Department for Environment Food & Rural Affairs

Department for Transport

Air Quality Plan for tackling roadside nitrogen dioxide concentrations in South West (UK0030)

July 2017

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Contents

1 Introduction

1.1 This document

This document is the South West non-agglomeration zone (UK0030) updated air quality plan for tackling roadside nitrogen dioxide (NO_2) concentrations. This is an update to the air quality plan published in December 2015 (https://www.gov.uk/government/collections/air-quality-plan-for-nitrogen- dioxide-no2-in-uk-2015).

This plan presents the following information:

- General information regarding the South West non-agglomeration zone
- Details of NO_2 exceedance situation within the South West non-agglomeration zone
- Details of local air quality measures that have been implemented, will be implemented or are being considered for implementation in this non-agglomeration zone

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

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

1.2 Context

Two NO_2 limit values for the protection of human health have been set in the Air Quality Directive (2008/50/EC). These are:

- The annual mean limit value: an annual mean concentration of no more than 40 μgm^{-3}
- The hourly limit value: no more than 18 exceedances of 200 μgm^{-3} in a calendar year

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

1.3 Zone status

The assessment undertaken for the South West non-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.

1.4 Plan structure

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

Section 3 then presents the overall picture with respect to NO_2 levels in this non-agglomeration zone for the 2015 reference year of this air quality plan. This includes a declaration of exceedance situations within the non-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 non-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: South West
Zone code: UK0030
Type of zone: non-agglomeration zone
Reference year: 2015
Extent of zone: Figure 1 shows the area covered by the South West non-agglomeration zone.
Local Authorities within the zone: Figure 2 shows the location of Local Authorities within the non-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. Bath & North East Somerset Council
2. Bournemouth Borough Council
3. Bristol City Council
4. Cheltenham Borough Council
5. Christchurch Borough Council
6. Cornwall Council
7. Cotswold District Council
8. East Devon District Council
9. East Dorset District Council
10. Exeter City Council
11. Forest of Dean District Council

12. Gloucester City Council
13. Isles of Scilly Council
14. Mendip District Council
15. Mid Devon District Council
16. North Devon District Council
17. North Dorset District Council
18. North Somerset Council
19. Plymouth City Council
20. Poole Borough Council
21. Purbeck District Council
22. Sedgemoor District Council
23. South Gloucestershire District Council
24. South Hams District Council
25. South Somerset District Council
26. Stroud District Council
27. Swindon Borough Council
28. Taunton Deane Borough Council
29. Teignbridge District Council
30. Tewkesbury Borough Council
31. Torbay Borough Council
32. Torridge District Council
33. West Devon Borough Council
34. West Dorset District Council
35. West Somerset District Council
36. Weymouth and Portland Borough Council
37. Wiltshire 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 South West non-agglomeration zone (UK0030).

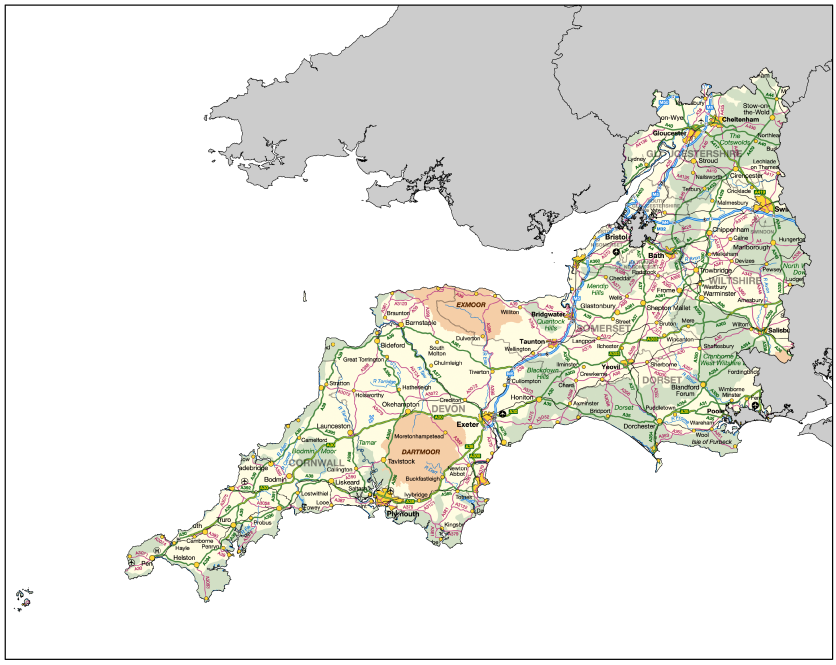
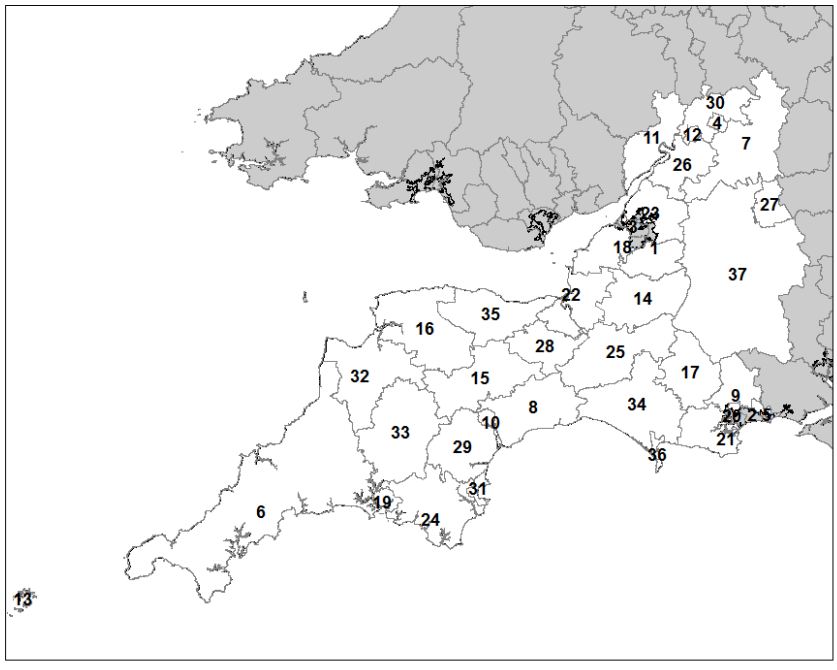


Figure 2: Map showing Local Authorities within the South West non-agglomeration zone (UK0030).



2.2 Assessment details

Measurements

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

1. Bath Roadside GB0647A (99%)
2. Charlton Mackrell GB0957A (99%)
3. Exeter Roadside GB0640A (99%)
4. Honiton GB1017A (99%)
5. Plymouth Centre GB0687A (99%)
6. Yarner Wood GB0013R (99%)

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

Modelling

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

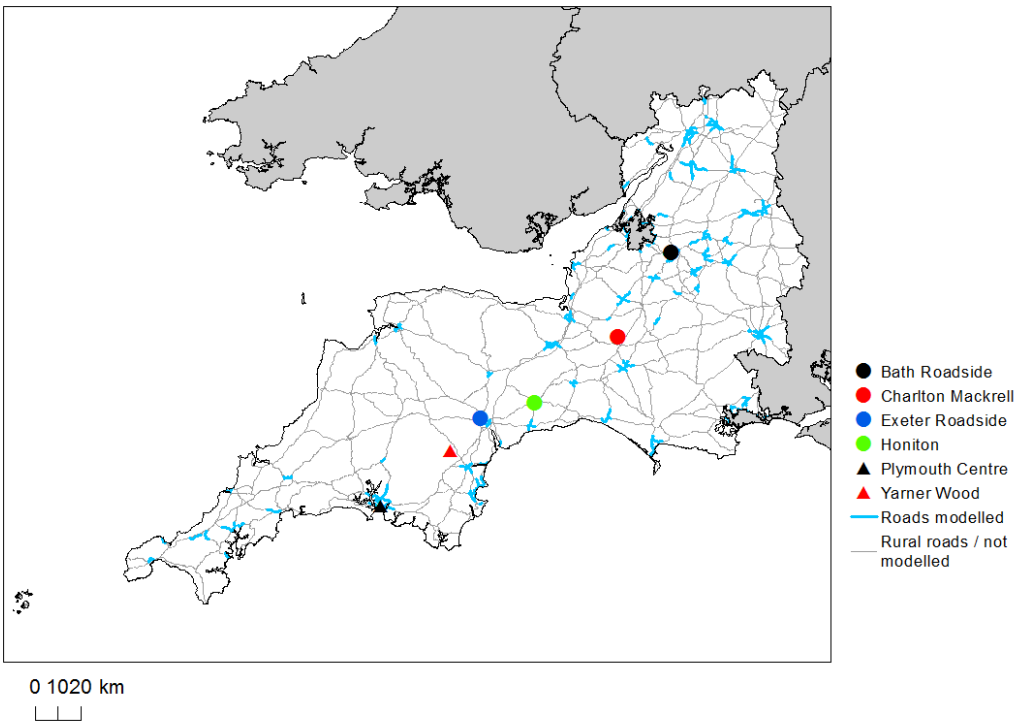
- Total background area within zone (approx): 24,396 km^2
- Total population within zone (approx): 4,396,528 people

Zone maps

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

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

Figure 3: Map showing the location of the NO_2 monitoring stations with valid data in 2015 and roads where concentrations have been modelled within the South West (UK0030) non-agglomeration zone.



2.3 Air quality reporting

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

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

3 Overall Picture for 2015 Reference Year

3.1 Introduction

There are two limit values for the protection of health for NO_2. These are:

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

Within the South West non-agglomeration zone the annual limit value was exceeded in 2015. Hence, one exceedance situation for this zone has been defined, NO_2_UK0030_Annual_1, which covers exceedances of the annual limit value. This exceedance situation is described below.

3.2 Reference year: NO_2_UK0030_Annual_1

The NO_2_UK0030_Annual_1 exceedance situation covers all exceedances of the annual mean limit value in the South West non-agglomeration zone in 2015.

Compliance with the annual limit value in this exceedance situation has been assessed using a combination of air quality measurements and modelling. Table 1 presents measured annual concentrations at national network stations in this exceedance situation since the 1st Daughter Directive (1999/30/EC) came into force in 2001. This shows that there were measured exceedances of the annual limit value at Bath Roadside (GB0647A) in 2015.

Table 2 summarises the maximum modelled annual mean NO_2 concentrations in this exceedance situation for the period 2001 to 2014. For 2015, there were seven locations across the UK where the measured NO_2 concentration exceeded the annual mean limit value of 40 μgm^{-3} and the measured concentration was greater than the modelled concentration for the road link adjacent to the monitoring station. In these situations, the measured 2015 annual mean concentration is used as the reference year value. This is a precautionary approach taking the higher NO_2 concentration out of the modelled and measured concentration at the location of monitoring stations in 2015. Where these measured concentrations correspond to the maximum concentration in the zone, the measured 2015 concentrations are included in Table 2 in place of modelled concentrations, for consistency with the projections (see Section 5.3). For years prior to 2015 only modelled results are presented in Table 2.

In the South West non-agglomeration zone the measured concentration at one monitoring station, Bath Roadside (GB0647A; 54 μgm^{-3}), exceeded the annual mean limit value in 2015 and was greater than the modelled concentration at the adjacent road link (traffic count point 26126 on the A4) of 31 μgm^{-3}. The measured concentration at Bath Roadside exceeded the maximum modelled concentration in South West non-agglomeration zone in 2015. Therefore, the maximum annual average NO_2 concentration in zone presented in Table 2 for 2015 is the measured concentration at Bath Roadside monitoring station. The presented road length in exceedance includes the length of road associated with traffic count point 26126 of 1.7 km. The difference between the measured and modelled concentration at this location was unusually large and was not representative of the model performance as a whole. The discrepancy between the measured and modelled concentration was likely to have been as a result of some specific local conditions that are not well represented in the national model, including that:

- the road is narrow and subject to street canyon effects;
- local fleet and speed distributions may not be well represented in the model at this location.

Table 2 shows that, in 2015, 31.8 km of road length was modelled to exceed the annual limit value. There were no modelled background exceedances of the annual limit value. The models are updated each year to take into account the most up-to-date science, so the modelled results for different years may not be directly comparable. Maps showing the modelled annual mean NO_2 concentrations for 2015 at background and at roadside locations are presented in Figures 4 and 5 respectively (note that Figure 5 also includes the measured exceedance at Bath Roadside). All modelled (and measured) exceedances of the annual limit value are coloured orange or red in the maps.

The modelling carried out for this exceedance situation has also been used to determine the annual mean NO_X source apportionment for all modelled locations. Emissions to air are regulated in terms of oxides of nitrogen (NO_X), which is the term used to describe the sum of nitrogen dioxide (NO_2) and nitric oxide (NO). Ambient NO_2 concentrations include contributions from both directly emitted primary NO_2 and secondary NO_2 formed in the atmosphere by the oxidation of NO. As such, it is not possible to calculate an unambiguous source apportionment specifically for NO_2 concentrations; therefore the source apportionment in this plan is presented for NO_X, rather than for NO_2 (for further details please see the UK Technical Report). Table 3 summarises the modelled NO_X source apportionment for the section of road with the highest NO_2 concentration in this exceedance situation in 2015. For South West non-agglomeration zone, the measured concentration at Bath Roadside monitoring station exceeded the maximum modelled concentration in the zone. As noted above, the modelled concentration at the road link adjacent to Bath Roadside (traffic count point 26126 on the A4) was less than the measured concentration. The modelled concentrations of NO_X for the local traffic sources category have been scaled such that the total NO_X concentration matches the measured NO_X concentration at Bath Roadside monitoring station in order to provide the best available estimate of source apportionment for this exceedance. 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_UK0030_Annual_1 exceedance situation (i.e. the source apportionment for all exceeding roads only) in 2015.

Table 1: Measured annual mean NO_2 concentrations at national network stations in NO2_UK0030_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
Bath Roadside (GB0647A)	57 (84)	56 (98)	60 (95)	55 (98)	64 (94)	69 (98)	63 (98)	65 (97)	65 (97)	60 (99)	57 (97)	56 (96)	57 (99)	57 (99)	54 (99)
Charlton Mackrell (GB0957A)								11 (29)	9 (96)	12 (54)	8 (91)	9 (94)	9 (97)	7 (99)	6 (99)
Exeter Roadside (GB0640A)	41 (90)	38 (93)	41 (95)	40 (96)	43 (83)	39 (97)	39 (99)	38 (87)	40 (99)	40 (97)	32 (99)	33 (97)	32 (99)	31 (78)	29 (99)
Honiton (GB1017A)												8 (59)	9 (99)	9 (98)	8 (99)
Plymouth Centre (GB0687A)	33 (96)	26 (96)	28 (92)	27 (89)	25 (98)	22 (44)	23 (85)	21 (81)	27 (89)	36 (95)	27 (87)	24 (98)	22 (99)	22 (99)	19 (99)
Somerton (GB0044R)			12 (40)	9 (89)	8 (87)	8 (81)	8 (93)	12 (16)							
Yarner Wood (GB0013R)			11 (29)	8 (99)	9 (82)	5 (88)	6 (91)	5 (82)	4 (87)	5 (98)	4 (85)	4 (97)	5 (85)	4 (92)	4 (99)

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

Table 2: Annual mean NO_2 model results in NO_2_UK0030_Annual_1 for 2001 onwards.

	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015(b)
Road length exceeding (km)	43.9	2.3	223.5	83.1	85.7	78.5	77.2	62.4	65.6	94.1	47.2	39.7	31.8	34.2	31.8
Background exceeding (km^2)	1	0	3	0	0	0	0	0	0	1	0	0	0	0	0
Maximum modelled concentration (μgm^{-3}) (a)	57.2	45.8	68.1	63.1	67.1	59.0	61.4	64.7	69.8	76.6	65	55	52	50	54

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

(b) For 2015 the maximum concentration presented is for measured NO_2 at Bath Roadside monitoring station. The road length exceeding includes the road length associated with the traffic count point located adjacent to Bath Roadside monitoring station (traffic count point 26126 on the A4). See text for more detail. For years prior to 2015, model results only are presented.

Table 3: Modelled annual mean NO_X source apportionment at the location with the highest NO_2 concentration in 2015 in NO2_UK0030_Annual_1 (μgm^{-3}) Bath Roadside (d).

Spatial scale	Component	Concentration at highest road link (a)
Regional background sources NOx (i.e. contributions from distant sources of > 30 km from the receptor).	Total	4.5
	From within the UK	2.3
	From transboundary sources (includes shipping and other EU member states)	2.2
Urban background sources NOx (i.e. sources located within 0.3 - 30 km from the receptor).	Total	12.6
	From road traffic sources	6.9
	From industry (including heat and power generation)	0.6
	From agriculture	NA
	From commercial/residential sources	1.8
	From shipping	0.0
	From off road mobile machinery	0.8
	From natural sources	NA
	From transboundary sources	NA
	From other urban background sources	2.5
Local sources NOx (i.e. contributions from sources < 0.3 km from the receptor).	Total	124.9
	From petrol cars	9.0
	From diesel cars	38.2
	From HGV rigid (b)	21.2
	From HGV articulated (b)	10.8
	From buses	17.2
	From petrol LGVs (c)	0.1
	From diesel LGVs (c)	28.0
	From motorcycles	0.3
	From London taxis	0.0
Total NOx (i.e. regional background + urban background + local components)		142.0
Total NO_2 (i.e. regional background + urban background + local components)		54

(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

(d) The total NO_X and NO_2 are the measured concentrations of NO_X and NO_2, respectively, at Bath Roadside monitoring station. A best estimate of the NO_X source apportionment at Bath Roadside monitoring station has been achieved by scaling the modelled NO_X concentrations for local sources such that the total modelled NO_X at traffic count point 26126 on the A4 matches the measured concentration of NO_X at Bath Roadside.

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

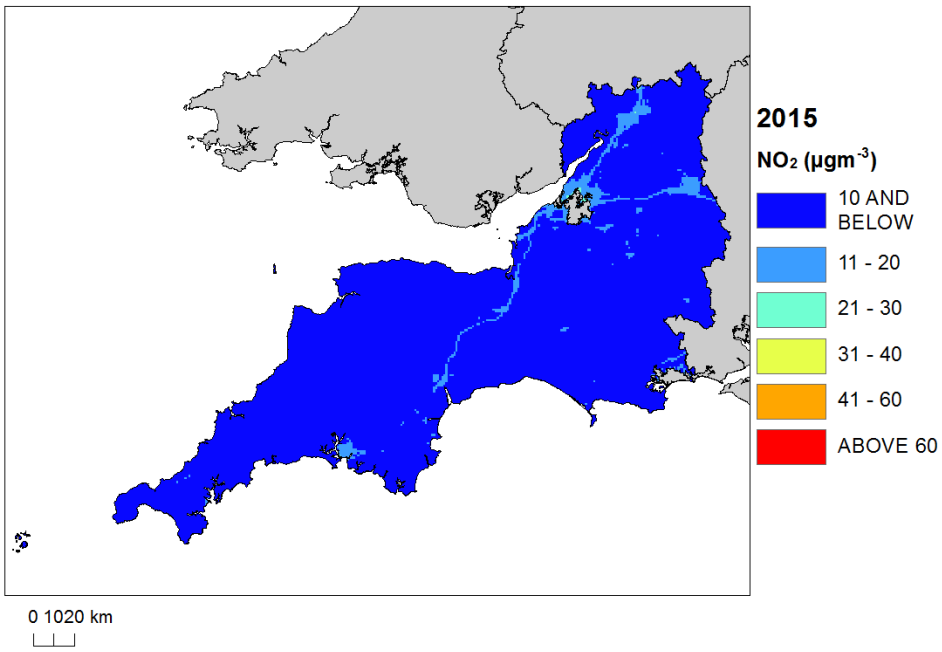
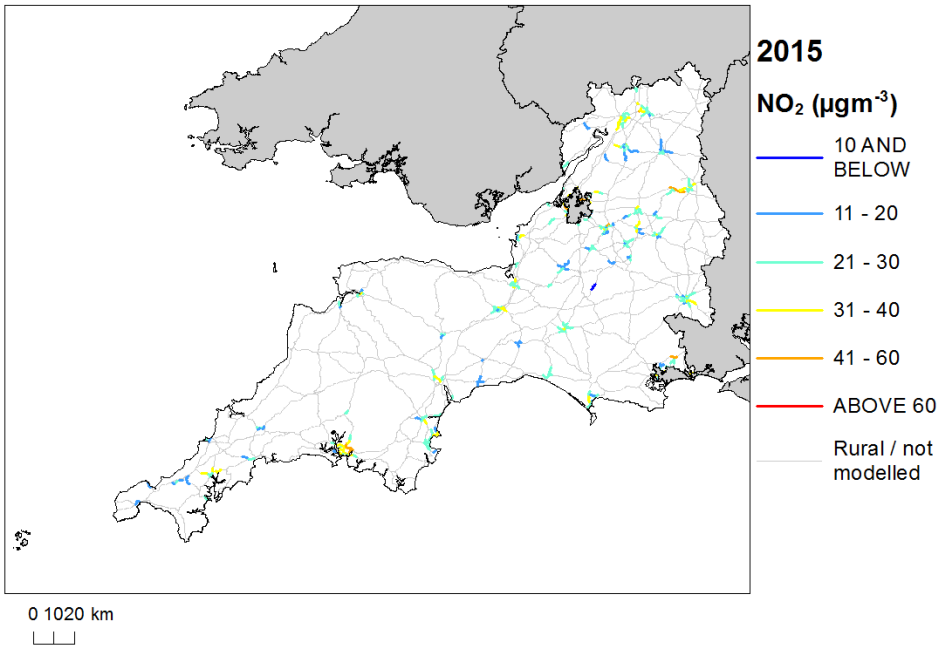


Figure 5: Map of roadside annual mean NO_2 concentrations 2015. Modelled exceedances of the annual limit value are shown in orange and red.[2]



[2]The NO_2 concentration presented for the traffic count point located adjacent to Bath Roadside monitoring station (traffic count point 26126 on the A4) is the measured annual mean NO_2 concentration at Bath Roadside monitoring station. See text for more detail.

4 Measures

4.1 Introduction

This section gives details of measures that address exceedances of the NO_2 limit values within South West non-agglomeration zone. This includes both measures that have already been taken and measures for which there is a firm commitment that they will be taken.

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

4.2 Source apportionment

It is important to understand which sources are responsible for causing the exceedance in order to most effectively tailor measures to address the NO_2 exceedance 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 38.2 μgm^{-3} of NO_X out of a total of 142 μgm^{-3} of NO_X. Diesel cars and diesel LGVs 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. Diesel cars and diesel LGVs were important sources on the trunk roads with the highest concentrations.

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

4.3 Measures

Measures potentially affecting NO_2 in this non-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.

Measures in the South West non-agglomeration zone include traffic planning and management through the encouragement of a shift in transport modes and improvement of traffic flow. There is encouragement to use rail, walk or cycle to school or work and other daily activities through school and workplace travel plans and councils engaging with schools, communities and businesses. This leads to reduced use of cars and therefore lower emissions. Low emission zones have been evaluated as an option to further reduce emissions.

Greener types of vehicle, such as electric vehicles are being promoted and electric vehicle rapid charging points have been installed across the zone. In addition, the region is planning a cleaner taxi fleet to be achieved through the permitting system and the promotion of more efficient use of taxi ranks and bus stops by switching off engines where appropriate. Buses are being retrofitted with emission control equipment through the government's cleaner vehicle technology fund.

Building upon this, congestion in towns and cities is being minimised. There is better cycle infrastructure and promotion of existing and new park and ride. Junction and traffic light improvements in busy locations mean there will be better traffic flow.

