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# Air Quality Plan for the achievement of EU air quality limit values for nitrogen dioxide (NO<sub>2</sub>) in Eastern (UK0029)

September 2011



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Welsh Government



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# 1. Introduction

## 1.1. This document

This document is the Eastern (UK0029) air quality plan for the achievement of the EU air quality limit values for nitrogen dioxide (NO<sub>2</sub>).

This plan presents the following information:

- General information regarding the Eastern non-agglomeration zone
- Details of NO<sub>2</sub> exceedance situation(s) within the Eastern 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 Eastern should be read in conjunction with the separate UK overview document and the list of UK and national measures that are available on the Defra website (<http://www.defra.gov.uk/environment/quality/air/air-quality/eu/>). The UK overview document sets out, amongst other things, the authorities responsible for delivering air quality improvements and the national measures that are applied in some or all UK zones. The measures presented in this plan and the accompanying UK overview and list of UK measures show how the UK will ensure that compliance with the NO<sub>2</sub> limit values is achieved as soon as possible.

This plan should also be read in conjunction with the supporting UK technical report (<http://www.defra.gov.uk/environment/quality/air/air-quality/eu/>), which presents information on assessment methods, input data and emissions inventories used in the analysis presented in this plan.

## 1.2. Context

Two NO<sub>2</sub> limit values for the protection of human health have been set in the Air Quality Directive (2008/50/EC). These are:

- The annual limit value: an annual mean concentration of no more than 40 µg m<sup>-3</sup>
- The hourly limit value: no more than 18 hourly exceedances of 200 µg m<sup>-3</sup> in a calendar year

The Air Quality Directive stipulates that compliance with the NO<sub>2</sub> limit values will be achieved by 01/01/2010. However, where the limit values cannot be achieved by then, the Directive also allows Member States to postpone this attainment date until 01/01/2015 provided air quality plans are established demonstrating how the limit values will be met by this extended deadline.

## 1.3. Zone status

The assessment undertaken for the Eastern non-agglomeration zone indicates that the annual limit value is likely to be exceeded in 2010 and in 2015 but achieved by 2020 through introduction of measures included in the baseline modelling, a low emission zone (LEZ) scenario (if applied) and the non-quantifiable local measures outlined in this plan.

The assessment undertaken for the Eastern non-agglomeration zone indicates that the hourly limit value not exceeded in this non-agglomeration zone in 2008.

## 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<sub>2</sub> levels in this non-agglomeration zone for the 2008 reference year of this air quality plan. This includes the 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 2010 is given in section 4.

Baseline modelled projections for 2010, 2015 and 2020 for each exceedance situation are presented in section 5. The baseline projections presented here include, where possible, the impact of measures that have already been taken and measures for which the relevant authority has made a firm commitment to take the measure(s). However, it has not been possible to quantify the impact of all 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.

Details of an LEZ scenario under consideration as part of our investigation of additional measures to achieve the NO<sub>2</sub> limit values is presented in section 6.

## 2. General Information about the Zone

### 2.1. Administrative information

Zone name: Eastern

Zone code: UK0029

Type of zone: non-agglomeration zone

Reference year: 2008

Extent of zone: Figure 1 shows the area covered by the Eastern non-agglomeration zone

Local Authorities within the non-agglomeration 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 this list correspond to the numbers in Figure 2.

1. Babergh District Council
2. Barking and Dagenham London Borough Council
3. Barnet London Borough Council
4. Basildon District Council
5. Bedford Borough Council
6. Braintree District Council
7. Breckland District Council
8. Brentwood Borough Council
9. Broadland District Council
10. Broxbourne Borough Council
11. Cambridge City Council
12. Castle Point Borough Council
- Central Bedfordshire Council (formerly 13. Mid Bedfordshire District Council and 14. South Bedfordshire District Council)
15. Chelmsford Borough Council
16. Colchester Borough Council
17. Dacorum Borough Council
18. East Cambridgeshire District Council
19. East Hertfordshire District Council
20. Enfield London Borough Council
21. Epping Forest District Council
22. Fenland District Council
23. Forest Heath District Council
24. Great Yarmouth Borough Council
25. Harlow District Council
26. Harrow London Borough Council
27. Havering London Borough Council
28. Hertsmere Borough Council
29. Hillingdon London Borough Council
30. Huntingdonshire District Council
31. Ipswich Borough Council
32. King's Lynn and West Norfolk Borough Council
33. Luton Borough Council
34. Maldon District Council
35. Mid Suffolk District Council
36. North Hertfordshire District Council
37. North Norfolk District Council
38. Norwich City Council
39. Peterborough City Council
40. Redbridge London Borough Council
41. Rochford District Council
42. South Cambridgeshire District Council
43. South Norfolk Council
44. Southend on Sea Borough Council
45. St Albans District Council
46. St Edmundsbury Borough Council

47. Stevenage Borough Council
48. Suffolk Coastal District Council
49. Tendring District Council
50. Three Rivers District Council
51. Thurrock Council
52. Uttlesford District Council
53. Waltham Forest London Borough
54. Watford Borough Council
55. Waveney District Council
56. Welwyn Hatfield District Council

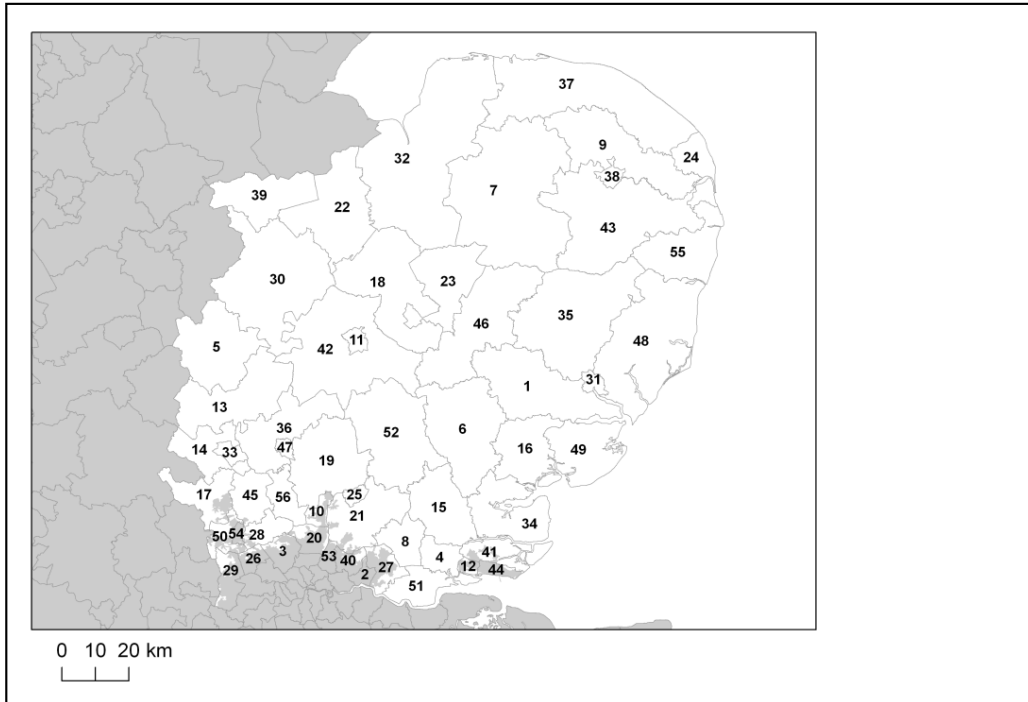
(Note: Local Authority boundaries do not necessarily coincide with zone boundaries. Hence Local Authorities may be listed within more than one zone plan.)

**Figure 1. Map showing the extent of the Eastern non-agglomeration zone (UK0029).**



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**Figure 2. Map showing Local Authorities within the Eastern non-agglomeration zone (UK0029).**



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## 2.2. Assessment details

### Measurements

NO<sub>2</sub> measurements in this zone were available in 2008 from the following national network monitoring stations (NO<sub>2</sub> data capture for each station in 2008 shown in brackets):

- Cambridge Roadside GB0726A (99%)
- Norwich Centre GB0684A (36.3%)
- Sandy Roadside GB0954A (38.8%)
- St Osyth GB0754A (87.1%)
- Stanford-le-Hope Roadside GB0924A (91.5%)
- Thurrock GB0645A (96.8%)
- Wicken Fen GB0045R (93.8%)

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

### Modelling

Modelling for the 2008 reference year has been carried out for the whole of the UK (see the UK technical report). This modelling covers the following extent within this zone:

- Total background area within zone (approx): 19512 km<sup>2</sup>
- Total population within zone (approx): 4965853 people
- Total road length where an assessment of NO<sub>2</sub> concentrations have been made: 866 km in 2008 (and similar lengths in previous years).

### Zone maps

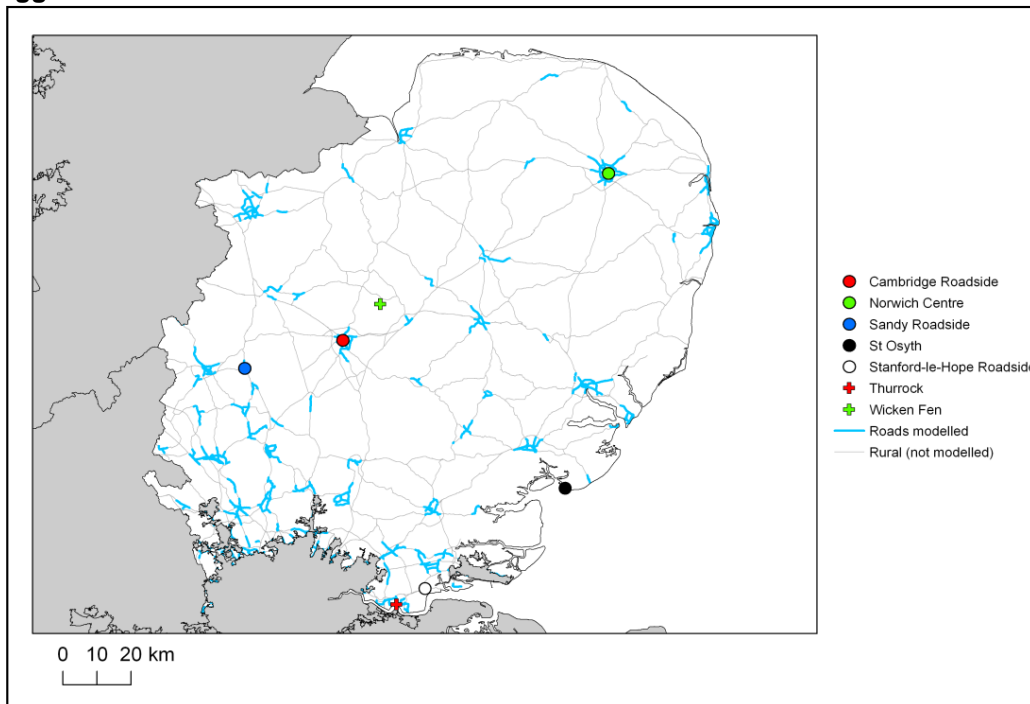
Figure 3 presents the location of the NO<sub>2</sub> monitoring stations within this zone for 2008 and the roads for which NO<sub>2</sub> concentrations have been modelled. NO<sub>2</sub> concentrations at background locations have been modelled across the entire zone at a 1 x 1 km<sup>2</sup> resolution.

## 2.3. Reporting Under European Directives

Since 2001 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>

In addition, the UK has reported on air quality plans and programmes (Decision 2004/224/EC) on an annual basis depending on the reported concentrations in the previous year. Plans and programmes were first reported in this zone in 2003. Plans and programmes for 2003 and all other years for which they have been required are available from <http://cdr.eionet.europa.eu/gb/eu/aqpp>.

**Figure 3. Map showing the location of the NO<sub>2</sub> monitoring sites with valid data in 2008 and roads where concentrations have been modelled within the Eastern (UK0029) non-agglomeration zone.**



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## 3. Overall Picture for 2008 reference year

### 3.1. Introduction

There are two limit values for the protection of health for NO<sub>2</sub>. These are:

- The annual limit value (annual mean concentration of no more than 40 µg m<sup>-3</sup>)
- The hourly limit value (no more than 18 hourly exceedances of 200 µg m<sup>-3</sup> in a calendar year)

Within the Eastern non-agglomeration zone only the annual limit value was exceeded in 2008. Hence, one exceedance situation for this zone has been defined, NO<sub>2</sub>\_UK0029\_Annual\_1, which covers the exceedance of the annual limit value. This exceedance situation is described below.

For both NO<sub>2</sub> limit values, a margin of tolerance for 2008 and other years has been defined in the Air Quality Directive (2008/50/EC). Data comparing assessed concentrations at locations within this non-agglomeration zone with the 2008 margin of tolerance are presented in the annual reporting questionnaire for 2008 (<http://cdr.eionet.europa.eu/gb/eu/annualair>).

### 3.2. Reference year: NO<sub>2</sub>\_UK0029\_Annual\_1

The NO<sub>2</sub>\_UK0029\_Annual\_1 exceedance situation covers all exceedances of the annual mean limit value in the Eastern non-agglomeration zone in 2008.

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 mean 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 Cambridge Roadside (GB0726A) in 2008. Table 2 summarises modelled annual mean NO<sub>2</sub> results in this exceedance situation for the same time period. This table shows that, in 2008, 110.8 km of road length was modelled to exceed the annual limit value. There were no modelled background exceedances of this limit value. Table 2 also shows that the maximum modelled annual mean NO<sub>2</sub> concentration in 2008 was 102 µg m<sup>-3</sup>. Maps showing the modelled annual mean NO<sub>2</sub> concentrations for 2008 at background and at roadside locations are presented in Figures 4 and 5 respectively. All modelled exceedances of the annual limit value are coloured orange or red in these maps.

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

The modelling carried out for this exceedance situation has also been used to determine the annual mean NO<sub>x</sub> source apportionment for all modelled locations, along with an indicative annual mean NO<sub>2</sub> source apportionment. Table 3 presents summary source apportionment information in this exceedance situation for 2008, including:

- The modelled NO<sub>x</sub> and indicative NO<sub>2</sub> source apportionment for the section of road with the highest modelled NO<sub>2</sub> concentration in this exceedance situation in 2008. This is important information because it shows which sources need to be tackled at the point with the largest compliance gap in the exceedance situation. It is not possible to calculate an unambiguous source apportionment for annual mean NO<sub>2</sub> concentrations for the reasons discussed in the UK Technical Report. We have, however, developed a method to provide an indicative source apportionment for annual mean NO<sub>2</sub> concentrations for these air quality plans. This method involves calculating the maximum and minimum possible contribution from each source to the NO<sub>2</sub> concentration. The final source apportionment has been calculated as the average of the minimum and maximum contributions for each source, with the results normalised so that the contributions sum to the total modelled NO<sub>2</sub> concentration. Further information on the methods used for source apportionment are provided in the UK Technical Report.

- The maximum NO<sub>x</sub> contribution from each source from across all the roads included in this exceedance situation in 2008. This is important information because it highlights all the key sources that need to be tackled within the exceedance situation in order to achieve compliance across the entire area of the exceedance situation.

Figure A1.1 in Annex 1 presents the annual mean NO<sub>x</sub> source apportionment for each section of road within the NO<sub>2</sub>\_UK0029\_Annual\_1 exceedance situation (i.e. the source apportionment for all exceeding roads only) in 2008. Roads have been grouped into motorways, trunk roads and primary road in this figure.

**Table 1. Measured annual mean concentrations at national network stations in NO<sub>2</sub>\_UK0029\_Annual\_1 for 2001 onwards, µgm<sup>-3</sup>. (Data capture shown in brackets) (a)**

Site name (EOI code)	2001	2002	2003	2004	2005	2006	2007	2008	2009
Cambridge Roadside (GB0726A)	39 (97%)	43 (94%)	46 (89%)	42 (97%)	45 (96%)	45 (90%)	41 (97%)	42 (99%)	41 (97%)
Norwich Centre (GB0684A)	28 (94%)	25 (95%)	25 (94%)	21 (91%)	23 (83%)	21 (99%)	22 (99%)	29 (36%)	
Norwich Forum Roadside (GB0862A)					34 (70%)	35 (89%)	31 (72%)		
Norwich Roadside (GB0678A)	31 (94%)	30 (98%)	33 (98%)	29 (98%)	25 (12%)				
Sandy Roadside (GB0954A)								39 (39%)	46 (77%)
St Osyth (GB0754A)		11.4 (62%)	18.1 (93%)	16.2 (91%)	16.2 (93%)	15.6 (95%)	12.4 (92%)	12.6 (87%)	11.7 (96%)
Stanford-le-Hope Roadside (GB0924A)								37 (92%)	35 (97%)
Thurrock (GB0645A)	36 (96%)	36 (94%)	38 (94%)	35 (90%)	35 (85%)	33 (93%)	34 (87%)	32 (97%)	31 (98%)
Wicken Fen (GB0045R)	13.6 (88%)	11.5 (85%)	17.9 (60%)	11.3 (73%)	10.6 (99%)	10.2 (97%)	10.1 (86%)	10.5 (94%)	11.7 (94%)
Norwich Lakenfields (GB0995A)									18 (25%)

(a) Annual Mean Limit Value = 40 µgm<sup>-3</sup>

**Table 2. Annual mean NO<sub>2</sub> model results in NO<sub>2</sub>\_UK0029\_Annual\_1 for 2001 onwards**

	2001	2002	2003	2004	2005	2006	2007	2008	2009
Road length exceeding (km)	221.5	73.5	313.7	122.9	143.3	134.6	131.1	110.8	71.1
Background area exceeding (km <sup>2</sup> )	12	1	14	0	0	0	6	0	2
Maximum modelled concentration (µgm <sup>-3</sup> ) (a)	64.4	71.6	94.9	93.3	108.4	104.6	81.3	102.0	103.1

(a) Annual Mean Limit Value = 40 µgm<sup>-3</sup>

**Table 3. Source apportionment summary information for 2008 in NO<sub>2</sub>\_UK0029\_Annual\_1 (µgm<sup>-3</sup>).**

Spatial scale	Component	Highest road link (a)		Maximum (b)
		NOx	NO2 (d)	NOx
Regional background sources (i.e. contributions from distant sources of > 30 km from the receptor)	Total	11.5	(c)	
	From within the UK	7.3	(c)	8.2
	From transboundary sources (includes shipping and other EU Member States)	4.3	(c)	8.4
Urban background sources (i.e. sources located within 0.3 - 30 km from the receptor)	Total	35.1	18.1	-
	From road traffic sources	19.1	10.1	39.1
	From industry (including heat and power generation)	5.8	(c)	26.4
	From agriculture	0.0	(c)	0.0
	From commercial/residential sources	4.2	(c)	14.5
	From shipping	0.0	(c)	13.2
	From off road mobile machinery	5.4	(c)	12.5
	From natural sources	0.0	(c)	0.0
	From transboundary sources	0.0	(c)	0.0
	From other urban background sources	0.7	(c)	3.1
Local sources (i.e. contributions from sources < 0.3 km from the receptor)	Total	216.4	83.9	-
	From cars	46.1	17.3	54.5
	From HGV rigid	57.5	21.8	57.5
	From HGV articulated	84.7	31.5	120.4
	From Buses	5.3	2.5	35.9
	From LGVs	22.1	10.6	22.9
	From motorcycles	0.7	0.3	0.9
Total (i.e. regional background + urban background + local components)		263.1	102	-

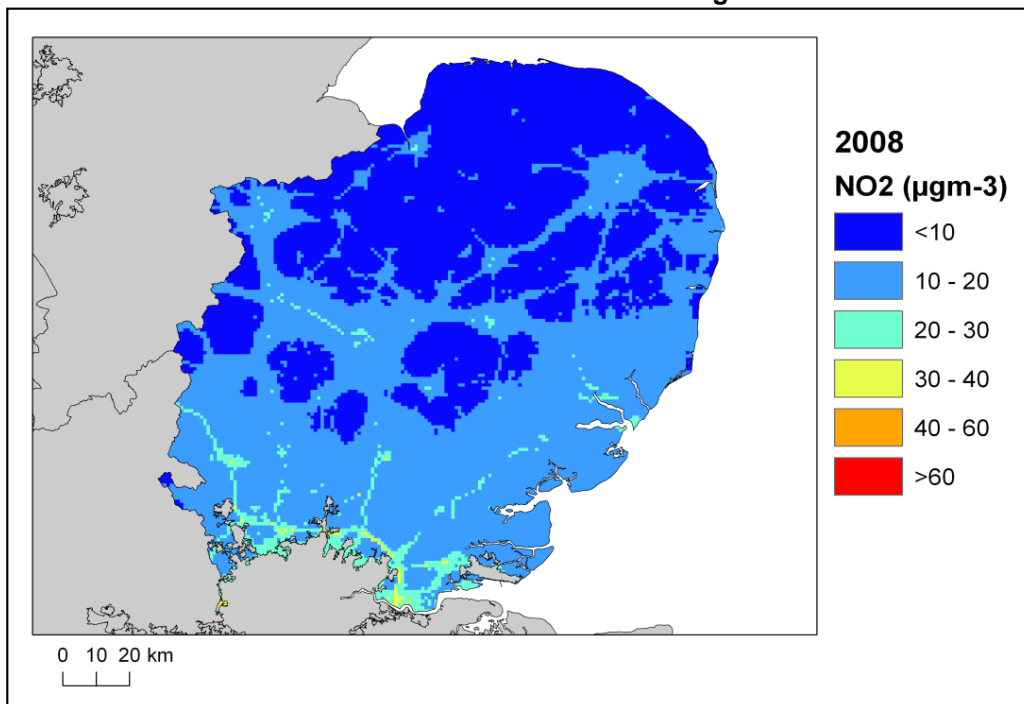
(a) The road with the highest modelled annual mean NO<sub>2</sub> concentration in this exceedance situation in 2008 is a section of the A13, traffic count point id 99903 (OS grid (m): 551300, 181730).

(b) This column gives the maximum contribution for each component from all the roads included in the exceedance situation.

(c) The combined modelled annual mean NO<sub>2</sub> concentration contribution for these components is 8 µgm<sup>-3</sup>. A more detailed NO<sub>2</sub> source apportionment is currently unavailable for these sectors.

