	N/A	Traffic planning and management: Other measure	Other	Start date: 2010 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Hounslow, London Borough of_5.1	5.1 Install Combined Heat and Power (CHP) where appropriate within the Borough;	CHP	Other measure: Other measure	Other	Start date: 2010 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Commercial and residential sources Indicator: Efficiency in Heating & hot water Target emissions reduction: N/A
Hounslow, London Borough of_5.2	5.2 Improve public dissemination of industrial pollutant emissions data and other relevant information, for example on performance against permit conditions;	Awareness & dissemination of pollutant data	Traffic planning and management: Other measure	Other	Start date: 2007 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Hounslow, London Borough of_5.3	5.3 Ban bonfires on all industrial sites;	N/A	Permit systems and economic instruments: Other measure	Other	Start date: 2007 Expected end date: 2014 Spatial scale: Whole town or city Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Hounslow, London Borough of_5.4	5.4 Adopt a best practice strategy for all proposed demolition and development projects. This will include the use of low emission vehicles and equipment and the use of dust minimisation techniques. This may be achieved by responding to the consultation on London wide Construction Guide in development	Best Practice Guidance on use of low emissions vehicles & equipment	Other measure: Other measure	Other	Start date: 2014 Expected end date: 2014 Spatial scale: Whole town or city Source affected: Other, please specify Indicator: Use of Best Practice Guidance Target emissions reduction: N/A
Hounslow, London Borough of_5.5	5.5 Continued regulation of part B industrial processes and maintenance of part B register.	N/A	Permit systems and economic instruments: Other measure	Other	Start date: 2008 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Industry including heat and power production Indicator: Impact on background pollutant concentrations Target emissions reduction: N/A

Measure code	Description	Focus	Classification	Status	Other information
Hounslow, London Borough of_5.6	5.6 Introduction of Environmental Award system for local industries and businesses probably on a West London basis	Business Awards	Permit systems and economic instruments: Other measure	Other	Start date: 2008 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Industry including heat and power production Indicator: N/A Target emissions reduction: N/A
Hounslow, London Borough of_5.7	5.7 Encourage businesses to participate in environmental management schemes and to continue to improve environmental performance	Encourage environmental schemes	Permit systems and economic instruments: Other measure	Other	Start date: 2008 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Industry including heat and power production Indicator: N/A Target emissions reduction: N/A
Hounslow, London Borough of_6.1	6.1 Provide a consolidated platform for advising businesses and the public of the risks of air pollution, ways of reducing pollution, and campaigns such as Bike to Work Week, bringing together information currently spread around several departments of the Council and other bodies.	Public health	Public information and Education: Other mechanisms	Other	Start date: 2010 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: Reduction in hospital admissions Target emissions reduction: N/A
Hounslow, London Borough of_6.2	6.2 Work with existing buildings and housing stock to secure improvements in emissions	N/A	Other measure: Other measure	Other	Start date: 2007 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Commercial and residential sources Indicator: N/A Target emissions reduction: N/A
Hounslow, London Borough of_6.3	6.3 Expanded use of existing mechanisms such as section 106 agreements for improvements in air quality. The agreement will relate to the location of the development with regards to exceedance areas, the scale of development and the projected emissions;	N/A	Other measure: Other measure	Other	Start date: 2014 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: Reduction in background emissions Target emissions reduction: N/A
Hounslow, London Borough of_6.4	6.4 Introduce, review and update Air Quality Supplementary Guidance when appropriate	New developments	Other measure: Other measure	Other	Start date: 2006 Expected end date: 2015 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
Hounslow, London Borough of_7.1	7.1 Ensure that the London Development Framework, Local Implementation Plan (for transport), the Community Plan and future corporate strategies incorporate the Borough air quality action plan and local air quality strategy measures where appropriate;	Sustainable development through implementation of Local Plan	Other measure: Other measure	Other	Start date: 2012 Expected end date: 2015 Spatial scale: Whole town or city Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Hounslow, London Borough of_7.2	7.2 Develop an environmental management system for LB Hounslow.	N/A	Other measure: Other measure	Other	Start date: 2008 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Hounslow, London Borough of_7.5	7.5 Provide air quality information to interested parties and link with other health initiatives	N/A	Other measure: Other measure	Other	Start date: 2012 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Hounslow, London Borough of_7.7	7.7 Ensure consistency of Action Plan measures and explore all opportunities for regional measures for reducing emissions;	Air quality action plan & mitigation measures	Other measure: Other measure	Other	Start date: 2007 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Islington, London Borough of_2	Fleet replacement	Replace older fleet vehicles with the cleanest available where the budget allows.	Other measure: Other measure	Planning	Start date: 2014 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: Reduction of NO2 and CO2 Target emissions reduction: Not yet available
Islington, London Borough of_3	School Travel Plans	Active Travel	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2013 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: Reducing congestion, promoting active travel Target emissions reduction: Not Available
Islington, London Borough of_4	School engagement programme	Active travel/Raising awareness	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2014 Expected end date: 2016 Spatial scale: Local Source affected: Transport Indicator: Active travel, raising awareness Target emissions reduction: N/A

Measure code	Description	Focus	Classification	Status	Other information
Islington, London Borough of_5	Breathe Better Together	Raising awareness	Public information and Education: Internet	Implementation	Start date: 2014 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Other, please specify Indicator: Raising awareness, health protection Target emissions reduction: Not Available
Islington, London Borough of_6	Idling engines	Reduce emissions form idling engines, raise awareness of the cause and effect of poor air quality, with enforcement.	Traffic planning and management: Other measure	Implementation	Start date: 2014 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: Emission reduction, leaflet campaign, website and publicity Target emissions reduction: Not Available
Islington, London Borough of_7	Source Apportionment Study	A modelling study detailing the sources of pollution in the borough	Other measure: Other measure	Implementation	Start date: 2015 Expected end date: 2017 Spatial scale: Local Source affected: Other, please specify Indicator: Research Target emissions reduction: N/A
Islington, London Borough of_8	LEZ feasibility study	A cost benefit analysis to decide whether an Islington LEZ would be beneficial.	Other measure: Other measure	Evaluation	Start date: 2014 Expected end date: 2015 Spatial scale: Local Source affected: Transport Indicator: Research Target emissions reduction: N/A
Islington, London Borough of_9	Review car club contracts	Ensure only cleanest vehicles are available in the borough	Other measure: Other measure	Planning	Start date: 2015 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: Promote ULEV's Target emissions reduction: Not Available
Islington, London Borough of_10	Green taxis	Promote the use of ULEV's in the mini-cab fleet	Permit systems and economic instruments: Introduction/increase of environment taxes	Implementation	Start date: 2015 Expected end date: 2017 Spatial scale: Whole town or city Source affected: Transport Indicator: Promote ULEV's Target emissions reduction: Not Available

Measure code	Description	Focus	Classification	Status	Other information
Islington, London Borough of_11	Parking permit charges	Encourage uptake of low polluting vehicles	Traffic planning and management: Differentiation of parking fees	Preparation	Start date: 2015 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: Promote ULEV's Target emissions reduction: Not Available
Islington, London Borough of_12	Freight Consolidation	Reduce the number of delivery vehicles in the borough by consolidating deliveries.	Traffic planning and management: Freight transport measure	Implementation	Start date: 2014 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: Reduce congestion, emissions and save on delivery costs Target emissions reduction: 1000g NOx per annum 2000g PM per annum
Islington, London Borough of_13	Boiler Replacement	Replace F and G rated boilers with low NOx A rated	Small and medium sized stationary combustion sources: Emission control equipment or replacement of combustion sources	Evaluation	Start date: 2012 Expected end date: 2017 Spatial scale: Local Source affected: Commercial and residential sources Indicator: Reduce emissions and exposure to pollutants, save energy costs Target emissions reduction: Not Available
Islington, London Borough of_14	Bunhill heat and Power Network	Installation of district heat and power network including utilisation of waste heat from	Other measure: Other measure	Implementation	Start date: 2013 Expected end date: 2030 Spatial scale: Local Source affected: Industry including heat and power production Indicator: Reduce emissions and cost of energy to over 700 residents Target emissions reduction: Not Available
Islington, London Borough of_15	Energy Strategy and Advice Team	Provide information to residents in Islington and surrounding boroughs about how to reduce energy usage.	Public information and Education: Other mechanisms	Implementation	Start date: 2011 Expected end date: 2030 Spatial scale: Local Source affected: Commercial and residential sources Indicator: Assist residents to reduce energy use Target emissions reduction: Not Available

Measure code	Description	Focus	Classification	Status	Other information
Islington, London Borough of_16	Business engagement	Help local businesses to reduce emissions and exposure for staff and customers.	Traffic planning and management: Freight transport measure	Planning	Start date: 2014 Expected end date: 2030 Spatial scale: Local Source affected: Commercial and residential sources Indicator: Reduce emissions and provide information Target emissions reduction: Not Available
Islington, London Borough of_17	Air Aware	Raising awareness of cause and effect of poor air quality in public health settings	Public information and Education: Other mechanisms	Other	Start date: 2014 Expected end date: 2014 Spatial scale: Local Source affected: Other, please specify Indicator: Provide information to protect public health Target emissions reduction: Not Available
Islington, London Borough of_18	Car Free event	Hold a car free event where residents can experience and environment not dominated by motor traffic	Traffic planning and management: Encouragement of shift of transport modes	Other	Start date: 2004 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: Alternative travel Target emissions reduction: Not Available
Islington, London Borough of_19	Air Quality Champions	Recruit and train volunteers to develop and deliver initiatives to improve local air quality	Public information and Education: Other mechanisms	Evaluation	Start date: 2014 Expected end date: 2016 Spatial scale: Local Source affected: Other, please specify Indicator: Raise awareness, take action Target emissions reduction: Not Available
Islington, London Borough of_20	Clean air Routes	Map cleaner air walking and cycling routes	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2014 Expected end date: 2030 Spatial scale: Local Source affected: Other, please specify Indicator: Raising Awareness Target emissions reduction: N/A
Islington, London Borough of_21	Species research	Research to identify plant species that will improve local air quality	Other measure: Other measure	Planning	Start date: 2015 Expected end date: 2030 Spatial scale: Local Source affected: Other, please specify Indicator: Reducing emissions Target emissions reduction: Not Available

Measure code	Description	Focus	Classification	Status	Other information
Islington, London Borough of_22	Clean air at Regents Canal	Reduce incidence of wood burning and diesel usage from canal boats	Small and medium sized stationary combustion sources: Emission control equipment or replacement of combustion sources	Implementation	Start date: 2013 Expected end date: 2030 Spatial scale: Local Source affected: Shipping Indicator: Reduce emissions and exposure Target emissions reduction: Not Available
Islington, London Borough of_23	Targeted school engagement programme	4 schools identified by GLA given intensive support in mapping cleaner air, walking and cycling routes to achieve active travel/raising awareness	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2017 Expected end date: 2017 Spatial scale: Local Source affected: Transport Indicator: Traffic planning and management; encouragement of shift of transport modes Target emissions reduction: Not Available
Islington, London Borough of_24	Idling engines	Cross borough campaigns to reduce emissions form idling engines, raise awareness of the cause and effect of poor air quality	Other measure: Other measure	Implementation	Start date: 2016 Expected end date: 2019 Spatial scale: Local Source affected: Transport Indicator: Emission reduction, leaflet campaign, website and publicity Target emissions reduction: Not Available
Islington, London Borough of_25	Targeted SME Business engagement - City Fringe	Help local businesses to reduce emissions and exposure for staff and customers working across multiple boroughs with a focus on small start-ups	Traffic planning and management: Other measure	Implementation	Start date: 2013 Expected end date: 2019 Spatial scale: Local Source affected: Commercial and residential sources Indicator: Reduce emissions and provide informastion Target emissions reduction: Not Available
Islington, London Borough of_26	Targeted SME Business engagement - Archway	Help local businesses to reduce emissions and exposure for staff and customers working in a town centre focusing on established small businesses	Traffic planning and management: Freight transport measure	Implementation	Start date: 2016 Expected end date: 2019 Spatial scale: Local Source affected: Commercial and residential sources Indicator: Reduce emissions and provide information Target emissions reduction: Not Available

Measure code	Description	Focus	Classification	Status	Other information
Islington, London Borough of_27	Reduce emissions from Non Road Moveable Machinery (NRMM) and other construction sources through best practice measures and enforcement	N/A	Public procurement: Low emission fuels for stationary and mobile sources	Implementation	Start date: 2016 Expected end date: 2030 Spatial scale: Local Source affected: Commercial and residential sources Indicator: Reduce emissions and provide information Target emissions reduction: Not Available
Islington, London Borough of_28	AirText alerting services for air quality	Free subscription service for air pollution forecasting and health bulletins to Minimise exposure of vulnerable people to pollution episodes, improve quality of life and reduce hospital and GP visits	Public information and Education: Internet	Other	Start date: 2007 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Commercial and residential sources Indicator: N/A Target emissions reduction: N/A
Islington, London Borough of_29	Monitor air quality	Monitor air quality	Public information and Education: Internet	Implementation	Start date: 2001 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Commercial and residential sources Indicator: N/A Target emissions reduction: N/A
Islington, London Borough of_30	Gyratory improvements	Improvements and or removal of three gyratory systems. . Archway . Highbury Corner . Old Street To improve traffic flows and reduce congestion	Traffic planning and management: Other measure	Implementation	Start date: 2015 Expected end date: 2020 Spatial scale: Whole town or city Source affected: Commercial and residential sources Indicator: NO2 Target emissions reduction: Not Available
Islington, London Borough of_31	Develop the London Borough of Islington website to include real time air quality monitoring data.	N/A	Public information and Education: Other mechanisms	Preparation	Start date: 2017 Expected end date: 2030 Spatial scale: Local Source affected: Commercial and residential sources Indicator: N/A Target emissions reduction: N/A
Kensington & Chelsea, Royal Borough of_1	Support vulnerable hospital discharge patients with heart and lung conditions	Provide air quality advice and home modifications to discharged hospital patients, particularly those most vulnerable (i.e. children/elderly) with heart and lung diseases.	Public information and Education: Other mechanisms	Implementation	Start date: 2016 Expected end date: 2016 Spatial scale: Whole Town or City Source affected: Commercial and residential sources Indicator: Joint project implemented Target emissions reduction: N/A

Measure code	Description	Focus	Classification	Status	Other information
Kensington & Chelsea, Royal Borough of_2	Support and promote air quality awareness programmes	Support and promote the schemes Breathe London, Airtext and Walkit to include CityAir/LondonAir and 'Breathe Better Together' principles to provide more information to a wider audience of subscribers.	Public information and Education: Other mechanisms	Implementation	Start date: 2016 Expected end date: 2020 Spatial scale: Whole Town or City Source affected: Transport Indicator: Promotion increased. Increase Airtext subscriptions to 300 Target emissions reduction: N/A
Kensington & Chelsea, Royal Borough of_4	Support initiatives to improve outdoor air quality	Identify local needs including smoke free areas and air pollution abatement through 'Healthy Parks/Playgrounds' initiative.	Public information and Education: Other mechanisms	Implementation	Start date: 2016 Expected end date: 2020 Spatial scale: Whole Town or City Source affected: Other Indicator: All parks and playgrounds assessed. Target emissions reduction: N/A
Kensington & Chelsea, Royal Borough of_7	Encourage cycling as a non-polluting mode of transport and to combat obesity	Promote cycling through GPs, 'GP Navigator', 'Health Trainer' and 'Cycle Coordinator' schemes to improve heart/respiratory health, combat obesity and promote non-polluting transport modes.	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2016 Expected end date: 2016 Spatial scale: Whole Town or City Source affected: Transport Indicator: Promotion targeting vulnerable residents part of normal business Target emissions reduction: N/A
Kensington & Chelsea, Royal Borough of_8	Support financial saving schemes that aid residents living in fuel poverty	Support the delivery of the Big Energy Switch 2015, a collective energy switching scheme to help residents negotiate tariffs on gas and electricity and to aid residents living in fuel poverty in line with the 'Healthier Homes' scheme.	Public information and Education: Other mechanisms	Implementation	Start date: 2015 Expected end date: 2016 Spatial scale: Whole Town or City Source affected: Commercial and residential sources Indicator: 100 residents subscribing Target emissions reduction: N/A
Kensington & Chelsea, Royal Borough of_10	Support vulnerable residents to reduce energy consumption and bills	Support residents by providing energy efficiency advice and by installing small and low cost energy efficiency measures to combat climate change. Reduce their energy bills and carbon footprint, through the Healthy Homes project and through home energy visits by trained green experts.	Public information and Education: Other mechanisms	Implementation	Start date: 2016 Expected end date: 2017 Spatial scale: Whole Town or City Source affected: Commercial and residential sources Indicator: Number of home energy visits Target emissions reduction: N/A
Kensington & Chelsea, Royal Borough of_11	Promote case studies of higher-standard insulation and heating systems for existing buildings in the borough	Promote exemplar case studies about sustainable retrofit and regeneration schemes within the borough that have improved insulation and heating systems and which have exceeded the minimum standards set out in Building Regulations.	Other measure: Other measure	Other	Start date: 2016 Expected end date: Ongoing Spatial scale: Whole Town or City Source affected: Commercial and residential sources Indicator: At leat one example a year Target emissions reduction: N/A

Measure code	Description	Focus	Classification	Status	Other information
Kensington & Chelsea, Royal Borough of_12	Improve the energy efficiency of the six main Council's buildings	Deliver energy efficiency projects in six of the Council's main facilities (Town Hall, Chelsea Old Town Hall, Pembroke Road, Carlyle building, Violet Melchett and Pembroke road car park).	Other measure: Other measure	Implementation	Start date: 2016 Expected end date: N/A Spatial scale: Whole Town or City Source affected: Commercial and residential sources Indicator: Reductions of 974 tonnes of CO2 and 721.5kg of NO2 Target emissions reduction: N/A
Kensington & Chelsea, Royal Borough of_13	Improve the use of space in council buildings to increase occupancy and reduce overall energy demand	Improve the use of Council buildings making them more sustainable, flexible and cost- and space-efficient, so that the remaining sites are more energy efficient. This includes the closure of unsuitable and energy inefficient Council sites (e.g. Pembroke Road).	Other measure: Other measure	Implementation	Start date: 2016 Expected end date: 2017 Spatial scale: Whole Town or City Source affected: Commercial and residential sources Indicator: Reductions of 845 tonnes of CO2 and 626kg of NO2 Target emissions reduction: N/A
Kensington & Chelsea, Royal Borough of_14	New Marlborough primary school to be performing at a high standard of energy efficiency	Reduce energy consumption in the redeveloped Marlborough school complex.	Public procurement: Low emission stationary combustion sources	Implementation	Start date: 2016 Expected end date: 2017 Spatial scale: Whole Town or City Source affected: Commercial and residential sources Indicator: X tonnes CO2 reduction (tbc). Achieve BREEAM 'Very Good' standard, which includes effective energy reduction measures Target emissions reduction: N/A
Kensington & Chelsea, Royal Borough of_15	Continue to insulate the heating systems in schools	Deliver and support Flange & Valve insulation projects to a large number of schools.	Other measure: Other measure	Implementation	Start date: 2016 Expected end date: 2017 Spatial scale: Whole Town or City Source affected: Commercial and residential sources Indicator: Reductions of 75 tonnes of CO2 and 55.6kg of NO2 Target emissions reduction: N/A
Kensington & Chelsea, Royal Borough of_16	Make sure that boilers in schools are set up and controlled to better adapt heating to each school's needs	Deliver heating health checks projects to a large number of schools.	Other measure: Other measure	Implementation	Start date: 2016 Expected end date: 2017 Spatial scale: Whole Town or City Source affected: Commercial and residential sources Indicator: Reductions of 185 tonnes of CO2 and 137kg of NO2 Target emissions reduction: Reductions of 185 tonnes of CO2 and 137kg of NO2

Measure code	Description	Focus	Classification	Status	Other information
Kensington & Chelsea, Royal Borough of_19	Produce an energy strategy for council housing	Complete the council housing energy strategy to guarantee energy efficiency and more resilient buildings in the Council's housing stock and reduce fuel poverty.	Public procurement: Low emission stationary combustion sources	Planning	Start date: 2016 Expected end date: 2016 Spatial scale: Whole Town or City Source affected: Commercial and residential sources Indicator: Strategy agreed and published Target emissions reduction: N/A
Kensington & Chelsea, Royal Borough of_20	Develop planned programme of communal boiler upgrades and renewals within council housing	Complete the review of communal boilers from council housing and develop a planned programme of replacements and upgrade works. When possible, instal individual controlled heating within flats.	Public procurement: Low emission stationary combustion sources	Implementation	Start date: 2016 Expected end date: 2020 Spatial scale: Whole Town or City Source affected: Commercial and residential sources Indicator: Review of completed and replacement programme planned Target emissions reduction: N/A
Kensington & Chelsea, Royal Borough of_21	Install ultra-low-nitrogen oxide (NOX) boilers in council housing	Install ultra-low pollution boilers in next phase of boiler replacement in social and council housing (Further phase planned for 2019-20).	Public procurement: Low emission stationary combustion sources	Implementation	Start date: 2016 Expected end date: 2020 Spatial scale: Whole Town or City Source affected: Commercial and residential sources Indicator: B% gas/NO2 saved (tbc). Ultra-low-NOx boilers emit on average 60% less NOx than existing plant Target emissions reduction: N/A
Kensington & Chelsea, Royal Borough of_22	Incorporate energy efficiency improvements into the Council's planned social housing renewal programme	Incorporate energy efficiency improvements into the planned renewal programme, for example: upgrade windows from single glazed to double glazed and improve the insulation standard for TMO properties when renewing roofs.	Other measure: Other measure	Implementation	Start date: 2016 Expected end date: 2020 Spatial scale: Whole Town or City Source affected: Commercial and residential sources Indicator: X energy efficiency measures implemented (tbc) Target emissions reduction: N/A
Kensington & Chelsea, Royal Borough of_24	Raise awareness on air quality and climate change issues amongst council tenants.	Raise awareness of air quality and climate change issues, by advising council tenants on efficient use of heating systems using specific guidelines.	Public information and Education: Other mechanisms	Planning	Start date: 2016 Expected end date: 2017 Spatial scale: Local Source affected: Commercial and residential sources Indicator: Number of campaigns undertaken accompanied by advice Target emissions reduction: N/A

Measure code	Description	Focus	Classification	Status	Other information
Kensington & Chelsea, Royal Borough of_25	Explore the opportunity to install renewable energy technologies in the council's social housing (e.g. solar panels)	Through additional or external fundings. Renewables will be considered and explored but insulation and energy efficiency will be a higher priority. It will be undertaken when it is a practical and affordable solution.	Other measure: Other measure	Planning	Start date: 2016 Expected end date: 2020 Spatial scale: Whole town or city Source affected: Commercial and residential sources Indicator: Feasibility study done for renewables Target emissions reduction: N/A
Kensington & Chelsea, Royal Borough of_27	Ensure that major building sites minimise dust and emissions including those from on-site mechanical plant	Apply the new London Plan -The Control of Dust and Emissions During Construction and Demolition Supplementary Planning Guidance and require the low emission NRMM with appropriate Euro standard on major redevelopment sites.	Low emission fuels for stationary and mobile sources: Shift to installations using low emission fuels	Implementation	Start date: N/A Expected end date: N/a Spatial scale: Whole Town or City Source affected: Off road machinery Indicator: 100% of major planning applications Target emissions reduction: N/A
Kensington & Chelsea, Royal Borough of_28	Ensure that the planning system minimises impact of new development during operation	Utilise the planning application process to assess the implementation of energy strategies in major developments and make air quality and climate change recommendations.	Other measure: Other measure	Implementation	Start date: N/A Expected end date: N/a Spatial scale: N/A Source affected: Commercial and residential sources Indicator: 100% of major planning applications Target emissions reduction: N/A
Kensington & Chelsea, Royal Borough of_29	Use the planning system to ensure that emissions from energy and heat sources in new developments are minimised	Make informed decisions on planning applications about 'Decentralised Energy' (DE) networks, 'Combined Heating Power (CHP)', biomass and biofuel, by considering the balance between air quality and carbon reduction benefits. Assess and make recommendations.	Other measure: Other measure	Implementation	Start date: N/A Expected end date: Ongoing Spatial scale: Whole town or city Source affected: Commercial and residential sources Indicator: Approach agreed and implemented as part of planning decisions Target emissions reduction: N/A
Kensington & Chelsea, Royal Borough of_30	Improve walking and cycling access to White City	Provide new direct pedestrian and cycle routes by means of a bridge and a subway, between the White City Opportunity area and Norland and Notting Barns wards.	Traffic planning and management: Encouragement of shift of transport modes	Planning	Start date: 2016 Expected end date: 2020 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Kensington & Chelsea, Royal Borough of_32	Continue to reduce the Council's vehicle emissions	Start with a review of the engine types of all Council vehicles to find opportunities to procure the cleanest Council Fleet.	Other measure: Other measure	Planning	Start date: 2016 Expected end date: 2017 Spatial scale: Whole Town or City Source affected: Transport Indicator: 46% CO2 reduction versus 2007-08 Target emissions reduction: N/A

Measure code	Description	Focus	Classification	Status	Other information
Kensington & Chelsea, Royal Borough of_33	Continue to reduce emissions from our contractor's waste collection and street cleaning vehicles	Work with our contractor SITA to reduce emissions from its fleet.	Other measure: Other measure	Implementation	Start date: 2016 Expected end date: 2017 Spatial scale: Whole Town or City Source affected: Transport Indicator: 35% CO2 reduction versus 2007-08 Target emissions reduction: N/A
Kensington & Chelsea, Royal Borough of_34	Maintain an up-to-date Council Travel Plan	Undertake staff survey and site audits, and revise travel plan.	Traffic planning and management: Encouragement of shift of transport modes	Evaluation	Start date: 2016 Expected end date: 2016 Spatial scale: Whole Town or City Source affected: Transport Indicator: An updated Travel Plan Target emissions reduction: N/A
Kensington & Chelsea, Royal Borough of_35	Increase public awareness of vehicle emission controls	Carry out roadside operations to test vehicle exhaust emissions	Other measure: Other measure	Implementation	Start date: N/A Expected end date: Ongoing Spatial scale: Whole Town or City Source affected: Transport Indicator: At least one operation per year Target emissions reduction: N/A
Kensington & Chelsea, Royal Borough of_36	Increase public awareness to reduce engine idling	Reduce idling of engines by raising awareness of public health and environmental benefits in addition to using enforcement powers to issue fines to those who persist. Carry out campaigns targeted at the public, fleet managers and council drivers, e.g. including a pamphlet in permit renewal paperwork. Erect temporary signage in target areas.	Traffic planning and management: Other measure	Implementation	Start date: N/A Expected end date: Ongoing Spatial scale: Local Source affected: Transport Indicator: Campaigns undertaken and at least one ad hoc large enforcement action per year. Number of warnings and fixed penalty notices Target emissions reduction: N/A
Kensington & Chelsea, Royal Borough of_37	Encourage residents to choose low emission vehicles	Reviewing parking fees to encourage less polluting vehicle choices. Cease provision of Euro 5 exemption in 2017 once Euro 6 diesels are available.	Traffic planning and management: Differentiation of parking fees	Implementation	Start date: 2016 Expected end date: Ongoing Spatial scale: Whole Town or City Source affected: Transport Indicator: Diesel surcharge increased and exemption removed Target emissions reduction: N/A
Kensington & Chelsea, Royal Borough of_39	Increase number of on-street charging points for electric vehicles	Expand the availability of on-street charging points for electric vehicles.	Public procurement: Other measure	Implementation	Start date: 2016 Expected end date: N/A Spatial scale: Whole Town or City Source affected: Transport Indicator: 12 charging points Target emissions reduction: N/A

Measure code	Description	Focus	Classification	Status	Other information
Kensington & Chelsea, Royal Borough of_40	Encourage car clubs to go electric	Explore with car club operators the potential for introducing or increasing the number of electric cars or hybrid electric vehicles in their fleets.	Other measure: Other measure	Planning	Start date: 2016 Expected end date: 2017 Spatial scale: Whole Town or City Source affected: Transport Indicator: Car clubs and other local authorities approached Target emissions reduction: N/A
Kensington & Chelsea, Royal Borough of_41	Encourage children to walk or cycle to school	Double the number of schools with Silver or Gold accredited School Travel Plans and promote walking and cycling to school as part of a combined effort to tackle childhood obesity. Introduce advice on engine idling in promoting and creating travel plans	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2016 Expected end date: 2017 Spatial scale: Whole Town or City Source affected: Transport Indicator: Number of schools with Silver or Gold accredited Plans doubled Target emissions reduction: N/A
Kensington & Chelsea, Royal Borough of_42	Use cycle training to promote more cycling	Encourage greater use of cycling by increasing the number of free cycle training sessions for residents, visitors and workers in the borough.	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2016 Expected end date: 2017 Spatial scale: Whole Town or City Source affected: Transport Indicator: 1,000 people trained Target emissions reduction: N/A
Kensington & Chelsea, Royal Borough of_43	Help the Mayor of London to create cycling grid of specially designed routes	Work with the Mayor of London to improve cycle routes in London by introducing the ‘cycling grid’.	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: N/A Expected end date: 2016 Spatial scale: Whole Town or City Source affected: Transport Indicator: Cycling grid implemented Target emissions reduction: N/A
Kensington & Chelsea, Royal Borough of_44	Open up more one-way streets to cyclists using both directions.	Continue to convert one-way streets to two-way operation for cycling.	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: N/A Expected end date: Ongoing Spatial scale: Whole Town or City Source affected: Transport Indicator: Increase in schemes Target emissions reduction: N/A
Kensington & Chelsea, Royal Borough of_46	Support residents to take action in their local areas and implement community energy projects	Encourage and empower residents to help tackle climate change and reduce energy consumption in their local areas and homes. Stimulate attitude and behaviour change through community energy projects and energy workshops/training.	Public information and Education: Other mechanisms	Evaluation	Start date: N/A Expected end date: Ongoing Spatial scale: Whole Town or City Source affected: Commercial and residential sources Indicator: At least one community energy project supported per year Target emissions reduction: N/A