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_UK0030_Annual_1

Table 4 presents summary results for the baseline model projections for each year from 2017 to 2030 for the NO_2_UK0030_Annual_1 exceedance situation. At locations where the measured NO_2 concentration in 2015 exceeded the annual mean limit value of 40 μgm^{-3} and the measured concentration was greater than the modelled concentration for the road link adjacent to the monitoring station, projections have been calculated using the measured concentration in 2015 as the starting point. The trend in concentration reductions shown by the modelled projection for the adjacent traffic count point has been used to project the 2015 measured concentrations forward. This is a precautionary approach to provide the best prediction of future concentrations and the corresponding year that compliance with the NO_2 limit values is projected to be achieved for the measured 2015 exceedance. For all other locations the modelled projections of NO_2 and NO_X concentrations start from the modelled concentration for the base year 2015. In the South West non-agglomeration zone the measured concentration at one monitoring station, Bath Roadside (GB0647A, 54 μgm^{-3}), exceeds the annual mean limit value and is greater than the modelled concentration at the adjacent road link (traffic count point 26126 on the A4) of 31 μgm^{-3}. At this location concentration projections start from the measured concentration of 54 μgm^{-3}.

Table 4 shows that the maximum modelled annual mean NO_2 concentration predicted for 2020 in this exceedance situation is 43 μgm^{-3}. By 2021, 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 2021 under baseline conditions.

Figure 6 and 7 presents maps of projected annual mean NO_2 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 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_UK0030_Annual_1. (c, d)

	2015	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030
Road length exceeding (km)	31.8	24.4	19.4	18.6	11.3	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)	54	50	48	45	43	40	37	35	33	32	30	28	27	26	25
Corresponding modelled concentration NOx (μgm^{-3}) (b)	142	127	118	110	102	94	87	81	75	70	66	62	59	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 NO_2.

(c) Model results presented for 2015 include the measured concentration at Bath Roadside (GB0647A) in place of the modelled concentration for traffic count point 26126 on the A4 (the road link adjacent to Bath Roadside monitoring station). Therefore, the road length exceeding, maximum modelled NO_2 concentration and corresponding NO_X concentration may differ from those derived solely from modelling. See Section 3.2 for more information.

(d) Projected concentrations of NO_2 and NO_X at traffic count point 26126, the road link adjacent to Bath Roadside(GB0647A) monitoring station, are projected from the 2015 measured annual mean concentrations of NO_2 and NO_X, respectively. See main text for more details.

Figure 6: Background baseline projections of annual mean NO_2 concentrations in 2021, the year at which compliance is achieved under baseline conditions. Modelled exceedances of the annual limit value are shown in orange and red.

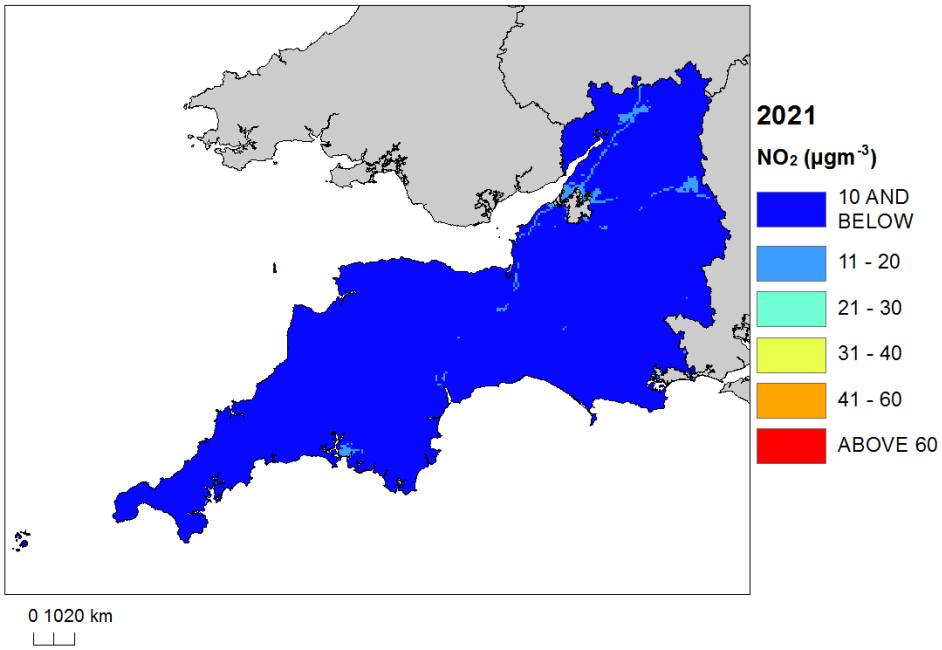
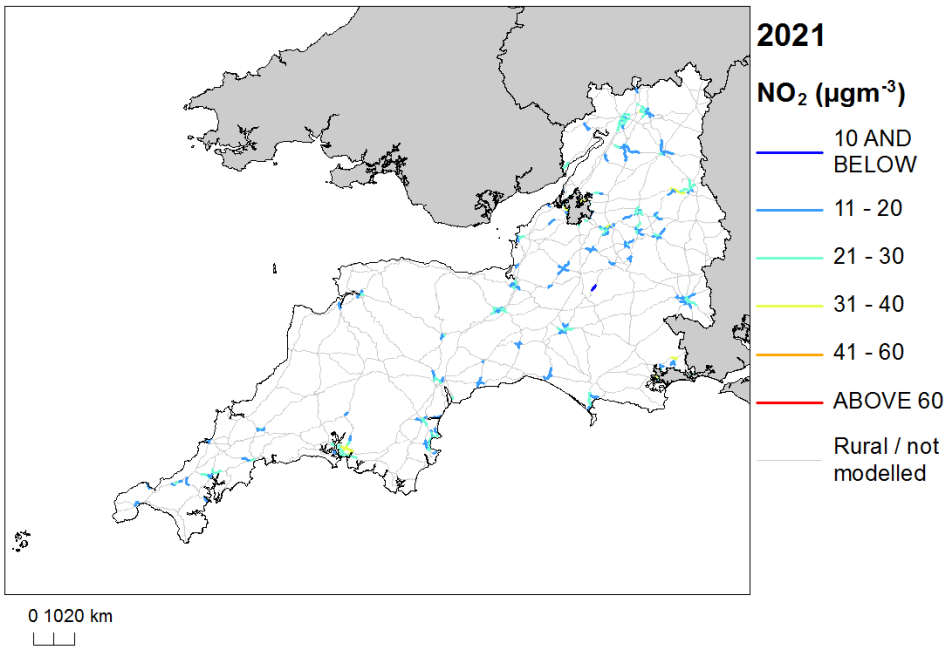


Figure 7: Roadside baseline projections of annual mean NO_2 concentrations in 2021, the year at which compliance is achieved under baseline conditions. Modelled exceedances of the annual limit value are shown in orange and red.[3]



[3]The projected concentration of NO_2 at traffic count point 26126, the road link adjacent to Bath Roadside (GB0647A) monitoring station, is projected from the 2015 measured annual mean concentration of NO_2. See main text for more details.

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

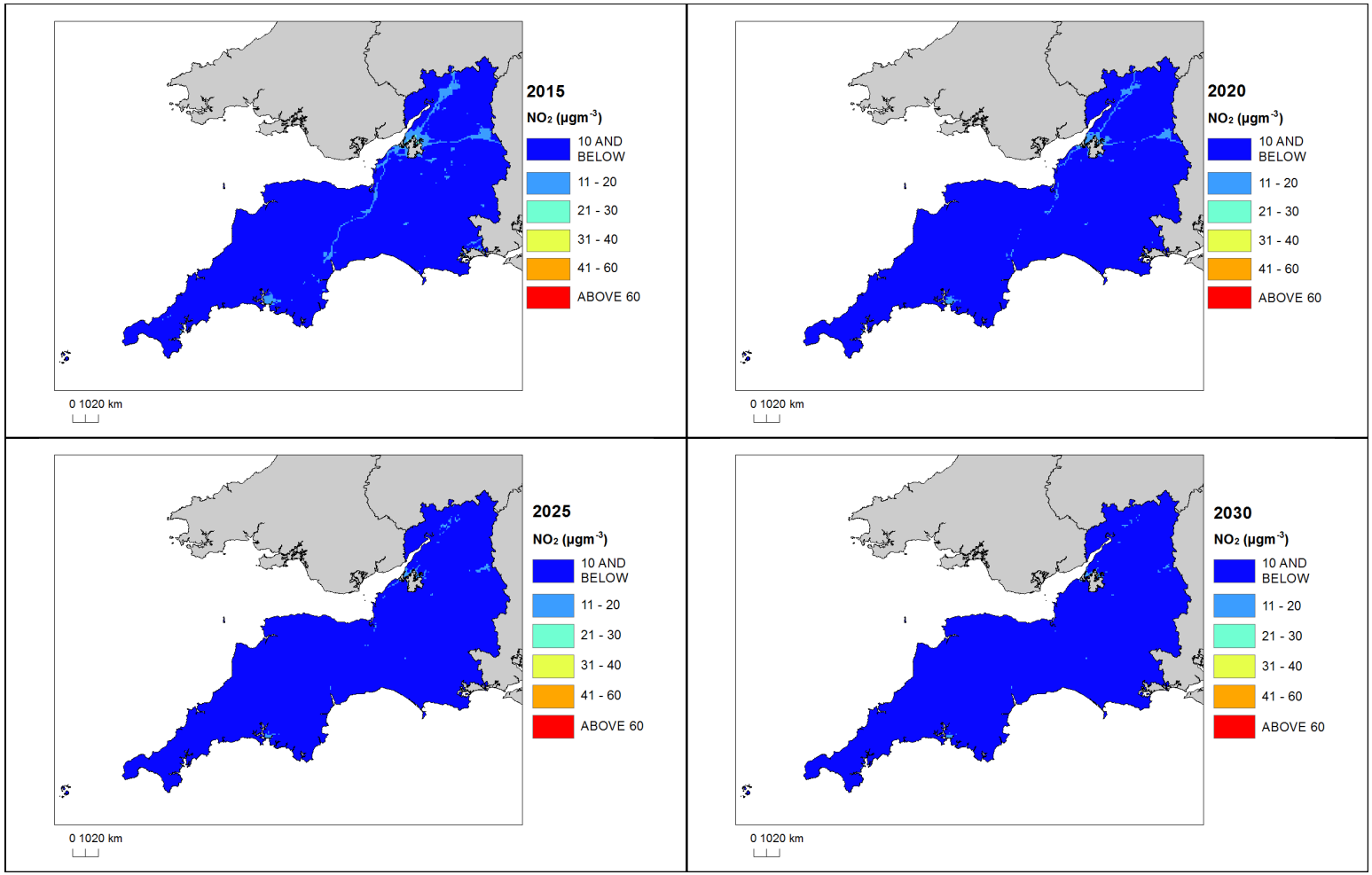
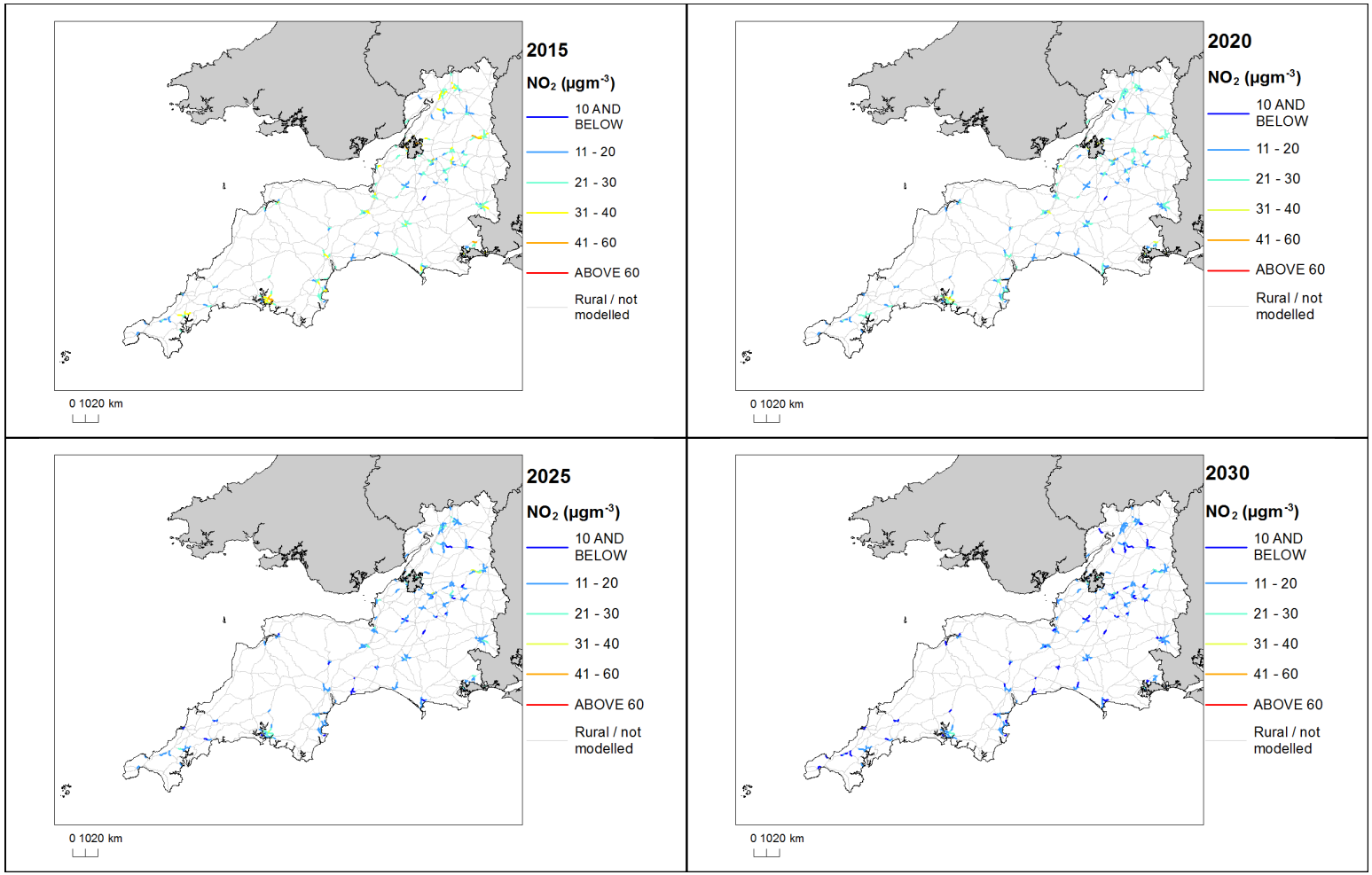


Figure 9: Roadside baseline projections of annual mean NO_2 concentrations in 2020, 2025 and 2030. 2015 is also included here for reference. Modelled exceedances of the annual limit value are shown in orange and red.[4]



[4]The projected concentration of NO_2 at traffic count point 26126, the road link adjacent to Bath Roadside (GB0647A) monitoring station, is projected from the 2015 measured annual mean concentration of NO_2. See main text for more details.

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

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

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

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

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

B Source apportionment graphs

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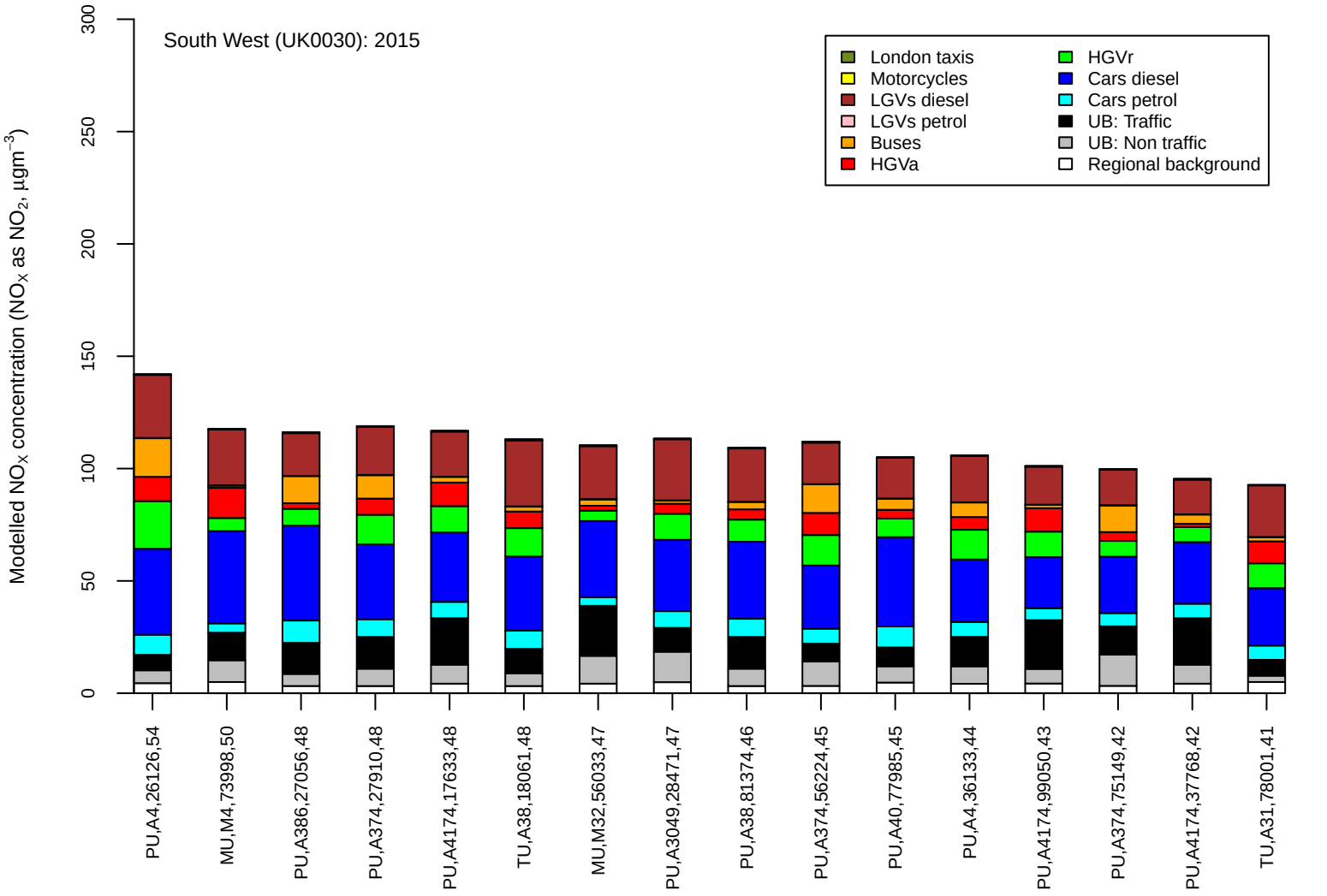
Figure B.1: Annual mean roadside NO_X source apportionment plots for all roads exceeding the annual mean NO_2 limit value in 2015.



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

C Tables of measures

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Table C.1 Relevant Local Authority measures within South West (UK0030)

Measure code	Description	Focus	Classification	Status	Other information
Bath & North East Somerset Council_1	Bath Transport Package	P&R expansion, Real Time Information for buses, new bus priority measures and vehicle access restrictions on some city centre streets.	Traffic planning and management: Other measure	Implementation	Start date: 2008 Expected end date: 2015 Spatial scale: Local Source affected: Transport Indicator: Public transport patronage (P&R). Traffic flows on radial routes (growth comparisons). Vehicle mix comparison (proportion of traffic that is private cars). Average journey time. Target emissions reduction: N/a
Bath & North East Somerset Council_2	Cleveland Bridge area restrictions feasibility study	Operators of vehicles not meeting agreed emission targets would pay a daily charge to enter.	Traffic planning and management: Low emission zones	Evaluation	Start date: 2011 Expected end date: 2016 Spatial scale: Local Source affected: Transport Indicator: Modelled NO2 levels. Target emissions reduction: N/a
Bath & North East Somerset Council_3	Low Carbon Bus Trial (CIVITAS 1.3)	To demonstrate the feasibility of hybrid diesel-electric double deck bus operation in the City of Bath.	Public procurement: New vehicles, including low emission vehicles	Implementation	Start date: 2011 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: Fuel usage / costs. Target emissions reduction: N/a
Bath & North East Somerset Council_4	Urban Freight Transhipment (CIVITAS 7.2)	A facility close to the motorway, where goods are consolidated for dispatch in a smaller, clean fuel vehicle.	Traffic planning and management: Freight transport measure	Implementation	Start date: 2011 Expected end date: 2017 Spatial scale: Local Source affected: Transport Indicator: HGV traffic flows. Electric vehicle. Number of participating businesses. NOx emissions. Target emissions reduction: 1% p.a. from HGVs (provisional target)
Bath & North East Somerset Council_5	Improved Enforcement of TROs (CIVITAS 3.4 - Demand Management Strategies)	A variable message sign and automatic number plate recognition cameras at Upper Bristol Road/Windsor Bridge Road to discourage heavy goods vehicles from using the central A4 corridor where a traffic regulation order exists.	Traffic planning and management: Freight transport measure	Evaluation	Start date: 2010 Expected end date: 2010 Spatial scale: Local Source affected: Transport Indicator: HGV traffic flows. NO2 levels. Target emissions reduction: N/a
Bath & North East Somerset Council_6	Bicycle Hire including Electric Bikes (CIVITAS 6.4 and 6.5)	Installation and operation of a number of cycle stands with some for electric powered bikes.	Traffic planning and management: Expansion of bicycle and pedestrian infrastructure	Implementation	Start date: 2011 Expected end date: 2014 Spatial scale: Local Source affected: Transport Indicator: Vehicle mix (% bikes). No. of hires. Target emissions reduction: N/a

Measure code	Description	Focus	Classification	Status	Other information
Bath & North East Somerset Council_7	Electric Vehicle Recharging Points	Installation of charging points to enable greater use of electric vehicles.	Public procurement: Other measure	Implementation	Start date: 2011 Expected end date: 2016 Spatial scale: Local Source affected: Transport Indicator: Vehicle mix (count of electric vehicles). Number of charges p.a. Number of different users. Target emissions reduction: 1% of private car emissions p.a. (provisional target)
Bath & North East Somerset Council_8	Improve Building Emission Assessments	Develop spreadsheet tool for emissions of nitric oxide and other pollutants from commercial buildings, for inclusion in planning application Air Quality Assessments.	Other measure: Other measure	Planning	Start date: 2011 Expected end date: 2016 Spatial scale: Local Source affected: Commercial and residential sources Indicator: Number of air quality assessments including spreadsheet tool. Target emissions reduction: N/A
Bath & North East Somerset Council_9	ECO Stars Vehicle Recognition Scheme	Review effectiveness of ECOStars Scheme in other authority areas and undertake a feasibility study into the introduction of a scheme in the district.	Other measure: Other measure	Planning	Start date: 2011 Expected end date: 2016 Spatial scale: Local Source affected: Transport Indicator: Number of haulage operators & vehicles audited. HGV vehicle mix survey (number plate and engine standard). Target emissions reduction: N/A
Bath & North East Somerset Council_10	Review Council and Emergency Service Vehicle Fleet	Review the vehicle fleets in terms of Euro emission standards, vehicle age, particulate traps and general specification. Identify cleaner vehicles, emissions abatement technologies and related funding sources for their introduction.	Public procurement: Other measure	Planning	Start date: 2011 Expected end date: 2015 Spatial scale: Local Source affected: Transport Indicator: Euro engine standard survey. Target emissions reduction: 5% p.a. (provisional target)
Bath & North East Somerset Council_11	Monitoring of Bus Fleet Quality	Monitor and review the bus fleet age, specification and maintenance in Bath.	Public procurement: Cleaner vehicle transport services	Implementation	Start date: 2011 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: Euro engine standard survey. Number of emissions abatement retrofit / original design. Target emissions reduction: 5% emissions over whole fleet p.a. (provisional target)