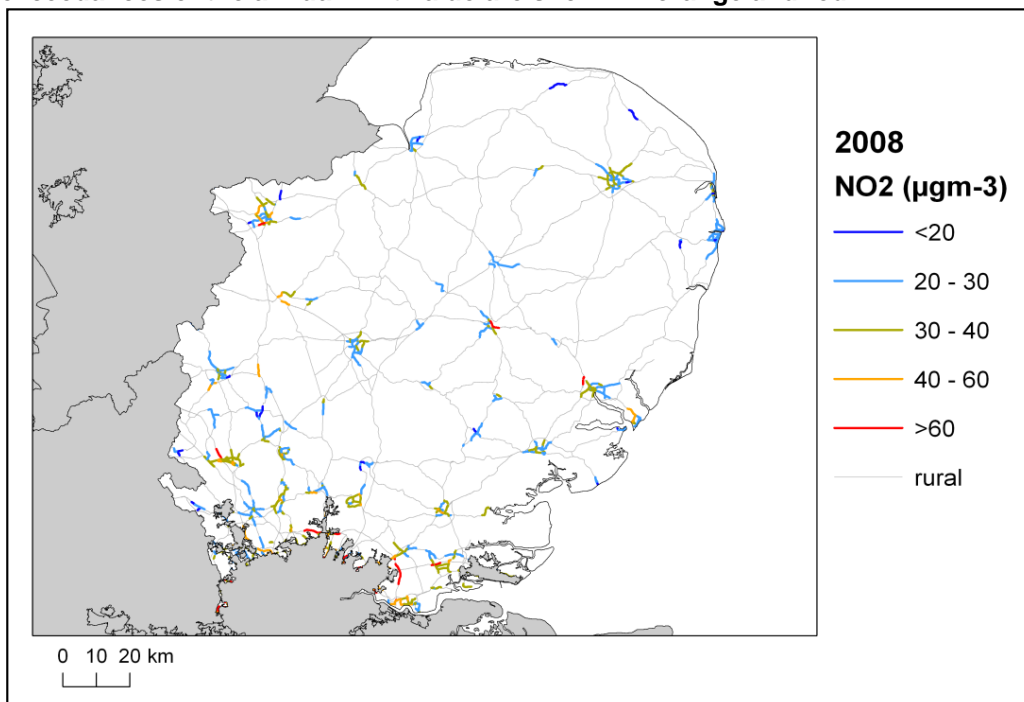
(d) Source apportionment for NO<sub>2</sub> is indicative, see UK Technical Report.

**Figure 4. Map of modelled background annual mean NO<sub>2</sub> concentrations 2008. Modelled exceedances of the annual limit value are shown in orange and red.**



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**Figure 5. Map of modelled roadside annual mean NO<sub>2</sub> concentrations 2008. Modelled exceedances of the annual limit value are shown in orange and red.**



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## 4. Measures

### 4.1. Introduction

This section (section 4) gives details of measures that address exceedances of the NO<sub>2</sub> limit values within Eastern 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<sub>2</sub> exceedance situation(s) 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 articulated HGVs at the location of maximum exceedance with a contribution of 84.7 ug<sub>m</sub><sup>-3</sup> of NO<sub>x</sub> out of a total of 263.1 ug<sub>m</sub><sup>-3</sup> of NO<sub>x</sub>. Articulated HGVs, cars and rigid HGVs were important sources on the motorway roads with the highest concentrations in this exceedance situation. Articulated HGVs, cars and rigid HGVs were important sources on the trunk roads with the highest concentrations. Articulated HGVs, cars and rigid HGVs were important sources on the primary roads with the highest concentrations.

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

### 4.3. Measures

Measures potentially affecting NO<sub>2</sub> 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](http://ec.europa.eu/environment/air/index_en.htm)). Details of national measures are given in the UK overview document and list of UK and National measures.

Relevant Local Authority measures within this exceedance situation are listed in Table A2.1 (see Annex 2). Relevant Local Authority measures are considered to be those measures which directly target, or are in close geographical proximity to roads and/or background grid squares in exceedance of one or other of the NO<sub>2</sub> limit values. Other Local Authority measures may also have been taken in this zone, but they are not listed in this table. All the measures listed in Table A2.1 have been carried out, are in the process of being carried out or a firm commitment had been made to carry them out on the timetables listed at the point at which information on local measures was collected.

### 4.4. Measures timescales

Timescales for national measures are given in the UK overview document and list of UK and National measures.



Information on local measures was collected in autumn 2009. Hence, any Local Authority action plans and measures adopted by Local Authorities after this time have not been included in this air quality plan. Many of the measures listed in Annex 2 will either have happened before autumn 2009 or have been planned for implementation before or during 2010. Others will be planned for after 2010. It should be noted that many of the measures taken before or during 2010 will continue to have a beneficial impact on air quality after the end of 2010.

Local Authorities report on progress with the implementation of their action plans annually and review action plan measures regularly. Where future Local Authority measures to improve air quality are under consideration these would be included in future local authority action plans and published by the local authority.

## 5. Baseline Model Projections

### 5.1. Overview of model projections

#### Baseline projections for 2010

Model projections for 2010, starting from the 2008 reference year described in section 3, have been calculated in order to determine whether compliance with the NO<sub>2</sub> limit values is likely to be achieved for each exceedance situation by the original deadline for compliance of 01/01/2010. Details of the methods used for the baseline emissions and concentration projections modelling are provided in the 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 2007 (used as a basis for the compilation of the emission inventory) or in the traffic activity projections to 2010 and beyond (used to calculate the emission 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.

A number of the local measures in Table A2.1 can be considered to be 'smarter choices' measures (see <http://www.dft.gov.uk/pgr/sustainable/smarterchoices/ctwwt/> for a detailed description of this type of measure). We have quantified the impact of this group of measures on a national scale within the projections. Details of how this has been done can be found in the UK technical report. Table A2.1 indicates which local measures we have considered to be 'smarter choices'.

#### Baseline projections for 2015

Model projections for 2015, starting from the 2008 reference year described above, have been calculated in order to determine whether compliance with the NO<sub>2</sub> limit values is likely to be achieved for each exceedance situation by the revised deadline for compliance of 01/01/2015 on the basis of EU-wide measures and the measures currently planned. This modelling is described in detail in the UK technical report. Many of the measures listed in annex 2 of this document and the supporting list of UK and national measures will continue or will continue to have an impact beyond the original deadline for compliance of 01/01/2010.

### 5.2. Baseline projections: NO<sub>2</sub>\_UK0029\_Annual\_1

Table 4 presents summary results for the baseline model projections for 2010, 2015 and 2020 for the NO<sub>2</sub>\_UK0029\_Annual\_1 exceedance situation. This shows that the maximum modelled annual mean NO<sub>2</sub> concentration predicted for 2010 in this exceedance situation is 89.7 µg m<sup>-3</sup>. By 2015, the maximum modelled annual mean NO<sub>2</sub> concentration is predicted to drop to 54.4 µg m<sup>-3</sup>. Hence, the model results suggest that compliance with the NO<sub>2</sub> annual limit value is unlikely to be achieved by 2015 under baseline conditions in this exceedance situation.

The projected modelled NO<sub>x</sub> and indicative NO<sub>2</sub> annual mean source apportionments for 2010, 2015 and 2020 at the location with the biggest compliance gap in 2008 are presented in Table 5. The model results suggest that this location will continue to have the highest annual mean NO<sub>2</sub> concentration within this exceedance situation in 2010, 2015 and 2020. This source apportionment information is useful because it shows which sources need to be tackled at the point with the largest compliance gap in the exceedance situation.

Table 6 shows the maximum NO<sub>x</sub> contribution from each source apportionment component from any road across the whole exceedance situation. This source apportionment information is useful because it highlights all the key sources that need to be tackled within the exceedance situation in order to achieve compliance across the entire area of the exceedance situation. It should be noted that this table only includes roads which continue to be in exceedance in the relevant year. Hence, for

example, the road with the largest contribution from cars in 2010 may no longer be included in the table in 2015 if the road is predicted to be compliant in 2015.

Figures 6 and 7 show maps of projected annual mean NO<sub>2</sub> concentrations in 2010, 2015 and 2020 at background and roadside locations respectively. Maps for 2008 are also presented here for reference.

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

**Table 4. Annual mean NO<sub>2</sub> model results in NO<sub>2</sub>\_UK0029\_Annual\_1**

	<b>2008</b>	<b>2010</b>	<b>2015</b>	<b>2020</b>
Road length exceeding (km)	110.8	80.3	28.4	0.0
Background area exceeding (km <sup>2</sup> )	0	0	0	0
Maximum modelled concentration (µgm <sup>-3</sup> ) (a)	102.0	89.7	54.4	30.4

(a) Annual Mean Limit Value = 40 µgm<sup>-3</sup>

**Table 5. Modelled source apportionment for 2010, 2015 and 2020 under baseline conditions for traffic count point 99903 on the A13 (the road section with the maximum modelled annual mean NO<sub>2</sub> concentration in 2008 in NO<sub>2</sub>\_UK0029\_Annual\_1. OS grid (m): 551300, 181730). 2008 results are also presented here for reference (units: µgm<sup>-3</sup>).**

Spatial scale	Component	NOx				NO2 (indicative)			
		2008	2010	2015	2020	2008	2010	2015	2020
Regional background sources (i.e. contributions from distant sources of > 30 km from the receptor)	Total	11.5	10.0	8.7	7.0	(a)	(b)	(c)	(d)
	From within the UK	7.3	6.3	5.5	4.4	(a)	(b)	(c)	(d)
	From transboundary sources (includes shipping and other EU Member States)	4.3	3.7	3.2	2.6	(a)	(b)	(c)	(d)
Urban background sources (i.e. sources located within 0.3 - 30 km from the receptor)	Total	35.1	30.0	20.2	14.3	18.1	16.1	12.3	9.9
	From road traffic sources	19.1	15.2	8.7	4.3	10.1	9.5	8.3	7.8
	From industry (including heat and power generation)	5.8	5.0	4.8	4.4	(a)	(b)	(c)	(d)
	From agriculture	0.0	0.0	0.0	0.0	(a)	(b)	(c)	(d)
	From commercial/residential sources	4.2	4.2	3.4	3.1	(a)	(b)	(c)	(d)
	From shipping	0.0	0.0	0.0	0.0	(a)	(b)	(c)	(d)
	From off road mobile machinery	5.4	5.1	2.7	1.9	(a)	(b)	(c)	(d)
	From natural sources	0.0	0.0	0.0	0.0	(a)	(b)	(c)	(d)
	From transboundary sources	0.0	0.0	0.0	0.0	(a)	(b)	(c)	(d)
From other urban background sources	0.7	0.6	0.6	0.6	(a)	(b)	(c)	(d)	
Local sources (i.e. contributions from sources < 0.3 km from the receptor)	Total	216.4	181.9	96.7	42.6	83.9	73.5	42.1	20.5
	From cars	46.1	32.3	22.0	14.3	17.3	13.2	9.9	7.0
	From HGV rigid	57.5	51.2	24.7	8.7	21.8	20.0	10.3	4.0
	From HGV articulated	84.7	73.8	34.9	11.4	31.5	28.2	14.3	5.3
	From Buses	5.3	5.1	3.5	1.6	2.5	2.4	1.6	0.8
	From LGVs	22.1	18.9	11.1	6.1	10.6	9.6	5.9	3.3
From motorcycles	0.7	0.6	0.5	0.3	0.3	0.2	0.2	0.2	
Total (i.e. regional background + urban background + local components)		263.1	222.0	125.5	63.8	102.0	89.7	54.4	30.4

(a) The total annual mean NO<sub>2</sub> contribution for all components labelled (a) in 2008 was modelled to be 8 µgm<sup>-3</sup>.

(b) The total annual mean NO<sub>2</sub> contribution for all components labelled (b) in 2010 is predicted to be 6.6 µgm<sup>-3</sup>.

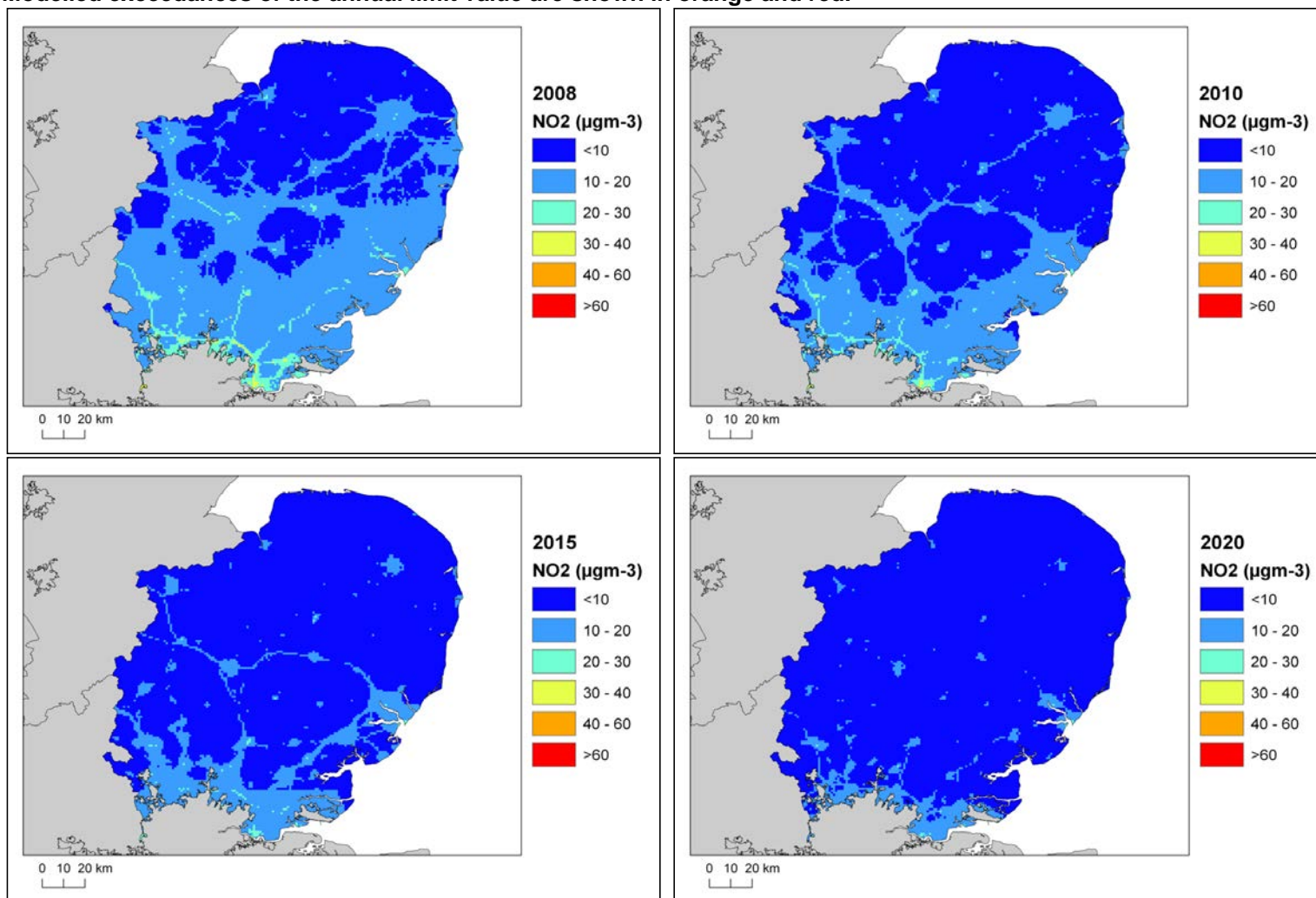
(c) The total annual mean NO<sub>2</sub> contribution for all components labelled (c) in 2015 is predicted to be 4 µgm<sup>-3</sup>.

(d) The total annual mean NO<sub>2</sub> contribution for all components labelled (d) in 2020 is predicted to be 2.1 µgm<sup>-3</sup>.

**Table 6. The maximum NO<sub>x</sub> contribution from each source from across all the roads included in the exceedance situation on which exceedances remain in 2010, 2015 and 2020 under baseline conditions. Zeros indicate that there are no exceedances in the relevant year.**

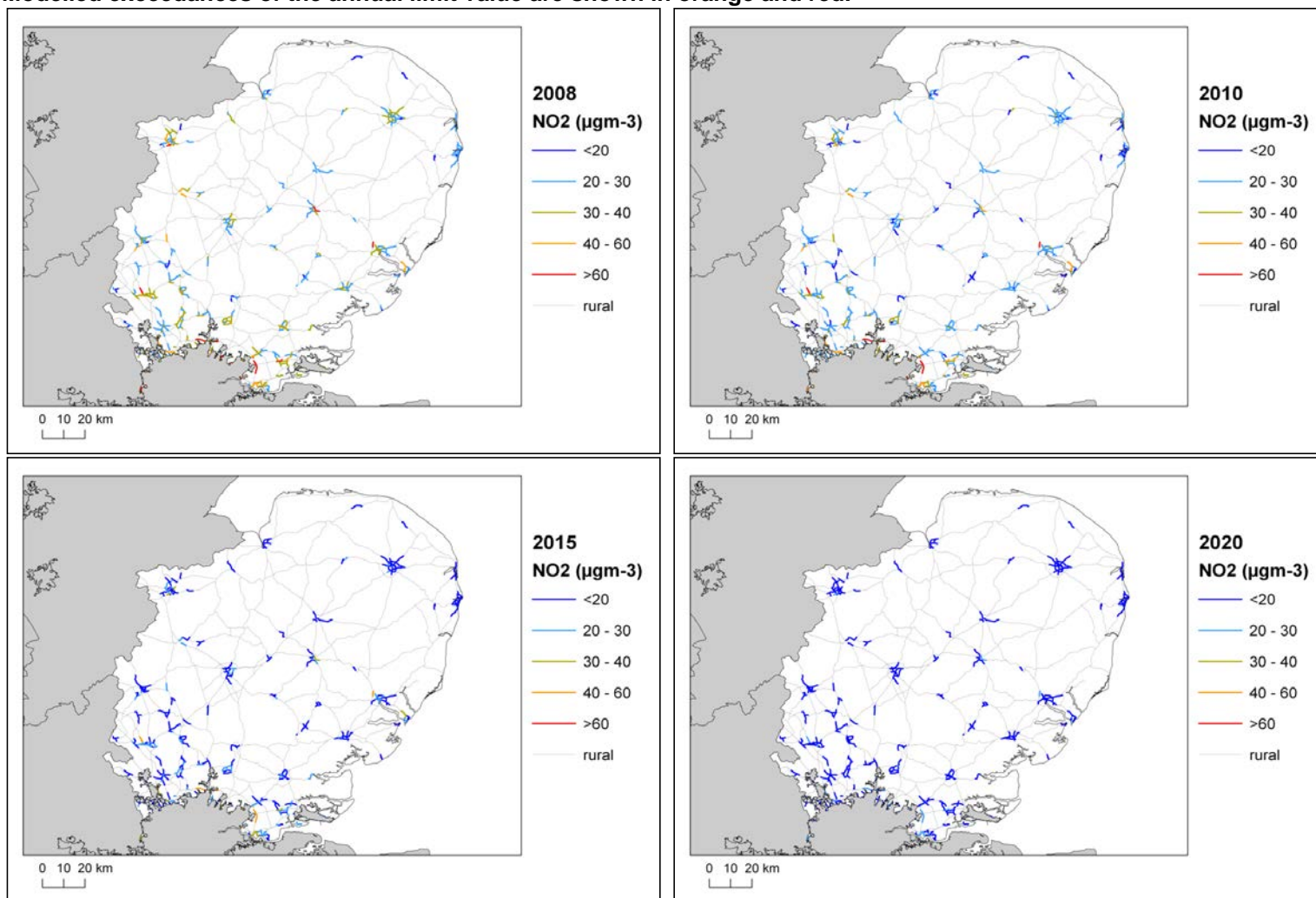
Spatial scale	Component	NO <sub>x</sub>			
		2008	2010	2015	2020
Regional background sources (i.e. contributions from distant sources of > 30 km from the receptor)	From within the UK	8.2	7.0	5.7	0.0
	From transboundary sources (includes shipping and other EU Member States)	8.4	7.4	6.1	0.0
Urban background sources (i.e. sources located within 0.3 - 30 km from the receptor)	From road traffic sources	39.1	31.4	19.7	0.0
	From industry (including heat and power generation)	26.4	12.3	5.2	0.0
	From agriculture	0.0	0.0	0.0	0.0
	From commercial/residential sources	14.5	14.5	5.9	0.0
	From shipping	13.2	12.6	0.4	0.0
	From off road mobile machinery	12.5	6.2	2.8	0.0
	From natural sources	0.0	0.0	0.0	0.0
	From transboundary sources	0.0	0.0	0.0	0.0
	From other urban background sources	3.1	2.6	1.5	0.0
Local sources (i.e. contributions from sources < 0.3 km from the receptor)	From cars	54.5	38.1	26.0	0.0
	From HGV rigid	57.5	51.2	24.7	0.0
	From HGV articulated	120.4	104.9	52.9	0.0
	From Buses	35.9	25.0	9.0	0.0
	From LGVs	22.9	19.6	22.8	0.0
	From motorcycles	0.9	0.9	0.8	0.0

Figure 6. Background baseline projections of annual mean NO<sub>2</sub> concentrations in 2010, 2015 and 2020. 2008 is also included here for reference. Modelled exceedances of the annual limit value are shown in orange and red.



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Figure 7. Roadside baseline projections of annual mean NO<sub>2</sub> concentrations in 2010, 2015 and 2020. 2008 is also included here for reference. Modelled exceedances of the annual limit value are shown in orange and red.



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## 6. Projections including the impact of the low emissions zone (LEZ) scenario

### 6.1. Overview of model projections

Further model projections for 2015 and 2020 have also been calculated that include the impact of the LEZ scenario. This scenario is under consideration as part of our investigation of additional measures to achieve the NO<sub>2</sub> limit values. The scenario modelled here would require all HGVs and buses to meet at least Euro IV emission standards for NO<sub>x</sub> and PM<sub>10</sub> in 2015 in order to travel on roads other than the strategic long distance road network within the selected Local Authority boundaries. More details of the work underway to explore the feasibility and costs of a national LEZ framework are provided in the UK overview document and a description of the modelling assumptions included in the LEZ scenario is available in the UK technical report.

The LEZ scenario has been modelled for this zone because initial screening work indicated that, should it be applied, it would be effective at either reducing the gap to or achieving compliance with the limit value. The model results for these projections are presented in this section.

Further work is underway to investigate the feasibility and practicality of a national framework for LEZ as an additional measure to reduce concentrations of NO<sub>2</sub>. These investigations include:

- the likely effectiveness of any scheme at controlling air pollutant emissions and delivering increased compliance with European air quality standards within the timescales specified by the EU Ambient Air Quality Directive;
- the effectiveness and reliability of available NO<sub>x</sub> abatement equipment, taking into account evidence on the performance of Euro standards;
- the cost and resource such a measure might place upon national and/or local government;
- administrative and enforcement considerations for the scheme and the implications of this for Government Executive Agencies;
- the likely take-up of the scheme by local authorities and others;
- how any scheme would relate to ongoing certification work at EU and UNECE level.

These investigations will continue over the coming months and decisions will be made following the investigation as to whether or not it is feasible to introduce a national LEZ Framework and the details of any scheme. Should a local authority decide to introduce an LEZ, final decisions on the nature and extent of such a measure would be for the local authority to make taking into account local circumstances and any national arrangements put in place. These might not reflect what has been modelled in the scenario.

The LEZ scenario examines the impact of a LEZ applied within the selected local authorities listed in the supporting technical report. The local authorities relevant to this zone are

- Barnet London Borough Council
- Enfield London Borough Council
- Harrow London Borough Council
- Havering London Borough Council
- Hillingdon London Borough Council
- Redbridge London Borough Council

The impact of the LEZ scenario on projected NO<sub>2</sub> concentrations in 2015 will be greatest in these local authorities. There are also expected to be smaller benefits in other areas as a result of the changes to the national HGV fleets required to ensure LEZ compliance within the LEZ locations. The impact of these fleet changes on projected NO<sub>2</sub> concentrations in 2015 have been assessed in all zones for which the baseline projections do not show compliance with the annual mean limit value in 2015.



