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Air Quality Plan for the achievement of EU air quality limit values for nitrogen dioxide (NO_2) in South East (UK0031)

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Contents

1. Introduction

1.1. This document

This document is the South East (UK0031) air quality plan for the achievement of the EU air quality limit values for nitrogen dioxide (NO_2).

This plan presents the following information:

• General information regarding the South East non-agglomeration zone
• Details of NO_2 exceedence situation(s) within the South East 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 South East 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_2 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_2 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 μgm^{-3}
• The hourly limit value: no more than 18 hourly exceedances of 200 μgm^{-3} in a calendar year

The Air Quality Directive stipulates that compliance with the NO_2 limit values will be achieved by 01/01/2010. 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 South East 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 South East 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_2 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_2 limit values is presented in section 6.

2. General Information about the Zone

2.1. Administrative information

Zone name: South East
Zone code: UK0031
Type of zone: non-agglomeration zone
Reference year: 2008
Extent of zone: Figure 1 shows the area covered by the South East 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.

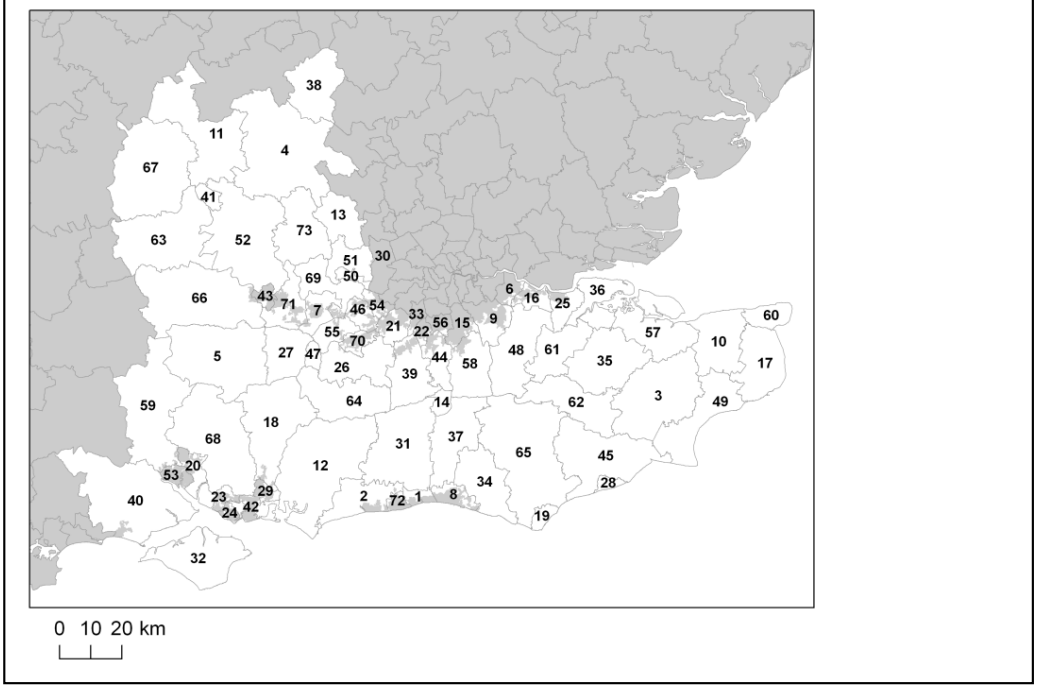
1. Adur District Council
2. Arun District Council
3. Ashford Borough Council
4. Aylesbury Vale District Council
5. Basingstoke and Deane Borough Council
6. Bexley London Borough Council
7. Bracknell Forest Borough Council
8. Brighton & Hove City Council
9. Bromley London Borough Council
10. Canterbury City Council
11. Cherwell District Council
12. Chichester District Council
13. Chiltern District Council
14. Crawley Borough Council
15. Croydon London Borough Council
16. Dartford Borough Council
17. Dover District Council
18. East Hampshire District Council
19. Eastbourne Borough Council
20. Eastleigh Borough Council
21. Elmbridge Borough Council
22. Epsom and Ewell Borough Council
23. Fareham Borough Council
24. Gosport Borough Council
25. Gravesham Borough Council
26. Guildford Borough Council
27. Hart District Council
28. Hastings Borough Council
29. Havant Borough Council
30. Hillingdon London Borough Council
31. Horsham District Council
32. Isle of Wight Council
33. Kingston upon Thames Royal Borough
34. Lewes District Council
35. Maidstone Borough Council
36. Medway Council
37. Mid Sussex District Council
38. Milton Keynes Council
39. Mole Valley District Council
40. New Forest District Council
41. Oxford City Council
42. Portsmouth City Council
43. Reading Borough Council
44. Reigate and Banstead Borough Council
45. Rother District Council
46. Runnymede Borough Council

47. Rushmoor Borough Council
48. Sevenoaks District Council
49. Shepway District Council
50. Slough Borough Council
51. South Bucks District Council
52. South Oxfordshire District Council
53. Southampton City Council
54. Spelthorne Borough Council
55. Surrey Heath Borough Council
56. Sutton London Borough Council
57. Swale Borough Council
58. Tandridge District Council
59. Test Valley Borough Council
60. Thanet District Council
61. Tonbridge and Malling Borough Council
62. Tunbridge Wells Borough Council
63. Vale of White Horse District Council
64. Waverley Borough Council
65. Wealden District Council
66. West Berkshire Council
67. West Oxfordshire District Council
68. Winchester City Council
69. Windsor and Maidenhead Royal Borough Council
70. Woking Borough Council
71. Wokingham Borough Council
72. Worthing Borough Council
73. Wycombe 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 South East non-agglomeration zone (UK0031).

Figure 2. Map showing Local Authorities within the South East non-agglomeration zone (UK0031).



2.2. Assessment details

Measurements
NO_2 measurements in this zone were available in 2008 from the following national network monitoring stations (NO_2 data capture for each station in 2008 shown in brackets):

• Canterbury GB0737A (97.3%)
• Harwell GB0036R (97.9%)
• Horley GB0916A (99.4%)
• Lullington Heath GB0038R (97.1%)
• Oxford Centre Roadside GB0633A (97.1%)
• Oxford St Ebbes GB0920A (82.4%)
• Rochester Stoke GB0617A (96.8%)

Full details of monitoring stations within the South East 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): 19083 km^2
• Total population within zone (approx): 6229246 people
• Total road length where an assessment of NO_2 concentrations have been made: 1303 km in 2008 (and similar lengths in previous years).

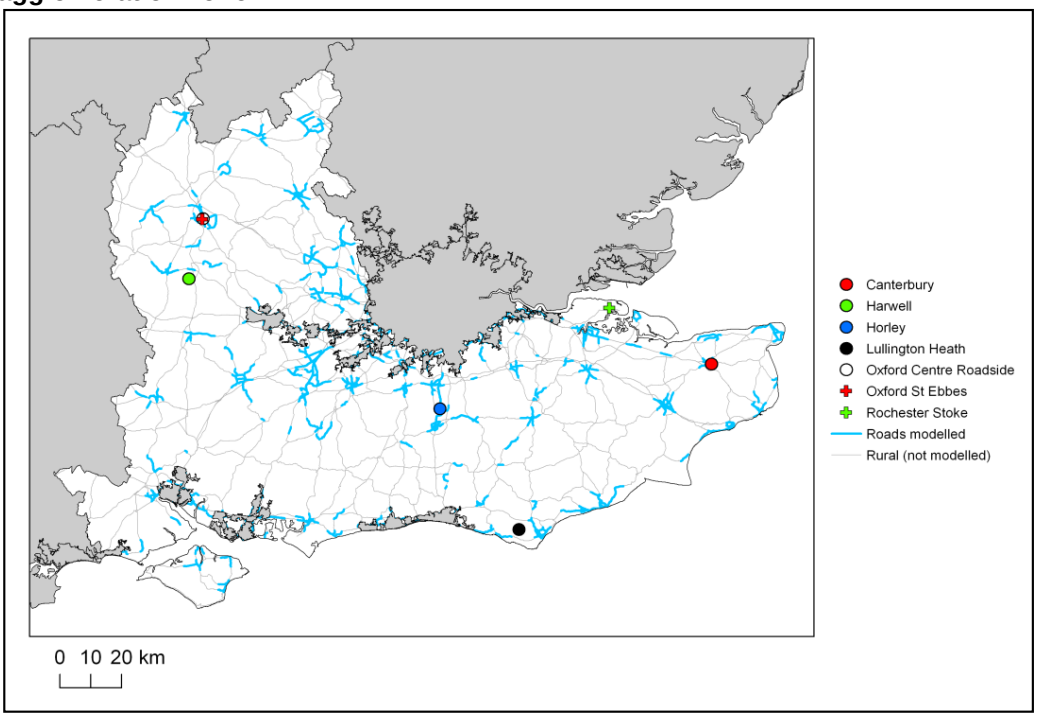
Zone maps
Figure 3 presents the location of the NO_2 monitoring stations within this zone for 2008 and the roads for which NO_2 concentrations have been modelled. NO_2 concentrations at background locations have been modelled across the entire zone at a 1 x 1 km^2 resolution.

