Air Quality Plan for tackling roadside nitrogen dioxide concentrations in Coventry/Bedworth (UK0017)

July 2017
1 Introduction

1.1 This document

This document is the Coventry/Bedworth agglomeration zone (UK0017) updated air quality plan for tackling roadside nitrogen dioxide (NO\textsubscript{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 Coventry/Bedworth agglomeration zone
- Details of NO\textsubscript{2} exceedance situation within the Coventry/Bedworth 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 Coventry/Bedworth 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\textsubscript{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\textsubscript{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 $\mu$gm\textsuperscript{-3}
- The hourly limit value: no more than 18 exceedances of 200 $\mu$gm\textsuperscript{-3} in a calendar year

The Air Quality Directive stipulates that compliance with the NO\textsubscript{2} limit values will be achieved by 01/01/2010.

1.3 Zone status

The assessment undertaken for the Coventry/Bedworth agglomeration zone indicates that the annual limit value was exceeded in 2015 but is likely to be achieved by 2022 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 2021.
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: Coventry/Bedworth
Zone code: UK0017
Type of zone: agglomeration zone
Reference year: 2015
Extent of zone: Figure 1 shows the area covered by the Coventry/Bedworth 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. Coventry City Council
2. Nuneaton and Bedworth Borough Council
3. Rugby Borough Council
4. Warwick 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 Coventry/Bedworth agglomeration zone (UK0017).

Figure 2: Map showing Local Authorities within the Coventry/Bedworth agglomeration zone (UK0017).
2.2 Assessment details

Measurements
NO₂ measurements in this zone were available in 2015 from the following national network monitoring stations (NO₂ data capture\(^1\) for each station in 2015 shown in brackets):

1. Coventry Allesley GB1034A (99%)


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): 76 km\(^2\)
- Total population within zone (approx): 304,515 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.

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\(^1\) 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 Coventry/Bedworth (UK0017) 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 $\mu$g m$^{-3}$)
- The hourly limit value (no more than 18 hourly exceedances of 200 $\mu$g m$^{-3}$ in a calendar year)

Within the Coventry/Bedworth agglomeration zone the annual limit value was exceeded in 2015. Hence, one exceedance situation for this zone has been defined, NO$_2$ UK0017 Annual 1, which covers exceedances of the annual limit value. This exceedance situation is described below.

3.2 Reference year: NO$_2$ UK0017 Annual 1

The NO$_2$ UK0017 Annual 1 exceedance situation covers all exceedances of the annual mean limit value in the Coventry/Bedworth 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 NO$_2$ concentrations in this exceedance situation for the same time period. This table shows that, in 2015, 11.3 km of road length was modelled to exceed the annual limit value. There were no modelled background exceedances of the annual limit value. The 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 NO$_2$ 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 (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$_2$_UK0017_Annual_1 exceedance situation (i.e. the source apportionment for all exceeding roads only) in 2015.
Table 1: Measured annual mean NO\textsubscript{2} concentrations at national network stations in NO\textsubscript{2}_UK0017\_Annual\_1 for 2001 onwards, $\mu$gm\textsuperscript{-3} (a). Data capture shown in brackets.

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<tr>
<td>Coventry Memorial Park (GB0739A)</td>
<td>19</td>
<td>21</td>
<td>25</td>
<td>22</td>
<td>18</td>
<td>19</td>
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<td>19</td>
<td>20</td>
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<tr>
<td>Coventry Allesley (GB1034A)</td>
<td>(64)</td>
<td>(88)</td>
<td>(87)</td>
<td>(98)</td>
<td>(99)</td>
<td>(99)</td>
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<td>(99)</td>
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<td>(97)</td>
<td>(96)</td>
<td>(98)</td>
<td>(80)</td>
<td>(84)</td>
<td>(43)</td>
</tr>
</tbody>
</table>

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

Table 2: Annual mean NO\textsubscript{2} model results in NO\textsubscript{2}_UK0017\_Annual\_1 for 2001 onwards.

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<tr>
<td>Road length exceeding (km)</td>
<td>27.0</td>
<td>11.0</td>
<td>28.5</td>
<td>24.2</td>
<td>24.9</td>
<td>20.1</td>
<td>16.5</td>
<td>10.6</td>
<td>15.2</td>
<td>26.1</td>
<td>20.1</td>
<td>15.8</td>
<td>15.0</td>
<td>9.8</td>
<td>11.3</td>
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<tr>
<td>Background exceeding (km\textsuperscript{2})</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
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<tr>
<td>Maximum modelled concentration ($\mu$gm\textsuperscript{-3}) (a)</td>
<td>54.7</td>
<td>44.0</td>
<td>52.7</td>
<td>50.6</td>
<td>52.8</td>
<td>50.7</td>
<td>49.1</td>
<td>51.9</td>
<td>85.4</td>
<td>95.8</td>
<td>62</td>
<td>54</td>
<td>52</td>
<td>50</td>
<td>54</td>
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</tbody>
</table>

(a) Annual Mean Limit Value = 40 $\mu$gm\textsuperscript{-3}
Table 3: Modelled annual mean NO$_x$ source apportionment at the location with the highest NO$_2$ concentration in 2015 in NO2_UK0017_Annual_1 (µgm$^{-3}$) traffic count point 7631 on the A4053; OS grid (m): 433820, 279270.