Measure code	Description	Focus	Classification	Status	Other information
Kensington & Chelsea, Royal Borough of_47	Identify and train green champions in the community	Identify and sign up green champions/leaders and residents' groups within the borough to initiate and support the delivery of energy reduction and energy generation projects or provide energy advice to their local community.	Public information and Education: Other mechanisms	Implementation	Start date: N/A Expected end date: Ongoing Spatial scale: Whole Town or City Source affected: Commercial and residential sources Indicator: At least five green champions engaged and trained per year Target emissions reduction: N/A
Kensington & Chelsea, Royal Borough of_49	Support local businesses and large organisations to reduce emissions from their operations	Offer environmental advice and sources of technical information to local businesses and large organisations on how to reduce their CO2 and air pollution emissions.	Public information and Education: Other mechanisms	Implementation	Start date: 2016 Expected end date: 2017 Spatial scale: Whole Town or City Source affected: Commercial and residential sources Indicator: Information available online. Number of businesses engaged Target emissions reduction: N/A
Kensington & Chelsea, Royal Borough of_50	Work actively with some large business organisations to help them to reduce their emissions	Increase the number of businesses participating in emission reduction initiatives by concentrating on large organisations in line with the Healthy Workplace Charter. Starting with those already approached, but not previously ready to commit.	Public information and Education: Other mechanisms	Planning	Start date: N/A Expected end date: 2017 Spatial scale: Whole Town or City Source affected: Commercial and residential sources Indicator: Six more participating organisations committed Target emissions reduction: N/A
Kensington & Chelsea, Royal Borough of_51	Encourage visitors to major venues to walk or cycle.	Work with major destination venues in line with the Healthy Workplace Charter to reduce trips using private and public transport by promoting active travel (walking and cycling) using customised maps and adapting existing publicity materials.	Traffic planning and management: Encouragement of shift of transport modes	Planning	Start date: N/A Expected end date: 2020 Spatial scale: Whole Town or City Source affected: Transport Indicator: Five major venues approached. Planning policy applied to all relevant planning applications Target emissions reduction: N/A
Kensington & Chelsea, Royal Borough of_52	Support businesses to reduce their emissions from deliveries	Support businesses to combine and rationalise deliveries (of 100 - 400 Kg loads) using low/zero emissions vehicles and local distribution hubs for final stage deliveries.	Traffic planning and management: Freight transport measure	Planning	Start date: N/A Expected end date: 2020 Spatial scale: Whole Town or City Source affected: Transport Indicator: Mileage reduction of deliveries for three businesses in different sectors Target emissions reduction: N/A
Kensington & Chelsea, Royal Borough of_53	Continue to work with our main contractors to reduce their energy consumption	Work in detail with the Council's main contractors (SITA, Quadron, Amey) to reduce their overall energy consumption related to the Council's operations (building use and vehicle fleets).	Other measure: Other measure	Planning	Start date: N/A Expected end date: 2017 Spatial scale: Whole Town or City Source affected: Transport Indicator: 280 tonnes CO2 reduction versus 2013-14 Target emissions reduction: N/A

Measure code	Description	Focus	Classification	Status	Other information
Kensington & Chelsea, Royal Borough of_64	Install at least one green roof	Install, as a pilot project, at least one green roof or comparable green infrastructure, in locations to be confirmed.	Other measure: Other measure	Implementation	Start date: N/A Expected end date: 2016 Spatial scale: Local Source affected: Commercial and residential Indicator: One green roof installed Target emissions reduction: N/A
Kensington & Chelsea, Royal Borough of_65	Promote green infrastructure (walls, roofs) and other eco-initiatives in schools	Further develop school participation in green infrastructure and eco-initiatives that enhance the curriculum, involve parents and lead to reduction of car use in collaboration with the Healthy School Partnership.	Public information and Education: Other mechanisms	Planning	Start date: N/A Expected end date: N/A Spatial scale: Whole Town or City Source affected: Transport Indicator: Number of schools with green walls or eco-initiatives Target emissions reduction: N/A
Kensington & Chelsea, Royal Borough of_68	Investigate whether targeted greening of areas can reduce exposure to poor air quality	Assess the benefits of greening measures on school premises and other institutions close to busy roads, using the evaluation report on the green screen at St Cuthbert with St Matthias school and its capacity to reduce NO2 and fine particle levels.	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: N/A Expected end date: 2016 Spatial scale: Whole Town or City Source affected: Transport Indicator: Assessment completed. At least five target areas identified Target emissions reduction: N/A
Kensington & Chelsea, Royal Borough of_69	Build and publicise green screens between Westway roads and sports area	In cooperation with the Westway Trust and TfL, install green screens adjacent to the games area, and next to one of the Westway sliproads and raise awareness of air quality in the local environment.	Public information and Education: Other mechanisms	Implementation	Start date: N/A Expected end date: 2015 Spatial scale: Whole Town or City Source affected: Transport Indicator: Green screen installed Target emissions reduction: N/A
Kensington & Chelsea, Royal Borough of_70	Use greening measures to reduce pedestrians' exposure to poor air quality on Cromwell Road	Develop the air quality aspect of the Cromwell Road green corridor project. Proposal set to re-landscape part of Cromwell Road's southern sidewalk.	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: N/A Expected end date: N/A Spatial scale: Whole Town or City Source affected: Transport Indicator: Greening measures installed Target emissions reduction: N/A
Kensington & Chelsea, Royal Borough of_71	Review planning applications to ensure that biodiversity is improved, not damaged by new build and refurbishment	Check/review planning applications to ensure that development impacts on the borough's ecology are minimised and to maximise biodiversity gains from development by creating new habitat through green roofs.	Other measure: Other measure	N/A	Start date: N/A Expected end date: N/A Spatial scale: N/A Source affected: Transport Indicator: 100% of major planning applications reviewed Target emissions reduction: N/A
Kensington & Chelsea, Royal Borough of_72	Join Climate Local, the commitment by local authorities to address climate change	Join Climate Local to take advantage of the Local Government Association initiative providing additional support to reduce CO2 emissions and improve resilience to the effects of climate change.	Other measure: Other measure	Implementation	Start date: N/A Expected end date: N/A Spatial scale: N/A Source affected: Transport Indicator: Member of Climate Local Target emissions reduction: N/A

Measure code	Description	Focus	Classification	Status	Other information
Kensington & Chelsea, Royal Borough of_73	Require developers to contribute to local air quality improvements	Increase air quality action fund contributions to directly provide a resource for air quality specialists and to achieve actual air quality improvements	Other measure: Other measure	Implementation	Start date: N/A Expected end date: N/A Spatial scale: N/A Source affected: N/A Indicator: Pursued as part of S106 agreements on all major planning applications Target emissions reduction: N/A
Kensington & Chelsea, Royal Borough of_74	Push for the borough to be included in the Ultra Low Emission Zone (ULEZ)	As part of the TfL/GLA Engagement Group enter discussions with the new Mayor of London on the potential to increase the air quality benefits in the borough of the ULEZ proposal, and/or tightening the LEZ.	Traffic planning and management: Low emission zones	Implementation	Start date: N/A Expected end date: 2017 Spatial scale: Whole town or city Source affected: Transport Indicator: Information obtained and assessed Target emissions reduction: N/A
Kensington & Chelsea, Royal Borough of_75	Support TfL in ensuring the entire borough is part of the 'Cycle Hire' scheme	Support the expansion of the 'Cycle Hire' scheme north of the Westway.	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: N/A Expected end date: 2018 Spatial scale: Whole town or city Source affected: Transport Indicator: Whole of the borough served by the scheme Target emissions reduction: N/A
Kensington & Chelsea, Royal Borough of_76	Work with TfL to reduce emissions from buses in the borough	Lobby and work with TfL to ensure all bus routes through the borough are ULEZ- compliant and explore options for hybrid buses to run in pure electric mode through the most polluted areas.	Traffic planning and management: Improvement of public transport	Planning	Start date: N/A Expected end date: 2017 Spatial scale: Whole town or city Source affected: Transport Indicator: Reduction of 20 tonnes of NOx Target emissions reduction: N/A
Kensington & Chelsea, Royal Borough of_77	Work with TfL to deliver Crossrail stations in the borough	Work with TfL on delivery of Crossrail 2 station in the King's Road area.	Traffic planning and management: Improvement of public transport	Planning	Start date: N/A Expected end date: 2018 Spatial scale: Whole town or city Source affected: Transport Indicator: Confirmation of station location 2018 Target emissions reduction: N/A
Kensington & Chelsea, Royal Borough of_78	Lobby TfL for increased public transport links in the borough	Continue to work with Crossrail sponsors on feasability of a Kensal Portobello Crossrail station at Canal Way.	Traffic planning and management: Improvement of public transport	Planning	Start date: N/A Expected end date: 2018 Spatial scale: Whole town or city Source affected: Transport Indicator: Confirmation in principle of a station, or new link Target emissions reduction: N/A

Measure code	Description	Focus	Classification	Status	Other information
Kensington & Chelsea, Royal Borough of_79	Lobby TfL and the Mayor of London to reduce emissions from taxis	Lobby TfL/Mayor of London to make the decommissioning scheme for 10 year old taxis mandatory.	Permit systems and economic instruments: Introduction/increase of environment taxes	Implementation	Start date: N/A Expected end date: 2018 Spatial scale: Whole agglomeration Source affected: Transport Indicator: 100% of 10 year old taxis de-commissioned Target emissions reduction: N/A
Kensington & Chelsea, Royal Borough of_80	Lobby TfL and the Mayor of London to raise taxi drivers' awareness of techniques to reduce emissions	Lobby TfL and the Mayor of London to establish eco-driving training as a requirement for all taxi and private cab drivers.	Permit systems and economic instruments: Introduction/increase of environment taxes	Planning	Start date: N/A Expected end date: 2020 Spatial scale: Whole agglomeration Source affected: Transport Indicator: 5,000 drivers trained Target emissions reduction: N/A
Kingston upon Thames, Royal Borough of_1	Planting tree species that have a positive impact on air quality.	Provide information to developers, contractors and the public on the selection of tree species that have a positive effect upon air quality, To use planning policies to promote such planting and adopt a proactive attitude towards AQ impact in the selection of Council tree planting.	Other measure: Other measure	Implementation	Start date: 2005 Expected end date: 2030 Spatial scale: Local Source affected: Other, please specify Indicator: N/A Target emissions reduction: N/A
Kingston upon Thames, Royal Borough of_2	Planning Policies that promote air quality	To continue to develop planning policies to protect air quality through planning process	Other measure: Other measure	Implementation	Start date: 2006 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Commercial and residential sources Indicator: N/A Target emissions reduction: N/A
Kingston upon Thames, Royal Borough of_3	Promote alternatively fuelled vehicles	To continue to seek the use of alternatively fuelled vehicles and to minimise vehicle emissions across the fleet of vehicles being used	Public procurement: Other measure	Implementation	Start date: 2006 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Kingston upon Thames, Royal Borough of_4	Traffic Calming measures	To use the most appropriate form of traffic calming and traffic management measures which have maximum road safety and air quality benefits with the least adverse effects on the quality of life of road users	Traffic planning and management: Other measure	Implementation	Start date: 2006 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Kingston upon Thames, Royal Borough of_5	Enforcement of EPA90	To continue to enforce the provisions of the EPA90 in relation to dust and smoke nuisance from building sites	Other measure: Other measure	Implementation	Start date: 2006 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Commercial and residential sources Indicator: N/A Target emissions reduction: N/A

Measure code	Description	Focus	Classification	Status	Other information
Kingston upon Thames, Royal Borough of_6	Minimise emissions during demolition & construction	To impose standard planning conditions where appropriate in relation to large scale demolition and construction sites to minimise particle and dust nuisance during and on completion of a development	Other measure: Other measure	Implementation	Start date: 2006 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Commercial and residential sources Indicator: N/A Target emissions reduction: N/A
Kingston upon Thames, Royal Borough of_7	Environmental Permitting	To continue to regularly inspect or cause to be inspected all part B industrial processes and vapour recovery systems in petrol stations	Permit systems and economic instruments: Other measure	Implementation	Start date: 2006 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Industry including heat and power production Indicator: N/A Target emissions reduction: N/A
Kingston upon Thames, Royal Borough of_8	Bus priority on highways	To continue to work in partnership with London Buses and Surrey County Council for better services and provide bus priority whenever possible on highways	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2006 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Kingston upon Thames, Royal Borough of_9	Green Travel	To continue to promote green travel plans with a wide range of organisations across the Borough	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2006 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Kingston upon Thames, Royal Borough of_10	Promote car sharing schemes	To promote car sharing to businesses, schools and other organisations in Kingston upon Thames as part of their travel plans	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2006 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Kingston upon Thames, Royal Borough of_11	Promote Healthy Living	To continue to promote healthy living in partnership with the Kingston Primary Trust through such initiatives such as Walking for Health	Public information and Education: Other mechanisms	Implementation	Start date: 2006 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Other, please specify Indicator: N/A Target emissions reduction: N/A
Kingston upon Thames, Royal Borough of_13	Cycling Strategy	To implement the Cycling strategy	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2006 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: N/A Target emissions reduction: N/A

Measure code	Description	Focus	Classification	Status	Other information
Kingston upon Thames, Royal Borough of_14	Walking Strategy	To approve and adopt the walking strategy by spring 2006	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2006 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Kingston upon Thames, Royal Borough of_15	Walking Buses	To implement Walking Bus programmes where appropriate and to continue to participate in the Safer Routes to School project	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2006 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Kingston upon Thames, Royal Borough of_16	Mini-Hollands Scheme	The mini-Holland programme will improve cycling facilities in four key areas of the borough and create six new cycle routes.	Traffic planning and management: Expansion of bicycle and pedestrian infrastructure	Planning	Start date: 2015 Expected end date: 2018 Spatial scale: Whole town or city Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Kingston upon Thames, Royal Borough of_17	Integrate Air Quality Action Plan (AQAP) with Local Development Framework (LDF)	Seek integration of RBK AQAP with LDF	Other measure: Other measure	Preparation	Start date: 2015 Expected end date: 2030 Spatial scale: Whole Agglomeration Source affected: Commercial and residential sources Indicator: N/A Target emissions reduction: N/A
Kingston upon Thames, Royal Borough of_18	Joint working	Continue and enhance joint working within RBK and encourage integration of AQ within existing and future council strategies	Other measure: Other measure	Preparation	Start date: 2015 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Commercial and residential sources Indicator: N/A Target emissions reduction: N/A
Kingston upon Thames, Royal Borough of_19	Integrate Transport Plan with AQMA	To continue to integrate the Transport Plan with the AQMA	Traffic planning and management: Other measure	Preparation	Start date: 2015 Expected end date: 2030 Spatial scale: Whole Agglomeration Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Kingston upon Thames, Royal Borough of_20	Develop local bus services	Working with partners including TfL and Surrey County Council to provide a network of local bus services	Traffic planning and management: Improvement of public transport	Preparation	Start date: 2015 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
Kingston upon Thames, Royal Borough of_21	New / Expanded LEZ	Lobby for introduction of LEZ in hot spots of poorest air-quality	Traffic planning and management: Low emission zones	Preparation	Start date: 2015 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Kingston upon Thames, Royal Borough of_22	On and Off Road Cycle Routes	Protect and improve	Traffic planning and management: Encouragement of shift of transport modes	Preparation	Start date: 2015 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Kingston upon Thames, Royal Borough of_23	Cycle Parking	Provide adequate cycle parking	Traffic planning and management: Encouragement of shift of transport modes	Preparation	Start date: 2015 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Kingston upon Thames, Royal Borough of_24	Cycle training	Promote and provide cycle training in schools	Traffic planning and management: Encouragement of shift of transport modes	Preparation	Start date: 2015 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Kingston upon Thames, Royal Borough of_25	Walking network	Prioritise improvements to the walking network, improving pedestrian connectivity	Traffic planning and management: Encouragement of shift of transport modes	Preparation	Start date: 2015 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Kingston upon Thames, Royal Borough of_26	Legible London & other signage improvements	Improve way finding for pedestrians and cyclists	Public information and Education: Other mechanisms	Preparation	Start date: 2015 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Other, please specify Indicator: N/A Target emissions reduction: N/A
Kingston upon Thames, Royal Borough of_27	Sustainable Travel	Promote sustainable travel options	Traffic planning and management: Encouragement of shift of transport modes	Preparation	Start date: 2015 Expected end date: 2030 Spatial scale: Whole Agglomeration Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Kingston upon Thames, Royal Borough of_28	School Travel Plans	Work with schools to improve their travel plans to promote road safety & sustainable transport	Traffic planning and management: Encouragement of shift of transport modes	Preparation	Start date: 2015 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
Kingston upon Thames, Royal Borough of_29	Workplace Travel Plans	Work with workplaces and other organisations to improve travel plans	Traffic planning and management: Encouragement of shift of transport modes	Preparation	Start date: 2015 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Kingston upon Thames, Royal Borough of_30	Promote Low Emission Vehicles	Promote the benefits of low emission vehicles to residents and businesses	Public procurement: Other measure	Preparation	Start date: 2015 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Kingston upon Thames, Royal Borough of_31	Low emission vehicle infrastructure	Low emission vehicle infrastructure development and promotion	Public procurement: Other measure	Preparation	Start date: 2015 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Kingston upon Thames, Royal Borough of_32	Car Clubs	Promote and support car clubs	Other measure: Other measure	Preparation	Start date: 2015 Expected end date: 2030 Spatial scale: Whole Agglomeration Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Kingston upon Thames, Royal Borough of_33	Reduce congestion	Reviews strategic road corridors for opportunities to reduce traffic congestion	Traffic planning and management: Other measure	Preparation	Start date: 2015 Expected end date: 2030 Spatial scale: Whole Agglomeration Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Kingston upon Thames, Royal Borough of_34	Freight management	Improve freight access, loading and servicing at key locations. Develop freight management plans.	Traffic planning and management: Freight transport measure	Preparation	Start date: 2015 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Kingston upon Thames, Royal Borough of_35	Parking	Manage existing provision to ensure people park more efficiently and require businesses with parking to develop sustainable travel plans	Traffic planning and management: Other measure	Preparation	Start date: 2015 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Kingston upon Thames, Royal Borough of_36	Public Information	Promote awareness of the AQMA	Public information and Education: Other mechanisms	Preparation	Start date: 2015 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Commercial and residential sources Indicator: N/A Target emissions reduction: N/A

Measure code	Description	Focus	Classification	Status	Other information
Lambeth, London Borough of_1.1	Include a policy on air quality as part of the Local Plan review	Whole borough	Other measure: Other measure	Planning	Start date: 2019 Expected end date: 2019 Spatial scale: Local Source affected: Commercial and residential sources Indicator: Air Quality Policy included in updated Lambeth Local Plan Target emissions reduction: Medium
Lambeth, London Borough of_1.2	Work with neighbourhood planning forums on area-specific air quality policies in emerging neighbourhood plans	Whole borough	Other measure: Other measure	Planning	Start date: 2016 Expected end date: 2022 Spatial scale: Local Source affected: Commercial and residential sources Indicator: Minutes from Neighbourhood Forums and Neighbourhood Plans Target emissions reduction: Medium
Lambeth, London Borough of_1.3	Explore the potential for allocation of funds from s106 planning obligations aimed at offsetting air quality impacts from a development Explore potential to add an Air Quality fund should Lambeth CIL Charging Schedule be reviewed	Whole borough	Permit systems and economic instruments: Introduction/increase of environmental funding	Planning	Start date: 2016 Expected end date: 2022 Spatial scale: Local Source affected: Commercial and residential sources Indicator: Update in Annual Status Report Target emissions reduction: Medium
Lambeth, London Borough of_1.4	Identify and manage the impact of growth and regeneration on waste management and industrial processes regulated under the Environmental Permitting Regulations	Whole borough	Permit systems and economic instruments: IPPC permits	Planning	Start date: 2017 Expected end date: 2022 Spatial scale: Local Source affected: Industry including heat and power production Indicator: Updated Waste Management Policy and Air Quality Policy included in updated Lambeth Local Plan Target emissions reduction: High
Lambeth, London Borough of_2.1	Educate and raise awareness amongst developers of NRMM and enforce NRMM policies	London	Other measure: Other measure	Implementation	Start date: 2015 Expected end date: 2019 Spatial scale: Whole agglomeration Source affected: Off-road machinery Indicator: Update in Annual Status Report Target emissions reduction: High
Lambeth, London Borough of_2.2	Develop internal processes to continue to educate and raise awareness amongst developers of NRMM; and enforce NRMM policies after funding expires in March 2019	Whole borough	Other measure: Other measure	Planning	Start date: 2018 Expected end date: 2019 Spatial scale: Local Source affected: Off-road machinery Indicator: Update on progress in next AQAP Target emissions reduction: High

Measure code	Description	Focus	Classification	Status	Other information
Lambeth, London Borough of_2.3	Continue to research pollution mitigation measures as part of London Low Emission Construction Partnership (LLECP); promote LLECP scheme, findings and recommendations among developers operating in the borough	London	Other measure: Other measure	Implementation	Start date: 2015 Expected end date: 2019 Spatial scale: Whole agglomeration Source affected: Off-road machinery Indicator: Regular project meetings with KCL and partner boroughs. Regular updates on LLECP website with a link from Lambeth website Target emissions reduction: High
Lambeth, London Borough of_2.4	Continue work and legacy of LLECP after funding expires in March 2019	Whole borough	Other measure: Other measure	Planning	Start date: 2019 Expected end date: 2022 Spatial scale: Local Source affected: Off-road machinery Indicator: Report to Steering Group on progress Target emissions reduction: High
Lambeth, London Borough of_2.5	Carry out an investigation into whether a Construction Impact Monitoring Officer(s) should be recruited to monitor and enforce against dust from construction	Whole borough	Other measure: Other measure	Planning	Start date: 2017 Expected end date: 2018 Spatial scale: Local Source affected: Commercial and residential sources Indicator: Report to Steering Group on progress Target emissions reduction: Low
Lambeth, London Borough of_3	CHP and biomass air quality policies Lambeth's Air Quality Guidance Note encourages developers to select plant that meets the standards for emissions from combined heat and power and biomass plants as set out in the GLA Sustainable Design and Construction SPG and use ultra-low NOx boilers	Whole borough	Other measure: Other measure	Implementation	Start date: 2016 Expected end date: 2022 Spatial scale: Local Source affected: Commercial and residential sources Indicator: Update in Annual Status Report Target emissions reduction: High
Lambeth, London Borough of_4	Implementing London Plan Air Quality Neutral Policy Lambeth's Air Quality Guidance Note sets out the air quality neutral policies of the London Plan and Sustainable Design and Construction SPG	Whole borough	Other measure: Other measure	Implementation	Start date: 2016 Expected end date: 2022 Spatial scale: Local Source affected: Commercial and residential sources Indicator: Update in Annual Status Report Target emissions reduction: High
Lambeth, London Borough of_5	Ensuring adequate, appropriate, and well located green space and infrastructure is included and protected in developments Lambeth's Air Quality Guidance Note includes a reference to Section 9 of the current Lambeth Local Plan regarding Green Infrastructure	Whole borough	Other measure: Other measure	Implementation	Start date: N/A Expected end date: 2022 Spatial scale: Local Source affected: Transport Indicator: Update in Annual Status Report Target emissions reduction: Low

Measure code	Description	Focus	Classification	Status	Other information
Lambeth, London Borough of_6	Ensuring emissions from construction are minimised Lambeth's Air Quality Guidance Note sets out Lambeth's requirements for dust control during construction	Whole borough	Other measure: Other measure	Implementation	Start date: 2016 Expected end date: 2022 Spatial scale: Local Source affected: Off-road machinery Indicator: Update in Annual Status Report Target emissions reduction: High
Lambeth, London Borough of_7	Ensuring that Smoke Control Zones are appropriately identified and fully promoted and enforced	Whole borough	Other measure: Other measure	Planning	Start date: 2015 Expected end date: 2020 Spatial scale: Local Source affected: Commercial and residential sources Indicator: Publicity on Lambeth website and in local publications Target emissions reduction: Medium
Lambeth, London Borough of_8.1	Lambeth Housing to make full use of funding available under RE:NEW scheme and to replace at least 250 boilers each year	Whole borough	Other measure: Other measure	Implementation	Start date: 2017 Expected end date: 2022 Spatial scale: Local Source affected: Commercial and residential sources Indicator: Update in Annual Status Report Target emissions reduction: Low
Lambeth, London Borough of_8.2	Promoting RE:NEW scheme to individual households, social and private landlords to increase uptake of the scheme in the borough	Whole borough	Other measure: Other measure	Implementation	Start date: 2017 Expected end date: 2022 Spatial scale: Local Source affected: Commercial and residential sources Indicator: Update in Annual Status Report Target emissions reduction: Low
Lambeth, London Borough of_8.3	Explore opportunities for Lambeth to make full use of the RE:FIT information support scheme to retrofit all remaining public buildings including schools, libraries and leisure centres	Whole borough	Other measure: Other measure	N/A	Start date: 2017 Expected end date: 2022 Spatial scale: Local Source affected: Transport Indicator: Update in Annual Status Report Target emissions reduction: Low
Lambeth, London Borough of_9	Review and enforce emissions management control techniques at facilities the Council regulates under the Environmental Regulations	Whole borough	Other measure: Other measure	N/A	Start date: 2017 Expected end date: 2022 Spatial scale: Local Source affected: Transport Indicator: Local Pollution Control Statistics Survey report submitted to Defra each year Target emissions reduction: Medium

Measure code	Description	Focus	Classification	Status	Other information
Lambeth, London Borough of_10	Director of Public Health is fully briefed on the scale of the problem, what is being done and what is needed	Whole borough	Public information and Education: Other mechanisms	Implementation	Start date: 2016 Expected end date: 2022 Spatial scale: Local Source affected: Transport Indicator: Director to sign-off Annual Status Report Target emissions reduction: Low
Lambeth, London Borough of_11	Public Health teams support engagement with local stakeholders (businesses, schools, community groups and healthcare providers) and are asked for their support	Whole borough	Public information and Education: Other mechanisms	Implementation	Start date: 2017 Expected end date: 2022 Spatial scale: Local Source affected: Transport Indicator: Publicity on Lambeth website and in local publications Target emissions reduction: Low
Lambeth, London Borough of_12.1	JSNA includes air quality as a key theme and has up to date information on air quality impacts	Whole borough	Public information and Education: Internet	Implementation	Start date: 2016 Expected end date: 2017 Spatial scale: Local Source affected: Transport Indicator: JSNA published on Lambeth website Target emissions reduction: Low
Lambeth, London Borough of_12.2	Communications campaign highlighting health impacts of poor air quality	Whole borough	Public information and Education: Other mechanisms	Implementation	Start date: 2017 Expected end date: 2018 Spatial scale: Local Source affected: Transport Indicator: Information available on www.lambeth.gov.uk and distributed through GP clinics, schools, libraries and other public places Target emissions reduction: Low
Lambeth, London Borough of_13	Strengthening co-ordination with Public Health by ensuring that at least one consultant grade public health specialist within the borough has air quality responsibilities outlined in their job profile Public Health Consultant is a member of AQAP Steering Group and ensures coordinated action on air quality across all PH projects	Whole borough	Other measure: Other measure	Implementation	Start date: 2016 Expected end date: 2022 Spatial scale: N/A Source affected: Transport Indicator: Confirmation from Public Health at Steering Group meetings that the officer is still in post Target emissions reduction: Low
Lambeth, London Borough of_14	Ensure that the lead officer for Transport has been fully briefed on the Public Health duties and the fact that all directors (not just Director of Public Health) are responsible for delivering them, as well as on air quality opportunities and risks related to transport in the borough	Whole borough	Traffic planning and management: Other measure	N/A	Start date: 2016 Expected end date: 2022 Spatial scale: N/A Source affected: Transport Indicator: Update in Annual Status Report Target emissions reduction: Low

Measure code	Description	Focus	Classification	Status	Other information
Lambeth, London Borough of_15.1	Prepare information pack for businesses on how to help improve air quality and reduce exposure for employees and customers	Whole borough	Public information and Education: Internet	Implementation	Start date: 2017 Expected end date: 2018 Spatial scale: Local Source affected: Transport Indicator: Information pack available at www.lambeth.gov.uk Target emissions reduction: Low
Lambeth, London Borough of_15.2	Annual business engagement event to educate and raise awareness regarding air quality; and to find joint working opportunities	Whole borough	Public information and Education: Other mechanisms	Implementation	Start date: 2017 Expected end date: 2022 Spatial scale: Local Source affected: Transport Indicator: Report to Steering Group on progress Target emissions reduction: Low
Lambeth, London Borough of_16.1	Promote and build on the work of airTEXT to alert sensitive receptors and other vulnerable citizens of high pollution days	Whole borough	Public information and Education: Internet	Implementation	Start date: 2017 Expected end date: 2018 Spatial scale: Local Source affected: Transport Indicator: Report to Steering Group on progress Target emissions reduction: Low
Lambeth, London Borough of_16.2	Increase promotion of cycling and walking websites and apps, such as walkit.com	Whole borough	Public information and Education: Internet	Preparation	Start date: 2017 Expected end date: 2019 Spatial scale: Local Source affected: Transport Indicator: Report to Steering Group on progress Target emissions reduction: Low
Lambeth, London Borough of_17.1	Continue to actively engage with all schools in the STARS programme	Whole borough	Public information and Education: Other mechanisms	Implementation	Start date: 2016 Expected end date: 2022 Spatial scale: Local Source affected: Transport Indicator: Report to Steering Group on progress Target emissions reduction: Low
Lambeth, London Borough of_17.2	Continue to support schools to implement travel plans moving from bronze to silver to gold	Whole borough	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2016 Expected end date: 2022 Spatial scale: Local Source affected: Transport Indicator: Report to Steering Group on progress Target emissions reduction: Low
Lambeth, London Borough of_17.3	Engage with TfL Children's Traffic Club programme to add focus on air quality and active travel	Whole borough	Traffic planning and management: Encouragement of shift of transport modes	Planning	Start date: 2017 Expected end date: 2018 Spatial scale: Local Source affected: Transport Indicator: Report to Steering Group on progress Target emissions reduction: Low

Measure code	Description	Focus	Classification	Status	Other information
Lambeth, London Borough of_17.4	Travel Plans Poster campaign for under 5s: link between active travel and air quality	Whole borough	Traffic planning and management: Encouragement of shift of transport modes	Planning	Start date: 2017 Expected end date: 2020 Spatial scale: Local Source affected: Transport Indicator: Poster campaign material available at www.lambeth.gov.uk Target emissions reduction: Low
Lambeth, London Borough of_18	Air quality at schools and other educational institutions Develop individual air quality action plans for interested schools, colleges and universities. Plans to include: introducing healthy cycling and walking routes, anti-idling campaigns, raising awareness of air pollution for children (which will encourage children to pester parents to travel sustainably)	Whole borough	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2016 Expected end date: 2022 Spatial scale: Local Source affected: Transport Indicator: Report to Steering Group on progress Target emissions reduction: Low
Lambeth, London Borough of_19.1	Air Quality to be considered when making decisions at the Council	Whole borough	Other measure: Other measure	Planning	Start date: 2017 Expected end date: 2022 Spatial scale: Local Source affected: Transport Indicator: Cabinet members, other councillors and senior management when signing-off reports Target emissions reduction: Low
Lambeth, London Borough of_19.2	Air quality awareness increased amongst Lambeth officers	Whole borough	Public information and Education: Other mechanisms	Planning	Start date: 2016 Expected end date: 2022 Spatial scale: Local Source affected: Transport Indicator: Report to Steering Group on progress Target emissions reduction: Low
Lambeth, London Borough of_20	Work with Lambeth Youth Council to raise awareness	Whole borough	Public information and Education: Other mechanisms	Planning	Start date: 2017 Expected end date: 2022 Spatial scale: Local Source affected: Transport Indicator: Report to Steering Group on progress Target emissions reduction: Low
Lambeth, London Borough of_21.1	Work closely with colleagues in Adult Social Care and Housing to identify vulnerable citizens	Whole borough	Public information and Education: Other mechanisms	Planning	Start date: 2017 Expected end date: 2022 Spatial scale: Local Source affected: Transport Indicator: Report to Steering Group on progress Target emissions reduction: Low