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_2 monitoring sites with valid data in 2008 and roads where concentrations have been modelled within the South East (UK0031) non-agglomeration zone.



3. Overall Picture for 2008 reference year

3.1. Introduction

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

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

Within the South East non-agglomeration zone only the annual limit value was exceeded in 2008. Hence, one exceedance situation for this zone has been defined, NO_2_UK0031_Annual_1, which covers the exceedance of the annual limit value. This exceedance situation is described below.

For both NO_2 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_2_UK0031_Annual_1

The NO_2_UK0031_Annual_1 exceedance situation covers all exceedances of the annual mean limit value in the South East 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 Oxford Centre Roadside (GB0633A) in 2008. Table 2 summarises modelled annual mean NO_2 results in this exceedance situation for the same time period. This table shows that, in 2008, 163.1 km of road length and 2 km^2 background area were modelled to exceed the annual limit value. Table 2 also shows that the maximum modelled annual mean NO_2 concentration in 2008 was 78 μgm^{-3}. Maps showing the modelled annual mean NO_2 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_X source apportionment for all modelled locations, along with an indicative annual mean NO_2 source apportionment. Table 3 presents summary source apportionment information in this exceedance situation for 2008, including:

• The modelled NO_X and indicative NO_2 source apportionment for the section of road with the highest modelled NO_2 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_2 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_2 concentrations for these air quality plans. This method involves calculating the maximum and minimum possible contribution from each source to the NO_2 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_2 concentration. Further information on the methods used for source apportionment are provided in the UK Technical Report.

• The maximum NO_X 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_X source apportionment for each section of road within the NO_2_UK0031_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_2_UK0031_Annual_1 for 2001 onwards, μgm^{-3}. (Data capture shown in brackets) (a)

Site name (EOI code)	2001	2002	2003	2004	2005	2006	2007	2008	2009
Canterbury (GB0737A)	20 (91%)	18 (98%)	22 (99%)	18 (97%)	17 (96%)	18 (98%)	18 (99%)	17 (97%)	16 (91%)
Harwell (GB0036R)	17.1 (84%)	14.6 (98%)	15.7 (87%)	12 (96%)	11.6 (91%)	11.5 (93%)	12.2 (91%)	10.1 (98%)	10 (98%)
Horley (GB0916A)							37 (11%)	27 (99%)	26 (100%)
Lullington Heath (GB0038R)	12.6 (94%)	10.7 (91%)	12.5 (88%)	10.2 (93%)	10.1 (86%)	10.8 (86%)	10.4 (94%)	9.7 (97%)	10.4 (94%)
Oxford Centre Roadside (GB0633A)	60 (100%)	60 (99%)	71 (98%)	68 (87%)	67 (98%)	66 (95%)	57 (95%)	51 (97%)	50 (97%)
Oxford St Ebbes (GB0920A)								19 (82%)	23 (83%)
Rochester Stoke (GB0617A)	22 (95%)	21.1 (98%)	21.6 (98%)	20.5 (96%)	18.8 (95%)	19.8 (93%)	18.4 (97%)	17.8 (97%)	16.8 (61%)

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

Table 2. Annual mean NO_2 model results in NO_2_UK0031_Annual_1 for 2001 onwards

	2001	2002	2003	2004	2005	2006	2007	2008	2009
Road length exceeding (km)	303.9	136.6	636.4	266.9	265.8	238.0	197.5	163.1	138.0
Background area exceeding (km^2)	63	18	97	2	2	0	3	2	2
Maximum modelled concentration (μgm^{-3}) (a)	72.9	67.3	87.3	80.0	85.1	82.3	80.1	78.0	80.1

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

Table 3. Source apportionment summary information for 2008 in NO_2_UK0031_Annual_1 (μgm^{-3}).

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	9.2	(c)	
	From within the UK	5.0	(c)	7.4
	From transboundary sources (includes shipping and other EU Member States)	4.2	(c)	7.6
Urban background sources (i.e. sources located within 0.3 - 30 km from the receptor)	Total	18.8	10.9	-
	From road traffic sources	12.9	5.7	37.2
	From industry (including heat and power generation)	0.8	(c)	24.0
	From agriculture	0.0	(c)	0.0
	From commercial/residential sources	2.6	(c)	9.6
	From shipping	0.0	(c)	6.5
	From off road mobile machinery	1.6	(c)	28.2
	From natural sources	0.0	(c)	0.0
	From transboundary sources	0.0	(c)	0.0
	From other urban background sources	1.0	(c)	31.9
Local sources (i.e. contributions from sources < 0.3 km from the receptor)	Total	174.3	67.1	-
	From cars	50.3	18.7	50.8
	From HGV rigid	26.8	10.4	34.6
	From HGV articulated	73.3	27.1	100.1
	From Buses	2.9	1.2	91.9
	From LGVs	20.6	9.6	20.8
	From motorcycles	0.4	0.1	0.7
Total (i.e. regional background + urban background + local components)		202.3	78	-

(a) The road with the highest modelled annual mean NO_2 concentration in this exceedance situation in 2008 is a section of the A34, traffic count point id 77436 (OS grid (m): 449000, 205710).
(b) This column gives the maximum contribution for each component from all the roads included in the exceedence situation.
(c) The combined modelled annual mean NO_2 concentration contribution for these components is 5.3 μgm^{-3}. A more detailed NO_2 source apportionment is currently unavailable for these sectors.
(d) Source apportionment for NO_2 is indicative, see UK Technical Report.

Figure 4. Map of modelled background annual mean NO_2 concentrations 2008. Modelled exceedances of the annual limit value are shown in orange and red.

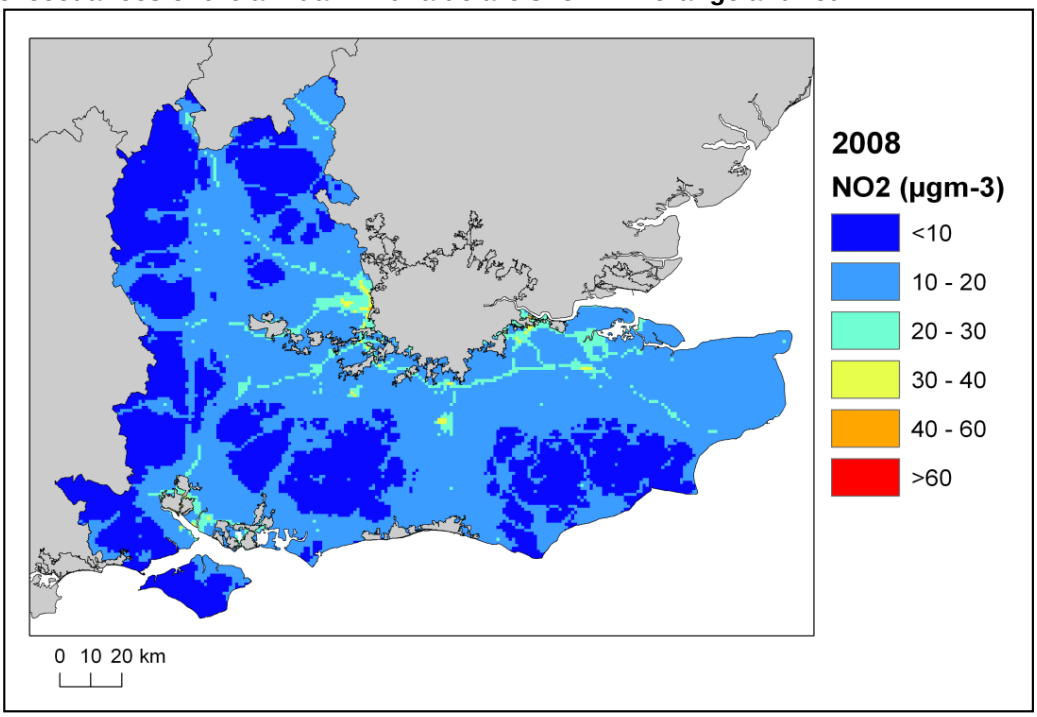
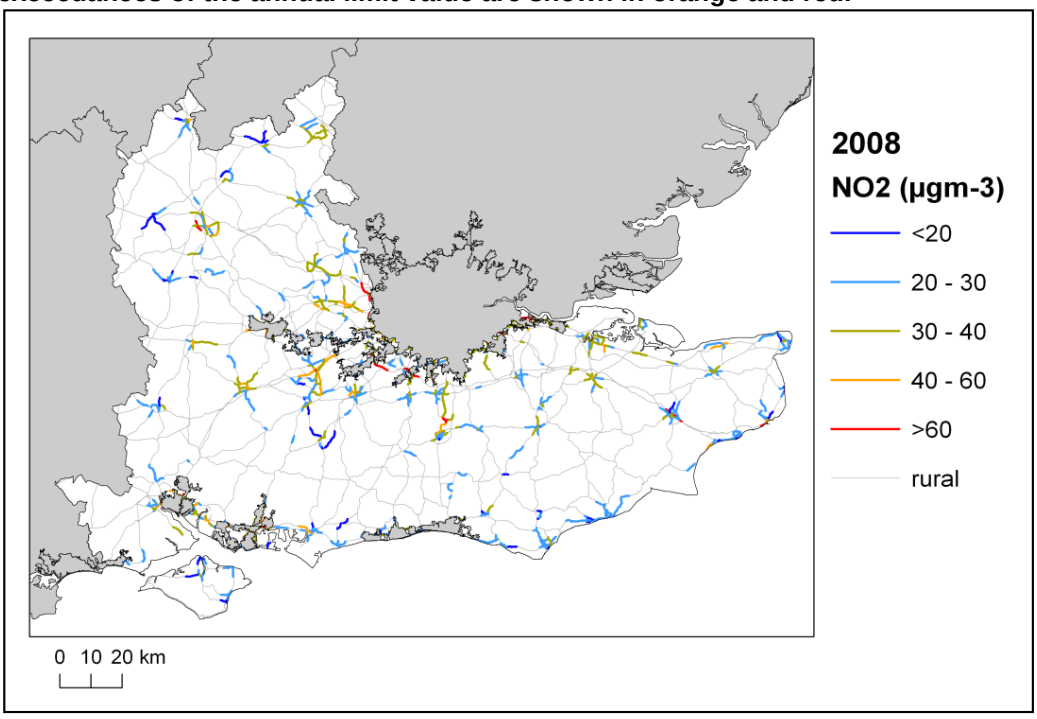