<table>
<thead>
<tr>
<th>Spatial scale</th>
<th>Component</th>
<th>Concentration at highest road link (a)</th>
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</thead>
<tbody>
<tr>
<td>Regional background sources NOx (i.e. contributions from distant sources of &gt; 30 km from the receptor).</td>
<td>Total</td>
<td>6.1</td>
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<td>From within the UK</td>
<td>3.6</td>
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<td></td>
<td>From transboundary sources (includes shipping and other EU member states)</td>
<td>2.5</td>
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<tr>
<td>Urban background sources NOx (i.e. sources located within 0.3 - 30 km from the receptor).</td>
<td>Total</td>
<td>34.3</td>
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<tr>
<td></td>
<td>From road traffic sources</td>
<td>18.9</td>
</tr>
<tr>
<td></td>
<td>From industry (including heat and power generation)</td>
<td>3.8</td>
</tr>
<tr>
<td></td>
<td>From agriculture</td>
<td>NA</td>
</tr>
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<td></td>
<td>From commercial/residential sources</td>
<td>5.1</td>
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<tr>
<td></td>
<td>From shipping</td>
<td>0.0</td>
</tr>
<tr>
<td></td>
<td>From off road mobile machinery</td>
<td>4.5</td>
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<td></td>
<td>From natural sources</td>
<td>NA</td>
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<tr>
<td></td>
<td>From transboundary sources</td>
<td>NA</td>
</tr>
<tr>
<td></td>
<td>From other urban background sources</td>
<td>2.0</td>
</tr>
<tr>
<td>Local sources NOx (i.e. contributions from sources &lt; 0.3 km from the receptor).</td>
<td>Total</td>
<td>95.6</td>
</tr>
<tr>
<td></td>
<td>From petrol cars</td>
<td>9.9</td>
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<td></td>
<td>From diesel cars</td>
<td>42.9</td>
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<td></td>
<td>From HGV rigid (b)</td>
<td>14.9</td>
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<td></td>
<td>From HGV articulated (b)</td>
<td>1.3</td>
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<td></td>
<td>From buses</td>
<td>8.9</td>
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<tr>
<td></td>
<td>From petrol LGVs (c)</td>
<td>0.1</td>
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<tr>
<td></td>
<td>From diesel LGVs (c)</td>
<td>17.5</td>
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<tr>
<td></td>
<td>From motorcycles</td>
<td>0.1</td>
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<tr>
<td></td>
<td>From London taxis</td>
<td>0.0</td>
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<tr>
<td>Total NOx (i.e. regional background + urban background + local components)</td>
<td></td>
<td>136.0</td>
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<tr>
<td>Total NO$_2$ (i.e. regional background + urban background + local components)</td>
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<td>54</td>
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</table>

(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 modelled roadside annual mean NO$_2$ concentrations 2015. Modelled exceedances of the annual limit value are shown in orange and red.
4 Measures

4.1 Introduction

This section gives details of measures that address exceedances of the NO\textsubscript{2} limit values within Coventry/Bedworth 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\textsubscript{2} 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 42.9 $\mu$g m\textsuperscript{-3} of NO\textsubscript{X} out of a total of 136 $\mu$g m\textsuperscript{-3} of NO\textsubscript{X}. Diesel cars, diesel LGVs, articulated HGVs and rigid HGVs were important sources on the motorway roads with the highest concentrations in this exceedance situation. Diesel cars, diesel LGVs and on some roads rigid and articulated HGVs or buses 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 NO\textsubscript{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.

The types of initiatives in place in the zone include modal shifts from using private cars to walking and cycling, workplace and school travel plans and the use of low emission vehicles.
There are many initiatives in the zone that are taking place that help improve air quality. Measures to encourage more cycling, walking, workplace and school travel plans are in place that will reduce the impact of traffic on the transport network by encouraging a shift towards sustainable modes of transport.

To build on these measures, there have been initiatives to improve bus emissions through fleet renewal. Greener methods of travelling are also taking place through the use of electric buses on some routes as part of a park and ride scheme that reduces car use. The zone has an ongoing trial of low emission vehicles and some parts of the zone are using electric cars and hybrid technology.

The Low Emissions Towns and Cities Programme is an Air Quality Grant funded project led by seven West Midlands Authorities, including Coventry. The steering group has produced guidance documents for procurement, planning and a low emissions strategy focused on the uptake of and providing the infrastructure for low emissions vehicles and promoting active and sustainable modes of transport.

### 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$_2$ UK0017_Annual_1

Table 4 presents summary results for the baseline model projections for each year from 2017 to 2030 for the NO$_2$ UK0017_Annual_1 exceedance situation. This shows that the maximum modelled annual mean NO$_2$ concentration predicted for 2020 in this exceedance situation is 45 µgm$^{-3}$. By 2022, the maximum modelled annual mean NO$_2$ concentration is predicted to 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 2022 under baseline conditions.

Figure 6 and 7 presents maps of projected annual mean NO$_2$ concentrations at background and roadside locations respectively in 2022, 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 4: Annual mean NO$_2$ model results in NO$_2$_UK0017_Annual_1.

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<tr>
<td>Road length exceeding</td>
<td>11.3</td>
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<td>Corresponding modelled</td>
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(a) Annual Mean Limit Value = 40 $\mu$gm$^{-3}$

(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$_2$. 

Annual Mean Limit Value = 40 $\mu$gm$^{-3}$
Figure 6: Background baseline projections of annual mean NO\textsubscript{2} concentrations in 2022, 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\textsubscript{2} concentrations in 2022, the year at which compliance is achieved under baseline conditions. Modelled exceedances of the annual limit value are shown in orange and red.
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 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.

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Annexes

A References


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\textsubscript{x} source apportionment plots for all roads exceeding the annual mean NO\textsubscript{2} limit value in 2015.

Coventry/Bedworth (UK0017): 2015

Road class (MU = motorway, PU = primary road, TU = trunk road), road number, census id 15 and modelled NO\textsubscript{2} concentration (\textmu{}g m\textsuperscript{-3})
C  Tables of measures