Measure code	Description	Focus	Classification	Status	Other information
Lambeth, London Borough of_21.2	Work closely with Age UK and other relevant organisations to produce tailored leaflets for older citizens and to visit future events aimed specifically at older citizens	Whole borough	Public information and Education: Leaflets	Planning	Start date: 2016 Expected end date: 2018 Spatial scale: Local Source affected: Transport Indicator: Leaflets available at www.lambeth.gov.uk Target emissions reduction: Low
Lambeth, London Borough of_22	Engagement with black and other minority ethnic citizens	Whole borough	Public information and Education: Other mechanisms	Planning	Start date: 2017 Expected end date: 2022 Spatial scale: Local Source affected: Transport Indicator: Report to Steering Group on progress Target emissions reduction: Low
Lambeth, London Borough of_23	Annual Residents' Air Quality Conference	Whole borough	Public information and Education: Other mechanisms	Planning	Start date: 2017 Expected end date: 2022 Spatial scale: Local Source affected: Transport Indicator: Annual event organised and advertised on www.lambeth.gov.uk Target emissions reduction: Low
Lambeth, London Borough of_24.1	Procurement policy to include a requirement for suppliers providing services over 100,000 to have attained silver Fleet Operator Recognition Scheme (FORS) accreditation	Whole borough	Traffic planning and management: Freight transport measure	Planning	Start date: 2018 Expected end date: 2019 Spatial scale: Local Source affected: Transport Indicator: Procurement policy updated and published on www.lambeth.gov.uk Target emissions reduction: Low
Lambeth, London Borough of_24.2	Update procurement policy to give preferential scoring to bidders delivering goods and services with zero or low emission vehicles when there is a heavy transport element to the tender	Whole borough	Traffic planning and management: Freight transport measure	Planning	Start date: 2018 Expected end date: 2019 Spatial scale: Local Source affected: Transport Indicator: Procurement policy updated and published on www.lambeth.gov.uk Target emissions reduction: Medium
Lambeth, London Borough of_25	Consolidation Lambeth is leading on the Low Emission Logistics project, which commenced in 2016/17 in partnership with Southwark, Croydon and Wandsworth to look at freight consolidation for council services, local businesses and other organisations. At present this project has funding until March 2017, but depending on the results could continue to March 2019	Whole borough	Traffic planning and management: Freight transport measure	Implementation	Start date: 2016 Expected end date: 2019 Spatial scale: Local Source affected: Transport Indicator: Lambeth and partner boroughs will report to the GLA Target emissions reduction: Medium

Measure code	Description	Focus	Classification	Status	Other information
Lambeth, London Borough of_26	Introduce Virtual Loading Bags (VLB) allowing the user to book kerb space online for loading and unloading at a particular time and place; and priority for ultra-low emission delivery vehicles	Whole borough	Traffic planning and management: Freight transport measure	Implementation	Start date: 2018 Expected end date: 2019 Spatial scale: Local Source affected: Transport Indicator: Copy of report available on Lambeth website Target emissions reduction: Medium
Lambeth, London Borough of_27	Obtain Fleet Operator Recognition Scheme (FORS) Gold accreditation for Lambeth's own fleet	Whole borough	Other measure: Other measure	Planning	Start date: 2016 Expected end date: 2022 Spatial scale: Local Source affected: Transport Indicator: Report to Steering Group on progress Target emissions reduction: Medium
Lambeth, London Borough of_28	Increase the number of hydrogen, electric, hybrid, bio-methane and cleaner vehicles in the borough's fleet and accelerate uptake of new Euro VI/6 vehicles	Whole borough	Retrofitting: Retrofitting emission control equipment to vehicles	Implementation	Start date: 2016 Expected end date: 2022 Spatial scale: Local Source affected: Transport Indicator: Report to Steering Group on progress Target emissions reduction: Medium
Lambeth, London Borough of_29	Smarter Driver Training for Lambeth fleet drivers to increase fuel efficient driving	Whole borough	Other measure: Other measure	Implementation	Start date: 2015 Expected end date: 2022 Spatial scale: Local Source affected: Transport Indicator: Report to Steering Group on progress Target emissions reduction: Medium
Lambeth, London Borough of_30	Conduct feasibility study for introducing regenerative street sweepers into Lambeth's street cleansing fleet	Whole borough	Retrofitting: Retrofitting emission control equipment to vehicles	Planning	Start date: 2017 Expected end date: 2020 Spatial scale: Local Source affected: Transport Indicator: Copy of feasibility study findings available on www.lambeth.gov.uk Target emissions reduction: Medium
Lambeth, London Borough of_31	Review of car users to determine whether the number of Lambeth officers driving vehicles for work could be reduced	Whole borough	Public procurement: Cleaner vehicle transport services	Planning	Start date: 2016 Expected end date: 2020 Spatial scale: Local Source affected: Transport Indicator: Report to Steering Group on progress Target emissions reduction: Medium

Measure code	Description	Focus	Classification	Status	Other information
Lambeth, London Borough of_32	Green Infrastructure All projects in the public realm and other spaces, such as on estates, to protect existing green infrastructure and introduce more green infrastructure, such as green roofs, pocket parks and fresh air squares whenever possible	Whole borough	Other measure: Other measure	Planning	Start date: 2016 Expected end date: 2022 Spatial scale: Local Source affected: Transport Indicator: Report to Steering Group on progress Target emissions reduction: Low
Lambeth, London Borough of_33	Investigate other measures, such as building a Low Emission Neighbourhood (LEN), to improve air quality and/or reduce exposure to pollution in focus areas	Whole borough	Other measure: Other measure	Planning	Start date: 2018 Expected end date: 2019 Spatial scale: Local Source affected: Transport Indicator: Final report available at www.lambeth.gov.uk Target emissions reduction: Medium
Lambeth, London Borough of_34	Investigate whether to install Santander bikes or other bike schemes outside Brixton Underground station, along Brixton Hill, Streatham Hill and Streatham	Brixton and Streatham	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2016 Expected end date: 2022 Spatial scale: Local Source affected: Transport Indicator: Report to Steering Group on progress Target emissions reduction: Medium
Lambeth, London Borough of_35	Lambeth is already part of the Central London Air Quality Cluster Group, which includes Southwark. Increase joint working with other neighbouring boroughs (Wandsworth, Merton, Croydon, Bromley and Lewisham) to tackle air pollution	Lambeth, Wandsworth, Merton, Croydon, Bromley and Lewisham	Other measure: Other measure	Planning	Start date: 2016 Expected end date: 2022 Spatial scale: Whole agglomeration Source affected: Transport Indicator: Report to Steering Group on progress Target emissions reduction: Medium
Lambeth, London Borough of_36	Continue project to reduce pollution at Waterloo station from idling taxis	Waterloo	Traffic planning and management: Other measure	Implementation	Start date: 2016 Expected end date: 2022 Spatial scale: Local Source affected: Transport Indicator: Report to Steering Group on progress Target emissions reduction: Medium
Lambeth, London Borough of_37	Look into building a green wall at Lambeth North Station	Lambeth North	Other measure: Other measure	Planning	Start date: 2016 Expected end date: 2019 Spatial scale: Local Source affected: Transport Indicator: Report to Steering Group on progress Target emissions reduction: Low
Lambeth, London Borough of_38	Recruit citizens to help form a Steering Group to monitor our Air Quality Action Plan	Whole borough	Public information and Education: Other mechanisms	Evaluation	Start date: 2016 Expected end date: 2016 Spatial scale: Local Source affected: Transport Indicator: Steering Group in place Target emissions reduction: Low

Measure code	Description	Focus	Classification	Status	Other information
Lambeth, London Borough of_39	Investigate whether Lambeth should replicate the Wandsworth Tree Warden scheme	Whole borough	Other measure: Other measure	Planning	Start date: 2017 Expected end date: 2018 Spatial scale: Local Source affected: Transport Indicator: Report to Steering Group on progress Target emissions reduction: Low
Lambeth, London Borough of_40.1	Joint anti-idling project with other London Boroughs	London	Traffic planning and management: Other measure	Implementation	Start date: 2016 Expected end date: 2019 Spatial scale: Local Source affected: Transport Indicator: As MAQF funded, project report to be submitted to GLA and TfL Target emissions reduction: Low
Lambeth, London Borough of_40.2	Continue to build on anti-idling work from MAQF project	Whole borough	Traffic planning and management: Other measure	Planning	Start date: 2019 Expected end date: 2022 Spatial scale: Local Source affected: Transport Indicator: Report to Steering Group on progress Target emissions reduction: Low
Lambeth, London Borough of_41	Work with car clubs to increase amount of electric, hydrogen and ultra-low emission vehicles in their fleet	Whole borough	Other measure: Other measure	Planning	Start date: 2016 Expected end date: 2019 Spatial scale: Local Source affected: Transport Indicator: Update in Annual Status Report Target emissions reduction: Medium
Lambeth, London Borough of_42.1	Increase amount of citizens cycling outside the 18-38 age group	Whole borough	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2016 Expected end date: 2022 Spatial scale: Local Source affected: Transport Indicator: Report to steering group Target emissions reduction: Medium
Lambeth, London Borough of_42.2	Very Important Pedestrian Days (e.g. no vehicles on certain roads on a Sunday) and similar initiatives	Whole borough	Traffic planning and management: Other measure	Implementation	Start date: 2017 Expected end date: 2022 Spatial scale: Local Source affected: Transport Indicator: VIP days advertised on Lambeth website and in other publications Target emissions reduction: Medium

Measure code	Description	Focus	Classification	Status	Other information
Lambeth, London Borough of_43	Parking There is currently a review of CPZs in Lambeth. There will also be investigations to look at whether there should be discounted parking charges based on emissions and a surcharge on parking permits for diesel vehicles below Euro VI/6 standards	Whole borough	Traffic planning and management: Differentiation of parking fees	Planning	Start date: 2017 Expected end date: 2018 Spatial scale: Local Source affected: Transport Indicator: Copy of reports available on Lambeth website Target emissions reduction: Medium
Lambeth, London Borough of_44	Installation of more residential electric charging points	Whole borough	Public procurement: Other measure	Planning	Start date: 2017 Expected end date: 2022 Spatial scale: Local Source affected: Transport Indicator: Report to steering group Target emissions reduction: Medium
Lambeth, London Borough of_45	Installation of rapid chargers to help enable the take up of electric taxis, cabs and commercial vehicles (in partnership with TfL and/or OLEV)	Whole borough	Public procurement: Other measure	Planning	Start date: 2018 Expected end date: 2022 Spatial scale: Local Source affected: Transport Indicator: Report to steering group Target emissions reduction: Medium
Lambeth, London Borough of_46	Reprioritisation of road space; reducing parking at some destinations and/or restricting parking on congested high streets and A roads to improve bus journey times, cycling experience, and reduce emissions caused by congested traffic: Highways & Transport, Regeneration, Planning to implement whenever possible in all decisions	Whole borough	Traffic planning and management: Improvement of public transport	Planning	Start date: 2016 Expected end date: 2022 Spatial scale: Local Source affected: Transport Indicator: Report to steering group Target emissions reduction: Medium
Lambeth, London Borough of_47.1	Campaign for low-emission buses to serve all routes in Lambeth	Whole borough	Traffic planning and management: Improvement of public transport	Implementation	Start date: 2015 Expected end date: 2022 Spatial scale: Local Source affected: Transport Indicator: Report to steering group Target emissions reduction: Medium
Lambeth, London Borough of_47.2	Continue to request extension of ULEZ to south of the borough	Lambeth South	Traffic planning and management: Low emission zones	Implementation	Start date: 2015 Expected end date: 2022 Spatial scale: Whole agglomeration Source affected: Transport Indicator: Report to steering group Target emissions reduction: Medium
Lambeth, London Borough of_48	Link air quality to road closures for street parties and the Play Streets scheme	Whole borough	Public information and Education: Other mechanisms	Planning	Start date: 2017 Expected end date: 2022 Spatial scale: Local Source affected: Transport Indicator: Report to steering group Target emissions reduction: Low

Measure code	Description	Focus	Classification	Status	Other information
Lambeth, London Borough of_49	Read through Lambeth Transport Plan 2011-31, the Cycling Strategy and also the Transport Strategy and add any relevant actions in to AQAP	Whole borough	Traffic planning and management: Other measure	Implementation	Start date: 2017 Expected end date: 2018 Spatial scale: Local Source affected: Transport Indicator: Report to steering group Target emissions reduction: Low
Lambeth, London Borough of_50	Love Lambeth Air: resident monitoring project	Whole borough	Public Information: via the internet	Implementation	Start date: 2016 Expected end date: 2017 Spatial scale: Local Source affected: Transport Indicator: Final report available at www.lambeth.gov.uk Target emissions reduction: Low
Lambeth, London Borough of_51	St Helen's School: building a green screen and awareness raising	Brixton	Transport Planning and Infrastructure: Other measures	Implementation	Start date: 2017 Expected end date: 2017 Spatial scale: Local Source affected: Transport Indicator: Green Screen built Target emissions reduction: Low
Lewisham, London Borough of_1	Emissions from developments and buildings	Ensuring emissions from construction are minimised	Traffic planning and management: Other measure	Implementation	Start date: 2016 Expected end date: 2021 Spatial scale: Local Source affected: Transport Indicator: No. of applications for the discharge of the Construction Logistics Plan and Construction Environmental Management Plan approved. Target emissions reduction: High
Lewisham, London Borough of_2	Emissions from developments and buildings	Ensuring enforcement of Non Road Mobile Machinery (NRMM) air quality policies	Small and medium sized stationary combustion sources: Emission control equipment or replacement of combustion sources	Implementation	Start date: 2016 Expected end date: 2021 Spatial scale: Local Source affected: Off-road machinery Indicator: No. of NRMM conditions recorded. Target emissions reduction: Low
Lewisham, London Borough of_3	Emissions from developments and buildings	Enforcing alternative clean and efficient energy supplies (to replace Enforcing CHP and biomass air quality policies)	Other measure: Other measure	Implementation	Start date: 2016 Expected end date: 2021 Spatial scale: Local Source affected: Commercial and residential sources Indicator: Only used in limited circumstances, where the tests for conditions are met. Target emissions reduction: V Low

Measure code	Description	Focus	Classification	Status	Other information
Lewisham, London Borough of_4	Emissions from developments and buildings	Enforcing Air Quality Neutral policies	Other measure: Other measure	Implementation	Start date: 2016 Expected end date: 2021 Spatial scale: Local Source affected: Commercial and residential sources Indicator: Considered on a site by site basis as new development is proposed. Target emissions reduction: Medium
Lewisham, London Borough of_5	Emissions from developments and buildings	Ensuring adequate, appropriate, and well located green space and infrastructure is included in new developments.	Traffic planning and management: Other measure	Implementation	Start date: 2016 Expected end date: 2021 Spatial scale: Local Source affected: Other Indicator: Urban greening strategies. Considered on a site by site basis as new development is proposed. Target emissions reduction: Medium
Lewisham, London Borough of_6	Emissions from developments and buildings	Ensuring that Smoke Control Zones are appropriately identified and fully promoted and enforced.	Public information and Education: Other mechanisms	Implementation	Start date: 2016 Expected end date: 2021 Spatial scale: Local Source affected: Other Indicator: Respond and report on complaints and action taken. Target emissions reduction: Low
Lewisham, London Borough of_7	Emissions from developments and buildings	Promoting and delivering energy efficiency retrofitting projects in workplaces and homes, including through using the GLA RE:NEW and RE:FIT programmes, where appropriate, to replace old boilers /top-up loft insulation in combination with other energy conservation measures.	Other measure: Other measure	Implementation	Start date: 2016 Expected end date: 2021 Spatial scale: Local Source affected: Commercial and residential sources Indicator: Lewisham Council Corporate Sustainability Use of Resources Statement is provided on a periodic basis and could be used to provide input to monitoring. Target emissions reduction: Low to Medium
Lewisham, London Borough of_8	Emissions from developments and buildings	Introduce a requirement for a minimum EPC rating for privately rented sector HMOs covered by both the mandatory and additional licensing schemes	Other measure: Other measure	Implementation	Start date: 2016 Expected end date: 2021 Spatial scale: Local Source affected: Commercial and residential sources Indicator: Monitoring of action considered after April 2017. Target emissions reduction: Low

Measure code	Description	Focus	Classification	Status	Other information
Lewisham, London Borough of_9	Emissions from developments and buildings	Introduce a requirement for any works covered by the Disabled Facilities Grant or discretionary housing improvement grants to meet level D EPC rating in privately owned accommodation	Other measure: Other measure	Implementation	Start date: 2016 Expected end date: 2021 Spatial scale: Local Source affected: Commercial and residential sources Indicator: Considering monitoring of action. Target emissions reduction: Low
Lewisham, London Borough of_10	Public health and awareness raising	Ensure that Directors of Public Health (DsPHs) have been fully briefed on the scale of the problem in the local authority area, what is being done, and what is needed.	Other measure: Other measure	Implementation	Start date: 2016 Expected end date: 2021 Spatial scale: Local Source affected: Other Indicator: N/A Target emissions reduction: Low-Medium
Lewisham, London Borough of_11	Public health and awareness raising	The Council's political leadership will champion the issue of air quality inside and outside of the borough.	Public information and Education: Other mechanisms	Implementation	Start date: 2016 Expected end date: 2021 Spatial scale: Local Source affected: Other Indicator: Report back to GLA on review and outcome with actions. Target emissions reduction: Low
Lewisham, London Borough of_12	Public health and awareness raising	Public Health Teams should be supporting engagement with local stakeholders (businesses, schools, community groups and healthcare providers). They should be asked for their support via the DsPH when projects are being developed.	Other measure: Other measure	Implementation	Start date: 2016 Expected end date: 2021 Spatial scale: Local Source affected: Other Indicator: Report back on projects to GLA through ASRs. Target emissions reduction: Medium
Lewisham, London Borough of_13	Public health and awareness raising	Director of Public Health to have responsibility for ensuring their Joint Strategic Needs Assessment (JSNA) has up to date information on air quality impacts on the population.	Other measure: Other measure	Implementation	Start date: 2016 Expected end date: 2021 Spatial scale: Local Source affected: Other Indicator: Health Protection Committee will review at time of sign off, for the Annual Status Report Target emissions reduction: Low-Medium
Lewisham, London Borough of_14	Public health and awareness raising	Strengthening co-ordination with Public Health by ensuring that at least one Consultant-grade public health specialist within the borough has air quality responsibilities outlined in their job profile.	Other measure: Other measure	Implementation	Start date: 2016 Expected end date: 2021 Spatial scale: Local Source affected: Other Indicator: This is part of the Health Protection remit of one of the Consultants in Public Health. Target emissions reduction: N/A

Measure code	Description	Focus	Classification	Status	Other information
Lewisham, London Borough of_15	Public health and awareness raising	Director of Public Health to sign off Statutory Annual Status Reports and all new Air Quality Action Plans.	Other measure: Other measure	Implementation	Start date: 2016 Expected end date: 2021 Spatial scale: Local Source affected: Other Indicator: Through Health Protection Committee Target emissions reduction: Low
Lewisham, London Borough of_16	Public health and awareness raising	Ensure Head of Transport fully briefed along with all Directors responsible for delivering air quality actions	Other measure: Other measure	Implementation	Start date: 2016 Expected end date: 2021 Spatial scale: Local Source affected: Other Indicator: The Steering Group will meet on a 6 monthly basis to provide ongoing briefing. Target emissions reduction: Low
Lewisham, London Borough of_17	Public health and awareness raising	Engagement with businesses.	Traffic planning and management: Freight transport measure	Implementation	Start date: 2016 Expected end date: 2021 Spatial scale: Local Source affected: Transport Indicator: Delivery and Servicing Plans (DSP) delivered through Planning process. Target emissions reduction: Low
Lewisham, London Borough of_18	Public health and awareness raising	Promotion of availability of airTEXT	Public information and Education: Leaflets	Implementation	Start date: 2016 Expected end date: 2021 Spatial scale: Local Source affected: Other Indicator: Report back on projects to GLA through ASRs. Target emissions reduction: Medium
Lewisham, London Borough of_19	Public health and awareness raising	Encourage schools to join TfL STARS accredited travel planning programme by providing information on the benefits to schools and supporting the implementation of such a programme.	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2016 Expected end date: 2021 Spatial scale: N/A Source affected: Transport Indicator: Report back on projects to GLA through ASRs. Target emissions reduction: N/A
Lewisham, London Borough of_20	Public health and awareness raising	Air quality at schools	Public information and Education: Other mechanisms	Implementation	Start date: 2016 Expected end date: 2021 Spatial scale: Local Source affected: Other Indicator: Offer an air quality/sustainability play for year 6 pupils at 28 schools Target emissions reduction: N/A

Measure code	Description	Focus	Classification	Status	Other information
Lewisham, London Borough of_21	Delivery servicing and freight	Update local authority Procurement policies to include a requirement for suppliers with large fleets to have attained silver Fleet Operator Recognition Scheme (FORS) accreditaion.	Other measure: Other measure	Implementation	Start date: 2016 Expected end date: 2021 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Lewisham, London Borough of_22	Delivery servicing and freight	Update Procurement policies to ensure sustainable logistical measures are implemented (and include requirements for referentially scoring bidders based on their sustainability criteria).	Other measure: Other measure	Implementation	Start date: 2016 Expected end date: 2021 Spatial scale: Local Source affected: Transport Indicator: Report back on review and outcomes to GLA through ASRs. Target emissions reduction: N/A
Lewisham, London Borough of_23	Delivery servicing and freight	Re-organisation of freight to support consolidation (or micro-consoldiation) of deliveries, by setting up or participating in new logistic facilities, and/or requiring that council suppliers participate in these.	Traffic planning and management: Freight transport measure	Implementation	Start date: 2016 Expected end date: 2021 Spatial scale: Local Source affected: Transport Indicator: Report back on review and outcomes to GLA through ASRs. Target emissions reduction: N/A
Lewisham, London Borough of_24	Delivery servicing and freight	Virtual Loading Bays and priority loading for ultra-low emission delivery vehicles.	Traffic planning and management: Differentiation of parking fees	Implementation	Start date: 2016 Expected end date: 2021 Spatial scale: N/A Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Lewisham, London Borough of_25	Borough fleet actions	Join the Fleet Operator Recognition Scheme (FORS) for the borough's own fleet and obtain Gold accreditation.	Other measure: Other measure	Implementation	Start date: 2016 Expected end date: 2021 Spatial scale: Local Source affected: Transport Indicator: Report back on review and outcomes to GLA through ASRs. Target emissions reduction: N/A
Lewisham, London Borough of_26	Borough fleet actions	Increase the number of hydrogen, electric, hybrid, bio-methane and cleaner vehicles in the boroughs' fleet.	Public procurement: Other measure	Implementation	Start date: 2016 Expected end date: 2021 Spatial scale: Local Source affected: Transport Indicator: Report back on review and outcomes to GLA through ASRs. Target emissions reduction: N/A
Lewisham, London Borough of_27	Borough fleet actions	Accelerate uptake of New Euro VI vehicles in borough fleet.	Public procurement: Other measure	Implementation	Start date: 2016 Expected end date: 2021 Spatial scale: Local Source affected: Transport Indicator: Report back on review and outcomes to GLA through ASRs. Target emissions reduction: N/A

Measure code	Description	Focus	Classification	Status	Other information
Lewisham, London Borough of_28	Borough fleet actions	Smarter Driver Training, or equivalent, for drivers of vehicles in Borough Own Fleet i.e. through training of fuel efficient driving and providing regular re-training of staff.	Other measure: Other measure	Implementation	Start date: 2016 Expected end date: 2021 Spatial scale: Local Source affected: Transport Indicator: Report back on review and outcomes to GLA through ASRs. Target emissions reduction: N/A
Lewisham, London Borough of_29	Localised solutions	Improvement and introduction of green spaces in new developments through the Planning process by conditions and S106 obligations.	Other measure: Other measure	Implementation	Start date: 2016 Expected end date: 2021 Spatial scale: Local Source affected: Other Indicator: Greenspace provision is proportionate to scale of development and will be monitored through the approval & discharge of conditions & obligations. Target emissions reduction: N/A
Lewisham, London Borough of_30	Localised solutions	Low Emission Neighbourhoods (LENS)	Other measure: Other measure	Implementation	Start date: 2016 Expected end date: 2021 Spatial scale: Local Source affected: Other Indicator: To be reviewed for future Round 3 MAQF bidding 2019 - 2022 Target emissions reduction: N/A
Lewisham, London Borough of_31	Cleaner transport	Discouraging unnecessary idling by vehicles near schools	Traffic planning and management: Other measure	Implementation	Start date: 2016 Expected end date: 2021 Spatial scale: Local Source affected: Transport Indicator: Report back on review and outcomes to GLA through ASRs. Target emissions reduction: N/A
Lewisham, London Borough of_32	Cleaner transport	Carry out a Council wide anti-idling campaign discouraging unnecessary idling by vehicles.	Traffic planning and management: Other measure	Implementation	Start date: 2016 Expected end date: 2021 Spatial scale: Local Source affected: Transport Indicator: Report back on review and outcomes to GLA through ASRs. Target emissions reduction: N/A
Lewisham, London Borough of_33	Cleaner transport	Speed control measures e.g. lowering the legal speed limit to 20mph in built up residential areas.	Traffic planning and management: Reduction of speed limits and control	Other	Start date: 2016 Expected end date: 2021 Spatial scale: Local Source affected: Transport Indicator: Reviewing opportunities in January 2017 for modeling air quality where streetscape schemes are planned within air Quality Focus Areas. Target emissions reduction: N/A

Measure code	Description	Focus	Classification	Status	Other information
Lewisham, London Borough of_34	Cleaner transport	Expanding car clubs and increasing the proportion of electric, hydrogen and ultra low emission vehicles in Car Clubs.	Traffic planning and management: Differentiation of parking fees	Implementation	Start date: 2016 Expected end date: 2021 Spatial scale: Local Source affected: Transport Indicator: Report back on review and outcomes to GLA through ASRs. Introduced as part of Travel Plans for new developments. Target emissions reduction: N/A
Lewisham, London Borough of_35	Cleaner transport	Very important Pedestrian Days (e.g. no vehicles on certain roads on a Sunday) and similar initiatives.	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2016 Expected end date: 2021 Spatial scale: Local Source affected: Transport Indicator: Investigating road closures around school times at appropriate school locations. Target emissions reduction: N/A
Lewisham, London Borough of_36	Cleaner transport	Free or discounted parking charges at existing parking meters for zero emission cars.	Traffic planning and management: Differentiation of parking fees	Implementation	Start date: 2016 Expected end date: 2021 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Lewisham, London Borough of_37	Cleaner transport	Free or discounted residential parking permits for zero emission cars.	Traffic planning and management: Differentiation of parking fees	Implementation	Start date: 2016 Expected end date: 2021 Spatial scale: Local Source affected: Transport Indicator: The annual parking report provides a percentage against total permits issued. Target emissions reduction: N/A
Lewisham, London Borough of_38	Cleaner transport	Surcharge on diesel vehicles below Euro 6 standards for Resident and Controlled Parking Zone permits.	Traffic planning and management: Low emission zones	Implementation	Start date: 2016 Expected end date: 2021 Spatial scale: Local Source affected: Transport Indicator: TBC Target emissions reduction: N/A
Lewisham, London Borough of_39	Cleaner transport	Installation of residential electric charge points	Traffic planning and management: Other measure	Implementation	Start date: 2016 Expected end date: 2021 Spatial scale: Local Source affected: Transport Indicator: Report back on review and outcomes to GLA through ASRs Target emissions reduction: N/A

Measure code	Description	Focus	Classification	Status	Other information
Lewisham, London Borough of_40	Cleaner transport	Carry out a campaign to promote the use of electric charge points within the borough	Public information and Education: Other mechanisms	Implementation	Start date: 2016 Expected end date: 2021 Spatial scale: Local Source affected: Transport Indicator: Report back to GLA on feedback to campaign and monitor increase in numbers of residents using EVCPs. Target emissions reduction: N/A
Lewisham, London Borough of_41	Cleaner transport	Installation of rapid chargers to help enable the take up of electric taxis, cabs and commercial vehicles (in partnership with TfL and/or OLEV).	Traffic planning and management: Other measure	Implementation	Start date: 2016 Expected end date: 2021 Spatial scale: Local Source affected: Transport Indicator: Report back on progress to GLA through ASRs. Target emissions reduction: N/A
Lewisham, London Borough of_42	Cleaner transport	Reprioritisation of road space; reducing parking at some destinations and/or restricted parking on congested high streets and A roads to improve bus journey times, cycling experience, and reduce emissions caused by congested traffic.	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2016 Expected end date: 2021 Spatial scale: Local Source affected: Transport Indicator: Lewisham's Annual Parking Report will provide progress and delivery CPZs and will be reported to GLA through ASRs. Cycle superhighway reported to TfL through a LiP yearly report. Target emissions reduction: N/A
Lewisham, London Borough of_43	Cleaner transport	Provision of infrastructure to support walking and cycling.	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2016 Expected end date: 2021 Spatial scale: Local Source affected: Transport Indicator: Reported to TfL through a LiP yearly report. Target emissions reduction: N/A
Lewisham, London Borough of_44	Cleaner transport	Develop a 'stand-alone' Cycling Strategy for the borough.	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2016 Expected end date: 2021 Spatial scale: Local Source affected: Transport Indicator: Internal reporting and LiP yearly reporting. Target emissions reduction: N/A
Lewisham, London Borough of_45	Cleaner transport	Increased cycle parking	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2016 Expected end date: 2021 Spatial scale: Local Source affected: Transport Indicator: Internal reporting and LiP yearly reporting on increase in parking. Target emissions reduction: N/A