Figure 5. Map of modelled roadside annual mean NO_2 concentrations 2008. Modelled exceedances of the annual limit value are shown in orange and red.



4. Measures

4.1. Introduction

This section (section 4) gives details of measures that address exceedances of the NO_2 limit values within South East non-agglomeration zone. This includes both measures that have already been taken and measures for which there is a firm commitment that they will be taken.

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

4.2. Source apportionment

It is important to understand which sources are responsible for causing the exceedance in order to most effectively tailor measures to address the NO_2 exceedance situation(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 73.3 ugm^{-3} of NO_X out of a total of 202.3 ugm^{-3} of NO_X. Articulated HGVs and cars were important sources on the motorway roads with the highest concentrations in this exceedance situation. Articulated HGVs, cars, rigid HGVs and on some roads buses were important sources on the trunk roads with the highest concentrations. Cars, articulated HGVs and one some roads rigid HGVs and buses were important sources on the primary roads with the highest concentrations.

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

4.3. Measures

Measures potentially affecting NO_2 in this non-agglomeration zone have been taken and/or are planned at a range of administrative levels. These are:

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

Details of European Union measures (e.g. euro standards, fuel quality directives, integrated pollution prevention and control) can be found on the European Commission's website (http://ec.europa.eu/environment/air/index_en.htm). Details of national measures are given in the UK overview document 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_2 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_2 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_2 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_2_UK0031_Annual_1

Table 4 presents summary results for the baseline model projections for 2010, 2015 and 2020 for the NO_2_UK0031_Annual_1 exceedance situation. This shows that the maximum modelled annual mean NO_2 concentration predicted for 2010 in this exceedance situation is 66.6 μgm^{-3}. By 2015, the maximum modelled annual mean NO_2 concentration is predicted to drop to 43.1 μgm^{-3}. Hence, the model results suggest that compliance with the NO_2 annual limit value is unlikely to be achieved by 2015 under baseline conditions in this exceedance situation.

The projected modelled NO_X and indicative NO_2 annual mean source apportionments for 2010, 2015 and 2020 at the location with the biggest compliance gap in 2008 are presented in Table 5. In 2010 and 2015, the model results suggest that this location will continue to have the highest annual mean NO_2 concentration within this exceedance situation. However, in 2020 the model indicates that the location with the highest annual mean NO_2 concentration within this exceedance situation will be elsewhere. Information regarding the new location with the highest NO_2 concentration, including the source apportionment is given in Table 6. 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 7 shows the maximum NO_X 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_2 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_2 model results in NO_2_UK0031_Annual_1

	2008	2010	2015	2020
Road length exceeding (km)	163.1	106.1	8.8	0.0
Background area exceeding (km^2)	2	0	0	0
Maximum modelled concentration (μgm^{-3}) (a)	78.0	66.6	43.1	29.7

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

Table 5. Modelled source apportionment for 2010, 2015 and 2020 under baseline conditions for traffic count point 77436 on the A34 (the road section with the maximum modelled annual mean NO_2 concentration in 2008 in NO_2_UK0031_Annual_1. OS grid (m): 449000, 205710). 2008 results are also presented here for reference (units: μgm^{-3}).

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	9.2	7.9	6.9	5.6	(a)	(b)	(c)	(d)
	From within the UK	5.0	4.3	3.8	3.1	(a)	(b)	(c)	(d)
	From transboundary sources (includes shipping and other EU Member States)	4.2	3.6	3.1	2.5	(a)	(b)	(c)	(d)
Urban background sources (i.e. sources located within 0.3 - 30 km from the receptor)	Total	18.8	15.6	11.1	7.6	10.9	9.5	7.7	6.1
	From road traffic sources	12.9	10.1	6.5	3.6	5.7	5.2	4.8	4.4
	From industry (including heat and power generation)	0.8	0.7	0.6	0.5	(a)	(b)	(c)	(d)
	From agriculture	0.0	0.0	0.0	0.0	(a)	(b)	(c)	(d)
	From commercial/residential sources	2.6	2.6	2.4	2.2	(a)	(b)	(c)	(d)
	From shipping	0.0	0.0	0.0	0.0	(a)	(b)	(c)	(d)
	From off road mobile machinery	1.6	1.5	0.8	0.6	(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	1.0	0.8	0.8	0.8	(a)	(b)	(c)	(d)
Local sources (i.e. contributions from sources < 0.3 km from the receptor)	Total	174.3	142.4	81.5	38.1	67.1	57.1	35.4	18.1
	From cars	50.3	34.3	24.0	16.0	18.7	13.7	10.6	7.6
	From HGV rigid	26.8	23.8	12.3	4.4	10.4	9.4	5.1	2.0
	From HGV articulated	73.3	63.7	32.1	10.5	27.1	24.1	13.2	4.8
	From Buses	2.9	2.6	1.5	0.7	1.2	1.0	0.6	0.3
	From LGVs	20.6	17.8	11.4	6.3	9.6	8.7	5.8	3.3
	From motorcycles	0.4	0.3	0.3	0.2	0.1	0.1	0.1	0.1
Total (i.e. regional background + urban background + local components)		202.3	166.0	99.5	51.3	78.0	66.6	43.1	24.2

(a) The total annual mean NO_2 contribution for all components labelled (a) in 2008 was modelled to be 5.3 μgm^{-3}.
(b) The total annual mean NO_2 contribution for all components labelled (b) in 2010 is predicted to be 4.3 μgm^{-3}.
(c) The total annual mean NO_2 contribution for all components labelled (c) in 2015 is predicted to be 2.9 μgm^{-3}.
(d) The total annual mean NO_2 contribution for all components labelled (d) in 2020 is predicted to be 1.7 μgm^{-3}.

Table 6. Modelled source apportionment for 2010, 2015 and 2020 under baseline conditions for traffic count point with the highest concentration in these years in NO_2_UK0031_Annual_1 (a). 2008 results are also presented here for reference (units: μgm^{-3}).

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	9.2	7.9	6.9	6.3	(b)	(c)	(d)	(e)
	From within the UK	5.0	4.3	3.8	3.8	(b)	(c)	(d)	(e)
	From transboundary sources (includes shipping and other EU Member States)	4.2	3.6	3.1	2.5	(b)	(c)	(d)	(e)
Urban background sources (i.e. sources located within 0.3 - 30 km from the receptor)	Total	18.8	15.6	11.1	36.7	10.9	9.5	7.7	19.6
	From road traffic sources	12.9	10.1	6.5	4.4	5.7	5.2	4.8	17.4
	From industry (including heat and power generation)	0.8	0.7	0.6	1.1	(b)	(c)	(d)	(e)
	From agriculture	0.0	0.0	0.0	0.0	(b)	(c)	(d)	(e)
	From commercial/residential sources	2.6	2.6	2.4	1.5	(b)	(c)	(d)	(e)
	From shipping	0.0	0.0	0.0	0.0	(b)	(c)	(d)	(e)
	From off road mobile machinery	1.6	1.5	0.8	4.1	(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	1.0	0.8	0.8	25.6	(b)	(c)	(d)	(e)
Local sources (i.e. contributions from sources < 0.3 km from the receptor)	Total	174.3	142.4	81.5	21.3	67.1	57.1	35.4	10.1
	From cars	50.3	34.3	24.0	10.5	18.7	13.7	10.6	5.1
	From HGV rigid	26.8	23.8	12.3	1.9	10.4	9.4	5.1	0.9
	From HGV articulated	73.3	63.7	32.1	0.8	27.1	24.1	13.2	0.4
	From Buses	2.9	2.6	1.5	6.5	1.2	1.0	0.6	3.0
	From LGVs	20.6	17.8	11.4	1.5	9.6	8.7	5.8	0.8
	From motorcycles	0.4	0.3	0.3	0.1	0.1	0.1	0.1	0.0
Total (i.e. regional background + urban background + local components)		202.3	166.0	99.5	64.3	78.0	66.6	43.1	29.7

(a) The road with the maximum annual mean NO_2 concentration in different years is as follows. 2008: A section of the A34 (count point id 77436). 2010: A section of the A34 (count point id 77436). 2015: A section of the A34 (count point id 77436). 2020: A section of the A23 (count point id 18231). (OS grid (m): 449000, 205710; 449000, 205710; 449000, 205710; 449000, 205710).
(b) The total annual mean NO_2 contribution for all components labelled (b) in 2008 was modelled to be 5.3 μgm^{-3}.
(c) The total annual mean NO_2 contribution for all components labelled (c) in 2010 is predicted to be 4.3 μgm^{-3}.
(d) The total annual mean NO_2 contribution for all components labelled (d) in 2015 is predicted to be 2.9 μgm^{-3}.
(e) The total annual mean NO_2 contribution for all components labelled (e) in 2020 is predicted to be 2.2 μgm^{-3}.