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<table>
<thead>
<tr>
<th>Measure code</th>
<th>Description</th>
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<th>Other information</th>
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</table>
| Coventry City Council_1| Cycle Coventry                                    | New cycle routes, parking                 | Traffic planning and management: Encouragement of shift of transport modes | Implementation | Start date: 2012  
Expected end date: 2015  
Spatial scale: Whole town or city  
Source affected: Transport  
Indicator: Increased cycling  
Target emissions reduction: N/A |
| Coventry City Council_2| Pinch Point                                       | Road Junction improvements                 | Traffic planning and management: Encouragement of shift of transport modes | Implementation | Start date: 2012  
Expected end date: 2015  
Spatial scale: National  
Source affected: Transport  
Indicator: Decreased congestion  
Target emissions reduction: N/A |
| Coventry City Council_3| Investment in Urban Traffic Control (UTMC)        | Hi-tech traffic management technology      | Traffic planning and management: Other measure | Implementation | Start date: 2010  
Expected end date: 2014  
Spatial scale: National  
Source affected: Transport  
Indicator: Decreased congestion  
Target emissions reduction: N/A |
| Coventry City Council_4| Junction A45/Kenilworth Road improvements         | Upgrade has reduced congestion at busy junction | Traffic planning and management: Other measure | Implementation | Start date: 2014  
Expected end date: 2014  
Spatial scale: Whole agglomeration  
Source affected: Transport  
Indicator: Reduced traffic congestion  
Target emissions reduction: N/A |
| Coventry City Council_5| Ring road junction 1 improvements                | Improve traffic flow and pedestrian/cycle crossing at busy junction 1 | Traffic planning and management: Other measure | Planning       | Start date: 2014  
Expected end date: 2016  
Spatial scale: National  
Source affected: Transport  
Indicator: Decreased congestion  
Target emissions reduction: N/A |
| Coventry City Council_6| Public Realm                                      | City Centre sustainable travel initiative  | Traffic planning and management: Encouragement of shift of transport modes | Implementation | Start date: 2011  
Expected end date: 2015  
Spatial scale: Whole town or city  
Source affected: Transport  
Indicator: Increased cycling/walking  
Target emissions reduction: N/A |
| Coventry City Council_7| NUCKLE                                            | Improved rail services on major commuter corridor | Traffic planning and management: Encouragement of shift of transport modes | Implementation | Start date: 2011  
Expected end date: 2015  
Spatial scale: National  
Source affected: Transport  
Indicator: Increased rail journeys  
Target emissions reduction: N/A |
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<tr>
<td>Coventry City Council_8</td>
<td>Whitley bridge construction</td>
<td>Reduce queuing at Jaguar/Land Rover site</td>
<td>Traffic planning and management: Other measure</td>
<td>Implementation</td>
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<td>Indicator: Decreased congestion</td>
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<td>Coventry City Council_9</td>
<td>Friargate bridge construction</td>
<td>New bridge deck over ring road for sustainable travel</td>
<td>Traffic planning and management: Encouragement of shift of transport modes</td>
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<td>Indicator: Increased cycling/walking</td>
<td>Target emissions reduction: N/A</td>
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<td>Coventry City Council_10</td>
<td>Coventry Station Access Scheme</td>
<td>Access improvements to encourage rail use</td>
<td>Traffic planning and management: Encouragement of shift of transport modes</td>
<td>Implementation</td>
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<td>Indicator: Increased rail journeys</td>
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<td>Coventry City Council_11</td>
<td>Electric vehicles</td>
<td>On-going trial of Low emissions vehicles within the City Councils fleet such as electric cars and hybrid technology</td>
<td>Public procurement: New vehicles, including low emission vehicles</td>
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<td>Indicator: Increased LEV journeys</td>
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<td>Coventry City Council_12</td>
<td>Park and Ride South</td>
<td>Reduce car use. The service currently uses electric buses.</td>
<td>Traffic planning and management: Encouragement of shift of transport modes</td>
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<td>Indicator: Decreased car journeys</td>
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<td>Coventry City Council_13</td>
<td>M6 Active Traffic Management</td>
<td>Joint working to reduce traffic congestion</td>
<td>Traffic planning and management: Other measure</td>
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<td>Tollbar Island Reconstruction</td>
<td>Joint working to reduce queuing on A46/A45.</td>
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<td>Low emission fuels for stationary and mobile sources: Other measure</td>
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<td>Coventry City Council_16</td>
<td>Electric City Changing points, driverless car initiatives</td>
<td>Public procurement: Other measure</td>
<td>Implementation</td>
<td>Start date: 2012</td>
<td>Expected end date: 2015 Spatial scale: Whole agglomeration Source affected: Transport Indicator: Increased LEV journeys Target emissions reduction: N/A</td>
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<td>Coventry City Council_17</td>
<td>Greener City Green spine to City Centre - promoting walking, cycling</td>
<td>Traffic planning and management: Encouragement of shift of transport modes</td>
<td>Implementation</td>
<td>Start date: 2014</td>
<td>Expected end date: 2016 Spatial scale: Whole town or city Source affected: Transport Indicator: Increased cycling/walking Target emissions reduction: N/A</td>
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<td>Coventry City Council_18</td>
<td>Deculverting Introduce more blue infrastructure to City Centre</td>
<td>Traffic planning and management: Encouragement of shift of transport modes</td>
<td>Implementation</td>
<td>Start date: 2012</td>
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<td>Coventry City Council_19</td>
<td>Broadgate square Pedestrianisation and public open space</td>
<td>Traffic planning and management: Encouragement of shift of transport modes</td>
<td>Implementation</td>
<td>Start date: 2011</td>
<td>Expected end date: 2012 Spatial scale: Whole town or city Source affected: Transport Indicator: Increased cycling/walking Target emissions reduction: N/A</td>
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<td>Coventry City Council_20</td>
<td>Council House Square Road narrowing and one-way system</td>
<td>Traffic planning and management: Encouragement of shift of transport modes</td>
<td>Implementation</td>
<td>Start date: 2013</td>
<td>Expected end date: 2014 Spatial scale: Whole town or city Source affected: Transport Indicator: Increased cycling/walking Target emissions reduction: N/A</td>
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<td>Coventry City Council_21</td>
<td>Liddice Place Alterations to road junctions to improve traffic flow, widening and re-laying of new pedestrian footpaths.</td>
<td>Traffic planning and management: Other measure</td>
<td>Implementation</td>
<td>Start date: 2012</td>
<td>Expected end date: 2012 Spatial scale: Whole town or city Source affected: Transport Indicator: Decreased congestion Target emissions reduction: N/A</td>
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<td>Coventry City Council_22</td>
<td>Gosford Street Alterations to some road junctions to improve traffic flow and journey times, and widening and re-laying of new pedestrian footpaths.</td>