Measure code	Description	Focus	Classification	Status	Other information
Bath & North East Somerset Council_12	Transport & Travel Information	Free mapping system, wayfinding signage, public transport shelter and flag products together with transport information web pages.	Public information and Education: Other mechanisms	Implementation	Start date: 2011 Expected end date: 2011 Spatial scale: Local Source affected: Transport Indicator: Number of signs. Contribute to achieving a target increase in bus passenger journeys per annum of 3% on a 2001/2 base level of 9.184m. Contribute to achieving an improvement in favourability recorded by the Bath area bus satisfaction survey. The target is for overall satisfaction to improve from 38% in 2003/4 to 44% in 2011/12. Target emissions reduction: N/a
Bath & North East Somerset Council_13	Alternative Exhaust Emissions Abatement	Review of available retrofit technologies and fuel additives for exhaust emissions abatement and a feasibility study for the introduction into vehicle fleets operating in Bath.	Retrofitting: Retrofitting emission control equipment to vehicles	Planning	Start date: 2011 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: Number of retrofitted HGVs. Target emissions reduction: N/a
Bath & North East Somerset Council_14	Rossiter Road Traffic Management Measures	Review of options for improvement in road layout to improve air quality and reduce congestion.	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: Traffic flows. NO2 levels. Target emissions reduction: Moving traffic from receptors.
Bath & North East Somerset Council_15	Promotional Website	Providing open data and offering advice and incentives for helping improve air quality.	Public information and Education: Internet	Implementation	Start date: 2014 Expected end date: 2015 Spatial scale: Local Source affected: Transport Indicator: Number of visits to website. Target emissions reduction: N/a
Bath & North East Somerset Council_16	Corporate Travel Plan	Reduce emissions from Bath and North East Somerset Council business travel.	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2011 Expected end date: 2015 Spatial scale: Local Source affected: Transport Indicator: Business mileage. Modal shift (e.g. number of employees transferred from private car to bike, walking or public transport bus for commuting. Target emissions reduction: 1% p.a. (provisional target)

Measure code	Description	Focus	Classification	Status	Other information
Bath & North East Somerset Council_17	Two Tunnels Greenway (shared cycle and pedestrian path)	Reopen traffic free railway path through two tunnels for cycling and walking.	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2013 Expected end date: 2013 Spatial scale: Local Source affected: Transport Indicator: Cycle journeys on route. Target emissions reduction: N/a
Bath & North East Somerset Council_18	Bath Transport Strategy	To reduce congestion, improve air quality and allow people to move around to make the long-term economic strategy for the area work.	Traffic planning and management: Other measure	Planning	Start date: 2014 Expected end date: 2029 Spatial scale: Whole town or city Source affected: Transport Indicator: Journey times, public transport patronage, traffic counts & active travel usage. Target emissions reduction: Reduction p.a.
Bath & North East Somerset Council_19	Low Emission Zone Feasibility Study	Reducing emissions from heavy duty vehicles in urban through-routes.	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: Reduce emissions from HDVs by 5% pa
Bath & North East Somerset Council_20	Traffic Regulation Conditions for tour buses	Reducing emissions from tour buses in central Bath.	Traffic planning and management: Other measure	Implementation	Start date: 2006 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: Number and spec of tour bus. Target emissions reduction: N/a
Bath & North East Somerset Council_21	Clean Air Act enforcement	Enforcement of regulations in the Bath smoke control zone.	Other measure: Other measure	Implementation	Start date: 2001 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Commercial and residential sources Indicator: Number of successful outcomes of informal notices issued. Target emissions reduction: N/a
Bath & North East Somerset Council_22	New Air Quality Action Plan for Bath	To review and update the Bath Air Quality Action Plan.	Other measure: Other measure	Planning	Start date: 2016 Expected end date: 2020 Spatial scale: Whole town or city Source affected: Transport Indicator: Dependent on measures. Target emissions reduction: NO2 and PM emissions reduction - 5% p.a. (provisional target)

Measure code	Description	Focus	Classification	Status	Other information
Bath & North East Somerset Council_23	Quantify the benefits from the one way system pilot for the High Street including monitoring and modelling of air quality impacts.	N/A	Traffic planning and management: Encouragement of shift of transport modes	Planning	Start date: N/A Expected end date: N/A Spatial scale: Local Source affected: Transport Indicator: Reduction in nitrogen dioxide concentrations. Traffic Counts. Reduction in emissions of nitrogen oxides. Target emissions reduction: Predicted reduction of approximately 3 g/m3 NO2 on High Street and approximately 1 microgram increase on some areas of alternative route. No significant improvement predicted on Charlton Road.
Bath & North East Somerset Council_24	Targeted information campaign for the most vulnerable groups (i.e. asthmatics, Chronic Obstructive Pulmonary Disease etc.).	N/A	Public information and Education: Other mechanisms	Planning	Start date: N/A Expected end date: N/A Spatial scale: Local Source affected: Transport Indicator: The number of hits on website. Target emissions reduction: No reduction in concentration in Nitrogen Dioxide, however there would be an exposure reduction for residents.
Bath & North East Somerset Council_25	This Action Plan influences planning policy to require electric vehicle charge points for each new property.	N/A	Public procurement: Other measure	Planning	Start date: N/A Expected end date: N/A Spatial scale: Local Source affected: Transport Indicator: Number of properties where a power spur for an electric vehicle charge point is installed. Number of planning applications approved with a vehicle charge point as an advisory or required condition. Target emissions reduction: % reduction in NOx emissions compared to a diesel.
Bath & North East Somerset Council_26	Increase public charging points through ‘Ultra Low West’ (Source West) EV charging infrastructure programme.	N/A	Public procurement: Other measure	Planning	Start date: N/A Expected end date: N/A Spatial scale: Local Source affected: Transport Indicator: Number of charge points. Number of charging sessions per year. Target emissions reduction: % reduction in NOx emissions compared to a diesel.

Measure code	Description	Focus	Classification	Status	Other information
Bath & North East Somerset Council_27	Recommend tree planting in future infrastructure programmes	N/A	Other measure: Other measure	Planning	Start date: N/A Expected end date: N/A Spatial scale: Local Source affected: Transport Indicator: Number of trees planted. Target emissions reduction: Provision of a barrier to protect residents and visitors
Bath & North East Somerset Council_28	This Action Plan influences planning policy to encourage the provision of cycle parking for each new property.	N/A	Traffic planning and management: Encouragement of shift of transport modes	Planning	Start date: N/A Expected end date: N/A Spatial scale: Local Source affected: Transport Indicator: Number of new properties with cycle storage. Number of planning applications approved with cycle storage as advisory or required condition. Target emissions reduction: % reduction in NOx emissions compared to a diesel.
Bath & North East Somerset Council_29	Explore the promotion of an Electric Zone.	N/A	Public procurement: Other measure	Planning	Start date: N/A Expected end date: N/A Spatial scale: Local Source affected: Transport Indicator: Number of electric vehicles in peak hours in zone with a manual traffic count. Number of signs erected. Number of charging sessions. Target emissions reduction: N/A
Bath & North East Somerset Council_30	Influence the design of developments to improve access to public transport, cycling and walking routes.	N/A	Traffic planning and management: Other measure	Planning	Start date: N/A Expected end date: N/A Spatial scale: Local Source affected: Transport Indicator: Number of approved planning applications with minimum 30 minute bus frequency in or adjacent to site (with 100 metre of the site). Target emissions reduction: Negligible
Bath & North East Somerset Council_31	Support the creation of a local Air Quality Action Group.	N/A	Public information and Education: Other mechanisms	Planning	Start date: N/A Expected end date: N/A Spatial scale: Local Source affected: Transport Indicator: Established as part of the remit of existing of new group. Target emissions reduction: N/A

Measure code	Description	Focus	Classification	Status	Other information
Bath & North East Somerset Council_32	Keynsham Greenway links to National Cycle Network 4, Wellsway School and riverside path into Bristol and S Glos with new bridge over River Avon.	N/A	Traffic planning and management: Expansion of bicycle and pedestrian infrastructure	Planning	Start date: N/A Expected end date: N/A Spatial scale: Local Source affected: Transport Indicator: Delivery of project. Number of cycle trips from annual surveys. Target emissions reduction: N/A
Bath & North East Somerset Council_33	Work with Community Transport to promote the use of Low emission dial-a-ride vehicles.	N/A	Public procurement: New vehicles, including low emission vehicles	Planning	Start date: N/A Expected end date: N/A Spatial scale: Local Source affected: Transport Indicator: Low emission vehicle journeys / miles. Target emissions reduction: % reduction in NOx emissions compared to a diesel.
Bath & North East Somerset Council_34	Identify, influence and publicise pedestrian and cycling facility improvements	N/A	Traffic planning and management: Other measure	Planning	Start date: N/A Expected end date: N/A Spatial scale: Local Source affected: Transport Indicator: Audit of infrastructure completed. Recommendation will be integrated into this plan. Walking and cycling surveys Target emissions reduction: N/A
Bath & North East Somerset Council_36	Identify and publicise priority cycling routes to support a cycling culture for all.	N/A	Traffic planning and management: Expansion of bicycle and pedestrian infrastructure	Planning	Start date: N/A Expected end date: N/A Spatial scale: Local Source affected: Transport Indicator: Cycling routes identified. Target emissions reduction: N/a
Bath & North East Somerset Council_37	Encourage low emission bus services in Keynsham	N/A	Public procurement: Cleaner vehicle transport services	Planning	Start date: N/A Expected end date: N/A Spatial scale: Local Source affected: Transport Indicator: Number of bus routes serviced by a Low emission vehicle Target emissions reduction: % reduction in NOx emissions compared to a diesel. (or milligrams)

Measure code	Description	Focus	Classification	Status	Other information
Bath & North East Somerset Council_38	Increase public education messages which promote healthier choices for short journeys	N/A	Traffic planning and management: Encouragement of shift of transport modes	Planning	Start date: N/A Expected end date: N/A Spatial scale: Local Source affected: Transport Indicator: Delivery of a public education campaign Target emissions reduction: No reduction in concentration. Exposure reduction
Bath & North East Somerset Council_39	Work with bus operators on improved services, ticketing and simplified fare structure.	N/A	Traffic planning and management: Improvement of public transport	Planning	Start date: N/A Expected end date: N/A Spatial scale: Local Source affected: Transport Indicator: B&NES area bus usage figures. Annually Bus Passenger Satisfaction surveys for B&NES (Transport Focus). Target emissions reduction: N/a
Bath & North East Somerset Council_40	Support the provision of improved lighting on cycle path.	N/A	Traffic planning and management: Expansion of bicycle and pedestrian infrastructure	Planning	Start date: N/A Expected end date: N/A Spatial scale: Local Source affected: Transport Indicator: Lighting provided to key locations. Target emissions reduction: N/a
Bath & North East Somerset Council_41	Advocate increased rail service via MetroWest - resulting in increase from hourly to half-hourly rail service.	N/A	Traffic planning and management: Other measure	Planning	Start date: N/A Expected end date: N/A Spatial scale: Local Source affected: Transport Indicator: Project implementation. Rail patronage per service at Keynsham (annual rail survey). Target emissions reduction: Offsets less efficient modes.
Bath & North East Somerset Council_42	Advice to land owners on planting that can help to protect their properties from air pollution.	N/A	Public information and Education: Other mechanisms	Planning	Start date: N/A Expected end date: N/A Spatial scale: Local Source affected: Transport Indicator: Number of hits on website Target emissions reduction: No reduction in concentration. Reduction in exposure to NO2 and fine particles.

Measure code	Description	Focus	Classification	Status	Other information
Bath & North East Somerset Council_43	Encourage low emission bus services in Saltford.	N/A	Public procurement: Cleaner vehicle transport services	Planning	Start date: N/A Expected end date: N/A Spatial scale: Local Source affected: Transport Indicator: Number of bus routes serviced by a Low emission vehicle Target emissions reduction: % reduction in NOx emissions compared to a diesel.
Bath & North East Somerset Council_44	Continue feasibility work on reopening Saltford Station.	N/A	Traffic planning and management: Improvement of public transport	Other	Start date: N/A Expected end date: N/A Spatial scale: Local Source affected: Transport Indicator: Completed feasibility study Target emissions reduction: Requires air quality assessment
Bristol City Council_1	Area speed reduction through 20mph zones within Air Quality Management Area (AQMA)	Progress on 20 mph zones around schools and adjacent to Showcase bus routes delivered through Local transport Plan (LTP). Draft Road Hierarchy Review proposes 20 mph speed limit in all residential areas.	Traffic planning and management: Reduction of speed limits and control	Implementation	Start date: 2011 Expected end date: 2015 Spatial scale: Whole town or city Source affected: Transport Indicator: No Specific Indicator- Various before and after surveys will be carried out monitoring air quality within 20mph zones, as well as on traffic speeds, road casualties and noise. Target emissions reduction: Improvement in Air Quality during pilot / reduction in vehicle emissions (NO2)
Bristol City Council_2	Travel plans with increased incentives for schools and organisations within the AQMA	Continued progress being made on workplace travel plans through LTP and Planning process. Sustainable Schools Strategy being developed. Additional focus on school travel plans to increase the take-up rate and achieve the target of all schools having a travel plan.	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2001 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: No specific JLTP3 indicator Target emissions reduction: N/A
Bristol City Council_3	Safer routes to schools to be extended within the AQMA	SRS approach being integrated into the Health Schools initiative described in previous Travel Plans measure and delivered through LTP.	Traffic planning and management: Other measure	Implementation	Start date: 2014 Expected end date: 2030 Spatial scale: Whole agglomeration Source affected: Transport Indicator: No Specific Indicator Target emissions reduction: N/A

Measure code	Description	Focus	Classification	Status	Other information
Bristol City Council_4	Extension of travel marketing	Continued promotion of driver behaviour materials and integration of air quality issues into wider BCC publicity and transport awareness work. Improved Air Quality web pages on Council's web site. Real-time bus information now available on web site.	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2014 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Bristol City Council_5	Expand car clubs to include private developments and business clubs	The Bristol Car Club has continued to expand and now has 39 cars and 600 members. Since the pilot project ended in 2006 the club has continued to operate without Council subsidy. Growth of the club continues to be boosted by funding secured by the Council through Section 106 contributions from planning applications.	Other measure: Other measure	Implementation	Start date: 2014 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: Membership numbers, numbers of locations/vehicles Target emissions reduction: N/A
Bristol City Council_6	Speed management strategy through LTP would have additional resources targeted in AQMA	Some progress through LTP but no additional Air Quality Action Plan (AQAP) measures introduced.	Traffic planning and management: Reduction of speed limits and control	Preparation	Start date: 2014 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Bristol City Council_7	Additional staff resources to enforce parking/delivery restrictions to ease/speed flows	Review of Council's parking strategy and enforcement programme is completed. Targeted enforcement remains a core activity of the Council's parking management strategy and Showcase bus route programme. Plans to introduce extensive Controlled Parking Zones are being drawn up, including Central Area Controlled Parking Zone (CPZ) extensions and Residents Parking Zones (RPZs).	Traffic planning and management: Management of parking places	Implementation	Start date: 2014 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Bristol City Council_8	Reduced motorway limits around AQMA	Speed limits to be reduced on southern end of M32 as part of bus lane scheme. More extensive speed limit reductions likely if further bus lanes are introduced as part of M32 Park & Ride.	Traffic planning and management: Reduction of speed limits and control	Implementation	Start date: 2014 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: Unknown, managed motorways project yet to be implemented emissions reductions expected post-implementation.

Measure code	Description	Focus	Classification	Status	Other information
Bristol City Council_9	Traffic management to minimise congestion	Minimisation of congestion in city	Traffic planning and management: Other measure	Implementation	Start date: 2014 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: No specific indicator Target emissions reduction: N/A
Bristol City Council_10	Re-allocation of road space	Create better cycle infrastructure	Traffic planning and management: Expansion of bicycle and pedestrian infrastructure	Implementation	Start date: 2014 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: Journey time improvements through the UTMC Target emissions reduction: N/A
Bristol City Council_11	Road user charging	This measure would require feasibility studies, however we are only considering this measure at this stage	Traffic planning and management: Congestion pricing zones	Evaluation	Start date: 2014 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Bristol City Council_12	Encouraging/facilitating working from home	Promoted through the area travel plan for the Temple Quarter Enterprise Zone (TQEZ)	Other measure: Other measure	Implementation	Start date: 2014 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Bristol City Council_13	Intensive active travel campaign and infrastructure	Local Sustainable Transport Fund (LSTF) project that focuses on engaging with schools, communities and business	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2014 Expected end date: 2030 Spatial scale: Whole agglomeration Source affected: Transport Indicator: Infrastructure use measured through traffic counters Target emissions reduction: N/A
Bristol City Council_14	Promotion of cycling	Through the LSTF project	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2014 Expected end date: 2030 Spatial scale: Whole agglomeration Source affected: Transport Indicator: Infrastructure use measured through traffic counters Target emissions reduction: N/A
Bristol City Council_15	Promotion of walking	Through the LSTF project and public health focuses	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2014 Expected end date: 2030 Spatial scale: Whole agglomeration Source affected: Transport Indicator: Infrastructure use measured through traffic counters Target emissions reduction: N/A

Measure code	Description	Focus	Classification	Status	Other information
Bristol City Council_16	Promotion of rail and inland waterways	Through the MetroWest project, that seeks to improve services and routes across the West of England	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2014 Expected end date: 2022 Spatial scale: Whole agglomeration Source affected: Transport Indicator: Use of MeroWest services Target emissions reduction: N/A
Bristol City Council_17	Public information internet	Using the TravelWest website	Public information and Education: Internet	Implementation	Start date: 2014 Expected end date: 2030 Spatial scale: Whole agglomeration Source affected: Transport Indicator: Website hits Target emissions reduction: N/A
Bristol City Council_18	Public information leaflets	Through the LSTF project	Public information and Education: Leaflets	Implementation	Start date: 2014 Expected end date: 2030 Spatial scale: Whole agglomeration Source affected: Transport Indicator: No specific indicator Target emissions reduction: N/A
Bristol City Council_19	Public information radio	Through the LSF project	Public information and Education: Radio	Implementation	Start date: 2014 Expected end date: 2014 Spatial scale: Whole agglomeration Source affected: Transport Indicator: No specific indicator Target emissions reduction: N/A
Bristol City Council_20	Temple Circus improvements	Through the Revolving Infrastructure Fund to enable access to the Temple Quarter Enterprise Zone	Traffic planning and management: Improvement of public transport	Planning	Start date: 2014 Expected end date: 2017 Spatial scale: Local Source affected: Transport Indicator: Infrastructure use measured through traffic counters Target emissions reduction: N/A
Bristol City Council_21	Public cycle hire scheme	This requires a detailed business case	Traffic planning and management: Expansion of bicycle and pedestrian infrastructure	Evaluation	Start date: 2014 Expected end date: 2020 Spatial scale: Whole town or city Source affected: Transport Indicator: Use of cycle hire service Target emissions reduction: N/A
Bristol City Council_22	Cycle network	Delivering the cycle network as described in the Bristol Cycle Strategy	Traffic planning and management: Expansion of bicycle and pedestrian infrastructure	Other	Start date: 2014 Expected end date: 2030 Spatial scale: Whole agglomeration Source affected: Transport Indicator: Infrastructure use measured through traffic counters Target emissions reduction: N/A

Measure code	Description	Focus	Classification	Status	Other information
Bristol City Council_23	Bus route improvements	Through the MetroBus project, which is a West of England wide bus rapid transit project	Traffic planning and management: Improvement of public transport	Implementation	Start date: 2014 Expected end date: 2018 Spatial scale: Whole town or city Source affected: Transport Indicator: Use of MetroBus services Target emissions reduction: N/A
Bristol City Council_24	Working in partnership with Faxi, a journey sharing app and platform to allow people to share	Faxi set up in Bristol to allow businesses to set up journey sharing groups	Other measure: Other measure	Implementation	Start date: 2014 Expected end date: 2030 Spatial scale: Whole agglomeration Source affected: Transport Indicator: Number of Faxi groups set up Target emissions reduction: N/A
Bristol City Council_25	Car club plans	Plans to expand car club bays and vehicles, particularly with a focus on ULEVs	Other measure: Other measure	Implementation	Start date: 2014 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: Number of car club members Target emissions reduction: N/A
Bristol City Council_26	Strategic routes for HGV's	As part of improvements to the freight strategy for the area	Traffic planning and management: Freight transport measure	Implementation	Start date: 2014 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: Level of congestion through city centre by freight Target emissions reduction: N/A
Bristol City Council_27	Out of hours delivery	This will be considered as new practices are introduced to the freight strategy for the city	Traffic planning and management: Freight transport measure	Implementation	Start date: 2014 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: Level of congestion through city centre by freight Target emissions reduction: N/A
Bristol City Council_28	Promotion of low emission public transport	Geo-fencing technology is being trialled in the city, with plans to provide electric hubs at interchange points	Public procurement: Cleaner vehicle transport services	Preparation	Start date: 2014 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: Air quality indicators Target emissions reduction: N/A
Bristol City Council_29	Bus retrofit	Clean vehicle technology funding has been awarded to retrofit buses in Bristol and Bath	Retrofitting: Retrofitting emission control equipment to vehicles	Planning	Start date: 2014 Expected end date: 2015 Spatial scale: Local Source affected: Transport Indicator: Air quality indicators Target emissions reduction: N/A

Measure code	Description	Focus	Classification	Status	Other information
Bristol City Council_30	Low emission zone	This will be piloted through the CIVITAS project	Traffic planning and management: Low emission zones	Evaluation	Start date: 2014 Expected end date: 2020 Spatial scale: Whole town or city Source affected: Transport Indicator: Air quality indicators Target emissions reduction: N/A
Bristol City Council_31	Introduction of EV charging infrastructure throughout region	Through the ICT4EVEU and OLEV funding the focus was to develop an EV charging network in the region as well as ICT systems backup	Public procurement: Other measure	Implementation	Start date: 2012 Expected end date: 2015 Spatial scale: Whole agglomeration Source affected: Transport Indicator: No Specific indicator Target emissions reduction: N/A.
Bristol City Council_32	Introduction of EV to BCC Fleet	To demonstrate and promote the use of EV's and to highlight issues of poor air quality throughout 2015	Public procurement: Other measure	Implementation	Start date: 2014 Expected end date: 2015 Spatial scale: Whole town or city Source affected: Transport Indicator: No Specific indicator Target emissions reduction: N/A
Cheltenham Borough Council_1	Highways Improvements	A range of highway amendments to improve traffic flow and improve cycle and pedestrian provision within Cheltenham.	Traffic planning and management: Encouragement of shift of transport modes	Evaluation	Start date: 2015 Expected end date: 2016 Spatial scale: Whole town or City Source affected: Transport Indicator: Reduction in through traffic and improved access to car parks. Reduced congestion at key junctions Target emissions reduction: 1-2%
Cheltenham Borough Council_2	Air Quality Information	To provide up to date information on local air quality, air quality forecasts and sustainable travel options	Public information and Education: Internet	Planning	Start date: 2015 Expected end date: 2016 Spatial scale: Whole town or City Source affected: Transport Indicator: Hit counter on webpage. Target emissions reduction: <0.1%
Cheltenham Borough Council_3	Promotion of Park & Ride	The promotion of existing and proposed new Park & Ride schemes to include improved signage	Traffic planning and management: Improvement of public transport	Implementation	Start date: 2014 Expected end date: 2018 Spatial scale: Whole town or City Source affected: Transport Indicator: Reduced car travel into & out of Cheltenham Target emissions reduction: 0.1-1%
Cheltenham Borough Council_4	Promotion of Personal Travel Plans (PTP)	Target individuals directly by actively promoting and developing alternative travel options to allow a change in their transport behaviour	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2013 Expected end date: 2014 Spatial scale: Whole town or City Source affected: Transport Indicator: Repeat surveys to gauge behaviour change Target emissions reduction: 0.005