## 6.2. LEZ scenario projections: NO<sub>2</sub>\_UK0029\_Annual\_1

Table 7 presents summary results for the LEZ scenario model projections for 2015 and 2020 for the NO<sub>2</sub>\_UK0029\_Annual\_1 exceedance situation. This shows that the maximum modelled annual mean NO<sub>2</sub> concentration predicted for 2015 for the LEZ scenario in this exceedance situation is 52.2 µgm<sup>-3</sup>. Hence, the model results suggest that compliance with the NO<sub>2</sub> annual limit value is unlikely to be achieved by 2015 for the LEZ scenario in this exceedance situation. The model results do, however, show that the NO<sub>2</sub> annual mean limit value is likely to be achieved in this exceedance situation in 2020, when the maximum modelled annual mean NO<sub>2</sub> concentration predicted to be 30 µgm<sup>-3</sup>.

The projected modelled NO<sub>x</sub> and indicative NO<sub>2</sub> annual mean source apportionments for 2010, 2015 and 2020 at the location with the biggest compliance gap in 2008 are presented in Table 8. In 2010 and 2020, the model results suggest that this location will continue to have the highest annual mean NO<sub>2</sub> concentration within this exceedance situation. However, in 2015 the model indicates that the location with the highest annual mean NO<sub>2</sub> concentration within this exceedance situation will be elsewhere. Information regarding the new location with the highest NO<sub>2</sub> concentration, including the source apportionment is given in Table 9. The locations of maximum concentration in each year are given in the footnote to this table. This source apportionment information is useful because it shows which sources need to be tackled at the point with the largest compliance gap in the exceedance situation.

Table 10 shows the maximum NO<sub>x</sub> contribution from each source apportionment component from any road across the whole exceedance situation. This source apportionment information is useful because it highlights all the key sources that need to be tackled within the exceedance situation in order to achieve compliance across the entire area of the exceedance situation. It should be noted that this table only includes roads that continue to be in exceedance in the relevant year. Hence, for example, the road with the largest contribution from cars in 2010 may no longer be included in the table in 2015 if the road is predicted to be compliant in 2015.

Figures 8 and 9 show maps of projected annual mean NO<sub>2</sub> concentrations for the LEZ scenario in 2015 and 2020 at background and roadside locations respectively. Maps for 2008 and baseline projections for 2010 are also presented here for reference.

**Table 7. Annual mean NO<sub>2</sub> model results in NO<sub>2</sub>\_UK0029\_Annual\_1. 2015 and 2020 results are for the LEZ scenario. Results for 2008 and baseline projections for 2010 are also shown**

	2008	2010	2015	2020
Road length exceeding (km)	110.8	80.3	23.4	0.0
Background area exceeding (km <sup>2</sup> )	0	0	0	0
Maximum modelled concentration (µgm <sup>-3</sup> ) (a)	102.0	89.7	52.2	30.0

(a) Annual Mean Limit Value = 40 µgm<sup>-3</sup>

**Table 8. Modelled source apportionment for 2015 and 2020 for the LEZ scenario for traffic count point 99903 on the A13 (the road section with the maximum modelled annual mean NO<sub>2</sub> concentration in 2008 in NO<sub>2</sub>\_UK0029\_Annual\_1 OS grid (m): 551300, 181730). 2008 and 2010 baseline projections results are also presented here for reference (units: µgm<sup>-3</sup>).**

Spatial scale	Component	NOx				NO <sub>2</sub> (indicative)			
		2008	2010	2015	2020	2008	2010	2015	2020
Regional background sources (i.e. contributions from distant sources of > 30 km from the receptor)	Total	11.5	10.0	8.6	7.0	(a)	(b)	(c)	(d)
	From within the UK	7.3	6.3	5.4	4.4	(a)	(b)	(c)	(d)
	From transboundary sources (includes shipping and other EU Member States)	4.3	3.7	3.2	2.6	(a)	(b)	(c)	(d)
Urban background sources (i.e. sources located within 0.3 - 30 km from the receptor)	Total	35.1	30.0	19.5	14.1	18.1	16.1	12.0	9.8
	From road traffic sources	19.1	15.2	8.0	4.2	10.1	9.5	8.4	7.8
	From industry (including heat and power generation)	5.8	5.0	4.8	4.4	(a)	(b)	(c)	(d)
	From agriculture	0.0	0.0	0.0	0.0	(a)	(b)	(c)	(d)
	From commercial/residential sources	4.2	4.2	3.4	3.1	(a)	(b)	(c)	(d)
	From shipping	0.0	0.0	0.0	0.0	(a)	(b)	(c)	(d)
	From off road mobile machinery	5.4	5.1	2.7	1.9	(a)	(b)	(c)	(d)
	From natural sources	0.0	0.0	0.0	0.0	(a)	(b)	(c)	(d)
	From transboundary sources	0.0	0.0	0.0	0.0	(a)	(b)	(c)	(d)
From other urban background sources	0.7	0.6	0.6	0.6	(a)	(b)	(c)	(d)	
Local sources (i.e. contributions from sources < 0.3 km from the receptor)	Total	216.4	181.9	90.3	41.8	83.9	73.5	39.8	20.2
	From cars	46.1	32.3	22.0	14.4	17.3	13.2	9.9	7.0
	From HGV rigid	57.5	51.2	22.4	8.6	21.8	20.0	9.4	4.0
	From HGV articulated	84.7	73.8	31.8	11.1	31.5	28.2	13.2	5.1
	From Buses	5.3	5.1	2.6	1.3	2.5	2.4	1.2	0.6
	From LGVs	22.1	18.9	11.1	6.1	10.6	9.6	5.9	3.3
From motorcycles	0.7	0.6	0.5	0.3	0.3	0.2	0.2	0.2	
Total (i.e. regional background + urban background + local components)		263.1	222.0	118.4	62.9	102.0	89.7	51.8	30.0

- (a) The total annual mean NO<sub>2</sub> contribution for all components labelled (a) in 2008 was modelled to be 8 µgm<sup>-3</sup>.  
(b) The total annual mean NO<sub>2</sub> contribution for all components labelled (b) in 2010 is predicted to be 6.6 µgm<sup>-3</sup>.  
(c) The total annual mean NO<sub>2</sub> contribution for all components labelled (c) in 2015 is predicted to be 3.7 µgm<sup>-3</sup>.  
(d) The total annual mean NO<sub>2</sub> contribution for all components labelled (d) in 2020 is predicted to be 2.1 µgm<sup>-3</sup>.

**Table 9. Modelled source apportionment for 2015 and 2020 for the LEZ scenario for traffic count point with the highest concentration in these years in NO<sub>2</sub>\_UK0029\_Annual\_1. (a) 2008 and 2010 baseline projections results are also presented here for reference (units: µg m<sup>-3</sup>).**

Spatial scale	Component	NOx				NO2 (indicative)			
		2008	2010	2015	2020	2008	2010	2015	2020
Regional background sources (i.e. contributions from distant sources of > 30 km from the receptor)	Total	11.5	10.0	10.3	7.0	(b)	(c)	(d)	(e)
	From within the UK	7.3	6.3	4.2	4.4	(b)	(c)	(d)	(e)
	From transboundary sources (includes shipping and other EU Member States)	4.3	3.7	6.1	2.6	(b)	(c)	(d)	(e)
Urban background sources (i.e. sources located within 0.3 - 30 km from the receptor)	Total	35.1	30.0	10.8	14.1	18.1	16.1	9.0	9.8
	From road traffic sources	19.1	15.2	7.5	4.2	10.1	9.5	5.6	7.8
	From industry (including heat and power generation)	5.8	5.0	0.8	4.4	(b)	(c)	(d)	(e)
	From agriculture	0.0	0.0	0.0	0.0	(b)	(c)	(d)	(e)
	From commercial/residential sources	4.2	4.2	1.2	3.1	(b)	(c)	(d)	(e)
	From shipping	0.0	0.0	0.3	0.0	(b)	(c)	(d)	(e)
	From off road mobile machinery	5.4	5.1	0.6	1.9	(b)	(c)	(d)	(e)
	From natural sources	0.0	0.0	0.0	0.0	(b)	(c)	(d)	(e)
	From transboundary sources	0.0	0.0	0.0	0.0	(b)	(c)	(d)	(e)
From other urban background sources	0.7	0.6	0.4	0.6	(b)	(c)	(d)	(e)	
Local sources (i.e. contributions from sources < 0.3 km from the receptor)	Total	216.4	181.9	99.6	41.8	83.9	73.5	43.2	20.2
	From cars	46.1	32.3	23.5	14.4	17.3	13.2	10.9	7.0
	From HGV rigid	57.5	51.2	16.4	8.6	21.8	20.0	6.8	4.0
	From HGV articulated	84.7	73.8	45.0	11.1	31.5	28.2	18.1	5.1
	From Buses	5.3	5.1	2.1	1.3	2.5	2.4	0.9	0.6
	From LGVs	22.1	18.9	12.3	6.1	10.6	9.6	6.4	3.3
From motorcycles	0.7	0.6	0.4	0.3	0.3	0.2	0.1	0.2	
Total (i.e. regional background + urban background + local components)		263.1	222.0	120.6	62.9	102.0	89.7	52.2	30.0

(a) The road with the maximum annual mean NO<sub>2</sub> concentration in different years is as follows. 2008: A section of the A13 (count point id 99903 ). 2010: A section of the A13 (count point id 99903 ). 2015: A section of the A13 (count point id 99903 ). 2020: A section of the A13 (count point id 99903 ). (OS grid (m): 551300, 181730; 551300, 181730; 551300, 181730; 551300, 181730).

(b) The total annual mean NO<sub>2</sub> contribution for all components labelled (b) in 2008 was modelled to be 8 µg m<sup>-3</sup>.

(c) The total annual mean NO<sub>2</sub> contribution for all components labelled (c) in 2010 is predicted to be 6.6 µg m<sup>-3</sup>.

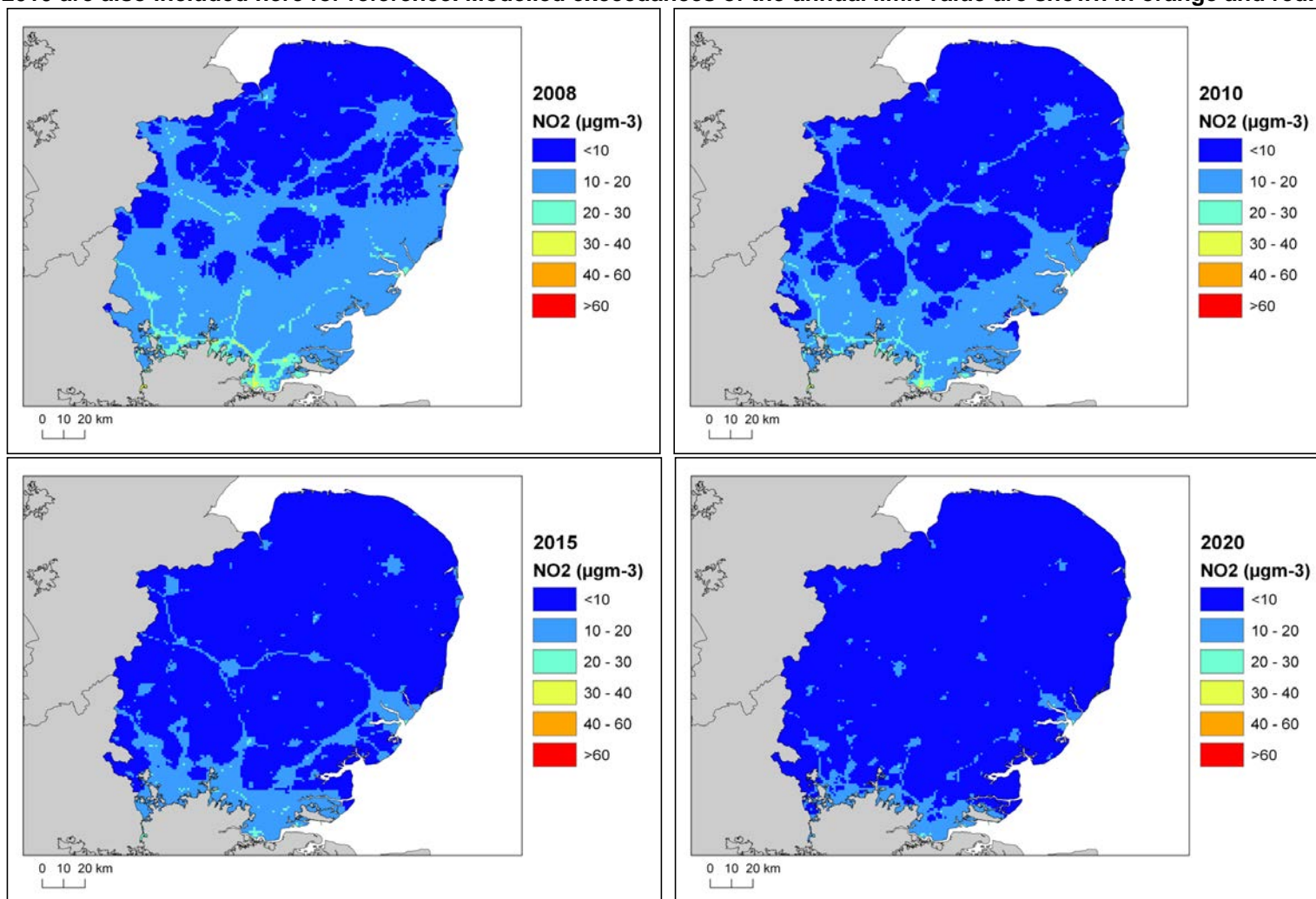
(d) The total annual mean NO<sub>2</sub> contribution for all components labelled (d) in 2015 is predicted to be 3.4 µg m<sup>-3</sup>.

(e) The total annual mean NO<sub>2</sub> contribution for all components labelled (e) in 2020 is predicted to be 2.1 µg m<sup>-3</sup>.

**Table 10. The maximum NO<sub>x</sub> contribution from each source from across all the roads included in the exceedance situation on which exceedances remain in 2010, 2015 and 2020 under baseline conditions. Zeros indicate that there are no exceedances in the relevant year.**

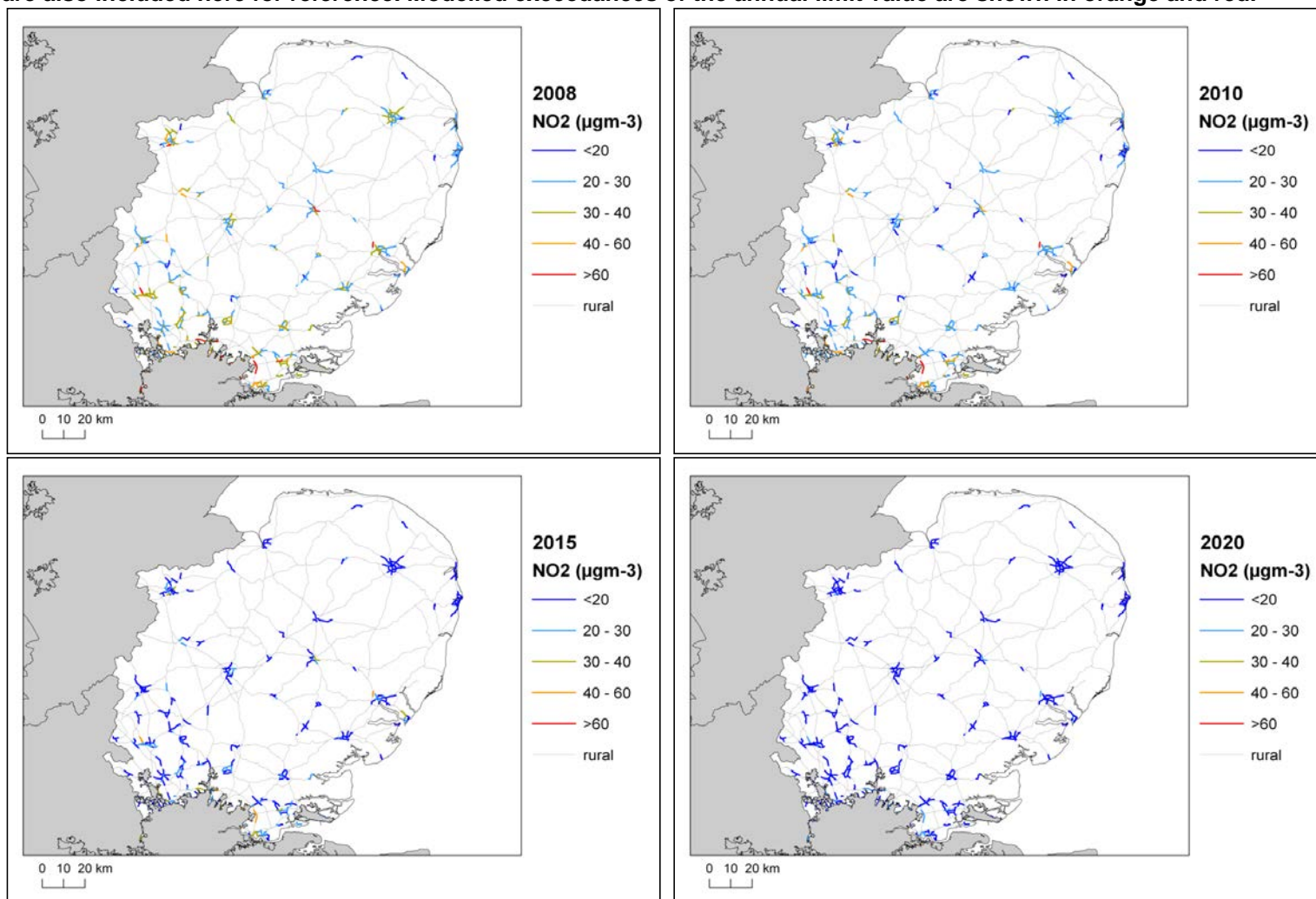
Spatial scale	Component	NO <sub>x</sub>			
		2008	2010	2015	2020
Regional background sources (i.e. contributions from distant sources of > 30 km from the receptor)	From within the UK	8.2	7.0	5.6	0.0
	From transboundary sources (includes shipping and other EU Member States)	8.4	7.4	6.1	0.0
Urban background sources (i.e. sources located within 0.3 - 30 km from the receptor)	From road traffic sources	39.1	31.4	19.1	0.0
	From industry (including heat and power generation)	26.4	12.3	5.2	0.0
	From agriculture	0.0	0.0	0.0	0.0
	From commercial/residential sources	14.5	14.5	5.9	0.0
	From shipping	13.2	12.6	0.4	0.0
	From off road mobile machinery	12.5	6.2	2.8	0.0
	From natural sources	0.0	0.0	0.0	0.0
	From transboundary sources	0.0	0.0	0.0	0.0
	From other urban background sources	3.1	2.6	1.5	0.0
Local sources (i.e. contributions from sources < 0.3 km from the receptor)	From cars	54.5	38.1	26.0	0.0
	From HGV rigid	57.5	51.2	22.4	0.0
	From HGV articulated	120.4	104.9	50.6	0.0
	From Buses	35.9	25.0	7.4	0.0
	From LGVs	22.9	19.6	22.8	0.0
	From motorcycles	0.9	0.9	0.8	0.0

Figure 8. Background projections of annual mean NO<sub>2</sub> concentrations in 2015 and 2020 for the LEZ scenario. 2008 and baseline projections for 2010 are also included here for reference. Modelled exceedances of the annual limit value are shown in orange and red.



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Figure 9. Roadside projections of annual mean NO<sub>2</sub> concentrations in 2015 and 2020 for the LEZ scenario. 2008 and baseline projections for 2010 are also included here for reference. Modelled exceedances of the annual limit value are shown in orange and red.



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## **List of Annexes**

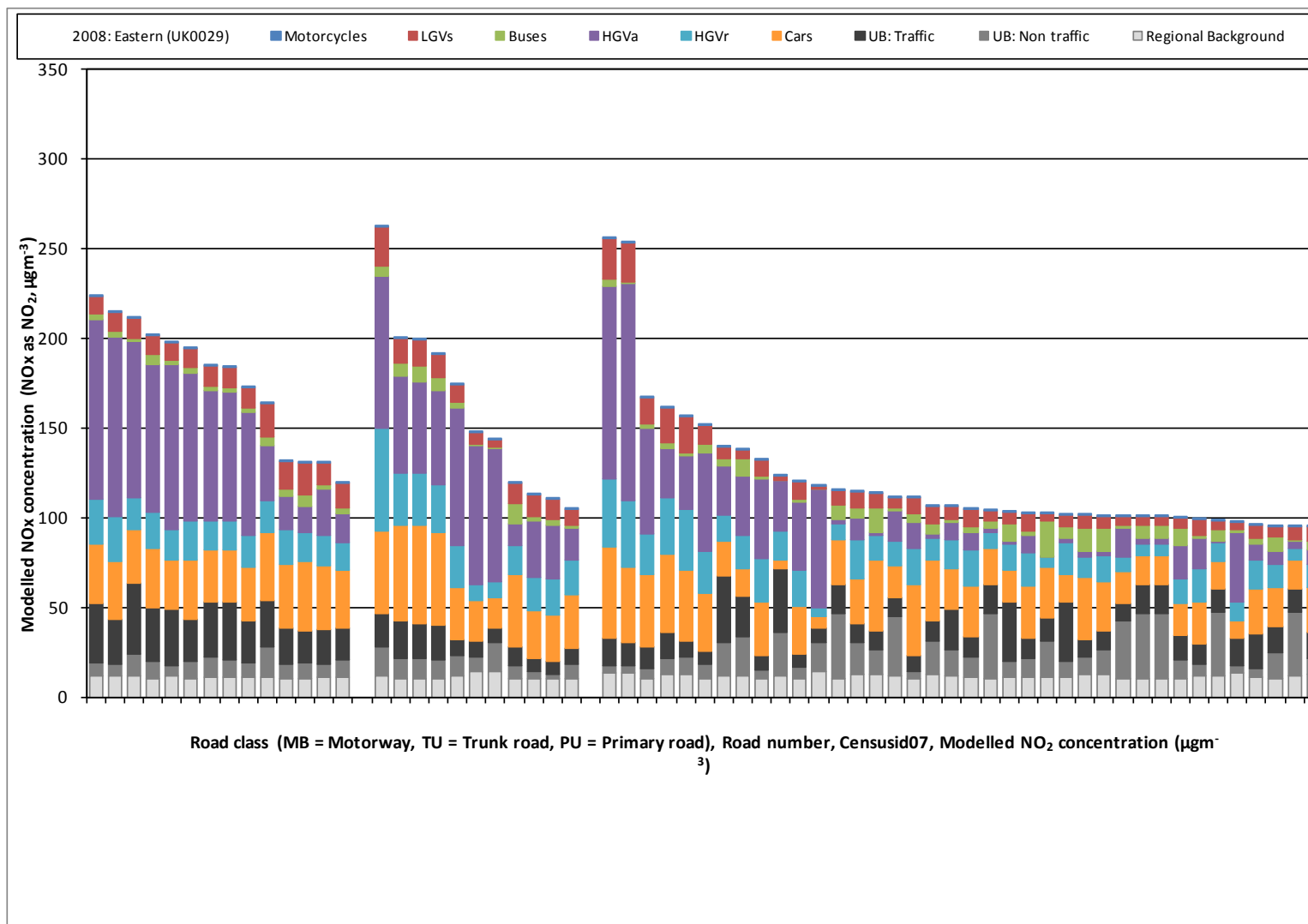
Annex 1: Source apportionment graphs

Annex 2: Tables of measures



## **Annex 1: Source apportionment graphs**

Figure A1.1 Annual mean roadside NO<sub>x</sub> source apportionment plots for all roads exceeding the annual mean NO<sub>2</sub> limit value in 2008