Table 7. The maximum NO_X 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	NOx			
		2008	2010	2015	2020
Regional background sources (i.e. contributions from distant sources of > 30 km from the receptor)	From within the UK	7.4	6.3	4.7	0.0
	From transboundary sources (includes shipping and other EU Member States)	7.6	6.4	3.2	0.0
Urban background sources (i.e. sources located within 0.3 - 30 km from the receptor)	From road traffic sources	37.2	26.3	6.6	0.0
	From industry (including heat and power generation)	24.0	19.8	1.2	0.0
	From agriculture	0.0	0.0	0.0	0.0
	From commercial/residential sources	9.6	8.5	2.4	0.0
	From shipping	6.5	6.2	0.0	0.0
	From off road mobile machinery	28.2	24.3	9.0	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	31.9	29.9	27.1	0.0
Local sources (i.e. contributions from sources < 0.3 km from the receptor)	From cars	50.8	34.3	24.0	0.0
	From HGV rigid	34.6	30.8	12.3	0.0
	From HGV articulated	100.1	87.2	32.1	0.0
	From Buses	91.9	80.4	14.2	0.0
	From LGVs	20.8	17.9	11.4	0.0
	From motorcycles	0.7	0.6	0.3	0.0

Figure 6. Background baseline projections of annual mean NO_2 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.

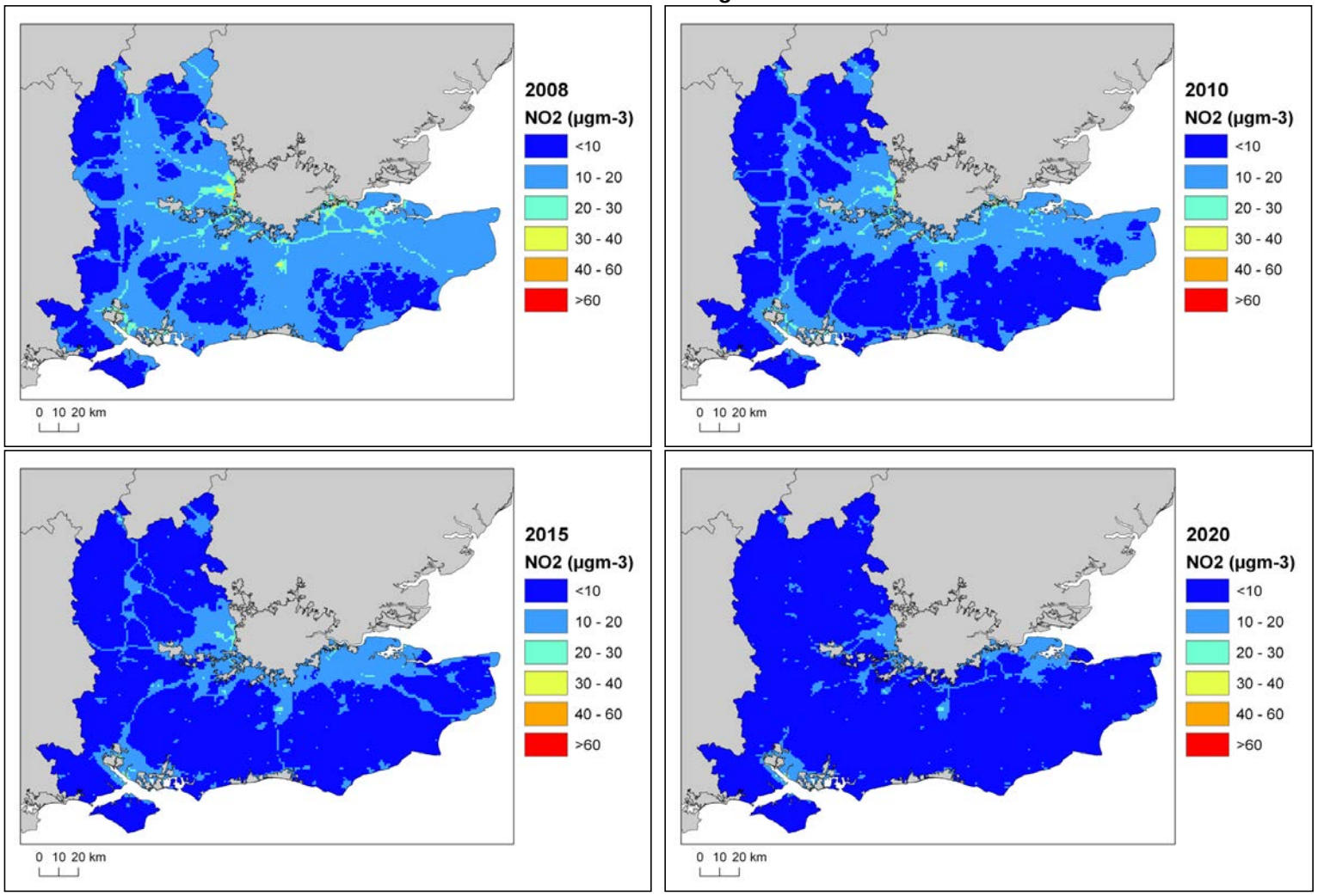
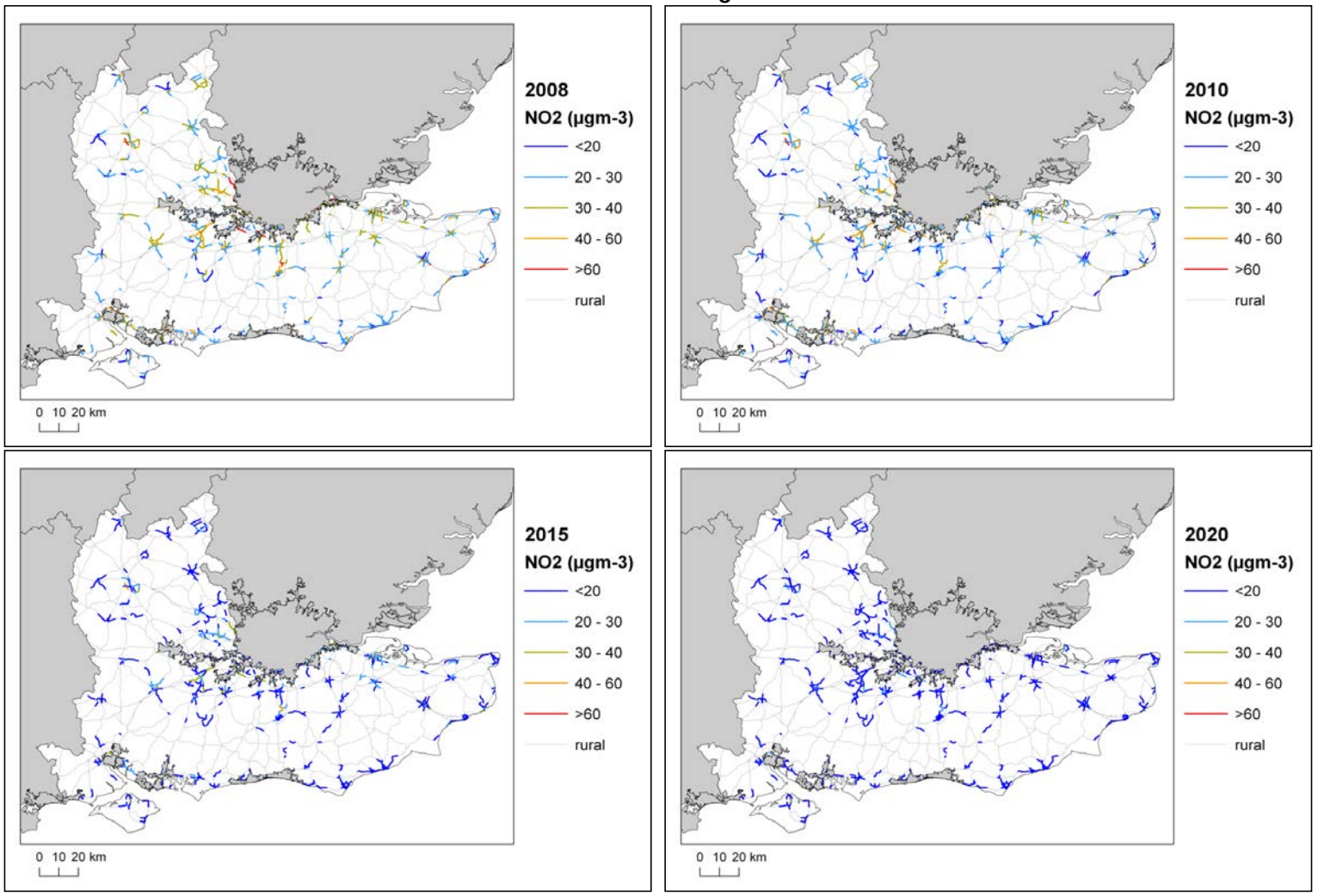


Figure 7. Roadside baseline projections of annual mean NO_2 concentrations in 2010, 2015 and 2020. 2008 is also included here for reference. Modelled exceedances of the annual limit value are shown in orange and red.



