



Department
for Environment
Food & Rural Affairs



Department
for Transport

Air Quality Plan for tackling roadside nitrogen dioxide concentrations in Bournemouth Urban Area (UK0015)

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1 Introduction

1.1 This document

This document is the Bournemouth Urban Area agglomeration zone (UK0015) updated air quality plan for tackling roadside nitrogen dioxide (NO₂) 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 Bournemouth Urban Area agglomeration zone
- Details of NO₂ exceedance situation within the Bournemouth 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 Bournemouth 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 NO₂ 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 NO₂ limit values for the protection of human health have been set in the Air Quality Directive (2008/50/EC). These are:

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

The Air Quality Directive stipulates that compliance with the NO₂ limit values will be achieved by 01/01/2010.

1.3 Zone status

The assessment undertaken for the Bournemouth Urban Area agglomeration zone indicates that the annual limit value was exceeded in 2015 but is likely to be achieved by 2021 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 2020.

1.4 Plan structure

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

Section 3 then presents the overall picture with respect to NO₂ levels in this agglomeration zone for the 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: Bournemouth Urban Area

Zone code: UK0015

Type of zone: agglomeration zone

Reference year: 2015

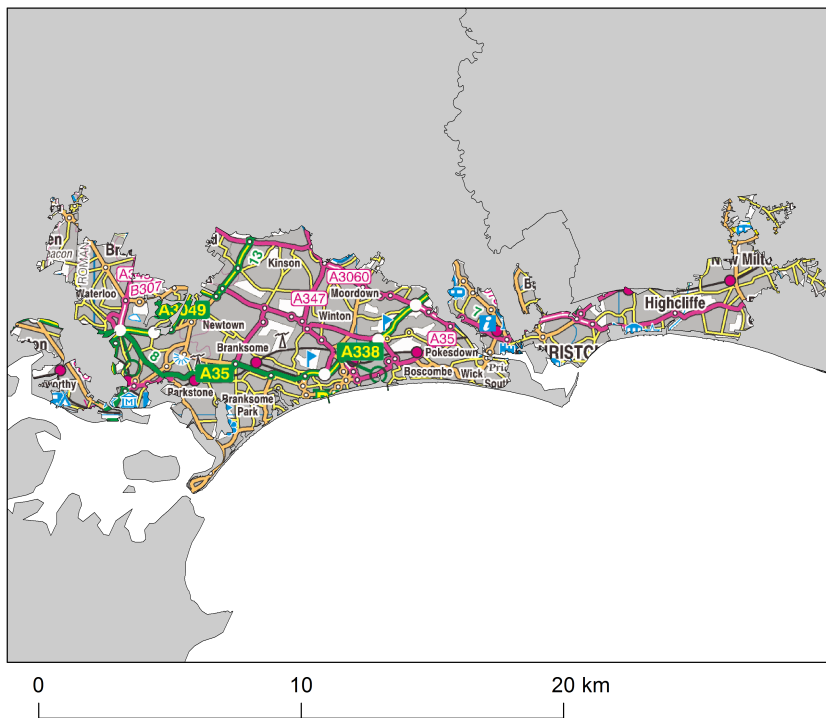
Extent of zone: Figure 1 shows the area covered by the Bournemouth Urban Area agglomeration zone.

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. Bournemouth Borough Council
2. Christchurch Borough Council
3. East Dorset District Council
4. New Forest District Council
5. Poole Borough Council
6. Purbeck District Council

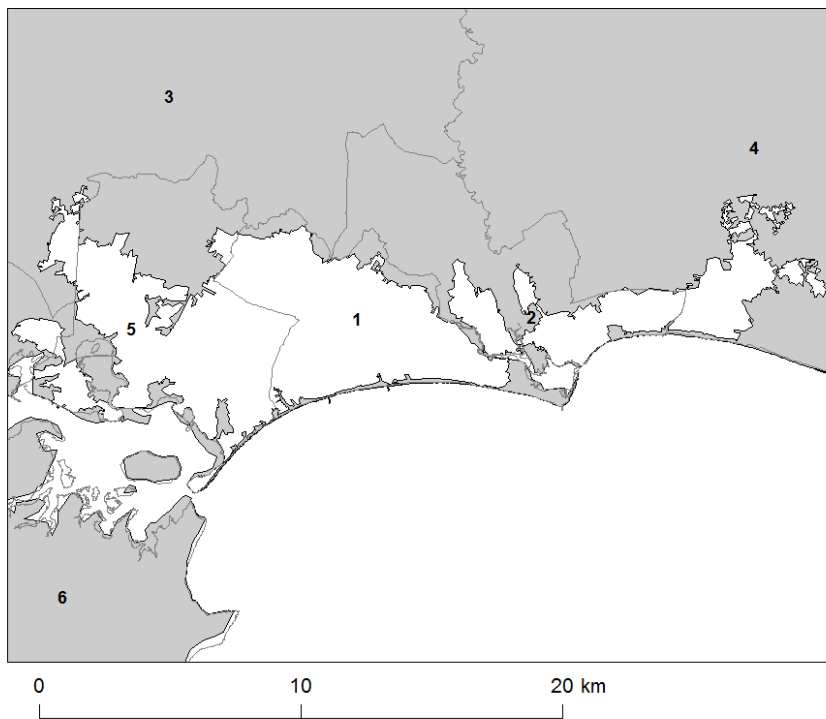
(Note: Local Authority boundaries do not necessarily coincide with zone boundaries. Hence Local Authorities may be listed within more than one zone plan.)

Figure 1: Map showing the extent of the Bournemouth Urban Area agglomeration zone (UK0015).



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Figure 2: Map showing Local Authorities within the Bournemouth Urban Area agglomeration zone (UK0015).



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2.2 Assessment details

Measurements

NO₂ measurements in this zone were available in 2015 from the following national network monitoring stations (NO₂ data capture¹ for each station in 2015 shown in brackets):

1. Bournemouth GB0741A (99%)

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

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:

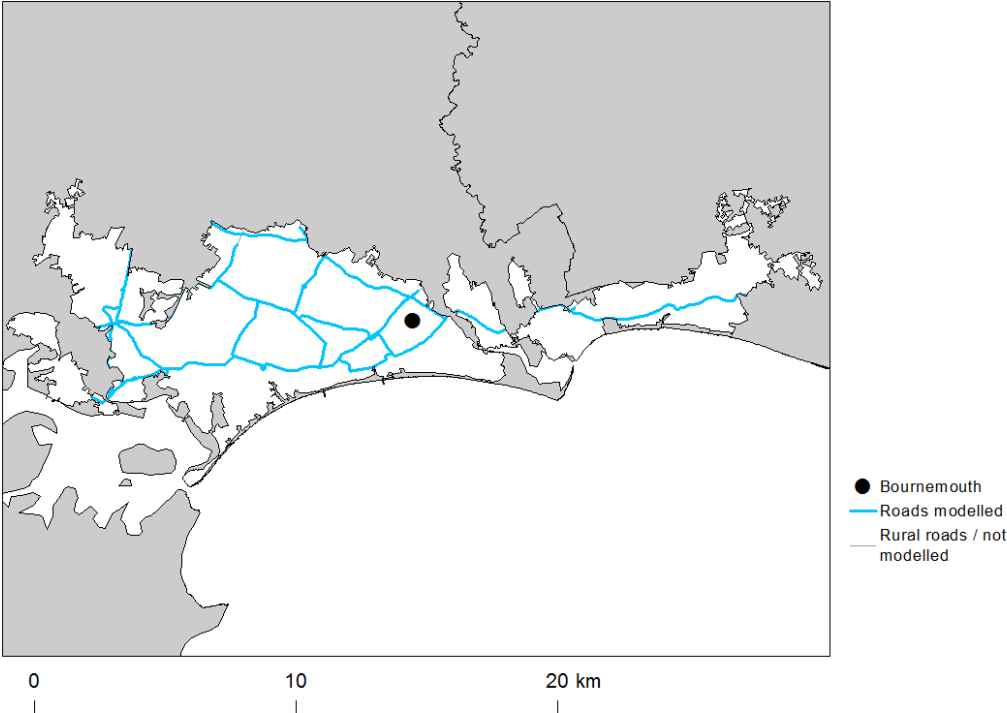
- Total background area within zone (approx): 121 km²
- Total population within zone (approx): 378,544 people

Zone maps

Figure 3 presents the location of the NO₂ monitoring stations within this zone for 2015 and the roads for which NO₂ concentrations have been modelled. NO₂ concentrations at background locations have been modelled across the entire zone at a 1 km x 1 km resolution.