Measure code	Description	Focus	Classification	Status	Other information
Lewisham, London Borough of_46	GLA AQ FOCUS AREA 1 & 2 Cleaner Transport	Development of a Zonal Construction Logistic Framework for the Evelyn Street Corridor (including New Cross area).	Traffic planning and management: Other measure	Implementation	Start date: 2016 Expected end date: 2021 Spatial scale: Local Source affected: Transport Indicator: Report back on progress to GLA through ASRs. Target emissions reduction: N/A
Lewisham, London Borough of_47	GLA AQ FOCUS AREAS 3 & 4 Public health and awareness raising	Provision of public art along the Brockley Corridor to raise awareness on air quality (also bordering Honour Oak Park).	Public information and Education: Other mechanisms	Implementation	Start date: 2016 Expected end date: 2021 Spatial scale: Local Source affected: Transport Indicator: Report back on progress to GLA through ASRs. Target emissions reduction: N/A
Lewisham, London Borough of_48	GLA AQ FOCUS AREA 3 Cleaner Transport	Road Layout changes along the Crofton Park area of the Brockley Corridor.	Traffic planning and management: Reduction of speed limits and control	Implementation	Start date: 2016 Expected end date: 2021 Spatial scale: Local Source affected: Transport Indicator: Report back on progress to GLA through ASRs. Target emissions reduction: N/A
Merton, London Borough of_1	The Council will when adding to its fleet will purchase the most cost effective efficient vehicle that will achieve the lowest practicable emissions	We have at any time 230 vehicles on the fleet. All of the fleet is LEZ compliant with fitted CRT, etc.	Other measure: Other measure	Implementation	Start date: 2004 Expected end date: 2030 Spatial scale: Whole agglomeration Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Merton, London Borough of_2	The Council will, with its' partners progress the City Car Clubs Scheme and assess the viability of introducing pilot scheme in the vicinity of Wimbledon town centre.	Two car clubs In operation.	Other measure: Other measure	Implementation	Start date: 2014 Expected end date: 2030 Spatial scale: Whole agglomeration Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Merton, London Borough of_3	The Council will consider the introduction of CPZ's for all town centres.	N/A	Traffic planning and management: Congestion pricing zones	Planning	Start date: 2014 Expected end date: 2014 Spatial scale: Whole agglomeration Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Merton, London Borough of_4	The Council will seek opportunities for the introduction of Home Zones in consultation with local residents.	Home zone is still operational. Also thirteen 20mph zones .	Traffic planning and management: Reduction of speed limits and control	Planning	Start date: 2008 Expected end date: 2009 Spatial scale: Whole agglomeration Source affected: Transport Indicator: N/A Target emissions reduction: N/A

Measure code	Description	Focus	Classification	Status	Other information
Merton, London Borough of_5	The Council will seek the provision, where appropriate, of car free residential housing developments.	Section 106 agreements for six Car free developments	Other measure: Other measure	Planning	Start date: 2014 Expected end date: 2030 Spatial scale: Whole agglomeration Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Merton, London Borough of_6	The Council will produce a Green Travel Plan; thereafter the plan will be promoted to employees	Ongoing five year Plan until 2015 with target for 10% reduction in motorised vehicles for journeys to work and work related trips	Traffic planning and management: Encouragement of shift of transport modes	Planning	Start date: 2014 Expected end date: 2015 Spatial scale: Whole agglomeration Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Merton, London Borough of_7	The Council will provide guidance and support to enable School Travel Plans to be put in place, and will provide guidance and advice to businesses on developing Green Transport Plans.	Development of travel plans for schools and businesses	Traffic planning and management: Encouragement of shift of transport modes	Planning	Start date: 2014 Expected end date: 2014 Spatial scale: Whole agglomeration Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Newham, London Borough of_1	In designing future road calming schemes the council will take into account the impact upon local air quality.	Ensuring that road calming schemes do not worsen AQ	Traffic planning and management: Other measure	Implementation	Start date: 2002 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: Monitoring network Target emissions reduction: <1%
Newham, London Borough of_2	Carry out effective enforcement of ‘moving traffic offences’ to keep traffic flowing including action regarding the illegal use of bus lanes.	Ensure traffic management schemes are effective	Traffic planning and management: Other measure	Implementation	Start date: 2002 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: Monitoring network Target emissions reduction: <1%
Newham, London Borough of_3	Where resources permit ensure that the air quality associated with traffic management schemes is monitored prior to, during and after schemes are implemented.	Increase knowledge on the effectiveness of measures	Public information and Education: Other mechanisms	Implementation	Start date: 2002 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: Detailed monitoring Target emissions reduction: <1%
Newham, London Borough of_4	The council will carefully consider development proposals in relation to its defined road hierarchy. It will seek to ensure that traffic levels remain or become consistent with this hierarchy.	Traffic management	Traffic planning and management: Other measure	Implementation	Start date: 2002 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: Monitoring network Target emissions reduction: N/A

Measure code	Description	Focus	Classification	Status	Other information
Newham, London Borough of_5	The council will only support the construction of new primary distributor, local distributor and access roads when these will bring net economic and/or environmental benefits to the borough. Regard will be had to the likely consequences of new roads for neighbouring boroughs, and measures will be taken, where appropriate, to minimise any likely adverse effects.	Traffic management	Traffic planning and management: Other measure	Implementation	Start date: 2002 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: Monitoring network Target emissions reduction: N/A
Newham, London Borough of_6	Support the consideration of an effective London wide LEZ and, following agreement and obtaining necessary funding, work with the GLA, ALG and other London Boroughs in implementing appropriate LEZ scheme(s).	N/A	Traffic planning and management: Low emission zones	Implementation	Start date: 2002 Expected end date: 2008 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Newham, London Borough of_7	Keep local transport operators (including passenger operators) informed of any LEZ scheme(s) proposed that would affect Newham and provide information regarding funding opportunities for fleet improvements.	N/A	Traffic planning and management: Low emission zones	Implementation	Start date: 2002 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Newham, London Borough of_8	The council will continue to create Home Zones where funding can be identified and encourage ‘Home Zones’ to be incorporated into appropriate new developments.	N/A	Traffic planning and management: Other measure	Implementation	Start date: 2002 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Newham, London Borough of_9	The council will follow the developments of the Central London Congestion Charging Scheme (CCS). Should significant amendments to the scheme be proposed the council will carefully examine the air quality implications for Newham and fully participate in the formal consultation process.	N/A	Traffic planning and management: Other measure	Implementation	Start date: 2002 Expected end date: 2009 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Newham, London Borough of_10	Newham council will campaign for differential charging (with reduced rates for local residents) in the application of tolls at the forthcoming Thames Gateway bridge to discourage through traffic.	N/A	Traffic planning and management: Congestion pricing zones	Implementation	Start date: 2002 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
Newham, London Borough of_11	Following public consultation and taking into account travel needs and the appropriateness of parking controls, Newham Council will continue to expand and extend the number of CPZ's within the borough.	Promote use of other transport mechanisms	Traffic planning and management: Other measure	Implementation	Start date: 2002 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: 0.01
Newham, London Borough of_12	Newham Council will continue with parking enforcement and dealing with moving offences in bus lanes.	Promote public transport, reduce congestion	Traffic planning and management: Other measure	Implementation	Start date: 2002 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: 0.01
Newham, London Borough of_13	Continue with the monitoring of traffic signals to ensure that the most appropriate balance is found between the motorised vehicles and other users of the road i.e. pedestrians.	Encourage walking	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2002 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: <1%
Newham, London Borough of_14	Investigate potential areas of the borough where signs may be used in traffic management to indicate points were engines should be turned off while queuing	Encourage environmental awareness and positive behaviour	Public information and Education: Other mechanisms	Implementation	Start date: 2002 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: <1
Newham, London Borough of_15	Lobby, through partnerships where appropriate, for sustainable transport infrastructure developments such as the rail link river crossings.	Encourage alternative modes	Traffic planning and management: Improvement of public transport	Implementation	Start date: 2002 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: >2%
Newham, London Borough of_16	Continue to ensure that road space is reallocated to buses, coaches and cyclists or more sustainable transport modes.	Encourage alternative modes	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2002 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: 0.01
Newham, London Borough of_17	Continue working within and supporting the policies of London Bus Priority Network, London Bus Initiative and Bus Priority Partnership, which include: road-space allocation and improvements, camera enforcement, modification of traffic signals for bus priority, countdown facilities etc.	Encourage alternative modes	Traffic planning and management: Improvement of public transport	Implementation	Start date: 2002 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
Newham, London Borough of_18	To actively promote and facilitate emission testing conducted on buses within Newham by the Vehicle Inspectorate and to publicise these results to members of the public.	N/A	Public information and Education: Internet	Implementation	Start date: 2002 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Newham, London Borough of_19	Continue to ensure with new developments that pedestrian routes are safe, accessible, convenient and pleasant.	Encourage alternative modes	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2002 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Newham, London Borough of_20	The council supports completing, promoting and maintaining the strategic walking routes in London	Encourage alternative modes	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2002 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: <1%
Newham, London Borough of_21	The council will continue its Safer Routes to School programme.	Encourage alternative modes	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2002 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: <1%
Newham, London Borough of_22	‘Think Bike’ in relation to highways and transport schemes and continue to retrofit and create with new developments cycle routes that are safe, accessible, and with cyclist prioritisation;	Encourage alternative modes	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2002 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: <1%
Newham, London Borough of_23	Provide strategic and sufficient safe cycle and motorcycle parking	Encourage alternative modes	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2002 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Newham, London Borough of_24	Continue to work towards and facilitate the Implementation and maintenance of the London Cycle Network, Newham Cycle Network and National Cycle Network within the borough.	Encourage alternative modes	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2002 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: >1%
Newham, London Borough of_25	Continue to provide free cycle proficiency training for children and adults	Encourage alternative modes	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2002 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
Newham, London Borough of_26	Encourage staff use of bicycles by providing, where resources allow, additional parking spaces where required, pool bikes, and extend the availability of staff changing and showering facilities.	Encourage alternative modes	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2002 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Newham, London Borough of_27	Continue to liaise with local cycle groups regarding cycle networks within the borough and publicise and encourage the use of cycle routes.	Encourage alternative modes	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2002 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Newham, London Borough of_28	Continue to improve cycle and walking routes in the Borough.	Encourage alternative modes	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2002 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Newham, London Borough of_29	The council will continue with a pilot study to providing Motorcycle Advanced Stop Lines within the borough and consider its Implementation on a wider scale.	N/A	Traffic planning and management: Other measure	Implementation	Start date: 2002 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Newham, London Borough of_30	Continue to encourage developers to introduce Travel Plans.	Encourage alternative modes	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2002 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Newham, London Borough of_31	Continue to implement school travel plans via the ‘Safer Routes Programme’	Encourage alternative modes	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2002 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Newham, London Borough of_32	Continue to work with service providers in order to encourage the transfer of passengers from one mode to another.	Encourage alternative modes	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2002 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Newham, London Borough of_33	Establish regular contact with Newham’s Business Forum to discuss air quality issues. Research group member’s with regards Travel Plan status; if required, provide guidance and assistance in adopting a Travel Plan.	Raise awareness encourage alternative modes	Public information and Education: Other mechanisms	Implementation	Start date: 2002 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
Newham, London Borough of_34	Try to encourage businesses to participate in environmental management schemes that can improve indoor air quality of the work place and use purchasing to minimise energy use and emissions.	Reduce exposure	Low emission fuels for stationary and mobile sources: Shift to installations using low emission fuels	Implementation	Start date: 2002 Expected end date: 2030 Spatial scale: Local Source affected: Industry including heat and power production Indicator: None developed Target emissions reduction: <1%
Newham, London Borough of_35	Continue to support the vision of London's Lee Valley Transport Working Group	N/A	Traffic planning and management: Freight transport measure	Other	Start date: 2014 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Newham, London Borough of_36	Newham Council will work within the TGLP to implement a 'Sustainable Transport Strategy'.	Increase the use of sustainable transport	Traffic planning and management: Freight transport measure	Implementation	Start date: 2002 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Newham, London Borough of_37	Seek to establish additional partnerships within the borough that will have a positive impact on air quality.	Develop partnerships internal and external to the council	Traffic planning and management: Freight transport measure	Implementation	Start date: 2002 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: <1%
Newham, London Borough of_38	Regularly update the air quality pages on the council's website and produce frequent information bulletins to keep members of the public informed on air quality issues.	Promote the issue of AQ	Public information and Education: Internet	Implementation	Start date: 1998 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: Ensure web pages are up to date Target emissions reduction: N/A
Newham, London Borough of_39	Continue to monitor air quality in specified areas and extend where possible, including the addition of an automated monitoring station at London City Airport and ad hoc monitoring, which may extend over prolonged periods	Monitor AQ to ensure robust data	Public information and Education: Internet	Implementation	Start date: 2002 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: AQ monitoring data sets Target emissions reduction: N/A
Newham, London Borough of_40	Promote the air quality benefits associated with cycling during the schools cycling proficiency programme.	Increase awareness of AQ and benefits of alternative transport	Public information and Education: Other mechanisms	Implementation	Start date: 2002 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: Number of schools Target emissions reduction: N/A

Measure code	Description	Focus	Classification	Status	Other information
Newham, London Borough of_41	Assist students carrying out air quality research projects.	Develop AQ expertise	Public information and Education: Other mechanisms	Implementation	Start date: 2002 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: Number of students Target emissions reduction: N/A
Newham, London Borough of_42	Continue to take part in the national campaigns subject to available funding and community support.	Promote the issue of AQ	Public information and Education: Internet	Implementation	Start date: 2002 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Newham, London Borough of_43	Continue to promote low emission vehicles.	Promote low emission vehicles	Public procurement: Other measure	Implementation	Start date: 2002 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Newham, London Borough of_44	Continue with two information screens at locations in East Ham and Stratford with live information upon air quality and its implications for health. Link these screens to the NEWTEXT initiative.	Raise awareness on Aq provide public information	Public information and Education: Internet	Implementation	Start date: 2002 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Newham, London Borough of_45	Work with partners to provide an air quality information service to Newham's residents and participate in the 'Yourair' project to provide air pollution alerts to vulnerable groups.	Provide information to vulnerable groups	Public information and Education: Other mechanisms	Implementation	Start date: 2005 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: Numbers of residents signed up Target emissions reduction: N/A
Newham, London Borough of_46	The council will ensure that its fleet of 350 vehicles meets high emissions standard (currently Euro III).	Council fleet to meet modern emission standards	Retrofitting: Retrofitting emission control equipment to vehicles	Implementation	Start date: 2003 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: All vehicles to meet euro 111 Target emissions reduction: <1%
Newham, London Borough of_47	Fleet Operations will continue to trial the use of LPG fuelled and LPG/petrol dual fuelled vehicles and investigate the potential of other low emission fuels such as water/diesel emulsion as information comes available.	Maximise opportunity for AQ improvement	Other measure: Other measure	Implementation	Start date: 2004 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: <1%

Measure code	Description	Focus	Classification	Status	Other information
Newham, London Borough of_48	Ensure that Council vehicles are well maintained, this includes bi-annual emission tests as a minimum	Maximise efficiency of fleet	Other measure: Other measure	Implementation	Start date: 2002 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: Monitor bi annual testing Target emissions reduction: <1%
Newham, London Borough of_49	Ensure that Council vehicles are used on routes and tasks which are worked out to be as efficient as possible, operated by appropriately trained staff (to improve fuel economy)	Maximise efficiency of fleet	Other measure: Other measure	Implementation	Start date: 2003 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: <1%
Newham, London Borough of_50	Continue with plans to ensure the retrofitting of CRT for all larger diesel vehicles.	Reduce particulates	Retrofitting: Retrofitting emission control equipment to vehicles	Other	Start date: 2002 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: % of vehicles retro fitted Target emissions reduction: <1%
Newham, London Borough of_51	Establish a fleet register that includes emission information and measures to implement emissions improvements	Monitor fleet improvements	Public procurement: Cleaner vehicle transport services	Other	Start date: 2003 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: Maintain register Target emissions reduction: N/A
Newham, London Borough of_52	Promote alternative fuels and technologies through initiatives such as the use of an electric car and low emission vehicles	Lead by example	Public procurement: New vehicles, including low emission vehicles	Implementation	Start date: 2002 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: <1%
Newham, London Borough of_53	Implement a Council Travel Plan that will include a range of measures to encourage staff to use public transport, cycling or motorcycles as an alternative to using cars.	N/A	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2002 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: <1%
Newham, London Borough of_54	Provide encouragement and guidance for individuals and groups who wish to clean up their vehicles through campaigns such as CleanUp and Powershift	Improve vehicle fleets	Public procurement: Other measure	Other	Start date: 2002 Expected end date: 2005 Spatial scale: Local Source affected: Transport Indicator: Measured through scheme take up Target emissions reduction: <1%
Newham, London Borough of_55	Encourage businesses to try and achieve at least the Euro II standard plus a reduced pollution certificate or Euro III by 2005	Vehicle improvement	Public procurement: Other measure	Other	Start date: 2002 Expected end date: 2005 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: <1%

Measure code	Description	Focus	Classification	Status	Other information
Newham, London Borough of_56	Identify appropriate sites for further alternative refuelling infrastructure together with TransportEnergy	N/A	Public procurement: Other measure	Planning	Start date: 2014 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Newham, London Borough of_56	Support electric refuelling through the work of the London Clean Fuel Working Group	Provide impetus to electric vehicles	Public procurement: Other measure	Planning	Start date: 2014 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: Number of points Target emissions reduction: N/A
Newham, London Borough of_58	Continue to control where taxis, mini-cabs, and local bus operators in Newham can park as a means of regulating their use.	Encourage the use of more efficient vehicles	Other measure: Other measure	Implementation	Start date: 2002 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: <1%
Newham, London Borough of_59	Support the regulation of taxis and minicabs through the Public Carriage Office, and encourage the introduction of additional measures to ensure emission levels are minimised by 2005, such as vehicle emission checks and changes to low-emitting fuel.	Encourage the use of more efficient vehicles	Other measure: Other measure	Other	Start date: 2002 Expected end date: 2005 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: <1%
Newham, London Borough of_60	Encourage and support initiatives to transfer road freight to rail and water.	Reduce road freight	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2002 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: >1%
Newham, London Borough of_61	Continue with Newham's strategy for traffic management by locating freight-generating developments on or near main road systems.	Minimise freight on residential streets	Traffic planning and management: Freight transport measure	Implementation	Start date: 2002 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: <1%
Newham, London Borough of_62	Set up a Freight Quality Partnership though Newham's Transport Strategy/Policy.	Increase efficiency of road freight	Traffic planning and management: Freight transport measure	Implementation	Start date: 2005 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
Newham, London Borough of_63	Provide help, encouragement and awareness raising to Road Freight groups within the borough, concerning funding for cleaner vehicles.	Reduce emissions	Retrofitting: Retrofitting emission control equipment to vehicles	Other	Start date: 2002 Expected end date: 2005 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Newham, London Borough of_64	Use roadside vehicle emission checks for HGV's and LGV's, to encourage regular servicing, maintenance and replacement of old vehicles.	Ensure vehicles are compliant	Other measure: Other measure	Other	Start date: 2002 Expected end date: 2007 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: <1%
Newham, London Borough of_65	Minimise the misuse of roads by freight from major construction sites by continuing to and expand the spot-checking of roads used and whether loaded vehicles are covered.	Reduce HGV on residential roads	Traffic planning and management: Freight transport measure	Implementation	Start date: 2002 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: <1%
Newham, London Borough of_66	Participate in the review of the London night-time lorry ban. Support linking any relaxing of the ban to ease day time congestion with the use of emission abatement and cleaner fuels.	Ease congestion and improve AQ	Traffic planning and management: Freight transport measure	Implementation	Start date: 2010 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: <1
Newham, London Borough of_67	Newham council will assess the scope for the use of priority lanes by freight vehicles and the implications for other road users.	Increasing the efficiency of freight transport	Traffic planning and management: Other measure	Other	Start date: 2014 Expected end date: 2014 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: <1%
Newham, London Borough of_68	Following evaluation of the one year London-wide Vehicle Emission Testing (VET) campaign support the continuation of an effective program subject to securing government funding.	Ensure vehicle emissions conform to MOT standards	Other measure: Other measure	Other	Start date: 2002 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Newham, London Borough of_69	Newham Council will initiate and support the Vehicle Inspectorate in roadside vehicle emissions testing programmes carried out in the borough	Ensure vehicle emissions conform to MOT standards	Other measure: Other measure	Implementation	Start date: 2002 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: <1%
Newham, London Borough of_70	Offer voluntary vehicle testing and engine adjustment on an annual basis.	Ensure vehicle emissions conform to MOT standards	Other measure: Other measure	Other	Start date: 2002 Expected end date: 2008 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: <1%

Measure code	Description	Focus	Classification	Status	Other information
Newham, London Borough of_71	Newham Council will publicise Vehicle Emission Testing to ensure that motorists are aware of the new powers and of the voluntary testing and adjustment.	Ensure vehicle emissions conform to MOT standards	Other measure: Other measure	Other	Start date: 2002 Expected end date: 2008 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: <1%
Newham, London Borough of_72	Newham Council will also work in conjunction with the Mayor for London to raise awareness of the importance of good vehicle maintenance	Ensure vehicle emissions conform to MOT standards	Other measure: Other measure	Other	Start date: 2008 Expected end date: 2010 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: <1%
Newham, London Borough of_73	Newham Council will seek to enforce new powers to insist that motorists switch off their engines while stationary.	Minimise emissions	Public information and Education: Other mechanisms	Planning	Start date: 2014 Expected end date: 2014 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: <1%
Newham, London Borough of_74	Establish Quality Partnerships with the rail and tube industry to promote increased levels and quality services in the Borough.	Increase use of public transport	Traffic planning and management: Improvement of public transport	Implementation	Start date: 2002 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: <1%
Newham, London Borough of_75	Support improvements in rail / tube infrastructure.	Increase use of public transport	Traffic planning and management: Improvement of public transport	Implementation	Start date: 2002 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: >2%
Newham, London Borough of_76	Newham Council will continue to support initiatives to transfer freight from road to rail.	Reduce road freight	Traffic planning and management: Freight transport measure	Implementation	Start date: 2002 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: >1%
Newham, London Borough of_77	The council will investigate the potential of establishing Quality partnerships within the freight rail industry to ensure best practicable means are adopted with regards air pollution and other environmental issues.	Produce effective plans to maximise the efficiency of freight to reduce road freight	Traffic planning and management: Freight transport measure	Implementation	Start date: 2002 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: % of freight carried by rail Target emissions reduction: <1%
Newham, London Borough of_79	Where possible continue to safeguard mooring sites along the waterways in Newham, which have been earmarked for river bus, taxi and freight movements.	Promote the use of the waterways	Traffic planning and management: Other measure	Implementation	Start date: 2002 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: Wharves open Target emissions reduction: <1%

Measure code	Description	Focus	Classification	Status	Other information
Newham, London Borough of_80	Continue to encourage and facilitate river use by river side industries and freight operators	Promote the use of the waterways	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2002 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: Wharves open Target emissions reduction: <1%
Newham, London Borough of_81	Develop sustainable water transport services within the borough in partnership with other boroughs	Promote the use of the waterways	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2002 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: Wharves open Target emissions reduction: <1%
Newham, London Borough of_82	Under a planning agreement with Newham Council London City Airport (LCA) is committed to funding consultants to carry out a study of the impact of the airport upon air quality.	Monitor the impact of LCA on AQ	Other measure: Other measure	Implementation	Start date: 2009 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: AQ monitoring Target emissions reduction: <1%
Newham, London Borough of_83	Regular updates to the LCA 'Green Transport Plan' to effectively manage the transport needs of their employees and passengers that includes targets to reduce car journeys.	Maximise the use of public transport	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2009 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: %use of public transport Target emissions reduction: <1%
Newham, London Borough of_84	Newham Council will liaise with LCA for the Vehicle Inspectorate to carry out random emission checks of queuing taxis at the Airport.	Minimise emissions	Other measure: Other measure	Implementation	Start date: 2009 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: Pass rate Target emissions reduction: <1%
Newham, London Borough of_85	Newham Council will require London City Airport to meet its commitments under existing S106 agreements to provide air quality monitoring at the site	Provision of AQ monitoring	Public information and Education: Other mechanisms	Implementation	Start date: 2009 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: On going monitoring Target emissions reduction: N/A
Newham, London Borough of_86	Newham Council and London city airport will continue to lobby for a CROSSRAIL proposal that includes access to LCA.	Increase accessibility to LCA	Traffic planning and management: Improvement of public transport	Other	Start date: 2002 Expected end date: 2009 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: <1%

Measure code	Description	Focus	Classification	Status	Other information
Newham, London Borough of_87	In accordance with government guidance, continue to inspect processes regulated by the local authority to ensure compliance with authorisations. This will ensure that such processes are not responsible for exceedances of the National Air Quality Objectives.	Minimise emissions	Permit systems and economic instruments: IPPC permits	Implementation	Start date: 2002 Expected end date: 2030 Spatial scale: Local Source affected: Industry including heat and power production Indicator: Compliance with Environmental Permitting Regulations (EPR) Target emissions reduction: <1%
Newham, London Borough of_88	Continue to liaise with other industrial/commercial operators as well as other Local Authorities to promote good environmental practice.	Minimise emissions	Permit systems and economic instruments: Other measure	Implementation	Start date: 2002 Expected end date: 2030 Spatial scale: Local Source affected: Industry including heat and power production Indicator: Compliance with EPR Target emissions reduction: <1%
Newham, London Borough of_89	Continue to liaise with the Environment Agency regarding 'part A' processes in Newham.	Minimise emissions	Permit systems and economic instruments: Other measure	Implementation	Start date: 2002 Expected end date: 2030 Spatial scale: Local Source affected: Industry including heat and power production Indicator: Compliance with EPR Target emissions reduction: >1%
Newham, London Borough of_90	Investigate industries in the borough to ensure that all appropriate processes are authorised.	Minimise emissions	Permit systems and economic instruments: Other measure	Implementation	Start date: 2002 Expected end date: 2030 Spatial scale: Local Source affected: Industry including heat and power production Indicator: Compliance with EPR Target emissions reduction: <1%
Newham, London Borough of_91	Continue to investigate complaints regarding smoke from industrial and commercial premises.	Minimise emissions	Low emission fuels for stationary and mobile sources: Shift to installations using low emission fuels	Implementation	Start date: 2002 Expected end date: 2030 Spatial scale: Local Source affected: Industry including heat and power production Indicator: N/A Target emissions reduction: <1%
Newham, London Borough of_92	Produce an emission inventory for part B processes in the borough and regularly update this on the 'Pollution Control Unit' website.	Minimise emissions	Permit systems and economic instruments: Other measure	Implementation	Start date: 2002 Expected end date: 2030 Spatial scale: Local Source affected: Industry including heat and power production Indicator: Compliance with EPR Target emissions reduction: N/A

Measure code	Description	Focus	Classification	Status	Other information
Newham, London Borough of_93	Produce dust guidance for construction sites	Minimise emissions	Other measure: Other measure	Implementation	Start date: 2010 Expected end date: 2030 Spatial scale: Local Source affected: Industry including heat and power production Indicator: N/A Target emissions reduction: >1%
Newham, London Borough of_94	Continue and develop additional dust sampling in association with construction sites	Minimise emissions	Other measure: Other measure	Implementation	Start date: 2010 Expected end date: 2030 Spatial scale: Local Source affected: Industry including heat and power production Indicator: N/A Target emissions reduction: >1%
Newham, London Borough of_95	Continue with and extend random spot checks of vehicles from major construction sites to ensure they are covered if carrying material that can become windblown.	Minimise emissions	Other measure: Other measure	Implementation	Start date: 2010 Expected end date: 2030 Spatial scale: Local Source affected: Industry including heat and power production Indicator: N/A Target emissions reduction: >1%
Newham, London Borough of_96	Continue with street cleaning to minimise the re-suspension of road dust and review the cleaning regime currently in place.	Minimise emissions	Other measure: Other measure	Implementation	Start date: 2010 Expected end date: 2030 Spatial scale: Local Source affected: Industry including heat and power production Indicator: N/A Target emissions reduction: >1%
Newham, London Borough of_97	Use planning conditions and section 106 agreements to minimise emissions of dust from development sites.	Minimise emissions	Other measure: Other measure	Implementation	Start date: 2010 Expected end date: 2030 Spatial scale: Local Source affected: Industry including heat and power production Indicator: N/A Target emissions reduction: >1%
Newham, London Borough of_98	Continue to ensure that contractors working on behalf of the council demolishing council buildings or clearing council sites have a clause in their contract that ensures they minimise dust production.	Minimise emissions	Other measure: Other measure	Implementation	Start date: 2010 Expected end date: 2030 Spatial scale: Local Source affected: Industry including heat and power production Indicator: N/A Target emissions reduction: >1%
Newham, London Borough of_99	When purchasing fuel for use by the council to always consider ‘green electricity’. All major electricity users within the council currently use ‘green electricity’ from a renewable source..	Minimise emissions and climate change	Public procurement: Low emission fuels for stationary and mobile sources	Implementation	Start date: 2005 Expected end date: 2030 Spatial scale: Local Source affected: Commercial and residential sources Indicator: N/A Target emissions reduction: <1%

Measure code	Description	Focus	Classification	Status	Other information
Newham, London Borough of_100	Continue to encourage and promote the use of sustainable energy sources such as Solar-Voltaic cells. To apply for grant funding to install a large scale solar voltaic project in the Woodgrange regeneration area.	Minimise emissions and climate change	Public procurement: Low emission fuels for stationary and mobile sources	Implementation	Start date: 2005 Expected end date: 2030 Spatial scale: Local Source affected: Commercial and residential sources Indicator: N/A Target emissions reduction: <1%
Newham, London Borough of_101	Ensure that older boilers within council premises are replaced with those that meet current emission standards and strive to completely withdraw from the use of solid fuels and oil-fired burners	Minimise emissions and climate change	Low emission fuels for stationary and mobile sources: Shift to installations using low emission fuels	Implementation	Start date: 2005 Expected end date: 2030 Spatial scale: Local Source affected: Commercial and residential sources Indicator: N/A Target emissions reduction: <1%
Newham, London Borough of_102	Through the Environmental Sustainability Checklist for Major Development (Supplementary Planning Guidance) require for energy use assessments, require buildings to have high BREEAM rating, require housing to have an EcoHomes assessment and support GLA policy to encourage the introduction of technology to generate a percentage of the energy used on site or, if this cannot be achieved, import a percentage of the energy requirements from the 'Green Grid'.	Minimise emissions and climate change	Low emission fuels for stationary and mobile sources: Shift to installations using low emission fuels	Implementation	Start date: 2005 Expected end date: 2030 Spatial scale: Local Source affected: Commercial and residential sources Indicator: N/A Target emissions reduction: <1%
Newham, London Borough of_103	Continue to spend the council's climate change levy rebate on energy efficiency improvements.	Minimise emissions and climate change	Other measure: Other measure	Implementation	Start date: 2002 Expected end date: 2030 Spatial scale: Local Source affected: Commercial and residential sources Indicator: N/A Target emissions reduction: <1%
Newham, London Borough of_104	Prepare an energy strategy, in line with the London Mayor's Energy Strategy, which will aim to increase energy efficiency within the council and promote energy awareness.	Minimise emissions and climate change	Other measure: Other measure	Implementation	Start date: 2005 Expected end date: 2030 Spatial scale: Local Source affected: Commercial and residential sources Indicator: N/A Target emissions reduction: <1%

Measure code	Description	Focus	Classification	Status	Other information
Newham, London Borough of_105	To provide information on energy efficiency in the home.	Minimise emissions and climate change	Other measure: Other measure	Implementation	Start date: 2005 Expected end date: 2030 Spatial scale: Local Source affected: Commercial and residential sources Indicator: N/A Target emissions reduction: <1%
Newham, London Borough of_106	When the borough's Unitary Development Plan is reviewed incorporate emerging government guidance and relevant principles of this Air Quality Action Plan	Minimise emissions and climate change	Other measure: Other measure	Implementation	Start date: 2007 Expected end date: 2011 Spatial scale: Local Source affected: Commercial and residential sources Indicator: N/A Target emissions reduction: >2%
Newham, London Borough of_107	The Council will produce Supplementary Planning Guidance on Sustainable Design which will address such issues as sustainable construction, the promotion of alternative energy use and energy conservation measures, all of which will impact indirectly on air quality. A guidance note will also be produced to advise developers on the land-use implications of this Air Quality Management Action Plan and other relevant air quality-related policies.	Minimise emissions and climate change	Other measure: Other measure	Implementation	Start date: 2007 Expected end date: 2030 Spatial scale: Local Source affected: Commercial and residential sources Indicator: N/A Target emissions reduction: >2%
Newham, London Borough of_108	All traffic trip generating development major development proposals need to be accompanied by transport and air quality assessments. If such proposals lead to an unacceptable breach of air quality objectives this may be grounds for a refusal of the application, however the Council will usually seek the inclusion of mitigation measures and, where appropriate, planning obligations will be imposed where these can feasibly address the adverse impacts of development on public amenity and human health.	Minimise emissions and climate change	Other measure: Other measure	Implementation	Start date: 2010 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: <1%