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_2 limit values. The scenario modelled here would require all HGVs and buses to meet at least Euro IV emission standards for NO_X and PM_{10} 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_2. 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_X 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

• Southampton City Council
• Bexley London Borough Council
• Bromley London Borough Council
• Croydon London Borough Council
• Hillingdon London Borough Council
• Kingston upon Thames Royal Borough
• Sutton London Borough Council

The impact of the LEZ scenario on projected NO_2 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_2 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_2_UK0031_Annual_1

Table 8 presents summary results for the LEZ scenario model projections for 2015 and 2020 for the NO_2_UK0031_Annual_1 exceedance situation. This shows that the maximum modelled annual mean NO_2 concentration predicted for 2015 for the LEZ scenario in this exceedance situation is 42.2 μgm^{-3}. Hence, the model results suggest that compliance with the NO_2 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_2 annual mean limit value is likely to be achieved in this exceedance situation in 2020, when the maximum modelled annual mean NO_2 concentration predicted to be 29.7 μgm^{-3}.

The projected modelled NO_X and indicative NO_2 annual mean source apportionments for 2010, 2015 and 2020 at the location with the biggest compliance gap in 2008 are presented in Table 9. In 2010 and 2015, the model results suggest that this location will continue to have the highest annual mean NO_2 concentration within this exceedance situation. However, in 2020 the model indicates that the location with the highest annual mean NO_2 concentration within this exceedance situation will be elsewhere. Information regarding the new location with the highest NO_2 concentration, including the source apportionment is given in Table 10. The locations of maximum concentration in each year are given in teh 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 11 shows the maximum NO_X 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_2 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 8. Annual mean NO_2 model results in NO_2_UK0031_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)	163.1	106.1	8.8	0.0
Background area exceeding (km^2)	2	0	0	0
Maximum modelled concentration (μgm^{-3}) (a)	78.0	66.6	42.2	29.7

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

Table 9. Modelled source apportionment for 2015 and 2020 for the LEZ scenario for traffic count point 77436 on the A34 (the road section with the maximum modelled annual mean NO_2 concentration in 2008 in NO_2_UK0031_Annual_1 OS grid (m): 449000, 205710). 2008 and 2010 baseline projections results are also presented here for reference (units: μgm^{-3}).

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	9.2	7.9	6.9	5.6	(a)	(b)	(c)	(d)
	From within the UK	5.0	4.3	3.8	3.1	(a)	(b)	(c)	(d)
	From transboundary sources (includes shipping and other EU Member States)	4.2	3.6	3.1	2.5	(a)	(b)	(c)	(d)
Urban background sources (i.e. sources located within 0.3 - 30 km from the receptor)	Total	18.8	15.6	10.9	7.6	10.9	9.5	7.6	6.1
	From road traffic sources	12.9	10.1	6.3	3.6	5.7	5.2	4.8	4.4
	From industry (including heat and power generation)	0.8	0.7	0.6	0.5	(a)	(b)	(c)	(d)
	From agriculture	0.0	0.0	0.0	0.0	(a)	(b)	(c)	(d)
	From commercial/residential sources	2.6	2.6	2.4	2.2	(a)	(b)	(c)	(d)
	From shipping	0.0	0.0	0.0	0.0	(a)	(b)	(c)	(d)
	From off road mobile machinery	1.6	1.5	0.8	0.6	(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	1.0	0.8	0.8	0.8	(a)	(b)	(c)	(d)
Local sources (i.e. contributions from sources < 0.3 km from the receptor)	Total	174.3	142.4	79.4	38.0	67.1	57.1	34.6	18.0
	From cars	50.3	34.3	24.0	16.0	18.7	13.7	10.6	7.7
	From HGV rigid	26.8	23.8	11.6	4.3	10.4	9.4	4.9	2.0
	From HGV articulated	73.3	63.7	30.7	10.5	27.1	24.1	12.7	4.8
	From Buses	2.9	2.6	1.5	0.7	1.2	1.0	0.6	0.3
	From LGVs	20.6	17.8	11.4	6.3	9.6	8.7	5.8	3.3
	From motorcycles	0.4	0.3	0.3	0.2	0.1	0.1	0.1	0.1
Total (i.e. regional background + urban background + local components)		202.3	166.0	97.2	51.2	78.0	66.6	42.2	24.1

(a) The total annual mean NO_2 contribution for all components labelled (a) in 2008 was modelled to be 5.3 μgm^{-3}.
(b) The total annual mean NO_2 contribution for all components labelled (b) in 2010 is predicted to be 4.3 μgm^{-3}.
(c) The total annual mean NO_2 contribution for all components labelled (c) in 2015 is predicted to be 2.9 μgm^{-3}.
(d) The total annual mean NO_2 contribution for all components labelled (d) in 2020 is predicted to be 1.7 μgm^{-3}.

Table 10. Modelled source apportionment for 2015 and 2020 for the LEZ scenario for traffic count point with the highest concentration in these years in NO_2_UK0031_Annual_1. (a) 2008 and 2010 baseline projections results are also presented here for reference (units: μgm^{-3}).

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	9.2	7.9	6.9	6.3	(b)	(c)	(d)	(e)
	From within the UK	5.0	4.3	3.8	3.8	(b)	(c)	(d)	(e)
	From transboundary sources (includes shipping and other EU Member States)	4.2	3.6	3.1	2.5	(b)	(c)	(d)	(e)
Urban background sources (i.e. sources located within 0.3 - 30 km from the receptor)	Total	18.8	15.6	10.9	36.7	10.9	9.5	7.6	19.6
	From road traffic sources	12.9	10.1	6.3	4.4	5.7	5.2	4.8	17.4
	From industry (including heat and power generation)	0.8	0.7	0.6	1.1	(b)	(c)	(d)	(e)
	From agriculture	0.0	0.0	0.0	0.0	(b)	(c)	(d)	(e)
	From commercial/residential sources	2.6	2.6	2.4	1.5	(b)	(c)	(d)	(e)
	From shipping	0.0	0.0	0.0	0.0	(b)	(c)	(d)	(e)
	From off road mobile machinery	1.6	1.5	0.8	4.1	(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	1.0	0.8	0.8	25.6	(b)	(c)	(d)	(e)
Local sources (i.e. contributions from sources < 0.3 km from the receptor)	Total	174.3	142.4	79.4	21.2	67.1	57.1	34.6	10.1
	From cars	50.3	34.3	24.0	10.5	18.7	13.7	10.6	5.1
	From HGV rigid	26.8	23.8	11.6	1.9	10.4	9.4	4.9	0.9
	From HGV articulated	73.3	63.7	30.7	0.8	27.1	24.1	12.7	0.4
	From Buses	2.9	2.6	1.5	6.5	1.2	1.0	0.6	3.0
	From LGVs	20.6	17.8	11.4	1.5	9.6	8.7	5.8	0.8
	From motorcycles	0.4	0.3	0.3	0.1	0.1	0.1	0.1	0.0
Total (i.e. regional background + urban background + local components)		202.3	166.0	97.2	64.3	78.0	66.6	42.2	29.7

(a) The road with the maximum annual mean NO_2 concentration in different years is as follows. 2008: A section of the A34 (count point id 77436). 2010: A section of the A34 (count point id 77436). 2015: A section of the A34 (count point id 77436). 2020: A section of the A23 (count point id 18231). (OS grid (m): 449000, 205710; 449000, 205710; 449000, 205710; 449000, 205710).
(b) The total annual mean NO_2 contribution for all components labelled (b) in 2008 was modelled to be 5.3 μgm^{-3}.
(c) The total annual mean NO_2 contribution for all components labelled (c) in 2010 is predicted to be 4.3 μgm^{-3}.
(d) The total annual mean NO_2 contribution for all components labelled (d) in 2015 is predicted to be 2.9 μgm^{-3}.
(e) The total annual mean NO_2 contribution for all components labelled (e) in 2020 is predicted to be 2.1 μgm^{-3}.