## **Annex 2: Tables of measures**

**Table A2.1 Relevant Local Authority measures taken before or during 2010 within Eastern (UK0029)**

LA (a)	Measure code (b)	Title	Description	Other information
Chelmsford	Local_Chelmsford_E 1	Dynamic Daytime Operation of flyover	Dynamic Daytime Operation of flyover	<ul style="list-style-type: none"> <li>• Type: Technical</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: local</li> <li>• Implementation date: 2009</li> <li>• Reduction timescale: Long term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : No</li> <li>• Reference (d): Local_zone29_Chelmsford_AQActionplan_1</li> </ul>
Chelmsford	Local_Chelmsford_F1	Signalling	Reintroduction of signal controls at Chelmer Road and possibly Parkway exits	<ul style="list-style-type: none"> <li>• Type: Technical</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: local</li> <li>• Implementation date: 2009</li> <li>• Reduction timescale: Long term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : No</li> <li>• Reference (d): Local_zone29_Chelmsford_AQActionplan_1</li> </ul>
Chelmsford	Local_Chelmsford_G 1	Pedestrian Crossings	Relocation of pedestrian crossing on Parkway.	<ul style="list-style-type: none"> <li>• Type: Technical</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: local</li> <li>• Implementation date: 2009</li> <li>• Reduction timescale: Long term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : No</li> <li>• Reference (d): Local_zone29_Chelmsford_AQActionplan_1</li> </ul>
Chelmsford	Local_Chelmsford_G 2	Pedestrian Crossing	Replacement of existing crossing on Van Diemens Road with staggered crossing	<ul style="list-style-type: none"> <li>• Type: Technical</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: local</li> <li>• Implementation date: 2009</li> <li>• Reduction timescale: Long term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : No</li> <li>• Reference (d): Local_zone29_Chelmsford_AQActionplan_1</li> </ul>
Chelmsford	Local_Chelmsford_E 2	Replacement of Chelmer	Replacement of Chelmer Viaduct	<ul style="list-style-type: none"> <li>• Type: Technical</li> <li>• Sources affected: Transport</li> </ul>

LA (a)	Measure code (b)	Title	Description	Other information
		Viaduct		<ul style="list-style-type: none"> <li>• Spatial scale: local</li> <li>• Implementation date: 2009</li> <li>• Reduction timescale: Long term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : No</li> <li>• Reference (d): Local_zone29_Chelmsford_AQActionplan_1</li> </ul>
Chelmsford	Local_Chelmsford_E 3	Traffic management	Removing pinch point at the base of flyover by widening 1.5 lanes to 2 full lanes	<ul style="list-style-type: none"> <li>• Type: Technical; Other</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: local</li> <li>• Implementation date: 2009</li> <li>• Reduction timescale: Long term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : No</li> <li>• Reference (d): Local_zone29_Chelmsford_AQActionplan_1</li> </ul>
Chelmsford	Local_Chelmsford_E 4	Pedestrian access	The maintenance of pedestrian access across the Army and Navy Junction	<ul style="list-style-type: none"> <li>• Type: Technical; Other</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: local</li> <li>• Implementation date: 2009</li> <li>• Reduction timescale: Long term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : No</li> <li>• Reference (d): Local_zone29_Chelmsford_AQActionplan_1</li> </ul>
Chelmsford	Local_Chelmsford_F2	Education and Awareness Raising	Education and Promotion of Air Quality	<ul style="list-style-type: none"> <li>• Type: Other</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: local</li> <li>• Implementation date: 2009</li> <li>• Reduction timescale: Long term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : Yes</li> <li>• Reference (d): Local_zone29_Chelmsford_AQActionplan_1</li> </ul>
Chelmsford	Local_Chelmsford_F3	Website Developments	Website Developments	<ul style="list-style-type: none"> <li>• Type: Technical; Other</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: local</li> <li>• Implementation date: 2009</li> <li>• Reduction timescale: Long term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : No</li> <li>• Reference (d):</li> </ul>

LA (a)	Measure code (b)	Title	Description	Other information
				Local_zone29_Chelmsford_AQActionplan_1
Chelmsford	Local_Chelmsford_G3	Phase I of Chelmsford Borough Councils' Sustainable Travel Plan	Phase I of Chelmsford Borough Councils' Sustainable Travel Plan	<ul style="list-style-type: none"> <li>• Type: Other</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: local</li> <li>• Implementation date: 2009</li> <li>• Reduction timescale: Long term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : Yes</li> <li>• Reference (d):</li> </ul> Local_zone29_Chelmsford_AQActionplan_1
Chelmsford	Local_Chelmsford_H1	Chelmsford Borough Councils' Climate Change Action Plan	Chelmsford Borough Councils' Climate Change Action Plan	<ul style="list-style-type: none"> <li>• Type: Other</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: local</li> <li>• Implementation date: 2009</li> <li>• Reduction timescale: Long term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : No</li> <li>• Reference (d):</li> </ul> Local_zone29_Chelmsford_AQActionplan_1
Chelmsford	Local_Chelmsford_H2	Air Quality Monitoring	AQ Grant Funding Application for OPSIS Open Path NO <sub>x</sub> analyser	<ul style="list-style-type: none"> <li>• Type: Other</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: local</li> <li>• Implementation date: 2009</li> <li>• Reduction timescale: Long term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : No</li> <li>• Reference (d):</li> </ul> Local_zone29_Chelmsford_AQActionplan_1
REDBRIDG E	Local_Redbridge_G1	Development of Cycling and Walking	Improve paving, lighting, street furniture and security.	<ul style="list-style-type: none"> <li>• Type: Other</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: local</li> <li>• Implementation date: Ongoing.</li> <li>• Reduction timescale: Long term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : No</li> <li>• Reference (d):</li> </ul> Local_zone29_Redbridge_AQActionplan_1
REDBRIDG E	Local_Redbridge_G2	Development of Cycling and Walking	Work on the Cross London Strategic Walking Partnership	<ul style="list-style-type: none"> <li>• Type: Other</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: regional</li> <li>• Implementation date: Ongoing.</li> <li>• Reduction timescale: Long term</li> </ul>

LA (a)	Measure code (b)	Title	Description	Other information
				<ul style="list-style-type: none"> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : No</li> <li>• Reference (d): Local_zone29_Redbridge_AQActionplan_1</li> </ul>
REDBRIDG E	Local_Redbridge_G3	Development of Cycling and Walking	Lobby for a dedicated 'Walking Officer'	<ul style="list-style-type: none"> <li>• Type: Other</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: local</li> <li>• Implementation date: No info.</li> <li>• Reduction timescale: Medium term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : No</li> <li>• Reference (d): Local_zone29_Redbridge_AQActionplan_1</li> </ul>
REDBRIDG E	Local_Redbridge_G4	Development of Cycling and Walking	Continue to offer cycle training to children	<ul style="list-style-type: none"> <li>• Type: Other</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: local</li> <li>• Implementation date: No info.</li> <li>• Reduction timescale: Long term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : Yes</li> <li>• Reference (d): Local_zone29_Redbridge_AQActionplan_1</li> </ul>
REDBRIDG E	Local_Redbridge_A1	Fleet Management & clean fuels	Continue with trials with nitrogen inflated tyres	<ul style="list-style-type: none"> <li>• Type: Technical</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: local</li> <li>• Implementation date: No info.</li> <li>• Reduction timescale: Medium term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : No</li> <li>• Reference (d): Local_zone29_Redbridge_AQActionplan_1</li> </ul>
REDBRIDG E	Local_Redbridge_C1	Fleet Management & clean fuels	Investigate how to bring fleet up to LEZ standard	<ul style="list-style-type: none"> <li>• Type: Technical</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: local</li> <li>• Implementation date: Ongoing.</li> <li>• Reduction timescale: Medium term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : No</li> <li>• Reference (d): Local_zone29_Redbridge_AQActionplan_1</li> </ul>
REDBRIDG E	Local_Redbridge_F1	Fleet Management &	Training to minimise pollution from own fleet	<ul style="list-style-type: none"> <li>• Type: Technical</li> <li>• Sources affected: Transport</li> </ul>

LA (a)	Measure code (b)	Title	Description	Other information
		clean fuels		<ul style="list-style-type: none"> <li>• Spatial scale: local</li> <li>• Implementation date: Ongoing.</li> <li>• Reduction timescale: Short term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : No</li> <li>• Reference (d): Local_zone29_Redbridge_AQActionplan_1</li> </ul>
REDBRIDG E	Local_Redbridge_A2	Freight Measures	Continue to participate in the Thames Gateway Regional Partnership freight forums and work with TfL	<ul style="list-style-type: none"> <li>• Type: Technical</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: regional</li> <li>• Implementation date: No info.</li> <li>• Reduction timescale: Short term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : No</li> <li>• Reference (d): Local_zone29_Redbridge_AQActionplan_1</li> </ul>
REDBRIDG E	Local_Redbridge_A3	Freight Measures	Provide help, encouragement and awareness raising to road freight groups within the Borough, concerning funding for cleaner vehicles	<ul style="list-style-type: none"> <li>• Type: Technical</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: local</li> <li>• Implementation date: No info.</li> <li>• Reduction timescale: Medium term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : No</li> <li>• Reference (d): Local_zone29_Redbridge_AQActionplan_1</li> </ul>
REDBRIDG E	Local_Redbridge_A4	Freight Measures	Continue enforcing night ban on HGV parking in residential streets	<ul style="list-style-type: none"> <li>• Type: Technical</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: local</li> <li>• Implementation date: No info.</li> <li>• Reduction timescale: Medium term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : No</li> <li>• Reference (d): Local_zone29_Redbridge_AQActionplan_1</li> </ul>
REDBRIDG E	Local_Redbridge_A5	Infrastructure Development	Road resurfacing during off-peak times using a one stage resurfacing material	<ul style="list-style-type: none"> <li>• Type: Technical</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: local</li> <li>• Implementation date: No info.</li> <li>• Reduction timescale: Medium term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : No</li> <li>• Reference (d):</li> </ul>



LA (a)	Measure code (b)	Title	Description	Other information
				Local_zone29_Redbridge_AQActionplan_1
REDBRIDG E	Local_Redbridge_E1	Land Use Planning	Actively discourage new development that generates significant numbers of trips at locations poorly served by public transport.	<ul style="list-style-type: none"> <li>• Type: Technical</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: local</li> <li>• Implementation date: No info.</li> <li>• Reduction timescale: Medium term</li> <li>• Regulatory: Yes</li> <li>• Smarter Choices (c) : No</li> <li>• Reference (d): Local_zone29_Redbridge_AQActionplan_1</li> </ul>
REDBRIDG E	Local_Redbridge_E2	Land Use Planning	Ensure air quality is given material consideration in assessment of proposals for development as stated in Gov. guidance PPS 23.	<ul style="list-style-type: none"> <li>• Type: Technical</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: local</li> <li>• Implementation date: No info.</li> <li>• Reduction timescale: Medium term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : No</li> <li>• Reference (d): Local_zone29_Redbridge_AQActionplan_1</li> </ul>
REDBRIDG E	Local_Redbridge_E3	Land Use Planning	Air Quality Supplementary Planning Guidance for developers.	<ul style="list-style-type: none"> <li>• Type: Economic/fiscal</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: local</li> <li>• Implementation date: Ongoing.</li> <li>• Reduction timescale: Long term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : No</li> <li>• Reference (d): Local_zone29_Redbridge_AQActionplan_1</li> </ul>
REDBRIDG E	Local_Redbridge_E4	Land Use Planning	Investigate using Section 106 planning obligations to address air quality issues	<ul style="list-style-type: none"> <li>• Type: Economic/fiscal</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: local</li> <li>• Implementation date: Ongoing.</li> <li>• Reduction timescale: Long term</li> <li>• Regulatory: Yes</li> <li>• Smarter Choices (c) : No</li> <li>• Reference (d): Local_zone29_Redbridge_AQActionplan_1</li> </ul>
REDBRIDG E	Local_Redbridge_A6	Low Emission Zones	Participate in the London LEZ stakeholder consultation on strategy revisions in 2006	<ul style="list-style-type: none"> <li>• Type: Education/information</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: regional</li> <li>• Implementation date: Ongoing.</li> <li>• Reduction timescale: Medium term</li> </ul>

LA (a)	Measure code (b)	Title	Description	Other information
				<ul style="list-style-type: none"> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : No</li> <li>• Reference (d): Local_zone29_Redbridge_AQActionplan_1</li> </ul>
REDBRIDG E	Local_Redbridge_D	Parking Management & Charging	Parking and Enforcement Plan to regulate traffic volumes and may encourage shift from private vehicle use	<ul style="list-style-type: none"> <li>• Type: Education/information</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: local</li> <li>• Implementation date: No info</li> <li>• Reduction timescale: Medium term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : No</li> <li>• Reference (d): Local_zone29_Redbridge_AQActionplan_1</li> </ul>
REDBRIDG E	Local_Redbridge_F2	Partnership & Travel Plans	The Council will continue to develop its own Travel Plan	<ul style="list-style-type: none"> <li>• Type: Other</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: local</li> <li>• Implementation date: Ongoing.</li> <li>• Reduction timescale: Medium term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : Yes</li> <li>• Reference (d): Local_zone29_Redbridge_AQActionplan_1</li> </ul>
REDBRIDG E	Local_Redbridge_F3	Partnership & Travel Plans	Council will continue to engage local schools in the School Travel Plan initiative	<ul style="list-style-type: none"> <li>• Type: Education/information</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: local</li> <li>• Implementation date: Ongoing.</li> <li>• Reduction timescale: Medium term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : Yes</li> <li>• Reference (d): Local_zone29_Redbridge_AQActionplan_1</li> </ul>
REDBRIDG E	Local_Redbridge_F4	Partnership & Travel Plans	Raise awareness through campaigns	<ul style="list-style-type: none"> <li>• Type: Education/information</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: local</li> <li>• Implementation date: No info.</li> <li>• Reduction timescale: Medium term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : Yes</li> <li>• Reference (d): Local_zone29_Redbridge_AQActionplan_1</li> </ul>
REDBRIDG E	Local_Redbridge_A7	Physical Traffic Management	Develop and implement a range of traffic management and calming measures (on LB roads)	<ul style="list-style-type: none"> <li>• Type: Technical</li> <li>• Sources affected: Transport</li> </ul>

LA (a)	Measure code (b)	Title	Description	Other information
				<ul style="list-style-type: none"> <li>• Spatial scale: local</li> <li>• Implementation date: No info.</li> <li>• Reduction timescale: Medium term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : No</li> <li>• Reference (d): Local_zone29_Redbridge_AQActionplan_1</li> </ul>
REDBRIDG E	Local_Redbridge_A8	Physical Traffic Management	Traffic signals phased for optimum benefit of air quality	<ul style="list-style-type: none"> <li>• Type: Education/information</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: local</li> <li>• Implementation date: No info.</li> <li>• Reduction timescale: Medium term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : No</li> <li>• Reference (d): Local_zone29_Redbridge_AQActionplan_1</li> </ul>
REDBRIDG E	Local_Redbridge_A9	Public Transport Initiatives - Bus	Support and encourage the improvement of public transport including new transport links, bus priority schemes, improved interchanges	<ul style="list-style-type: none"> <li>• Type: Economic/fiscal</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: local/ regional</li> <li>• Implementation date: No info.</li> <li>• Reduction timescale: Medium term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : No</li> <li>• Reference (d): Local_zone29_Redbridge_AQActionplan_1</li> </ul>
REDBRIDG E	Local_Redbridge_A10	Public Transport Initiatives - Bus	Encouraging the extension of the Docklands Light Railway to Ilford Station (LIP 5-6)	<ul style="list-style-type: none"> <li>• Type: Technical</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: local</li> <li>• Implementation date: No info.</li> <li>• Reduction timescale: Medium term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : No</li> <li>• Reference (d): Local_zone29_Redbridge_AQActionplan_1</li> </ul>
REDBRIDG E	Local_Redbridge_A11	Public Transport Initiatives - Bus	Improve accessibility to buses Borough wide	<ul style="list-style-type: none"> <li>• Type: Technical</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: local</li> <li>• Implementation date: Various.</li> <li>• Reduction timescale: Medium term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : No</li> <li>• Reference (d):</li> </ul>

LA (a)	Measure code (b)	Title	Description	Other information
REDBRIDG E	Local_Redbridge_A1 2	Public Transport Initiatives - Bus	Continue to provide bus clearways for more efficient journeys	Local_zone29_Redbridge_AQActionplan_1 <ul style="list-style-type: none"> <li>• Type: Technical</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: local</li> <li>• Implementation date: No info.</li> <li>• Reduction timescale: Medium term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : No</li> <li>• Reference (d): Local_zone29_Redbridge_AQActionplan_1</li> </ul>
REDBRIDG E	Local_Redbridge_A1 3	Public Transport Initiatives - Bus	Provide interchange facilities at Barkingside station for buses and taxis	<ul style="list-style-type: none"> <li>• Type: Education/information</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: local</li> <li>• Implementation date: No info.</li> <li>• Reduction timescale: Medium term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : No</li> <li>• Reference (d): Local_zone29_Redbridge_AQActionplan_1</li> </ul>
REDBRIDG E	Local_Redbridge_A1 4	Public Transport Initiatives - Rail	Progress with the implementation of the East London Transit	<ul style="list-style-type: none"> <li>• Type: Economic/fiscal</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: local</li> <li>• Implementation date: No info.</li> <li>• Reduction timescale: Long term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : No</li> <li>• Reference (d): Local_zone29_Redbridge_AQActionplan_1</li> </ul>
REDBRIDG E	Local_Redbridge_A1 5	Public Transport Initiatives - Rail	Ilford Station to become a major transport interchange	<ul style="list-style-type: none"> <li>• Type: Technical</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: local</li> <li>• Implementation date: No info.</li> <li>• Reduction timescale: Medium term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : No</li> <li>• Reference (d): Local_zone29_Redbridge_AQActionplan_1</li> </ul>
BARNET	Local_Barnet_B1	Energy Conservation	Council to lead by example by buying all power from green sources	<ul style="list-style-type: none"> <li>• Type: Technical</li> <li>• Sources affected: Commercial and residential sources</li> <li>• Spatial scale: local</li> <li>• Implementation date: Ongoing.</li> <li>• Reduction timescale: Medium term</li> </ul>

LA (a)	Measure code (b)	Title	Description	Other information
				<ul style="list-style-type: none"> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : No</li> <li>• Reference (d): Local_zone29_Barnet_AQActionplan_1</li> </ul>
BARNET	Local_Barnet_B2	Energy Conservation	Co-operate with Mayor by encouraging CHP schemes	<ul style="list-style-type: none"> <li>• Type: Technical</li> <li>• Sources affected: Commercial and residential sources</li> <li>• Spatial scale: local</li> <li>• Implementation date: Ongoing.</li> <li>• Reduction timescale: Medium term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : No</li> <li>• Reference (d): Local_zone29_Barnet_AQActionplan_1</li> </ul>
BARNET	Local_Barnet_B3	Nuisance Policy	Encourage more composting to reduce need for garden fires	<ul style="list-style-type: none"> <li>• Type: Other</li> <li>• Sources affected: Agriculture</li> <li>• Spatial scale: local</li> <li>• Implementation date: Ongoing.</li> <li>• Reduction timescale: Long term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : No</li> <li>• Reference (d): Local_zone29_Barnet_AQActionplan_1</li> </ul>
BARNET	Local_Barnet_A1	Fleet Management & clean fuels	Shuttle buses between Council and Hospital site	<ul style="list-style-type: none"> <li>• Type: Technical</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: local</li> <li>• Implementation date: Not implemented.</li> <li>• Reduction timescale: Medium term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : No</li> <li>• Reference (d): Local_zone29_Barnet_AQActionplan_1</li> </ul>
BARNET	Local_Barnet_A2	Fleet Management & clean fuels	Improve council fleet to highest Euro standard	<ul style="list-style-type: none"> <li>• Type: Technical</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: local</li> <li>• Implementation date: Ongoing.</li> <li>• Reduction timescale: Medium term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : No</li> <li>• Reference (d): Local_zone29_Barnet_AQActionplan_1</li> </ul>
BARNET	Local_Barnet_A3	Fleet Management & clean fuels	Introduce LPG vehicles	<ul style="list-style-type: none"> <li>• Type: Technical</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: local</li> <li>• Implementation date: 2004 - 2005 (ongoing)</li> <li>• Reduction timescale: Medium term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : No</li> </ul>

LA (a)	Measure code (b)	Title	Description	Other information
BARNET	Local_Barnet_A4	Fleet Management & clean fuels	Co-operate with Mayor to promote alternative fuel infrastructure	<ul style="list-style-type: none"> <li>• Reference (d): Local_zone29_Barnet_AQActionplan_1</li> <li>• Type: Technical</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: local</li> <li>• Implementation date: Ongoing</li> <li>• Reduction timescale: Medium term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : No</li> <li>• Reference (d): Local_zone29_Barnet_AQActionplan_1</li> </ul>
BARNET	Local_Barnet_A5	Freight Measures	Co-operate with TfI on Freight Quality Partnership	<ul style="list-style-type: none"> <li>• Type: Technical</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: local</li> <li>• Implementation date: Ongoing</li> <li>• Reduction timescale: Short term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : No</li> <li>• Reference (d): Local_zone29_Barnet_AQActionplan_1</li> </ul>
BARNET	Local_Barnet_A6	Freight Measures	Co-operate with TfI on freight to rail	<ul style="list-style-type: none"> <li>• Type: Technical</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: local</li> <li>• Implementation date: Ongoing</li> <li>• Reduction timescale: Short term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : No</li> <li>• Reference (d): Local_zone29_Barnet_AQActionplan_1</li> </ul>
BARNET	Local_Barnet_D1	Parking Management & Charging	C P Z	<ul style="list-style-type: none"> <li>• Type: Economic/fiscal</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: local</li> <li>• Implementation date: Ongoing</li> <li>• Reduction timescale: Long term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : No</li> <li>• Reference (d): Local_zone29_Barnet_AQActionplan_1</li> </ul>
BARNET	Local_Barnet_H1	Partnership & Travel Plans	Safe routes to school	<ul style="list-style-type: none"> <li>• Type: Other</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: local</li> <li>• Implementation date: Ongoing.</li> <li>• Reduction timescale: Long term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : Yes</li> <li>• Reference (d): Local_zone29_Barnet_AQActionplan_1</li> </ul>