Measure code	Description	Focus	Classification	Status	Other information
Newham, London Borough of_109	The air quality implications of all developments will be taken into account when considering planning applications and appropriate conditions will be applied. Special consideration will be given to development that falls within the Air Quality Management Area and conditions may include a requirement to obtain a specialist report that details the measures to minimise the adverse impact on local air quality and/or minimise exposure to air pollution.	Minimise emissions and climate change	Other measure: Other measure	Implementation	Start date: 2005 Expected end date: 2030 Spatial scale: Local Source affected: Commercial and residential sources Indicator: N/A Target emissions reduction: >1%
Newham, London Borough of_110	The council's Procurement Strategy will integrate environmental issues into procurement processes.	Minimise emissions and climate change	Other measure: Other measure	Implementation	Start date: 2010 Expected end date: 2030 Spatial scale: Local Source affected: Other, please specify Indicator: N/A Target emissions reduction: <1%
Redbridge, London Borough of_1	Manage Council Fleet Emissions	Reduce emissions in the AQMA by upgrading vehicles to meet the higher emission standard required for LEZ compliance.	Public procurement: New vehicles, including low emission vehicles	Implementation	Start date: 2006 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: Elimination of Euro I and II vehicles. Target emissions reduction: N/A
Redbridge, London Borough of_2	Implement training to ensure Council vehicles are driven sensibly and not left idling. Council vehicles fitted with Econospeed throttle controller to limit vehicle speed and RPM.	Reduce emissions in the AQMA and create fuel saving benefits.	Other measure: Other measure	Implementation	Start date: 2006 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: Monitoring and Evaluation of Council Vehicle Use. Continually Training and Refresher Training For Staff Target emissions reduction: N/A
Redbridge, London Borough of_3	Support the uptake of low emission electric vehicles	Reduce emissions in the AQMA	Traffic planning and management: Differentiation of parking fees	Implementation	Start date: 2006 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: Uptake of free parking for residents owning electric cars Target emissions reduction: N/A

Measure code	Description	Focus	Classification	Status	Other information
Redbridge, London Borough of_4	Use car clubs as a means to encourage residents to give up owning a car and to drive less.	Reduce emissions in the AQMA	Other measure: Other measure	Implementation	Start date: 2006 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: Number of new car club members Target emissions reduction: N/A
Redbridge, London Borough of_5	Undertake measures to increase cycling in the borough. The Redbridge cycling targets are consistent with the Mayor of London's capital wide targets.	Reduce emissions in the AQMA	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2006 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: Reduction in resident trips made by car and motorcycle. Increase in cycling as a proportion of traffic flow. Increase in staff cycling and walking to work Target emissions reduction: N/A
Redbridge, London Borough of_6	Council promoted to local transport operators developments for fleet improvements and funding opportunities to achieve compliance for Low Emission Zone (LEZ) implementation.	Reduce emissions in the AQMA	Traffic planning and management: Low emission zones	Implementation	Start date: 2007 Expected end date: 2007 Spatial scale: Local Source affected: Transport Indicator: Elimination of Euro I and II vehicles. Target emissions reduction: N/A
Redbridge, London Borough of_7	Undertake measures to increase walking in the borough	Reduce car usage which will consequently reduce emissions in the AQMA	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2006 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: Reduction in resident trips made by car and motorcycle. Increase in walking. Increase in staff walking to work. Staff surveys and working from data Target emissions reduction: N/A
Redbridge, London Borough of_8	Increase the number of Urban Traffic Control Scoot (Split Cycle Offset Optimisation Technique) systems in the borough in partnership with Transport for London (TFL)	Reduce emissions in the AQMA by reducing/controlling congestion	Traffic planning and management: Other measure	Implementation	Start date: 2014 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: Reduction in traffic congestion Target emissions reduction: N/A

Measure code	Description	Focus	Classification	Status	Other information
Redbridge, London Borough of_9	Implement an operational school travel plan in all schools across the borough	Increase sustainable travel modes amongst pupils, parents and teachers and decrease motor vehicle usage, which will lead to a decrease in emissions in AQMA.	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2001 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: Increase in sustainable travel modes to and from schools: data captured by school travel mode surveys Target emissions reduction: N/A
Redbridge, London Borough of_10	Increase the use of Controlled Parking Zones (CPZs) through out the borough.	Increased CPZs will minimise the number of motor vehicles in relative areas of the borough leading to a reduction in emissions.	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2001 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: Increase in CPZs across the borough. Target emissions reduction: N/A
Redbridge, London Borough of_11	Improve the accessibility to buses borough wide	Provide an alternative transport source and reduce reliance upon motor vehicles which will consequently reduce emissions.	Other measure: Other measure	Implementation	Start date: 2006 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: Increased bus usage instead of motor vehicle: progress can be monitored by mode of travel surveys Target emissions reduction: N/A
Redbridge, London Borough of_12	Improve the Council's Travel Plan	Reduce emissions in the AQMA by increasing employee take up of sustainable travel options and working at home options.	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2006 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: Increased take up of sustainable travel options by employees: monitored by employee travel mode surveys. Working at home data. Target emissions reduction: N/A
Redbridge, London Borough of_13	Increase flexible working arrangements amongst permanent employees	Reduce emissions by employees working from home occasionally and not driving into work on those specific days.	Other measure: Other measure	Implementation	Start date: 2012 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: Number of employees working from home. The Council is looking at ways of working across all departments to increase efficiencies. Working from home arrangements may be extended more widely across the council. Target emissions reduction: N/A

Measure code	Description	Focus	Classification	Status	Other information
Redbridge, London Borough of_14	Require developers to undertake an air quality assessment (AQA) in circumstances where a new development could have a negative impact on air quality, and developers must provide an air pollution mitigation plan where necessary.	Reducing emissions in the AQMA by reducing from new development.	Other measure: Other measure	Implementation	Start date: 2007 Expected end date: 2030 Spatial scale: Local Source affected: Commercial and residential sources Indicator: Number of planning applications assessed and regulated through Air Quality Assessments. Target emissions reduction: N/A
Redbridge, London Borough of_15	Encourage 'car free' parking developments where the potential development is well served by public transport.	Reducing emissions in the AQMA by limiting car usage through reduced parking provision.	Other measure: Other measure	Implementation	Start date: 2005 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Redbridge, London Borough of_16	Require developers to submit Construction Management Plans in accordance with the London best practice guidance to control dust and emissions	Reduce emissions in the AQMA by ensuring developers employ best practice for dust emission control	Other measure: Other measure	Implementation	Start date: 2007 Expected end date: 2030 Spatial scale: Local Source affected: Commercial and residential sources Indicator: Number of Construction Management Plans Target emissions reduction: N/A
Redbridge, London Borough of_17	Continue to use planning conditions and obligations to require developers to adopt measures which will reduce emissions such as requesting travel and business plans, installing electric vehicle recharging infrastructure, and allocating car club bays.	Reduce emissions in the AQMA	Traffic planning and management: Other measure	Implementation	Start date: 2007 Expected end date: 2030 Spatial scale: Local Source affected: Commercial and residential sources Indicator: Number of sites with reduced parking, Number of sites with cycle parking facilities, Number of sites with Electric Vehicle charging points and car club spaces Target emissions reduction: N/A
Redbridge, London Borough of_18	Require development sites to meet the Mayor of London's energy hierarchy with high standards of sustainable building design and construction through the revised Redbridge Environmental Action Plan (REAct) 2010-2018 and consideration of Combined Heat Power (CHP) and Biomass. Developers must ensure that best practice requirements for controlling NOx and PM10 emissions from biomass boilers and CHP are met.	Reduce emissions in the AQMA	Other measure: Other measure	Implementation	Start date: 2010 Expected end date: 2018 Spatial scale: Local Source affected: Commercial and residential sources Indicator: Number of biomass boilers and Combined Heat and Power Plant installed with conditions/obligations to control emissions. Number of new build homes and commercial properties supplied with decentralised energy. Target emissions reduction: N/A

Measure code	Description	Focus	Classification	Status	Other information
Redbridge, London Borough of_19	Work directly with schools in Redbridge in partnership with the GLA to raise emission reduction awareness. Also deliver emission reduction improvements to the pupils and teachers including: installation of green infrastructure screening, anti-vehicle idling measures and encourage sustainable transport modal shifts away from motor vehicle usage toward cleaner forms of transport such as cycling and walking.	Reduce emissions around schools within the AQMA	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2014 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: Reduction of motor-vehicle usage to, from and around the school in favour a more sustainable transport mode (Monitored by surveys). Reduction in ambient pollutant levels around the school locality (Monitored by measurement). Target emissions reduction: N/A
Redbridge, London Borough of_20	Implementation of the Roding Valley Way cycle route, linking the Roding Valley Way between Redbridge Roundabout and Keily and Tongs playing field	Increased cycle provision in the AQMA leads to reduce private car usage and consequently reduced emissions in the AQMA.	Traffic planning and management: Expansion of bicycle and pedestrian infrastructure	Implementation	Start date: 2012 Expected end date: 2014 Spatial scale: Local Source affected: Transport Indicator: Reduction in resident trips made by car and motorcycle. Increase in cycling as a proportion of traffic flow. Increase in staff cycling and walking to work Target emissions reduction: N/A
Reigate and Banstead Borough Council_1	UTC system linked to pollution monitor to gate traffic outside of polluted zone	Reduce emissions within Reigate High St AQMA	Traffic planning and management: Other measure	Planning	Start date: 2016 Expected end date: 2017 Spatial scale: Local Source affected: Transport Indicator: Reduction in 3 year rolling NO2 conc Target emissions reduction: Unknown at this stage
Reigate and Banstead Borough Council_2	Electric vehicle charging point	AQMA on M25 / A217	Public procurement: Other measure	Preparation	Start date: 2015 Expected end date: 2018 Spatial scale: Local Source affected: Transport Indicator: Equipment installed and data on usage Target emissions reduction: < 1%
Reigate and Banstead Borough Council_3	Traffic management to relocate pollution concentrations	Drift Bridge AQMA	Traffic planning and management: Reduction of speed limits and control	Evaluation	Start date: 2011 Expected end date: 2014 Spatial scale: Local Source affected: Transport Indicator: Modelling complete Target emissions reduction: N/A changing Concs

Measure code	Description	Focus	Classification	Status	Other information
Reigate and Banstead Borough Council_4	Modal shift from road to rail of airport passengers min 40 % by rail by 2015	Gatwick AQMA	Other measure: Other measure	Implementation	Start date: 2010 Expected end date: 2015 Spatial scale: Local Source affected: Transport Indicator: Modal shift (%) to end 2015 Target emissions reduction: <1%
Reigate and Banstead Borough Council_5	Changes in physical road layout to improve air quality	Hooley AQMA	Traffic planning and management: Other measure	Planning	Start date: 2015 Expected end date: 2015 Spatial scale: Local Source affected: Transport Indicator: Reduction in 3 year rolling NO2 conc Target emissions reduction: <1% - main change is in concentrations.
Reigate and Banstead Borough Council_6	Physical Road Layout changes - Redhill Town Centre redevelopment	Redhill AQMA	Traffic planning and management: Improvement of public transport	Implementation	Start date: 2014 Expected end date: 2015 Spatial scale: Local Source affected: Transport Indicator: Reduction in 3 year rolling NO2 conc Target emissions reduction: <1%
Reigate and Banstead Borough Council_7	Air Pollution Warning Service for vulnerable groups	Whole borough	Public information and Education: Other mechanisms	Implementation	Start date: 2013 Expected end date: 2018 Spatial scale: Local Source affected: Other, please specify Indicator: 500 users by Oct 2015 Target emissions reduction: N/A warning service
Reigate and Banstead Borough Council_8	Promotion of cycling as a health / environment measure	Redhill AQMA	Traffic planning and management: Encouragement of shift of transport modes	Preparation	Start date: 2015 Expected end date: 2018 Spatial scale: Local Source affected: Transport Indicator: Number of ‘hires’ of cycles from health promotion centre Target emissions reduction: <1%
Reigate and Banstead Borough Council_9	Promotion of alternatives to business car travel	Whole borough	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2014 Expected end date: 2016 Spatial scale: Local Source affected: Transport Indicator: 12 hours of planning work per small business under 250 employees in borough, min 10 firms per annum Target emissions reduction: <1%

Measure code	Description	Focus	Classification	Status	Other information
Reigate and Banstead Borough Council_10	Promotion of alternatives to school car travel	Whole borough	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2014 Expected end date: 2016 Spatial scale: Local Source affected: Transport Indicator: 12 hours of planning work per school, min 10 per annum Target emissions reduction: <1%
Reigate and Banstead Borough Council_11	Bus Priority Lanes within borough	Whole borough	Traffic planning and management: Improvement of public transport	Planning	Start date: 2014 Expected end date: 2014 Spatial scale: Local Source affected: Transport Indicator: Construction of bus lanes Target emissions reduction: <1%
Reigate and Banstead Borough Council_12	Promotion of low NOx boilers via the planning system	Whole Borough	Other measure: Other measure	Implementation	Start date: 2007 Expected end date: 2030 Spatial scale: Local Source affected: Commercial and residential sources Indicator: None Target emissions reduction: <1%
Reigate and Banstead Borough Council_13	Discourage the use of wood burning stoves as a replacement for gas	Whole Borough	Public information and Education: Other mechanisms	Implementation	Start date: 2007 Expected end date: 2030 Spatial scale: Local Source affected: Commercial and residential sources Indicator: Calls regarding smoke control areas Target emissions reduction: Looking to minimise increase
Reigate and Banstead Borough Council_14	Switch of Engines while idle at level crossing	Reigate Hill AQMA	Traffic planning and management: Other measure	Implementation	Start date: 2014 Expected end date: 2015 Spatial scale: Local Source affected: Transport Indicator: Reduction in vehicles idling based on before and after surveys Target emissions reduction: <1%
Richmond, London Borough of_1	Low Emission Zone (LEZ)	Continue to support LEZ development	Traffic planning and management: Low emission zones	Implementation	Start date: 2002 Expected end date: 2030 Spatial scale: Whole Agglomeration Source affected: Transport Indicator: LEZ Compliance Target emissions reduction: TfL for data

Measure code	Description	Focus	Classification	Status	Other information
Richmond, London Borough of_2	Heathrow Airport	Increasing public transport share: surface access	Other measure: Other measure	Implementation	Start date: 2002 Expected end date: 2030 Spatial scale: Whole Agglomeration Source affected: Transport Indicator: Modal Split Target emissions reduction: 50% accessing airport by PT (HAL)
Richmond, London Borough of_3	Bus/Cycle/Public Transport	Increasing modal shift to bus/cycle/public transport	Other measure: Other measure	Implementation	Start date: 2002 Expected end date: 2030 Spatial scale: Whole Agglomeration Source affected: Transport Indicator: Modal Split Target emissions reduction: By 2016 - 34% foot, 6% cycle - existing LIP target
Richmond, London Borough of_4	South West London Transport Conference (SWELTRAC; superseded by South London Partnership)	Promoting alternative fuels	Public procurement: Other measure	Implementation	Start date: 2002 Expected end date: 2030 Spatial scale: Whole Town or City Source affected: Transport Indicator: EV charging point usage, % of Band A vehicles Target emissions reduction: 10% increase in usage p/a, 10% increase in Band A vehicles
Richmond, London Borough of_5	Inter-Borough Action	School Gate Emissions Reduction	Traffic planning and management: Other measure	Implementation	Start date: 2002 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: Reduced Idling Target emissions reduction: 75% reduction, over 2 years, per school
Richmond, London Borough of_6	Travel Plans	Promoting School Travel Plans	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2002 Expected end date: 2030 Spatial scale: Whole Town or City Source affected: Transport Indicator: Modal choice surveys Target emissions reduction: 10% increase in sustainable modes p/a
Richmond, London Borough of_7	Bus Stops	Improving Accessibility	Traffic planning and management: Improvement of public transport	Implementation	Start date: 2002 Expected end date: 2030 Spatial scale: Whole Town or City Source affected: Transport Indicator: % of accessible bus stops in borough Target emissions reduction: 95% by 2016 (TfL target)

Measure code	Description	Focus	Classification	Status	Other information
Richmond, London Borough of_8	Healthy Travel Options	Developing schemes/initiatives to encourage cycling and Walking	Other measure: Other measure	Implementation	Start date: 2002 Expected end date: 2030 Spatial scale: Whole Town or City Source affected: Transport Indicator: Modal split Target emissions reduction: By 2016 - 34% foot, 6% cycle - existing LIP target
Richmond, London Borough of_9	Alternative Fuels	Provision of electric charging points	Public procurement: Other measure	Implementation	Start date: 2002 Expected end date: 2030 Spatial scale: Whole Town or City Source affected: Transport Indicator: EV charging point usage, number of Band A parking permits Target emissions reduction: 10% increase in usage p/a
Richmond, London Borough of_10	Council Fleet	Minimising Emissions	Other measure: Other measure	Implementation	Start date: 2002 Expected end date: 2030 Spatial scale: Whole Town or City Source affected: Transport Indicator: LEZ Compliance Target emissions reduction: 100% compliance
Richmond, London Borough of_11	Contractor Fleet	Minimising Emissions	Other measure: Other measure	Implementation	Start date: 2002 Expected end date: 2030 Spatial scale: Whole Town or City Source affected: Transport Indicator: LEZ Compliance Target emissions reduction: 100% compliance
Richmond, London Borough of_12	Traffic Management	Free Flowing network to avoid hotspots developing	Traffic planning and management: Other measure	Implementation	Start date: 2002 Expected end date: 2030 Spatial scale: Whole Town or City Source affected: Transport Indicator: TfL average speed / journey time reliability data Target emissions reduction: N/A
Richmond, London Borough of_13	Car Parking - Incentive for cleaner vehicles	Band A vehicles exempt from charges	Traffic planning and management: Differentiation of parking fees	Implementation	Start date: 2002 Expected end date: 2030 Spatial scale: Whole Town or City Source affected: Transport Indicator: Percentage Band A Target emissions reduction: 10% increase in Band A vehicles

Measure code	Description	Focus	Classification	Status	Other information
Richmond, London Borough of_14	Car Clubs	Encouraging membership	Other measure: Other measure	Implementation	Start date: 2002 Expected end date: 2030 Spatial scale: Whole Town or City Source affected: Transport Indicator: Number of car club members Target emissions reduction: 10% annual increase in membership
Richmond, London Borough of_15	Traffic Management	Tackling existing hotspots	Traffic planning and management: Other measure	Implementation	Start date: 2002 Expected end date: 2030 Spatial scale: Whole Town or City Source affected: Transport Indicator: Number identified Target emissions reduction: 100% tackled
Richmond, London Borough of_16	Rugby Footbal Union (RFU) Travel Plan	Minimising impact from traffic associated with rugby match days	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2002 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: Modal split Target emissions reduction: 10% annual increase in numbers arriving by sustainable transport
Richmond, London Borough of_17	Traffic Management	Reducing commuter parking through Controlled Parking Zone (CPZ) reviews	Other measure: Other measure	Implementation	Start date: 2002 Expected end date: 2030 Spatial scale: Whole Town or City Source affected: Transport Indicator: Travel to work modal split Target emissions reduction: 5% decrease over 10 years
Richmond, London Borough of_18	Traffic Management	Coaches	Traffic planning and management: Other measure	Implementation	Start date: 2002 Expected end date: 2030 Spatial scale: Whole Town or City Source affected: Transport Indicator: Numbers idling Target emissions reduction: 100% reduction idling
Richmond, London Borough of_19	Local Development Framework (LDF) policy to encourage sustainable travel	Development Plan Document (DPD) proposals for interchange improvements	Other measure: Other measure	Implementation	Start date: 2002 Expected end date: 2030 Spatial scale: Whole Town or City Source affected: Transport Indicator: Accessibility by PT Target emissions reduction: 100% of schemes accessible by PT

Measure code	Description	Focus	Classification	Status	Other information
Richmond, London Borough of_20	Sustainable Freight	Management of movements and promotion of cleaner vehicles	Traffic planning and management: Freight transport measure	Implementation	Start date: 2002 Expected end date: 2030 Spatial scale: Whole Town or City Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Runnymede Borough Council_1	Emissions Control through Planning System	N/A	Public information and Education: Other mechanisms	Implementation	Start date: 2014 Expected end date: 2030 Spatial scale: Local Source affected: Other, please specify Indicator: N/A Target emissions reduction: None
Runnymede Borough Council_2	Monitoring	N/A	Public information and Education: Other mechanisms	Implementation	Start date: 2001 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: None
Runnymede Borough Council_3	Infrastructural Changes to Tackle Congestion	N/A	Traffic planning and management: Encouragement of shift of transport modes	Other	Start date: 2014 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: None
Runnymede Borough Council_4	Traffic Emissions Control: Vehicle Fleet Efficiency , Promoting Low Emission Public Transport	N/A	Public procurement: Cleaner vehicle transport services	Other	Start date: 2014 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: None
Runnymede Borough Council_4a	Traffic Emissions Control: Transport Planning and Infrastructure, Other	N/A	Traffic planning and management: Other measure	Other	Start date: 2014 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: None
Runnymede Borough Council_4b	Traffic Emissions Control: Traffic Management, Testing Vehicle Emissions	N/A	Other measure: Other measure	Evaluation	Start date: 2014 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: None
Runnymede Borough Council_4c	Traffic Emissions Control: Freight and Delivery Management, Other	N/A	Traffic planning and management: Freight transport measure	Other	Start date: 2014 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: None

Measure code	Description	Focus	Classification	Status	Other information
Runnymede Borough Council_4d	Traffic Emissions Control: Traffic Management, Anti-idling enforcement	N/A	Traffic planning and management: Other measure	Other	Start date: 2014 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: None
Runnymede Borough Council_4e	Traffic Emissions Control: Vehicle Fleet Efficiency , Fleet efficiency and recognition schemes	N/A	Other measure: Other measure	Other	Start date: 2014 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: None
Runnymede Borough Council_5	Public Transport, Walking and Cycling: Public Information, via other mechanisms	N/A	Public information and Education: Other mechanisms	Evaluation	Start date: 2014 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: None
Runnymede Borough Council_5a	Public Transport, Walking and Cycling: Promoting Travel Alternatives, Workplace Travel Planning	N/A	Traffic planning and management: Encouragement of shift of transport modes	Other	Start date: 2014 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: None
Runnymede Borough Council_5b	Public Transport, Walking and Cycling: Transport Planning and Infrastructure, Cycle network	N/A	Traffic planning and management: Expansion of bicycle and pedestrian infrastructure	Other	Start date: 2014 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: None
Runnymede Borough Council_5c	Public Transport, Walking and Cycling: Promoting Travel Alternatives, Intensive active travel campaign & infrastructure	N/A	Traffic planning and management: Encouragement of shift of transport modes	Other	Start date: 2014 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: None
Runnymede Borough Council_6	Promotion: Policy Guidance and Development Control, Low Emissions Strategy (Transport)	N/A	Other measure: Other measure	Other	Start date: 2014 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: None
Runnymede Borough Council_6a	Promotion: Policy Guidance and Development Control, Low Emissions Strategy (Commercial and residential sources)	N/A	Other measure: Other measure	Other	Start date: 2014 Expected end date: 2030 Spatial scale: Local Source affected: Commercial and residential sources Indicator: N/A Target emissions reduction: None

Measure code	Description	Focus	Classification	Status	Other information
Runnymede Borough Council_6b	Promotion: Traffic Management, Other	N/A	Traffic planning and management: Other measure	Other	Start date: 2014 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: None
Runnymede Borough Council_6c	Promotion: Promoting Travel Alternatives, School Travel Plans	N/A	Traffic planning and management: Encouragement of shift of transport modes	Other	Start date: 2014 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: None
Sevenoaks District Council_1	The Sevenoaks Joint Transport Board will continue to consider and review options and proposals made under the Traffic Management Act and the LTP as well as via the Member/Officer air quality working group and both liaise and lobby KCC Highways Services to establish scheme acceptance, prioritisation and funding	Reduce congestion and emissions	Traffic planning and management: Other measure	Implementation	Start date: 2009 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: N/A Target emissions reduction: <0.4 g/m
Sevenoaks District Council_2	The District Council will continue to consider the impact new developments have on air quality and take appropriate steps to minimise any increase in air	Implement policies/legislation which impacts on air quality	Other measure: Other measure	Implementation	Start date: 2009 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Other, please specify Indicator: N/A Target emissions reduction: <0.4 g/m
Sevenoaks District Council_3	Set up an internal working group to identify, implement and monitor air quality mitigation measures secured by Section 106 Agreement .	Establish an ongoing general S106 air quality liaison group between Development Control and Environmental Health	Other measure: Other measure	Implementation	Start date: 2009 Expected end date: 2030 Spatial scale: Local Source affected: Other, please specify Indicator: N/A Target emissions reduction: <0.4 g/m
Sevenoaks District Council_4	For the KCC/SDC Member/officer air quality working group to make recommendations to the JTB regarding suitable traffic reducing proposals	Regular review of AQMAs. This will include a Local AQMA audit based on feedback from the Air Quality Action Plan consultation.	Traffic planning and management: Other measure	Implementation	Start date: 2009 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: <0.2 g/m
Sevenoaks District Council_5	The Council will demonstrate best practice in the purchase and operation of its own vehicle fleet in order to cut harmful emissions where possible	Reduction of emissions	Public procurement: Cleaner vehicle transport services	Implementation	Start date: 2009 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: N/A Target emissions reduction: N/A

Measure code	Description	Focus	Classification	Status	Other information
Sevenoaks District Council_6	The District Council will continue to promote and publicise schemes including working with partners where appropriate to encourage a reduction in car use	Reduction of emissions	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2009 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Sevenoaks District Council_7	Reducing congestion and improving air quality as a result through parking schemes	Encouraging the use of green vehicles. Reduction of emissions	Traffic planning and management: Differentiation of parking fees	Implementation	Start date: 2009 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Sevenoaks District Council_8	The District Council will promote a number of initiatives to reduce energy consumption, improve energy efficiency and recycling and develop its carbon management role	Reduction of emissions	Other measure: Other measure	Implementation	Start date: 2009 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Commercial and residential sources Indicator: N/A Target emissions reduction: <0.2 g/m
Sevenoaks District Council_9	Continue to improve and raise the level of knowledge and publicity relating to air pollution	Continue to be active participant of Kent and Medway Air Quality Partnership including membership of the health and air quality sub group	Public information and Education: Other mechanisms	Implementation	Start date: 2009 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Other, please specify Indicator: N/A Target emissions reduction: N/A
Sevenoaks District Council_10	AirAlert	Provide AQ health warning for vulnerable people advising them about pollution levels in their area.	Public information and Education: Other mechanisms	Implementation	Start date: 2014 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Other, please specify Indicator: N/A Target emissions reduction: N/A
Southwark, London Borough of_1	Southwark will continue to encourage the use of the car club schemes, monitor and report on uptake and allocate additional spaces should demand warrant.	Reducing the use of private cars in the borough and an incentive to avoid non-essential car journeys	Other measure: Other measure	Implementation	Start date: 2013 Expected end date: 2017 Spatial scale: Local Source affected: Transport Indicator: No of car -club members in the Borough No of car club spaces in the Borough Target emissions reduction: Not calculated

Measure code	Description	Focus	Classification	Status	Other information
Southwark, London Borough of_2	Southwark will continue to implement, evaluate and publicise progress of measures to encourage sustainable travel choices, within the borough.	Reducing the use of private cars in the borough and an incentive to avoid non-essential car journeys	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2013 Expected end date: 2017 Spatial scale: Local Source affected: Transport Indicator: No of projects to improve the walking and cycling environment in the Borough Target emissions reduction: Not calculated
Southwark, London Borough of_3	Southwark will investigate funding opportunities to pilot a scheme to identify and implement local air quality improvements near to schools and publicise the results.	Reducing short - term pollution of NOx and PM10	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2013 Expected end date: 2017 Spatial scale: Local Source affected: Transport Indicator: Funding source identified, The number of schemes introduced. Reduction in number of children being driven to school Target emissions reduction: Not calculated
Southwark, London Borough of_4	Southwark investigate potential to undertake enforcement on idling engines at hotspots within the borough.	Reducing short - term pollution of NOx and PM10	Traffic planning and management: Other measure	Other	Start date: 2014 Expected end date: 2014 Spatial scale: Local Source affected: Transport Indicator: The number of idling vehicles owner requests to turn off engines and percentage of fixed penalty notice (FPN) issued. Target emissions reduction: N / A
Southwark, London Borough of_5	Southwark will undertake air quality assessments on all major highway traffic management schemes and initiatives and road safety schemes and initiatives > 1m in value	To ensure that the scheme will improve the local air quality.	Traffic planning and management: Other measure	Implementation	Start date: 2013 Expected end date: 2017 Spatial scale: Local Source affected: Transport Indicator: The number of air quality assessments undertaken Target emissions reduction: Not calculated
Southwark, London Borough of_6	Southwark will deliver ‘in house’ smarter driver training to all employees that take the council’s internal driving test and investigate how to extend this out to all staff who are required to drive for work purposes.	To provide ‘eco-driving’ training to all staff	Traffic planning and management: Other measure	Implementation	Start date: 2013 Expected end date: 2017 Spatial scale: Local Source affected: Transport Indicator: The number of training employees in the year Target emissions reduction: Not calculated