¹Annual 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 NO₂ monitoring stations with valid data in 2015 and roads where concentrations have been modelled within the Bournemouth Urban Area (UK0015) agglomeration zone.



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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 NO₂. These are:

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

Within the Bournemouth Urban Area agglomeration zone the annual limit value was exceeded in 2015. Hence, one exceedance situation for this zone has been defined, NO₂_UK0015_Annual_1, which covers exceedances of the annual limit value. This exceedance situation is described below.

3.2 Reference year: NO₂_UK0015_Annual_1

The NO₂_UK0015_Annual_1 exceedance situation covers all exceedances of the annual mean limit value in the Bournemouth 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 no measured exceedances of the annual limit value in this zone in 2015. Table 2 summarises modelled annual mean NO₂ concentrations in this exceedance situation for the same time period. This table shows that, in 2015, 6.9 km of road length was modelled to exceed the annual limit value. There were no modelled background exceedances of the annual limit value. The maximum measured concentration in the zone varies due to changes in emissions and varying meteorology in different years. However, the models are also updated each year to take into account the most up-to-date science, so the modelled results for different years may not be directly comparable. Maps showing the modelled annual mean NO₂ concentrations for 2015 at background and at roadside locations are presented in Figures 4 and 5 respectively. All modelled exceedances of the annual limit value are coloured orange or red in the maps.

The 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 (NO₂) and nitric oxide (NO). Ambient NO₂ concentrations include contributions from both directly emitted primary NO₂ and secondary NO₂ formed in the atmosphere by the oxidation of NO. As such, it is not possible to calculate an unambiguous source apportionment specifically for NO₂ concentrations; therefore the source apportionment in this plan is presented for NO_x, rather than for NO₂ (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 NO₂ 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 NO₂_UK0015_Annual_1 exceedance situation (i.e. the source apportionment for all exceeding roads only) in 2015.

Table 1: Measured annual mean NO₂ concentrations at national network stations in NO₂_UK0015_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
Bournemouth (GB0741A)	17 (69)	17 (91)	22 (93)	19 (96)	18 (94)	17 (93)	16 (94)	15 (96)	17 (99)	18 (99)	15 (93)	16 (99)	14 (99)	13 (86)	12 (99)

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

Table 2: Annual mean NO₂ model results in NO₂_UK0015_Annual_1 for 2001 onwards.

	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Road length exceeding (km)	4.2	0.0	25.5	10.8	10.8	8.5	10.8	12.0	12.0	11.5	10.9	11.2	11.2	11.2	6.9
Background exceeding (km ²)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Maximum modelled concentration (μgm^{-3}) (a)	44.2	39.6	52.3	50.5	48.1	49.9	50.5	51.5	51.1	56.2	55	52	49	50	48

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

Table 3: Modelled annual mean NO_x source apportionment at the location with the highest NO₂ concentration in 2015 in NO2_UK0015_Annual_1 (μgm⁻³) traffic count point 26967 on the A338; OS grid (m): 411485, 93539) .

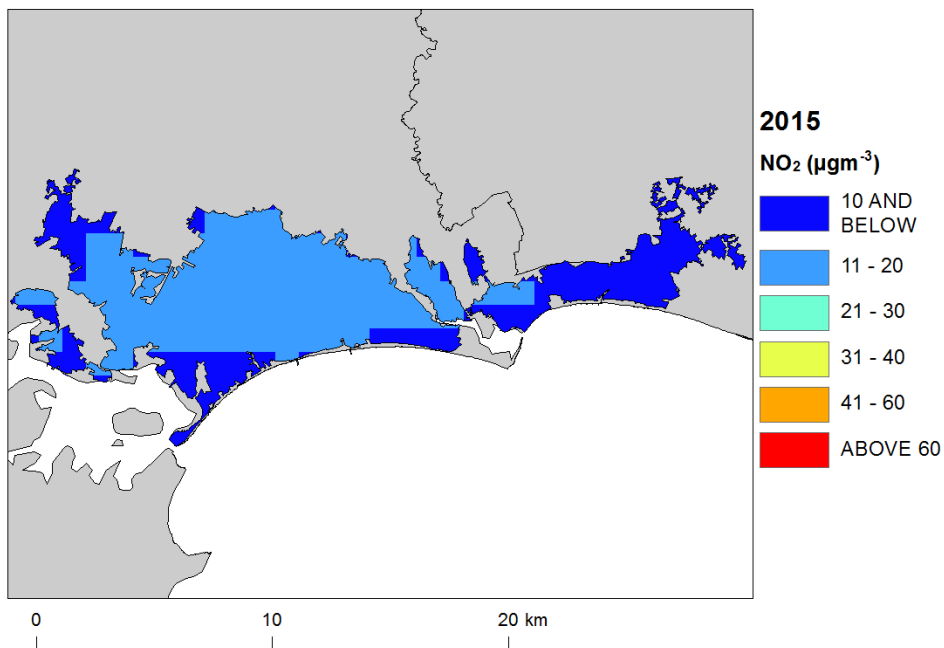
Spatial scale	Component	Concentration at highest road link (a)
Regional background sources NO _x (i.e. contributions from distant sources of > 30 km from the receptor).	Total	5.1
	From within the UK	2.3
	From transboundary sources (includes shipping and other EU member states)	2.8
Urban background sources NO _x (i.e. sources located within 0.3 - 30 km from the receptor).	Total	14.8
	From road traffic sources	10.3
	From industry (including heat and power generation)	1.3
	From agriculture	NA
	From commercial/residential sources	2.3
	From shipping	0.0
	From off road mobile machinery	0.7
	From natural sources	NA
	From transboundary sources	NA
From other urban background sources	0.2	
Local sources NO _x (i.e. contributions from sources < 0.3 km from the receptor).	Total	93.7
	From petrol cars	10.1
	From diesel cars	43.1
	From HGV rigid (b)	6.9
	From HGV articulated (b)	2.0
	From buses	8.2
	From petrol LGVs (c)	0.1
	From diesel LGVs (c)	23.0
From motorcycles	0.2	
From London taxis	0.0	
Total NO _x (i.e. regional background + urban background + local components)		113.6
Total NO ₂ (i.e. regional background + urban background + local components)		48

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

(b) HGV = heavy goods vehicle

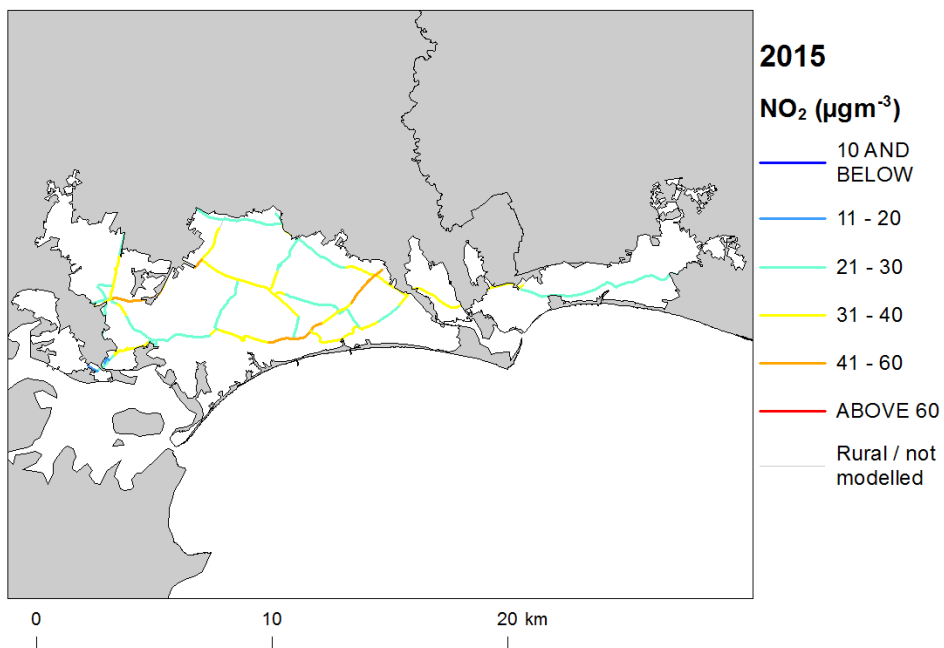
(c) LGV = light goods vehicle

Figure 4: Map of modelled background annual mean NO₂ concentrations 2015. Modelled exceedances of the annual limit value are shown in orange and red.