LA (a)	Measure code (b)	Title	Description	Other information
BARNET	Local_Barnet_A7	Partnership & Travel Plans	Better school bus services	<ul style="list-style-type: none"> <li>• Type: Other</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: local</li> <li>• Implementation date: Ongoing.</li> <li>• Reduction timescale: Long term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : No</li> <li>• Reference (d): Local_zone29_Barnet_AQActionplan_1</li> </ul>
BARNET	Local_Barnet_A8	Partnership & Travel Plans	Promote car sharing software	<ul style="list-style-type: none"> <li>• Type: Other</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: local</li> <li>• Implementation date: Ongoing.</li> <li>• Reduction timescale: Long term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : Yes</li> <li>• Reference (d): Local_zone29_Barnet_AQActionplan_1</li> </ul>
BARNET	Local_Barnet_A9	Partnership & Travel Plans	Pilot walking buses	<ul style="list-style-type: none"> <li>• Type: Other</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: local</li> <li>• Implementation date: Ongoing</li> <li>• Reduction timescale: Long term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : Yes</li> <li>• Reference (d): Local_zone29_Barnet_AQActionplan_1</li> </ul>
BARNET	Local_Barnet_F1	Partnership & Travel Plans	Green travel plans for large development through GDP	<ul style="list-style-type: none"> <li>• Type: Technical</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: local</li> <li>• Implementation date: Ongoing</li> <li>• Reduction timescale: Medium term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : Yes</li> <li>• Reference (d): Local_zone29_Barnet_AQActionplan_1</li> </ul>
BARNET	Local_Barnet_F2	Partnership & Travel Plans	Green travel plan and car sharing at council	<ul style="list-style-type: none"> <li>• Type: Technical</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: local</li> <li>• Implementation date: 2007</li> <li>• Reduction timescale: Medium term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : Yes</li> <li>• Reference (d): Local_zone29_Barnet_AQActionplan_1</li> </ul>
BARNET	Local_Barnet_A10	Roadside Emissions	Roadside emissions testing - to be used	<ul style="list-style-type: none"> <li>• Type: Technical</li> <li>• Sources affected: Transport</li> </ul>

LA (a)	Measure code (b)	Title	Description	Other information
		Testing		<ul style="list-style-type: none"> <li>• Spatial scale: local</li> <li>• Implementation date: 2004 - Complete</li> <li>• Reduction timescale: Medium term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : No</li> <li>• Reference (d): Local_zone29_Barnet_AQActionplan_1</li> </ul>
BARNET	Local_Barnet_A11	Roadside Emissions Testing	Use of powers to control vehicles idling	<ul style="list-style-type: none"> <li>• Type: Technical</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: local</li> <li>• Implementation date: Ongoing.</li> <li>• Reduction timescale: Medium term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : No</li> <li>• Reference (d): Local_zone29_Barnet_AQActionplan_1</li> </ul>
BARNET	Local_Barnet_E1	UTMC Systems	Co-ordination of traffic lights in North Finchley	<ul style="list-style-type: none"> <li>• Type: Technical</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: local</li> <li>• Implementation date: Ongoing.</li> <li>• Reduction timescale: Medium term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : No</li> <li>• Reference (d): Local_zone29_Barnet_AQActionplan_1</li> </ul>
BROXBOURNE	Local_Broxborne_E1	Land Use Planning	Ensuring AQ issues are taken into account in assessment of planning applications	<ul style="list-style-type: none"> <li>• Type: Technical</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: local</li> <li>• Implementation date:</li> <li>• Reduction timescale: Long term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : Yes</li> <li>• Reference (d): Local_zone29_Broxbourne_AQActionplan_1</li> </ul>
BROXBOURNE	Local_Broxborne_A1	Low Emission Zones	Consider impact of London LEZ.	<ul style="list-style-type: none"> <li>• Type: Economic/fiscal</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: regional</li> <li>• Implementation date:</li> <li>• Reduction timescale: Long term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : No</li> <li>• Reference (d): Local_zone29_Broxbourne_AQActionplan_1</li> </ul>
BROXBOURNE	Local_Broxborne_A2	Physical Traffic Management	M25 J23-27 widening & Congestion scheme	<ul style="list-style-type: none"> <li>• Type: Technical</li> <li>• Sources affected: Transport</li> </ul>



LA (a)	Measure code (b)	Title	Description	Other information
				<ul style="list-style-type: none"> <li>• Spatial scale: regional</li> <li>• Implementation date:</li> <li>• Reduction timescale: Medium term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : No</li> <li>• Reference (d): Local_zone29_Broxbourne_AQActionplan_1</li> </ul>
ENFIELD	Local_Enfield_B1	Local Abatement	The provisions of the Clean Air Act 1993 are enforced by the Council	<ul style="list-style-type: none"> <li>• Type: Other</li> <li>• Sources affected: Agriculture</li> <li>• Spatial scale: local</li> <li>• Implementation date: This action has been in force pre action plan when the legislation first appeared on Statute</li> <li>• Reduction timescale: Long term</li> <li>• Regulatory: Yes</li> <li>• Smarter Choices (c) : No</li> <li>• Reference (d): Local_zone29_Enfield_AQActionplan_1</li> </ul>
ENFIELD	Local_Enfield_A1	Fleet Management & clean fuels	The Council has a policy of purchasing the most environmentally friendly vehicles available	<ul style="list-style-type: none"> <li>• Type: Technical</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: local</li> <li>• Implementation date: With the issue of the Air Quality Action Plan</li> <li>• Reduction timescale: Medium term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : No</li> <li>• Reference (d): Local_zone29_Enfield_AQActionplan_1</li> </ul>
ENFIELD	Local_Enfield_A2	Fleet Management & clean fuels	The Council no longer has a car loan or lease scheme	<ul style="list-style-type: none"> <li>• Type: Technical</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: local</li> <li>• Implementation date: 2002</li> <li>• Reduction timescale: Medium term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : No</li> <li>• Reference (d): Local_zone29_Enfield_AQActionplan_1</li> </ul>
ENFIELD	Local_Enfield_A3	Fleet Management & clean fuels	The Council had a grey-fleet review by the EST which examined the whole fleet, the results will be implemented accordingly	<ul style="list-style-type: none"> <li>• Type: Technical</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: local</li> <li>• Implementation date: 2002</li> <li>• Reduction timescale: Medium term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : No</li> <li>• Reference (d): Local_zone29_Enfield_AQActionplan_1</li> </ul>
ENFIELD	Local_Enfield_C1	Fleet	The grant system for vehicle improvements has been	<ul style="list-style-type: none"> <li>• Type: Education/information</li> </ul>

LA (a)	Measure code (b)	Title	Description	Other information
		Management & clean fuels	abandoned due to European Competition laws.	<ul style="list-style-type: none"> <li>• Sources affected: Transport</li> <li>• Spatial scale: local</li> <li>• Implementation date: 2002</li> <li>• Reduction timescale: Medium term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : No</li> <li>• Reference (d): Local_zone29_Enfield_AQActionplan_1</li> </ul>
ENFIELD	Local_Enfield_A4	Freight Measures	The London Sustainable Distribution Partnership recommendations have been replaced with the London Freight Plan, the plan has been approved and will now be implemented	<ul style="list-style-type: none"> <li>• Type: Technical</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: local</li> <li>• Implementation date: 2002</li> <li>• Reduction timescale: Short term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : No</li> <li>• Reference (d): Local_zone29_Enfield_AQActionplan_1</li> </ul>
ENFIELD	Local_Enfield_E1	Land Use Planning	This action is in use when planning applications are received, the most notable application received was for the upgrade of the A406 North Circular Road	<ul style="list-style-type: none"> <li>• Type: Other</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: local</li> <li>• Implementation date: 2002</li> <li>• Reduction timescale: Medium term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : No</li> <li>• Reference (d): Local_zone29_Enfield_AQActionplan_1</li> </ul>
ENFIELD	Local_Enfield_E2	Land Use Planning	All air quality assessments and methods have been commented upon. Detailed air quality impact assessments are required where appropriate to ensure the impact of a development is not unduly detrimental to the local environment.	<ul style="list-style-type: none"> <li>• Type: Other</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: local</li> <li>• Implementation date: 2002</li> <li>• Reduction timescale: Medium term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : No</li> <li>• Reference (d): Local_zone29_Enfield_AQActionplan_1</li> </ul>
ENFIELD	Local_Enfield_E3	Land Use Planning	There have been no Section 106 agreements in relation to this action in the last 12 months but the Council continues to look for opportunities where ever possible to install electric charging points and other green initiatives	<ul style="list-style-type: none"> <li>• Type: Other</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: local</li> <li>• Implementation date: 2002</li> <li>• Reduction timescale: Medium term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : Yes</li> <li>• Reference (d): Local_zone29_Enfield_AQActionplan_1</li> </ul>
ENFIELD	Local_Enfield_A5	Low Emission Zones	The LEZ covers the whole of Greater London, which compliments the comments the Council submitted during the consultation. The Mayor of London has	<ul style="list-style-type: none"> <li>• Type: Economic/fiscal</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: regional</li> </ul>

LA (a)	Measure code (b)	Title	Description	Other information
			chosen to suspend the implantation of the next stage of the LEZ as this will delay improvements in air quality in the whole of London	<ul style="list-style-type: none"> <li>• Implementation date: 2002</li> <li>• Reduction timescale: Long term</li> <li>• Regulatory: Yes</li> <li>• Smarter Choices (c) : No</li> <li>• Reference (d): Local_zone29_Enfield_AQActionplan_1</li> </ul>
ENFIELD	Local_Enfield_F1	Low Emission Zones	The Cluster Group continues to debate and act upon air quality issues and make joint bids for air quality grants where joint-working is required	<ul style="list-style-type: none"> <li>• Type: Technical</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: local</li> <li>• Implementation date: 2002</li> <li>• Reduction timescale: Short term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : No</li> <li>• Reference (d): Local_zone29_Enfield_AQActionplan_1</li> </ul>
ENFIELD	Local_Enfield_F2	Partnership & Travel Plans	The Workplace Travel Plan is under review and will be in place by the end of 2009	<ul style="list-style-type: none"> <li>• Type: Other</li> <li>• Sources affected: Transport; Industry including heating and power production</li> <li>• Spatial scale: local</li> <li>• Implementation date: 2002</li> <li>• Reduction timescale: Medium term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : Yes</li> <li>• Reference (d): Local_zone29_Enfield_AQActionplan_1</li> </ul>
ENFIELD	Local_Enfield_F3	Partnership & Travel Plans	Regional partners are North London and Enfield was part of the scheme but since TfL took over, the Council has not signed up to the scheme again	<ul style="list-style-type: none"> <li>• Type: Other</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: local</li> <li>• Implementation date: 2002</li> <li>• Reduction timescale: Short term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : No</li> <li>• Reference (d): Local_zone29_Enfield_AQActionplan_1</li> </ul>
ENFIELD	Local_Enfield_A6	Public Transport Initiatives - Bus	Free travel for under 16s' has improved transport to school for the residents of the borough	<ul style="list-style-type: none"> <li>• Type: Technical</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: regional</li> <li>• Implementation date: 2002</li> <li>• Reduction timescale: Medium term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : No</li> <li>• Reference (d): Local_zone29_Enfield_AQActionplan_1</li> </ul>
ENFIELD	Local_Enfield_A7	Re-Routing and Road hierachy	Although the Mayor agreed to the original scheme this has now been scrapped in favour of a lesser scheme, which will upgrade the A406. The planning consultation on the construction of the lesser scheme	<ul style="list-style-type: none"> <li>• Type: Technical</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: regional</li> <li>• Implementation date: 2002</li> </ul>

LA (a)	Measure code (b)	Title	Description	Other information
			has closed and work is due to start in 2010	<ul style="list-style-type: none"> <li>• Reduction timescale: Medium term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : No</li> <li>• Reference (d): Local_zone29_Enfield_AQActionplan_1</li> </ul>
HILLINGDON	Local_Hillingdon_E1	Land Use Planning	S106 Agreements	<ul style="list-style-type: none"> <li>• Type: Other</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: local</li> <li>• Implementation date: Various - Ongoing.</li> <li>• Reduction timescale: Long term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : No</li> <li>• Reference (d): Local_zone29_Hillingdon_AQActionplan_1</li> </ul>
HILLINGDON	Local_Hillingdon_A1	Low Emission Zones	Participate in London wide LEZ.	<ul style="list-style-type: none"> <li>• Type: Other</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: regional</li> <li>• Implementation date: Completed 2006.</li> <li>• Reduction timescale: Long term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : No</li> <li>• Reference (d): Local_zone29_Hillingdon_AQActionplan_1</li> </ul>
HILLINGDON	Local_Hillingdon_F1	Partnership & Travel Plans	Council Travel Plan	<ul style="list-style-type: none"> <li>• Type: Other</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: local</li> <li>• Implementation date: Completed by 2010.</li> <li>• Reduction timescale: Long term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : Yes</li> <li>• Reference (d): Local_zone29_Hillingdon_AQActionplan_1</li> </ul>
HILLINGDON	Local_Hillingdon_F2	Partnership & Travel Plans	Regional partnerships	<ul style="list-style-type: none"> <li>• Type: Technical</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: regional</li> <li>• Implementation date: In planning. Complete by 2008.</li> <li>• Reduction timescale: Medium term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : No</li> <li>• Reference (d): Local_zone29_Hillingdon_AQActionplan_1</li> </ul>
HILLINGDON	Local_Hillingdon_A2	Physical Traffic Management	Review speed limits on major roads	<ul style="list-style-type: none"> <li>• Type: Technical</li> <li>• Sources affected: Transport</li> </ul>

LA (a)	Measure code (b)	Title	Description	Other information
				<ul style="list-style-type: none"> <li>• Spatial scale: local</li> <li>• Implementation date: In progress. Complete by 2010.</li> <li>• Reduction timescale: Medium term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : No</li> <li>• Reference (d): Local_zone29_Hillingdon_AQActionplan_1</li> </ul>
HILLINGDON	Local_Hillingdon_A3	Physical Traffic Management	Congestion hotspots eg A40	<ul style="list-style-type: none"> <li>• Type: Technical</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: regional</li> <li>• Implementation date: Complete by 2010.</li> <li>• Reduction timescale: Medium term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : No</li> <li>• Reference (d): Local_zone29_Hillingdon_AQActionplan_1</li> </ul>
HILLINGDON	Local_Hillingdon_H1	Public Transport Initiatives - Rail	Various airport Heathrow measures.	<ul style="list-style-type: none"> <li>• Type: Technical</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: regional</li> <li>• Implementation date: Various - Ongoing.</li> <li>• Reduction timescale: Medium term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : No</li> <li>• Reference (d): Local_zone29_Hillingdon_AQActionplan_1</li> </ul>
IPSWICH	Local_Ipswich_A1	Physical Traffic Management	Ipswich Major Scheme - Ensure AQ is fully considered within Major Scheme and Waterside/Gyratory road network alterations	<ul style="list-style-type: none"> <li>• Type: Education/information</li> <li>• Sources affected: Industry including heating and power production</li> <li>• Spatial scale: local</li> <li>• Implementation date: No info.</li> <li>• Reduction timescale: Medium term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : No</li> <li>• Reference (d): Local_zone29_Ipswich_AQActionplan_1</li> </ul>
IPSWICH	Local_Ipswich_A2	UTMC Systems	Reduce congestion by use of UTMC which rationalises flows.	<ul style="list-style-type: none"> <li>• Type: Technical</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: local</li> <li>• Implementation date: No info.</li> <li>• Reduction timescale: Long term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : No</li> <li>• Reference (d): Local_zone29_Ipswich_AQActionplan_1</li> </ul>

LA (a)	Measure code (b)	Title	Description	Other information
IPSWICH	Local_Ipswich_D1	Parking Management & Charging	Service of penalty notices on idling vehicles	<ul style="list-style-type: none"> <li>• Type: Economic/fiscal</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: local</li> <li>• Implementation date: No info.</li> <li>• Reduction timescale: Long term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : No</li> <li>• Reference (d): Local_zone29_Ipswich_AQActionplan_1</li> </ul>
IPSWICH	Local_Ipswich_A3	Roadside Emissions Testing	General roadside and bus emission campaign to ensure minimum standards are adhered to.	<ul style="list-style-type: none"> <li>• Type: Technical</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: local</li> <li>• Implementation date: No info.</li> <li>• Reduction timescale: Medium term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : No</li> <li>• Reference (d): Local_zone29_Ipswich_AQActionplan_1</li> </ul>
IPSWICH	Local_Ipswich_A4	Physical Traffic Management	Employment zoning - Identify where the HGVs are headed through the roundabout by camera surveys. Identify more appropriate less polluting routes.	<ul style="list-style-type: none"> <li>• Type: Technical</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: local</li> <li>• Implementation date: No info.</li> <li>• Reduction timescale: Medium term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : No</li> <li>• Reference (d): Local_zone29_Ipswich_AQActionplan_1</li> </ul>
IPSWICH	Local_Ipswich_A5	Physical Traffic Management	Bramford Road/Chev Street pedestrian crossing review - Pedestrian crossing may be impacting on congestion in AQMA.	<ul style="list-style-type: none"> <li>• Type: Education/information</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: local</li> <li>• Implementation date: No info.</li> <li>• Reduction timescale: Medium term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : No</li> <li>• Reference (d): Local_zone29_Ipswich_AQActionplan_1</li> </ul>
IPSWICH	Local_Ipswich_A6	Physical Traffic Management	St Margaret's Street Signal Review - Signals in St Margaret's Street may be impacting on congestion.	<ul style="list-style-type: none"> <li>• Type: Technical</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: local</li> <li>• Implementation date: No info.</li> <li>• Reduction timescale: Medium term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : No</li> <li>• Reference (d): Local_zone29_Ipswich_AQActionplan_1</li> </ul>
IPSWICH	Local_Ipswich_G1	Development of Cycling and	Valley Road – cycle lane development ongoing aimed at encouraging cycling.	<ul style="list-style-type: none"> <li>• Type: Technical</li> <li>• Sources affected: Transport</li> </ul>

LA (a)	Measure code (b)	Title	Description	Other information
		Walking		<ul style="list-style-type: none"> <li>• Spatial scale: local</li> <li>• Implementation date: No info.</li> <li>• Reduction timescale: Medium term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : No</li> <li>• Reference (d): Local_zone29_Ipswich_AQActionplan_1</li> </ul>
IPSWICH	Local_Ipswich_A7	Public Transport Initiatives - Bus	Bus Stop improvements - All buses used on local stage carriage works must be accessible.	<ul style="list-style-type: none"> <li>• Type: Technical</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: local</li> <li>• Implementation date: No info.</li> <li>• Reduction timescale: Medium term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : No</li> <li>• Reference (d): Local_zone29_Ipswich_AQActionplan_1</li> </ul>
IPSWICH	Local_Ipswich_A8	Public Transport Initiatives - Bus	Bus Timetable Improvements - To consolidate all timetables into one and real Time information.	<ul style="list-style-type: none"> <li>• Type: Economic/fiscal</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: local</li> <li>• Implementation date: No info.</li> <li>• Reduction timescale: Long term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : No</li> <li>• Reference (d): Local_zone29_Ipswich_AQActionplan_1</li> </ul>
IPSWICH	Local_Ipswich_A9	Public Transport Initiatives - Bus	Bishops Hill Bus Lane - New bus lane to prioritise bus movement into town centre.	<ul style="list-style-type: none"> <li>• Type: Technical</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: local</li> <li>• Implementation date: No info.</li> <li>• Reduction timescale: Medium term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : No</li> <li>• Reference (d): Local_zone29_Ipswich_AQActionplan_1</li> </ul>
IPSWICH	Local_Ipswich_A10	Public Transport Initiatives - Bus	Use of Bus subsidies - Promotion of existing discounted multi-buy tickets. Concentrate spend on services in AQMAs.	<ul style="list-style-type: none"> <li>• Type: Education/information</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: local</li> <li>• Implementation date: No info.</li> <li>• Reduction timescale: Medium term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : Yes</li> <li>• Reference (d): Local_zone29_Ipswich_AQActionplan_1</li> </ul>
IPSWICH	Local_Ipswich_A11	Public Transport Initiatives - Bus	Quality Bus Partnership development - Bus Quality Partnerships to ensure new engines used.	<ul style="list-style-type: none"> <li>• Type: Technical</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: regional</li> <li>• Implementation date: No info.</li> </ul>

LA (a)	Measure code (b)	Title	Description	Other information
				<ul style="list-style-type: none"> <li>• Reduction timescale: Medium term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : No</li> <li>• Reference (d): Local_zone29_Ipswich_AQActionplan_1</li> </ul>
IPSWICH	Local_Ipswich_A12	Public Transport Initiatives - Rail	Train Service improvements - Signalling changes to improve Ipswich – Lowestoft service	<ul style="list-style-type: none"> <li>• Type: Technical</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: local/ regional</li> <li>• Implementation date: No info.</li> <li>• Reduction timescale: Short term</li> <li>• Regulatory: Yes</li> <li>• Smarter Choices (c) : No</li> <li>• Reference (d): Local_zone29_Ipswich_AQActionplan_1</li> </ul>
IPSWICH	Local_Ipswich_F1	Partnership & Travel Plans	Healthy School Status - Each school in Suffolk develops plan to include sustainable travel such as walking bus by March 2009.	<ul style="list-style-type: none"> <li>• Type: Other</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: local</li> <li>• Implementation date: No info.</li> <li>• Reduction timescale: Long term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : Yes</li> <li>• Reference (d): Local_zone29_Ipswich_AQActionplan_1</li> </ul>
IPSWICH	Local_Ipswich_D2	Parking Management & Charging	Park and Ride x 2 - Two new park and ride sites proposed around Ipswich.	<ul style="list-style-type: none"> <li>• Type: Technical</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: local</li> <li>• Implementation date: No info.</li> <li>• Reduction timescale: Medium term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : No</li> <li>• Reference (d): Local_zone29_Ipswich_AQActionplan_1</li> </ul>
IPSWICH	Local_Ipswich_F2	Promotion, Education & Awareness Raising	Raise awareness of all passenger transport - to give advice re how to travel door to door sustainably.	<ul style="list-style-type: none"> <li>• Type: Education/information</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: local</li> <li>• Implementation date: No info.</li> <li>• Reduction timescale: Medium term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : Yes</li> <li>• Reference (d): Local_zone29_Ipswich_AQActionplan_1</li> </ul>
IPSWICH	Local_Ipswich_F3	Partnership & Travel Plans	Green Travel Plans - Green Travel Plans to be encouraged and promoted in local businesses. IBC Development Control require these for new developments.	<ul style="list-style-type: none"> <li>• Type: Education/information</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: local</li> <li>• Implementation date: No info.</li> <li>• Reduction timescale: Medium term</li> <li>• Regulatory: No</li> </ul>



LA (a)	Measure code (b)	Title	Description	Other information
				<ul style="list-style-type: none"> <li>• Smarter Choices (c) : Yes</li> <li>• Reference (d): Local_zone29_Ipswich_AQActionplan_1</li> </ul>
IPSWICH	Local_Ipswich_F4	Partnership & Travel Plans	Smarter Travel Plan Suffolk - Travel Plan throughout Suffolk encouraging people onto sustainable modes of transport in and out of Ipswich. To include one to one advice by a travel plan advisor	<ul style="list-style-type: none"> <li>• Type: Technical</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: regional</li> <li>• Implementation date: No info.</li> <li>• Reduction timescale: Medium term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : Yes</li> <li>• Reference (d): Local_zone29_Ipswich_AQActionplan_1</li> </ul>
IPSWICH	Local_Ipswich_D3	Public Transport Initiatives - Bus	Season tickets to students - University Campus Suffolk to offer free season tickets to students.	<ul style="list-style-type: none"> <li>• Type: Technical</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: local</li> <li>• Implementation date: No info.</li> <li>• Reduction timescale: Medium term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : No</li> <li>• Reference (d): Local_zone29_Ipswich_AQActionplan_1</li> </ul>
IPSWICH	Local_Ipswich_C1	Infrastructure Development	Electric Charging Points - There is a shortage of electric vehicle charging points in Ipswich.	<ul style="list-style-type: none"> <li>• Type: Technical</li> <li>• Sources affected: Industry including heating and power production</li> <li>• Spatial scale: local</li> <li>• Implementation date: No info.</li> <li>• Reduction timescale: Long term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : No</li> <li>• Reference (d): Local_zone29_Ipswich_AQActionplan_1</li> </ul>
IPSWICH	Local_Ipswich_F5	Promotion, Education & Awareness Raising	Public Air Quality Monitoring Information - Make the continuous NO <sub>2</sub> monitoring results available to the public in real time via a Website link	<ul style="list-style-type: none"> <li>• Type: Other</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: local</li> <li>• Implementation date: No info.</li> <li>• Reduction timescale: Long term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : No</li> <li>• Reference (d): Local_zone29_Ipswich_AQActionplan_1</li> </ul>
IPSWICH	Local_Ipswich_F6	Promotion, Education & Awareness Raising	Air Quality Assessments - Developers required to assess the air quality impact of developments in and around the AQMAs.	<ul style="list-style-type: none"> <li>• Type: Technical</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: local &amp; regional</li> <li>• Implementation date: No info.</li> <li>• Reduction timescale: Long term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : No</li> </ul>