Measure code	Description	Focus	Classification	Status	Other information
Southwark, London Borough of_7	We will develop an emissions strategy for all new council and council contractors' vehicles and plant.	To promote and encourage the use cleaner greener vehicles and plant.	Other measure: Other measure	Implementation	Start date: 2013 Expected end date: 2017 Spatial scale: Local Source affected: Transport Indicator: Production of strategy. The number of contracts renewed using the emissions strategy and percentage reduction in NOx and PM10 Target emissions reduction: Not calculated
Southwark, London Borough of_8	Southwark will work with partner boroughs in the Central London Air Quality Cluster Group to establish a Central London Low Emission Zone.	To assess the feasibility and cost effectiveness of central LEZ with other Boroughs and GLA.	Traffic planning and management: Low emission zones	Implementation	Start date: 2013 Expected end date: 2020 Spatial scale: Local Source affected: Transport Indicator: Progress of the proposal on annual basis Target emissions reduction: Within the TfL report it is predicted that the ULEZ will reduce the NOx from 439 tonnes per annum to 342 tonnes per annum which will result in a reduction in the number of the residents in exceedance area of 74% in the Borough
Southwark, London Borough of_9	Southwark will continue its implementation of energy efficiency measures in council owned buildings.	The reduction of emissions of NOx and PM10 from properties.	Small and medium sized stationary combustion sources: Emission control equipment or replacement of combustion sources	Implementation	Start date: 2013 Expected end date: 2017 Spatial scale: Local Source affected: Commercial and residential sources Indicator: The number of properties that have received cavity wall insulation The number of properties that have received loft insulation Target emissions reduction: The data is not presently available
Southwark, London Borough of_10	Southwark will ensure that local energy generation plant will be fitted with suitable abatement and dispersal technologies, and encourage non-polluting renewable generation	To ensure that the plant does cause a deterioration to the local air quality.	Small and medium sized stationary combustion sources: Emission control equipment or replacement of combustion sources	Implementation	Start date: 2013 Expected end date: 2017 Spatial scale: Local Source affected: Commercial and residential sources Indicator: The percentage of the number of annual maintenance reports submitted to the Authority. Target emissions reduction: No significant reduction due to the nature of the processes in the Borough

Measure code	Description	Focus	Classification	Status	Other information
Southwark, London Borough of_11	Southwark will continue to regulate Part B Processes to ensure that high standards of air pollution control are maintained.	To ensure that Part B processes do not pose no health risk to residents and visitors in the local area to the process.	Permit systems and economic instruments: Other measure	Implementation	Start date: 2012 Expected end date: 2017 Spatial scale: Local Source affected: Commercial and residential sources Indicator: Number of new processes, Percentage of programmed inspection completed in the year Target emissions reduction: Not calculated
Southwark, London Borough of_12	Southwark will require developers to adopt measures included in the Best Practice Guidance on construction and demolition within their Environmental Construction Management Plans (ECMP).	The reduction of emissions of NOx and PM10 by responsible management of the site.	Other measure: Other measure	Implementation	Start date: 2012 Expected end date: 2017 Spatial scale: Local Source affected: Industry including heat and power production Indicator: The number of ECMP's submitted and the percentage of the number of annual reports. Target emissions reduction: Not calculated
Southwark, London Borough of_13	Southwark will monitor all travel plans received as part of the planning process for compliance and take enforcement action where appropriate.	To encourage the use other means of transport other than private vehicles.	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2012 Expected end date: 2017 Spatial scale: Local Source affected: Transport Indicator: Number of development travel plans secured. Number of development travel plans monitored at years 1, 3 and 5. Modal shift from development travel plans - Single Occupancy vehicle use percentage reduction Target emissions reduction: Not calculated
Southwark, London Borough of_14	Southwark will require developers to submit air quality assessments for all major applications within the Air Quality Management Area (AQMA) and any other development that may have an adverse impact on Air Quality.	To ensure that new developments do not adversely affect air quality	Other measure: Other measure	Implementation	Start date: 2012 Expected end date: 2017 Spatial scale: Local Source affected: Commercial and residential sources Indicator: Evidence base provided, Annual update, Number of hits on the website Target emissions reduction: Not calculated

Measure code	Description	Focus	Classification	Status	Other information
Southwark, London Borough of_15	Southwark will gather an evidence base to determine present and future concentrations within the borough; this information will be made available to developers and their consultants when needed to conduct air quality assessments.	To gather data in order the local authority can inform policy and ensure that decision can be made with all available data.	Other measure: Other measure	Implementation	Start date: 2012 Expected end date: 2017 Spatial scale: Local Source affected: Commercial and residential sources Indicator: Evidence base provided. Annual update. Number of hits on the website Target emissions reduction: N/A
Southwark, London Borough of_16	Southwark will develop policies within its emerging Local Development documents that will require new development to reduce PM10 and NOX emissions when compared to previous site use.	To use spatial planning process to promote 'air quality neutral' developments in the Borough.	Other measure: Other measure	Implementation	Start date: 2012 Expected end date: 2017 Spatial scale: Local Source affected: Commercial and residential sources Indicator: Number of planning policies developed in connection with air quality Target emissions reduction: Not calculated
Southwark, London Borough of_17	Southwark will continue to promote the AirTEXT service at events and schools and will support other events relevant to air quality	Reducing the health impacts of air quality on the vulnerable persons in the Borough.	Public information and Education: Other mechanisms	Implementation	Start date: 2012 Expected end date: 2017 Spatial scale: Local Source affected: Commercial and residential sources Indicator: The number of participates of the AirText and the number of alerts in a year. Target emissions reduction: Not calculated
Southwark, London Borough of_18	Southwark will provide up to date information on air quality via its website and will respond to and engage with residents to support community efforts to raise awareness and change behaviour	Raising public awareness of air quality	Public information and Education: Internet	Implementation	Start date: 2012 Expected end date: 2017 Spatial scale: Local Source affected: Transport Indicator: The number of hits on the website Target emissions reduction: Not calculated
Southwark, London Borough of_19	Southwark will establish and maintain the operation of two automatic monitoring stations at the Elephant and Castle and Old Kent Road and supplement this with a diffusion tube survey to provide a more comprehensive survey of air quality in the borough.	To provide data to monitor the effectiveness of this strategy and inform policy decisions.	Public information and Education: Other mechanisms	Implementation	Start date: 2012 Expected end date: 2017 Spatial scale: Local Source affected: Commercial and residential sources Indicator: Data capture of the monitoring stations and the number of diffusion tubes Target emissions reduction: Not calculated

Measure code	Description	Focus	Classification	Status	Other information
Southwark, London Borough of_20	Southwark will pursue its Tree Management Strategy and investigate opportunities to work together with the Mayor on the commitment to plant new trees in priority locations in accordance with the 'right tree right place' methodology, taking into suitable account the benefits and costs of street trees on air quality within the Borough and Camberwell	To improve the environment of the local public realm.	Other measure: Other measure	Implementation	Start date: 2012 Expected end date: 2017 Spatial scale: Local Source affected: Commercial and residential sources Indicator: The number of trees planted. Target emissions reduction: Not calculated
Spelthorne Borough Council_1	Minimise Heathrow Emissions	Reduce emissions from road vehicles used within and around Heathrow	Public procurement: Other measure	Implementation	Start date: 2007 Expected end date: 2020 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Spelthorne Borough Council_2	Travel Planning	Provision of public information about planned roadworks and traffic incidents	Public information and Education: Radio	Implementation	Start date: 2004 Expected end date: 2010 Spatial scale: Whole agglomeration Source affected: Transport Indicator: Reduced congestion, shorter journey times Target emissions reduction: N/A
Spelthorne Borough Council_3	Promoting Alternative Travel - Public Transport	Promoting public transport through incentives and discounted travel	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2008 Expected end date: 2008 Spatial scale: Whole agglomeration Source affected: Transport Indicator: Increased uptake in public transport journeys Target emissions reduction: N/A
Spelthorne Borough Council_4	Promoting Alternative Travel - Public Transport	Delivery of bus priority measures and traffic management measures for three routes to Heathrow at up to 27 locations. To improve promotion of bus to train interchange opportunities and provide cycle parking at bus stops	Traffic planning and management: Improvement of public transport	Planning	Start date: 2016 Expected end date: 2020 Spatial scale: Whole town or city Source affected: Transport Indicator: Increased uptake in public transport journeys Target emissions reduction: N/A
Spelthorne Borough Council_5	Promoting Alternative Travel - Public Transport	2.3 Buses operating along critical corridors within the borough of Spelthorne will be encouraged to have Euro III compliant engines. Target 85% of buses Euro III compliant	Public procurement: Cleaner vehicle transport services	Implementation	Start date: 2005 Expected end date: 2010 Spatial scale: Whole town or city Source affected: Transport Indicator: Decreased emissions from exhausts Target emissions reduction: N/A

Measure code	Description	Focus	Classification	Status	Other information
Spelthorne Borough Council_6	Promoting Alternative Travel - Public Transport	2.5 Improved access to railway stations within the Spelthorne Borough	Traffic planning and management: Improvement of public transport	Implementation	Start date: 2005 Expected end date: 2015 Spatial scale: Whole town or city Source affected: Transport Indicator: Increased use in railway journeys Target emissions reduction: N/A
Spelthorne Borough Council_7	Promoting Alternative Travel - Walking	3.1 Encouraging walking	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2004 Expected end date: 2020 Spatial scale: Whole town or city Source affected: Transport Indicator: Increased uptake of walking Target emissions reduction: N/A
Spelthorne Borough Council_8	Promoting Alternative Travel - Cycling	4.1 SCC has set a Countywide target to increase the number of journeys made by cycle by 20%, using 2005/06 as the base level, by 2010.	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2005 Expected end date: 2020 Spatial scale: Whole town or city Source affected: Transport Indicator: Increased uptake in cycle journeys made Target emissions reduction: N/A
Spelthorne Borough Council_9	Reducing Road Emissions - Tackling Congestion	5.1 Tackling congestion	Traffic planning and management: Other measure	Implementation	Start date: 2004 Expected end date: 2020 Spatial scale: Whole agglomeration Source affected: Transport Indicator: Reduced congestion on borough roads reduced journey times, reduced emissions, Target emissions reduction: N/A
Spelthorne Borough Council_10	Reducing Road Emissions - Tackling Congestion	5.3 Identify, prioritise and implement actions to reduce vehicle emissions emanating from County maintained roads within NAQS exceedance locations throughout the borough of Spelthorne.	Traffic planning and management: Freight transport measure	Implementation	Start date: 2005 Expected end date: 2020 Spatial scale: Whole agglomeration Source affected: Transport Indicator: Reduction in CO2 from vehicle emissions Target emissions reduction: N/A
Spelthorne Borough Council_11	Reducing Road Emissions - Tackling Congestion	5.4 Investigate the feasibility of installing variable message signs to provide travel advice information at appropriate locations in and around the borough of Spelthorne.	Traffic planning and management: Other measure	Implementation	Start date: 2012 Expected end date: 2012 Spatial scale: Whole town or city Source affected: Transport Indicator: Reduced congestion around hotspot / transport hub areas Target emissions reduction: N/A

Measure code	Description	Focus	Classification	Status	Other information
Spelthorne Borough Council_12	Reducing Road Emissions - Tackling Congestion	“Green package” - introduction of infrastructure to support car sharing clubs with 100 bays across the borough	Traffic planning and management: Encouragement of shift of transport modes	Planning	Start date: 2016 Expected end date: 2020 Spatial scale: Whole town or city Source affected: Transport Indicator: Increased membership of car sharing clubs and increased uptake of car sharing Target emissions reduction: N/A
Spelthorne Borough Council_13	Reducing Road Emissions - Tackling Congestion	Staines Bridge Widening - carriageway widening to create 3 lanes and foot/ cycle way on upstream side, increasing flow and reducing congestion	Traffic planning and management: Encouragement of shift of transport modes	Planning	Start date: 2020 Expected end date: 2025 Spatial scale: Local Source affected: Transport Indicator: Reduced congestion on Staines Bridge and approaches, reduced journey times, reduced emissions Target emissions reduction: N/A
Spelthorne Borough Council_14	Reducing Emissions - Cleaner Technologies	6.1 Promote the use of cleaner technology and fuels within Spelthorne.	Public procurement: Other measure	Planning	Start date: 2016 Expected end date: 2020 Spatial scale: Local Source affected: Transport Indicator: Greater uptake on alternative fuels and reduction in emissions Target emissions reduction: N/A
Spelthorne Borough Council_15	Reducing Emissions - School and Business Travel Plans	Golden Boot Challenge	Traffic planning and management: Encouragement of shift of transport modes	Planning	Start date: 2014 Expected end date: 2020 Spatial scale: Local Source affected: Transport Indicator: Reduced dependency on car use for school journeys and number of people taking part in the scheme Target emissions reduction: N/A
Spelthorne Borough Council_16	Reducing Emissions - School and Business Travel Plans	7.3 Continue to works with Spelthorne’s Schools for the development, implementation and annual review of School Travel Plans	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2014 Expected end date: 2020 Spatial scale: Whole town or city Source affected: Transport Indicator: 100% of schools to implement travel plans Target emissions reduction: N/A
Spelthorne Borough Council_17	Reducing Emissions from Council Activities	7.2 All new fleet vehicles purchased by Spelthorne Borough Council will meet Euro III emissions as a minimum, additionally, where appropriate, the use of alternatively fuelled vehicles will be considered.	Public procurement: New vehicles, including low emission vehicles	Implementation	Start date: 2005 Expected end date: 2011 Spatial scale: Whole town or city Source affected: Transport Indicator: Decreased emissions from council owned fleet Target emissions reduction: N/A

Measure code	Description	Focus	Classification	Status	Other information
Spelthorne Borough Council_18	Land Use Planning	8.1 Planning policy in place to ensure future development within the borough will not adversely impact air quality	Other measure: Other measure	Implementation	Start date: 2009 Expected end date: 2020 Spatial scale: Whole town or city Source affected: Transport Indicator: Receive pre-application enquiries Target emissions reduction: N/A
Spelthorne Borough Council_19	Smoke Emissions	10.2 Discourage the burning of domestic waste as a means of waste disposal by encouraging the recycling of domestic waste	Public information and Education: Other mechanisms	Implementation	Start date: 2011 Expected end date: 2020 Spatial scale: Local Source affected: Transport Indicator: Promotion of Council waste collection services Target emissions reduction: N/A
Spelthorne Borough Council_20	Working In Partnership	11.1 Spelthorne Borough Council will continue to work, in partnership with its neighbouring boroughs and others for the control of air pollution and continued improvement of air quality.	Other measure: Other measure	Implementation	Start date: 2001 Expected end date: 2020 Spatial scale: Whole agglomeration Source affected: Transport Indicator: Informed decision making Target emissions reduction: N/A
Spelthorne Borough Council_21	Energy Efficiency in Buildings - Commercial	13.1 Improving energy efficiency to reduce CO2 emissions, use of fuel in Council vehicles , and achieve reduced energy costs	Other measure: Other measure	Implementation	Start date: 2005 Expected end date: 2020 Spatial scale: Local Source affected: Transport Indicator: Reduced CO2 emissions from council fleet Target emissions reduction: N/A
Spelthorne Borough Council_22	Energy Efficiency in Buildings - Commercial	13.2 Installation of Energy Efficiency Measures	Other measure: Other measure	Implementation	Start date: 2005 Expected end date: 2020 Spatial scale: Local Source affected: Commercial and residential sources Indicator: Reduced CO2 emission and increased cost savings Target emissions reduction: N/A
Spelthorne Borough Council_23	Energy Efficiency in Buildings - Domestic	14.1 Link the Fuel Poverty Strategy to the weekly heating costs of properties occupied by vulnerable residents to a percentage of the state pension.	Other measure: Other measure	Implementation	Start date: 2005 Expected end date: 2020 Spatial scale: Local Source affected: Commercial and residential sources Indicator: Reduce CO2 emissions Target emissions reduction: N/A
Spelthorne Borough Council_24	Spelthorne Cycleways	Upgrading the existing cycleways across the borough and introducing new routes to make a continuous network	Traffic planning and management: Expansion of bicycle and pedestrian infrastructure	Planning	Start date: 2015 Expected end date: 2025 Spatial scale: Whole town or city Source affected: Transport Indicator: Increased uptake in cycle journeys made Target emissions reduction: N/A

Measure code	Description	Focus	Classification	Status	Other information
Spelthorne Borough Council_25	Spelthorne Cycleways	Off carriage cycle way connecting Ashford and Staines Town Centres from Knowle Green to Ashford Road	Traffic planning and management: Expansion of bicycle and pedestrian infrastructure	Planning	Start date: 2016 Expected end date: 2020 Spatial scale: Local Source affected: Transport Indicator: Increased uptake in cycle journeys made Target emissions reduction: N/A
Spelthorne Borough Council_26	Roundabout at Charlton Lane/ Charlton Road	Construction of a roundabout to reduce congestion at the Charlton Lane junction with Charlton Road	Traffic planning and management: Encouragement of shift of transport modes	Planning	Start date: 2017 Expected end date: 2020 Spatial scale: Local Source affected: Transport Indicator: Reduced congestion on borough roads reduced journey times, reduced emissions Target emissions reduction: N/A
Spelthorne Borough Council_27	Improvements to signalling at Sunbury Cross Roundabout	Improve traffic signalling at M3/A316/A308 interchange to improve capacity and improve safety for cyclists	Traffic planning and management: Encouragement of shift of transport modes	Planning	Start date: 2017 Expected end date: 2020 Spatial scale: Local Source affected: Transport Indicator: Reduced congestion on borough roads reduced journey times, reduced emissions Target emissions reduction: N/A
Spelthorne Borough Council_28	AirAlert	To join the Surrey AirAlert service providing free personalised air quality forecasting service for COPD and asthma sufferers in borough	Public information and Education: Other mechanisms	Preparation	Start date: 2015 Expected end date: 2019 Spatial scale: Local Source affected: Transport Indicator: Uptake by 50 residents, Reduced hospital admissions Target emissions reduction: N/A
Spelthorne Borough Council_29	Mobility Management	Increasing accessibility to public transport through increased provision of buses with low access boarding	Traffic planning and management: Improvement of public transport	Other	Start date: 2004 Expected end date: 2006 Spatial scale: Whole town or city Source affected: Transport Indicator: Increased uptake in public transport journeys Target emissions reduction: N/A
Spelthorne Borough Council_30	Reducing Emissions - School and Business Travel Plans	7.2 Surrey County Council will continue to work with Spelthorne's schools for the development, implementation of the Safer Routes to School (SRS) programme	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2001 Expected end date: 2010 Spatial scale: Local Source affected: Transport Indicator: Reduced dependency on car use for school journeys and number of people taking part in the scheme Target emissions reduction: N/A

Measure code	Description	Focus	Classification	Status	Other information
Spelthorne Borough Council_31	Taxi Licensing Conditions	Review of taxi licensing conditions - current restriction to vehicles 7 years old or less (10 years for vehicles with disabled adaptations), to consider emission limits/ EURO standards as opposed to absolute age limits	Permit systems and economic instruments: Introduction/increase of environment taxes	Planning	Start date: 2016 Expected end date: 2016 Spatial scale: Whole town or city Source affected: Transport Indicator: Reduced emissions Target emissions reduction: N/A
Spelthorne Borough Council_32	Promoting Alternative Travel - Public Transport	2.2 To promote integrated public transport as a good alternative form of transport to the car and improve facilities at bus stops	Traffic planning and management: Improvement of public transport	Implementation	Start date: 2002 Expected end date: 2009 Spatial scale: Whole town or city Source affected: Transport Indicator: Increased uptake in public transport journeys Target emissions reduction: N/A
Spelthorne Borough Council_33	Tackling Congestion	Installation of 'real-time' Car Park Monitoring and Information System for Staines to minimise queuing and congestion around town centre car parks	Traffic planning and management: Other measure	Implementation	Start date: 2006 Expected end date: 2007 Spatial scale: Local Source affected: Transport Indicator: Reduced congestion on borough roads reduced journey times, reduced emissions Target emissions reduction: N/A
Spelthorne Borough Council_34	Promoting Alternative Travel - Cycling	Continue to work to help schools teach pupils cycling proficiency training and cycling skills	Traffic planning and management: Encouragement of shift of transport modes	Other	Start date: 2005 Expected end date: 2010 Spatial scale: Whole town or city Source affected: Transport Indicator: Increased uptake in cycle journeys made Target emissions reduction: N/A
Spelthorne Borough Council_35	Alternatives to private vehicle use	Christmas Park and Ride for Staines	Traffic planning and management: Improvement of public transport	Implementation	Start date: 2005 Expected end date: 2010 Spatial scale: Local Source affected: Transport Indicator: Reduced congestion on borough roads reduced journey times, reduced emissions Target emissions reduction: N/A
Spelthorne Borough Council_36	Promoting Alternative Travel - Cycling	Improve National Cycle Route 4	Traffic planning and management: Encouragement of shift of transport modes	Other	Start date: 2005 Expected end date: 2008 Spatial scale: Local Source affected: Transport Indicator: Increased uptake in cycle journeys made Target emissions reduction: N/A

Measure code	Description	Focus	Classification	Status	Other information
Spelthorne Borough Council_37	Alternatives to private vehicle use	Continued support of Thorpe Park Rail & Ride (Thorpe Park Express Bus) facility from Staines station to Thorpe Park during theme parks operating period	Traffic planning and management: Improvement of public transport	Implementation	Start date: 2005 Expected end date: 2020 Spatial scale: Local Source affected: Transport Indicator: Reduced congestion on borough roads reduced journey times, reduced emissions Target emissions reduction: N/A
Sutton, London Borough of_1	Delivery & Service Plans (DSPs)	To have a DSP in place for the Council and to promote the use of DSPs to other fleet operators	Traffic planning and management: Freight transport measure	Implementation	Start date: 2013 Expected end date: 2016 Spatial scale: Local Source affected: Transport Indicator: Council has an active DSP in place; Number of fleet operators with active DSP in place Target emissions reduction: Low
Sutton, London Borough of_2	Parking Policy	To have a parking policy in place that ensures consideration of air quality impacts are an inherent part of the decision-making on parking controls.	Traffic planning and management: Differentiation of parking fees	Implementation	Start date: 2013 Expected end date: 2018 Spatial scale: Local Source affected: Transport Indicator: Parking policy in place that includes consideration of air quality; Adoption of parking policies that encourage cleaner vehicles Target emissions reduction: Low - Medium
Sutton, London Borough of_3	Workplace Travel Plans	To promote the uptake of Workplace Travel Plans in workplaces throughout the borough	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2013 Expected end date: 2018 Spatial scale: Local Source affected: Transport Indicator: Number of workplaces within the borough that have active Workplace Travel Plans in place Target emissions reduction: Low
Sutton, London Borough of_4	School Travel Plans	To promote the uptake of School Travel Plans in schools throughout the borough	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2010 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: Number of schools with Travel Plan in place and level awarded Target emissions reduction: Low

Measure code	Description	Focus	Classification	Status	Other information
Sutton, London Borough of_5	Regeneration of local commercial areas	To improve environment around local retail centres to promote local shopping and reduce need to travel by car	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2010 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: Number of local regeneration schemes implemented Target emissions reduction: Low - Medium
Sutton, London Borough of_6	Encourage switch to cleaner fuels for vehicles	Installation of infrastructure to support uptake of cleaner fuel vehicles	Public procurement: Other measure	Implementation	Start date: 2010 Expected end date: 2018 Spatial scale: Whole agglomeration Source affected: Transport Indicator: Number of refuelling/recharging points for cleaner vehicles within the borough Target emissions reduction: Low
Sutton, London Borough of_7	Emission Reductions from Council's fleet	Reduce emissions from Council's own fleet	Other measure: Other measure	Planning	Start date: 2014 Expected end date: 2016 Spatial scale: Whole town or city Source affected: Transport Indicator: Composition of Council's fleet and annual emissions from fleet Target emissions reduction: Low - Medium
Sutton, London Borough of_8	Fleet emissions reductions	Reduce emissions from fleet vehicles operating in Beddington Lane	Other measure: Other measure	Planning	Start date: 2014 Expected end date: 2016 Spatial scale: Whole town or city Source affected: Transport Indicator: Number of fleet operators receiving consultancy advice on reducing fleet emissions Target emissions reduction: Medium
Sutton, London Borough of_9	Air Quality Education	To increase knowledge and awareness of air quality by working within education establishments	Public information and Education: Other mechanisms	Planning	Start date: 2014 Expected end date: 2016 Spatial scale: Local Source affected: Transport Indicator: Number of schools where air quality education has been delivered and changes in transport used for travelling to/from school Target emissions reduction: Medium
Sutton, London Borough of_10	Air Quality Information and campaigns	To increase knowledge and awareness of air quality by making information publicly accessible on internet	Public information and Education: Internet	Implementation	Start date: 2003 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Commercial and Residential Sources Indicator: N/A Target emissions reduction: Low

Measure code	Description	Focus	Classification	Status	Other information
Sutton, London Borough of_11	Retiming Deliveries to Commercial Premises	To spread transport movements throughout the 24-hour period in order to alleviate congestion	Traffic planning and management: Freight transport measure	Implementation	Start date: 2014 Expected end date: 2030 Spatial scale: Whole agglomeration Source affected: Transport Indicator: Number of commercial operators able to deliver outside of peak hours without causing noise disturbance Target emissions reduction: Medium
Tandridge District Council_0	Manage bus emissions	Reduce unit emissions using Bus Quality Partnership Agreements	Public procurement: Cleaner vehicle transport services	Implementation	Start date: 2011 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: Elimination of Euro 1 and 11 buses by 2014 Target emissions reduction: 0.02
Three Rivers District Council_1	LTP3 Encouraging Alternative Modes of Transport - Cycle Routes	Personal transport	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2007 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: New cycles path per annum Target emissions reduction: Unquantifiable
Three Rivers District Council_2	LTP3 Encouraging Alternative Modes of Transport - better buses	Public transport	Traffic planning and management: Improvement of public transport	Implementation	Start date: 2008 Expected end date: 2030 Spatial scale: Whole Town or City Source affected: Transport Indicator: Subsidy Target emissions reduction: Unquantifiable
Three Rivers District Council_3	TravelSmart	Personalised travel planning	Other measure: Other measure	Implementation	Start date: 2010 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: Evaluation studies post implementation Target emissions reduction: Unquantifiable
Three Rivers District Council_4	Electric Vehicle Charging points	Personal transport	Public procurement: New vehicles, including low emission vehicles	Implementation	Start date: 2008 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: OLEV take up, numbers of charging points Target emissions reduction: Unquantifiable

Measure code	Description	Focus	Classification	Status	Other information
Three Rivers District Council_5	LTP3 Encouraging Alternative Modes of Transport - Greenways	Personal transport	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2008 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: New Greenways per annum Target emissions reduction: Unquantifiable
Three Rivers District Council_6	Energy Efficiency and Reducing Fuel Usage	Energy efficiency - Green Deal	Other measure: Other measure	Implementation	Start date: 2007 Expected end date: 2030 Spatial scale: Whole Town or City Source affected: Commercial and residential sources Indicator: Multiple Target emissions reduction: Unquantifiable
Three Rivers District Council_7	Energy Efficiency and Reducing Fuel Usage	Fuel Poverty	Low emission fuels for stationary and mobile sources: Other measure	Evaluation	Start date: 2007 Expected end date: 2030 Spatial scale: Local Source affected: Commercial and residential sources Indicator: Numbers of premises upgraded Target emissions reduction: Unquantifiable
Three Rivers District Council_8	Energy Efficiency and Reducing Fuel Usage	Public awareness http://www.greenourherts.org.uk/	Other measure: Other measure	Implementation	Start date: 2008 Expected end date: 2030 Spatial scale: Whole Town or City Source affected: Transport Indicator: Website use Target emissions reduction: Unquantifiable
Three Rivers District Council_9	Green Travel Plans	Direct employees and other employers	Other measure: Other measure	Implementation	Start date: 2008 Expected end date: 2030 Spatial scale: Whole Town or City Source affected: Transport Indicator: Numbers of schemes implemented Target emissions reduction: Unquantifiable
Three Rivers District Council_10	AirTEXT	Education and awareness	Public information and Education: Internet	Planning	Start date: 2015 Expected end date: 2015 Spatial scale: Whole Town or City Source affected: Transport Indicator: Take up of users Target emissions reduction: Unquantifiable

Measure code	Description	Focus	Classification	Status	Other information
Three Rivers District Council_11	Monitoring for PM2.5	Research	Other measure: Other measure	Planning	Start date: 2015 Expected end date: 2016 Spatial scale: Whole Town or City Source affected: Transport Indicator: Number of stations & data capture Target emissions reduction: Unquantifiable
Three Rivers District Council_13	Defined freight routes with TRDC area	Research	Traffic planning and management: Other measure	Planning	Start date: 2016 Expected end date: 2017 Spatial scale: Local Source affected: Transport Indicator: Households and individuals benefiting Target emissions reduction: Unquantifiable
Three Rivers District Council_14	Bus emissions	Research	Public procurement: New vehicles, including low emission vehicles	Planning	Start date: 2016 Expected end date: 2017 Spatial scale: Whole Town or City Source affected: Transport Indicator: Numbers of students using school transport Target emissions reduction: Unquantifiable
Three Rivers District Council_15	Promoting Low Emission Transport	Priority parking for LEVs and restructured parking fees	Traffic planning and management: Differentiation of parking fees	Planning	Start date: N/A Expected end date: N/A Spatial scale: Whole Town or City Source affected: Transport Indicator: Usage of charging points Target emissions reduction: Quantifiable
Three Rivers District Council_16	Promoting Low Emission Transport	Taxi Licensing conditions. Incentivising LEV, ULEV take up through preferential fees. Euro 5 and Euro 6 minimum standard for fleet	Permit systems and economic instruments: Introduction/increase of environment taxes	Planning	Start date: N/A Expected end date: N/A Spatial scale: Whole Town or City Source affected: Transport Indicator: Change in fleet, numbers of new applications Target emissions reduction: Quantifiable
Tower Hamlets, London Borough of_0	Producing a New borough wide Air Quality Action Plan.	N/A	Other measure: Other measure	N/A	Start date: N/A Expected end date: N/A Spatial scale: N/A Source affected: N/A Indicator: NO2, PM10 & PM2.5 Target emissions reduction: N/A

Measure code	Description	Focus	Classification	Status	Other information
Tower Hamlets, London Borough of_1	Zero Emission Network	Business Engagement	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2013 Expected end date: 2016 Spatial scale: Local Source affected: Commercial and residential sources Indicator: NO2 Target emissions reduction: N/A
Tower Hamlets, London Borough of_2	Anti-Idling	Traffic	Public information and Education: Other mechanisms	Planning	Start date: 2013 Expected end date: 2016 Spatial scale: Local Source affected: Transport Indicator: NO2 Target emissions reduction: N/A
Tower Hamlets, London Borough of_3	Patient Engagement	Reducing Exposure	Public information and Education: Leaflets	Implementation	Start date: 2014 Expected end date: 2016 Spatial scale: Local Source affected: Other, please specify Indicator: NO2 Target emissions reduction: N/A
Tower Hamlets, London Borough of_4	Schools projects	Awareness and Education	Public information and Education: Other mechanisms	Planning	Start date: 2015 Expected end date: 2016 Spatial scale: Local Source affected: Transport Indicator: NO2 Target emissions reduction: N/A
Tower Hamlets, London Borough of_5	Cycling	Awareness and Education	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2015 Expected end date: 2018 Spatial scale: Local Source affected: Transport Indicator: NO2/PM Target emissions reduction: N/A
Tower Hamlets, London Borough of_6	School Travel Plans	Awareness and Education	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2010 Expected end date: 2020 Spatial scale: Local Source affected: Transport Indicator: NO2/PM Target emissions reduction: N/A
Tower Hamlets, London Borough of_7	Zero Emissions Network Phase 2	Business Engagement	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: N/A Expected end date: N/A Spatial scale: Whole town or city Source affected: Transport Indicator: No of businesses engaged Target emissions reduction: N/A

Measure code	Description	Focus	Classification	Status	Other information
Tower Hamlets, London Borough of_8	Anti Idling Action Days	Awareness and Education	Public information and Education: Other mechanisms	Implementation	Start date: N/A Expected end date: N/A Spatial scale: Whole town or city Source affected: Transport Indicator: No of people engaged Target emissions reduction: N/A
Tower Hamlets, London Borough of_9	Anti Idling School signs	Awareness and Education	Public information and Education: Other mechanisms	Implementation	Start date: N/A Expected end date: N/A Spatial scale: Whole town or city Source affected: Transport Indicator: No of signs installed Target emissions reduction: N/A
Tower Hamlets, London Borough of_10	Low Emissions Neighbourhood	N/A	Traffic planning and management: Other measure	Implementation	Start date: N/A Expected end date: N/A Spatial scale: Whole town or city Source affected: Transport Indicator: NO2 Target emissions reduction: N/A
Tower Hamlets, London Borough of_11	Installation of public EV charge points	N/A	Public procurement: Other measure	Implementation	Start date: N/A Expected end date: N/A Spatial scale: Whole town or city Source affected: Transport Indicator: No of EV charge points installed Target emissions reduction: N/A
Tower Hamlets, London Borough of_12	Promotion of Air Text	Awareness and Education	Public information and Education: Other mechanisms	Implementation	Start date: N/A Expected end date: N/A Spatial scale: Whole town or city Source affected: Transport Indicator: No of people signed up Target emissions reduction: N/A
Tower Hamlets, London Borough of_13	Continue to reduce the councils own emissions by fleet upgrading programme	Fleet management	Other measure: Other measure	Implementation	Start date: N/A Expected end date: N/A Spatial scale: Whole town or city Source affected: Transport Indicator: No of low emission vehicles/ euto 6 vehicles in fleet. Target emissions reduction: N/A
Tower Hamlets, London Borough of_14	Include strengthened Air Quality Policies in the updated Local Plan	Planning Policy	Other measure: Other measure	Implementation	Start date: N/A Expected end date: N/A Spatial scale: Whole town or city Source affected: Transport Indicator: Local plan updated Target emissions reduction: N/A

Measure code	Description	Focus	Classification	Status	Other information
Tower Hamlets, London Borough of_15	Support the Mayor of London's proposals for expanding the ULEZ to include the whole borough	Reduce vehicle emissions	Traffic planning and management: Low emission zones	Implementation	Start date: N/A Expected end date: N/A Spatial scale: Whole town or city Source affected: Transport Indicator: All consultations responded with support Target emissions reduction: N/A
Tower Hamlets, London Borough of_16	Continue to encourage staff sustainable travel by providing Dr Bike services and staff subscriptions to the TFL cycle hire scheme for site visits.	Sustainable transport	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: N/A Expected end date: N/A Spatial scale: Whole town or city Source affected: Transport Indicator: Continued provision of service Target emissions reduction: N/A
Waltham Forest, London Borough of_1	To update air quality information on the Councils website and update as necessary.	Increasing air quality awareness	Public information and Education: Internet	Other	Start date: 2002 Expected end date: 2030 Spatial scale: National Source affected: Other, please specify Indicator: N/A Target emissions reduction: To contribute towards complying with the NO2 limit values.
Waltham Forest, London Borough of_2	To continue to monitor for NOx, PM10 and SO2 throughout the borough and participate in the London Air Quality Network (LAQN).	Increasing air quality awareness	Public information and Education: Other mechanisms	Other	Start date: 2007 Expected end date: 2030 Spatial scale: Local Source affected: Other, please specify Indicator: N/A Target emissions reduction: To contribute towards complying with the NO2 limit values.
Waltham Forest, London Borough of_3	To purchase a pool of bicycles for staff to use when carrying out duties.	Reducing Council Emissions	Traffic planning and management: Encouragement of shift of transport modes	Other	Start date: 2010 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: To contribute towards complying with the NO2 limit values.
Waltham Forest, London Borough of_4	To develop a car share website for Council staff to use.	Reducing Council Emissions	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2004 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: N/A Target emissions reduction: To contribute towards complying with the NO2 limit values.