<td>Traffic planning and management: Other measure</td>
<td>Implementation</td>
<td>Start date: 2012</td>
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<td>Coventry City Council_23</td>
<td>Belgrade Square Alterations to some road junctions to improve traffic flow and journey times, and widening and re-laying of new pedestrian footpaths.</td>
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<td>Implementation</td>
<td>Start date: 2012</td>
<td>Expected end date: 2012 Spatial scale: Whole town or city Source affected: Transport Indicator: Decreased Congestion Target emissions reduction: N/A</td>
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<td>Coventry City Council_24</td>
<td>Fuel Poverty Initiatives</td>
<td>Reduced emissions from domestic boilers</td>
<td>Low emission fuels for stationary and mobile sources: Other measure</td>
<td>Implementation</td>
<td>Start date: 2013 Expected end date: 2015 Spatial scale: Whole town or city Source affected: Commercial and residential sources Indicator: Reduced NO2 emission Target emissions reduction: N/A</td>
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<td>Expected end date: 2020 Spatial scale: Whole town or city Source affected: Commercial and residential sources Indicator: Reduced NO2 emission Target emissions reduction: N/A</td>
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<td>Coventry City Council_25</td>
<td>Climate change Strategy</td>
<td>To reduce carbon dioxide emissions by 27.5 per cent. Anticipated similar reduction in NOx</td>
<td>Low emission fuels for stationary and mobile sources: Other measure</td>
<td>Implementation</td>
<td>Start date: 2008 Expected end date: 2020 Spatial scale: Whole town or city Source affected: Commercial and residential sources Indicator: Reduced NO2 emission Target emissions reduction: N/A</td>
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<td>Expected end date: 2020 Spatial scale: Whole town or city Source affected: Commercial and residential sources Indicator: Reduced NO2 emission Target emissions reduction: N/A</td>
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<td>Coventry City Council_26</td>
<td>OLEV bid</td>
<td>Large-scale roll out of ultra low emission vehicles across Coventry’s travel to work area</td>
<td>Public procurement: Other measure</td>
<td>Planning</td>
<td>Start date: 2015 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: Increased LEV journeys Target emissions reduction: N/A</td>
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<td>Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: Decreased congestion Target emissions reduction: N/A</td>
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<td>Coventry City Council_27</td>
<td>Smarter Network, Smarter Choices</td>
<td>Sustainable Local Transport Fund bid - reducing shorter journeys</td>
<td>Public procurement: Other measure</td>
<td>Planning</td>
<td>Start date: 2015 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: Decreased congestion Target emissions reduction: N/A</td>
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<td>Coventry City Council_28</td>
<td>Workplace Travel Plans</td>
<td>Monitor and advice service leading to coordination for all major employers</td>
<td>Traffic planning and management: Encouragement of shift of transport modes</td>
<td>Implementation</td>
<td>Start date: 2012 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: Decreased congestion Target emissions reduction: N/A</td>
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<td>Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: Decreased congestion Target emissions reduction: N/A</td>
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<td>Coventry City Council_29</td>
<td>Devise Procurement Policy for fleet operators</td>
<td>Encourage low carbon vehicle purchase</td>
<td>Public procurement: New vehicles, including low emission vehicles</td>
<td>Implementation</td>
<td>Start date: 2012 Expected end date: 2015 Spatial scale: Whole town or city Source affected: Transport Indicator: Increased low carbon vehicle journeys Target emissions reduction: N/A</td>
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<td>Expected end date: 2015 Spatial scale: Whole town or city Source affected: Transport Indicator: Increased low carbon vehicle journeys Target emissions reduction: N/A</td>
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<td>Coventry City Council_30</td>
<td>Biofuels in Council fleet</td>
<td>Feasibility study completed</td>
<td>Public procurement: New vehicles, including low emission vehicles</td>
<td>Implementation</td>
<td>Start date: 2012 Expected end date: 2015 Spatial scale: Whole town or city Source affected: Transport Indicator: Increased low carbon vehicle journeys Target emissions reduction: N/A</td>
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<td>Coventry City Council_31</td>
<td>EV charging points</td>
<td>Expand City network</td>
<td>Public procurement: Other measure</td>
<td>Implementation</td>
<td>Start date: 2012&lt;br&gt;Expected end date: 2015&lt;br&gt;Spatial scale: Whole town or city&lt;br&gt;Source affected: Transport&lt;br&gt;Indicator: Increased LEV journeys&lt;br&gt;Target emissions reduction: N/A</td>
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<td>City wide low carbon procurement code</td>
<td>Supply chain development to enhance sustainability</td>
<td>Public procurement: Other measure</td>
<td>Implementation</td>
<td>Start date: 2012&lt;br&gt;Expected end date: 2015&lt;br&gt;Spatial scale: Whole town or city&lt;br&gt;Source affected: Transport&lt;br&gt;Indicator: Increased low carbon vehicle journeys&lt;br&gt;Target emissions reduction: N/A</td>
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<td>Street Lighting PFI</td>
<td>Centrally controlled dimming street lighting</td>
<td>Other measure: Other measure</td>
<td>Implementation</td>
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<td>Coventry City Council_35</td>
<td>Traffic Regulation Order</td>
<td>Prohibit Euro I and Euro II buses from passing through the AQMA</td>
<td>Public procurement: Cleaner vehicle transport services</td>
<td>Implementation</td>
<td>Start date: 2011&lt;br&gt;Expected end date: 2011&lt;br&gt;Spatial scale: Whole agglomeration&lt;br&gt;Source affected: Transport&lt;br&gt;Indicator: Reduced NO2 emission&lt;br&gt;Target emissions reduction: N/A</td>
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<td>Coventry City Council_36</td>
<td>Pool Meadow</td>
<td>Better sustainable transport access to main bus station -greater use of Pool Meadow Bus Station by creating a two-way bus and bicycle only route across the currently pedestrianised areas</td>
<td>Traffic planning and management: Improvement of public transport</td>
<td>Implementation</td>
<td>Start date: 2011&lt;br&gt;Expected end date: 2011&lt;br&gt;Spatial scale: Local&lt;br&gt;Source affected: Transport&lt;br&gt;Indicator: Reduced congestion&lt;br&gt;Target emissions reduction: N/A</td>
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<td>Coventry City Council_37</td>
<td>Relocation of Taxi ranking</td>
<td>Remove source of emissions in priority areas congested street canyon</td>
<td>Traffic planning and management: Improvement of public transport</td>
<td>Implementation</td>
<td>Start date: 2011&lt;br&gt;Expected end date: 2011&lt;br&gt;Spatial scale: Local&lt;br&gt;Source affected: Transport&lt;br&gt;Indicator: Reduced NO2 emission&lt;br&gt;Target emissions reduction: N/A</td>
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</table>
| Coventry City Council_38 | Bus Showcase Route                                                            | Showcase service along critical routes Walsgrave / Ansty Road corridor | Traffic planning and management: Improvement of public transport                | Implementation | Start date: 2011  
Expected end date: 2011  
Spatial scale: Local  
Source affected: Transport  
Indicator: Increased bus journeys  
Target emissions reduction: N/A |
| Coventry City Council_39 | On-street parking enforcement                                                  | Reduce illegal parking which restricts traffic flows                 | Traffic planning and management: Encouragement of shift of transport modes      | Implementation | Start date: 2011  