Table 11. The maximum NO_X 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	NOx			
		2008	2010	2015	2020
Regional background sources (i.e. contributions from distant sources of > 30 km from the receptor)	From within the UK	7.4	6.3	4.7	0.0
	From transboundary sources (includes shipping and other EU Member States)	7.6	6.4	3.1	0.0
Urban background sources (i.e. sources located within 0.3 - 30 km from the receptor)	From road traffic sources	37.2	26.3	6.5	0.0
	From industry (including heat and power generation)	24.0	19.8	1.2	0.0
	From agriculture	0.0	0.0	0.0	0.0
	From commercial/residential sources	9.6	8.5	2.4	0.0
	From shipping	6.5	6.2	0.0	0.0
	From off road mobile machinery	28.2	24.3	9.0	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	31.9	29.9	27.1	0.0
Local sources (i.e. contributions from sources < 0.3 km from the receptor)	From cars	50.8	34.3	24.0	0.0
	From HGV rigid	34.6	30.8	11.6	0.0
	From HGV articulated	100.1	87.2	30.7	0.0
	From Buses	91.9	80.4	14.2	0.0
	From LGVs	20.8	17.9	11.4	0.0
	From motorcycles	0.7	0.6	0.3	0.0

Figure 8. Background projections of annual mean NO_2 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.

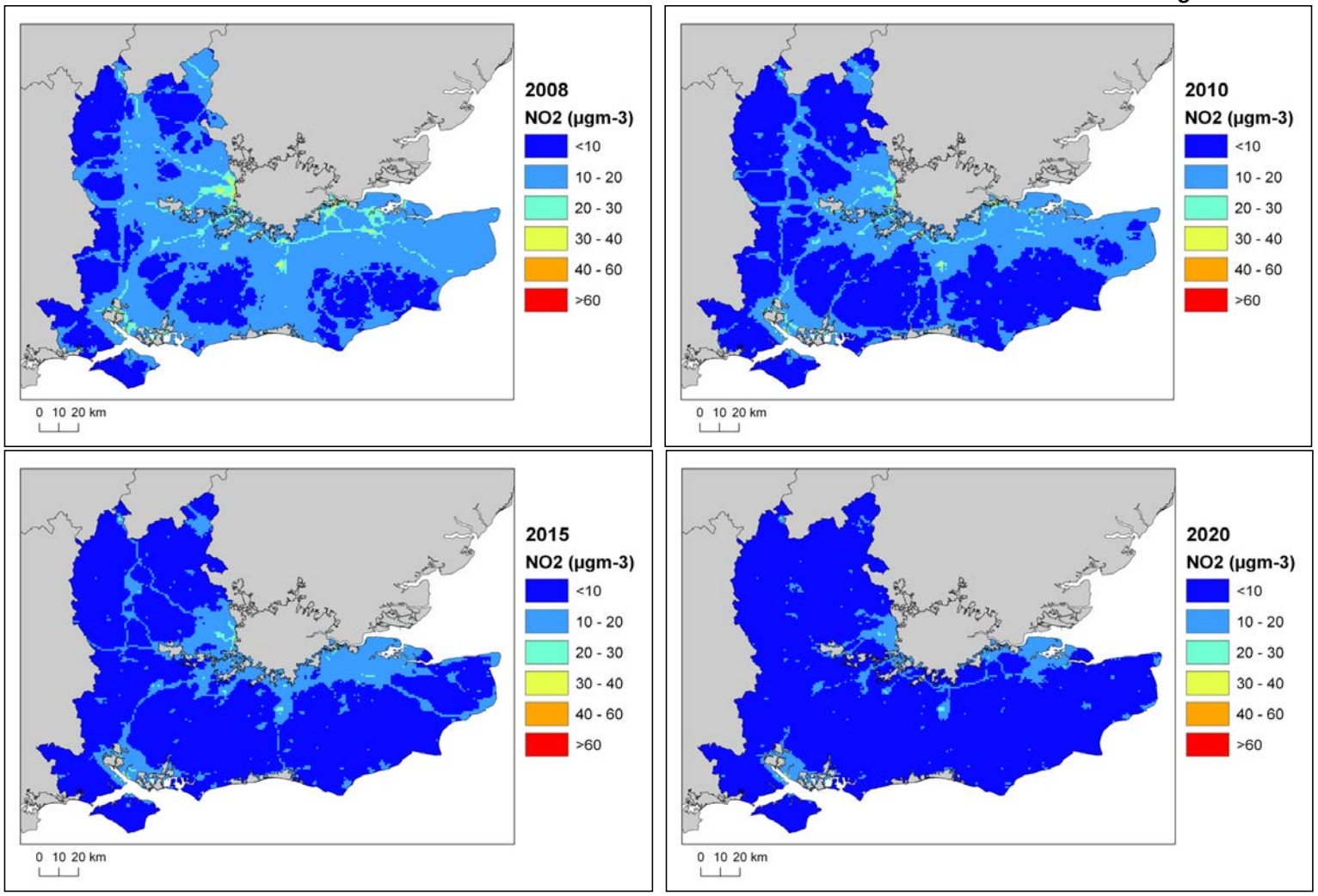
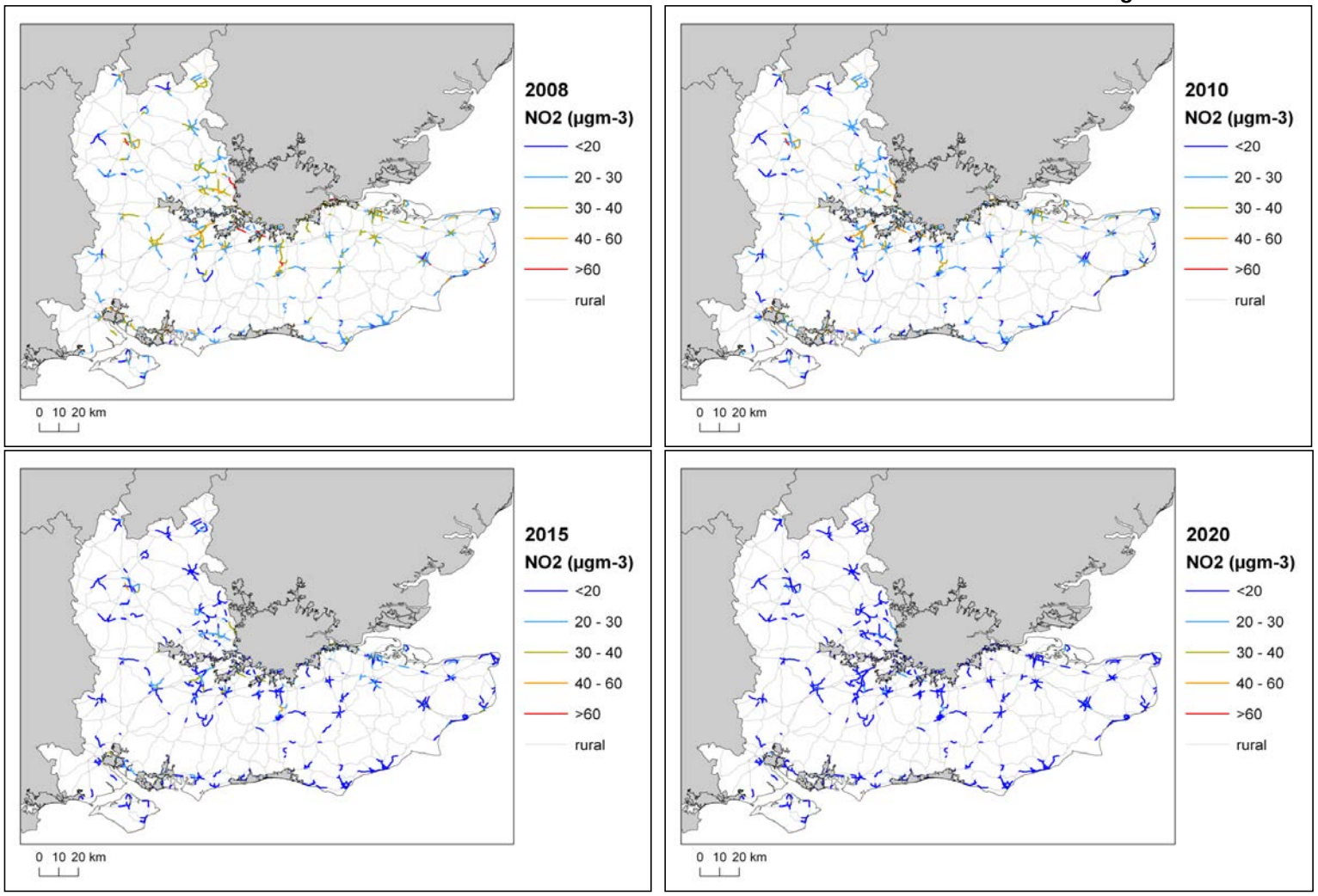


Figure 9. Roadside projections of annual mean NO_2 concentrations in 2015 and 2020 for the LEZ scenario. 2008 and baseline projections for 2010 are also included here for reference. Modelled exceedances of the annual limit value are shown in orange and red.