Measure code	Description	Focus	Classification	Status	Other information
Waltham Forest, London Borough of_5	To implement various forms of Traffic Management measures to borough roads to improve road safety and reduce congestion: .speed reduction . traffic re-routing and road hierarchy . re-allocating road space . CPZs . Home Zones . Traffic signal improvement . Pedestrian facilities . Junction control	Reducing Emissions from Transport	Traffic planning and management: Other measure	Implementation	Start date: 2004 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: N/A Target emissions reduction: To contribute towards complying with the NO2 limit values.
Waltham Forest, London Borough of_6	To 'fill in the gaps' to provide a coherent cycle network across the borough.	Reducing Emissions from Transport	Other measure: Other measure	Implementation	Start date: 2004 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: N/A Target emissions reduction: To contribute towards complying with the NO2 limit values.
Waltham Forest, London Borough of_7	Promotion of more sustainable forms of transport and associated health benefits by 'Car Free Day'	Reducing Emissions from Transport / Increasing air quality awareness	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2002 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: To contribute towards complying with the NO2 limit values.
Waltham Forest, London Borough of_8	Publicity / participation at local environmental events / leaflets	Increasing air quality awareness	Public information and Education: Other mechanisms	Implementation	Start date: 2010 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: To contribute towards complying with the NO2 limit values.
Waltham Forest, London Borough of_9	The Council is striving to install solar panels on Council buildings.	Reducing Council Emissions	Other measure: Other measure	Implementation	Start date: 2002 Expected end date: 2014 Spatial scale: Whole town or city Source affected: Commercial and residential sources Indicator: N/A Target emissions reduction: To contribute towards complying with the NO2 limit values.

Measure code	Description	Focus	Classification	Status	Other information
Waltham Forest, London Borough of_11	Air Quality is a material consideration for developments at the planning stage, requiring air quality assessments.	Reducing Emissions from Businesses and Residents	Other measure: Other measure	Implementation	Start date: 2002 Expected end date: 2014 Spatial scale: Local Source affected: Other, please specify Indicator: N/A Target emissions reduction: To contribute towards complying with the NO2 limit values.
Waltham Forest, London Borough of_12	Requirement of sustainable transport initiatives and air quality dispersion modelling as part of planning agreements.	Reducing Emissions from Transport & Reducing Emissions from Businesses and Residents	Other measure: Other measure	Implementation	Start date: 2002 Expected end date: 2010 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: To contribute towards complying with the NO2 limit values.
Waltham Forest, London Borough of_13	To encourage car free / reduced car owning residential developments.	Reducing Emissions from Transport	Other measure: Other measure	Implementation	Start date: 2010 Expected end date: 2010 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: To contribute towards complying with the NO2 limit values.
Waltham Forest, London Borough of_14	Changing Off -Street Parking requirement from minimum to maximum standards.	Reducing Emissions from Businesses and Residents	Traffic planning and management: Differentiation of parking fees	Implementation	Start date: 2001 Expected end date: 2010 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: To contribute towards complying with the NO2 limit values.
Waltham Forest, London Borough of_15	The Council is promoting flexible working for staff, including home working / teleworking where appropriate.	Reducing Council Emissions	Other measure: Other measure	Implementation	Start date: 2002 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: To contribute towards complying with the NO2 limit values.
Waltham Forest, London Borough of_16	To ensure that the Council vehicle fleet is maintained and new vehicles will be Euro III or better.	Reducing Council Emissions	Other measure: Other measure	Implementation	Start date: 2002 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: To contribute towards complying with the NO2 limit values.

Measure code	Description	Focus	Classification	Status	Other information
Waltham Forest, London Borough of_18	To continue the management of, and increase in, the tree population in the borough.	Increasing green infrastructure	Other measure: Other measure	Implementation	Start date: 2002 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: To contribute towards complying with the NO2 limit values.
Waltham Forest, London Borough of_19	To have regard to the Mayors Air Quality and Transport Strategies.	Reducing Emissions from Businesses and Residents & Reducing Emissions from Transport & Reducing Council Emissions	Other measure: Other measure	Implementation	Start date: 2002 Expected end date: 2002 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: To contribute towards complying with the NO2 limit values.
Waltham Forest, London Borough of_20	To have regard to the Governments National Air Quality Strategy	Reducing Emissions from Businesses and Residents & Reducing Emissions from Transport & Reducing Council Emissions	Other measure: Other measure	Implementation	Start date: 2002 Expected end date: 2002 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: To contribute towards complying with the NO2 limit values.
Waltham Forest, London Borough of_21	To continue air quality engagement work with schools, businesses and residents	Increasing air quality awareness	Public information and Education: Other mechanisms	Implementation	Start date: 2014 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: N/A Target emissions reduction: To contribute towards complying with the NO2 limit values.
Waltham Forest, London Borough of_22	Freight Consolidation with neighbouring boroughs	Reducing Council Emissions	Traffic planning and management: Freight transport measure	Implementation	Start date: 2014 Expected end date: 2015 Spatial scale: Whole town or city Source affected: Transport Indicator: N/A Target emissions reduction: To contribute towards complying with the NO2 limit values.
Waltham Forest, London Borough of_23	The Council is actively promoting a modal shift away from private vehicle usage to more sustainable forms of transportation. This can be seen with our Mini Holland and Selborne Rd projects by improving cycling and pedestrian paths and installation of green infrastructure.	Reducing Council Emissions	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2014 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: To contribute towards complying with the NO2 limit values.

Measure code	Description	Focus	Classification	Status	Other information
Waltham Forest, London Borough of_24	To continue to require provisions for car clubs	Reducing Emissions from Businesses and Residents & Reducing Emissions from Transport	Public procurement: Other measure	Implementation	Start date: 2010 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: To contribute towards complying with the NO2 limit values.
Waltham Forest, London Borough of_25	To continue to lobby TFL and GLA to reduce pollution contribution from TFL vehicles	Reducing Emissions from Transport	Public procurement: Other measure	Implementation	Start date: 2010 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: To contribute towards complying with the NO2 limit values.
Waltham Forest, London Borough of_26	To require that all new planning applications require that boiler emissions comply with the limits set out in the London Plan's Sustainable Design and Construction SPG	Reducing Emissions from Businesses and Residents	Other measure: Other measure	Implementation	Start date: 2014 Expected end date: 2030 Spatial scale: Local Source affected: Commercial and residential sources Indicator: N/A Target emissions reduction: To contribute towards complying with the NO2 limit values.
Waltham Forest, London Borough of_27	To continue to promote airText and walkit.com	Increasing air quality awareness	Public information and Education: Other mechanisms	Implementation	Start date: 2010 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: To contribute towards complying with the NO2 limit values.
Waltham Forest, London Borough of_28	To update the Council's Sustainable Procurement Policy to include air quality and prioritise low emission technology/services in procurement evaluations	Reducing Council Emissions	Other measure: Other measure	Implementation	Start date: 2015 Expected end date: 2030 Spatial scale: Local Source affected: Other, please specify Indicator: N/A Target emissions reduction: To contribute towards complying with the NO2 limit values.

Measure code	Description	Focus	Classification	Status	Other information
Waltham Forest, London Borough of_29	To incorporate air quality consideration in the Climate Local initiative	Reducing Council Emissions	Other measure: Other measure	Implementation	Start date: 2014 Expected end date: 2030 Spatial scale: Local Source affected: Other, please specify Indicator: N/A Target emissions reduction: To contribute towards complying with the NO2 limit values.
Waltham Forest, London Borough of_30	To continue to participate in air quality 'think groups' aimed at improving air quality	Increasing air quality awareness & Reducing Emissions from Businesses and Residents & Reducing Emissions from Transport & Reducing Council Emissions	Other measure: Other measure	Implementation	Start date: 2002 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Other, please specify Indicator: N/A Target emissions reduction: To contribute towards complying with the NO2 limit values.
Waltham Forest, London Borough of_31	To continue to sign post to energy efficient information/offers, etc.	Increasing air quality awareness	Public information and Education: Other mechanisms	Implementation	Start date: 2010 Expected end date: 2030 Spatial scale: Local Source affected: Other, please specify Indicator: N/A Target emissions reduction: To contribute towards complying with the NO2 limit values.
Waltham Forest, London Borough of_32	To retrofit energy efficiency measures in the major gas and electricity consuming corporate sites.	Reducing Council Emissions	Other measure: Other measure	Implementation	Start date: 2010 Expected end date: 2030 Spatial scale: Local Source affected: Commercial and residential sources Indicator: N/A Target emissions reduction: To contribute towards complying with the NO2 limit values.
Waltham Forest, London Borough of_33	The Council has adopted planning policies to improve the energy efficiency of developments beyond that required by building regulations. This will have an attendant reduction in emissions. The relevant policy is DM 11 and seeks a reduction of 40% reduction over 2010 building regulation requirements and a minimum of Code for Sustainable Homes level 4 and BREEAM "Very Good".	Reducing Emissions from Businesses and Residents & Reducing Emissions from Transport	Other measure: Other measure	Implementation	Start date: 2010 Expected end date: 2030 Spatial scale: Local Source affected: Commercial and residential sources Indicator: N/A Target emissions reduction: To contribute towards complying with the NO2 limit values.

Measure code	Description	Focus	Classification	Status	Other information
Waltham Forest, London Borough of_34	To continue to identify facilities which require a permit under the Environmental Permitting Regulations, to continue to inspect and enforce on those who already hold a permit.	Reducing Emissions from Businesses and Residents	Permit systems and economic instruments: Other measure	Implementation	Start date: 2007 Expected end date: 2030 Spatial scale: Local Source affected: Industry including heat and power production Indicator: N/A Target emissions reduction: To contribute towards complying with the NO2 limit values.
Waltham Forest, London Borough of_35	To continue to reduce speed limits to 20mph	Reducing Emissions from Transport	Traffic planning and management: Reduction of speed limits and control	Implementation	Start date: 2010 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: To contribute towards complying with the NO2 limit values.
Waltham Forest, London Borough of_36	To decrease the usage of private vehicles in the borough through various measures	Reducing Emissions from Transport	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2010 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: To contribute towards complying with the NO2 limit values.
Waltham Forest, London Borough of_37	To reduce the amount of Council employees who drive to work	Reducing Council Emissions	Traffic planning and management: Management of parking places	Implementation	Start date: 2011 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: To contribute towards complying with the NO2 limit values.
Waltham Forest, London Borough of_38	To continue to assist schools with their school travel plans	Reducing Emissions from Businesses and Residents	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2008 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: To contribute towards complying with the NO2 limit values.
Waltham Forest, London Borough of_39	Mini Holland Project	Increasing air quality awareness & Reducing Emissions from Businesses and Residents & Reducing Emissions from Transport	Traffic planning and management: Expansion of bicycle and pedestrian infrastructure	Implementation	Start date: 2014 Expected end date: 2018 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: To contribute towards complying with the NO2 limit values.

Measure code	Description	Focus	Classification	Status	Other information
Waltham Forest, London Borough of_40	To continue to promote car sharing schemes	Reducing Emissions from Transport & Reducing Council Emissions	Other measure: Other measure	Implementation	Start date: 2010 Expected end date: 2010 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: To contribute towards complying with the NO2 limit values.
Wandsworth, London Borough of_1	1.1 Continue to implement and review the Council Services Transport Plan (CSTP) - promoting alternative modes of transport to the car, for both journeys to work and business related journeys.	Reduce unit emissions in the AQMA by implementing and reviewing the Council Services Transport Plan (CSTP)	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2004 Expected end date: 2016 Spatial scale: Local Source affected: Transport Indicator: Ongoing/Reviewed Annually Target emissions reduction: N/A
Wandsworth, London Borough of_2	1.2 Encourage and provide support to other major employers in the Borough to develop their own Transport Plans.	Reduce unit emissions in the AQMA by encouraging major employers in the borough to develop transport plans	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2004 Expected end date: 2016 Spatial scale: Local Source affected: Transport Indicator: Number of employer travel plans developed Target emissions reduction: N/A
Wandsworth, London Borough of_3	1.3 Provide public transport information on the Council website.	Reduce unit emissions in the AQMA by providing public transport information on the Council website	Public information and Education: Internet	Implementation	Start date: 2004 Expected end date: 2016 Spatial scale: Whole town or city Source affected: Transport Indicator: Number of visits to website travel planner Target emissions reduction: N/A
Wandsworth, London Borough of_4	1.4 Use transport and planning policies to promote and encourage walking.	Reduce unit emissions in the AQMA by using transport planning policy to encourage walking	Traffic planning and management: Other measure	Implementation	Start date: 2004 Expected end date: 2016 Spatial scale: Local Source affected: Transport Indicator: Walking schemes implemented via LIP Target emissions reduction: N/A
Wandsworth, London Borough of_5	1.5 On-street parking controls to reduce the number of people driving to stations in this Borough to continue their journey by rail into central London.	Reduce unit emissions in the AQMA by implementing on-street parking controls	Traffic planning and management: Management of parking places	Implementation	Start date: 2004 Expected end date: 2016 Spatial scale: Local Source affected: Transport Indicator: Ongoing/Reviewed Annually Target emissions reduction: N/A

Measure code	Description	Focus	Classification	Status	Other information
Wandsworth, London Borough of_6	1.6 Continue the School Travel Strategy - working with schools to implement packages of measures	Reduce unit emissions in the AQMA by developing school travel plans	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2004 Expected end date: 2016 Spatial scale: Local Source affected: Transport Indicator: Number of surveys completed Target emissions reduction: N/A
Wandsworth, London Borough of_7	1.7 Promote the use of public transport.	Reduce unit emissions in the AQMA by promotion of public transport	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2004 Expected end date: 2016 Spatial scale: Whole town or city Source affected: Transport Indicator: Ongoing/Reviewed Annually Target emissions reduction: N/A
Wandsworth, London Borough of_8	1.8 Use transport and planning policies to promote and encourage cycling.	Reduce unit emissions in the AQMA by promoting cycling via transport and planning policy	Traffic planning and management: Expansion of bicycle and pedestrian infrastructure	Implementation	Start date: 2004 Expected end date: 2016 Spatial scale: Local Source affected: Transport Indicator: Cycle scheme bids implemented via LIP Target emissions reduction: N/A
Wandsworth, London Borough of_9	2.1 With other London Borough Councils, implement a London-wide low emission zone (LEZ).	Reduce unit emissions in the AQMA by the implementation of a London wide LEZ	Traffic planning and management: Other measure	Implementation	Start date: 2004 Expected end date: 2016 Spatial scale: Whole town or city Source affected: Transport Indicator: Ongoing/Reviewed Annually Target emissions reduction: N/A
Wandsworth, London Borough of_10	2.2 Continue to pursue Council fleet greening strategy (Fleet efficiency and recognition schemes)	Reduce unit emissions in the AQMA by developing a Council fleet greening strategy	Other measure: Other measure	Implementation	Start date: 2004 Expected end date: 2016 Spatial scale: Local Source affected: Transport Indicator: Ongoing/Reviewed Annually Target emissions reduction: N/A
Wandsworth, London Borough of_11	2.2 Continue to pursue Council fleet greening strategy (Vehicle Retrofitting programmes)	Reduce unit emissions in the AQMA by developing a Council fleet greening strategy	Retrofitting: Retrofitting emission control equipment to vehicles	Implementation	Start date: 2004 Expected end date: 2016 Spatial scale: Local Source affected: Transport Indicator: % vehicles using green fuels Target emissions reduction: N/A
Wandsworth, London Borough of_12	2.2 Continue to pursue Council fleet greening strategy (Driver training and ECO driving aids)	Reduce unit emissions in the AQMA by developing a Council fleet greening strategy	Other measure: Other measure	Implementation	Start date: 2004 Expected end date: 2016 Spatial scale: Local Source affected: Transport Indicator: % drivers trained Target emissions reduction: N/A

Measure code	Description	Focus	Classification	Status	Other information
Wandsworth, London Borough of_14	2.4 Continue to support the Vehicle Emission Testing Group.	Reduce unit emissions in the AQMA by supporting the vehicle emission testing group	Other measure: Other measure	Implementation	Start date: 2004 Expected end date: 2016 Spatial scale: Whole town or city Source affected: Transport Indicator: Complete Target emissions reduction: N/A
Wandsworth, London Borough of_15	2.5 Investigate the use of water-diesel emulsion instead of conventional diesel for the Council's vehicles	Reduce unit emissions in the AQMA by investigating the use of water diesel emulsion	Other measure: Other measure	Implementation	Start date: 2004 Expected end date: 2016 Spatial scale: Local Source affected: Transport Indicator: Ongoing/Reviewed Annually Target emissions reduction: N/A
Wandsworth, London Borough of_16	2.7 Promote and encourage the development of a 'green fuelling' infrastructure within the Borough.	Reduce unit emissions in the AQMA by promotion of green fuelling infrastructure	Public procurement: Cleaner vehicle transport services	Implementation	Start date: 2004 Expected end date: 2016 Spatial scale: Local Source affected: Transport Indicator: Number of cleaner fuel refuelling sites Target emissions reduction: N/A
Wandsworth, London Borough of_17	3.1 The Local Plan (formerly Local Development Framework (LDF) includes policies to promote a sustainable relationship between development and transport and includes maximum parking levels. Policies will be implemented largely through the consideration of planning applications.	Reduce unit emissions in the AQMA by implantation of the local plan	Other measure: Other measure	Implementation	Start date: 2004 Expected end date: 2016 Spatial scale: Local Source affected: Transport Indicator: Complete Target emissions reduction: N/A
Wandsworth, London Borough of_18	3.2 In dealing with planning applications, the Council will take into account a proposed development's likely effect on air quality, both in terms of any air pollution it may cause directly and in terms of traffic generation.	Reduce unit emissions in the AQMA by addressing planning applications in terms of air quality	Other measure: Other measure	Implementation	Start date: 2004 Expected end date: 2016 Spatial scale: Local Source affected: Transport Indicator: Ongoing/Reviewed Annually Target emissions reduction: N/A
Wandsworth, London Borough of_19	3.3 UDP supplementary planning guidance on air quality.	Reduce unit emissions in the AQMA by developing supplementary air quality guidance	Permit systems and economic instruments: Other measure	Implementation	Start date: 2004 Expected end date: 2016 Spatial scale: Local Source affected: Industry including heat and power production Indicator: Ongoing/Reviewed Annually Target emissions reduction: N/A

Measure code	Description	Focus	Classification	Status	Other information
Wandsworth, London Borough of_20	4.1 Continue to enforce the Pollution Prevention and Control Act, and regulations made under it, in relation to Part B and part A(2) processes.	Reduce unit emissions in the AQMA by enforcing pollution prevention and control	Low emission fuels for stationary and mobile sources: Regulations for fuel quality	Implementation	Start date: 2004 Expected end date: 2016 Spatial scale: Local Source affected: Industry including heat and power production Indicator: Ongoing/Reviewed Annually Target emissions reduction: N/A
Wandsworth, London Borough of_21	4.2 Continue the thorough investigation and resolution of nuisance complaints with an air pollution component, such as bonfires and from demolition and building works dust	Reduce unit emissions in the AQMA by investigation of nuisance with air quality components	Low emission fuels for stationary and mobile sources: Regulations for fuel quality	Implementation	Start date: 2004 Expected end date: 2016 Spatial scale: Local Source affected: Commercial and residential sources Indicator: Ongoing/Reviewed Annually Target emissions reduction: N/A
Wandsworth, London Borough of_22	4.3 Develop a proactive response to demolition and construction work.	Reduce unit emissions in the AQMA by developing a proactive response to demolition and construction work	Low emission fuels for stationary and mobile sources: Regulations for fuel quality	Implementation	Start date: 2004 Expected end date: 2016 Spatial scale: Local Source affected: Industry including heat and power production Indicator: Ongoing/Reviewed Annually Target emissions reduction: N/A
Wandsworth, London Borough of_23	4.5 Promote a greater awareness that the whole Borough is covered by Smoke Control Orders, and that the use of some solid fuels is prohibited to prevent emission of dark smoke.	Reduce unit emissions in the AQMA by promotion and information to the public concerning smoke control	Low emission fuels for stationary and mobile sources: Regulations for fuel quality	Implementation	Start date: 2004 Expected end date: 2016 Spatial scale: Local Source affected: Commercial and residential sources Indicator: Ongoing/Reviewed Annually Target emissions reduction: N/A
Wandsworth, London Borough of_24	4.6 Consider how best to utilise the powers under the Road Transport (Vehicle Emissions) (Fixed Penalty) (England) Regulations 2002 to require drivers to switch off their engines when parked.	Reduce unit emissions in the AQMA by using vehicle idling enforcement powers	Traffic planning and management: Other measure	Implementation	Start date: 2004 Expected end date: 2016 Spatial scale: Local Source affected: Transport Indicator: Ongoing/Reviewed Annually Target emissions reduction: N/A
Wandsworth, London Borough of_25	5.1 In 2009 the Council agreed two new targets: a 10% Carbon reduction by 2015 and 20% by 2025 compared to a new base year of 2008/09.	Reduce unit emissions in the AQMA through carbon management and carbon reduction measures	Other measure: Other measure	Implementation	Start date: 2004 Expected end date: 2016 Spatial scale: Local Source affected: Industry including heat and power production Indicator: 10% reduction by 2015 and 20% reduction by 2020 from 2008/09 baseline Target emissions reduction: N/A

Measure code	Description	Focus	Classification	Status	Other information
Wandsworth, London Borough of_26	5.2 The Council will encourage energy efficiency measures and insulation in domestic dwellings to reduce energy use, including use of standard assessment procedures (SAP), the Government's recommended method for home energy rating.	Reduce unit emissions in the AQMA through promotion of home energy efficiency measures	Other measure: Other measure	Implementation	Start date: 2004 Expected end date: 2016 Spatial scale: Local Source affected: Industry including heat and power production Indicator: Ongoing/Reviewed Annually Target emissions reduction: N/A
Wandsworth, London Borough of_27	5.3 The Council will encourage energy efficient measures and energy efficient design in new buildings and redevelopment within the Borough.	Reduce unit emissions in the AQMA by encouraging energy efficiency in new development	Other measure: Other measure	Implementation	Start date: 2004 Expected end date: 2016 Spatial scale: Local Source affected: Transport Indicator: Ongoing/Reviewed Annually Target emissions reduction: N/A
Wandsworth, London Borough of_28	6.1 Continue to monitor air quality and maintain air quality monitoring sites in association with the Environment Research Group, Kings College London.	Reduce unit emissions in the AQMA by monitoring air quality and reporting accordingly	Other measure: Other measure	Implementation	Start date: 2004 Expected end date: 2016 Spatial scale: Local Source affected: Transport Indicator: Ongoing/Reviewed Annually Target emissions reduction: N/A
Wandsworth, London Borough of_29	6.2 Promote travel awareness campaigns, including initiatives with TfL	Reduce unit emissions in the AQMA by promotion of travel awareness campaigns	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2004 Expected end date: 2016 Spatial scale: Local Source affected: Transport Indicator: Ongoing/Reviewed Annually Target emissions reduction: N/A
Wandsworth, London Borough of_30	6.3 Encourage and promote the benefits of cleaner road vehicles.	Reduce unit emissions in the AQMA by promoting the benefits of cleaner vehicles	Public information and Education: Other mechanisms	Implementation	Start date: 2004 Expected end date: 2016 Spatial scale: Local Source affected: Transport Indicator: Ongoing/Reviewed Annually Target emissions reduction: N/A
Wandsworth, London Borough of_31	6.4 Promote the collection and composting of garden refuse to reduce the incidence of garden bonfires.	Reduce unit emissions in the AQMA by promoting composting	Public information and Education: Other mechanisms	Implementation	Start date: 2004 Expected end date: 2016 Spatial scale: Local Source affected: Agriculture Indicator: Ongoing/Reviewed Annually Target emissions reduction: N/A
Wandsworth, London Borough of_32	6.5 Promote a greater awareness of air quality issues, including air quality data, the sources of pollution, its effects and how individuals and organisations can bring about improvements.	Reduce unit emissions in the AQMA by promoting and raising awareness of air quality data, pollution and health effect	Public information and Education: Other mechanisms	Implementation	Start date: 2004 Expected end date: 2016 Spatial scale: Local Source affected: Transport Indicator: Number of subscribers Target emissions reduction: N/A

Measure code	Description	Focus	Classification	Status	Other information
Wandsworth, London Borough of_33	7.1 Encourage businesses to switch to the most efficient vehicles and encourage companies to make use of funds available through Powershift, Clean-up and Motorvate schemes.	Reduce unit emissions in the AQMA by encouraging local business to switch to less polluting vehicles	Other measure: Other measure	Implementation	Start date: 2004 Expected end date: 2016 Spatial scale: Local Source affected: Transport Indicator: Number of businesses contacted Target emissions reduction: N/A
Wandsworth, London Borough of_34	7.2 Provide advice to businesses in the Borough on energy use, reducing emissions, improving indoor air quality and environmental management schemes	Reduce unit emissions in the AQMA by advising local business on energy use, emission reduction and indoor air quality	Public information and Education: Other mechanisms	Implementation	Start date: 2004 Expected end date: 2016 Spatial scale: Local Source affected: Transport Indicator: Number of businesses contacted Target emissions reduction: N/A
Wandsworth, London Borough of_35	7.3 Work with businesses to discourage unnecessary idling of vehicles, for example, delivery vehicles.	Reduce unit emissions in the AQMA by discouraging vehicle idling by local business	Traffic planning and management: Other measure	Implementation	Start date: 2004 Expected end date: 2016 Spatial scale: Local Source affected: Transport Indicator: Number of businesses contacted Target emissions reduction: N/A
Watford Borough Council_1	Intelligent Transport Systems	To manage traffic more efficiently through the County	Traffic planning and management: Other measure	Evaluation	Start date: 2011 Expected end date: 2013 Spatial scale: Whole town or city Source affected: Transport Indicator: Reduction in congestion from 2.87 mins / mile to 2.80 mins / mile Target emissions reduction: Likely to be high in the AQMA congested junctions
Watford Borough Council_2a	Road Infrastructure Improvements	Ease congestion in St. Albans Road AQMA	Traffic planning and management: Reduction of speed limits and control	Implementation	Start date: 2011 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: 20 mph zone west of St. Albans Road planned Target emissions reduction: Medium
Watford Borough Council_2b	Road Infrastructure Improvements	Ease congestion in St. Albans Road AQMA	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2011 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: New cycle route along St. Albans Road Target emissions reduction: Low