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Figure 5: Map of modelled roadside annual mean NO₂ concentrations 2015. Modelled exceedances of the annual limit value are shown in orange and red.



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4 Measures

4.1 Introduction

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

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

4.2 Source apportionment

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

Local road traffic was the dominant source in this exceedance location in the reference year. The largest contribution was from diesel cars at the location of maximum exceedance with a contribution of 43.1 μgm^{-3} of NO_x out of a total of 113.6 μgm^{-3} of NO_x. Diesel cars and diesel LGVs were important sources on the primary 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 NO₂ in this agglomeration zone have been taken and/or are planned at a range of administrative levels. These are:

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

Details of European Union measures (e.g. Euro Standards, Fuel Quality Directives, Integrated Pollution Prevention and Control) can be found on the European Commission's website (http://ec.europa.eu/environment/air/index_en.htm). Details of national measures are given in the UK overview document.

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

Overview

The transport strategy in Bournemouth is centred on promoting sustainable low carbon modes which also bring air quality benefits. The strategy has been developed and adopted in the Local Transport Plan in partnership with the neighbouring authorities of the Borough of Poole and Dorset County Council and is evidenced by a large Multi Modal Traffic Model.

This strong partnership working has proved vital in providing improved travel choices and has helped secure additional funding. Borough of Poole, Bournemouth Borough Council and Dorset County Council were also jointly awarded a grant from the UK Government Office for Low Emission Vehicles (OLEV) for the installation of 15 electric vehicle charging points, four in Poole, three in Bournemouth and a further eight in Dorset. In 2012 Bournemouth secured £20m for the delivery of sustainable transport schemes.

This has resulted in the delivery of an enhanced programme of schemes to provide enhanced travel choices by making walking, cycling and using public transport easier, safer and more attractive. This is being progressed through the provision of a range of infrastructure improvements such as:

- New crossings, accessibility improvements, and other measures to address severance.
- Cycle facilities including the provision of cycle storage facilities at workplaces, schools, universities and on street, and cycle lanes adopting best practice design principles.
- Improvements at bus stops including new shelters providing “next generation” Real Time Passenger Information which also work with mobile devices.
- Bournemouth also work closely with the bus operators, who now run a modern fleet of low emission buses on all of the main routes. This has contributed to Bournemouth enjoying one of the largest bus patronage increases outside London.
- Bournemouth has also launched a community car club available for residents and visitors.

Whilst it is difficult to evidence a direct link, an approximate 6% decrease in traffic levels between 2008 and 2014 is considered by the local authority to be due in part to the adopted Transport Policy. The local authority have identified that the modal shares for rail, bus, walking and cycling have gone up appreciably whereas car as driver and taxi have slightly reduced, while passengers in a car/van and powered two wheelers have noticeably reduced. This includes a significant increases in bus patronage, (95% between 2004-05 to 2014-15), and an increase in the numbers cycling to work (47%, between 2001 and 2011).

The programme of capital infrastructure measures in Bournemouth has been complimented by a large programme of revenue funded activities to further encourage sustainable travel use. This has involved working with key partners in the health and education sectors and also with organisations such as British Cycling and Sustrans to deliver a wide programme of initiatives.

Alongside this junction improvements have been taking place to help with travel planning. Key junctions along the A338 and A337 have been improved with Local Sustainable Transport Funding.

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 NO₂ limit values is likely to be achieved on the basis of EU, regional and local measures currently planned. Details of the methods used for the baseline emissions and projections modelling are provided in the UK technical report.

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

The impacts of the individual Local Authority measures have not been explicitly included in the baseline model projections. However, measures may have been included implicitly if they have influenced the traffic counts for 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: NO₂_UK0015_Annual_1

Table 4 presents summary results for the baseline model projections for each year from 2017 to 2030 for the NO₂_UK0015_Annual_1 exceedance situation. This shows that the maximum modelled annual mean NO₂ concentration predicted for 2020 in this exceedance situation is 41 $\mu\text{g}\text{m}^{-3}$. By 2021, the maximum modelled annual mean NO₂ concentration is predicted to drop to 39 $\mu\text{g}\text{m}^{-3}$. Hence, the model results suggest that compliance with the NO₂ annual limit value is likely to be achieved by 2021 under baseline conditions.

Figure 6 and 7 presents maps of projected annual mean NO₂ concentrations at background and roadside locations respectively in 2021, the year at which compliance is achieved. For reference Figures 8 and 9 show maps of projected annual mean NO₂ 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.

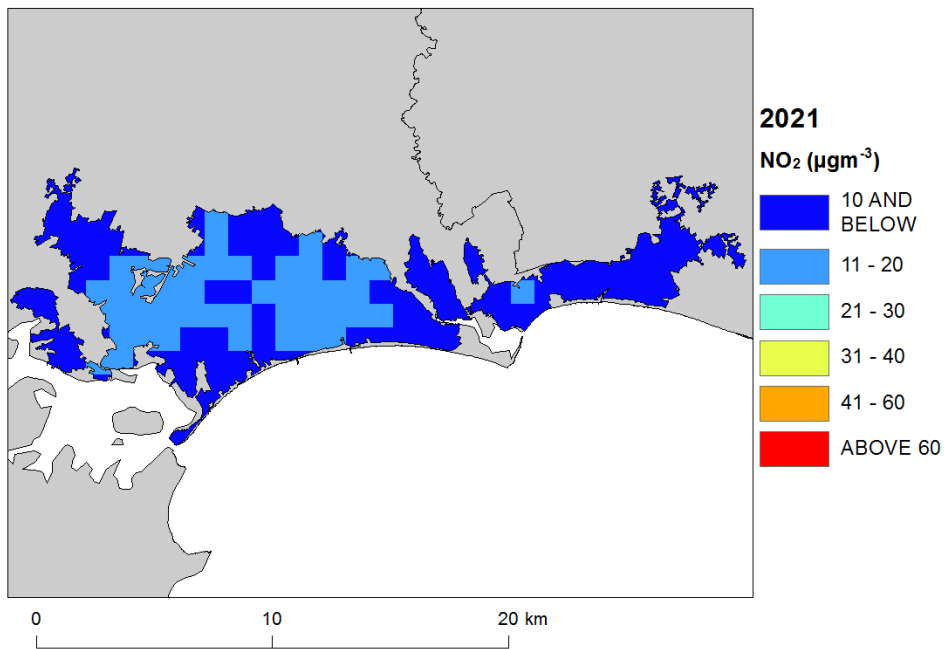
Table 4: Annual mean NO₂ model results in NO₂_UK0015_Annual_1.