Expected end date: 2011  
Spatial scale: Whole town or city  
Source affected: Transport  
Indicator: Reduced congestion  
Target emissions reduction: N/A |
| Coventry City Council_40 | Improvements in taxi fleet                                                     | Introduce newer vehicles with less emissions                         | Public procurement: Cleaner vehicle transport services                         | Implementation | Start date: 2011  
Expected end date: 2011  
Spatial scale: Whole town or city  
Source affected: Transport  
Indicator: Reduced NOx emission  
Target emissions reduction: N/A |
| Coventry City Council_41 | Control of Industrial emissions                                               | Active regulation its processes under the Pollution Prevention and Control Act 2000. | Other measure: Other measure                                                  | Implementation | Start date: 2011  
Expected end date: 2011  
Spatial scale: Whole town or city  
Source affected: Industry including heat and power production  
Indicator: Reduced NOx emission  
Target emissions reduction: N/A |
| Coventry City Council_42 | Emissions from domestic sources                                               | Enforce the provisions of the Clean Air Act 1993 as applied to stack height provision and dark smoke offences | Low emission fuels for stationary and mobile sources: Other measure           | Implementation | Start date: 2011  
Expected end date: 2011  
Spatial scale: Whole town or city  
Source affected: Commercial and residential sources  
Indicator: Reduced NOx emission  
Target emissions reduction: N/A |
| Coventry City Council_43 | Bonfires                                                                      | Enforce the provisions of the Clean Air Act 1993 etc.              | Other measure: Other measure                                                  | Implementation | Start date: 2011  
Expected end date: 2011  
Spatial scale: Whole town or city  
Source affected: Other, please specify  
Indicator: Reduced NOx emission  
Target emissions reduction: N/A |
| Coventry City Council_44 | Public Information                                                             | Raise public awareness of air pollution through newsletters and displays around the city | Low emission fuels for stationary and mobile sources: Other measure           | Implementation | Start date: 2011  
Expected end date: 2011  
Spatial scale: Whole town or city  
Source affected: Other, please specify  
Indicator: Reduced NOx emission  
Target emissions reduction: N/A |
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</table>
| Coventry City Council_45 | Rush hour challenge                                                          | High profile Corporate sustainable transport event | Traffic planning and management: Encouragement of shift of transport modes       | Implementation | Start date: 2011  
Expected end date: 2011  
Spatial scale: Whole town or city  
Source affected: Transport  
Indicator: Reduced congestion  
Target emissions reduction: N/A |
| Coventry City Council_46 | Sustainable Schools Steering Group Education on sustainability to schools      | Low emission fuels for stationary and mobile sources: Other measure | Implementation                                                                | Implementation | Start date: 2011  
Expected end date: 2011  
Spatial scale: Whole town or city  
Source affected: Other, please specify  
Indicator: Reduced NO2 emission |
| Coventry City Council_47 | Low Emission Strategy                                                         | Overarching Low Emission Strategy for the 7 West Midlands Authorities to improve emissions and concentrations of NO2 and particulates while also seeking to exploit the synergies of CO2 and noise reduction, where possible, through the transformation of the West Midlands vehicle fleet | Other measure: Other measure: Other measure | Preparation | Start date: 2013  
Expected end date: 2015  
Spatial scale: Whole agglomeration  
Source affected: Transport  
Indicator: Adoption of the Low Emission Strategy within each Local Authority area.  
Target emissions reduction: N/A |
| Coventry City Council_48 | Planning Guidance                                                             | Develop a regional Good Practice Planning Guidance which protect residents of future development schemes from exposure to air pollution. The Guidance promote a simplified assessment criteria and definition of sustainability, incorporates mitigation as standard to help counter cumulative impacts. Applies a procedure for evaluating additional requirements for mitigation and compensation using cost damage analysis. | Other measure: Other measure | Implementation | Start date: 2011  
Expected end date: 2014  
Spatial scale: Whole agglomeration  
Source affected: Transport  
Indicator: Publication of Guidance and implementation across the West Midlands  
Target emissions reduction: N/A |
| Coventry City Council_49 | Procurement Guidance                                                          | Develop a regional Good Practice Procurement document with the following key policies and benefits: Local sourcing (reduced vehicle mileage), Sustainable fleet demonstration, specification and contract award criteria, including Government Buying Standards considerations. Development of Whole Life Cost model, including damage costs of environmental impact. Innovative procurement. Development of public private partnerships. | Other measure: Other measure | Implementation | Start date: 2011  
Expected end date: 2015  
Spatial scale: Whole agglomeration  
Source affected: Transport  
Indicator: Publication of Guidance and implementation across the West Midlands  
Target emissions reduction: N/A |
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| Coventry City Council_50         | Low Emission Zone Feasibility                                               | A technical study into the feasibility of creating a transferable LEZ model for the West Midlands. A range of scenarios were selected (City Centre / Motorway / Street Canyon and Urban Corridor). The study assess the benefits and dis-benefits of emission control policies on key vehicle types for each scenario, including cost benefit analysis and potential costing for implementation, as well as Health Impact Assessment (HIA) of the most effective intervention measures. | Traffic planning and management: Low emission zones                          | Evaluation     | Start date: 2013  
Expected end date: 2015  
Spatial scale: Whole agglomeration  
Source affected: Transport  
Indicator: Publication of feasibility study and adoption of measures capable of improving emissions/pollutant concentrations.  
Target emissions reduction: N/A                                                                 |
| Nuneaton and Bedworth Borough Council_1 | Identify and bring forward traffic management improvements in Nuneaton town centre, particularly where they will benefit the two AQMAs. | N/A                                                                  | Traffic planning and management: Other measure                                  | Preparation    | Start date: 2012  
Expected end date: 2016  
Spatial scale: Local  
Source affected: Transport  
Indicator: Number of measures implemented or started  
Target emissions reduction: 1-2 ug/m3                                                                 |
| Nuneaton and Bedworth Borough Council_2 | Identify measures to reduce the impact of HGV movements within the area. | N/A                                                                  | Traffic planning and management: Other measure                                  | Other          | Start date: 2014  
Expected end date: 2030  
Spatial scale: Whole town or city  
Source affected: Transport  
Indicator: Measures to reduce HGV movements Number of measures approved by WCC Number of measures implemented/started  