Measure code	Description	Focus	Classification	Status	Other information
Cheltenham Borough Council_5	Bike-It-Officer	To encourage parents and children to cycle and walk to school where possible	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2013 Expected end date: 2014 Spatial scale: Whole town or City Source affected: Transport Indicator: None Target emissions reduction: <0.5%
Cheltenham Borough Council_6	Promotion of Greener Vehicles	To encourage electric vehicle use through the installation of charge points in car parks & on-street plus differential car parking charges	Public procurement: Other measure	Implementation	Start date: 2013 Expected end date: 2015 Spatial scale: Whole town or City Source affected: Transport Indicator: Charge point use data Target emissions reduction: <0.5%
Cheltenham Borough Council_7	HGV restrictions	To encourage deliveries during the quieter footfall periods of the day to reduce congestion	Traffic planning and management: Freight transport measure	Preparation	Start date: 2015 Expected end date: 2016 Spatial scale: Whole town or City Source affected: Transport Indicator: Traffic count data Target emissions reduction: <0.5%
Cheltenham Borough Council_8	Increase Car Sharing	Upgrade and re-launch car-sharing website plus improved signage and promotion	Other measure: Other measure	Implementation	Start date: 2014 Expected end date: 2015 Spatial scale: Whole town or City Source affected: Transport Indicator: Traffic count data Target emissions reduction: 0.001
Cheltenham Borough Council_9	School Travel Grants	LSTF grants to schools for sustainable travel initiatives	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2014 Expected end date: 2015 Spatial scale: Whole town or City Source affected: Transport Indicator: Uptake of grants Target emissions reduction: <0.1%
Cheltenham Borough Council_10	Business Travel Grants	LSTF grants to businesses for sustainable travel initiative	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2014 Expected end date: 2015 Spatial scale: Whole town or City Source affected: Transport Indicator: Uptake of grants Target emissions reduction: <0.1%
Cheltenham Borough Council_11	Wayfinding Initiative	To improve signage and routing for bus users and pedestrians	Traffic planning and management: Other measure	Implementation	Start date: 2014 Expected end date: 2015 Spatial scale: Whole town or City Source affected: Transport Indicator: None Target emissions reduction: <0.1%
Cheltenham Borough Council_12	Promote Workplace Travel Plans	Cheltenham Borough Council will develop a workplace ‘smarter’ travel plan where resources allow and encourage businesses	Traffic planning and management: Encouragement of shift of transport modes	Planning	Start date: 2015 Expected end date: 2016 Spatial scale: Whole town or City Source affected: Transport Indicator: Whether or not a plan is implemented Target emissions reduction: <0.1%

Measure code	Description	Focus	Classification	Status	Other information
Cheltenham Borough Council_13	Air Quality Planning Policy	An Air Quality Policy will be adopted as part of the emerging Cheltenham Local Plan	Other measure: Other measure	Planning	Start date: 2014 Expected end date: 2015 Spatial scale: Whole town or City Source affected: Transport Indicator: Whether or not a formal AQ planning Policy is adopted Target emissions reduction: Unknown but potentially significant - >1%
Cheltenham Borough Council_14	Traffic Light Appraisal	To investigate the potential for traffic light switch off trials with a view to removal	Traffic planning and management: Other measure	Evaluation	Start date: 2015 Expected end date: 2016 Spatial scale: Local Source affected: Transport Indicator: Number of traffic lights removed & traffic count/speed data Target emissions reduction: Potentially significant at current areas of poor air quality
Cheltenham Borough Council_15	Bus & taxi quality partnership	To encourage fuel efficient & safe driving with no idling	Other measure: Other measure	Evaluation	Start date: 2015 Expected end date: 2016 Spatial scale: Whole town or City Source affected: Transport Indicator: Anecdotal Target emissions reduction: Unknown
Cheltenham Borough Council_16	Twenty is Plenty	Reduce urban speed limit to 20mph in some areas to reduce congestion and improve traffic flow on busier roads	Traffic planning and management: Reduction of speed limits and control	Evaluation	Start date: 2015 Expected end date: 2016 Spatial scale: Local Source affected: Transport Indicator: Traffic count/speed data Target emissions reduction: <0.5%
Cheltenham Borough Council_17	A lower emission bus fleet	To encourage improvement of bus fleets to meet latest Euro emission standards	Retrofitting: Retrofitting emission control equipment to vehicles	Evaluation	Start date: 2014 Expected end date: 2030 Spatial scale: Whole town or City Source affected: Transport Indicator: Bus fleet data Target emissions reduction: 0.005
Cheltenham Borough Council_18	Green Planting	To increase green planting through planning to help off-set air pollution impacts	Other measure: Other measure	Evaluation	Start date: 2014 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: Number of urban planning applications with green planting schemes adopted Target emissions reduction: <0.1%

Measure code	Description	Focus	Classification	Status	Other information
Cheltenham Borough Council_19	Vehicle Management Signage	Electric signage to inform drivers of congestion and nearest parking	Traffic planning and management: Other measure	Evaluation	Start date: 2014 Expected end date: 2016 Spatial scale: Whole town or City Source affected: Transport Indicator: Traffic count data Target emissions reduction: <0.1%
Cheltenham Borough Council_20	Cycle Safety Improvements	Improvement of road layouts and associated infrastructure to improve the safety of cyclists in Cheltenham	Traffic planning and management: Encouragement of shift of transport modes	Evaluation	Start date: 2015 Expected end date: 2016 Spatial scale: Whole town or City Source affected: Transport Indicator: Number of cyclists and accident & injury statistics Target emissions reduction: <0.1%
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

Measure code	Description	Focus	Classification	Status	Other information
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
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
Cornwall Council_Bodmin 1	Low speed environment- Dennison Road/ Turf Street/ Church Square	Create a sense of place which balances motor vehicles with pedestrian and cycle movements	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2016 Expected end date: 2017 Spatial scale: Local Source affected: Transport Indicator: To be monitored although reduction in stop start of traffic and increase in pedestrian and cycle trips Target emissions reduction: N/A
Cornwall Council_Bodmin 2	Launceston Road/Priory Road roundabout	Improve safety and traffic flows. Improve access for pedestrians and cyclists	Traffic planning and management: Other measure	Implementation	Start date: 2016 Expected end date: 2017 Spatial scale: Local Source affected: Transport Indicator: Smoother traffic flows on Launceston Road and Priory road, reduced queueing Target emissions reduction: N/A
Cornwall Council_Bodmin 3	Camel Trail extension and ‘Bodmin Cycling Town’ designation	Create a family friendly cycle link between The Camel Trail and Lanhydrock via Bodmin Town Centre	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2016 Expected end date: 2017 Spatial scale: Local Source affected: Transport Indicator: Increased numbers of cyclists Target emissions reduction: N/A
Cornwall Council_Bodmin 4	Fiveways junction- five arm double roundabout to be simplified	Improve traffic flows and improved conditions for pedestrians and cyclists	Traffic planning and management: Other measure	Planning	Start date: 2017 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: Smoother traffic flows on St Leonards, reduced congestion Target emissions reduction: N/A
Cornwall Council_Bodmin 5	Callywith Junction Improvement	Improve traffic flows, reduce speeds as traffic exits A30, open up development sites	Traffic planning and management: Other measure	Implementation	Start date: 2017 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: Improved traffic flows Target emissions reduction: N/A

Measure code	Description	Focus	Classification	Status	Other information
Cornwall Council_Bodmin 6	Respryn Road junction, railway bridge and link	Manage future traffic flows, provide alternative to town centre routes and open up land for development	Traffic planning and management: Other measure	Implementation	Start date: 2016 Expected end date: 2017 Spatial scale: Local Source affected: Transport Indicator: Reduced traffic flows through town centre and reduced congestion Target emissions reduction: N/A
Cornwall Council_Bodmin 7	Diversion of A30 traffic around Bodmin and via Lanivet	Signage strategy to minimise through traffic	Traffic planning and management: Other measure	Implementation	Start date: 2017 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: Reduced traffic flows through town Target emissions reduction: N/A
Cornwall Council_Bodmin 8	A30 Temple to Higher Carblake dual carriageway/improvement	Dualling of A30 over a 2.8mile section to increase capacity and reduce delays and congestion	Traffic planning and management: Other measure	Implementation	Start date: 2015 Expected end date: 2017 Spatial scale: Local Source affected: Transport Indicator: Reduced traffic flows and congestion in times of heavy A30 traffic Target emissions reduction: N/A
Cornwall Council_Bodmin 9	Bodmin Festival of Cycling	Promote and encourage cycling within Bodmin and launch of new cycle routes	Traffic planning and management: Encouragement of shift of transport modes	Planning	Start date: 2016 Expected end date: 2017 Spatial scale: Local Source affected: Transport Indicator: Increased use of new cycle routes Target emissions reduction: N/A
Cornwall Council_Bodmin 10	ECO Stars Fleet and Taxi Schemes	Remove HGVs and promote more fuel efficient vehicles	Other measure: Other measure	Planning	Start date: 2017 Expected end date: 2020 Spatial scale: Local Source affected: Transport Indicator: Reduced emissions from fleet and heavy vehicles Target emissions reduction: N/A
Cornwall Council_Bodmin 11	Investigate options for public cycle hire	Improve facilities for cyclists	Traffic planning and management: Expansion of bicycle and pedestrian infrastructure	Planning	Start date: 2017 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: Increased numbers of cyclists Target emissions reduction: N/A

Measure code	Description	Focus	Classification	Status	Other information
Cornwall Council_CPR 1	Improvement to traffic lights West End/Penryn Street, Redruth	Effective linking of traffic signals using MOVA to ensure smooth flow of traffic.	Traffic planning and management: Other measure	Other	Start date: 2017 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: Average queue length and N02 values. Target emissions reduction: N/A
Cornwall Council_CPR 2	Redruth Strategic Employment Growth Package	Encourage modal shift and provide more choice and reliability of services	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2017 Expected end date: 2017 Spatial scale: Local Source affected: Transport Indicator: Modal shift, reduced traffic flows on the A3047 and downgrading to single carriageway Target emissions reduction: N/A
Cornwall Council_CPR 3	Improved CPR cycle network	Promote and encourage cycling within CPR and launch of new cycle routes	Traffic planning and management: Encouragement of shift of transport modes	Other	Start date: 2017 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: Increase in number of cyclists Target emissions reduction: N/A
Cornwall Council_CPR 4	Increased bus frequency and provision of real time information	Promote and encourage use of public transport through provision of more reliable services	Traffic planning and management: Improvement of public transport	Planning	Start date: 2017 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: Improved traffic flows, modal shift. Target emissions reduction: N/A
Cornwall Council_CPR 5	ECO Stars scheme	Encourage businesses with HGVs and vans to operate more efficiently	Other measure: Other measure	Implementation	Start date: 2016 Expected end date: 2018 Spatial scale: Local Source affected: Transport Indicator: Reduced emissions from fleet and heavy vehicles Target emissions reduction: N/A
Cornwall Council_St Austell 1	Urban Traffic Control System for Holmbush Road	Smooth-flowing traffic will reduce congestion & associated pollution levels.	Traffic planning and management: Other measure	Planning	Start date: 2017 Expected end date: 2018 Spatial scale: Local Source affected: Transport Indicator: Smoother traffic flow. Target emissions reduction: N/A
Cornwall Council_St Austell 2	Encourage & promote local car share	Reduce commuter traffic	Other measure: Other measure	Planning	Start date: 2017 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: Reduced traffic volume Target emissions reduction: N/A

Measure code	Description	Focus	Classification	Status	Other information
Cornwall Council_St Austell 3	Encourage and promote modal shift (bus and rail)	Reduce commuter traffic, reduce NOx emissions	Other measure: Other measure	Planning	Start date: 2017 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: Reduced traffic volume Target emissions reduction: N/A
Cornwall Council_St Austell 4	Increased frequency of bus services within St Austell and to other areas.	Reduce commuter traffic, improve public transport options for residents	Traffic planning and management: Encouragement of shift of transport modes	Planning	Start date: 2017 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: Reduced traffic volume Target emissions reduction: N/A
Cornwall Council_St Austell 5	Improvements to encourage use of rail services	Encourage use of train services, reduce commuter traffic	Traffic planning and management: Encouragement of shift of transport modes	Planning	Start date: 2017 Expected end date: 2020 Spatial scale: Local Source affected: Transport Indicator: Reduced traffic volume Target emissions reduction: N/A
Cornwall Council_St Austell 6	Bus stop upgrades inc. real time information, accessibility and bus shelter improvements	Reduce commuter traffic, improve public transport options for residents	Traffic planning and management: Improvement of public transport	Planning	Start date: 2016 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: Reduced traffic volume Target emissions reduction: N/A
Cornwall Council_St Austell 7	Bus priority measures	Reduce commuter traffic, improve public transport options and service reliability	Traffic planning and management: Improvement of public transport	Planning	Start date: 2017 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: Reduced traffic volume Target emissions reduction: N/A
Cornwall Council_St Austell 8	New and enhanced cycle and pedestrian links	Reduce commuter traffic, reduce congestion and encourage more active lifestyle	Traffic planning and management: Encouragement of shift of transport modes	Planning	Start date: 2016 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: Reduced traffic volume Target emissions reduction: N/A
Cornwall Council_St Austell 9	Junction improvement to bring within capacity at Edgcumbe Road/Truro Road (A390)	Reduce congestion and improve flow	Traffic planning and management: Other measure	Planning	Start date: 2016 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: Reduce congestion and pollutant concentrations Target emissions reduction: N/A

Measure code	Description	Focus	Classification	Status	Other information
Cornwall Council_St Austell 10	Junction improvement to bring within capacity at double mini r/bout Penwinnick Rd/South St/Trevanion Rd/Pentewen Rd	Reduce congestion and improve flow	Traffic planning and management: Other measure	Planning	Start date: 2016 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: Reduce congestion and pollutant concentrations Target emissions reduction: N/A
Cornwall Council_St Austell 11	Trewhiddle Link Road	Reduce congestion and improve flow	Traffic planning and management: Other measure	Planning	Start date: 2016 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: Reduce pollution and congestion on Penwinnick Road Target emissions reduction: N/A
Cornwall Council_St Austell 12	ECO Stars Fleet and Taxi Schemes	Reduce emissions from large fleets regularly travelling through St Austell	Other measure: Other measure	Planning	Start date: 2017 Expected end date: 2020 Spatial scale: Local Source affected: Transport Indicator: Reduced pollutant concentrations Target emissions reduction: N/A
Cornwall Council_Tideford 1	Update A38 Route Management Strategy	Route Strategy highlights excessive speed and community severance and air quality issues in Tideford.	Other measure: Other measure	Other	Start date: 2017 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Cornwall Council_Tideford 2	Smooth flow and reduce queuing traffic	Smooth-flowing traffic will reduce congestion & associated pollution levels	Traffic planning and management: Other measure	Other	Start date: 2017 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: Smoother traffic flow Target emissions reduction: N/A
Cornwall Council_Tideford 3	Assess fleet mgt. with Freight Quality Partnership (FQP); delivery times & parking strategies	Reduce impact of freight	Traffic planning and management: Freight transport measure	Other	Start date: 2017 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: Freight issues identified Target emissions reduction: N/A
Cornwall Council_Tideford 4	Redesign the road layout	Identify opportunities to widen the road in some areas to move traffic away from properties.	Traffic planning and management: Other measure	Other	Start date: 2017 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: Reduced NO2 values Target emissions reduction: N/A

Measure code	Description	Focus	Classification	Status	Other information
Cornwall Council_Tideford 5	ECO Stars Freight Scheme for East Cornwall	Reduce emissions from large fleets regularly travelling through East Cornwall	Other measure: Other measure	Other	Start date: 2017 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: Reduced emissions and NO2 levels Target emissions reduction: N/A
Cornwall Council_Gunnislake 1	Work with haulier to re-route HGVs around Gunnislake (via A38 but without impacting Tideford)	Remove HGVs	Other measure: Other measure	Planning	Start date: 2016 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: Improved traffic flow - reduction in HGV traffic. Target emissions reduction: N/A
Cornwall Council_Gunnislake 2	Launch Eco-Stars scheme	Remove HGVs and promote more fuel efficient vehicles	Other measure: Other measure	Planning	Start date: 2015 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: Improved HGV emissions Target emissions reduction: N/A
Cornwall Council_Gunnislake 3	Use of experimental traffic order to redesign traffic flows.	Smooth-flowing traffic will reduce congestion & associated pollution levels.	Traffic planning and management: Other measure	Other	Start date: 2016 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: Smoother traffic flow. Target emissions reduction: N/A
Cornwall Council_Gunnislake 4	Insert pinch point adjacent to Alma Terrace	Smooth-flowing traffic will reduce congestion & associated pollution levels.	Traffic planning and management: Other measure	Planning	Start date: 2016 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: Reduced pollution levels at relevant sites. Target emissions reduction: N/A
Cornwall Council_Gunnislake 5	Encourage & promote local car share	To reduce commuter traffic	Other measure: Other measure	Planning	Start date: 2017 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: Reduced traffic volume & private vehicle trips Target emissions reduction: N/A
Cornwall Council_Gunnislake 6	Encourage and promote modal shift (bus and rail)	Reduce commuter traffic, reduce NOx emissions	Traffic planning and management: Other measure	Planning	Start date: 2017 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: Reduced traffic volume & private vehicle trips Target emissions reduction: N/A

Measure code	Description	Focus	Classification	Status	Other information
Cornwall Council_Gunnislake 7	Increased frequency of bus services through Gunnislake to other areas.	Reduce commuter traffic, improve public transport options for residents	Traffic planning and management: Improvement of public transport	Planning	Start date: 2017 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: Reduced traffic volume & private vehicle trips Target emissions reduction: N/A
Cornwall Council_Gunnislake 8	Bus stop upgrades inc. real time information, accessibility and bus shelter improvements	Reduce commuter traffic, improve public transport options for residents	Traffic planning and management: Improvement of public transport	Planning	Start date: 2017 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: Reduced traffic volume & private vehicle trips Target emissions reduction: N/A
Cornwall Council_Gunnislake 9	New and enhanced cycle and pedestrian links	Reduce commuter traffic, reduce congestion and encourage more active lifestyle	Traffic planning and management: Encouragement of shift of transport modes	Planning	Start date: 2017 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: Reduced traffic volume & private vehicle trips Target emissions reduction: N/A
Cornwall Council_Gunnislake 10	Restricted parking on street at Alma Terrace	Reduced congestion caused by vehicles passing around parked cars	Traffic planning and management: Other measure	Other	Start date: 2016 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: Reduced pollution levels at relevant sites, smoother traffic flow. Target emissions reduction: N/A
Cornwall Council_Gunnislake 11	Free parking in town centre car park for residents of Alma Terrace	Reduced congestion caused by vehicles passing around parked cars	Traffic planning and management: Other measure	Other	Start date: 2016 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: Reduced pollution levels at relevant sites, smoother traffic flow. Target emissions reduction: N/A
Cornwall Council_Truro 1	Western Park and Ride Extension - Additional 2,150 spaces proposed	Reduce vehicle trips into Truro city centre	Traffic planning and management: Improvement of public transport	Planning	Start date: 2015 Expected end date: 2018 Spatial scale: Local Source affected: Transport Indicator: Increase usage of P&R Target emissions reduction: N/A
Cornwall Council_Truro 2	Northern Access Route - New road opening up access to development land and linking with Treliske Hospital and industrial estate	Improved access to existing and proposed facilities and easing congestion on A390	Traffic planning and management: Other measure	Planning	Start date: 2015 Expected end date: 2021 Spatial scale: Local Source affected: Transport Indicator: Reduced congestion Target emissions reduction: N/A

Measure code	Description	Focus	Classification	Status	Other information
Cornwall Council_Truro 3	Extension of inbound bus lane on A390	Improved bus service and more reliable/faster journey time to city	Traffic planning and management: Other measure	Planning	Start date: 2015 Expected end date: 2018 Spatial scale: Local Source affected: Transport Indicator: Increased use of buses Target emissions reduction: N/A
Cornwall Council_Truro 4	Threemilestone Bus Gate	Improved access for buses at Park and Ride	Traffic planning and management: Improvement of public transport	Planning	Start date: 2015 Expected end date: 2017 Spatial scale: Local Source affected: Transport Indicator: Smoother traffic flow Target emissions reduction: N/A
Cornwall Council_Truro 5	Signalisation of Threemilestone roundabout	Increased capacity and improved access to/from roundabout	Traffic planning and management: Other measure	Planning	Start date: 2015 Expected end date: 2017 Spatial scale: Local Source affected: Transport Indicator: Smoother traffic flow Target emissions reduction: N/A
Cornwall Council_Truro 6	Signalisation of Treliske Roundabout	Increased capacity and improved access to/from roundabout	Traffic planning and management: Other measure	Planning	Start date: 2015 Expected end date: 2017 Spatial scale: Local Source affected: Transport Indicator: Smoother traffic flow Target emissions reduction: N/A
Cornwall Council_Truro 7	Southern Park and Ride - 1,300 spaces	Potential for new Park and Ride servicing traffic entering city via A39 (Falmouth)	Traffic planning and management: Improvement of public transport	Planning	Start date: 2017 Expected end date: 2020 Spatial scale: Local Source affected: Transport Indicator: Modal shift to park and ride for last part of journey Target emissions reduction: N/A
Cornwall Council_Truro 8	New roundabout at Arch Hill junction	Increased capacity and improved pedestrian access	Traffic planning and management: Other measure	Planning	Start date: 2015 Expected end date: 2017 Spatial scale: Local Source affected: Transport Indicator: Encourage walking and reduce congestion at junction Target emissions reduction: N/A
Cornwall Council_Truro 9	Improvements to Central railway station	Improved frontage and operational enhancements	Traffic planning and management: Improvement of public transport	Planning	Start date: 2015 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: Encourage modal shift Target emissions reduction: N/A

Measure code	Description	Focus	Classification	Status	Other information
Cornwall Council_Truro 10	Improved Cycle and Pedestrian facilities	Range of measures to enhance walking and cycling environment	Traffic planning and management: Expansion of bicycle and pedestrian infrastructure	Planning	Start date: 2015 Expected end date: 2018 Spatial scale: Local Source affected: Transport Indicator: Encourage modal shift and improved safety and accessibility for cyclists and pedestrians Target emissions reduction: N/A
Cornwall Council_Truro 11	Install Urban Traffic Control System on A390	Range of measures to control flow of traffic on A390 through Truro	Traffic planning and management: Other measure	Planning	Start date: 2015 Expected end date: 2017 Spatial scale: Local Source affected: Transport Indicator: Smooth flow of vehicles using A390 Target emissions reduction: N/A
Cornwall Council_Truro 12	Dualling of A30 between Carland Cross & Chiverton	Reduce traffic travelling through Truro and surrounding areas, improvement of flow by providing dual carriageway	Traffic planning and management: Other measure	Planning	Start date: 2015 Expected end date: 2021 Spatial scale: Local Source affected: Transport Indicator: Reduced NO2 in Truro City Target emissions reduction: N/A
Cornwall Council_Truro 13	ECO Stars Fleet and Taxi Scheme	Funding partially secured through S106	Other measure: Other measure	Planning	Start date: 2017 Expected end date: 2019 Spatial scale: Local Source affected: Transport Indicator: Improved emission and reduced NO2 Target emissions reduction: N/A
Cornwall Council_Truro 14	Promote health benefits of walking and cycling	Undertaking air quality monitoring whilst walking and cycling popular school/commuter routes	Traffic planning and management: Encouragement of shift of transport modes	Planning	Start date: 2017 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: Improved health and reduction in vehicle trips Target emissions reduction: N/A
Cornwall Council_Truro 15	Promotion of alternative fuels for buses	Possible purchase of electric buses for use at park and ride facilities in Truro	Public procurement: Cleaner vehicle transport services	Planning	Start date: 2016 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: Reduced public transport emissions Target emissions reduction: N/A
Cornwall Council_Truro 16	Public Cycle Hire Scheme	Possible to fund scheme through s106 contributions	Traffic planning and management: Expansion of bicycle and pedestrian infrastructure	Planning	Start date: 2017 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: Increase in number of cyclists Target emissions reduction: N/A