	2015	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030
Road length exceeding (km)	6.9	6.9	5.8	3.9	2.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Background exceeding (km ²)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Maximum modelled concentration NO ₂ (μgm ⁻³) (a)	48	46	45	43	41	39	37	35	33	31	30	28	27	26	25
Corresponding modelled concentration NO _x (μgm ⁻³) (b)	114	107	102	97	91	85	79	74	69	65	61	58	56	53	51

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

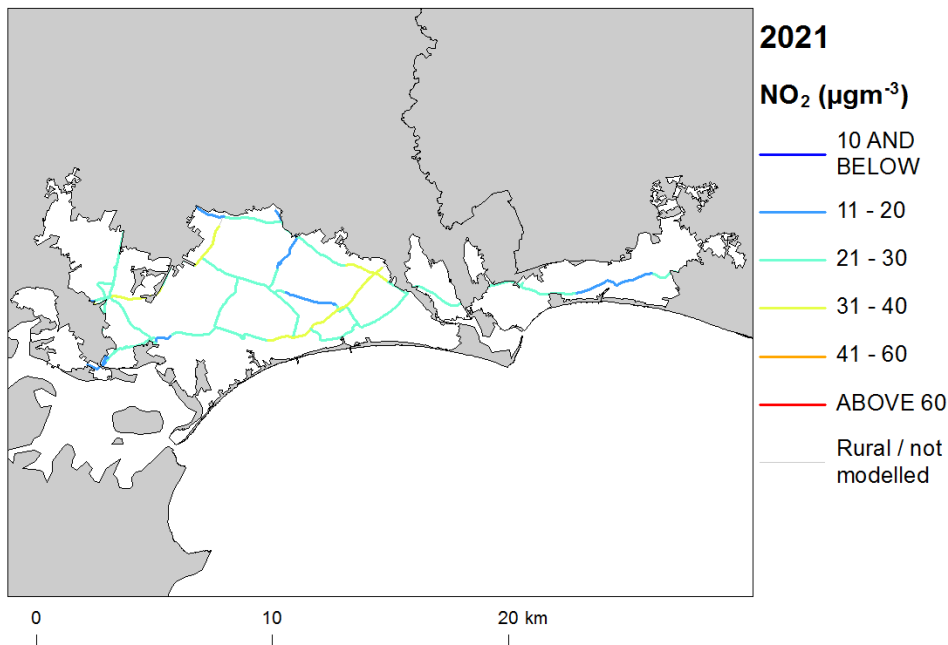
(b) NO_x is recorded here for comparison with the NO_x source apportionment graphs for 2015 presented in Annex B of this plan. Limit values for EU directive purposes are based on NO₂.

Figure 6: Background baseline projections of annual mean NO₂ concentrations in 2021, the year at which compliance is achieved under baseline conditions. Modelled exceedances of the annual limit value are shown in orange and red.



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Figure 7: Roadside baseline projections of annual mean NO₂ concentrations in 2021, the year at which compliance is achieved under baseline conditions. Modelled exceedances of the annual limit value are shown in orange and red.



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Figure 8: Background baseline projections of annual mean NO₂ 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.

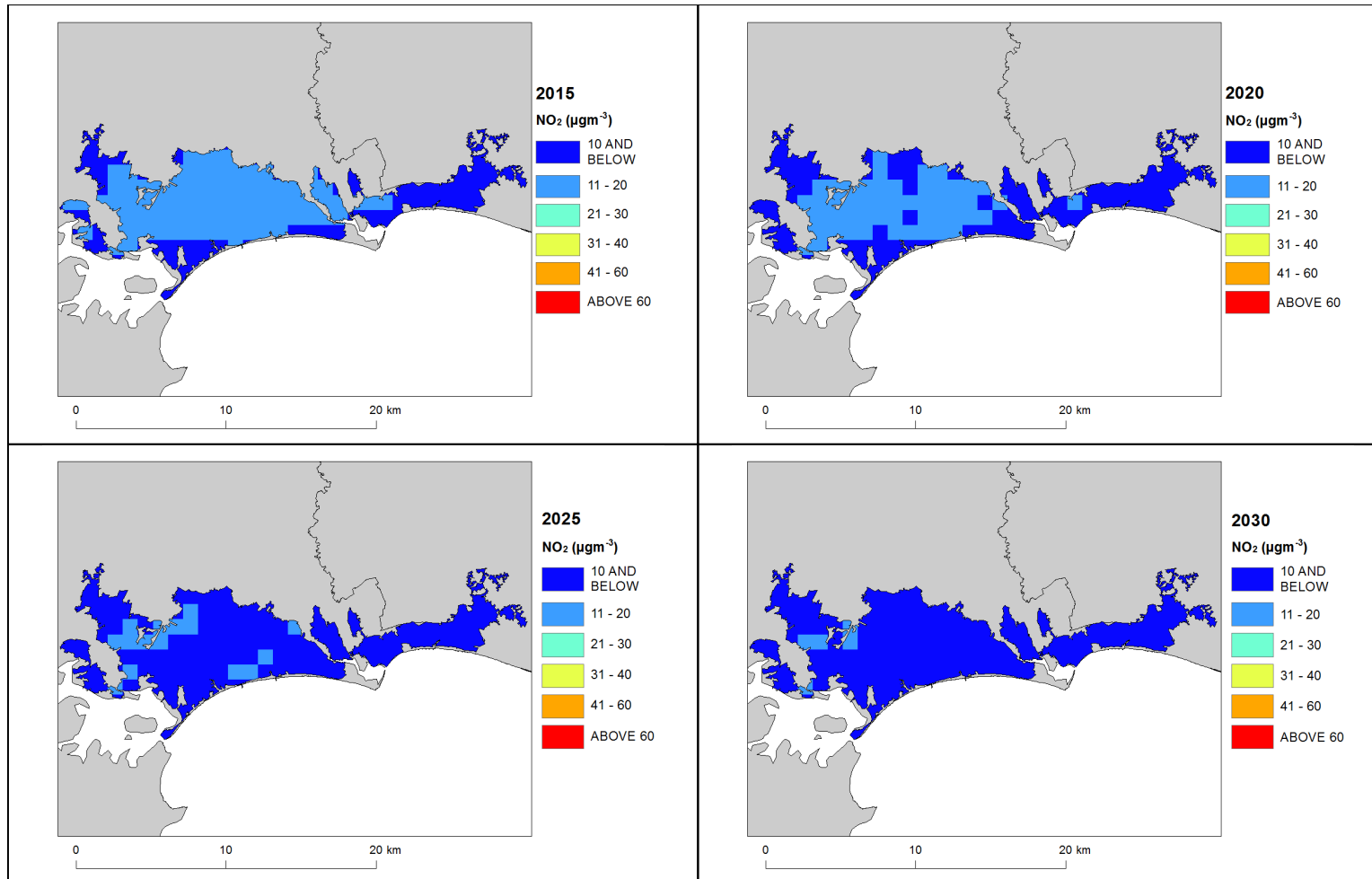
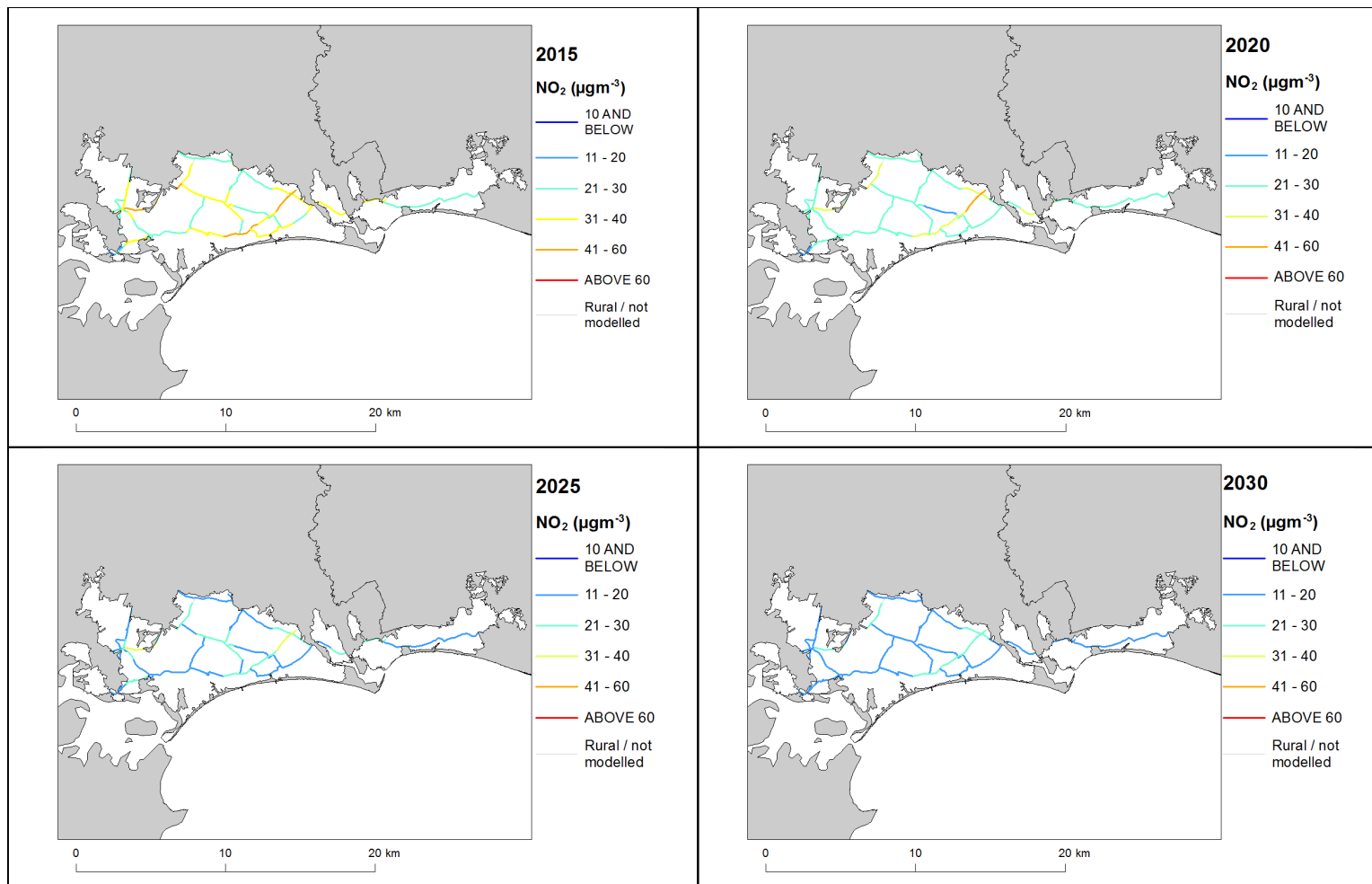