Target emissions reduction: 0.2 - 0.5 ug/m3                                                                 |
| Nuneaton and Bedworth Borough Council_3 | Improvements for pedestrians and cyclists within the area. | N/A                                                                  | Traffic planning and management: Encouragement of shift of transport modes       | Implementation  | Start date: 2005  
Expected end date: 2018  
Spatial scale: Local  
Source affected: Transport  
Indicator: Metres of paths improved / developed for pedestrians and cyclists in Nuneaton particularly in AQMAs.  
Target emissions reduction: 0.2 - 0.5 ug/m3                                                                 |
| Nuneaton and Bedworth Borough Council_4 | Integration of public transport in Nuneaton, including improvements for bus, rail and community transport infrastructure and services. | N/A                                                                  | Other measure: Other measure                                                    | Implementation  | Start date: 2014  
Expected end date: 2018  
Spatial scale: Whole town or city  
Source affected: Transport  
Indicator: No. of improvement  
Target emissions reduction: 0.2 - 0.5 ug/m3                                                                 |
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</table>
| Nuneaton and Bedworth Borough Council_6 | School and Workplace Travel Plans                                           | N/A   | Traffic planning and management:  
Encouragement of shift of transport modes                                      | Implementation  | Start date: 2008  
Expected end date: 2020  
Spatial scale: Whole town or city  
Source affected: Transport  
Indicator: Number of new travel plans in place  
Target emissions reduction: 0.2 - 0.5 ug/m3 |
| Nuneaton and Bedworth Borough Council_6 | Work with partners to deliver improvements in vehicle emissions.            | N/A   | Public procurement: Cleaner vehicle transport services                        | Implementation  | Start date: 2014  
Expected end date: 2030  
Spatial scale: Whole town or city  
Source affected: Transport  
Indicator: Number of new / improved vehicles within fleets  
Target emissions reduction: 1-2 ug/m3 |
| Nuneaton and Bedworth Borough Council_7 | Work together with partners to promote and implement energy efficiency measures | N/A   | Other measure: Other measure                                                 | Implementation  | Start date: 2014  
Expected end date: 2030  
Spatial scale: Whole town or city  
Source affected: Transport  
Indicator: Number of consultations provided Council’s energy efficiency figures  
Target emissions reduction: 0 - 0.2 ug/m3 |
| Rugby Borough Council_1              | Rugby Western Relief Road                                                     |       | Traffic planning and management:  
Other measure                                                        | Evaluation      | Start date: 2007  
Expected end date: 2011  
Spatial scale: Local  
Source affected: Transport  
Indicator: Implementation of the scheme in full  
Target emissions reduction: 0.12 |
| Rugby Borough Council_2              | Warwick Street Gyratory Improvements                                         |       | Traffic planning and management:  
Other measure                                                        | Implementation  | Start date: 2015  
Expected end date: 2015  
Spatial scale: Local  
Source affected: Transport  
Indicator: Implementation of the scheme in full  
Target emissions reduction: Not specified |
| Rugby Borough Council_3              | Improvements to Church Street/North Street                                   |       | Traffic planning and management:  
Encouragement of shift of transport modes                                | Other           | Start date: 2015  
Expected end date: 2016  
Spatial scale: Local  
Source affected: Transport  
Indicator: Implementation of the scheme in full  
Target emissions reduction: Not specified |
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| Rugby Borough Council_4      | Decriminalisation of Parking Enforcement within Rugby Borough | Improve the management of traffic within the town centre and the impact of illegal parking. | Traffic planning and management: Management of parking places | Evaluation      | Start date: 2006  
Expected end date: 2006  
Spatial scale: Whole town or city  
Source affected: Transport  
Indicator: Implementation of the scheme in full  
Target emissions reduction: Not specified |
Expected end date: 2030  
Spatial scale: Whole town or city  
Source affected: Transport  
Indicator: N/A  
Target emissions reduction: Not specified |
Expected end date: 2030  
Spatial scale: Whole town or city  
Source affected: Transport  
Indicator: Reduction in complaints regarding inappropriate lorry movements  
Target emissions reduction: Not specified |
| Rugby Borough Council_7      | Variable Message Signing                                     | Reduce the impact of circulating traffic seeking access to the town centre car parks. | Traffic planning and management: Other measure | Implementation | Start date: 2009  
Expected end date: 2009  
Spatial scale: Local  
Source affected: Transport  
Indicator: Implementation of the scheme in full  
Target emissions reduction: Not specified |
| Rugby Borough Council_8      | Enforcement of Idling Vehicle Legislation                   | Reduce number of idling vehicle improving local air quality by reducing emissions to air. | Traffic planning and management: Other measure | Other           | Start date: 2014  
Expected end date: 2030  
Spatial scale: Local  
Source affected: Transport  
Indicator: Currently N/A  
Target emissions reduction: Currently N/A |
| Rugby Borough Council_9      | Improve the Borough Council Fleet (interims of emissions)    | As vehicles are replaced, they are replaced with lower emission vehicles. | Other measure: Other measure                | Implementation  | Start date: 2010  
Expected end date: 2030  
Spatial scale: Whole town or city  
Source affected: Transport  
Indicator: Not specified  
Target emissions reduction: Not specified |
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<tbody>
<tr>
<td>Rugby Borough Council_10</td>
<td>Improve Bus Emissions</td>
<td>The County Council is working with the principal bus operators within the town to reduce bus emissions through their fleet renewal process, and on individual routes when they are upgraded to QBC status.</td>
<td>Traffic planning and management: Improvement of public transport</td>
<td>Implementation</td>
<td>Start date: 2014</td>
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<td>Expected end date: 2030</td>
<td>Spatial scale: Whole town or city</td>
<td>Source affected: Transport</td>
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<td>Indicator: Not specified.</td>
<td>Target emissions reduction: Not specified</td>
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<tr>
<td>Rugby Borough Council_11</td>
<td>Cycling</td>
<td>Reduce the impact of traffic on the transport network of the Borough (particularly within the urban area of Rugby) by encouraging a shift towards sustainable modes of transport.</td>
<td>Traffic planning and management: Encouragement of shift of transport modes</td>
<td>Implementation</td>
<td>Start date: 2014</td>
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<td>Expected end date: 2030</td>
<td>Spatial scale: Whole town or city</td>
<td>Source affected: Transport</td>
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<td>Indicator: Increase in cycling as a result of individual scheme implementation</td>
<td>Target emissions reduction: Not specified</td>
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<tr>
<td>Rugby Borough Council_12</td>
<td>Walking</td>
<td>Reduce the impact of traffic on the transport network of the Borough (particularly within the urban area of Rugby) by encouraging a shift towards sustainable modes of transport.</td>
<td>Traffic planning and management: Encouragement of shift of transport modes</td>
<td>Implementation</td>