LA (a)	Measure code (b)	Title	Description	Other information
St Albans	Local_St_Alban_B1	Support the Abbey Line project HCC	Support the Abbey Line project HCC	<ul style="list-style-type: none"> <li>• Reference (d): Local_zone29_Ipswich_AQActionplan_1</li> <li>• Type: Technical</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: local</li> <li>• Implementation date: 2009</li> <li>• Reduction timescale: Long term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : No</li> <li>• Reference (d): Local_zone29_StAlban_AQActionplan_1</li> </ul>
St Albans	Local_St_Alban_H1	Investigate the provision of signage for pedestrians. In particular the routes to and from railway station and town centre. HCC & HH.	Investigate the provision of signage for pedestrians. In particular the routes to and from railway station and town centre. HCC & HH.	<ul style="list-style-type: none"> <li>• Type: Technical</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: local</li> <li>• Implementation date: 2008/2009</li> <li>• Reduction timescale: Long term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : No</li> <li>• Reference (d): Local_zone29_StAlban_AQActionplan_1</li> </ul>
St Albans	Local_St_Alban_H2	Investigate the provision of signing for cycling. In particular the routes to and from railway station and town centre.	Investigate the provision of signing for cycling. In particular the routes to and from railway station and town centre.	<ul style="list-style-type: none"> <li>• Type: Technical</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: local</li> <li>• Implementation date: 2008/2009</li> <li>• Reduction timescale: Long term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : No</li> <li>• Reference (d): Local_zone29_StAlban_AQActionplan_1</li> </ul>
St Albans	Local_St_Alban_H3	As part of the area wide signage strategy investigate signage from M1/M10 into St Albans for through traffic.	As part of the area wide signage strategy investigate signage from M1/M10 into St Albans for through traffic.	<ul style="list-style-type: none"> <li>• Type: Technical</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: local</li> <li>• Implementation date: Ongoing</li> <li>• Reduction timescale: Long term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : No</li> <li>• Reference (d): Local_zone29_StAlban_AQActionplan_1</li> </ul>
St Albans	Local_St_Alban_H4	Investigate the provision of on street loading facilities and co-ordinated	Investigate the provision of on street loading facilities and co-ordinated timings of deliveries. New Powers To Deal With Obstruction under The Traffic Management Act. These functions being investigated at Hollywell Hill.	<ul style="list-style-type: none"> <li>• Type: Technical</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: local</li> <li>• Implementation date: 2008</li> <li>• Reduction timescale: Long term</li> </ul>

LA (a)	Measure code (b)	Title	Description	Other information
		timings of deliveries. New Powers To Deal With Obstruction under The Traffic Management Act. These functions being investigated at Hollywell Hill.		<ul style="list-style-type: none"> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : No</li> <li>• Reference (d): Local_zone29_StAlbans_AQActionplan_1</li> </ul>
St Albans	Local_St_Albans_G1	Consider an increase in car parking charges with the view to making more bus travel a more viable alternative.	Consider an increase in car parking charges with the view to making more bus travel a more viable alternative.	<ul style="list-style-type: none"> <li>• Type: Technical</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: local</li> <li>• Implementation date: 2005</li> <li>• Reduction timescale: Long term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : No</li> <li>• Reference (d): Local_zone29_StAlbans_AQActionplan_1</li> </ul>
St Albans	Local_St_Albans_D1	Investigate introducing cheaper car parking for lower polluting vehicles.	Investigate introducing cheaper car parking for lower polluting vehicles.	<ul style="list-style-type: none"> <li>• Type: Technical</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: local</li> <li>• Implementation date: 2008</li> <li>• Reduction timescale: Long term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : No</li> <li>• Reference (d): Local_zone29_StAlbans_AQActionplan_1</li> </ul>
St Albans	Local_St_Albans_E1	Review park and ride options through the St Albans Transportation Plan.	Review park and ride options through the St Albans Transportation Plan.	<ul style="list-style-type: none"> <li>• Type: Technical</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: local</li> <li>• Implementation date: 2009</li> <li>• Reduction timescale: Long term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : No</li> <li>• Reference (d): Local_zone29_StAlbans_AQActionplan_1</li> </ul>
St Albans	Local_St_Albans_E2	Investigate the possibility of a permanent traffic closure or timed traffic closure of St	Investigate the possibility of a permanent traffic closure or timed traffic closure of St Peters Street. Within the St Albans Urban Transport Plan, figures being reviewed.	<ul style="list-style-type: none"> <li>• Type: Technical</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: local</li> <li>• Implementation date: Ongoing</li> <li>• Reduction timescale: Long term</li> <li>• Regulatory: No</li> </ul>

LA (a)	Measure code (b)	Title	Description	Other information
		Peters Street. Within the St Albans Urban Transport Plan, figures being reviewed.		<ul style="list-style-type: none"> <li>• Smarter Choices (c) : No</li> <li>• Reference (d): Local_zone29_StAlbans_AQActionplan_1</li> </ul>
St Albans	Local_St_Alban_E3	Carry out further modelling to better determine where traffic might disperse if St Peters Street was subject to permanent closure.	Carry out further modelling to better determine where traffic might disperse if St Peters Street was subject to permanent closure.	<ul style="list-style-type: none"> <li>• Type: Technical</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: local</li> <li>• Implementation date: Ongoing</li> <li>• Reduction timescale: Long term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : No</li> <li>• Reference (d): Local_zone29_StAlbans_AQActionplan_1</li> </ul>
St Albans	Local_St_Alban_G2	Refresh current business travel plans in the area and contact local businesses to encourage travel plans, in particular St Albans District Council.	Refresh current business travel plans in the area and contact local businesses to encourage travel plans, in particular St Albans District Council.	<ul style="list-style-type: none"> <li>• Type: Technical</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: local</li> <li>• Implementation date: 2008</li> <li>• Reduction timescale: Long term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : Yes</li> <li>• Reference (d): Local_zone29_StAlbans_AQActionplan_1</li> </ul>
St Albans	Local_St_Alban_H5	Open to the broader community Stalbanstravel.com, car sharing scheme. Linking employers & staff for journeys in & out of St Albans.	Open to the broader community Stalbanstravel.com, car sharing scheme. Linking employers & staff for journeys in & out of St Albans.	<ul style="list-style-type: none"> <li>• Type: Technical</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: local</li> <li>• Implementation date: 2008</li> <li>• Reduction timescale: Long term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : Yes</li> <li>• Reference (d): Local_zone29_StAlbans_AQActionplan_1</li> </ul>
St Albans	Local_St_Alban_G3	LSP to fund the employment for 1 year of a travel plan co-ordinator. Their	LSP to fund the employment for 1 year of a travel plan co-ordinator. Their role will be to study parking pressures, business parking, traffic movements, and congestion within the city centre.	<ul style="list-style-type: none"> <li>• Type: Technical</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: local</li> <li>• Implementation date: 2008</li> <li>• Reduction timescale: Long term</li> </ul>

LA (a)	Measure code (b)	Title	Description	Other information
		role will be to study parking pressures, business parking, traffic movements, and congestion within the city centre.		<ul style="list-style-type: none"> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : No</li> <li>• Reference (d): Local_zone29_StAlbans_AQActionplan_1</li> </ul>
St Albans	Local_St_Alban_D2	Implementation of 'Buzz Scheme', where free charging is provided for electric cars at NCP car parks within St Albans.	Implementation of 'Buzz Scheme', where free charging is provided for electric cars at NCP car parks within St Albans.	<ul style="list-style-type: none"> <li>• Type: Technical</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: local</li> <li>• Implementation date: 2008</li> <li>• Reduction timescale: Long term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : No</li> <li>• Reference (d): Local_zone29_StAlbans_AQActionplan_1</li> </ul>
St Albans	Local_St_Alban_H6	'Wizzgo Car Club', a fleet of Citroen CV1's made available to St Albans residents to encourage one car per household ownership.	'Wizzgo Car Club', a fleet of Citroen CV1's made available to St Albans residents to encourage one car per household ownership.	<ul style="list-style-type: none"> <li>• Type: Technical</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: local</li> <li>• Implementation date: 2008</li> <li>• Reduction timescale: Long term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : Yes</li> <li>• Reference (d): Local_zone29_StAlbans_AQActionplan_1</li> </ul>
St Albans	Local_St_Alban_H7	Review usefulness of monitoring locations with regard to modelling results.	Review usefulness of monitoring locations with regard to modelling results.	<ul style="list-style-type: none"> <li>• Type: Technical</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: local</li> <li>• Implementation date: Ongoing</li> <li>• Reduction timescale: Long term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : No</li> <li>• Reference (d): Local_zone29_StAlbans_AQActionplan_1</li> </ul>
St Albans	Local_St_Alban_A1	Promote the benefits of switching off idling engines whilst in traffic queues.	Promote the benefits of switching off idling engines whilst in traffic queues.	<ul style="list-style-type: none"> <li>• Type: Technical</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: local</li> <li>• Implementation date: Ongoing</li> <li>• Reduction timescale: Long term</li> <li>• Regulatory: No</li> </ul>

LA (a)	Measure code (b)	Title	Description	Other information
				<ul style="list-style-type: none"> <li>• Smarter Choices (c) : No</li> <li>• Reference (d): Local_zone29_StAlbans_AQActionplan_1</li> </ul>
St Albans	Local_St_Albans_A2	Investigate the creation of 'Low Emission Zones'.	Investigate the creation of 'Low Emission Zones'.	<ul style="list-style-type: none"> <li>• Type: Technical</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: local</li> <li>• Implementation date: 2009</li> <li>• Reduction timescale: Long term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : No</li> <li>• Reference (d): Local_zone29_StAlbans_AQActionplan_1</li> </ul>
St Albans	Local_St_Albans_H8	Continue the Trees Against Pollution (TAP) project.	Continue the Trees Against Pollution (TAP) project.	<ul style="list-style-type: none"> <li>• Type: Technical</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: local</li> <li>• Implementation date: Ongoing</li> <li>• Reduction timescale: Long term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : No</li> <li>• Reference (d): Local_zone29_StAlbans_AQActionplan_1</li> </ul>
THURROCK	Local_Thurrock_B1	Appliance Improvement	Affordable Warmth Strategy in place to provide assistance with regards to appliance improvement and house insulation	<ul style="list-style-type: none"> <li>• Type: Technical</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: local</li> <li>• Implementation date: 2006</li> <li>• Reduction timescale: Medium term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : No</li> <li>• Reference (d): Local_zone29_Thurrock_AQActionplan_1</li> </ul>
THURROCK	Local_Thurrock_B2	Energy Conservation	Energy Officer appointed as part of an existing strategy. Standard Assessment Procedure (SAP) used and commitment to achieve SAP of 57 by April 2003 is set	<ul style="list-style-type: none"> <li>• Type: Technical</li> <li>• Sources affected: Commercial and residential sources</li> <li>• Spatial scale: local</li> <li>• Implementation date: 2006</li> <li>• Reduction timescale: Medium term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : No</li> <li>• Reference (d): Local_zone29_Thurrock_AQActionplan_1</li> </ul>
THURROCK	Local_Thurrock_B3	Smoke Control	Measure already in place through various Smoke Control Areas	<ul style="list-style-type: none"> <li>• Type: Technical</li> <li>• Sources affected: Commercial and residential sources</li> <li>• Spatial scale: local</li> <li>• Implementation date: 2006</li> <li>• Reduction timescale: Medium term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : No</li> <li>• Reference (d): Local_zone29_Thurrock_AQActionplan_1</li> </ul>

LA (a)	Measure code (b)	Title	Description	Other information
THURROCK	Local_Thurrock_B4	Emission Reduction	Implement guidance on local abatement.	<ul style="list-style-type: none"> <li>• Type: Technical</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: local</li> <li>• Implementation date: 2006</li> <li>• Reduction timescale: Medium term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : No</li> <li>• Reference (d): Local_zone29_Thurrock_AQActionplan_1</li> </ul>
THURROCK	Local_Thurrock_B5	Local Abatement	Policy statement rather than assessed in detail. Requires input by EA for implementation for Part A process.	<ul style="list-style-type: none"> <li>• Type: Other</li> <li>• Sources affected: Transport; Industry including heating and power production</li> <li>• Spatial scale: local</li> <li>• Implementation date: 2006</li> <li>• Reduction timescale: Long term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : No</li> <li>• Reference (d): Local_zone29_Thurrock_AQActionplan_1</li> </ul>
THURROCK	Local_Thurrock_G1	Development of Cycling and Walking	Targets for cycle use and increased infrastructure.	<ul style="list-style-type: none"> <li>• Type: Technical</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: local</li> <li>• Implementation date: 2007 - Ongoing.</li> <li>• Reduction timescale: Medium term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : Yes</li> <li>• Reference (d): Local_zone29_Thurrock_AQActionplan_1</li> </ul>
THURROCK	Local_Thurrock_G2	Development of Cycling and Walking	Cycle network.	<ul style="list-style-type: none"> <li>• Type: Economic/fiscal</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: local/ regional</li> <li>• Implementation date: 2007 - Ongoing.</li> <li>• Reduction timescale: Long term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : No</li> <li>• Reference (d): Local_zone29_Thurrock_AQActionplan_1</li> </ul>
THURROCK	Local_Thurrock_G3	Development of Cycling and Walking	Budget and plans for improved walking facilities.	<ul style="list-style-type: none"> <li>• Type: Economic/fiscal</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: local</li> <li>• Implementation date: 2007 - Ongoing.</li> <li>• Reduction timescale: Long term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : No</li> <li>• Reference (d): Local_zone29_Thurrock_AQActionplan_1</li> </ul>
THURROCK	Local_Thurrock_C1	Fleet	LPG for maintenance/social services.	<ul style="list-style-type: none"> <li>• Type: Other</li> </ul>

LA (a)	Measure code (b)	Title	Description	Other information
		Management & clean fuels		<ul style="list-style-type: none"> <li>• Sources affected: Transport</li> <li>• Spatial scale: local</li> <li>• Implementation date: 2004</li> <li>• Reduction timescale: Long term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : No</li> <li>• Reference (d): Local_zone29_Thurrock_AQActionplan_1</li> </ul>
THURROCK	Local_Thurrock_C2	Fleet Management & clean fuels	Promotion of cleaner fuels to car lease scheme.	<ul style="list-style-type: none"> <li>• Type: Other</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: local</li> <li>• Implementation date: 2004</li> <li>• Reduction timescale: Long term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : No</li> <li>• Reference (d): Local_zone29_Thurrock_AQActionplan_1</li> </ul>
THURROCK	Local_Thurrock_C3	Fleet Management & clean fuels	Waste contract award to weight in favour of cleaner vehicles.	<ul style="list-style-type: none"> <li>• Type: Other</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: local</li> <li>• Implementation date: 2004</li> <li>• Reduction timescale: Long term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : No</li> <li>• Reference (d): Local_zone29_Thurrock_AQActionplan_1</li> </ul>
THURROCK	Local_Thurrock_C4	Fleet Management & clean fuels	Testing of taxi emissions and max age criteria	<ul style="list-style-type: none"> <li>• Type: Other</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: local</li> <li>• Implementation date: 2004</li> <li>• Reduction timescale: Long term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : No</li> <li>• Reference (d): Local_zone29_Thurrock_AQActionplan_1</li> </ul>
THURROCK	Local_Thurrock_C5	Fleet Management & clean fuels	Promotion and information to Business Forum members.	<ul style="list-style-type: none"> <li>• Type: Other</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: local</li> <li>• Implementation date: 2004</li> <li>• Reduction timescale: Long term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : No</li> <li>• Reference (d): Local_zone29_Thurrock_AQActionplan_1</li> </ul>
THURROCK	Local_Thurrock_B6	Freight Measures	Exploring potential and users of a rail freight terminal.	<ul style="list-style-type: none"> <li>• Type: Other</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: local</li> </ul>



LA (a)	Measure code (b)	Title	Description	Other information
				<ul style="list-style-type: none"> <li>• Implementation date: 2004</li> <li>• Reduction timescale: Long term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : No</li> <li>• Reference (d): Local_zone29_Thurrock_AQActionplan_1</li> </ul>
THURROCK	Local_Thurrock_B7	Freight Measures	Join Essex Freight Forum.	<ul style="list-style-type: none"> <li>• Type: Technical</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: local</li> <li>• Implementation date: 2004</li> <li>• Reduction timescale: Medium term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : No</li> <li>• Reference (d): Local_zone29_Thurrock_AQActionplan_1</li> </ul>
THURROCK	Local_Thurrock_E1	Land Use Planning	General area wide application of planning powers to consider AQ.	<ul style="list-style-type: none"> <li>• Type: Education/information</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: local</li> <li>• Implementation date: 2004</li> <li>• Reduction timescale: Medium term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : No</li> <li>• Reference (d): Local_zone29_Thurrock_AQActionplan_1</li> </ul>
THURROCK	Local_Thurrock_E2	Land Use Planning	Green grids/routes and specific planting strategies.	<ul style="list-style-type: none"> <li>• Type: Technical</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: local</li> <li>• Implementation date: 2007 - Ongoing.</li> <li>• Reduction timescale: Short term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : No</li> <li>• Reference (d): Local_zone29_Thurrock_AQActionplan_1</li> </ul>
THURROCK	Local_Thurrock_D1	Parking Management & Charging	Resident parking schemes.	<ul style="list-style-type: none"> <li>• Type: Technical</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: local</li> <li>• Implementation date: 2006</li> <li>• Reduction timescale: Short term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : No</li> <li>• Reference (d): Local_zone29_Thurrock_AQActionplan_1</li> </ul>
THURROCK	Local_Thurrock_D2	Parking Management & Charging	Free motorbike parking.	<ul style="list-style-type: none"> <li>• Type: Technical</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: local</li> <li>• Implementation date: 2006</li> <li>• Reduction timescale: Short term</li> </ul>

LA (a)	Measure code (b)	Title	Description	Other information
				<ul style="list-style-type: none"> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : No</li> <li>• Reference (d): Local_zone29_Thurrock_AQActionplan_1</li> </ul>
THURROCK	Local_Thurrock_D3	Parking Management & Charging	Cycle parking facilities.	<ul style="list-style-type: none"> <li>• Type: Technical</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: local</li> <li>• Implementation date: 2006</li> <li>• Reduction timescale: Short term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : No</li> <li>• Reference (d): Local_zone29_Thurrock_AQActionplan_1</li> </ul>
THURROCK	Local_Thurrock_D4	Parking Management & Charging	Review waiting and parking restrictions with aim to decrease congestion.	<ul style="list-style-type: none"> <li>• Type: Technical</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: local</li> <li>• Implementation date: 2006</li> <li>• Reduction timescale: Short term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : No</li> <li>• Reference (d): Local_zone29_Thurrock_AQActionplan_1</li> </ul>
THURROCK	Local_Thurrock_F1	Partnership & Travel Plans	Council Green Travel Plan	<ul style="list-style-type: none"> <li>• Type: Economic/fiscal</li> <li>• Sources affected: Transport; Industry including heating and power production</li> <li>• Spatial scale: local</li> <li>• Implementation date: 2006</li> <li>• Reduction timescale: Medium term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : Yes</li> <li>• Reference (d): Local_zone29_Thurrock_AQActionplan_1</li> </ul>
THURROCK	Local_Thurrock_F2	Partnership & Travel Plans	Advice for local business Green Travel Plan	<ul style="list-style-type: none"> <li>• Type: Education/information</li> <li>• Sources affected: Transport; Industry including heating and power production</li> <li>• Spatial scale: local</li> <li>• Implementation date: 2006</li> <li>• Reduction timescale: Medium term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : Yes</li> <li>• Reference (d): Local_zone29_Thurrock_AQActionplan_1</li> </ul>
THURROCK	Local_Thurrock_F3	Partnership & Travel Plans	Promote school Travel Plans	<ul style="list-style-type: none"> <li>• Type: Economic/fiscal</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: local</li> <li>• Implementation date: 2006</li> <li>• Reduction timescale: Medium term</li> </ul>

LA (a)	Measure code (b)	Title	Description	Other information
				<ul style="list-style-type: none"> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : Yes</li> <li>• Reference (d): Local_zone29_Thurrock_AQActionplan_1</li> </ul>
THURROCK	Local_Thurrock_A1	Physical Traffic Management	West Thurrock Ring Road	<ul style="list-style-type: none"> <li>• Type: Economic/fiscal</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: local</li> <li>• Implementation date: 2006</li> <li>• Reduction timescale: Medium term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : No</li> <li>• Reference (d): Local_zone29_Thurrock_AQActionplan_1</li> </ul>
THURROCK	Local_Thurrock_A2	Physical Traffic Management	Grays Western Bypass.	<ul style="list-style-type: none"> <li>• Type: Economic/fiscal</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: local</li> <li>• Implementation date: 2006</li> <li>• Reduction timescale: Short term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : No</li> <li>• Reference (d): Local_zone29_Thurrock_AQActionplan_1</li> </ul>
THURROCK	Local_Thurrock_F4	Promotion, Education & Awareness Raising	Publish air quality best practise guides.	<ul style="list-style-type: none"> <li>• Type: Education/information</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: local</li> <li>• Implementation date: 2006</li> <li>• Reduction timescale: Long term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : No</li> <li>• Reference (d): Local_zone29_Thurrock_AQActionplan_1</li> </ul>
THURROCK	Local_Thurrock_F5	Promotion, Education & Awareness Raising	Air quality information events.	<ul style="list-style-type: none"> <li>• Type: Education/information</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: local</li> <li>• Implementation date: 2006</li> <li>• Reduction timescale: Long term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : No</li> <li>• Reference (d): Local_zone29_Thurrock_AQActionplan_1</li> </ul>
THURROCK	Local_Thurrock_F6	Promotion, Education & Awareness Raising	School information packs and providing speakers.	<ul style="list-style-type: none"> <li>• Type: Other</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: local</li> <li>• Implementation date: 2006</li> <li>• Reduction timescale: Long term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : No</li> </ul>