Measure code	Description	Focus	Classification	Status	Other information
Cornwall Council_1	Promote awareness of traffic-related air quality issues	Initial promotion of pollution levels experienced for different transport options such as walking, cycling, driving	Public information and Education: Other mechanisms	Planning	Start date: 2017 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: Greater public awareness - measured through public engagement and modal shift Target emissions reduction: N/A
Cornwall Council_2	Promotion of and preference for sustainable mixed use development	Encourage mixed use development. Ensure sustainable travel is built into new developments. Lessen the need for people to travel for work or leisure.	Other measure: Other measure	Planning	Start date: 2017 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: Reduced need to travel and air quality improvement Target emissions reduction: N/A
Cornwall Council_3	Embedding Air Quality Management within the development control process	Seeking to strengthen, through the emerging Local Plan process the significance of AQMA declaration as a policy driver	Other measure: Other measure	Implementation	Start date: 2017 Expected end date: 2017 Spatial scale: Local Source affected: Transport Indicator: Inclusion of revised policy in final local plan requiring air quality impact assessments particularly related to cumulative impact Target emissions reduction: N/A
Cornwall Council_4	Requiring TPs to be submitted with planning applications.	Reduction in road traffic, pollution and congestion.	Other measure: Other measure	Implementation	Start date: 2013 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: TPs submitted with all relevant planning applications. Target emissions reduction: N/A
Cornwall Council_5	Work with employers and schools to develop and monitor Travel Plans	Modal shift from car to sustainable forms of travel. Support schools in Cornwall with the implementation of STPs. Reduce use of car for school run - reduce emissions.	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2013 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: Number of workplaces with TPs. Modal shift from car to sustainable forms of travel. Target emissions reduction: N/A
Cornwall Council_6	Promoting Sustainable travel	Provide information to the public about the health and air quality benefits of sustainable modes of transport	Other measure: Other measure	Implementation	Start date: 2017 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: Reduced traffic congestion in problem areas & reduce associated traffic-related pollution. Reduce use of car for school run - reduce emissions. Target emissions reduction: N/A

Measure code	Description	Focus	Classification	Status	Other information
Cornwall Council_7	Parking Management	Develop a Parking Management Strategy to help promote sustainable transport usage and to control parking to alleviate congestion problems.	Traffic planning and management: Management of parking places	Evaluation	Start date: 2013 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: Reduced traffic congestion in problem areas & reduce associated traffic-related pollution. Target emissions reduction: N/A
Cornwall Council_8	Improvement to the walking & cycling environment	Provide a safe alternative to road transport.	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2013 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: Increase in numbers walking and cycling. Reduction in road traffic. Improvements in health. Target emissions reduction: N/A
Cornwall Council_9	'One Public Transport' Project	Provision of a more integrated public transport service with more reliable and faster journey times and multi-modal options and infrastructure	Traffic planning and management: Improvement of public transport	Implementation	Start date: 2016 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: Increased patronage of public transport services Target emissions reduction: N/A
Cornwall Council_10	Improvement of emissions from buses	Apply to the Clean Bus Technology Fund	Public procurement: Cleaner vehicle transport services	Implementation	Start date: 2016 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: Reduced emissions along main bus routes Target emissions reduction: N/A
Cornwall Council_11	Improving standards of vehicles awarded contracts through council procurement process, and improve standard of Council vehicle fleet.	Using procurement process to drive up standards	Public procurement: Other measure	Planning	Start date: 2017 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: Reduced emissions. Target emissions reduction: N/A
Cornwall Council_12	Minimise emissions from local business vehicle fleets.	CC will continue to lobby companies that operate significant HGV & PSVs in Cornwall to ensure they are aware of responsibilities with regard to emissions reduction & conforming to European standards. Economic Development exploring opportunities for alternative fuel facilities in Cornwall e.g. hydrogen	Public procurement: Other measure	Implementation	Start date: 2016 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: Reduced emissions and uptake of schemes such as ECO Stars. Target emissions reduction: N/A

Measure code	Description	Focus	Classification	Status	Other information
Cornwall Council_13	Require electric charging points to be installed in new build homes	Providing infrastructure to encourage uptake of electric vehicles	Public procurement: Other measure	Planning	Start date: 2017 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: Increased uptake in electric vehicles in Cornwall Target emissions reduction: N/A
Cornwall Council_14	Investigate adoption of powers to stop idling vehicles	Educate drivers to understand benefits of turning engine off when possible.	Traffic planning and management: Other measure	Planning	Start date: 2017 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: Reduced emissions in targeted areas Target emissions reduction: N/A
Cornwall Council_15	Introduce car clubs	Support & encourage uptake of car club scheme to reduce single passenger journeys.	Other measure: Other measure	Planning	Start date: 2017 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: Reduction in private vehicle ownership in club areas and reduced emissions Target emissions reduction: N/A
Cornwall Council_16	Encourage the use of alternative fuels	Providing incentives if necessary & infrastructure if possible. Purchase of electric cars and installation of charging points across Cornwall Council offices and other locations	Public procurement: Other measure	Implementation	Start date: 2013 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: Reduce emissions across Cornwall. Increased number of electric cars registered in Cornwall. Target emissions reduction: N/A
Cornwall Council_17	Investigate setting emission standards for taxis	Improve standards for older taxis and encourage shift to greener vehicles	Permit systems and economic instruments: Introduction/increase of environment taxes	Planning	Start date: 2017 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: Reduced emissions across Cornwall. Target emissions reduction: N/A
Cornwall Council_18	Implement a Cornwall ECO Stars or similar Taxi scheme	Providing incentives for taxi drivers to improve their vehicle emissions	Other measure: Other measure	Planning	Start date: 2017 Expected end date: 2025 Spatial scale: Local Source affected: Transport Indicator: Reduce emissions across Cornwall. Increasing number of taxis who are members of scheme and following ‘road map’ Target emissions reduction: N/A

Measure code	Description	Focus	Classification	Status	Other information
Cornwall Council_19	Encourage Sustainable Tourism	Lobbying for improvements in rail, road & air connectivity to reduce reliance on car led tourist trips & promotion of coach & rail holidays.	Traffic planning and management: Encouragement of shift of transport modes	Planning	Start date: 2017 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: Reduced emissions across Cornwall. Target emissions reduction: N/A
Cornwall Council_20	Implement standards for control of dust and vehicle emissions from large construction sites	Reduced nuisance dust and particulate matter from development sites and reduce emission from site and contractor vehicles	Other measure: Other measure	Planning	Start date: 2017 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: Reduced emissions across Cornwall and within AQMAs subject to major development. Target emissions reduction: N/A
Cornwall Council_21	Reduce fuel poverty and encourage use of cleaner fuels for home heating	Secured 2.3m Central Heating Fund, to install central heating for the first time in 375 homes in Cornwall and Isles of Scilly. 142 homes now have new central heating (* as at 31 July 2016), with the remainder planned for completion by 31 November 2016.	Low emission fuels for stationary and mobile sources: Other measure	Planning	Start date: 2017 Expected end date: 2030 Spatial scale: Local Source affected: Commercial and residential sources Indicator: Reduced emissions where homes converted from coal/wood to cleaner sources. Target emissions reduction: N/A
Exeter City Council_1	Low Emissions Strategy	Reduce emissions from road transport	Other measure: Other measure	Preparation	Start date: 2013 Expected end date: 2018 Spatial scale: Whole town or city Source affected: Transport Indicator: TBC Target emissions reduction: TBC
Exeter City Council_2	Health Impact Mitigation	Reduce health impact of emissions by raising awareness	Public information and Education: Other mechanisms	Preparation	Start date: 2013 Expected end date: 2016 Spatial scale: Whole town or city Source affected: Transport Indicator: TBC Target emissions reduction: N/A
Exeter City Council_3	Climate Change Policy	Ensure climate change and air quality policy are mutually beneficial	Other measure: Other measure	Implementation	Start date: 2013 Expected end date: 2016 Spatial scale: Whole town or city Source affected: Other, please specify Indicator: N/A Target emissions reduction: N/A
Exeter City Council_4	Evaluating air quality impact of programmes	To improve the way in which air quality impacts are assessed	Other measure: Other measure	Preparation	Start date: 2015 Expected end date: 2016 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
Exeter City Council_5	Community Engagement	To improve understanding of air quality issues in local communities	Public information and Education: Other mechanisms	Implementation	Start date: 2013 Expected end date: 2016 Spatial scale: Whole town or city Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Exeter City Council_6	Exeter City Council Emissions	Reduce emissions from Council fleet and Council business journeys	Public procurement: New vehicles, including low emission vehicles	Implementation	Start date: 2013 Expected end date: 2016 Spatial scale: Whole town or city Source affected: Transport Indicator: TBC Target emissions reduction: N/A
Exeter City Council_7	Publicity, Awareness Raising and Events	To raise awareness of low emissions vehicles and measures	Public information and Education: Other mechanisms	Preparation	Start date: 2013 Expected end date: 2016 Spatial scale: Whole town or city Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Exeter City Council_8	Increase cycling	Increase the number of trips made by bicycle	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2013 Expected end date: 2016 Spatial scale: Whole town or city Source affected: Transport Indicator: 20% of journeys to work, 20% of primary school journeys and 30% of secondary school journeys to be made by bike Target emissions reduction: N/A
Exeter City Council_9	Increase walking trips	Increase the number of trips made on foot	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2013 Expected end date: 2016 Spatial scale: Whole town or city Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Exeter City Council_10	Promotion of car clubs and car sharing	Reduce single occupancy trips and promote participation in car clubs	Other measure: Other measure	Implementation	Start date: 2013 Expected end date: 2016 Spatial scale: Whole town or city Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Exeter City Council_11	Integrating transport modes and travel planning	Increase use of travel plans by organisations in Exeter and encourage sustainable travel	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2013 Expected end date: 2026 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
Exeter City Council_12	Devon Metro	Develop rail network in and around Exeter, including new stations	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2013 Expected end date: 2031 Spatial scale: Whole town or city Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Exeter City Council_13	Increase bus use and reduce PSV emissions	Develop a high quality bus network	Traffic planning and management: Improvement of public transport	Implementation	Start date: 2013 Expected end date: 2016 Spatial scale: Whole town or city Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Exeter City Council_14	Improved public transport links to development to east of Exeter	To provide a range of travel choices along new corridor	Traffic planning and management: Improvement of public transport	Implementation	Start date: 2013 Expected end date: 2021 Spatial scale: Whole town or city Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Exeter City Council_15	Park and Ride	To increase park and ride capacity and reduce emissions from park and ride buses	Traffic planning and management: Improvement of public transport	Implementation	Start date: 2013 Expected end date: 2026 Spatial scale: Whole town or city Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Exeter City Council_16	Traffic Management	Reduce emissions by smoothing traffic flow and proactive traffic management	Traffic planning and management: Other measure	Implementation	Start date: 2013 Expected end date: 2026 Spatial scale: Whole town or city Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Exeter City Council_17	Parking Control and demand management	Consider means of encouraging modal shift	Traffic planning and management: Management of parking places	Implementation	Start date: 2013 Expected end date: 2026 Spatial scale: Whole town or city Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Exeter City Council_18	Electric and Low Emissions Vehicles	Encourage uptake of electric and low emission vehicles	Public procurement: Other measure	Implementation	Start date: 2013 Expected end date: 2018 Spatial scale: Whole town or city Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Exeter City Council_19	Freight emissions	Reduce emissions from freight and servicing	Traffic planning and management: Freight transport measure	Implementation	Start date: 2013 Expected end date: 2018 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
Forest of Dean District Council_1	Action schemes	Promote walking/cycling initiatives to reduce car journeys and improve air quality	Traffic planning and management: Encouragement of shift of transport modes	Planning	Start date: 2015 Expected end date: 2020 Spatial scale: Whole town or city Source affected: Transport Indicator: School/work travel plans in place by 2020, car share schemes in place, Target emissions reduction: 2-5%
Forest of Dean District Council_2	Lydney Rail Station Improvements	Improve facilities to encourage more rail travel and reduce car journeys	Other measure: Other measure	Planning	Start date: 2015 Expected end date: 2020 Spatial scale: Local Source affected: Transport Indicator: Increased use of railway station by 2020 Target emissions reduction: 1-2%
Gloucester City Council_1	Installation of Green Infrastructure (Barton Street)	1) Installation of trees on Barton Street 2)Green 'living walls' to be installed on blank facades on Barton Street 3)Work with local businesses to encourage installation of 'living walls' on frontages 4)Installation of green removable screens 5)Securing s.106 planning contribution monies to put towards this measure	Traffic planning and management: Other measure	Planning	Start date: 2015 Expected end date: 2015 Spatial scale: Local Source affected: Transport Indicator: Reduction in measured NO2 Target emissions reduction: N/A
Gloucester City Council_2	Improve Bus Fleet Emissions (Barton Street)	Secure commitment from primary travel operator in area to prioritise fleet replenishment to those vehicles using Barton Street	Traffic planning and management: Improvement of public transport	Planning	Start date: 2015 Expected end date: 2015 Spatial scale: Local Source affected: Transport Indicator: 1) Number of vehicles cleaned and greened 2) Reduction in measured NO2 Target emissions reduction: N/A

Measure code	Description	Focus	Classification	Status	Other information
Gloucester City Council_3	Promotion of Sustainable Travel (Barton Street)	1) Work in conjunction with LSTF team to promote sustainable travel in Barton Street corridor 2)Promote Barton Street in LSTF programme of events	Traffic planning and management: Encouragement of shift of transport modes	Planning	Start date: 2013 Expected end date: 2020 Spatial scale: Local Source affected: Transport Indicator: 1) Number of residents/businesses engaged 2)Reduction in the number of through journeys Target emissions reduction: N/A
Gloucester City Council_4	Introduction of Variable Messaging Signs (Barton Street)	1) Identify suitable location for VMS 2) Carry out an appraisal of cost effectiveness 3) If viable, design key nudge messages	Traffic planning and management: Other measure	Implementation	Start date: 2013 Expected end date: 2014 Spatial scale: Local Source affected: Transport Indicator: 1) Reduction in the number of through journeys 2) Reduction in levels of NO2 Target emissions reduction: N/A
Gloucester City Council_5	Increase planning contributions	Develop air quality guidance note for applicants to support NPPF	Other measure: Other measure	Implementation	Start date: 2013 Expected end date: 2014 Spatial scale: Whole town or city Source affected: Transport Indicator: 1) Level of s.106 money secured 2) Number of measures implemented utilising s.106 money Target emissions reduction: N/A
Gloucester City Council_6	Increased Restrictions on Delivery Times (Barton Street)	1) Extend restrictions to loading/unloading on Barton Street 2) Work with local businesses to develop delivery plans to overcome extended restrictions	Traffic planning and management: Management of parking places	Planning	Start date: 2013 Expected end date: 2015 Spatial scale: Local Source affected: Transport Indicator: 1) Reduction in the number of cases of illegal parking due to deliveries 2) Number of businesses with delivery plans in place Target emissions reduction: N/A
Gloucester City Council_7	Removal of Directional Signage to Painswick	Remove single sign located at Trier Way/Barton Street junction	Traffic planning and management: Other measure	Evaluation	Start date: 2013 Expected end date: 2013 Spatial scale: Local Source affected: Transport Indicator: Reduction in the number of through journeys Target emissions reduction: N/A

Measure code	Description	Focus	Classification	Status	Other information
Gloucester City Council_8	Installation of Green Infrastructure	1) Installation of trees on Barton Street 2) Green 'living walls' to be installed on blank facades on Barton Street 2) Work with local businesses to encourage installation of 'living walls' on frontages 4) Installation of green removable screens 5) Securing s.106 planning contribution monies to put towards this	Traffic planning and management: Other measure	Planning	Start date: 2013 Expected end date: 2015 Spatial scale: Local Source affected: Transport Indicator: Reduction in measured NO2 Target emissions reduction: N/A
Gloucester City Council_9	Variable Messaging Signs (Priory Road)	1) Identify suitable location for VMS 2) Carry out an appraisal of cost effectiveness 3) If viable, design key nudge messages	Traffic planning and management: Other measure	Planning	Start date: 2013 Expected end date: 2015 Spatial scale: Local Source affected: Transport Indicator: 1) Reduction in the number of through journeys 2) Reduction in levels of NO2 Target emissions reduction: N/A
Gloucester City Council_10	Variable Messaging Signs (VMS) (painswick Road)	1) Identify suitable location for VMS 2) Carry out an appraisal of cost effectiveness 3) If viable, design key nudge messages	Traffic planning and management: Other measure	Planning	Start date: 2013 Expected end date: 2015 Spatial scale: Local Source affected: Transport Indicator: 1) Reduction in the number of through journeys 2) Reduction in levels of NO2 Target emissions reduction: N/A
Gloucester City Council_11	Removal of Directional Signage to Painswick	1) Remove single sign located at Trier Way/Barton Street junction	Traffic planning and management: Other measure	Implementation	Start date: 2013 Expected end date: 2013 Spatial scale: Local Source affected: Transport Indicator: Reduction in the number of through journeys Target emissions reduction: N/A

Measure code	Description	Focus	Classification	Status	Other information
Gloucester City Council_12	Enforce existing HGV ban on Painswick Road	To prevent large vehicles travelling through AQMA as a through route	Traffic planning and management: Other measure	Implementation	Start date: 2014 Expected end date: 2015 Spatial scale: Local Source affected: Transport Indicator: 1) Reduction in the number of through journeys 2) Reduction in levels of NO2 Target emissions reduction: N/A
Gloucester City Council_13	Encourage travel operators to replace/clean bus fleet travelling through AQMA (Painswick Road)	Secure commitment from primary travel operator in area to prioritise fleet replenishment to those vehicles using Barton Street	Public procurement: Cleaner vehicle transport services	Planning	Start date: 2013 Expected end date: 2015 Spatial scale: Local Source affected: Transport Indicator: 1) Number of vehicles cleaned and greened 2) Reduction in measured NO2 Target emissions reduction: N/A
Gloucester City Council_14	Reduce illegal parking on Painswick Road	To prevent illegally parked vehicles exacerbate congestion	Traffic planning and management: Management of parking places	Planning	Start date: 2014 Expected end date: 2015 Spatial scale: Local Source affected: Transport Indicator: 1) Reduction in the number of through journeys 2) Reduction in levels of NO2 Target emissions reduction: N/A
Gloucester City Council_15	Promote alternative travel options through a travel smart intervention (Painswick Road)	1) Work in conjunction with LSTF team to promote sustainable travel in Painswick Road corridor 2) Promote Painswick Road in LSTF programme of events	Traffic planning and management: Encouragement of shift of transport modes	Planning	Start date: 2013 Expected end date: 2015 Spatial scale: Local Source affected: Transport Indicator: 1) Number of residents/businesses engaged 2)Reduction in the number of through journeys Target emissions reduction: N/A
Gloucester City Council_16	Promote the use of alternative modes of travel through school travel plans (Painswick Road)	1) Work in conjunction with LSTF team to promote sustainable travel in Painswick Road corridor 2) Promote Painswick Road in LSTF programme of events	Traffic planning and management: Encouragement of shift of transport modes	Planning	Start date: 2013 Expected end date: 2015 Spatial scale: Local Source affected: Transport Indicator: 1) Number of residents/businesses engaged 2)Reduction in the number of through journeys Target emissions reduction: N/A

Measure code	Description	Focus	Classification	Status	Other information
Gloucester City Council_17	Promote the use of alternative modes of travel through business / employer travel plans (Painswick Road)	1) Work in conjunction with LSTF team to promote sustainable travel in Painswick Road corridor 2) Promote Painswick Road in LSTF programme of events	Traffic planning and management: Encouragement of shift of transport modes	Planning	Start date: 2013 Expected end date: 2015 Spatial scale: Local Source affected: Transport Indicator: 1) Number of residents/businesses engaged 2)Reduction in the number of through journeys Target emissions reduction: N/A
Mid Devon District Council_1	Lords Meadow Link Rd	Development of a new link road, subject to planning, environmental and financial considerations. between Exeter Road SW of Crediton to Lords Meadow Industrial Estate. This has the potential to divert HDV/LDV and some car traffic away from Exeter Rd.	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: Very High >2.0 micrograms
Mid Devon District Council_2	Traffic Management High St	Changes to road layout and increased loading bays.	Traffic planning and management: Encouragement of shift of transport modes	Other	Start date: 2010 Expected end date: 2010 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: High - 1.5-2.0 micrograms
Mid Devon District Council_3	Extended Crediton Town Bus Service	The Council will work in partnership with the County Council, the bus operators and the Devon & Cornwall Rail Partnership to undertake a feasibility study into an enhanced Town Bus 607 service to include half-hourly services (second town bus) with an extended route to link with the rail station/park & ride. Funding for the setting up of this service could potentially come from the development of a new Tesco store in Crediton.	Traffic planning and management: Improvement of public transport	Evaluation	Start date: 2010 Expected end date: 2010 Spatial scale: Whole town or city Source affected: Transport Indicator: N/A Target emissions reduction: LOW
Mid Devon District Council_4	Taxi engine standards	The Council will investigate potential changes to licensing procedures in order to require Mid Devon taxis to be of a minimum age/emission standard (Euro engine standard)	Public procurement: Cleaner vehicle transport services	Evaluation	Start date: 2014 Expected end date: 2014 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: LOW

Measure code	Description	Focus	Classification	Status	Other information
Mid Devon District Council_5	“Devon-wide” scheme, now the national Bus Pass Scheme.	The DCC/Devon LA ‘Devon-wide’ scheme of 100% concession rate for bus users in the eligible groups has been in place since April 1st 2006.	Other measure: Other measure	Evaluation	Start date: 2006 Expected end date: N/A Spatial scale: National Source affected: Transport Indicator: N/A Target emissions reduction: LOW
Mid Devon District Council_6	School Green Travel Plans	The aim is to ensure all Crediton schools develop and implement travel plans to reduce to the impact of their activities. The Council will also actively support local events in conjunction with the Walking to School campaign	Traffic planning and management: Encouragement of shift of transport modes	Evaluation	Start date: 2011 Expected end date: 2011 Spatial scale: National Source affected: Transport Indicator: N/A Target emissions reduction: LOW
Mid Devon District Council_7	Walking to School Campaign	The Council will actively support local events targeted towards reducing private car transport to Crediton Schools in conjunction with the national Walking to School campaign	Traffic planning and management: Encouragement of shift of transport modes	Evaluation	Start date: 2006 Expected end date: 2007 Spatial scale: National Source affected: Transport Indicator: N/A Target emissions reduction: LOW
Mid Devon District Council_8	Secure cycle parking facility	New cycle parking facilities have been implemented as part of the recent Town Square redevelopment. MDDC will continue to promote cycling within the town and will investigate the feasibility of installing secure cycle parking facilities at strategic points throughout Crediton. These facilities would be in addition to the currently under construction. Investigate feasibility of a secure cycle parking facility in Crediton Town centre	Traffic planning and management: Encouragement of shift of transport modes	Evaluation	Start date: 2007 Expected end date: 2008 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: LOW
Mid Devon District Council_9	Crediton Car Parking Strategy	Council is committed to addressing the wider parking issues in the town on a mid to long-term basis and is committed to the completion and implementation of a Car Parking Strategy for Crediton. This is of particular importance given the impact of loss of parking in Market Place (due to Town Sq) and limited loss of spaces to implement measure TH2.	Traffic planning and management: Other measure	Implementation	Start date: 2014 Expected end date: 2014 Spatial scale: Whole town or city Source affected: Transport Indicator: N/A Target emissions reduction: LOW