Figure 9: Roadside baseline projections of annual mean NO₂ concentrations in 2020, 2025 and 2030. 2015 is also included here for reference. Modelled exceedances of the annual limit value are shown in orange and red.



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

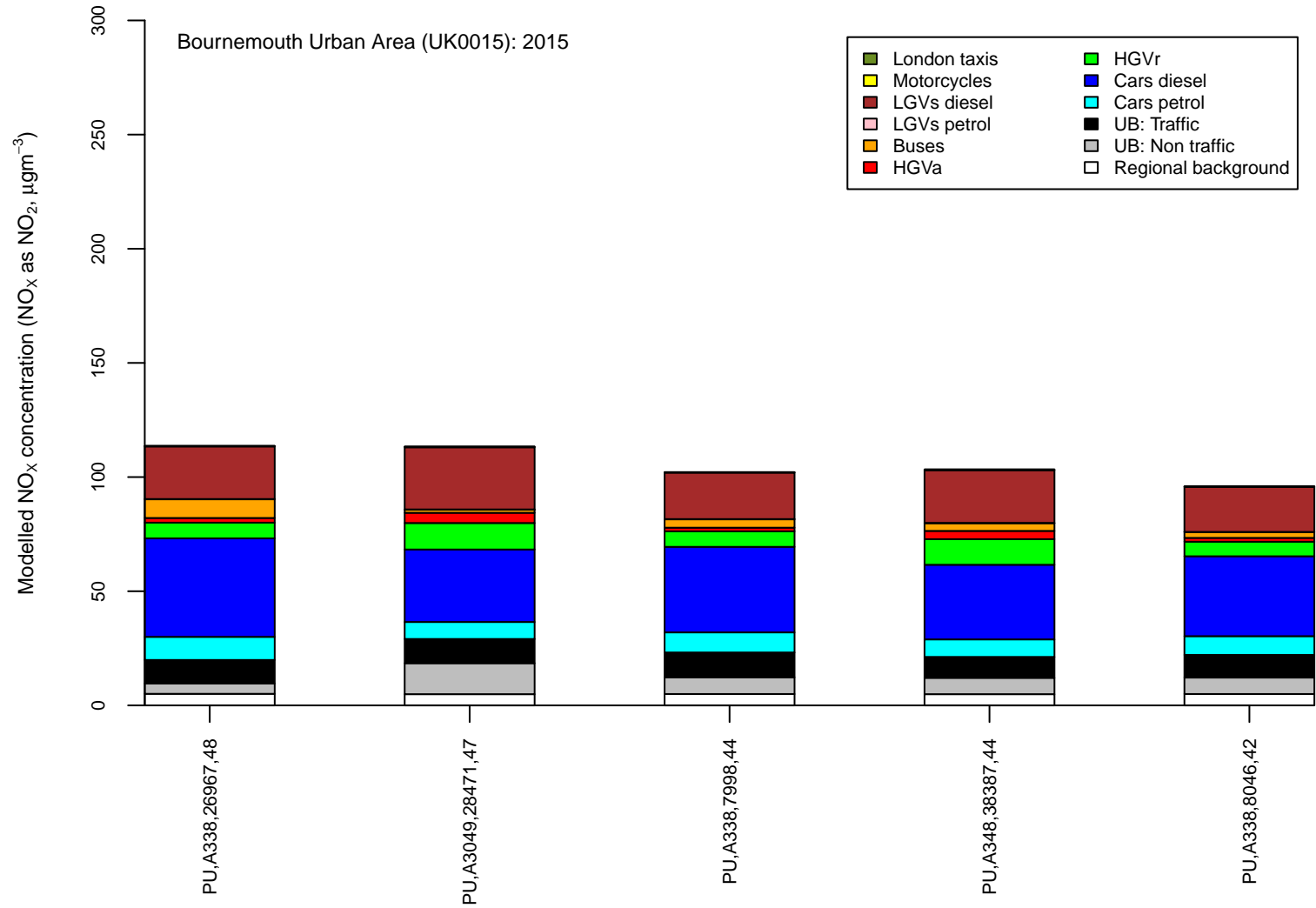
IPR 2013. Guidance on the Commission Implementing Decision laying down rules for Directives 2004/107/EC and 2008/50/EC of the European Parliament and of the Council as regards the reciprocal exchange of information and reporting on ambient air (Decision 2011/850/EU). http://ec.europa.eu/environment/air/quality/legislation/pdf/IPR_guidance1.pdf

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 NO₂ limit value in 2015.