Measure code	Description	Focus	Classification	Status	Other information
Watford Borough Council_2c	Road Infrastructure Improvements	Ease congestion in St. Albans Road AQMA	Traffic planning and management: Other measure	Evaluation	Start date: 2011 Expected end date: 2012 Spatial scale: Local Source affected: Transport Indicator: Traffic Signals adjusted Target emissions reduction: Low
Watford Borough Council_3	Enforcement of Parking Policy	Minimise due to reduced traffic flow caused by obstructions	Traffic planning and management: Management of parking places	Implementation	Start date: 2011 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: Number of warnings, fines and prosecutions for such offences Target emissions reduction: Low
Watford Borough Council_4	Installation of EV Charging Points	Encourage the use of electric vehicles	Public procurement: New vehicles, including low emission vehicles	Implementation	Start date: 2011 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: Number of EV charging points installed Target emissions reduction: Low
Watford Borough Council_5	Implement the bus strategy	Encourage the increase of bus patronage	Traffic planning and management: Improvement of public transport	Implementation	Start date: 2011 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: Bus patronage increased Target emissions reduction: Medium
Watford Borough Council_6	Implement the intralink project	Increase the integration of public and sustainable transport movements	Traffic planning and management: Improvement of public transport	Implementation	Start date: 2011 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: Bus and rail patronage, number of cyclists and pedestrians Target emissions reduction: Medium
Watford Borough Council_7a	Watford Junction Interchange improvement	Increase the accessibility of the rail station	Traffic planning and management: Improvement of public transport	Evaluation	Start date: 2011 Expected end date: 2013 Spatial scale: Local Source affected: Transport Indicator: Forecourt and other station improvement work carried out Target emissions reduction: Low
Watford Borough Council_7b	Watford Junction Interchange improvement	Increase the accessibility of the rail station	Traffic planning and management: Improvement of public transport	Other	Start date: 2014 Expected end date: 2014 Spatial scale: Local Source affected: Transport Indicator: Link Rd from Colonial Way to St. Albans Road constructed Target emissions reduction: Medium

Measure code	Description	Focus	Classification	Status	Other information
Watford Borough Council_7c	Watford Junction Interchange improvement	Increase the accessibility of the rail station	Traffic planning and management: Improvement of public transport	Other	Start date: 2014 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: Improvements to Abbey Flyer Train line Target emissions reduction: Medium
Watford Borough Council_8	Promotion of car sharing scheme	Increase car sharing to reduce congestion	Other measure: Other measure	Implementation	Start date: 2011 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: Registered members on lift share and number of private schemes Target emissions reduction: Low
Watford Borough Council_9	Promotion of Travel Plans	Increase in sustainable transport	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2011 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: Number of travel plans in schools and businesses Target emissions reduction: Low
Watford Borough Council_10a	Promotion of Travel Smart	Personalised travel planning to reduce car use	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2011 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: Greater awareness of scheme Target emissions reduction: Low
Watford Borough Council_10b	Promotion of Travel Smart	Construction of Croxley Rail Link	Traffic planning and management: Other measure	Implementation	Start date: 2015 Expected end date: 2019 Spatial scale: Local Source affected: Transport Indicator: Croxley Rail link constructed Target emissions reduction: Medium
Watford Borough Council_11a	Promotion of cycling and walking	Increase sustainable transport	Traffic planning and management: Encouragement of shift of transport modes	Planning	Start date: 2014 Expected end date: 2014 Spatial scale: Local Source affected: Transport Indicator: New cycle route along St. Albans Road Target emissions reduction: Low

Measure code	Description	Focus	Classification	Status	Other information
Watford Borough Council_11b	Promotion of cycling and walking	Increase sustainable transport	Traffic planning and management: Encouragement of shift of transport modes	Evaluation	Start date: 2011 Expected end date: 2013 Spatial scale: Local Source affected: Transport Indicator: Ebury Road cycle route planned Target emissions reduction: Low
Watford Borough Council_11c	Promotion of cycling and walking	Increase sustainable transport	Traffic planning and management: Encouragement of shift of transport modes	Evaluation	Start date: 2011 Expected end date: 2013 Spatial scale: Local Source affected: Transport Indicator: Grand Union canal cycle route planned Target emissions reduction: Low
Watford Borough Council_11d	Promotion of cycling and walking	Increase sustainable transport	Traffic planning and management: Encouragement of shift of transport modes	Evaluation	Start date: 2011 Expected end date: 2014 Spatial scale: Whole town or city Source affected: Transport Indicator: New road signs with pedestrian information implemented Target emissions reduction: Low
Watford Borough Council_11e	Promotion of cycling and walking	Increase sustainable transport	Traffic planning and management: Encouragement of shift of transport modes	Evaluation	Start date: 2011 Expected end date: 2012 Spatial scale: Whole town or city Source affected: Transport Indicator: SW Herts cycling strategy devised Target emissions reduction: Low
Watford Borough Council_12	Develop Supplementary Planning Document for Air Quality	Develop Supplementary Planning Guidance on air quality for inclusion in the 2011 Development Plan document	Other measure: Other measure	Implementation	Start date: 2011 Expected end date: 2013 Spatial scale: Whole town or city Source affected: Transport Indicator: Publication of Guidance Target emissions reduction: Low
Watford Borough Council_13	Annual Council vehicle fleet review	Maintain clean Council vehicle fleet	Other measure: Other measure	Planning	Start date: 2015 Expected end date: 2016 Spatial scale: Whole town or city Source affected: Transport Indicator: Cleaner vehicles purchased Target emissions reduction: Low
Watford Borough Council_14	Promote Air Quality within the Borough	Increase Awareness of AQ as a health issue	Public information and Education: Internet	Other	Start date: 2012 Expected end date: 2014 Spatial scale: Whole town or city Source affected: Transport Indicator: _ Target emissions reduction: N/a

Measure code	Description	Focus	Classification	Status	Other information
Watford Borough Council_15	Continue to monitor Air Quality	Maintenance of air quality monitors and data management	Public information and Education: Internet	Other	Start date: 2011 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: Air Quality monitors remain active Target emissions reduction: N/a
Watford Borough Council_16	Undertake feasibility studies	To investigate the air quality impact of any potential schemes	Other measure: Other measure	N/A	Start date: 2011 Expected end date: 2013 Spatial scale: Whole town or city Source affected: Transport Indicator: Site allocation classification system in place Target emissions reduction: Low
Watford Borough Council_17	Establish of council car club - NB additional measure to Air Quality Action Plan	To encourage shared use of cars	Other measure: Other measure	Evaluation	Start date: 2013 Expected end date: 2014 Spatial scale: Whole town or city Source affected: Transport Indicator: Increase numbers on car club members Target emissions reduction: Low
Watford Borough Council_18	Easing of congestion close to Vicarage Road and Bushey Arches Air Quality Management Areas - NB additional measure to Air Quality Action Plan	Construction of link road from Dalton Way to Watford Health Campus	Traffic planning and management: Other measure	Implementation	Start date: 2015 Expected end date: 2016 Spatial scale: Local Source affected: Transport Indicator: Link Road constructed Target emissions reduction: Low
Watford Borough Council_19	Establish of bike purchase scheme for council employees - NB additional measure to Air Quality Action Plan	Encourage cycling to work	Traffic planning and management: Encouragement of shift of transport modes	Evaluation	Start date: 2014 Expected end date: 2014 Spatial scale: Local Source affected: Transport Indicator: Cycle scheme introduced Target emissions reduction: Low
Watford Borough Council_20	Improved access to and refurbishment of National Cycle Network 6 Abbey Way - NB additional measure to Air Quality Action Plan	Greater use of NCN 6 and Abbey Flyer train line	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2014 Expected end date: 2016 Spatial scale: Local Source affected: Transport Indicator: Refurbishments completed Target emissions reduction: Low
Watford Borough Council_21	Purchase of Low Emission council pool car - NB additional measure to Air Quality Action Plan	To encourage more council-related journeys to be taken in low emission vehicles	Public procurement: New vehicles, including low emission vehicles	Planning	Start date: 2014 Expected end date: 2016 Spatial scale: Local Source affected: Transport Indicator: Pool car purchased Target emissions reduction: Low

Measure code	Description	Focus	Classification	Status	Other information
Watford Borough Council_22	Development of a Hertfordshire-wide Air Quality Strategy - NB additional measure to Air Quality Action Plan	Production of a robust policy document that can be used by planners and developers to minimise the effect if development on air quality	Other measure: Other measure	Planning	Start date: 2014 Expected end date: 2016 Spatial scale: Whole town or city Source affected: Transport Indicator: Strategy written Target emissions reduction: Unknown
Westminster, London Borough of_1	TRAN 1 - Reduce transport emissions at air pollution hotspots	Work with TfL to investigate options for reducing through-traffic in specific parts of Westminster, such as Oxford Street and Marylebone Road, and to examine the options for reducing air pollution at hotspots.	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2014 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: Traffic counts on major roads. Target emissions reduction: N/A - No specific target set
Westminster, London Borough of_2	TRAN 2 - Minimise pedestrian exposure to air pollution	Examine potential options and implement actions to minimise pedestrian exposure to high levels of pollution.	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2014 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: No. of air quality measures implements at hot-spots/hot-routes. Target emissions reduction: N/A
Westminster, London Borough of_3	TRAN 3 - Support car clubs	Support car clubs with particular emphasis on the inclusion of low emission vehicles in the fleet.	Other measure: Other measure	Implementation	Start date: 2014 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: Car club members; No. eco vehicles in car clubs. Target emissions reduction: N/A
Westminster, London Borough of_4	TRAN 4 - Infrastructure for electric and low emission vehicles	Continue to promote and provide infrastructure for electric and low emission vehicles.	Public procurement: Other measure	Implementation	Start date: 2014 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: Members of Electric vehicle recharging scheme; Electric recharging points installed. Target emissions reduction: N/A
Westminster, London Borough of_5	TRAN 5 - Reduce congestion from delivery vehicles	Continue to investigate ways in which freight consolidation can be developed and investigate and develop ways to reduce congestion from delivery vehicles.	Traffic planning and management: Freight transport measure	Implementation	Start date: 2014 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: No. delivery loading pads; No. communication events/initiative undertaken. Target emissions reduction: N/A

Measure code	Description	Focus	Classification	Status	Other information
Westminster, London Borough of_6	TRAN 6 - Raise awareness of efficient driving methods	Support and undertake local communication campaigns to raise awareness of the benefits of fuel efficient and smoother driving and evaluate the possibility of supporting providers of fuel efficient driver training through communication to Westminster residents.	Other measure: Other measure	Implementation	Start date: 2014 Expected end date: 2015 Spatial scale: Whole town or city Source affected: Transport Indicator: No. communication events/initiative undertaken. Target emissions reduction: N/A
Westminster, London Borough of_7	TRAN 7 - Encourage sustainable travel such as walking and cycling	Support schemes to encourage people to use other forms of sustainable travel such as walking and cycling.	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2014 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: Length of new cycle routes installed, No. cycle stands installed. Target emissions reduction: N/A
Westminster, London Borough of_8	TRAN 8 - School and business travel plans	Support and promote the implementation of travel plans for schools and businesses.	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2014 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: School and business travel plans completed. Target emissions reduction: N/A
Westminster, London Borough of_9	TRAN 9 - Low emissions vehicles	Ensure the use of low emission vehicles within the Westminster City Council fleet and those of its contractors and regularly review Fleet Policy and fuel hierarchy to ensure best possible effects for air quality.	Public procurement: New vehicles, including low emission vehicles	Implementation	Start date: 2014 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: Eco vehicles in Council fleet. Target emissions reduction: N/A
Westminster, London Borough of_10	TRAN 10 - Emission reductions through ender and contract specifications	Compel contractors and associates to reduce air pollution and carbon emissions through tender and contract specification.	Public procurement: Other measure	Implementation	Start date: 2014 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Westminster, London Borough of_11	TRAN 11 - Safe and Fuel Efficient Driving (SAFED) driver training	Continue to commit to the provision of Safe and Fuel Efficient Driving (SAFED) training for fleet drivers and evaluate the possibility of: extending Safe and Fuel Efficient Driving (SAFED) training to the City Council's contractors' fleet drivers; including criteria for Safe and Fuel Efficient Driving (SAFED) of the City Council's contractors' fleet drivers within specifications for the tendering process; assessing the benefits of on-board driving monitoring systems with a view to installing them on fleet vehicles.	Other measure: Other measure	Implementation	Start date: 2014 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: No. of drivers completing SAFED training. Target emissions reduction: N/A

Measure code	Description	Focus	Classification	Status	Other information
Westminster, London Borough of_12	TRAN 12 - Review 'no idling' legislation	Undertake a review of the options and resource and emissions implications of utilising 'no idling' legislation to help improve local air quality.	Traffic planning and management: Other measure	Implementation	Start date: 2014 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Westminster, London Borough of_13	TRAN 13 - 'No idling' for coaches	Communicate the 'no idling' message to parked coach drivers on Westminster's streets by installing signs in coach parking bays on borough managed roads.	Traffic planning and management: Other measure	Implementation	Start date: 2014 Expected end date: 2014 Spatial scale: Whole town or city Source affected: Transport Indicator: No. Of no idling signed installed. Target emissions reduction: N/A
Westminster, London Borough of_14	TRAN 14 - Enforcement of 'no idling'	Work with the Mayor to develop procedures to press the operator companies of vehicles found with idling engines to take enforcement action on the drivers of those vehicles.	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
Westminster, London Borough of_15	TRAN 15 - Communicate air quality and no idling messages	Improve public communications on air quality and no-idling messages by including information on the impacts of idling on the Council website and in Council publications.	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
Westminster, London Borough of_17	TRAN 17 - review opportunities for improvements in reducing emissions	Maintain dialogue with Transport Operations Control Centres (TOC's) to review opportunities for improvements in reducing emissions.	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2014 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Westminster, London Borough of_19	TRAN 19 - Assess proposed changes in rail services	Raise with TfL and the GLA the importance of appropriate environmental impact assessments within consultation exercises when changes in rail services are proposed (e.g. High Speed Rail 2), and to consult the City Council respectively.	Other measure: Other measure	Other	Start date: 2014 Expected end date: 2014 Spatial scale: Whole town or city Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Westminster, London Borough of_20	DEV 1 - Air quality assessments for new developments	Require developers to undertake an Air Quality Assessment (AQA) where a development may adversely affect local air quality and require developers to submit an air pollution abatement and mitigation plan where an air quality assessment shows that a new development is likely to have an adverse impact on air quality, or expose new air quality sensitive receptors to poor air quality.	Other measure: Other measure	Implementation	Start date: 2014 Expected end date: 2014 Spatial scale: Whole town or city Source affected: Commercial and residential sources Indicator: N/A Target emissions reduction: N/A

Measure code	Description	Focus	Classification	Status	Other information
Westminster, London Borough of_21	DEV 2 - Air quality policy in local planning documents	Strengthen and further develop air quality policy in the emerging local planning documents in order to develop transparent air quality assessment methodology for planning applications and support planning officers in the assessment of those applications.	Other measure: Other measure	Implementation	Start date: 2014 Expected end date: 2014 Spatial scale: Whole town or city Source affected: Commercial and residential sources Indicator: N/A Target emissions reduction: N/A
Westminster, London Borough of_22	DEV 3 - Include air quality requirements in Sustainable Design Supplementary Planning Document (SPD)	Include air quality requirements in Sustainable Design SPD to help reduce unwanted emissions from boilers through improved building efficiency, boiler efficiency, using renewable energy and supplying energy efficiently.	Other measure: Other measure	Implementation	Start date: 2014 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Commercial and residential sources Indicator: N/A Target emissions reduction: N/A
Westminster, London Borough of_23	DEV 4 - Protect decentralised energy networks	Protect decentralised energy networks in order to provide efficient energy production and to minimise emissions from combustion.	Other measure: Other measure	Implementation	Start date: 2014 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Commercial and residential sources Indicator: No. developments connected to heat networks; Target emissions reduction: N/A
Westminster, London Borough of_24	DEV 5 - Biofuel combustion	Adopt policy which ensures biofuel combustion does not negatively impact on local air quality.	Other measure: Other measure	Implementation	Start date: 2014 Expected end date: 2014 Spatial scale: Whole town or city Source affected: Commercial and residential sources Indicator: No. Biomass burners installed Target emissions reduction: N/A
Westminster, London Borough of_25	DEV6 - Low polluting transport options in development	Prioritise low polluting transport options in development.	Other measure: Other measure	Implementation	Start date: 2014 Expected end date: 2014 Spatial scale: Whole town or city Source affected: Commercial and residential sources Indicator: N/A Target emissions reduction: N/A
Westminster, London Borough of_26	DEV 7 - Best practice at major development sites	Require major site developers to comply with the Westminster Code of Construction Practice and the GLA's 'The Control of Dust and Emissions from Construction and Demolition: Best Practice Guidance' to all development sites.	Other measure: Other measure	Implementation	Start date: 2014 Expected end date: 2015 Spatial scale: Whole town or city Source affected: Commercial and residential sources Indicator: No. major developments complying with CoCP Target emissions reduction: N/A

Measure code	Description	Focus	Classification	Status	Other information
Westminster, London Borough of_27	COMM 1 - Publish air quality information	Publish high quality air quality information via the Westminster City Council website, and investigate new methods of informing and communicating with the public, especially vulnerable groups.	Public information and Education: Other mechanisms	Implementation	Start date: 2014 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Westminster, London Borough of_28	COMM 2 - Monitor air pollution	Monitor air pollution across the City and periodically review the air quality monitoring network.	Public information and Education: Other mechanisms	Implementation	Start date: 2014 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: No. monitoring sites; No. Monitoring reviews undertaken. Target emissions reduction: N/A
Westminster, London Borough of_29	COMM 3 - Monitor PM2.5 air pollution	Monitor PM2.5 air pollution across the City and periodically review our air quality monitoring network.	Public information and Education: Other mechanisms	Implementation	Start date: 2014 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: No. monitoring sites; No. Monitoring reviews undertaken. Target emissions reduction: N/A
Westminster, London Borough of_30	COMM 4 - Communication campaigns	Undertake communication campaigns to raise awareness of air pollution health impacts and minimise exposure to pollution, where possible linking with other complementary initiatives.	Public information and Education: Other mechanisms	Implementation	Start date: 2014 Expected end date: 2015 Spatial scale: Whole town or city Source affected: Transport Indicator: No. communication events/initiative undertaken; Target emissions reduction: N/A
Westminster, London Borough of_31	COMM 5 - Communication of health impacts of air pollution	Foster links with Clinical Commissioning Groups (CCGs) and Health Department to aid public communication and understanding of how air pollution affects heath.	Public information and Education: Other mechanisms	Implementation	Start date: 2014 Expected end date: 2015 Spatial scale: Whole town or city Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Westminster, London Borough of_32	COMM 6 - AirTEXT	Continue to support and raise awareness about the AirTEXT air quality information service.	Public information and Education: Other mechanisms	Implementation	Start date: 2014 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Westminster, London Borough of_33	COMM 7 - Engage businesses	Undertake business engagement to raise awareness of air quality and encourage reduction in emissions associated to business transport and buildings.	Public information and Education: Other mechanisms	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
Westminster, London Borough of_34	COMM 8 - Communicate with schools	Raise awareness of air quality within Westminster schools to increase understanding of issues, encourage more sustainable travel modes and minimise exposure.	Public information and Education: Other mechanisms	Implementation	Start date: 2014 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: No. communication events/initiative undertaken. Target emissions reduction: N/A
Windsor & Maidenhead, Royal Borough of_1	Awareness Campaigns	Organise public events to increase knowledge and understanding of AQ issues	Public information and Education: Other mechanisms	Other	Start date: 2006 Expected end date: 2030 Spatial scale: Local Source affected: Other, please specify Indicator: Attendance Target emissions reduction: N/A
Windsor & Maidenhead, Royal Borough of_2	Education programmes	(1) Road safety and cycle training with primary schools and (2) deployment of Speed Indicator Device (SID) / Speed Limit Reminder (SLR)	Public information and Education: Other mechanisms	Other	Start date: 2006 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: The 15% reduction in car journeys. Monitored via survey Target emissions reduction: 0.03
Windsor & Maidenhead, Royal Borough of_3	Travel information & advice	Providing information on available travel options	Traffic planning and management: Encouragement of shift of transport modes	Other	Start date: 2006 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: Number of local bus passenger journeys originating in the authority area undertaken each year Target emissions reduction: 0.03
Windsor & Maidenhead, Royal Borough of_4	Travel Plans	Promote and monitor travel plans for workplaces, hospitals and schools. Secure Travel plans through the Planning Process. Encourage development of travel plans on a voluntary basis. Produce guidance for all travel plans on the web.	Public information and Education: Other mechanisms	Other	Start date: 2006 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: Achieve 100% of Schools with Travel Plans by 2010. No more than 70% of employees driving to work in year 1 falling to 60% by year 3 of the travel plan Target emissions reduction: 0.05
Windsor & Maidenhead, Royal Borough of_5	Lift sharing	To develop an area-wide lit-sharing. Establishing self-contained lift sharing schemes.	Other measure: Other measure	Other	Start date: 2006 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
Windsor & Maidenhead, Royal Borough of_6	E-Services	Providing on line services to reduce the need to travel	Traffic planning and management: Other measure	Other	Start date: 2006 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: See Measure 2 Target emissions reduction: N/A
Windsor & Maidenhead, Royal Borough of_7	Ticketing solutions	Promoting public transport	Traffic planning and management: Improvement of public transport	Other	Start date: 2006 Expected end date: 2030 Spatial scale: National Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Windsor & Maidenhead, Royal Borough of_8	Urban Traffic Control	Updating and extending the current UTC., in conjunction with better traffic surveys	Traffic planning and management: Other measure	Other	Start date: 2011 Expected end date: 2030 Spatial scale: National Source affected: Transport Indicator: Average journey time Target emissions reduction: 0.03
Windsor & Maidenhead, Royal Borough of_9	Junction improvements	Modifying the layout	Traffic planning and management: Encouragement of shift of transport modes	Other	Start date: 2006 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: Average journey time Target emissions reduction: See No 8
Windsor & Maidenhead, Royal Borough of_10	Safer routes to Schools	Identify priorities through School Travel Plans and prioritise through capital projects working group	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2006 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: See Measure 2 and Number of Safer Routes introduced Target emissions reduction: 0.03
Windsor & Maidenhead, Royal Borough of_11	Parking Enforcement	Decriminalised parking enforcement	Traffic planning and management: Management of parking places	Other	Start date: 2007 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Windsor & Maidenhead, Royal Borough of_12	Pedestrian and Cycling Facilities	New/improved routes and crossing facilities	Traffic planning and management: Encouragement of shift of transport modes	Other	Start date: 2006 Expected end date: 2015 Spatial scale: Whole town or city Source affected: Transport Indicator: See Measure 2 and Cycling surveys Target emissions reduction: N/A

Measure code	Description	Focus	Classification	Status	Other information
Windsor & Maidenhead, Royal Borough of_13	Supported bus services	Providing financial support to local bus services	Traffic planning and management: Improvement of public transport	Other	Start date: 2006 Expected end date: 2015 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Windsor & Maidenhead, Royal Borough of_14	Public Transport infrastructure improvements	Enhance accessibility and attractiveness of public transport and priority bus routes	Traffic planning and management: Improvement of public transport	Other	Start date: 2006 Expected end date: 2015 Spatial scale: Local Source affected: Transport Indicator: Increase in public transport Target emissions reduction: N/A
Windsor & Maidenhead, Royal Borough of_15	Quality Bus Partnership	Develop high quality, cross boundary bus services	Traffic planning and management: Improvement of public transport	Other	Start date: 2006 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: Bus users survey Target emissions reduction: N/A
Windsor & Maidenhead, Royal Borough of_16	Park and Ride	Exploring opportunities for park and ride	Traffic planning and management: Improvement of public transport	Other	Start date: 2006 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Windsor & Maidenhead, Royal Borough of_17	Inter-urban coach services	To reduce the number of urban coach services	Traffic planning and management: Improvement of public transport	Other	Start date: 2006 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Windsor & Maidenhead, Royal Borough of_18	Rail Partnerships	Working in partnership with First Great Western (FGW) and South West Trains (SWT)	Traffic planning and management: Improvement of public transport	Other	Start date: 2012 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Windsor & Maidenhead, Royal Borough of_19	Parking Standards	Imposing strict maximum parking standards for new development as identified in the Borough's Parking Strategy.	Traffic planning and management: Management of parking places	Other	Start date: 2006 Expected end date: 2014 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Windsor & Maidenhead, Royal Borough of_20	Public Parking Regimes	Setting parking charges and permitted length of stay.	Traffic planning and management: Management of parking places	Other	Start date: 2006 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
Windsor & Maidenhead, Royal Borough of_21	Council own fleet and contractors	To reduce NO2 emission under NI195	Other measure: Other measure	Other	Start date: 2006 Expected end date: 2030 Spatial scale: National Source affected: Transport Indicator: Low Target emissions reduction: Med
Windsor & Maidenhead, Royal Borough of_22	New Schemes and Trails	Participating in/support schemes to reduce vehicles emissions	Other measure: Other measure	Other	Start date: 2006 Expected end date: 2030 Spatial scale: National Source affected: Transport Indicator: Reduction of NOx ambient concentration Target emissions reduction: N/A
Windsor & Maidenhead, Royal Borough of_23	Hybrid vehicles and hydrogen-fuelled vehicles	Promoting where possible, the use of less and non-polluting vehicles	Public procurement: Other measure	Other	Start date: 2006 Expected end date: 2030 Spatial scale: National Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Woking Borough Council_1	Introduce MOVA on Anchor Hill	Reduce air pollution within AQMA	Traffic planning and management: Other measure	Planning	Start date: 2016 Expected end date: 2016 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: 2017

C.2 Goals, strategies and targets from Objective 5 in "Heathrow 2.0"

Table C.2.1 Reduce emissions from road transport by working with partners

Strategies	Indicators	Targets
Reduce emissions from road transport by working with partners	NOx emissions for airport-related traffic	Overall: Reduce NOx emissions from airport related traffic by at least 40% by 2020 and 60% by 2025 (from 2013 baseline)
Develop and consult on plans for a low emissions zone for surface transport to/from Heathrow as part of the planning process for our expansion	% of vehicles entering Heathrow that are Euro 6 or better	
Develop infrastructure for Electric Vehicles (EVs) driven by passengers and colleagues.	Number of EV charging points available to passengers, colleagues, taxis, private hire vehicles, and commercial vehicles	Year-on-year increase in EV charging points
Develop incentives to encourage the use of low emission and EVs driven by passengers and colleagues	kWh consumed at landside EV charging points	Year-on-year increase in kWh consumed at landside EV charging points
		Launch a salary sacrifice scheme for Heathrow colleagues to facilitate purchase of low emission vehicles and EVs by 2017
		Launch a car club for Heathrow passengers that promotes EVs by 2017
Utilise Heathrow's logistics consolidation centre as a gateway to minimise trips and emissions from construction vehicles	% of vehicles using logistics centre that are Euro VI or better Consolidation factor of delivery trips	Establish baseline and set 2020 and 2025 targets by 2017
Establish a Heathrow Sustainable freight group	% of vehicles using logistics centre that are Euro VI or better	Establish Heathrow sustainable freight group by 2017
	% of low emission/Euro VI freight trips in Heathrow area	Year-on-year increase in percent of low emission/Euro VI freight trips in Heathrow area
Ensure continued access and use of the Heathrow hydrogen fuelling station	kg of H_2 filled at Heathrow hydrogen filling station	Year-on-year increase in kg of H_2 filled at Heathrow hydrogen filling station
	Number of vehicles using Heathrow hydrogen filling station	Year-on-year increase in number of vehicles using station

Table C.2.2 Reduce emissions from airside vehicles by working with partners

Strategies	Indicators	Targets
Reduce emissions from airside vehicles by working with partners	NOx emissions from airside vehicles	Overall: Reduce NOx emissions from airside vehicles by at least 50% by 2020 and 70% by 2025 (from 2013 baseline)
Develop an ultra-low emissions zone for airside vehicles by 2025 to improve quality of life through cleaner air with the highest possible % of electric and other clean fuel vehicles	% airside vehicles meeting emission standard	Develop a roadmap for the transition of all airside vehicles to ultra-low emissions standards developed by 2017 100% airside vehicles meet latest and most stringent, relevant emission standards (Euro 6/VI, Stage V, etc.) by 2025
Develop EV charging infrastructure to support the operational needs of airside vehicles and encourage the uptake of EVs	£ invested in charging infrastructure across the airport	Invest £5M in EV charging infrastructure throughout the airport by 2018
	kWh consumed at airside EV charging points	
Monitor the effectiveness of the restructured airside vehicle pass fees to influence the uptake of zero and low emission airside vehicles	% airside vehicles that are low emission and electric	
Implement standards for airside vehicles in line with the London ULEZ	% airside vehicles that meet latest and most stringent, relevant emission standards (Euro 6/VI, Stage V, etc.)	100% of airside vehicles meet latest and most stringent, relevant emission standards (Euro 6/VI, Stage V, etc.) by 2025
Replace all Heathrow cars and small vans with electric vehicles to lead the way for the rest of the fleet	% Heathrow's cars and small vans that are electric or plug-in hybrid Number of Heathrow's cars and small vans that are converted to electric or plug-in hybrid	100% Heathrow's cars and small vans electric or plug-in hybrid by 2020 50 Heathrow cars and small vans converted to electric or plug-in hybrid by 2017

Table C.2.3: 50% of airport passenger journeys made by public and sustainable transport by 2030, supporting no more airport-related cars on the road, so local areas can thrive without increased congestion and halve today's colleague car journeys

Strategies	Indicators	Targets
Work with rail partners to ensure they prioritise major rail projects that access Heathrow from the north, south, east and west	% passengers using public and sustainable transport	At least 45% of passengers to use public and sustainable transport by 2019 and 50% by 2030 42.3% passengers using public and sustainable transport by 2017
Develop incentives for mode shift away from private car use such as discounted local bus services for colleagues	Number of trains per hour arriving at Heathrow (including London Underground)	An increase in the number trains arriving at Heathrow from 18/hr in 2017 to 36/hr by 2030
		Major rail projects (Crossrail, Western Rail, Southern Rail) delivered by our rail partners by 2030
Work with local partners to deliver public transportation priorities and establish safe cycle routes from/to local boroughs	Number of single occupancy colleague car journeys	Reduce the number of single occupancy colleague car journeys by 25% by 2030 and 50% by 2040

Table C.2.4: Become the world leader in delivering the cleanest aircraft and operations possible

Strategies	Indicators	Targets
Engage at senior levels with airline partners to encourage the early phase-out of the oldest and dirtiest aircraft whilst bringing in the newest and cleanest aircraft in class	% of flights by pre-CAEP standard aircraft	0% of flights by pre-CAEP standard aircraft by 2020 3.7% of flights by pre-CAEP standard aircraft by 2017
	% of flights by CAEP 6 or newer aircraft	At least 60% of flights by CAEP 6 or newer aircraft by 2020
Add emissions performance to create a combined Fly Quiet and Clean League Table of airlines		Emission-based metric added to create our Fly Quiet and Clean League Table by 2017
Work in partnership with airlines and ground handlers to increase the use and performance of pre-conditioned air (PCA) at aircraft stands in order to reduce APU emissions by aircraft parked at gate	kWh of PCA consumption	Increase annual PCA consumption by 20% in 2017 compared to 2016 Set 2020 PCA improvement target by 2017
Work in partnership with airlines and ground handlers to address emissions during the landing and take-off cycle	% aircraft using electric towing or single engine taxiing	Set a stretch target by of 2017 to increase the percentage of aircraft using electric towing or single engine taxiing by 2020
Implement new landing charges to incentivise cleaner aircraft. Review and revise regularly		Revise our landing charges to nearly double the price per kg of NOx per flight in 2017