Measure code	Description	Focus	Classification	Status	Other information
Mid Devon District Council_10	Milk Link Dairy boiler	The Council are working with the Environment Agency to achieve improvements in the emissions of this important emission source in the town, notably by securing a formal commitment to switch the boiler fuel from heavy fuel oil to gas, which is much cleaner to burn. PPC Permit Improvement Condition requiring switch from Heavy Fuel Oil to Gas from Dairy Boiler Plant	Low emission fuels for stationary and mobile sources: Shift to installations using low emission fuels	Evaluation	Start date: 2008 Expected end date: 2010 Spatial scale: Whole town or city Source affected: Industry including heat and power production Indicator: N/A Target emissions reduction: Moderate
Mid Devon District Council_11	Air quality information	Expansion of the existing air quality information provision service to include interactive access to near-live air quality and health information via the development of middeveon.airqualitydata.com website	Public information and Education: Internet	Other	Start date: 2006 Expected end date: 2006 Spatial scale: National Source affected: Transport Indicator: N/A Target emissions reduction: Negligible
Mid Devon District Council_12	Car Share Devon	Increased promotion targeted in Crediton of the Car Share Devon scheme	Traffic planning and management: Encouragement of shift of transport modes	Evaluation	Start date: 2006 Expected end date: 2006 Spatial scale: National Source affected: Transport Indicator: N/A Target emissions reduction: LOW
Mid Devon District Council_13	Air Quality Planning Policy	Development of Air Quality Supplementary Planning Document (SPD) under new Strategic Development Framework	Other measure: Other measure	Other	Start date: 2007 Expected end date: 2008 Spatial scale: Local Source affected: Commercial and residential sources Indicator: N/A Target emissions reduction: LOW
Mid Devon District Council_14	Energy Efficiency	The Council will continue to implement its Home Energy Conservation Act (HECA) Policy for residential properties through the Cosy Devon Scheme. These schemes aim to reduce fuel demand for residential properties with a direct reduction in fuel combustion emissions to air.	Other measure: Other measure	Evaluation	Start date: 2006 Expected end date: 2006 Spatial scale: Local Source affected: Commercial and residential sources Indicator: N/A Target emissions reduction: LOW

Measure code	Description	Focus	Classification	Status	Other information
Mid Devon District Council_15	Development of a new link road to provide effective traffic relief to the town centre (indicative routes shown on Plan A)	It is intended that this would be a development paid for scheme, either by direct provision or via s106 contribution. The adopted MDDC Core Strategy Document (LDF) identifies an allocation of up to 2000 new homes by 2026 and policy COR14 requires for an effective town-centre traffic relief scheme. Potential routes include between Tiverton Road and Willand Road (the NW route) which may be required in combination with a link between Station Road and Meadow Lane (the SE or Eastern route) subject to further investigation of air quality and other environmental impacts. Preliminary scenarios were tested as part of the AQMA Further Assessment Report (see Appendix 1) and further work is being undertaken as part of the on-going LDF process and the Devon County Council Cullompton Transport Infrastructure Framework. Further studies are required and any changes would need consideration in a wider traffic network perspective. Additional measures may be required to make this work effectively for example additional link routes between Tiverton Road and Knowle Lane & Tiverton Road and Millennium Way.	Traffic planning and management: Other measure	Planning	Start date: 2009 Expected end date: 2025 Spatial scale: Whole town or city Source affected: Transport Indicator: N/A Target emissions reduction: Very High >2.0 micrograms
Mid Devon District Council_16	Cullompton Town Centre Traffic Management Measures	Further study to establish a package of measures that will improve air quality on the main north/south route through the town centre AQMA. This will include investigation of delays caused by turning traffic, Higher Street/Station Road junction and impediment to traffic flow caused by vehicles waiting and (un)loading along with the impact from designated parking areas	Traffic planning and management: Other measure	Evaluation	Start date: 2010 Expected end date: 2012 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: Moderate

Measure code	Description	Focus	Classification	Status	Other information
Mid Devon District Council_17	Creation of additional capacity at Junction 28 of M5	There is significant existing pressure on the capacity of this junction with wider impacts on the adjacent network including Station Road into the town-centre. Various options to improve capacity and ensure impacts to the wider road network are managed and currently being investigated. Interim measures have been identified that will allow existing (major) development approvals to proceed for which funding has been secured. Policy AL/CU/16 in the proposed MDDC Allocations and Infrastructure DPD reflects this measure.	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: N/A Target emissions reduction: Moderate
Mid Devon District Council_18	Improved or new residential footpath links	The focus of this measure is to improve pedestrian links between town centre areas and adjacent existing residential areas in order to reduce local car trips. Enhancements can include surfacing, lighting and signage.	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2009 Expected end date: 2016 Spatial scale: Whole town or city Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Mid Devon District Council_19	Provision of Cullompton town bus service.	Provision of the town-bus 'loop' service is identified for delivery via existing s106 development funds. This measure will seek to ensure prompt introduction of the service also seek to encourage patronage.	Traffic planning and management: Encouragement of shift of transport modes	Evaluation	Start date: 2009 Expected end date: 2009 Spatial scale: Whole town or city Source affected: Transport Indicator: N/A Target emissions reduction: LOW
Mid Devon District Council_20	Feasibility study for reinstatement of Cullompton Railway Station	A study to examine the cost/feasibility of reopening a mainline railway station in Cullompton. The provision of a new station would improve commuter public links between Exeter and Taunton as well as wider access to the regional rail network. A new station location has been identified but is likely to require improvements to the capacity/signalling along this stretch of the track in addition to the other infrastructure requirements of a new station/stop. Franchise changes would also be required to introduce a local rail service. This is a long-term measure and there will short-medium reliance on Tiverton Parkway station.	Traffic planning and management: Encouragement of shift of transport modes	Planning	Start date: 2014 Expected end date: 2025 Spatial scale: Whole town or city Source affected: Transport Indicator: N/A Target emissions reduction: LOW

Measure code	Description	Focus	Classification	Status	Other information
Mid Devon District Council_21	Low Emissions Strategies Development Programme (LESDP)	Integration of LES requirements on all new major development allocations with emerging Local Plan. Policy already adopted via previous AI-DPD and proposed to be transferred into Local Plan scheduled for adoption March 2015. Allocation sites already coming forward with LES plans submitted.	Public procurement: Other measure	Implementation	Start date: 2014 Expected end date: 2025 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: High
Mid Devon District Council_22	ECO-Stars	ECO-Stars implementation for Mid Devon and regional transport fleets and MDDC taxi operators	Other measure: Other measure	Implementation	Start date: 2011 Expected end date: 2015 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: Moderate
Plymouth City Council_1	East End Transport Scheme	Reallocation of Road Space	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2011 Expected end date: 2011 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Plymouth City Council_3	Plymouth Railway Station Access Improvement Scheme	Improved access to principal train station for cyclists and pedestrians	Traffic planning and management: Improvement of public transport	Implementation	Start date: 2013 Expected end date: 2014 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: <0.1
Plymouth City Council_4	Laira Rail Bridge	Pedestrian and cyclist improvement	Traffic planning and management: Expansion of bicycle and pedestrian infrastructure	Implementation	Start date: 2015 Expected end date: 2015 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: <0.1
Plymouth City Council_5	Marjons Link Road	Public transport priority	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2015 Expected end date: 2015 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: <0.1
Plymouth City Council_6	Plymotion	Personalised Travel Planning	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2012 Expected end date: 2020 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: <0.1

Measure code	Description	Focus	Classification	Status	Other information
Plymouth City Council_7	Bike It Plus	Cycling promotion in schools	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2012 Expected end date: 2016 Spatial scale: Whole town or city Source affected: Transport Indicator: N/A Target emissions reduction: <0.1
Plymouth City Council_8	Clean Vehicle Technology Fund	Emission reduction technology for city buses	Retrofitting: Retrofitting emission control equipment to vehicles	Preparation	Start date: 2016 Expected end date: 2021 Spatial scale: Whole town or city Source affected: Transport Indicator: N/A Target emissions reduction: 91kg NOX per vehicle per year
Plymouth City Council_9	Air quality embedded in Council policy	N/A	Other measure: Other measure	Implementation	Start date: 2001 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: N/A Target emissions reduction: <0.5
Plymouth City Council_10	Council Corporate Travel Plan	Travel behaviour	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2012 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: N/A Target emissions reduction: <0.1
Plymouth City Council_11	Mass Participation Cycling Event	Promotion of cycling	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2012 Expected end date: 2020 Spatial scale: Whole town or city Source affected: Transport Indicator: N/A Target emissions reduction: <0.1
Plymouth City Council_12	Incentives to scrap older vehicles	Older vehicles removed from city roads	Other measure: Other measure	Implementation	Start date: 2013 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: N/A Target emissions reduction: <0.1
Plymouth City Council_13	Manadon MOVA scheme	Traffic management	Traffic planning and management: Other measure	Implementation	Start date: 2011 Expected end date: 2014 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: <1.0
Plymouth City Council_15	Taxi Emission Standards	Cleaner taxi fleet	Permit systems and economic instruments: Introduction/increase of environment taxes	Implementation	Start date: 2010 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: N/A Target emissions reduction: <0.5

Measure code	Description	Focus	Classification	Status	Other information
Plymouth City Council_16	Cycling facilities in AQMA	Cycling promotion	Traffic planning and management: Expansion of bicycle and pedestrian infrastructure	Implementation	Start date: 2006 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: N/A Target emissions reduction: <0.1
Plymouth City Council_17	Roadside Emissions Testing	N/A	Other measure: Other measure	Implementation	Start date: 2008 Expected end date: 2021 Spatial scale: Whole town or city Source affected: Transport Indicator: N/A Target emissions reduction: <0.1
Plymouth City Council_18	Enforce law against idling vehicles	N/A	Traffic planning and management: Other measure	Planning	Start date: 2021 Expected end date: 2021 Spatial scale: Whole town or city Source affected: Transport Indicator: N/A Target emissions reduction: <0.1
Plymouth City Council_19	Freight Emission Agreements	HGV and freight transport	Traffic planning and management: Freight transport measure	Planning	Start date: 2021 Expected end date: 2021 Spatial scale: Whole town or city Source affected: Transport Indicator: N/A Target emissions reduction: <0.5
Plymouth City Council_20	Greener Council Fleet	Setting an example by encouraging greener fuel vehicles	Public procurement: Other measure	Implementation	Start date: 2013 Expected end date: 2021 Spatial scale: Whole town or city Source affected: Transport Indicator: N/A Target emissions reduction: <0.1
Plymouth City Council_21	Council Corporate Travel Plan	Cycles available for staff use	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2011 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: N/A Target emissions reduction: <0.1
Plymouth City Council_22	Intensive School Engagement: Cycling	Support to encourage greater cycling actvity for school journeys	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2017 Expected end date: 2020 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: <0.1
Plymouth City Council_23	Intensive School Engagement: Walking	Support to encourage greater walking actvity for school journeys	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2017 Expected end date: 2020 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: <0.1

Measure code	Description	Focus	Classification	Status	Other information
Plymouth City Council_24	Derriford Hospital Bus Interchange	Public transport priority	Traffic planning and management: Improvement of public transport	Implementation	Start date: 2016 Expected end date: 2017 Spatial scale: Whole town or city Source affected: Transport Indicator: N/A Target emissions reduction: <0.1
Plymouth City Council_25	Derriford Transport Scheme	Improving junction operation and increasing bus priority	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2017 Expected end date: 2018 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: 0
Plymouth City Council_26	Forder Valley Link Road	Reducing congestion by providing alternative route choices for travel from the east to the north of the city	Traffic planning and management: Encouragement of shift of transport modes	Planning	Start date: 2017 Expected end date: 2020 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: 0.1
Plymouth City Council_27	Northern Corridor Junction Improvements Programme	Reducing congestion by upgrading traffic signal controlled junctions	Traffic planning and management: Other measure	Implementation	Start date: 2016 Expected end date: 2021 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: <0.1
Plymouth City Council_28	Eastern Corridor Junction Improvements Programme	Reducing congestion by upgrading traffic signal controlled junctions	Traffic planning and management: Other measure	Implementation	Start date: 2017 Expected end date: 2021 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: <0.1
Plymouth City Council_29	Morlaix Drive Bus Access Scheme	Infrastructure to support greater travel by bus	Traffic planning and management: Encouragement of shift of transport modes	Planning	Start date: 2018 Expected end date: 2019 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: <0.1
Plymouth City Council_30	Plymouth Railway Station redevelopment	Infrastructure to support greater travel by rail	Traffic planning and management: Improvement of public transport	Planning	Start date: 2018 Expected end date: 2021 Spatial scale: Whole town or city Source affected: Transport Indicator: N/A Target emissions reduction: <0.1
Plymouth City Council_31	Woolwell to the George Improvement Scheme	Reducing congestion in the north of the city	Traffic planning and management: Encouragement of shift of transport modes	Planning	Start date: 2019 Expected end date: 2021 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: <0.1

Measure code	Description	Focus	Classification	Status	Other information
Plymouth City Council_32	Deep Lane Park & Ride	Infrastructure to support greater travel by bus	Traffic planning and management: Improvement of public transport	Planning	Start date: 2021 Expected end date: 2022 Spatial scale: Whole town or city Source affected: Transport Indicator: N/A Target emissions reduction: <0.2
Plymouth City Council_33	Manadon Junction Improvement Scheme	N/A	Traffic planning and management: Encouragement of shift of transport modes	Planning	Start date: 2021 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: <0.1
Plymouth City Council_34	Plymotion: Sustainable travel grants for businesses and schools	Encourage greater travel by sustainable modes to works and school journeys	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2017 Expected end date: 2020 Spatial scale: Whole town or city Source affected: Transport Indicator: N/A Target emissions reduction: <0.1
Plymouth City Council_35	Plymotion: Cycling programme	Greater cycling activity	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2017 Expected end date: 2020 Spatial scale: Whole town or city Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Plymouth City Council_36	Plymotion: Walking programme	Greater walking activity	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2017 Expected end date: 2020 Spatial scale: Whole town or city Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Plymouth City Council_37	Strategic Cycle Network	Infrastructure to support greater cycling activity	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2017 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: N/A Target emissions reduction: <0.1
Plymouth City Council_38	Provision of electric car chargepoints	Infrastructure to support greater electric car use	Public procurement: Other measure	Implementation	Start date: 2017 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: N/A Target emissions reduction: <0.2
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

Measure code	Description	Focus	Classification	Status	Other information
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
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

Measure code	Description	Focus	Classification	Status	Other information
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
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

Measure code	Description	Focus	Classification	Status	Other information
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
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

Measure code	Description	Focus	Classification	Status	Other information
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
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

Measure code	Description	Focus	Classification	Status	Other information
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
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

Measure code	Description	Focus	Classification	Status	Other information
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
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

Measure code	Description	Focus	Classification	Status	Other information
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
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

Measure code	Description	Focus	Classification	Status	Other information
South Gloucestershire District Council_KS1	Travel Plan for Kingswood Civic Centre	Put in place a travel plan which will encourage sustainable travel and reduce car usage at the Kingswood Civic Centre.	Traffic planning and management: Encouragement of shift of transport modes	Evaluation	Start date: 2012 Expected end date: 2013 Spatial scale: Local Source affected: Transport Indicator: . reduction in solo occupancy vehicles . increased cycling levels . increased walking levels These indicators are measured annually in the Council's travel to work survey. The 2013 survey for the first time recorded mode share by SGC office. Target emissions reduction: Target annual emission reductions have not been applied to individual actions
South Gloucestershire District Council_KS2	Parking review (Kingswood)	Review of parking issues within the AQMA.	Traffic planning and management: Management of parking places	Implementation	Start date: 2012 Expected end date: 2018 Spatial scale: Local Source affected: Transport Indicator: . Road safety benefits . Reduced congestion Target emissions reduction: Target annual emission reductions have not been applied to individual actions
South Gloucestershire District Council_KS3	Ensure air quality is a priority in development of transport schemes (Kingswood)	Introducing air quality considerations into capital programme development	Traffic planning and management: Other measure	Evaluation	Start date: 2012 Expected end date: 2013 Spatial scale: Whole town or city Source affected: Transport Indicator: Number of actions taken forward within Capital Programme Target emissions reduction: Target annual emission reductions have not been applied to individual actions
South Gloucestershire District Council_KS4	Bus partnership (Kingswood)	Work with operators to address air quality issues through partnership working.	Public procurement: Cleaner vehicle transport services	Other	Start date: 2012 Expected end date: 2020 Spatial scale: Local Source affected: Transport Indicator: Number of buses replaced for lower emission vehicles Target emissions reduction: Target annual emission reductions have not been applied to individual actions

Measure code	Description	Focus	Classification	Status	Other information
South Gloucestershire District Council_KS5	Review of Council Fleet to ensure lowest emission vehicles (Kingswood)	Set an example as the local transport authority to ensure that own fleet uses low emission vehicles as far as possible	Other measure: Other measure	Other	Start date: 2012 Expected end date: 2021 Spatial scale: Local Source affected: Transport Indicator: Reduction in vehicle emissions Target emissions reduction: Target annual emission reductions have not been applied to individual actions
South Gloucestershire District Council_KS6	Promotion of more efficient use of taxi ranks and bus stops (Kingswood)	Programme to encourage drivers to switch off engines when stationary within AQMA.	Other measure: Other measure	Planning	Start date: 2012 Expected end date: 2018 Spatial scale: Local Source affected: Transport Indicator: Number of bus/taxi operators signed up to programme Target emissions reduction: Target annual emission reductions have not been applied to individual actions
South Gloucestershire District Council_KS7	Ensure adequate landscaping is considered within new planning applications and urban designs (Kingswood)	Encourage the planting of trees and plants through the planning process.	Other measure: Other measure	Other	Start date: 2012 Expected end date: 2016 Spatial scale: Local Source affected: Transport Indicator: Number of new trees planted. NB: Data relating to the indicator for this measure is not currently available. Target emissions reduction: Target annual emission reductions have not been applied to individual actions
South Gloucestershire District Council_KS8	Promotion of VOSA Smoky Vehicle Hotline (Kingswood)	Promote the VOSA Smoky Vehicle Hotline to encourage vehicles to be reported.	Public information and Education: Internet	Evaluation	Start date: 2012 Expected end date: 2013 Spatial scale: Local Source affected: Transport Indicator: Number of vehicles reported to VOSA (if data available). N.B. VOSA has informed the Council that it does not monitor data relating to numbers of vehicles reported or their locations. Therefore the indicator for this action is no longer appropriate. Target emissions reduction: Target annual emission reductions have not been applied to individual actions

Measure code	Description	Focus	Classification	Status	Other information
South Gloucestershire District Council_KM1	School travel planning (Kingswood)	Ensure all schools local to the AQMA have travel plans in place to reduce car dependency at each site.	Traffic planning and management: Encouragement of shift of transport modes	Other	Start date: 2012 Expected end date: 2016 Spatial scale: Local Source affected: Transport Indicator: The council undertakes 'hands up' surveys with pupils in schools that are engaged in the Local Sustainable Transport Fund Project. The results of these surveys shows mode share for pupils arriving at school. Target emissions reduction: Target annual emission reductions have not been applied to individual actions
South Gloucestershire District Council_KM2	Travel planning for Kingswood Town Centre (Kingswood)	Plan to encourage more sustainable travel to Kingswood Town Centre both for residents and workers.	Traffic planning and management: Encouragement of shift of transport modes	Other	Start date: 2013 Expected end date: 2016 Spatial scale: Local Source affected: Transport Indicator: Measured by increased: . Cycling levels . Bus patronage . Walking levels See KM5 for cycling data. Global bus patronage is measured across the West of England as part of the Joint Local Transport Plan (JLTP3) Annual Progress Reports. The JLTP3 contains a target to increase patronage across the West of England by approximately 11% by 2015/16 from a 2008/09 baseline. Target emissions reduction: Target annual emission reductions have not been applied to individual actions
South Gloucestershire District Council_KM3	Review bus terminals and timing points (Kingswood)	Undertake a review of the bus stops within the AQMA to reduce number of buses idling at them.	Public procurement: Cleaner vehicle transport services	Implementation	Start date: 2013 Expected end date: 2016 Spatial scale: Local Source affected: Transport Indicator: Reduction in number of buses idling at bus stops Target emissions reduction: Target annual emission reductions have not been applied to individual actions

Measure code	Description	Focus	Classification	Status	Other information
South Gloucestershire District Council_KM4	Smarter Choices promotions/ roadshows (Kingswood)	Undertake promotion of sustainable travel in particular around the shopping area by holding roadshows and events where residents and workers can talk to representatives.	Traffic planning and management: Encouragement of shift of transport modes	Other	Start date: 2013 Expected end date: 2016 Spatial scale: Local Source affected: Transport Indicator: Measured by increased: . Cycling levels . Bus patronage . Walking levels Also measure by number of proactive events See KM5 for cycling data and KM2 for bus patronage data. Target emissions reduction: Target annual emission reductions have not been applied to individual actions
South Gloucestershire District Council_KM5	Cycling infrastructure (Kingswood)	Review the current cycling provision and seek to improve access by bicycle by introducing more traffic free cycle lanes, improved on carriageway cycle provision, cycle parking and facilities where appropriate.	Traffic planning and management: Expansion of bicycle and pedestrian infrastructure	Other	Start date: 2012 Expected end date: 2016 Spatial scale: Local Source affected: Transport Indicator: Increases in numbers of cyclists. This is measured across the West of England as part of the Joint Local Transport Plan (JLTP3) Annual Progress Reports. The JLTP3 contains a target to increase cycling by 46% by 2019/20 (new baseline established for 2015/16, first reporting 2016/17). The JLTP3 monitoring is collated from a network of automatic cycle counters. The nearest relevant counters to South Gloucestershire's AQMAs are located on the Bristol/Bath cycle path at Mangotsfield. The JLTP3 monitoring is collated from a network of automatic cycle counters. The nearest relevant counters to South Gloucestershire's AQMAs are located on the Bristol/Bath cycle path at Mangotsfield. Target emissions reduction: Target annual emission reductions have not been applied to individual actions
South Gloucestershire District Council_KL1	ECO Stars Fleet Recognition Scheme (Kingswood)	Introduce award scheme for efficient and cleaner fleet vehicles both in house and promote to businesses within South Gloucestershire.	Other measure: Other measure	Planning	Start date: 2012 Expected end date: 2020 Spatial scale: Whole town or city Source affected: Transport Indicator: Membership numbers. Target emissions reduction: Target annual emission reductions have not been applied to individual actions

Measure code	Description	Focus	Classification	Status	Other information
South Gloucestershire District Council_KL2	Car club (Kingswood)	Establish a car club with the objective to reduce car ownership levels.	Other measure: Other measure	Other	Start date: 2016 Expected end date: 2020 Spatial scale: Whole town or city Source affected: Transport Indicator: Car club membership Target emissions reduction: Target annual emission reductions have not been applied to individual actions
South Gloucestershire District Council_KL3	Restrict traffic turning movements onto A420 (Kingswood)	By restricting traffic turning onto A420 the free flow of traffic is maintained and therefore not idling which improves emissions.	Traffic planning and management: Other measure	Other	Start date: 2016 Expected end date: 2020 Spatial scale: Local Source affected: Transport Indicator: Reduction in volume of traffic travelling towards and along A420 Target emissions reduction: Target annual emission reductions have not been applied to individual actions
South Gloucestershire District Council_KL4	Review traffic signal numbers and operations (Kingswood)	Review implications of traffic signals and signal timings to improve traffic flows on the A420	Traffic planning and management: Other measure	Preparation	Start date: 2013 Expected end date: 2018 Spatial scale: Local Source affected: Transport Indicator: Improved traffic speeds and reduced congestion Target emissions reduction: Target annual emission reductions have not been applied to individual actions
South Gloucestershire District Council_KL5	Review of delivery bays (Kingswood)	Review the designated delivery bays to reduce congestion where possible.	Traffic planning and management: Freight transport measure	Implementation	Start date: 2012 Expected end date: 2017 Spatial scale: Local Source affected: Transport Indicator: . number of reported issues with delivery bays . reduced congestion Target emissions reduction: Target annual emission reductions have not been applied to individual actions
South Gloucestershire District Council_KL6	Controlled deliveries/collections (Kingswood)	Restrict deliveries/collections (e.g. waste collections) to off peak hours and explore use of freight consolidation centre with electric vehicles for delivery.	Traffic planning and management: Freight transport measure	Planning	Start date: 2016 Expected end date: 2020 Spatial scale: Local Source affected: Transport Indicator: Number of delivery & collection agreements made with businesses Target emissions reduction: Target annual emission reductions have not been applied to individual actions