Road class (MU = motorway, PU = primary road, TU = trunk road), road number, census id 15 and modelled NO₂ concentration (μgm⁻³)

C Tables of measures

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Table C.1 Relevant Local Authority measures within Bournemouth Urban Area (UK0015)

Measure code	Description	Focus	Classification	Status	Other information
Christchurch Borough Council_CBC 01	Car share Dorset	Reduce vehicle journeys	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2012 Expected end date: N/A Spatial scale: Whole town or city Source affected: Transport Indicator: Number of users Target emissions reduction: N/A
Christchurch Borough Council_CBC 02	Rapid charging point installation	Promote low emission transport	Traffic planning and management: Differentiation of parking fees	Implementation	Start date: 2014 Expected end date: N/A Spatial scale: Whole town or city Source affected: Transport Indicator: Number of users Target emissions reduction: N/A
Christchurch Borough Council_CBC 03	Smarter working	Encourage/facilitate homeworking	Other measure: Other measure	Implementation	Start date: 2016 Expected end date: N/A Spatial scale: Whole town or city Source affected: Transport Indicator: Reduction in mileage Target emissions reduction: N/A
Christchurch Borough Council_CBC 04	Vehicle procurement	Promote low emission transport	Public procurement: New vehicles, including low emission vehicles	Implementation	Start date: 2015 Expected end date: N/A Spatial scale: Whole town or city Source affected: Transport Indicator: Fleet efficiency Target emissions reduction: N/A
Christchurch Borough Council_CBC 05	Project to visualise link between air quality and health	Control	Public information and Education: Internet	Preparation	Start date: 2017 Expected end date: N/A Spatial scale: Whole agglomeration Source affected: Transport Indicator: Improved awareness Target emissions reduction: N/A
Christchurch Borough Council_CBC 06	Cycleway/Salisbury Road	Encourage alternative travel	Other measure: Other measure	Implementation	Start date: 2016 Expected end date: N/A Spatial scale: Local Source affected: Transport Indicator: Increased useage Target emissions reduction: N/A
Christchurch Borough Council_CBC 07	Cycleway/Stony Lane	Encourage alternative travel	Other measure: Other measure	Implementation	Start date: 2016 Expected end date: N/A Spatial scale: Local Source affected: Transport Indicator: Increased useage Target emissions reduction: N/A

Measure code	Description	Focus	Classification	Status	Other information
Christchurch Borough Council_CBC 08	Intelligent transport system	Reduce congestion/idling	Traffic planning and management: Improvement of public transport	Planning	Start date: 2019 Expected end date: N/A Spatial scale: Whole agglomeration Source affected: Transport Indicator: Better traffic flow Target emissions reduction: N/A
New Forest District Council_1	Lyndhurst - improvements to A337 and High St. junction	Improve flow of traffic through junction	Traffic planning and management: Other measure	Evaluation	Start date: 2012 Expected end date: 2014 Spatial scale: Local Source affected: Transport Indicator: Traffic surveys to assess traffic movements and monitoring NO2 Target emissions reduction: 3-4 gm-3
New Forest District Council_2	Lyndhurst - installation of variable messaging system	Reduce traffic travelling through Lyndhurst	Traffic planning and management: Other measure	Evaluation	Start date: 2010 Expected end date: 2011 Spatial scale: Local Source affected: Transport Indicator: Traffic surveys to assess traffic flows and monitoring NO2 Target emissions reduction: 1-2 gm-3
New Forest District Council_3	Lyndhurst - additional road management schemes	Improve flow of traffic through street canyon	Traffic planning and management: Other measure	Preparation	Start date: 2025 Expected end date: 2028 Spatial scale: Local Source affected: Transport Indicator: Traffic surveys to assess traffic movements and monitoring NO2 Target emissions reduction: 1-5 gm-3
New Forest District Council_4	Lyndhurst - enforcement of HGV restriction through village	Reduce number of HGV's travelling through Lyndhurst	Traffic planning and management: Freight transport measure	Evaluation	Start date: 2008 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: Traffic surveys to assess no's. of illegal HGV's and monitoring NO2 Target emissions reduction: 1-2 gm-3
New Forest District Council_5	Lyndhurst - priority bus lane through part of one way system	To reduce time spent by buses queuing in traffic and therefore to encourage public transport use	Traffic planning and management: Encouragement of shift of transport modes	Evaluation	Start date: 2011 Expected end date: 2012 Spatial scale: Local Source affected: Transport Indicator: Traffic surveys to assess bus use Target emissions reduction: <1ugm-3

Measure code	Description	Focus	Classification	Status	Other information
New Forest District Council_6	Lyndhurst - development of school travel plan	Reduce traffic travelling into Lyndhurst High Street	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: Travel surveys of school travel and monitoring NO2 Target emissions reduction: < 1gm-3
New Forest District Council_7	Lyndhurst - review signage for visitors driving into the village	Ensure vehicles reach their destination quickly	Traffic planning and management: Other measure	Planning	Start date: 2011 Expected end date: 2016 Spatial scale: Local Source affected: Transport Indicator: Visitor surveys Target emissions reduction: < 1gm-3
New Forest District Council_8	Lyndhurst - enforcement of parking restrictions	Improve traffic through Lyndhurst	Traffic planning and management: Other measure	Implementation	Start date: 2008 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: Enforcement figures and NO2 monitoring Target emissions reduction: < 1gm-3
New Forest District Council_9	Lyndhurst - review car parking	Assess local parking requirements	Traffic planning and management: Other measure	Implementation	Start date: 2010 Expected end date: 2016 Spatial scale: Local Source affected: Transport Indicator: Travel surveys and monitoring NO2 Target emissions reduction: < 1gm-3
New Forest District Council_10	Totton - installation and review of static signs	To encourage drivers to turn off their engines whilst waiting at railway barrier	Traffic planning and management: Other measure	Evaluation	Start date: 2009 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: Traffic surveys to assess no. of switched off engines. Monitoring NO2. Target emissions reduction: < 1gm-3
New Forest District Council_11	Totton - enforcement of HGV restrictions	Reduce number of unauthorised HGV's travelling through AQMA	Traffic planning and management: Freight transport measure	Implementation	Start date: 2008 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: Travel surveys and monitoring NO2 Target emissions reduction: 2gm-3
New Forest District Council_12	Totton - review of local car parking	Reduce journeys through AQMA	Traffic planning and management: Other measure	Implementation	Start date: 2010 Expected end date: 2015 Spatial scale: Local Source affected: Transport Indicator: Car parking surveys Target emissions reduction: < 1gm-3

Measure code	Description	Focus	Classification	Status	Other information
New Forest District Council_13	Totton - development of Asda travel plan	Reduce journeys through AQMA	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2010 Expected end date: 2015 Spatial scale: Local Source affected: Transport Indicator: Travel surveys and monitoring NO2 Target emissions reduction: < 1gm-3
New Forest District Council_14	New Forest District Council fleet management	To reduce vehicle emissions including CO2	Other measure: Other measure	Implementation	Start date: 2008 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: Number of staff trained and numbers of replacement vehicles Target emissions reduction: < 1gm-3
New Forest District Council_15	New Forest District Council fleet management	To reduce vehicle emissions including CO2	Other measure: Other measure	Implementation	Start date: 2008 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: Number of staff trained and numbers of replacement vehicles Target emissions reduction: < 1gm-3
New Forest District Council_16	Increase public awareness of local air quality	To inform the public enabling them to make choices regarding air quality	Public information and Education: Internet	Implementation	Start date: 2006 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: Public feedback / surveys Target emissions reduction: < 1gm-3
New Forest District Council_17	Support New Forest District Council's Green Transportation Plan	Reduce vehicle use to and from, and whilst at work	Other measure: Other measure	Evaluation	Start date: 2002 Expected end date: 2012 Spatial scale: Local Source affected: Transport Indicator: Staff surveys / prize draw entries for staff not using a car to access work Target emissions reduction: < 1gm-3
New Forest District Council_18	Review local air quality monitoring	Identify and effectively monitor potential local air quality issues	Other measure: Other measure	Evaluation	Start date: 2006 Expected end date: 2014 Spatial scale: Local Source affected: Industry including heat and power production Indicator: N/a Target emissions reduction: N/a
New Forest District Council_19	Reinstatement of Waterside Railway (Fawley - Totton)	Reduce local vehicle use	Traffic planning and management: Encouragement of shift of transport modes	Preparation	Start date: 2025 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: N/a at this stage Target emissions reduction: Unknown