LA (a)	Measure code (b)	Title	Description	Other information
THURROCK	Local_Thurrock_A3	Public Transport Initiatives - Bus	Subsidised bus service.	<ul style="list-style-type: none"> <li>• Reference (d): Local_zone29_Thurrock_AQActionplan_1</li> <li>• Type: Technical</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: local</li> <li>• Implementation date: 2006</li> <li>• Reduction timescale: Medium term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : No</li> <li>• Reference (d): Local_zone29_Thurrock_AQActionplan_1</li> </ul>
THURROCK	Local_Thurrock_A4	Public Transport Initiatives - Bus	School bus provision.	<ul style="list-style-type: none"> <li>• Type: Technical</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: local</li> <li>• Implementation date: 2006</li> <li>• Reduction timescale: Medium term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : No</li> <li>• Reference (d): Local_zone29_Thurrock_AQActionplan_1</li> </ul>
THURROCK	Local_Thurrock_D5	Public Transport Initiatives - Bus	Concessionary Fare scheme.	<ul style="list-style-type: none"> <li>• Type: Education/information</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: local</li> <li>• Implementation date: 2006</li> <li>• Reduction timescale: Medium term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : No</li> <li>• Reference (d): Local_zone29_Thurrock_AQActionplan_1</li> </ul>
THURROCK	Local_Thurrock_D6	Public Transport Initiatives - Bus	Passenger information.	<ul style="list-style-type: none"> <li>• Type: Other</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: local</li> <li>• Implementation date: 2006</li> <li>• Reduction timescale: Short term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : Yes</li> <li>• Reference (d): Local_zone29_Thurrock_AQActionplan_1</li> </ul>
THURROCK	Local_Thurrock_F7	Public Transport Initiatives - Bus	Bus Quality Partnerships.	<ul style="list-style-type: none"> <li>• Type: Other</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: local</li> <li>• Implementation date: 2006</li> <li>• Reduction timescale: Medium term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : Yes</li> <li>• Reference (d): Local_zone29_Thurrock_AQActionplan_1</li> </ul>

LA (a)	Measure code (b)	Title	Description	Other information
THURROCK	Local_Thurrock_A5	Public Transport Initiatives - Rail	Maintain and enhance current ferry services.	<ul style="list-style-type: none"> <li>• Type: Technical</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: local</li> <li>• Implementation date: 2006</li> <li>• Reduction timescale: Medium term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : No</li> <li>• Reference (d): Local_zone29_Thurrock_AQActionplan_1</li> </ul>
THURROCK	Local_Thurrock_A6	Re-Routing and Road hierachy	Grays Town Centre.	<ul style="list-style-type: none"> <li>• Type: Other</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: local</li> <li>• Implementation date: 2006</li> <li>• Reduction timescale: Short term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : No</li> <li>• Reference (d): Local_zone29_Thurrock_AQActionplan_1</li> </ul>
THURROCK	Local_Thurrock_F8	Re-Routing and Road hierachy	M25 Orbit Study.	<ul style="list-style-type: none"> <li>• Type: Other</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: local</li> <li>• Implementation date: 2006</li> <li>• Reduction timescale: Short term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : No</li> <li>• Reference (d): Local_zone29_Thurrock_AQActionplan_1</li> </ul>
THURROCK	Local_Thurrock_A7	Roadside Emissions Testing	Provide free voluntary testing at sites in area.	<ul style="list-style-type: none"> <li>• Type: Technical</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: local</li> <li>• Implementation date: 2006</li> <li>• Reduction timescale: Medium term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : No</li> <li>• Reference (d): Local_zone29_Thurrock_AQActionplan_1</li> </ul>
WALTHAM FOREST	Local_Waltham_B1	Energy Conservation	Continue programme of boiler replacement in Council area.	<ul style="list-style-type: none"> <li>• Type: Economic/fiscal</li> <li>• Sources affected: Commercial and residential sources</li> <li>• Spatial scale: local</li> <li>• Implementation date: Ongoing.</li> <li>• Reduction timescale: Long term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : No</li> <li>• Reference (d): Local_zone29_WalthamForest_AQActionplan_1</li> </ul>
WALTHAM	Local_Waltham_H1	Local	Enforce air pollution regulations and legislation	<ul style="list-style-type: none"> <li>• Type: Technical</li> </ul>

LA (a)	Measure code (b)	Title	Description	Other information
FOREST		Abatement		<ul style="list-style-type: none"> <li>• Sources affected: Industry including heating and power production</li> <li>• Spatial scale: local</li> <li>• Implementation date: In place - Ongoing.</li> <li>• Reduction timescale: Short term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : No</li> <li>• Reference (d): Local_zone29_WalthamForest_AQActionplan_1</li> </ul>
WALTHAM FOREST	Local_Waltham_E1	Access Control & Clear Zones	Home Zone	<ul style="list-style-type: none"> <li>• Type: Other</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: local</li> <li>• Implementation date: Ongoing.</li> <li>• Reduction timescale: Long term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : No</li> <li>• Reference (d): Local_zone29_WalthamForest_AQActionplan_1</li> </ul>
WALTHAM FOREST	Local_Waltham_G1	Development of Cycling and Walking	Cycle training in schools	<ul style="list-style-type: none"> <li>• Type: Economic/fiscal</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: local</li> <li>• Implementation date: Ongoing.</li> <li>• Reduction timescale: Long term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : Yes</li> <li>• Reference (d): Local_zone29_WalthamForest_AQActionplan_1</li> </ul>
WALTHAM FOREST	Local_Waltham_G2	Development of Cycling and Walking	Improve cycle networks	<ul style="list-style-type: none"> <li>• Type: Other</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: local</li> <li>• Implementation date: Partnership working ongoing.</li> <li>• Reduction timescale: Medium term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : No</li> <li>• Reference (d): Local_zone29_WalthamForest_AQActionplan_1</li> </ul>
WALTHAM FOREST	Local_Waltham_G3	Development of Cycling and Walking	Improve 'streetscape'	<ul style="list-style-type: none"> <li>• Type: Technical</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: local</li> <li>• Implementation date: No info.</li> <li>• Reduction timescale: Medium term</li> <li>• Regulatory: No</li> </ul>

LA (a)	Measure code (b)	Title	Description	Other information
				<ul style="list-style-type: none"> <li>• Smarter Choices (c) : No</li> <li>• Reference (d): Local_zone29_WalthamForest_AQActionplan_1</li> </ul>
WALTHAM FOREST	Local_Waltham_D1	Fleet Management & clean fuels	Phasing out essential car users allowance	<ul style="list-style-type: none"> <li>• Type: Economic/fiscal</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: local</li> <li>• Implementation date: Complete.</li> <li>• Reduction timescale: Long term</li> <li>• Regulatory: Yes</li> <li>• Smarter Choices (c) : No</li> <li>• Reference (d): Local_zone29_WalthamForest_AQActionplan_1</li> </ul>
WALTHAM FOREST	Local_Waltham_C1	Fleet Management & clean fuels	Electric and LPG council vehicles	<ul style="list-style-type: none"> <li>• Type: Other</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: local</li> <li>• Implementation date: LPG stations installed.</li> <li>• Reduction timescale: Long term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : No</li> <li>• Reference (d): Local_zone29_WalthamForest_AQActionplan_1</li> </ul>
WALTHAM FOREST	Local_Waltham_C2	Fleet Management & clean fuels	Lobby for refuelling infrastructure	<ul style="list-style-type: none"> <li>• Type: Economic/fiscal</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: local</li> <li>• Implementation date: LPG stations installed.</li> <li>• Reduction timescale: Long term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : No</li> <li>• Reference (d): Local_zone29_WalthamForest_AQActionplan_1</li> </ul>
WALTHAM FOREST	Local_Waltham_E2	Land Use Planning	Require AQ modelling and sustainable transport initiatives as part of planning agreement	<ul style="list-style-type: none"> <li>• Type: Technical</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: local</li> <li>• Implementation date: No info.</li> <li>• Reduction timescale: Medium term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : No</li> <li>• Reference (d): Local_zone29_WalthamForest_AQActionplan_1</li> </ul>
WALTHAM FOREST	Local_Waltham_A1	Low Emission Zones	LEZ scenario modelled by Council.	<ul style="list-style-type: none"> <li>• Type: Economic/fiscal</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: regional</li> </ul>

LA (a)	Measure code (b)	Title	Description	Other information
				<ul style="list-style-type: none"> <li>• Implementation date: Completed.</li> <li>• Reduction timescale: Long term</li> <li>• Regulatory: Yes</li> <li>• Smarter Choices (c) : No</li> <li>• Reference (d): Local_zone29_WalthamForest_AQActionplan_1</li> </ul>
WALTHAM FOREST	Local_Waltham_D2	Parking Management & Charging	CPZ	<ul style="list-style-type: none"> <li>• Type: Technical</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: local</li> <li>• Implementation date: Ongoing.</li> <li>• Reduction timescale: Medium term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : No</li> <li>• Reference (d): Local_zone29_WalthamForest_AQActionplan_1</li> </ul>
WALTHAM FOREST	Local_Waltham_D3	Parking Management & Charging	Workplace charging for staff	<ul style="list-style-type: none"> <li>• Type: Other</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: local</li> <li>• Implementation date: Completed - 2003.</li> <li>• Reduction timescale: Long term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : No</li> <li>• Reference (d): Local_zone29_WalthamForest_AQActionplan_1</li> </ul>
WALTHAM FOREST	Local_Waltham_D4	Parking Management & Charging	Change off-street parking requirements from minimum to maximum standards	<ul style="list-style-type: none"> <li>• Type: Technical</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: local</li> <li>• Implementation date: No info.</li> <li>• Reduction timescale: Medium term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : No</li> <li>• Reference (d): Local_zone29_WalthamForest_AQActionplan_1</li> </ul>
WALTHAM FOREST	Local_Waltham_E3	Draw up a parking strategy	Draw up a parking strategy	<ul style="list-style-type: none"> <li>• Type: Other</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: local</li> <li>• Implementation date: No info.</li> <li>• Reduction timescale: Long term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : No</li> <li>• Reference (d): Local_zone29_WalthamForest_AQActionplan_1</li> </ul>



LA (a)	Measure code (b)	Title	Description	Other information
WALTHAM FOREST	Local_Waltham_F1	Council GTP	Council GTP	<ul style="list-style-type: none"> <li>• Type: Economic/fiscal</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: local</li> <li>• Implementation date: Ongoing.</li> <li>• Reduction timescale: Long term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : Yes</li> <li>• Reference (d): Local_zone29_WalthamForest_AQActionplan_1</li> </ul>
WALTHAM FOREST	Local_Waltham_F2	School TP	School TP	<ul style="list-style-type: none"> <li>• Type: Other</li> <li>• Sources affected: Transport; Industry including heating and power production</li> <li>• Spatial scale: local</li> <li>• Implementation date: Complete - all schools have travel plans.</li> <li>• Reduction timescale: Medium term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : Yes</li> <li>• Reference (d): Local_zone29_WalthamForest_AQActionplan_1</li> </ul>
WALTHAM FOREST	Local_Waltham_F3	Business TP	Business TP	<ul style="list-style-type: none"> <li>• Type: Other</li> <li>• Sources affected: Transport; Industry including heating and power production</li> <li>• Spatial scale: local</li> <li>• Implementation date: Ongoing</li> <li>• Reduction timescale: Medium term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : Yes</li> <li>• Reference (d): Local_zone29_WalthamForest_AQActionplan_1</li> </ul>
WALTHAM FOREST	Local_Waltham_F4	Car Free Day	Car Free Day	<ul style="list-style-type: none"> <li>• Type: Other</li> <li>• Sources affected: Transport; Industry including heating and power production</li> <li>• Spatial scale: local</li> <li>• Implementation date: Achieved.</li> <li>• Reduction timescale: Medium term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : Yes</li> <li>• Reference (d): Local_zone29_WalthamForest_AQActionplan_1</li> </ul>
WALTHAM FOREST	Local_Waltham_F5	Transport Website	Transport Website	<ul style="list-style-type: none"> <li>• Type: Education/information</li> <li>• Sources affected: Transport</li> </ul>

LA (a)	Measure code (b)	Title	Description	Other information
				<ul style="list-style-type: none"> <li>• Spatial scale: local</li> <li>• Implementation date: Achieved.</li> <li>• Reduction timescale: Short term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : Yes</li> <li>• Reference (d): Local_zone29_WalthamForest_AQActionplan_1</li> </ul>
WALTHAM FOREST	Local_Waltham_F6	Schools AQ monitoring project	Schools AQ monitoring project	<ul style="list-style-type: none"> <li>• Type: Other</li> <li>• Sources affected: All</li> <li>• Spatial scale: local</li> <li>• Implementation date: Ongoing.</li> <li>• Reduction timescale: Long term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : No</li> <li>• Reference (d): Local_zone29_WalthamForest_AQActionplan_1</li> </ul>
WALTHAM FOREST	Local_Waltham_F7	AQ poster competition	AQ poster competition	<ul style="list-style-type: none"> <li>• Type: Other</li> <li>• Sources affected: Agriculture</li> <li>• Spatial scale: local</li> <li>• Implementation date: No info.</li> <li>• Reduction timescale: Short term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : No</li> <li>• Reference (d): Local_zone29_WalthamForest_AQActionplan_1</li> </ul>
WALTHAM FOREST	Local_Waltham_F8	Publicity at local events	Publicity at local events	<ul style="list-style-type: none"> <li>• Type: Technical</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: local</li> <li>• Implementation date: Complete - ongoing annually.</li> <li>• Reduction timescale: Medium term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : Yes</li> <li>• Reference (d): Local_zone29_WalthamForest_AQActionplan_1</li> </ul>
WALTHAM FOREST	Local_Waltham_E4	Continued working with TfL on LBI and LBPN	Continued working with TfL on LBI and LBPN	<ul style="list-style-type: none"> <li>• Type: Other</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: local</li> <li>• Implementation date: Ongoing.</li> <li>• Reduction timescale: Long term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : No</li> <li>• Reference (d):</li> </ul>

LA (a)	Measure code (b)	Title	Description	Other information
				Local_zone29_WalthamForest_AQActionplan_1
WALTHAM FOREST	Local_Waltham_A2	Introduction of bus routes	Introduction of bus routes	<ul style="list-style-type: none"> <li>• Type: Other</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: local</li> <li>• Implementation date: Completed.</li> <li>• Reduction timescale: Long term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : No</li> <li>• Reference (d): Local_zone29_WalthamForest_AQActionplan_1</li> </ul>
WALTHAM FOREST	Local_Waltham_A3	Continuation of experimental Go Greener feeder routes	Continuation of experimental Go Greener feeder routes	<ul style="list-style-type: none"> <li>• Type: Technical</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: local</li> <li>• Implementation date: Ongoing.</li> <li>• Reduction timescale: Medium term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : No</li> <li>• Reference (d): Local_zone29_WalthamForest_AQActionplan_1</li> </ul>
WALTHAM FOREST	Local_Waltham_H2	Programme of 'bus boarders' to help disabled persons use Public Transport	Programme of 'bus boarders' to help disabled persons use Public Transport	<ul style="list-style-type: none"> <li>• Type: Technical</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: local</li> <li>• Implementation date: 18% accessibility</li> <li>• Reduction timescale: Medium term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : No</li> <li>• Reference (d): Local_zone29_WalthamForest_AQActionplan_1</li> </ul>
WALTHAM FOREST	Local_Waltham_A4	Gospel – Barling rail line	Gospel – Barling rail line	<ul style="list-style-type: none"> <li>• Type: Economic/fiscal</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: regional</li> <li>• Implementation date: Achieved.</li> <li>• Reduction timescale: Long term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : No</li> <li>• Reference (d): Local_zone29_WalthamForest_AQActionplan_1</li> </ul>
WALTHAM FOREST	Local_Waltham_A5	re-allocating road-space	re-allocating road-space	<ul style="list-style-type: none"> <li>• Type: Other</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: local</li> <li>• Implementation date: Ongoing.</li> <li>• Reduction timescale: Long term</li> </ul>

LA (a)	Measure code (b)	Title	Description	Other information
				<ul style="list-style-type: none"> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : No</li> <li>• Reference (d): Local_zone29_WalthamForest_AQActionplan_1</li> </ul>
WALTHAM FOREST	Local_Waltham_A6	Traffic signal improvements	Traffic signal improvements	<ul style="list-style-type: none"> <li>• Type: Education/information</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: local</li> <li>• Implementation date: Ongoing.</li> <li>• Reduction timescale: Medium term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : No</li> <li>• Reference (d): Local_zone29_WalthamForest_AQActionplan_1</li> </ul>
WALTHAM FOREST	Local_Waltham_A7	Junction control	Junction control	<ul style="list-style-type: none"> <li>• Type: Other</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: local</li> <li>• Implementation date: Ongoing.</li> <li>• Reduction timescale: Long term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : No</li> <li>• Reference (d): Local_zone29_WalthamForest_AQActionplan_1</li> </ul>
WALTHAM FOREST	Local_Waltham_A8	Pedestrian facilities	Pedestrian facilities	<ul style="list-style-type: none"> <li>• Type: Other</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: regional</li> <li>• Implementation date: Ongoing.</li> <li>• Reduction timescale: Long term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : No</li> <li>• Reference (d): Local_zone29_WalthamForest_AQActionplan_1</li> </ul>
HARROW	Local_Harrow_G1	Development of Cycling and Walking	Mainly information measures building on existing transport policies.	<ul style="list-style-type: none"> <li>• Type: Technical</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: local</li> <li>• Implementation date: Ongoing.</li> <li>• Reduction timescale: Medium term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : Yes</li> <li>• Reference (d): Local_zone29_Harrow_AQActionplan_1</li> </ul>
HARROW	Local_Harrow_F1	Fleet Management & clean fuels	Promote the use of alternative and clean fuelled vehicles.	<ul style="list-style-type: none"> <li>• Type: Other</li> <li>• Sources affected: Agriculture</li> <li>• Spatial scale: local</li> </ul>

LA (a)	Measure code (b)	Title	Description	Other information
				<ul style="list-style-type: none"> <li>• Implementation date: 2008</li> <li>• Reduction timescale: Long term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : No</li> <li>• Reference (d): Local_zone29_Harrow_AQActionplan_1</li> </ul>
HARROW	Local_Harrow_A1	Freight Measures	Mostly around developing ideas for freight.	<ul style="list-style-type: none"> <li>• Type: Technical</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: local</li> <li>• Implementation date: Complete - Ongoing</li> <li>• Reduction timescale: Medium term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : No</li> <li>• Reference (d): Local_zone29_Harrow_AQActionplan_1</li> </ul>
HARROW	Local_Harrow_A2	Freight Measures	West London freight quality partnerships.	<ul style="list-style-type: none"> <li>• Type: Technical</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: regional</li> <li>• Implementation date: Complete - Ongoing</li> <li>• Reduction timescale: Medium term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : No</li> <li>• Reference (d): Local_zone29_Harrow_AQActionplan_1</li> </ul>
HARROW	Local_Harrow_A3	Freight Measures	Scope for freight priority lanes.	<ul style="list-style-type: none"> <li>• Type: Technical</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: local</li> <li>• Implementation date: Complete - Ongoing</li> <li>• Reduction timescale: Medium term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : No</li> <li>• Reference (d): Local_zone29_Harrow_AQActionplan_1</li> </ul>
HARROW	Local_Harrow_A4	Freight Measures	London sustainable distribution.	<ul style="list-style-type: none"> <li>• Type: Technical</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: local</li> <li>• Implementation date: Complete - Ongoing</li> <li>• Reduction timescale: Medium term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : No</li> <li>• Reference (d): Local_zone29_Harrow_AQActionplan_1</li> </ul>
HARROW	Local_Harrow_D1	Parking Management & Charging	Charging for parking and enforcement initiatives.	<ul style="list-style-type: none"> <li>• Type: Technical</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: local</li> <li>• Implementation date: Ongoing.</li> <li>• Reduction timescale: Short term</li> </ul>

LA (a)	Measure code (b)	Title	Description	Other information
				<ul style="list-style-type: none"> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : No</li> <li>• Reference (d): Local_zone29_Harrow_AQActionplan_1</li> </ul>
HARROW	Local_Harrow_F2	Partnership & Travel Plans	Focus on ensuring all schools develop travel plans.	<ul style="list-style-type: none"> <li>• Type: Economic/fiscal</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: local</li> <li>• Implementation date: Implemented - Ongoing.</li> <li>• Reduction timescale: Long term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : Yes</li> <li>• Reference (d): Local_zone29_Harrow_AQActionplan_1</li> </ul>
HARROW	Local_Harrow_F3	Promotion, Education & Awareness Raising	A range of awareness measures.	<ul style="list-style-type: none"> <li>• Type: Economic/fiscal</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: local</li> <li>• Implementation date: Various - Ongoing.</li> <li>• Reduction timescale: Long term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : Yes</li> <li>• Reference (d): Local_zone29_Harrow_AQActionplan_1</li> </ul>
HARROW	Local_Harrow_A5	Public Transport Initiatives - Bus	Bus measures	<ul style="list-style-type: none"> <li>• Type: Other</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: local</li> <li>• Implementation date: Various - Ongoing.</li> <li>• Reduction timescale: Long term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : Yes</li> <li>• Reference (d): Local_zone29_Harrow_AQActionplan_1</li> </ul>
Three Rivers	Local_Three_Rivers_H1	Expanded NO <sub>2</sub> monitoring network	TRDC is working in co-operation with Mouchel Packman (consultants for the HA), in the provision of further passive monitoring for N02 within the largest AQMA at Junction 18 of the M25. TRDC will encourage and support the HA in any actions that will result in a reduction in pollution levels from the M25 motorway.	<ul style="list-style-type: none"> <li>• Type: Technical</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: local</li> <li>• Implementation date: No info.</li> <li>• Reduction timescale: Long term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : No</li> <li>• Reference (d): Local_zone29_ThreeRivers_AQActionplan_1</li> </ul>
Three Rivers	Local_Three_Rivers_G1	Alternative Modes of Transport: Travelwise Initiative	TRDC will continue to support the County Council with its aim to encourage alternative modes of transport through its various initiatives and through 2006	<ul style="list-style-type: none"> <li>• Type: Technical</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: local</li> <li>• Implementation date: No info.</li> <li>• Reduction timescale: Long term</li> <li>• Regulatory: No</li> </ul>

LA (a)	Measure code (b)	Title	Description	Other information
				<ul style="list-style-type: none"> <li>• Smarter Choices (c) : Yes</li> <li>• Reference (d): Local_zone29_ThreeRivers_AQActionplan_1</li> </ul>
Three Rivers	Local_Three_Rivers_G2	Alternative Modes of Transport: Mode of Transport and Average Distance by Journey Purposes	<p>The Council will encourage cycling by:</p> <ul style="list-style-type: none"> <li>- Seeking to provide a network of cycle routes throughout the District, which is safe and convenient for all users.</li> <li>- Seeking to ensure that those responsible for the design of new roads or road improvements take the safety and needs of cyclists into account.</li> </ul>	<ul style="list-style-type: none"> <li>• Type: Technical</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: local</li> <li>• Implementation date: ON-GOING SINCE 2006 - a number of new cycle routes have been implemented and others are planned</li> <li>• Reduction timescale: Long term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : No</li> <li>• Reference (d): Local_zone29_ThreeRivers_AQActionplan_1</li> </ul>
Three Rivers	Local_Three_Rivers_H2	Indicator AQ1 – Air pollution	TRDC, through membership of the Herts. And Beds Monitoring Group, will continue to provide base line data from the monitoring station for this indicator to be in use	<ul style="list-style-type: none"> <li>• Type: Technical</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: local</li> <li>• Implementation date: ongoing since 2006 and used in our annual report to DEFRA</li> <li>• Reduction timescale: Long term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : No</li> <li>• Reference (d): Local_zone29_ThreeRivers_AQActionplan_1</li> </ul>
Three Rivers	Local_Three_Rivers_C1	Alternative Fuels/ Fuel Usage: Local Authority Staff	TRDC will explore suitable options to encourage staff in receipt of car allowance to switch or convert to low emission vehicles, such as LPG	<ul style="list-style-type: none"> <li>• Type: Technical</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: local</li> <li>• Implementation date: No info.</li> <li>• Reduction timescale: Long term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : No</li> <li>• Reference (d): Local_zone29_ThreeRivers_AQActionplan_1</li> </ul>
Three Rivers	Local_Three_Rivers_C2	Alternative Fuels/ Fuel Usage: Tendering Contracts	TRDC will consider air quality as part of the assessment for any new tender and require contractors to use fuel-efficient vehicles	<ul style="list-style-type: none"> <li>• Type: Technical</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: local</li> <li>• Implementation date: No info.</li> <li>• Reduction timescale: Long term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : No</li> <li>• Reference (d): Local_zone29_ThreeRivers_AQActionplan_1</li> </ul>