Measure code	Description	Focus	Classification	Status	Other information
South Gloucestershire District Council_KL7	Reclassify strategic routes and signing strategy (Kingswood)	The main route through Kingswood AQMA is an “A” Class road. By re-classifying this to a lower road category, strategic traffic may be encouraged to use alternative routes, thereby reducing traffic volumes within the AQMA.	Traffic planning and management: Other measure	Planning	Start date: 2016 Expected end date: 2020 Spatial scale: Local Source affected: Transport Indicator: Reduction in traffic volumes on and travelling towards A420 Target emissions reduction: Target annual emission reductions have not been applied to individual actions
South Gloucestershire District Council_KL8	Taxi ranks (Kingswood)	Undertake review of operations by taxis within the AQMA.	Permit systems and economic instruments: Introduction/increase of environment taxes	Preparation	Start date: 2015 Expected end date: 2020 Spatial scale: Local Source affected: Transport Indicator: Production of review report Target emissions reduction: Target annual emission reductions have not been applied to individual actions
South Gloucestershire District Council_CR39/2013	Local Transport Capital Programme	Improved pedestrian crossing facilities at the High Street/Alma Road junction immediately adjacent to the AQMA.	Traffic planning and management: Encouragement of shift of transport modes	Evaluation	Start date: 2015 Expected end date: 2016 Spatial scale: Local Source affected: Transport Indicator: Implement infrastructure improvements to promote walking Target emissions reduction: Target annual emission reductions have not been applied to individual actions
South Gloucestershire District Council_SS1	Ensure air quality is a priority in development of transport schemes (Staple Hill)	Introducing air quality considerations into capital programme development.	Traffic planning and management: Other measure	Evaluation	Start date: 2012 Expected end date: 2013 Spatial scale: Local Source affected: Transport Indicator: Number of actions taken forward within Capital Programme Target emissions reduction: Target annual emission reductions have not been applied to individual actions
South Gloucestershire District Council_SS2	Bus partnership (Staple Hill)	Work with operators to address air quality issues through partnership working.	Public procurement: Cleaner vehicle transport services	Other	Start date: 2012 Expected end date: 2020 Spatial scale: Local Source affected: Transport Indicator: Number of buses replaced for lower emission vehicles. Target emissions reduction: Target annual emission reductions have not been applied to individual actions

Measure code	Description	Focus	Classification	Status	Other information
South Gloucestershire District Council_SS3	Review of Council Fleet to ensure lowest emission vehicles (Staple Hill)	Set an example as the authority lead to ensure that vehicles/community transport are efficient vehicles with low emissions.	Other measure: Other measure	Other	Start date: 2012 Expected end date: 2021 Spatial scale: Local Source affected: Transport Indicator: Reduction in vehicle emissions Target emissions reduction: Target annual emission reductions have not been applied to individual actions
South Gloucestershire District Council_SS4	Promotion of more efficient use of taxi ranks and bus stops (Staple Hill)	Education of drivers to switch off engines.	Other measure: Other measure	Planning	Start date: 2012 Expected end date: 2018 Spatial scale: Local Source affected: Transport Indicator: Number of bus/taxi operators signed up to programme Target emissions reduction: Target annual emission reductions have not been applied to individual actions
South Gloucestershire District Council_SS5	Ensure adequate landscaping is considered within new planning applications and urban designs (Staple Hill)	Encourage the planting of trees and plants through the planning process.	Other measure: Other measure	Other	Start date: 2012 Expected end date: 2016 Spatial scale: Local Source affected: Transport Indicator: Number of new trees planted. NB: Data relating to the indicator for this measure is not currently available. Target emissions reduction: Target annual emission reductions have not been applied to individual actions
South Gloucestershire District Council_SS6	Promotion of VOSA Smoky Vehicle Hotline (Staple Hill)	Promote the VOSA Smoky Vehicle Hotline to encourage older vehicles to be reported.	Public information and Education: Internet	Evaluation	Start date: 2012 Expected end date: 2013 Spatial scale: Local Source affected: Transport Indicator: Number of vehicles reported to VOSA (if data available). N.B. VOSA has informed the Council that it does not monitor data relating to numbers of vehicles reported or their locations. Therefore the indicator for this action is no longer appropriate. New Indicator: number of hits on the Council's Target emissions reduction: Target annual emission reductions have not been applied to individual actions

Measure code	Description	Focus	Classification	Status	Other information
South Gloucestershire District Council_SM1	School travel planning (Staple Hill)	Ensure all schools local to the AQMA have travel plans in place to reduce car dependency at each site.	Traffic planning and management: Encouragement of shift of transport modes	Planning	Start date: 2012 Expected end date: 2016 Spatial scale: Local Source affected: Transport Indicator: The council undertakes 'hands up' surveys with pupils in schools that are engaged in the Local Sustainable Transport Fund Project. The results of these surveys shows mode share for pupils arriving at school. Target emissions reduction: Target annual emission reductions have not been applied to individual actions
South Gloucestershire District Council_SM2	Travel planning for Staple Hill Town Centre	Undertake travel surveys or interviews to ascertain modes of travel particularly to the shops/workplaces. Focus will be on deliveries and visitors where parking.	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2013 Expected end date: 2016 Spatial scale: Local Source affected: Transport Indicator: . Cycling levels . Bus patronage . Walking levels See SM6 for cycling data. Global bus patronage is measured across the West of England as part of the Joint Local Transport Plan (JLTP3) Annual Progress Reports. The JLTP3 contains a target to increase patronage across the West of England by approximately 11% by 2015/16 from a 2008/09 baseline. Target emissions reduction: Target annual emission reductions have not been applied to individual actions
South Gloucestershire District Council_SM3	Relocation of bus stops on Soundwell Road (Staple Hill)	Relocating the bus stops to more suitable positions where they do not completely stop the flow of traffic in both directions	Traffic planning and management: Other measure	Evaluation	Start date: 2012 Expected end date: 2013 Spatial scale: Local Source affected: Transport Indicator: Measured by relocation of bus stop Target emissions reduction: Target annual emission reductions have not been applied to individual actions

Measure code	Description	Focus	Classification	Status	Other information
South Gloucestershire District Council_SM4	Parking Review (Staple Hill)	Review of parking issues within the AQMA.	Traffic planning and management: Management of parking places	Evaluation	Start date: 2012 Expected end date: 2015 Spatial scale: Local Source affected: Transport Indicator: Measured by: . Road safety benefits . Reduced congestion Target emissions reduction: Target annual emission reductions have not been applied to individual actions
South Gloucestershire District Council_SM5	Smarter Choices promotions /roadshows (Staple Hill)	Undertake promotion of sustainable travel in particular around the shopping areas with residents and workers by holding roadshows and events where people can talk to representatives.	Traffic planning and management: Encouragement of shift of transport modes	Other	Start date: 2013 Expected end date: 2016 Spatial scale: Local Source affected: Transport Indicator: Measured by increases in number of: . Cyclists . Bus patronage Also measure by number of proactive events See SM6 for cycling data and SM2 for bus patronage data. Target emissions reduction: Target annual emission reductions have not been applied to individual actions

Measure code	Description	Focus	Classification	Status	Other information
South Gloucestershire District Council_SM6	Cycling infrastructure (Staple Hill)	Review the current cycling provision and seek to improve access by bicycle by introducing more traffic free cycle lanes, improved on carriageway cycle facilities, cycle parking and facilities where appropriate.	Traffic planning and management: Expansion of bicycle and pedestrian infrastructure	Preparation	Start date: 2012 Expected end date: 2016 Spatial scale: Local Source affected: Transport Indicator: Increases in numbers of cyclists. This is measured across the West of England as part of the Joint Local Transport Plan (JLTP3) Annual Progress Reports. The JLTP3 contains a target to increase cycling by 46% by 2019/20 (new baseline established for 2015/16, first reporting 2016/17). The JLTP3 monitoring is collated from a network of automatic cycle counters. The nearest relevant counters to South Gloucestershire's AQMAs are located on the Bristol/Bath cycle path at Mangotsfield. The JLTP3 monitoring is collated from a network of automatic cycle counters. The nearest relevant counters to South Gloucestershire's AQMAs are located on the Bristol/Bath cycle path at Mangotsfield. Target emissions reduction: Target annual emission reductions have not been applied to individual actions
South Gloucestershire District Council_SL1	ECO Stars Fleet Recognition Scheme (Staple Hill)	Introduce award scheme for efficient and cleaner fleet vehicles both in house and promote to businesses within South Gloucestershire.	Other measure: Other measure	Other	Start date: 2012 Expected end date: 2020 Spatial scale: Local Source affected: Transport Indicator: Measured by membership numbers. Target emissions reduction: Target annual emission reductions have not been applied to individual actions
South Gloucestershire District Council_SL2	Car club (Staple Hill)	Establish a car club with the objective to reduce car ownership levels.	Other measure: Other measure	Planning	Start date: 2016 Expected end date: 2020 Spatial scale: Whole town or city Source affected: Transport Indicator: Measured by car club membership. Target emissions reduction: Target annual emission reductions have not been applied to individual actions

Measure code	Description	Focus	Classification	Status	Other information
South Gloucestershire District Council_SL3	Review traffic signal numbers and operations (Staple Hill)	Review implications of traffic signals and signal timings to improve traffic flows through Staple Hill	Traffic planning and management: Other measure	Evaluation	Start date: 2012 Expected end date: 2014 Spatial scale: Local Source affected: Transport Indicator: Measured by improved traffic speeds. Target emissions reduction: Target annual emission reductions have not been applied to individual actions
South Gloucestershire District Council_SL4	Review of delivery bays (Staple Hill)	Review the designated delivery bays to reduce congestion where possible.	Traffic planning and management: Freight transport measure	Other	Start date: 2012 Expected end date: 2015 Spatial scale: Local Source affected: Transport Indicator: Measured by . number of reported issues with delivery bays . Reduced congestion Target emissions reduction: Target annual emission reductions have not been applied to individual actions
South Gloucestershire District Council_SL5	Restrict traffic turning movements at A4017 junction (Staple Hill)	By restricting traffic turning at A4017, the free flow of traffic is maintained and therefore not idling which improves emissions.	Traffic planning and management: Other measure	Evaluation	Start date: 2016 Expected end date: 2020 Spatial scale: Local Source affected: Transport Indicator: Measured by reduction in traffic volumes at A4017 junction Target emissions reduction: Target annual emission reductions have not been applied to individual actions
South Gloucestershire District Council_SL6	Controlled deliveries/collections (Staple Hill)	Restrict deliveries/collections (e.g. waste collections) to off peak hours and explore use of freight consolidation centre with electric vehicles for delivery.	Traffic planning and management: Freight transport measure	Planning	Start date: 2016 Expected end date: 2020 Spatial scale: Local Source affected: Transport Indicator: Measured by number of delivery & collection agreements made with businesses Target emissions reduction: Target annual emission reductions have not been applied to individual actions
South Gloucestershire District Council_SL7	Reclassify strategic routes and signing strategy (Staple Hill)	By reclassifying the routes it would reroute strategic traffic and therefore reduce the traffic volumes.	Traffic planning and management: Other measure	Planning	Start date: 2016 Expected end date: 2020 Spatial scale: Local Source affected: Transport Indicator: Measured by reduction in traffic volumes on and travelling towards A4017. Target emissions reduction: Target annual emission reductions have not been applied to individual actions

Measure code	Description	Focus	Classification	Status	Other information
South Hams District Council_1-TOTNES	Traffic management on A385	Reducing congestion	Traffic planning and management: Other measure	Implementation	Start date: 2013 Expected end date: 2015 Spatial scale: Local Source affected: Transport Indicator: Improvement in traffic flow on A385 Target emissions reduction: Not established- recent report suggests will be negligible though
South Hams District Council_2-TOTNES	Improvements to Redworth junction	Reducing congestion	Traffic planning and management: Other measure	Evaluation	Start date: 2013 Expected end date: 2014 Spatial scale: Local Source affected: Transport Indicator: Improvement in traffic flow on A385 Target emissions reduction: Not established- recent report suggests will be negligible though
South Hams District Council_3-TOTNES	Promoting cycling, walking, public transport	N/A	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2012 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: Increased use of cycling, walking, public transport Target emissions reduction: Not established- would hope to at least avoid any increases in NO2 annual average values
South Hams District Council_4-TOTNES	Changes to pedestrian crossing - from signalised to zebra crossing	Reducing congestion	Traffic planning and management: Other measure	Other	Start date: 2014 Expected end date: 2014 Spatial scale: Local Source affected: Transport Indicator: Reduced NO2 levels at properties close to crossing Target emissions reduction: Not established but crossing is next to worst affected receptors in AQMA and changes are likely to increase overall vehicle speeds and decrease overall queue lengths
South Hams District Council_1-IVYBRIDGE	Improvement of road link from East of Ivybridge/St Peter's way	Reducing vehicles at AQMA	Traffic planning and management: Other measure	Other	Start date: 2014 Expected end date: 2014 Spatial scale: Local Source affected: Transport Indicator: Reduction of NO2 levels and vehicles in AQMA Target emissions reduction: Not established yet

Measure code	Description	Focus	Classification	Status	Other information
South Hams District Council_2-IVYBRIDGE	Remove/change allowed parking in Western Road	Move travelling vehicles further from receptors	Traffic planning and management: Other measure	Other	Start date: 2014 Expected end date: 2014 Spatial scale: Local Source affected: Transport Indicator: Reduced NO2 levels at receptors Target emissions reduction: Not established, could be a few ug
South Hams District Council_3-IVYBRIDGE	Improvement in bus services	Encourage use of busses rather than private vehicles	Traffic planning and management: Improvement of public transport	Other	Start date: 2014 Expected end date: 2014 Spatial scale: Local Source affected: Transport Indicator: No obvious reduction in NO2 Target emissions reduction: No obvious reduction in NO2 been achieved
South Hams District Council_4-IVYBRIDGE	Promote sustainable transport	Reducing private vehicles	Traffic planning and management: Other measure	Other	Start date: 2014 Expected end date: 2014 Spatial scale: Local Source affected: Transport Indicator: Reduced number of private vehicles driving through AQMA Target emissions reduction: Not established
South Somerset District Council_1	Reduce congestion and improve traffic flow	Reduce emissions through signalising fiveways, hospital and police station roundabouts	Traffic planning and management: Encouragement of shift of transport modes	Planning	Start date: 2014 Expected end date: 2015 Spatial scale: Whole town or city Source affected: Transport Indicator: Signals in place Target emissions reduction: N/A
South Somerset District Council_2	Reduce congestion and improve traffic flow	Reduce emissions by converting Lyde road/Sherborne road roundabout to traffic signals	Traffic planning and management: Encouragement of shift of transport modes	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
South Somerset District Council_3	Reduce congestion and improve traffic flow	Reduce emissions through improving Market Street and Reckleford junctions	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2014 Expected end date: 2015 Spatial scale: Whole town or city Source affected: Transport Indicator: All improvements complete Target emissions reduction: N/A
South Somerset District Council_4	Reduce congestion and improve traffic flow	Reduce emissions through new and reconfiguration of roundabouts at Mudford Road/Lyde Road, Mudford Road Combe Street Lane, Ilchester Road/Combe Street Lane, and Brimsmore	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2014 Expected end date: 2015 Spatial scale: Whole town or city Source affected: Transport Indicator: All improvements complete Target emissions reduction: N/A

Measure code	Description	Focus	Classification	Status	Other information
South Somerset District Council_5	20mph control zones	Reduce emissions by limiting speed	Traffic planning and management: Reduction of speed limits and control	Other	Start date: 2014 Expected end date: 2015 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A
South Somerset District Council_6	Variable message signs	Expand number of signs to improve traffic flows	Traffic planning and management: Other measure	Evaluation	Start date: 2010 Expected end date: 2015 Spatial scale: Whole town or city Source affected: Transport Indicator: Signs in place Target emissions reduction: N/A
South Somerset District Council_7	Increase use of public transport	Improve walking routes to bus stops to promote modal shift	Traffic planning and management: Improvement of public transport	Implementation	Start date: 2005 Expected end date: 2011 Spatial scale: Local Source affected: Transport Indicator: Increased use of buses Target emissions reduction: N/A
South Somerset District Council_8	Increase use of public transport	Improve interchanges at bus and rail stations	Traffic planning and management: Improvement of public transport	Implementation	Start date: 2005 Expected end date: 2011 Spatial scale: Whole town or city Source affected: Transport Indicator: Increased use of buses and trains Target emissions reduction: N/A
South Somerset District Council_9	Increase use of public transport	Improve bus services	Traffic planning and management: Improvement of public transport	Implementation	Start date: 2005 Expected end date: 2011 Spatial scale: Whole town or city Source affected: Transport Indicator: Increase use of buses Target emissions reduction: N/A
South Somerset District Council_10	Increase use of public transport	Improve information at bus stops	Public information and Education: Other mechanisms	Implementation	Start date: 2005 Expected end date: 2011 Spatial scale: Whole town or city Source affected: Transport Indicator: Information at all bus stops Target emissions reduction: N/A
South Somerset District Council_11	Increase use of public transport	Improve information provision and distribution	Public information and Education: Internet	Implementation	Start date: 2005 Expected end date: 2011 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
South Somerset District Council_12	Increase cycling provision	Increase and extend cycling routes	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2006 Expected end date: 2011 Spatial scale: Local Source affected: Transport Indicator: Increased provision of cycle routes Target emissions reduction: N/A
South Somerset District Council_13	Increase cycling provision	Provide cycle crossings at key junctions	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2006 Expected end date: 2011 Spatial scale: Local Source affected: Transport Indicator: Cycle crossing in place Target emissions reduction: N/A
South Somerset District Council_14	Increase cycling provision	Provide cycle facilities as part of key site developments	Traffic planning and management: Encouragement of shift of transport modes	Evaluation	Start date: 2010 Expected end date: 2015 Spatial scale: Local Source affected: Transport Indicator: Cycle facilities in place Target emissions reduction: N/A
South Somerset District Council_15	Increase cycle use	Provide cycle parking	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2006 Expected end date: 2011 Spatial scale: Whole town or city Source affected: Transport Indicator: Cycle parking provision in place Target emissions reduction: N/A
South Somerset District Council_16	Increase cycle use	Provide cycle map for Yeovil	Traffic planning and management: Encouragement of shift of transport modes	Other	Start date: 2008 Expected end date: 2008 Spatial scale: Whole town or city Source affected: Transport Indicator: Cycle map produced Target emissions reduction: N/A
South Somerset District Council_17	Increase cycle use	Cycle survey to determine future demand and need	Traffic planning and management: Encouragement of shift of transport modes	Other	Start date: 2006 Expected end date: 2011 Spatial scale: Whole town or city Source affected: Transport Indicator: Survey complete Target emissions reduction: N/A
South Somerset District Council_18	Increase cycle use	Provide cycle loans, pool bicycles and electric assisted bike at SSDC	Traffic planning and management: Encouragement of shift of transport modes	Other	Start date: 2006 Expected end date: 2011 Spatial scale: Local Source affected: Transport Indicator: Facilities in place Target emissions reduction: N/A

Measure code	Description	Focus	Classification	Status	Other information
South Somerset District Council_19	Increase walking through enhanced pedestrian facilities	Improve subways, bridges and crossings	Traffic planning and management: Encouragement of shift of transport modes	Other	Start date: N/A Expected end date: 2015 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A
South Somerset District Council_20	Increase walking through enhanced pedestrian facilities	Improve pedestrian phases at new road signals	Traffic planning and management: Encouragement of shift of transport modes	Other	Start date: 2015 Expected end date: 2015 Spatial scale: Local Source affected: Transport Indicator: Improvements complete Target emissions reduction: N/A
South Somerset District Council_21	Improve education to change behaviours	Support drive down pollution campaign	Public information and Education: Other mechanisms	Other	Start date: 2007 Expected end date: 2007 Spatial scale: Whole town or city Source affected: Transport Indicator: N/A Target emissions reduction: N/A
South Somerset District Council_22	Reduce congestion and improve traffic flow	Improve co-ordination of roadworks	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
South Somerset District Council_23	Encourage modal shift	Develop Yeovil car parking strategy	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2005 Expected end date: 2011 Spatial scale: Whole town or city Source affected: Transport Indicator: Strategy implemented Target emissions reduction: N/A
South Somerset District Council_24	Encourage modal shift	Promote school travel plans	Traffic planning and management: Encouragement of shift of transport modes	Other	Start date: 2005 Expected end date: 2011 Spatial scale: Local Source affected: Transport Indicator: Plans implemented Target emissions reduction: N/A
South Somerset District Council_25	Encourage modal shift	Promote workplace travel plans	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2005 Expected end date: 2011 Spatial scale: Whole town or city Source affected: Transport Indicator: Plans implemented Target emissions reduction: N/A
South Somerset District Council_26	Encourage car sharing	Promote and facilitate Somerset car share scheme	Other measure: Other measure	Implementation	Start date: 2005 Expected end date: 2011 Spatial scale: Whole town or city Source affected: Transport Indicator: Use of car share scheme Target emissions reduction: N/A

Measure code	Description	Focus	Classification	Status	Other information
Swindon Borough Council_1	Reconfiguration of Bruce St Bridges Junction	N/A	Traffic planning and management: Other measure	Implementation	Start date: 2014 Expected end date: 2015 Spatial scale: Local Source affected: Transport Indicator: Traffic count Target emissions reduction: N/a
Taunton Deane Borough Council_1	Air quality monitoring within the AQMAs to remain in place to ascertain the justification for the existence of the AQMA	Continuation of monitoring sites at strategic locations with the AQMA to collate data on long term trends in air quality concentrations	Public information and Education: Other mechanisms	Evaluation	Start date: 2014 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: Long-term trends in concentrations within the AQMAs Target emissions reduction: N/A
Taunton Deane Borough Council_3	NO2 diffusion tube locations to be reviewed in the light of the Stage 4 report findings. New sampling locations to be found within those areas identified as potentially extended or new AQMAs	Ensure that air quality monitoring is carried out at the most suitable locations	Public information and Education: Other mechanisms	Evaluation	Start date: 2014 Expected end date: 2015 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Taunton Deane Borough Council_4	Air quality assessment to be included in each road development or planning application affecting the AQMAs	Make sure that air quality is considered as part of the planning process	Other measure: Other measure	Implementation	Start date: 2014 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: Each relevant planning application has an air quality consideration Target emissions reduction: N/A
Taunton Deane Borough Council_8	Optimisation of the SCOOT Urban Traffic Control system in East Reach AQMA and all of the town centre	Optimisation of the SCOOT Urban Traffic Control system	Traffic planning and management: Other measure	Implementation	Start date: 2014 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Taunton Deane Borough Council_9	Target school trips	Reducing mode share of journeys to school by car through School Travel Plans	Other measure: Other measure	Implementation	Start date: 2011 Expected end date: 2011 Spatial scale: Local Source affected: Transport Indicator: LTP4 Mode share of journeys to school (Primary and Secondary) Target emissions reduction: N/A
Taunton Deane Borough Council_10	Review parking strategies	Review existing countywide parking strategy to ensure that policies and standards relating to parking are aligned with the SCS and other relevant plans such as the network management plan	Traffic planning and management: Other measure	Implementation	Start date: 2011 Expected end date: 2026 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A