<td>Start date: 2014</td>
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<td>Expected end date: 2030</td>
<td>Spatial scale: Whole town or city</td>
<td>Source affected: Transport</td>
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<td>Indicator: Increase in walking (footfall) as a result of individual scheme implementation</td>
<td>Target emissions reduction: Not specified</td>
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<tr>
<td>Rugby Borough Council_13</td>
<td>Workplace Travel Plans</td>
<td>Reduce the impact of traffic on the transport network of the Borough (particularly within the urban area of Rugby) by encouraging a shift towards sustainable modes of transport.</td>
<td>Traffic planning and management: Encouragement of shift of transport modes</td>
<td>Implementation</td>
<td>Start date: 2014</td>
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<td>Expected end date: 2030</td>
<td>Spatial scale: Whole town or city</td>
<td>Source affected: Transport</td>
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<td>Indicator: Number of Travel Plans agreed with existing employers and as part of new development</td>
<td>Target emissions reduction: Not specified</td>
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<tr>
<td>Rugby Borough Council_14</td>
<td>School Travel Plans and Safer Routes to School</td>
<td>Reduce the impact of traffic on the transport network of the Borough (particularly within the urban area of Rugby) by encouraging a shift towards sustainable modes of transport.</td>
<td>Traffic planning and management: Encouragement of shift of transport modes</td>
<td>Implementation</td>
<td>Start date: 2014</td>
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<td>Expected end date: 2030</td>
<td>Spatial scale: Whole town or city</td>
<td>Source affected: Transport</td>
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<td>Indicator: Reduction in the number of car-based journeys to school</td>
<td>Target emissions reduction: Not specified</td>
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<tr>
<td>Rugby Borough Council_15</td>
<td>Public Transport Strategy, including the Bus Strategy</td>
<td>Reduce the impact of traffic on the transport network of the Borough (particularly within the urban area of Rugby) by encouraging a shift towards sustainable modes of transport.</td>
<td>Traffic planning and management: Encouragement of shift of transport modes</td>
<td>Implementation</td>
<td>Start date: 2014</td>
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<td>Expected end date: 2030</td>
<td>Spatial scale: Whole town or city</td>
<td>Source affected: Transport</td>
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<td>Indicator: Increase in bus patronage</td>
<td>Target emissions reduction: Not specified</td>
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<tr>
<td>Rugby Borough Council_16</td>
<td>Travel Awareness Campaigns</td>
<td>Reduce the impact of traffic on the transport network of the Borough (particularly within the urban area of Rugby) by encouraging a shift towards sustainable modes of transport.</td>
<td>Traffic planning and management: Encouragement of shift of transport modes</td>
<td>Implementation</td>
<td>Start date: 2014&lt;br&gt;Expected end date: 2030&lt;br&gt;Spatial scale: Whole town or city&lt;br&gt;Source affected: Transport&lt;br&gt;Indicator: Reduction in the number of car-based journeys being made within the Borough&lt;br&gt;Target emissions reduction: Not specified</td>
</tr>
<tr>
<td>Rugby Borough Council_17</td>
<td>Energy efficiency improvements to Rugby housing &amp; the reduction of fuel poverty. Corporate Property</td>
<td>Reduction of carbon emissions from domestic dwellings, the reduction of residents’ fuel bills &amp; the alleviation of ill health due to cold, damp housing.</td>
<td>Other measure: Other measure</td>
<td>Implementation</td>
<td>Start date: 2014&lt;br&gt;Expected end date: 2020&lt;br&gt;Spatial scale: Whole town or city&lt;br&gt;Source affected: Commercial and residential sources&lt;br&gt;Indicator: HECA report published March 13, and will be updated at two yearly intervals.&lt;br&gt;Target emissions reduction: We aim to reduce CO2 emissions in the housing sector to 165.8kt CO2 of 2009 (207.3kt CO2) levels by 2020. This will be equivalent to a 20% reduction.</td>
</tr>
<tr>
<td>Rugby Borough Council_18</td>
<td>Control Of Industrial Emissions</td>
<td>Reduce the environmental impact of industrial processes through pollution control regulation</td>
<td>Permit systems and economic instruments: IPPC permits</td>
<td>Implementation</td>
<td>Start date: 2014&lt;br&gt;Expected end date: 2030&lt;br&gt;Spatial scale: Whole town or city&lt;br&gt;Source affected: Industry including heat and power production&lt;br&gt;Indicator: 99.24% compliance improvements&lt;br&gt;Target emissions reduction: Not specified</td>
</tr>
<tr>
<td>Rugby Borough Council_19</td>
<td>Emissions from Domestic and Commercial Sources</td>
<td>Prevent and/or reduce environmental impacts from domestic and commercial emissions.</td>
<td>Other measure: Other measure</td>
<td>Implementation</td>
<td>Start date: 2014&lt;br&gt;Expected end date: 2030&lt;br&gt;Spatial scale: Whole town or city&lt;br&gt;Source affected: Commercial and residential sources&lt;br&gt;Indicator: Reduction in complaints.&lt;br&gt;Target emissions reduction: Not specified</td>
</tr>
<tr>
<td>Rugby Borough Council_20</td>
<td>Control of Bonfires</td>
<td>Prevent and/or reduce environmental impacts from domestic and commercial emissions.</td>
<td>Other measure: Other measure</td>
<td>Implementation</td>
<td>Start date: 2014&lt;br&gt;Expected end date: 2030&lt;br&gt;Spatial scale: Whole town or city&lt;br&gt;Source affected: Other, please specify&lt;br&gt;Indicator: Reduction in complaints&lt;br&gt;Target emissions reduction: Not specified</td>
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| Rugby Borough Council_21      | Planning Development and Planning Applications           | Air quality assessments have been requested for land use planning developments that meet AQMA thresholds in the Rugby Borough Local Plan (July 2006). The requirements for future assessments have now been embodied in a new Planning Obligations Supplementary Planning Document adopted in March 2012. This is to ensure that new development does not result in a significant increase in the production of air pollutants and that opportunities are taken to improve air quality, where possible. In some instances where an AQMA threshold has not been met, officer discretionary measures have been utilised where it is felt that a proposed land use development has potential to impact on air quality and should be a material consideration. | Other measure: Other measure | Implementation     | Start date: 2014  
Expected end date: 2030  
Spatial scale: Whole town or city  
Source affected: Transport  
Indicator: Not specified  
Target emissions reduction: Not specified |
| Warwick District Council_1    | Improvements to Junctions 13, 14, 1nd 15 of the M40     | Reduce queuing at motorway junctions                                 | Traffic planning and management:  
Other measure               | Implementation     | Start date: 2008  
Expected end date: 2016  
Spatial scale: Whole town or city  
Source affected: Transport  
Indicator: Changes in traffic levels at junctions  
Target emissions reduction: N/a |
| Warwick District Council_2    | Completion of the Urban Cycle Network within Warwick and Leamington Spa | Reduce reliance on car and reduce queuing time in AQMA              | Traffic planning and management:  
Encouragement of shift of transport modes | Planning     | Start date: 2014  
Expected end date: 2018  
Spatial scale: Whole town or city  
Source affected: Transport  
Indicator: Changes in number of people cycling  
Target emissions reduction: No specific targets set |
| Warwick District Council_3    | Provision of secure on and off street PTW parking facilities | Reduce reliance on car and reduce queuing time in AQMA              | Other measure: Other measure      | Other               | Start date: 2030  