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Decision 2004/461/EC. Commission Decision of 29 April 2004 laying down a questionnaire to be used for annual reporting on ambient air quality assessment under Council Directives 96/62/EC and 1999/30/EC and under Directives 2000/69/EC and 2002/3/EC of the European Parliament and of the Council. From the Official Journal of the European Union, 30.4.2004, En series, L 156/78

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

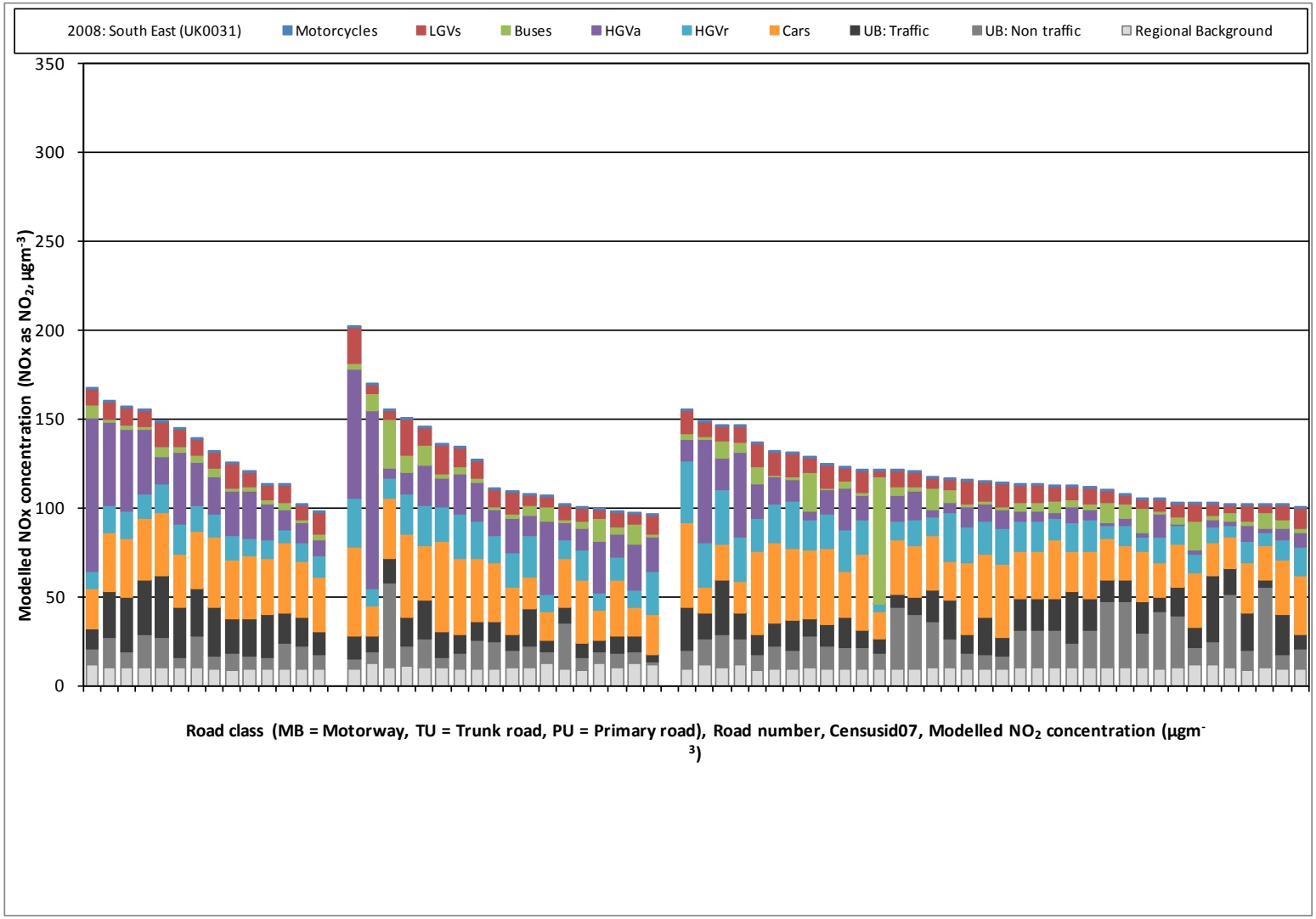
Air Quality Directive 2008/50/EC. Council Directive 2008/50/EC, of 21 May 2008. On ambient air quality and cleaner air for Europe. From the Official Journal of the European Union, 11.6.2008, En series, L152/1

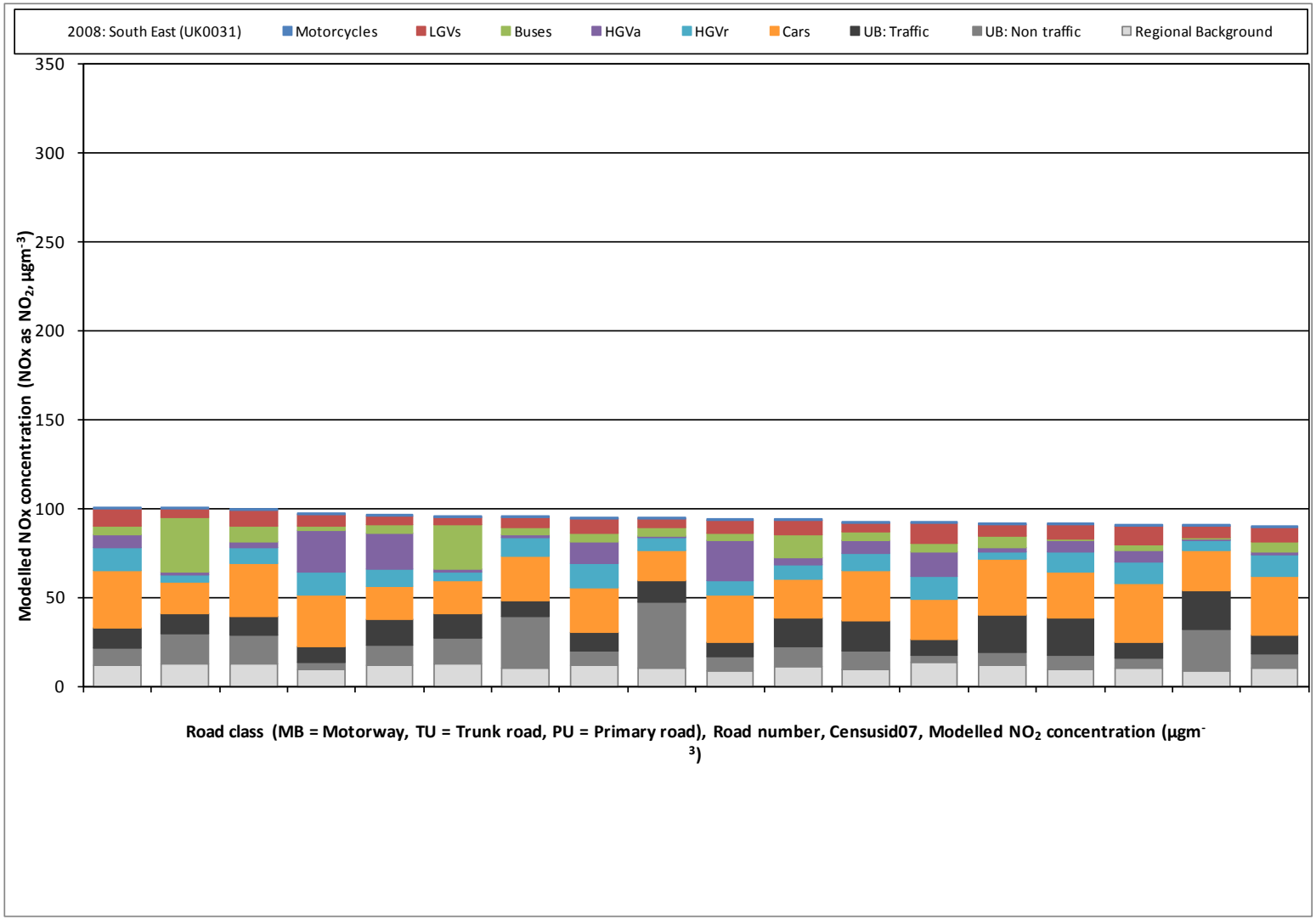
1st Daughter Directive 1999/30/EC. Council Directive 1999/30/EC, of 22 April 1999 relating to limit values for sulphur dioxide, nitrogen dioxide and oxides of nitrogen, particulate matter and lead in ambient air (The First Daughter Directive). From the Official Journal of the European Communities, 29.6.1999,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

List of Annexes

Annex 1: Source apportionment graphs

Figure A1.1 Annual mean roadside NO_X source apportionment plots for all roads exceeding the annual mean NO_2 limit value in 2008