LA (a)	Measure code (b)	Title	Description	Other information
Three Rivers	Local_Three_Rivers_H3	Alternative Fuels/ Fuel Usage: Car Pool Schemes	Encourage employers to review the suitability of a car pool schemes and the current car allowance systems and establish the most effective system to include fairness and benefits to air quality	<ul style="list-style-type: none"> <li>• Type: Technical</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: local</li> <li>• Implementation date: No info.</li> <li>• Reduction timescale: Long term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : No</li> <li>• Reference (d): Local_zone29_ThreeRivers_AQActionplan_1</li> </ul>
Three Rivers	Local_Three_Rivers_C3	Alternative Fuels/ Fuel Usage: Roadside Emissions Testing	The Council will investigate the feasibility of introducing roadside emission testing, possibly in partnership with neighbouring stakeholders	<ul style="list-style-type: none"> <li>• Type: Technical</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: local</li> <li>• Implementation date: No info.</li> <li>• Reduction timescale: Long term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : No</li> <li>• Reference (d): Local_zone29_ThreeRivers_AQActionplan_1</li> </ul>
Three Rivers	Local_Three_Rivers_B1	Emissions for Industry and Domestic Sources	TRDC will continue to provide comprehensive control over Part B processes	<ul style="list-style-type: none"> <li>• Type: Technical</li> <li>• Sources affected: Commercial and residential sources</li> <li>• Spatial scale: local</li> <li>• Implementation date: No info.</li> <li>• Reduction timescale: Long term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : No</li> <li>• Reference (d): Local_zone29_ThreeRivers_AQActionplan_1</li> </ul>
Three Rivers	Local_Three_Rivers_A1	Three Rivers District Council continue to control emissions using the provisions of the Clean Air Act 1993	Three Rivers District Council continue to control emissions using the provisions of the Clean Air Act 1993	<ul style="list-style-type: none"> <li>• Type: Technical</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: local</li> <li>• Implementation date: No info.</li> <li>• Reduction timescale: Long term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : No</li> <li>• Reference (d): Local_zone29_ThreeRivers_AQActionplan_1</li> </ul>
Three Rivers	Local_Three_Rivers_B2	Statutory Nuisance Legislation – Environmental Protection Act 1990	The Council will continue to investigate complaints about nuisance, monitor air quality and relate this to the air quality strategy	<ul style="list-style-type: none"> <li>• Type: Technical</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: local</li> <li>• Implementation date: No info.</li> <li>• Reduction timescale: Long term</li> <li>• Regulatory: Yes</li> </ul>



LA (a)	Measure code (b)	Title	Description	Other information
				<ul style="list-style-type: none"> <li>• Smarter Choices (c) : No</li> <li>• Reference (d): Local_zone29_ThreeRivers_AQActionplan_1</li> </ul>
Three Rivers	Local_Three_Rivers_B3	Energy Conservation/ Promotion of Energy Reduction Schemes	<p>Building Control already encourage building designs and materials that have the least environmental impact as well as encouraging renewable energy. This is done through:</p> <p>i. Continue to actively enforce Part L of the Regulations and any other Government drivers (Sustainable Homes etc).</p> <p>ii. Continue to make an effort to reduce mileage when making visits around the district (for example, by dividing the district into 4 areas, with designated officers for each area).</p> <p>iii. Continue to work with Watford Council on a Newsletter, Focus Groups and Seminars, which are aimed at Architects, Builders and Home Owners.</p>	<ul style="list-style-type: none"> <li>• Type: Technical</li> <li>• Sources affected: Industry including heating and power production; Commercial and residential sources</li> <li>• Spatial scale: local</li> <li>• Implementation date: No info.</li> <li>• Reduction timescale: Long term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : No</li> <li>• Reference (d): Local_zone29_ThreeRivers_AQActionplan_1</li> </ul>
Three Rivers	Local_Three_Rivers_H4	Air quality monitoring	<p>TRDC will continue to monitor air quality within the district (continuous and diffusion tubes), and will continue the membership of the local network and:</p> <p>i. Relocate monitoring station</p> <p>ii. Increased provision of air quality information to the public.</p>	<ul style="list-style-type: none"> <li>• Type: Technical</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: local</li> <li>• Implementation date: No info.</li> <li>• Reduction timescale: Long term</li> <li>• Regulatory: Yes</li> <li>• Smarter Choices (c) : No</li> <li>• Reference (d): Local_zone29_ThreeRivers_AQActionplan_1</li> </ul>
Brentwood	Local_Brentwood_H1	Air Quality Monitoring	<p>The Council will continue to monitor air quality within the Borough via its real time NO<sub>x</sub> monitoring station and NO<sub>2</sub> diffusion tubes (currently at 37 locations)</p>	<ul style="list-style-type: none"> <li>• Type: Technical</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: local</li> <li>• Implementation date: 2008</li> <li>• Reduction timescale: Long term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : No</li> <li>• Reference (d): Local_zone29_Brentwood_AQActionplan_1</li> </ul>
Brentwood	Local_Brentwood_H2	Air Quality Monitoring II	<p>The Council will consider extending or relocating the existing NO<sub>2</sub> diffusion tube survey locations to monitor air quality 'hot spots'</p>	<ul style="list-style-type: none"> <li>• Type: Technical</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: local</li> <li>• Implementation date: 2008</li> <li>• Reduction timescale: Long term</li> <li>• Regulatory: No</li> </ul>

LA (a)	Measure code (b)	Title	Description	Other information
				<ul style="list-style-type: none"> <li>• Smarter Choices (c) : No</li> <li>• Reference (d): Local_zone29_Brentwood_AQActionplan_1</li> </ul>
Brentwood	Local_Brentwood_H3	Air Quality Monitoring III	Consider extending the monitoring network and/or carrying out further air quality monitoring in areas associated with major new developments. (Costs may be met by developer via S106 Agreement)	<ul style="list-style-type: none"> <li>• Type: Technical</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: local</li> <li>• Implementation date: 2008</li> <li>• Reduction timescale: Long term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : No</li> <li>• Reference (d): Local_zone29_Brentwood_AQActionplan_1</li> </ul>
Brentwood	Local_Brentwood_F1	Awareness Raising	Raise the profile of air quality in the Borough (probably in conjunction with climate change issues) using the Council website, newspaper, leaflets and the media.	<ul style="list-style-type: none"> <li>• Type: Education/information</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: local</li> <li>• Implementation date: 2008</li> <li>• Reduction timescale: Long term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : No</li> <li>• Reference (d): Local_zone29_Brentwood_AQActionplan_1</li> </ul>
Brentwood	Local_Brentwood_G1	Promote alternative methods of transport	Promote alternative methods of transport such as walking, cycling, buses and trains.	<ul style="list-style-type: none"> <li>• Type: Technical</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: local</li> <li>• Implementation date: 2008</li> <li>• Reduction timescale: Long term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : Yes</li> <li>• Reference (d): Local_zone29_Brentwood_AQActionplan_1</li> </ul>
Brentwood	Local_Brentwood_G2	Council Travel Plan	Develop a green travel plan for the Council covering getting to and from work and use of vehicles for Council business.	<ul style="list-style-type: none"> <li>• Type: Technical</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: local</li> <li>• Implementation date: 2008</li> <li>• Reduction timescale: Long term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : Yes</li> <li>• Reference (d): Local_zone29_Brentwood_AQActionplan_1</li> </ul>
Brentwood	Local_Brentwood_G3	Travel Plans	To encourage existing large employers to produce and implement suitable travel plans.	<ul style="list-style-type: none"> <li>• Type: Technical; Education/information</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: local</li> </ul>

LA (a)	Measure code (b)	Title	Description	Other information
				<ul style="list-style-type: none"> <li>• Implementation date: 2008</li> <li>• Reduction timescale: Medium/long term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : Yes</li> <li>• Reference (d): Local_zone29_Brentwood_AQActionplan_1</li> </ul>
Brentwood	Local_Brentwood_G4	School Travel Plans	To assist schools in producing their travel plans and make them aware of air quality issues.	<ul style="list-style-type: none"> <li>• Type: Technical; Education/information</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: local</li> <li>• Implementation date: 2008</li> <li>• Reduction timescale: Medium/long term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : Yes</li> <li>• Reference (d): Local_zone29_Brentwood_AQActionplan_1</li> </ul>
Brentwood	Local_Brentwood_H4	To continue with the Sawyers Hall Lane schools air pollution project.	To continue with the Sawyers Hall Lane schools air pollution project.	<ul style="list-style-type: none"> <li>• Type: Technical; Education/information</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: local</li> <li>• Implementation date: 2008</li> <li>• Reduction timescale: Long term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : Yes</li> <li>• Reference (d): Local_zone29_Brentwood_AQActionplan_1</li> </ul>
Brentwood	Local_Brentwood_G5	Cycling	Urge Essex County Council and other bodies, such as Sustran, to implement the recommendations detailed in the Brentwood Town Cycling Review of October 2006.	<ul style="list-style-type: none"> <li>• Type: Technical</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: local</li> <li>• Implementation date: 2008</li> <li>• Reduction timescale: Long term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : No</li> <li>• Reference (d): Local_zone29_Brentwood_AQActionplan_1</li> </ul>
Brentwood	Local_Brentwood_A1	Encourage Regional Freight Strategy	Encourage ECC to produce a Freight Management Strategy.	<ul style="list-style-type: none"> <li>• Type: Technical</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: local</li> <li>• Implementation date: 2008</li> <li>• Reduction timescale: Long term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : No</li> <li>• Reference (d): Local_zone29_Brentwood_AQActionplan_1</li> </ul>

LA (a)	Measure code (b)	Title	Description	Other information
Brentwood	Local_Brentwood_A2	Quality Bus Partnership	Quality Bus Partnership Contribute towards the existing partnership arrangement.	<ul style="list-style-type: none"> <li>• Type: Technical</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: local</li> <li>• Implementation date: 2008</li> <li>• Reduction timescale: Long term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : No</li> <li>• Reference (d): Local_zone29_Brentwood_AQActionplan_1</li> </ul>
Brentwood	Local_Brentwood_E1	Section 106	Continue to require developers to contribute towards the costs of infrastructure improvements and mitigation of adverse air quality impacts, where appropriate, via Section 106 Agreements.	<ul style="list-style-type: none"> <li>• Type: Technical</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: local</li> <li>• Implementation date: 2008</li> <li>• Reduction timescale: Long term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : No</li> <li>• Reference (d): Local_zone29_Brentwood_AQActionplan_1</li> </ul>
Brentwood	Local_Brentwood_H5	Air Quality Assessments	Require potential developers to carry out air quality assessments as part of the planning process, should their development impact on AQMAs or significantly impact on areas close to being determined as AQMA.	<ul style="list-style-type: none"> <li>• Type: Technical</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: local</li> <li>• Implementation date: 2008</li> <li>• Reduction timescale: Long term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : No</li> <li>• Reference (d): Local_zone29_Brentwood_AQActionplan_1</li> </ul>
Brentwood	Local_Brentwood_C1	Consider offering residents with electric/hybrid cars free/reduced residents' permits and free/reduced entry into Council car parks.	Consider offering residents with electric/hybrid cars free/reduced residents' permits and free/reduced entry into Council car parks.	<ul style="list-style-type: none"> <li>• Type: Technical</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: local</li> <li>• Implementation date: 2008</li> <li>• Reduction timescale: Long term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : No</li> <li>• Reference (d): Local_zone29_Brentwood_AQActionplan_1</li> </ul>
Brentwood	Local_Brentwood_H6	Air Quality Consortium	Continue to contribute towards the Essex Air Quality Consortium and assist ECC with jointly promoting awareness of air quality issues.	<ul style="list-style-type: none"> <li>• Type: Technical</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: local</li> </ul>

LA (a)	Measure code (b)	Title	Description	Other information
				<ul style="list-style-type: none"> <li>• Implementation date: 2008</li> <li>• Reduction timescale: Long term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : No</li> <li>• Reference (d): Local_zone29_Brentwood_AQActionplan_1</li> </ul>
Brentwood	Local_Brentwood_E2	Implement the Brentwood High Street Improvement Scheme	Implement the Brentwood High Street Improvement Scheme	<ul style="list-style-type: none"> <li>• Type: Technical</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: local</li> <li>• Implementation date: 2008</li> <li>• Reduction timescale: Long term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : No</li> <li>• Reference (d): Local_zone29_Brentwood_AQActionplan_1</li> </ul>
Brentwood	Local_Brentwood_E3	Consider a scheme to restrict the movement of HGVs in the vicinity of Brentwood High Street.	Consider a scheme to restrict the movement of HGVs in the vicinity of Brentwood High Street.	<ul style="list-style-type: none"> <li>• Type: Technical</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: local</li> <li>• Implementation date: 2008</li> <li>• Reduction timescale: Long term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : No</li> <li>• Reference (d): Local_zone29_Brentwood_AQActionplan_1</li> </ul>
Brentwood	Local_Brentwood_E4	Replacing the existing four pelican crossings at Wilson's Corner junction with PUFIN crossings.	Replacing the existing four pelican crossings at Wilson's Corner junction with PUFIN crossings.	<ul style="list-style-type: none"> <li>• Type: Technical</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: local</li> <li>• Implementation date: 2008</li> <li>• Reduction timescale: Long term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : No</li> <li>• Reference (d): Local_zone29_Brentwood_AQActionplan_1</li> </ul>
Brentwood	Local_Brentwood_H7	Urge ECC to consider other physical improvements that could be implemented at the Wilson's Corner junction.	Urge ECC to consider other physical improvements that could be implemented at the Wilson's Corner junction.	<ul style="list-style-type: none"> <li>• Type: Technical</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: local</li> <li>• Implementation date: 2008</li> <li>• Reduction timescale: Long term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : No</li> <li>• Reference (d): Local_zone29_Brentwood_AQActionplan_1</li> </ul>

LA (a)	Measure code (b)	Title	Description	Other information
Brentwood	Local_Brentwood_G6	Where appropriate, impose planning conditions to require developers to provide bus passes for new residents.	Where appropriate, impose planning conditions to require developers to provide bus passes for new residents.	<ul style="list-style-type: none"> <li>• Type: Technical</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: local</li> <li>• Implementation date: 2008</li> <li>• Reduction timescale: Long term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : No</li> <li>• Reference (d): Local_zone29_Brentwood_AQActionplan_1</li> </ul>
Brentwood	Local_Brentwood_G7	Ensure that existing planning conditions regarding travel plans are enforced.	Ensure that existing planning conditions regarding travel plans are enforced.	<ul style="list-style-type: none"> <li>• Type: Technical</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: local</li> <li>• Implementation date: 2008</li> <li>• Reduction timescale: Long term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : Yes</li> <li>• Reference (d): Local_zone29_Brentwood_AQActionplan_1</li> </ul>
Brentwood	Local_Brentwood_A3	Consider periodic exhaust emission surveys.	Consider periodic exhaust emission surveys.	<ul style="list-style-type: none"> <li>• Type: Technical; Education/information</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: local</li> <li>• Implementation date: 2008</li> <li>• Reduction timescale: Long term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : No</li> <li>• Reference (d): Local_zone29_Brentwood_AQActionplan_1</li> </ul>
Brentwood	Local_Brentwood_A4	Improvement of Council fleet	The Council to investigate the further greening of its existing fleet and to consider air pollution as a factor when procuring extra or replacement vehicles and investigate the availability of grants.	<ul style="list-style-type: none"> <li>• Type: Technical</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: local</li> <li>• Implementation date: 2008</li> <li>• Reduction timescale: Long term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : No</li> <li>• Reference (d): Local_zone29_Brentwood_AQActionplan_1</li> </ul>
Brentwood	Local_Brentwood_H8	Park and ride feasibility study	The Council to carry out a feasibility study of the costs, benefits and practicality of introducing a park-and-ride (or park and walk) scheme for Brentwood/Shenfield.	<ul style="list-style-type: none"> <li>• Type: Technical</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: local</li> <li>• Implementation date: 2008</li> <li>• Reduction timescale: Long term</li> <li>• Regulatory: No</li> </ul>

LA (a)	Measure code (b)	Title	Description	Other information
				<ul style="list-style-type: none"> <li>• Smarter Choices (c) : No</li> <li>• Reference (d): Local_zone29_Brentwood_AQActionplan_1</li> </ul>
Brentwood	Local_Brentwood_G8	Consider further investment in bus services.	Consider further investment in bus services.	<ul style="list-style-type: none"> <li>• Type: Technical</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: local</li> <li>• Implementation date: 2008</li> <li>• Reduction timescale: Long term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : No</li> <li>• Reference (d): Local_zone29_Brentwood_AQActionplan_1</li> </ul>
Brentwood	Local_Brentwood_G9	Encourage ECC to introduce telemetrics at bus stops on main bus routes in the town, together with improvements to bus stops and bus fleet.	Encourage ECC to introduce telemetrics at bus stops on main bus routes in the town, together with improvements to bus stops and bus fleet.	<ul style="list-style-type: none"> <li>• Type: Technical</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: local</li> <li>• Implementation date: 2008</li> <li>• Reduction timescale: Long term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : No</li> <li>• Reference (d): Local_zone29_Brentwood_AQActionplan_1</li> </ul>
CAMBRIDGE	LOCAL_Cambridge_A1	Quality Bus Partnership	Quality bus partnership setting minimum emission criteria for all public service vehicles entering the zone regulated by rising bollard transponder entitlement, and licences to use bus stops in the zone. Initial criteria to be Euro II standard plus RPC by 2009.	<ul style="list-style-type: none"> <li>• Type: Economic/fiscal</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: local</li> <li>• Implementation date: 2009</li> <li>• Reduction timescale: Long term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : No</li> <li>• Reference (d): Local_zone29_Cambridge_AQActionplan_1</li> </ul>
CAMBRIDGE	LOCAL_Cambridge_A2	Public Transport - Taxis	8 Year age limit on taxis and private hire vehicles within the zone, with twice yearly emission testing, regulated by rising bollare, transponder entitlement.	<ul style="list-style-type: none"> <li>• Type: Economic/fiscal</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: local</li> <li>• Implementation date: N/A</li> <li>• Reduction timescale: Long term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : No</li> <li>• Reference (d): Local_zone29_Cambridge_AQActionplan_1</li> </ul>
CAMBRIDGE	LOCAL_Cambridge_A3	Physical Traffic Management	Expansion of Traffic road closure program to further limit access to the City Centre.	<ul style="list-style-type: none"> <li>• Type: Economic/fiscal</li> <li>• Sources affected: Transport</li> </ul>

LA (a)	Measure code (b)	Title	Description	Other information
				<ul style="list-style-type: none"> <li>• Spatial scale: local</li> <li>• Implementation date: N/A</li> <li>• Reduction timescale: Long term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : No</li> <li>• Reference (d): Local_zone29_Cambridge_AQActionplan_1</li> </ul>
CAMBRIDGE	LOCAL_Cambridge_A4	Physical Traffic Management	A 20 mph speed limit in the core area.	<ul style="list-style-type: none"> <li>• Type: Economic/fiscal</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: local</li> <li>• Implementation date: N/A</li> <li>• Reduction timescale: Medium term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : No</li> <li>• Reference (d): Local_zone29_Cambridge_AQActionplan_1</li> </ul>
CAMBRIDGE	LOCAL_Cambridge_E1	Planning	Development of planning policy, supplementary guidance, based around full implementation of PS23 and National Society for Clean Air (NSCA) Guidance Planning for Clean Air.	<ul style="list-style-type: none"> <li>• Type: Economic/fiscal</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: local</li> <li>• Implementation date: N/A</li> <li>• Reduction timescale: Long term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : No</li> <li>• Reference (d): Local_zone29_Cambridge_AQActionplan_1</li> </ul>
CAMBRIDGE	LOCAL_Cambridge_A5	Public Transport	Continued support and expansion of the park and ride schemes.	<ul style="list-style-type: none"> <li>• Type: Economic/fiscal</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: local</li> <li>• Implementation date: N/A</li> <li>• Reduction timescale: Long term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : No</li> <li>• Reference (d): Local_zone29_Cambridge_AQActionplan_1</li> </ul>
CAMBRIDGE	LOCAL_Cambridge_E2	Planning	Commuted car parking charges for when new commercial development is planned in the Core Area.	<ul style="list-style-type: none"> <li>• Type: Economic/fiscal</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: local</li> <li>• Implementation date: N/A</li> <li>• Reduction timescale: Long term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : No</li> <li>• Reference (d):</li> </ul>



LA (a)	Measure code (b)	Title	Description	Other information
CAMBRIDGE E	LOCAL_Cambridge_ C1	Emission Testing	Twice yearly roadside emission testing of private vehicles in association with the Vehicle Inspectorate.	Local_zone29_Cambridge_AQActionplan_1 <ul style="list-style-type: none"> <li>• Type: Economic/fiscal</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: local</li> <li>• Implementation date: N/A</li> <li>• Reduction timescale: Long term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : No</li> <li>• Reference (d): Local_zone29_Cambridge_AQActionplan_1</li> </ul>
CAMBRIDGE E	LOCAL_Cambridge_ F1	Cycling/ Walking	Full Implementation of the councils Walking and Cycling Strategy.	Local_zone29_Cambridge_AQActionplan_1 <ul style="list-style-type: none"> <li>• Type: Economic/fiscal</li> <li>• Sources affected: Transport</li> <li>• Spatial scale: local</li> <li>• Implementation date: Plan has been implemented.</li> <li>• Reduction timescale: Long term</li> <li>• Regulatory: No</li> <li>• Smarter Choices (c) : Yes</li> <li>• Reference (d): Local_zone29_Cambridge_AQActionplan_1</li> </ul>

(a) Name of responsible Local Authority.

(b) The Letter in the measure code indicates the main source sector that will be affected by the measure. Letters are assigned as follows: A - measures to reduce emissions from mobile sources, B - measures to reduce emissions from stationary sources, C - fuels and petrol stations, D - Economic incentives to reduce emissions (e.g. congestion charging, controlled parking zones), E - measures related to traffic planning/redesigning infrastructure, F - information/educational measures, G - change of transport mode (e.g. scheme to encourage people out of cars and onto bikes), H - Other.

(c) Measures have been classified as 'smarter choices' or not based on expert judgement

(d) References available for download from: <http://uk-air.defra.gov.uk/library/NO2ten/>