Measure code	Description	Focus	Classification	Status	Other information
New Forest District Council_20	Additional lane on A31 (Ringwood) at a congestion point	To reduce congestion	Traffic planning and management: Other measure	Preparation	Start date: 2025 Expected end date: 2030 Spatial scale: National Source affected: Transport Indicator: N/a at this stage Target emissions reduction: Unknown
New Forest District Council_21	Schemes to improve footpaths / tracks / junctions / crossings in villages and towns across district including Fordingbridge, New Milton, Totton and Bransgore	To promote and encourage walking	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2013 Expected end date: 2025 Spatial scale: Local Source affected: Transport Indicator: N/a Target emissions reduction: Unknown
New Forest District Council_22	Schemes to improve cycle paths / tracks in villages and towns across district including Fordingbridge, Fawley, Lymington, Ringwood and Marchwood	To promote and encourage cycling	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2013 Expected end date: 2025 Spatial scale: Local Source affected: Transport Indicator: N/a Target emissions reduction: Unknown
New Forest District Council_23	Schemes to improve public transport infrastructure and community transport in villages and towns across district including the Waterside and Lyndhurst	To promote and encourage use of public transport	Traffic planning and management: Improvement of public transport	Preparation	Start date: 2020 Expected end date: 2025 Spatial scale: Local Source affected: Transport Indicator: N/a Target emissions reduction: Unknown
New Forest District Council_24	Specific improvements to road network and pedestrian access in central Totton	To reduce congestion and promote walking	Traffic planning and management: Encouragement of shift of transport modes	Preparation	Start date: 2020 Expected end date: 2025 Spatial scale: Local Source affected: Transport Indicator: N/a Target emissions reduction: Unknown
New Forest District Council_25	New Forest Bus Tour - 3 'hop on and off' routes running over 11 weeks throughout the summer connecting tourist attractions, towns and villages throughout district	To reduce the use of private cars	Other measure: Other measure	Evaluation	Start date: 2003 Expected end date: 2004 Spatial scale: Local Source affected: Transport Indicator: Number of travellers using scheme Target emissions reduction: 42,000 passenger trips (2014), saving 226,000 private car miles

Measure code	Description	Focus	Classification	Status	Other information
New Forest District Council_26	Beach bus operating an hourly service between towns, villages, local attractions around the coast and beaches during the school summer holidays	To reduce use of private cars	Other measure: Other measure	Evaluation	Start date: 2013 Expected end date: 2014 Spatial scale: Local Source affected: Transport Indicator: Number of travellers using scheme Target emissions reduction: 8,000 passenger trips (2014) saving 58,000 private car miles
New Forest District Council_27	New Forest Concierge scheme - 2 seasonal staff deliver information on the New Forest Tour, Beach Bus, walking and cycling routes for visitors and local residents	To reduce use of private cars and to promote walking and cycling	Other measure: Other measure	Evaluation	Start date: 2013 Expected end date: 2014 Spatial scale: Local Source affected: Transport Indicator: Number of people speaking to staff Target emissions reduction: Staff spoke to ~4,500 people (2014) offering travel advice
New Forest District Council_28	Lyndhurst - by-pass	Remove some traffic from AQMA	Traffic planning and management: Other measure	Other	Start date: 2008 Expected end date: 2008 Spatial scale: Local Source affected: Transport Indicator: N/a Target emissions reduction: N/a
New Forest District Council_29	Totton - pedestrianisation of road within AQMA	Remove traffic from AQMA	Traffic planning and management: Encouragement of shift of transport modes	Other	Start date: 2008 Expected end date: 2008 Spatial scale: Local Source affected: Transport Indicator: N/a Target emissions reduction: N/a
New Forest District Council_30	Lyndhurst - road improvements on junction of A337 and Romsey Road and on the approach to the junction	Reduce congestion in High Street, Lyndhurst	Traffic planning and management: Other measure	Other	Start date: 2008 Expected end date: 2010 Spatial scale: Local Source affected: Transport Indicator: N/a Target emissions reduction: N/a
New Forest District Council_31	Totton - bridge over railway line	Reduce congestion in AQMA	Traffic planning and management: Other measure	Other	Start date: 2008 Expected end date: 2008 Spatial scale: Local Source affected: Transport Indicator: N/a Target emissions reduction: N/a
New Forest District Council_32	Totton - installation of VMS at railway barrier	Inform motorists on the duration the barrier gates would be closed and to request engines are turned off	Traffic planning and management: Other measure	Other	Start date: 2008 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
New Forest District Council_33	Totton - junction improvements on the approach to the railway barrier (within AQMA)	Improve congestion	Traffic planning and management: Other measure	Other	Start date: 2008 Expected end date: 2010 Spatial scale: Local Source affected: Transport Indicator: N/a Target emissions reduction: N/a
New Forest District Council_34	Vehicle emission testing	Inform motorists with regards to vehicle emissions (take enforcement if appropriate)	Public procurement: Other measure	Other	Start date: 2008 Expected end date: 2010 Spatial scale: Local Source affected: Transport Indicator: N/a Target emissions reduction: N/a
New Forest District Council_35	Investigate use of pollutant absorbing pavement	Reduce pollutant concentrations	Other measure: Other measure	Other	Start date: 2008 Expected end date: 2010 Spatial scale: Local Source affected: Transport Indicator: N/a Target emissions reduction: N/a
Poole Borough Council_CR1	Ashley Cross junction improvements	Banning right hand turns from Commercial Road into Salterns Road/Parr Street for all vehicles except buses. Building wide traffic islands to allow pedestrians to cross while some traffic is running	Traffic planning and management: Other measure	Evaluation	Start date: 2009 Expected end date: 2010 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Poole Borough Council_CR2	Installation of traffic signals at the junction of Station Road/ Commercial Road	Including a controlled pedestrian crossing on Station Road	Traffic planning and management: Other measure	Evaluation	Start date: 2009 Expected end date: 2010 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Poole Borough Council_CR3	Commercial Road Loading Ban	Station Road, Commercial Road, Curzon Road, Britannia Road & Parr Street	Traffic planning and management: Other measure	Evaluation	Start date: 2013 Expected end date: 2013 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Poole Borough Council_CR4	Enforcement of Bus Clearways along the A35 Corridor	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
Poole Borough Council_CR5	Link Traffic Signals	At junctions between Station Road and Britannia Road using a urban traffic control (UTC) system	Traffic planning and management: Other measure	Evaluation	Start date: 2013 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
Poole Borough Council_CR6	Intelligent Transport Systems on A35	Improved co-ordination of signals on 38 signalised junctions to optimise timings and improve bus priority.	Traffic planning and management: Other measure	Evaluation	Start date: 2013 Expected end date: 2015 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Poole Borough Council_CR7	Travel Planning & Other Smarter Choices	Maximise modal shift with targeted Personalised Travel Planning programme for 60,000 properties in prime corridor. A Corridor Travel Plan Co-ordinator will lead on engagement with local businesses and schools	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2014 Expected end date: 2014 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Poole Borough Council_CR8	Travel Training	A Travel Trainer will train and support people with disabilities to use conventional public transport independently, by recruiting Volunteer Travel Buddies.	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2014 Expected end date: 2014 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Poole Borough Council_CR9	Marketing & Promotion	Publicity campaigns will focus on raising the profile of the corridor and providing information on low carbon travel opportunities	Traffic planning and management: Other measure	Implementation	Start date: 2012 Expected end date: 2015 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Poole Borough Council_CR10	Business Travel Plans	ESIF Bid: Working with businesses to encourage sustainable travel across Dorset	Traffic planning and management: Encouragement of shift of transport modes	Preparation	Start date: 2016 Expected end date: 2020 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Poole Borough Council_MR1	Mansfield Road Junction	De-clutter signal equipment & street furniture	Traffic planning and management: Other measure	Evaluation	Start date: 2014 Expected end date: 2014 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Poole Borough Council_MR2	Mansfield Road Junction	Pedestrian crossing level with the pavement	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: Improved pedestrian safety Target emissions reduction: N/A