Expected end date: 2030  
Spatial scale: Local  
Source affected: Transport  
Indicator: Changes in parking levels at dedicated facilities  
Target emissions reduction: No specific targets set |
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<tr>
<td>Warwick District Council_4</td>
<td>Development of Intelligent Transport Systems</td>
<td>Reduce reliance on car and reduce queuing time in AQMA</td>
<td>Public information and Education: Other mechanisms</td>
<td>Implementation</td>
<td>Start date: 2010  Expected end date: 2011  Spatial scale: Whole town or city  Source affected: Transport  Indicator: Changes in journey times  Target emissions reduction: No specific targets set</td>
</tr>
<tr>
<td>Warwick District Council_5</td>
<td>Improving the attractiveness of public transport</td>
<td>Reduce reliance on car and reduce queuing time in AQMA</td>
<td>Other measure: Other measure</td>
<td>Implementation</td>
<td>Start date: 2006  Expected end date: 2008  Spatial scale: Local  Source affected: Transport  Indicator: Delivery of the SPARK major public transport scheme  Target emissions reduction: No specific targets set</td>
</tr>
<tr>
<td>Warwick District Council_6</td>
<td>Implementation of the LTP Public Transport Interchange</td>
<td>Implementing the measures to reduce queuing in AQMA</td>
<td>Traffic planning and management: Improvement of public transport</td>
<td>Implementation</td>
<td>Start date: 2006  Expected end date: 2009  Spatial scale: Local  Source affected: Transport  Indicator: Delivery of the schemes  Target emissions reduction: No specific targets set</td>
</tr>
<tr>
<td>Warwick District Council_7</td>
<td>Improve and promote local bus services</td>
<td>Reduce unit emissions in AQMA using Bus Quality Partnership Agreements</td>
<td>Traffic planning and management: Improvement of public transport</td>
<td>Implementation</td>
<td>Start date: 2006  Expected end date: 2014  Spatial scale: Local  Source affected: Transport  Indicator: Delivery of the schemes within the bus strategy and LTP  Target emissions reduction: No specific targets set</td>
</tr>
<tr>
<td>Warwick District Council_8</td>
<td>Implementation of LTP Bus Information Strategy</td>
<td>Reduce reliance on car and reduce queuing time in AQMA</td>
<td>Traffic planning and management: Improvement of public transport</td>
<td>Preparation</td>
<td>Start date: 2010  Expected end date: 2016  Spatial scale: Local  Source affected: Transport  Indicator: Delivery of the schemes within the strategy  Target emissions reduction: No specific targets set</td>
</tr>
<tr>
<td>Warwick District Council_9</td>
<td>Promotion of a passenger rail network including a new station in Kenilworth</td>
<td>Reduce reliance on car and reduce queuing time in AQMA</td>
<td>Traffic planning and management: Improvement of public transport</td>
<td>Planning</td>
<td>Start date: 2013  Expected end date: 2016  Spatial scale: Whole town or city  Source affected: Transport  Indicator: New railway station at Kenilworth  Target emissions reduction: Unknown</td>
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| Warwick District Council_10  | Implementation of LTP Parking Strategy                        | Implementing the measures to reduce queuing in AQMA                  | 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: Delivery of the schemes within the strategy  
Target emissions reduction: No specific targets set                                                                                           |
| Warwick District Council_11  | Promoting and encouraging different forms of transport        | Reduce reliance on car and reduce queuing time in AQMA               | 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: Modal shift  
Target emissions reduction: No specific targets set                                                                                           |
| Warwick District Council_12  | Improving the safety and quality of cycling routes            | Reduce reliance on car and reduce queuing time in AQMA               | Traffic planning and management: Encouragement of shift of transport modes | Planning                 | Start date: 2014  
Expected end date: 2018  
Spatial scale: Whole town or city  
Source affected: Transport  
Indicator: Changes in number of people cycling  
Target emissions reduction: No specific targets set                                                                                           |
| Warwick District Council_13  | Encouragement for schools to write Travel Plans               | Reduce reliance on car and reduce queuing time in AQMA               | Traffic planning and management: Encouragement of shift of transport modes | Implementation            | Start date: 2006  
Expected end date: 2010  
Spatial scale: Whole town or city  
Source affected: Transport  
Indicator: Number of schools submitting a plan  
Target emissions reduction: No specific targets set                                                                                           |
| Warwick District Council_14  | Implementation of the LTP Land Use and Transportation Strategy | Implementing the measures to reduce queuing in AQMA                  | Other measure: Other measure                         | Implementation            | Start date: 2011  
Expected end date: 2014  
Spatial scale: Local  
Source affected: Transport  
Indicator: Number of planning applications which include sustainable transport measure  
Target emissions reduction: No specific targets set                                                                                           |
| Warwick District Council_15  | Implementation of the LTP Sustainable Freight Distribution Strategy | Implementing the measures to reduce queuing in AQMA                  | Traffic planning and management: Encouragement of shift of transport modes | Other                    | Start date: 2030  
Expected end date: 2030  
Spatial scale: Whole town or city  
Source affected: Transport  
Indicator: Delivery of the schemes in the strategy  
Target emissions reduction: No specific targets set                                                                                           |
<table>
<thead>
<tr>
<th>Measure code</th>
<th>Description</th>
<th>Focus</th>
<th>Classification</th>
<th>Status</th>
<th>Other information</th>
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</thead>
</table>
| Warwick District Council_16           | LEZ Feasibility Study for town centres                   | Analyse, decide on and implement best option to reduce queueing in AQMA | Other measure: Other measure          | Implementation  | Start date: 2012  
Expected end date: 2013  
Spatial scale: Whole town or city  
Source affected: Transport  
Indicator: Produce feasibility report  
Target emissions reduction: No specific targets set |
| Warwick District Council_17           | LEZ Planning Guidance for new development                | Avoid worsening air quality by adopting local planning policies | Other measure: Other measure          | Implementation  | Start date: 2013  
Expected end date: 2014  
Spatial scale: Local  
Source affected: Transport  
Indicator: Policy adopted by Council  
Target emissions reduction: No specific targets set |
| Warwick District Council_18           | Produce new Sustainable Transport Strategy for Warwick and Leamington Spa | Reduce reliance on car and reduce queuing time in AQMA | Traffic planning and management: Encouragement of shift of transport modes | Preparation     | Start date: 2014  
Expected end date: 2015  
Spatial scale: Whole town or city  
Source affected: Transport  
Indicator: Strategy adopted by Council  
Target emissions reduction: Work in progress |
| Warwick District Council_19           | Review and update Air Quality Action Plan                 | Improve ability to manage air quality across services      | Traffic planning and management: Other measure | Preparation     | Start date: 2015  
Expected end date: 2015  
Spatial scale: Whole town or city  
Source affected: Transport  
Indicator: Action Plan approved by Council  
Target emissions reduction: Work in progress |