Measure code	Description	Focus	Classification	Status	Other information
Taunton Deane Borough Council_11	Rapid Bus Link in Taunton	Improve bus services on A38 from Bridgwater to Taunton and to Wellington	Other measure: Other measure	Evaluation	Start date: 2011 Expected end date: Not known Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Taunton Deane Borough Council_12	Update Somerset Air Quality Strategy	Liaising to obtain a coordinated policy towards improving air quality in Somerset	Other measure: Other measure	Evaluation	Start date: 2016 Expected end date: 2017 Spatial scale: Local Source affected: Transport Indicator: Updated Strategy produced Target emissions reduction: N/A
Taunton Deane Borough Council_13	Enhanced pedestrian and cycle links in new developments	Enhanced pedestrian and cycle links in new developments	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2016 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Taunton Deane Borough Council_14	By-pass for Henlade as part of the A303/A358 expressway	New road would bypass existing AQMA	Traffic planning and management: Other measure	Other	Start date: 2016 Expected end date: N/A Spatial scale: Local Source affected: Transport Indicator: Road completed Target emissions reduction: N/A
Taunton Deane Borough Council_15	TDBC to purchase low emission vehicles for their own fleet	New fleet vehicles purchased. Pool cars now used instead of officer's own cars.	Public procurement: Other measure	Implementation	Start date: 2016 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: Number of low emission vehicles in fleet Target emissions reduction: N/A
West Dorset District Council_1	Road traffic management	To implement the Dorchester Transport & Environment Plan (DTEP)	Other measure: Other measure	Other	Start date: 2013 Expected end date: 2013 Spatial scale: Local Source affected: Transport Indicator: Reduce air pollution, reduce congestion, reduce traffic noise, improve safety. Target emissions reduction: N/A
West Dorset District Council_2	Road traffic management	To undertake an air quality assessment of the proposed DTEP scheme	Other measure: Other measure	Evaluation	Start date: 2013 Expected end date: 2013 Spatial scale: Local Source affected: Transport Indicator: Quantify likely improvements on air quality Target emissions reduction: N/A

Measure code	Description	Focus	Classification	Status	Other information
West Dorset District Council_3	Road traffic management	A35 Weymouth Road Roundabout and Stinsford Roundabout improvements . The carriageway widths will be widened to 3 lanes on both A35 approaches and to 2 lanes on the approach from Dorchester.	Traffic planning and management: Encouragement of shift of transport modes	Evaluation	Start date: 2012 Expected end date: 2012 Spatial scale: Local Source affected: Transport Indicator: Reduce congestion and delay, improve the flow on the Dorchester bypass, encourage use of the bypass instead of cutting through the town, improve safety. Target emissions reduction: N/A
West Dorset District Council_4	Road traffic management	To promote and expand, where feasible, the Park & Ride services and investigate the potential for a new site in Dorchester.	Traffic planning and management: Improvement of public transport	Planning	Start date: 2012 Expected end date: 2014 Spatial scale: Local Source affected: Transport Indicator: Reduce traffic in the town centre Target emissions reduction: N/A
West Dorset District Council_5	Road traffic management	To investigate the improvement of signage to encourage the use of the Dorchester bypass rather than High West/East Street	Traffic planning and management: Other measure	Planning	Start date: 2012 Expected end date: 2014 Spatial scale: Local Source affected: Transport Indicator: Reduce traffic in the town centre, reduce congestion in the High Streets, reduce pollution Target emissions reduction: N/A
West Dorset District Council_6	Reduce vehicle emissions	Replace older bus fleets with cleaner more efficient buses.	Public procurement: Other measure	Implementation	Start date: 2011 Expected end date: 2026 Spatial scale: Local Source affected: Transport Indicator: Reduction in emissions Target emissions reduction: N/A
West Dorset District Council_7	Reduce vehicle emissions	Provision of Real Time Passenger Information on buses, at bus stops and other key locations, on the web and via text messaging along key routes, including Dorchester	Public information and Education: Other mechanisms	Evaluation	Start date: 2012 Expected end date: 2012 Spatial scale: Local Source affected: Transport Indicator: Encourage better use of buses, potentially fewer car journeys, reduced CO2 emissions Target emissions reduction: N/A
West Dorset District Council_8	Reduce vehicle emissions	The provision of real-time car park information in Dorchester	Public information and Education: Other mechanisms	Evaluation	Start date: 2012 Expected end date: 2015 Spatial scale: Local Source affected: Transport Indicator: Reduced journey time, reduced emissions and congestion Target emissions reduction: N/A

Measure code	Description	Focus	Classification	Status	Other information
West Dorset District Council_9	Reduce vehicle emissions	Ensure that air pollution from DCC's own activities is reduced	Other measure: Other measure	Implementation	Start date: 2014 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: Reduced CO2 emissions, potential financial savings Target emissions reduction: N/A
West Dorset District Council_10	Reduce vehicle emissions	Ensure that air pollution from WDDC's own activities is reduced by: Continuing drive to better fuel efficiency, engine emission standards and emission controls on council owned and leased vehicles; Monitoring the implementation of the Carbon Management Plan to reduce emissions resulting from both business travel and travel to work.	Other measure: Other measure	Implementation	Start date: 2014 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: Reduced pollution from WDDC vehicles, additional travel time Target emissions reduction: N/A
West Dorset District Council_11	Reduce vehicle emissions	Continue promoting Carsharedorset	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2014 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: Potential for reduced car ownership, reduced CO2 emissions, potential financial savings for users Target emissions reduction: N/A
West Dorset District Council_12	Reduce vehicle emissions	To explore working with larger vehicle operators in Dorchester to explore the feasibility of improving their own emissions and minimise vehicle movements.	Public procurement: Other measure	Other	Start date: 2013 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: Reduced traffic in the town centre, reduced CO2 emissions Target emissions reduction: N/A
West Dorset District Council_13	Road traffic management	Detailed modelling of HGVs going through Chideock, including various HGV reduction scenarios.	Traffic planning and management: Freight transport measure	Other	Start date: 2011 Expected end date: 2011 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A
West Dorset District Council_14	Road traffic management	Seek to secure voluntary agreement with Freight Transport Association (FTA) to encourage HGVs from using A35.	Traffic planning and management: Freight transport measure	Implementation	Start date: 2014 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A

Measure code	Description	Focus	Classification	Status	Other information
West Dorset District Council_15	Road traffic management	Questionnaire to all members of the FTA to find out who uses the A35 and what would encourage them not to use the A35	Traffic planning and management: Freight transport measure	Other	Start date: 2012 Expected end date: 2012 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A
West Dorset District Council_16	Road traffic management	Check routes taken by continental HGV's	Traffic planning and management: Freight transport measure	Other	Start date: 2011 Expected end date: 2011 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A
West Dorset District Council_17	Road traffic management	Review reliability of M3 / A303 and A31 / A35 routes between Southampton and Honiton (Issues: distance, journey times, fuel costs, carbon emissions).	Traffic planning and management: Freight transport measure	Other	Start date: 2013 Expected end date: 2013 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A
West Dorset District Council_18	Road traffic management	Publicity campaign to encourage HGVs from using the A35	Traffic planning and management: Freight transport measure	Other	Start date: 2014 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A
West Dorset District Council_19	Road traffic management	Voluntary HGV Survey to be undertaken in Chideock	Traffic planning and management: Freight transport measure	Other	Start date: 2011 Expected end date: 2011 Spatial scale: Local Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Wiltshire Council_WAQS1	Set up links with other LAs within the southwest.	Sharing good practice	Other measure: Other measure	Implementation	Start date: 2014 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Wiltshire Council_WAQS2	Investigate ECO stars for commercial vehicles	Unit Reduction in emissions from HGVs	Traffic planning and management: Freight transport measure	Implementation	Start date: 2014 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: Establishment of ECO Star Schemes Target emissions reduction: N/A

Measure code	Description	Focus	Classification	Status	Other information
Wiltshire Council_WAQS3	Develop & introduce SPD & developer toolkits for AQ	Proactive prevention & mitigation	Other measure: Other measure	Other	Start date: 2015 Expected end date: 2026 Spatial scale: Local Source affected: Transport Indicator: Adoption of Wiltshire Core Strategy Target emissions reduction: N/A
Wiltshire Council_WAQS4	Develop an Air Quality policy for inclusion in Wiltshire Core Strategy	Proactive prevention & mitigation	Other measure: Other measure	Implementation	Start date: 2015 Expected end date: 2026 Spatial scale: Local Source affected: Transport Indicator: Adoption of Wiltshire Core Strategy Target emissions reduction: N/A
Wiltshire Council_WAQS5	Investigate the feasibility of innovative solutions for school travel plans	Promoting alternatives to the private car for the School run	Other measure: Other measure	Other	Start date: 2015 Expected end date: 2026 Spatial scale: Local Source affected: Transport Indicator: Number of school travel plans Target emissions reduction: N/A
Wiltshire Council_WAQS6	Manage identified freight issues and improve enforcement of weight restrictions	Reduction in NO2 by preventing HGVs entering an AQMA contrary to weight limitation through Lorry Watch Scheme	Traffic planning and management: Freight transport measure	Implementation	Start date: 2011 Expected end date: 2026 Spatial scale: Local Source affected: Transport Indicator: Warning letters issued, prosecutions taken Target emissions reduction: N/A
Wiltshire Council_CI01	Establish community Air Quality Action Plan (AQAP) groups under the Area Board	Promoting effective Air Quality Action Planning thorough community engagement & empowerment	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2013 Expected end date: 2026 Spatial scale: Whole town or city Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Wiltshire Council_CI02	Area Boards shall report to Public Protection Services annually on progress made with community action plans and priority actions	Community action to reduce nitrogen dioxide emissions	Traffic planning and management: Encouragement of shift of transport modes	Planning	Start date: 2015 Expected end date: 2026 Spatial scale: Whole town or city Source affected: Transport Indicator: Reports from 7 Area boards with AQMAs received annually Target emissions reduction: N/A
Wiltshire Council_CI03	Provide AQ data and information to Area Boards to assist with the production of community actions and neighbourhood plans.	Promoting local engagement in effective AQAP, quantifying changes in nitrogen dioxide levels	Public information and Education: Internet	Implementation	Start date: 2014 Expected end date: 2017 Spatial scale: Whole town or city Source affected: Transport Indicator: Provision of data annually Target emissions reduction: N/A

Measure code	Description	Focus	Classification	Status	Other information
Wiltshire Council_ClO4	Support Wiltshire Forum Community Area Partnerships in enabling the dissemination of good practice AQ projects	Promoting effective AQAP through the exchange of good practice and Ideas between communities for reducing level of NO2	Public information and Education: Other mechanisms	Implementation	Start date: 2014 Expected end date: 2026 Spatial scale: Whole town or city Source affected: Transport Indicator: Annual meeting Target emissions reduction: N/A
Wiltshire Council_T01	Support the implementation of LTP3 and supporting strategies to secure improvements in AQ	Implementation of detailed transport strategies for reducing unit levels of nitrogen dioxide	Traffic planning and management: Other measure	Implementation	Start date: 2011 Expected end date: 2026 Spatial scale: Local Source affected: Transport Indicator: Multiple Target emissions reduction: N/A
Wiltshire Council_DSP01	Integrate AQ into wider polices and strategies within the council and the adoption of Core policy 55 on AQ in the Wiltshire Core Strategy	Proactive prevention of increase NO2 & reduction of existing levels of NO2	Other measure: Other measure	Implementation	Start date: 2015 Expected end date: 2026 Spatial scale: Local Source affected: Transport Indicator: Adoption of Wiltshire Core Strategy Target emissions reduction: N/A
Wiltshire Council_DSP02	Adoption of the Draft Supplementary Planning Guidance on Air Quality	Proactive prevention of increase NO2 & reduction of existing levels of NO2	Other measure: Other measure	Implementation	Start date: 2015 Expected end date: 2026 Spatial scale: Local Source affected: Transport Indicator: Adoption of Wiltshire Core Strategy Target emissions reduction: N/A
Wiltshire Council_DSP03	Integrate Green infrastructure considerations into Wiltshire Council Policy and Strategy and to adopt the Wiltshire Council Green Infrastructure strategy to support core policy 52 of the Wiltshire Core Strategy	Proactive prevention of increase NO2 & reduction of existing levels of NO2	Other measure: Other measure	Other	Start date: 2015 Expected end date: 2026 Spatial scale: Local Source affected: Transport Indicator: To be determined Target emissions reduction: N/A
Wiltshire Council_DSP04	Incorporate Minerals and Waste matters into any revised supplementary Planning Guidance document	Proactive prevention of increase NO2 & reduction of existing levels of NO2	Other measure: Other measure	Other	Start date: 2015 Expected end date: 2026 Spatial scale: Local Source affected: Industry including heat and power production Indicator: To be determined Target emissions reduction: N/A
Wiltshire Council_DSP05	Provision of funding for AQAP and related matters through S106 agreements with developers and the CIL	Establishment of funding stream for AQAP measures	Traffic planning and management: Other measure	Implementation	Start date: 2015 Expected end date: 2026 Spatial scale: Local Source affected: Transport Indicator: Funding achieved Target emissions reduction: N/A

Measure code	Description	Focus	Classification	Status	Other information
Wiltshire Council_GE01	Integrate wider climate change policies that share common goals on carbon and nitrogen dioxide reduction into Wiltshire Strategies and policies	Proactive prevention of increase NO2 & reduction of existing levels of NO2	Other measure: Other measure	Other	Start date: 2014 Expected end date: 2030 Spatial scale: Local Source affected: Commercial and residential sources Indicator: To be determined Target emissions reduction: N/A
Wiltshire Council_GE02	Exploration and identification of funding streams that have common goals of reducing greenhouse gases and nitrogen dioxide	Establishment of funding stream for AQAP	Other measure: Other measure	Other	Start date: 2014 Expected end date: 2030 Spatial scale: Local Source affected: Commercial and residential sources Indicator: Funding achieved Target emissions reduction: N/A
Wiltshire Council_PH01	Develop in conjunction with Public Health Wiltshire a text alert system which will be targeted at people with respiratory health issues.	Protecting Public Health/ vulnerable individuals	Public information and Education: Internet	Implementation	Start date: 2014 Expected end date: 2017 Spatial scale: Whole town or city Source affected: Transport Indicator: Implementation Target emissions reduction: N/A
Wiltshire Council_PH02	Develop in conjunction with Public Health Wiltshire a Stand alone AQ website enabling access to the general public to real-time AQ data	Providing public information to facilitate community action planning	Public information and Education: Internet	Implementation	Start date: 2014 Expected end date: 2017 Spatial scale: Whole town or city Source affected: Transport Indicator: Implementation Target emissions reduction: N/A
Wiltshire Council_PH03	Upgrade automatic monitoring equipment to enable remote access via a website to monitoring data and expand automatic monitoring network	Enable monitoring to establish progress with achieving LAQM objectives	Traffic planning and management: Other measure	Other	Start date: 2015 Expected end date: 2026 Spatial scale: Local Source affected: Transport Indicator: To be determined Target emissions reduction: N/A
Wiltshire Council_PH04	Public Protection Services will continue to be members of the Health Protection and environment Committee and contribute to the groups development and work	Forum brings EA, CCG, Public Health, Public Protection and other services together. Will be used to further AQAP and achieve combined initiatives for achieving reductions in NO2 & protecting public health	Other measure: Other measure	Implementation	Start date: 2013 Expected end date: 2026 Spatial scale: Local Source affected: Transport Indicator: Attendance Target emissions reduction: N/A
Wiltshire Council_PH05	Public Protection will contribute to the JSNA and State of Environment Reports on AQ within the County	Ensuring AQ is a priority	Other measure: Other measure	Implementation	Start date: 2011 Expected end date: 2026 Spatial scale: Local Source affected: Transport Indicator: Inclusion within the JSA Target emissions reduction: N/A

Measure code	Description	Focus	Classification	Status	Other information
Wiltshire Council_BOA01	Bradford on Avon AQ Alliance shall produce a community AQAP	Community specific actions to reduce nitrogen dioxide	Traffic planning and management: Other measure	Preparation	Start date: 2015 Expected end date: 2026 Spatial scale: Whole town or city Source affected: Transport Indicator: Publication of action plan Target emissions reduction: N/A
Wiltshire Council_W01	Westbury AQ group shall produce a community AQAP	Community specific actions to reduce nitrogen dioxide	Traffic planning and management: Other measure	Planning	Start date: 2015 Expected end date: 2026 Spatial scale: Whole town or city Source affected: Transport Indicator: Publication of action plan Target emissions reduction: N/A
Wiltshire Council_S01	Identify through partnership working with the Highways Agency specific measures to reduce NO2 on Wilton Road (A36 Trunk road) Salisbury	To achieve unit reductions of NO2 on the A36 trunk Road through Salisbury	Traffic planning and management: Other measure	Planning	Start date: 2015 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: To be determined Target emissions reduction: N/A
Wiltshire Council_S02	Implementation of the Salisbury Vision Projects that provide the opportunity to improve AQ within the city.	Implementation of projects that will assist with unit reductions in NO2 levels in Salisbury City Centre	Traffic planning and management: Other measure	Implementation	Start date: 2014 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: City centre NO2 levels Target emissions reduction: N/A
Wiltshire Council_SO3	Pursue the Salisbury Transport Strategy measures that provide the opportunity to improve AQ within the city	Support measures that will achieve a unit reduction in NO2 levels	Traffic planning and management: Other measure	Planning	Start date: 2015 Expected end date: 2026 Spatial scale: Whole town or city Source affected: Transport Indicator: City centre NO2 levels Target emissions reduction: N/A
Wiltshire Council_S04	Salisbury AQ group shall produce a community AQAP	Community specific actions to reduce nitrogen dioxide	Traffic planning and management: Other measure	Preparation	Start date: 2015 Expected end date: 2026 Spatial scale: Whole town or city Source affected: Transport Indicator: Publication of action plan Target emissions reduction: N/A
Wiltshire Council_M01	Marlborough AQ working group shall produce a community AQAP	Community specific actions to reduce nitrogen dioxide	Traffic planning and management: Other measure	Planning	Start date: 2015 Expected end date: 2026 Spatial scale: Whole town or city Source affected: Transport Indicator: Publication of action plan Target emissions reduction: N/A
Wiltshire Council_D01	Devizes shall produce a community AQAP	Community specific actions to reduce nitrogen dioxide	Traffic planning and management: Other measure	Preparation	Start date: 2015 Expected end date: 2026 Spatial scale: Whole town or city Source affected: Transport Indicator: Publication of action plan Target emissions reduction: N/A

Measure code	Description	Focus	Classification	Status	Other information
Wiltshire Council_D02	Implementation of the Devizes Transport Strategy measures that provide the opportunity to improve air quality within the town	Unit reduction in NO2 levels	Traffic planning and management: Encouragement of shift of transport modes	Other	Start date: 2014 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: Implementation Target emissions reduction: N/A
Wiltshire Council_D03	Implement identified key junction improvements identified within the Devizes Transport strategy. Priority will be the improvements to the Dunkirk Hill junction by Shane's Castle	Unit reduction in NO2 levels	Traffic planning and management: Encouragement of shift of transport modes	Other	Start date: 2014 Expected end date: 2026 Spatial scale: Whole town or city Source affected: Transport Indicator: Implementation Target emissions reduction: N/A
Wiltshire Council_C01	Calne AQ working group shall produce a Community AQAP	Community specific actions to reduce nitrogen dioxide	Traffic planning and management: Other measure	Planning	Start date: 2014 Expected end date: 2026 Spatial scale: Whole town or city Source affected: Transport Indicator: Publication of action plan Target emissions reduction: N/A
Wiltshire Council_1	Bus priority measures for Salisbury	Promotion of public transport to access city centre	Traffic planning and management: Improvement of public transport	Implementation	Start date: 2009 Expected end date: 2009 Spatial scale: Whole town or city Source affected: Transport Indicator: Implementation Target emissions reduction: N/A
Wiltshire Council_2	Completion of five park & ride sites around Salisbury	Reduction of traffic entering city centre	Traffic planning and management: Improvement of public transport	Implementation	Start date: 2009 Expected end date: 2009 Spatial scale: Whole town or city Source affected: Transport Indicator: Implementation Target emissions reduction: N/A
Wiltshire Council_3	Real time bus passenger information	Promotion of public transport to access city centre	Traffic planning and management: Improvement of public transport	Implementation	Start date: 2009 Expected end date: 2009 Spatial scale: Whole town or city Source affected: Transport Indicator: Implementation Target emissions reduction: N/A
Wiltshire Council_4	Urban traffic management around Salisbury	Traffic management of congestion on A36 (T) around Salisbury centre	Traffic planning and management: Other measure	Implementation	Start date: 2009 Expected end date: 2009 Spatial scale: Whole town or city Source affected: Transport Indicator: Implementation Target emissions reduction: N/A
Wiltshire Council_5	Variable Message Signing	Reducing traffic circulating city centre via information provision	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

Measure code	Description	Focus	Classification	Status	Other information
Wiltshire Council_6	Connecting Wiltshire	Promoting alternative modes of transport	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2013 Expected end date: 2014 Spatial scale: Local Source affected: Transport Indicator: Implementation Target emissions reduction: N/A
Wiltshire Council_7	Retrofitting of bus emission control	Lower emissions in Salisbury City Centre	Retrofitting: Retrofitting emission control equipment to vehicles	Implementation	Start date: 2014 Expected end date: 2015 Spatial scale: Local Source affected: Transport Indicator: Implementation Target emissions reduction: N/A
Wiltshire Council_8	Closure Market Square car park	Reduction in city centre parking	Traffic planning and management: Other measure	Implementation	Start date: 2014 Expected end date: 2014 Spatial scale: Whole town or city Source affected: Transport Indicator: N/A Target emissions reduction: N/A
Wiltshire Council_9	Electric vehicle charging point provision	Alternative fuels	Public procurement: Other measure	Implementation	Start date: 2011 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: Implementation Target emissions reduction: N/A
Wiltshire Council_10	Beat the Street Calne & Devizes Active Travel	Promoting alternative modes of transport	Traffic planning and management: Encouragement of shift of transport modes	Planning	Start date: 2014 Expected end date: 2015 Spatial scale: Whole town or city Source affected: Transport Indicator: Planning Target emissions reduction: N/A
Wiltshire Council_11	Bradford on Avon Origin & destination Survey	Identify road users entering and leaving Bradford on Avon to facilitate action planning	Traffic planning and management: Other measure	Evaluation	Start date: 2014 Expected end date: 2014 Spatial scale: Whole town or city Source affected: Transport Indicator: Completion Target emissions reduction: N/A
Wiltshire Council_12	Community Tree planting project in areas poor AQ in Salisbury	Reduction in airborne fine particulates	Traffic planning and management: Other measure	Implementation	Start date: 2014 Expected end date: N/A Spatial scale: Whole town or city Source affected: Transport Indicator: Trees planted Target emissions reduction: N/A
Wiltshire Council_13	Devizes Cycle route	Promotion of alternatives to private car	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: New cycle route Target emissions reduction: N/A

Measure code	Description	Focus	Classification	Status	Other information
Wiltshire Council_14	Devizes: Workplace travel planning (Aster Housing Association pilot project)	Promotion of alternatives to private car	Traffic planning and management: Encouragement of shift of transport modes	Implementation	Start date: 2014 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: Green travel plans implemented Target emissions reduction: N/A
Wiltshire Council_15	“citizen science” monitoring with low tech monitoring equipment & App development	Promotion of awareness of AQ issues	Public information and Education: Other mechanisms	Implementation	Start date: 2014 Expected end date: 2030 Spatial scale: Local Source affected: Transport Indicator: Number of participants Target emissions reduction: N/A
Wiltshire Council_16	Calne & Bradford on Avon community project for variable message signing for traffic linked to AQ levels	Informing drivers, encouraging use of alternatives to the private car	Public information and Education: Other mechanisms	Planning	Start date: 2014 Expected end date: 2030 Spatial scale: Whole town or city Source affected: Transport Indicator: Implementation Target emissions reduction: N/A
Wiltshire Council_17	Salisbury City Centre	20mph city centre speed limit	Traffic planning and management: Reduction of speed limits and control	Implementation	Start date: 2009 Expected end date: 2009 Spatial scale: Whole town or city Source affected: Transport Indicator: Completed Target emissions reduction: N/A