Measure code	Description	Focus	Classification	Status	Other information
Poole Borough Council_MR3	Mansfield Road Junction	Cyclist priority at junction	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: Improvement linked to cycle safety Target emissions reduction: N/A
Poole Borough Council_MR4	Mansfield Road Junction	Signal timings linked to Richmond Road junction	Traffic planning and management: Other measure	Evaluation	Start date: 2014 Expected end date: 2014 Spatial scale: Local Source affected: Transport Indicator: Linking UTC will allow more free-flowing traffic and reduce stop/start and idling Target emissions reduction: N/A
Poole Borough Council_MR5	Mansfield Road Junction	Changes to loading bays	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: Will allow more free flowing vehicles thus reducing congestion and improving air quality Target emissions reduction: N/A
Poole Borough Council_MR6	Mansfield Road Junction	Allow all turning movements at junction	Traffic planning and management: Other measure	Evaluation	Start date: 2014 Expected end date: 2014 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Poole Borough Council_MR7	Mansfield Road Junction	Enhanced quality of materials	Other measure: Other measure	Implementation	Start date: 2014 Expected end date: 2014 Spatial scale: Local Source affected: Transport Indicator: Improvements directed at public realm Target emissions reduction: N/A
Poole Borough Council_RR1	Richmond Road Junction	De-clutter signal equipment & street furniture	Traffic planning and management: Other measure	Evaluation	Start date: 2014 Expected end date: 2014 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Poole Borough Council_RR2	Richmond Road Junction	Pedestrian crossing level with the pavement	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: Improved pedestrian safety Target emissions reduction: N/A

Measure code	Description	Focus	Classification	Status	Other information
Poole Borough Council_RR3	Richmond Road Junction	Signal timings linked to Mansfield Road junction	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: Linking UTC will allow more free-flowing traffic and reduce stop/start and idling Target emissions reduction: N/A
Poole Borough Council_RR4	Richmond Road Junction	Changes to loading bays	Traffic planning and management: Other measure	Evaluation	Start date: 2014 Expected end date: 2014 Spatial scale: Local Source affected: Transport Indicator: Will allow more free flowing vehicles thus reducing congestion and improving air quality Target emissions reduction: N/A
Poole Borough Council_RR5	Richmond Road Junction	Allow all turning movements at junction	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: N/A Target emissions reduction: N/A
Poole Borough Council_RR6	Richmond Road Junction	Enhanced quality of materials	Other measure: Other measure	Implementation	Start date: 2014 Expected end date: 2014 Spatial scale: Local Source affected: Transport Indicator: Improvements directed at public realm Target emissions reduction: N/A
Poole Borough Council_CA1	Central Area	De-clutter existing street furniture	Traffic planning and management: Other measure	Implementation	Start date: 2014 Expected end date: 2015 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Poole Borough Council_CA2	Central Area	Re-locating signal controlled pedestrian crossing level with the pavement	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: Improved pedestrian safety Target emissions reduction: N/A
Poole Borough Council_CA3	Central Area	Separating on street parking from bus clearways	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: Will allow more free flowing buses Target emissions reduction: N/A

Measure code	Description	Focus	Classification	Status	Other information
Poole Borough Council_CA4	Central Area	Reducing road width and wider footways	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: Improved pedestrian safety Target emissions reduction: N/A
Poole Borough Council_CA5	Central Area	New island crossing	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: Improved pedestrian safety Target emissions reduction: N/A
Poole Borough Council_CA6	Central Area	Provision of landscaping, e.g. trees	Other measure: Other measure	Implementation	Start date: 2014 Expected end date: 2015 Spatial scale: Local Source affected: Other, please specify Indicator: Public realm but some evidence of pollution sink from tree planting Target emissions reduction: N/A
Poole Borough Council_CA7	Central Area	Possible loss of 6 parking spaces using the traffic regulation order (TRO) process	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: Will allow more free flowing vehicles thus reducing congestion and improving air quality Target emissions reduction: N/A
Poole Borough Council_WR1	Weymouth Rd to Mansfield Rd	Minimise the impact of parking and loading bays on through traffic	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: Will allow more free flowing vehicles thus reducing congestion and improving air quality Target emissions reduction: N/A
Poole Borough Council_WR2	Weymouth Rd to Mansfield Rd	Possible loss of 7 parking spaces using the TRO process	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: Will allow more free flowing vehicles thus reducing congestion and improving air quality Target emissions reduction: N/A

Measure code	Description	Focus	Classification	Status	Other information
Poole Borough Council_RA1	Randolph Road Junction	Minimise the impact of parking and loading bays on through traffic	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: Will allow more free flowing vehicles thus reducing congestion and improving air quality Target emissions reduction: N/A
Poole Borough Council_RA2	Randolph Road Junction	Centre line moved	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: N/A Target emissions reduction: N/A
Poole Borough Council_RA3	Randolph Road Junction	Cycle lane added on approach to junction	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: Improved cycle safety Target emissions reduction: N/A
Poole Borough Council_RA4	Randolph Road Junction	Possible loss of 5 parking spaces using the TRO process	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: Will allow more free flowing vehicles thus reducing congestion and improving air quality Target emissions reduction: N/A
Poole Borough Council_ER1	Edward Road Junction	Minimise the impact of parking and loading bays on through traffic	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: Will allow more free flowing vehicles thus reducing congestion and improving air quality Target emissions reduction: N/A
Poole Borough Council_LTP1	Joint Traffic Control Centre	Improved coordination of traffic along A35 Corridor	Traffic planning and management: Other measure	Implementation	Start date: 2014 Expected end date: 2015 Spatial scale: Whole agglomeration Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Poole Borough Council_LTP2	Integrated Transport Smartcard Organisation (ITSO) Smartcards	Quicker entry onto buses reducing time at stops, improving traffic flow and encouraging passengers.	Traffic planning and management: Other measure	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

Measure code	Description	Focus	Classification	Status	Other information
Poole Borough Council_LTP3	Intelligent Transport Systems	Improved information of traffic flow along the A35 Corridor.	Traffic planning and management: Other measure	Evaluation	Start date: 2014 Expected end date: 2014 Spatial scale: Whole agglomeration Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Poole Borough Council_LTP4	Strategic Cycleway Network	Transfer from car to cycle along the A35 Corridor	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2014 Expected end date: 2015 Spatial scale: Whole agglomeration Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Poole Borough Council_LTP5	Urban Traffic Control	Improved control of traffic flow along the A35 Corridor.	Traffic planning and management: Other measure	Implementation	Start date: 2014 Expected end date: 2015 Spatial scale: Whole agglomeration Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Poole Borough Council_LTP6	Local Junction Improvements	Improved traffic flow at critical junctions reducing delays as part of Local Sustainable Transport Fund (LSTF) Project.	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
Poole Borough Council_LTP7	Real Time Information Improvements	Better information for users of Public Transport to encourage its use.	Traffic planning and management: Other measure	Implementation	Start date: 2011 Expected end date: 2015 Spatial scale: Whole town or city Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Poole Borough Council_LTP8	Smarter Choices: Personalised Travel Planning	A better understanding for users of Public Transport options to encourage its use.	Traffic planning and management: Encouragement of shift of transport modes	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
Poole Borough Council_LTP9	Electric Vehicle Charging Points	The promotion of low carbon emission vehicles.	Traffic planning and management: Other measure	Implementation	Start date: 2014 Expected end date: 2015 Spatial scale: Whole agglomeration Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Poole Borough Council_LTP10	Improved Access to Stations	The encouragement to use Rail.	Traffic planning and management: Improvement of public transport	Evaluation	Start date: 2014 Expected end date: 2014 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A

Measure code	Description	Focus	Classification	Status	Other information
Poole Borough Council_LTP11	Safer Routes to School	Encouragement to walk or cycle to school, reducing car use on the strategic network.	Traffic planning and management: Encouragement of shift of transport modes	Planning	Start date: 2014 Expected end date: 2015 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Poole Borough Council_LTP12	Local Road Safety Schemes	Encouragement to walk or cycle reduce car use.	Traffic planning and management: Other measure	Implementation	Start date: 2014 Expected end date: 2016 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Poole Borough Council_LTP13	Parking Controls/Enforcement	To improve traffic flow on the A35	Traffic planning and management: Management of parking places	Evaluation	Start date: 2014 Expected end date: 2014 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Poole Borough Council_LSTF	Ashley Road Improvements	To improve traffic flow on the A35 Corridor and take traffic off Commercial Road	Traffic planning and management: Other measure	Implementation	Start date: 2014 Expected end date: 2015 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A