2008: South East (UK0031)
Motorcycles
LGVs
Buses
HGVa
HGVr
Cars
UB: Traffic
UB: Non traffic
Regional Background
350
300
250
200
150
100
50
0
Modelled NOx concentration (NOx as NO2, µgm-3)
Road class (MB = Motorway, TU = Trunk road, PU = Primary road), Road number, Censusid07, Modelled NO2 concentration (µgm-3)

Annex 2: Tables of measures

Table A2.1 Relevant Local Authority measures taken before or during 2010 within South East (UK0031)

LA (a)	Measure code (b)	Title	Description	Other information
BEXLEY	Local_Bexley_B1	Other Industrial	Number of proposals aimed at reducing level of dust on road and include street cleaning, road washing, site cleaning and re-routing of goods vehicles.	• Type: Technical • Sources affected: Industry including heating and power production • Spatial scale: local • Implementation date: 2009 • Reduction timescale: Medium term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_Bexley_AQActionplan_1
BEXLEY	Local_Bexley_A1	Physical Traffic Management	Reduce speed limits to 20mph is proposed as way of reducing likelihood of re-suspension of particles attributed to re-entrainment from fast moving vehicles	• Type: Economic/fiscal • Sources affected: Transport • Spatial scale: local • Implementation date: 2009 • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_Bexley_AQActionplan_1
BEXLEY	Local_Bexley_A2	Re-Routing and Road hierachy	UDP policies TS10 and TS11 aim to provide relief to Manor Road properties as part of wider regeneration programmes	• Type: Economic/fiscal • Sources affected: Transport • Spatial scale: local • Implementation date: 2009 • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_Bexley_AQActionplan_1
DARTFORD	Local_Dartford_C1	Fleet Management & clean fuels	Encouraging cleaner vehicles	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: 2002 • Reduction timescale: Medium term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_Dartford_AQActionplan_1
DARTFORD	Local_Dartford_F1	Partnership & Travel Plans	Council Travel Plan	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: 2002 • Reduction timescale: Medium term

LA (a)	Measure code (b)	Title	Description	Other information
				• Regulatory: No • Smarter Choices (c) : Yes • Reference (d): Local_zone31_Dartford_AQActionplan_1
DARTFORD	Local_Dartford_F2	Partnership & Travel Plans	Advice to businesses	• Type: Education/information • Sources affected: Transport • Spatial scale: local • Implementation date: 2002 - 2003 • Reduction timescale: Medium term • Regulatory: No • Smarter Choices (c) : Yes • Reference (d): Local_zone31_Dartford_AQActionplan_1
DARTFORD	Local_Dartford_A1	Partnership & Travel Plans	Development of borough transport strategy	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: 2002 • Reduction timescale: Medium term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_Dartford_AQActionplan_1
DARTFORD	Local_Dartford_F3	Promotion, Education & Awareness Raising	Development of website	• Type: Education/information • Sources affected: Transport • Spatial scale: local • Implementation date: 2002 - 2003 • Reduction timescale: Medium term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_Dartford_AQActionplan_1
DARTFORD	Local_Dartford_F4	Promotion, Education & Awareness Raising	Ad hoc talks to schools	• Type: Education/information • Sources affected: Transport • Spatial scale: local • Implementation date: 2002 - ongoing • Reduction timescale: Medium term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_Dartford_AQActionplan_1
DARTFORD	Local_Dartford_E1	Public Transport Initiatives - Bus	Fastrack public transport infrastructure improvements.	• Type: Technical • Sources affected: Transport • Spatial scale: regional • Implementation date: 2004 • Reduction timescale: Medium term • Regulatory: No • Smarter Choices (c) : No

LA (a)	Measure code (b)	Title	Description	Other information
				• Reference (d): Local_zone31_Dartford_AQActionplan_1
DARTFORD	Local_Dartford_A2	Roadside Emissions Testing	Promotion of local vehicle emissions testing	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: 2002 • Reduction timescale: Medium term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_Dartford_AQActionplan_1
Eastleigh	Local_Eastleigh_G1	Improve cycle network	Council Cycling Strategy formally adopted.	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: 2008 • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_Eastleigh_AQActionplan_1
Eastleigh	Local_Eastleigh_G2	Improve pavements	Improve street scene, encourage more pedestrians, discourage cars	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: 2008 • Reduction timescale: Medium term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_Eastleigh_AQActionplan_1
Eastleigh	Local_Eastleigh_E1	Promote low vehicle housing	Encourage new home owners who have no/one car or to use public transport/walk/cycle. As part of carbon emissions drive and planning strategy, conditioning developments under BREEAM	• Type: Education/information • Sources affected: Transport • Spatial scale: local • Implementation date: 2008 • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : Yes • Reference (d): Local_zone31_Eastleigh_AQActionplan_1
Eastleigh	Local_Eastleigh_E2	Improve car park	Review car parking signposting in town centre	• Type: Technical; Education/information • Sources affected: Transport • Spatial scale: local • Implementation date: 2008 • Reduction timescale: Medium term • Regulatory: No

LA (a)	Measure code (b)	Title	Description	Other information
				• Smarter Choices (c) : No • Reference (d): Local_zone31_Eastleigh_AQActionplan_1
Eastleigh	Local_Eastleigh_D1	Review car parking charges	Discount on parking for alternative fuel vehicles?Take away free parking.Pay on foot car parkingDiscourage long stay commuter parking – make public transport cheaper alternativeEncourage use of alternative fuel vehicles	• Type: Economic/fiscal; Technical; Education/information • Sources affected: Transport • Spatial scale: local • Implementation date: 2008 • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_Eastleigh_AQActionplan_1
Eastleigh	Local_Eastleigh_G3	School travel planning	23 completed 10 in progress and 7 yet to be started. Discourage use of car for journey to school. Reduce congestion around schools	• Type: Education/information • Sources affected: Transport • Spatial scale: local • Implementation date: 2008 • Reduction timescale: Short term • Regulatory: No • Smarter Choices (c) : Yes • Reference (d): Local_zone31_Eastleigh_AQActionplan_1
Eastleigh	Local_Eastleigh_G4	Workplace travel planning	Investigate park and ride scheme for larger employers in the area. Investigate bus service between Eastleigh rail stations and Chandler's Ford industrial estates.Reduce number of trips to businesses.Discourage use of car for whole journey to work.	• Type: Education/information • Sources affected: Transport • Spatial scale: local • Implementation date: 2007 • Reduction timescale: Short term • Regulatory: No • Smarter Choices (c) : Yes • Reference (d): Local_zone31_Eastleigh_AQActionplan_1
Eastleigh	Local_Eastleigh_A1	Reduce airport related traffic	Encourage passengers to use pubic transport to get to airport.Reduce traffic flow around M27 junction 5 and to a lesser extent in Eastleigh town.Surface Access Strategy due end 2006.	• Type: Education/information • Sources affected: Transport • Spatial scale: local • Implementation date: 2008 • Reduction timescale: Medium term • Regulatory: No • Smarter Choices (c) : Yes • Reference (d): Local_zone31_Eastleigh_AQActionplan_1
Eastleigh	Local_Eastleigh_G5	EBC workplace travel plan	Encourage car sharing, cycling, walking etc and provide incentives to staff.EBC staff set example to other businesses	• Type: Education/information • Sources affected: Transport • Spatial scale: local

LA (a)	Measure code (b)	Title	Description	Other information
				• Implementation date: 2008 • Reduction timescale: Medium term • Regulatory: No • Smarter Choices (c) : Yes • Reference (d): Local_zone31_Eastleigh_AQActionplan_1
Eastleigh	Local_Eastleigh_G6	Support HCC car share scheme	Encourage less car use within Council and other businesses. Set example.	• Type: Education/information • Sources affected: Transport • Spatial scale: local • Implementation date: 2008 • Reduction timescale: Short term • Regulatory: No • Smarter Choices (c) : Yes • Reference (d): Local_zone31_Eastleigh_AQActionplan_1
Eastleigh	Local_Eastleigh_F1	Increase awareness of AQ issues	Improve knowledge of air pollution problems in Eastleigh. Encourage public to use public transport / walk / cycle whenever possible	• Type: Education/information • Sources affected: Transport • Spatial scale: local • Implementation date: 2008 • Reduction timescale: Short term • Regulatory: No • Smarter Choices (c) : Yes • Reference (d): Local_zone31_Eastleigh_AQActionplan_1
Eastleigh	Local_Eastleigh_G7	Increase use of Public Transport, walking and cycling	Encourage use of public transport and other transport methods rather than private car.	• Type: Education/information • Sources affected: Transport • Spatial scale: local • Implementation date: 2008 • Reduction timescale: Medium term • Regulatory: No • Smarter Choices (c) : Yes • Reference (d): Local_zone31_Eastleigh_AQActionplan_1
Eastleigh	Local_Eastleigh_F2	Vehicle emissions testing	Continue to work with VOSA to carry out emission testing Emission testing carried out in April 2007 near to Eastleigh town centre.	• Type: Technical; Education/information • Sources affected: Transport • Spatial scale: local • Implementation date: 2007 • Reduction timescale: Short term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_Eastleigh_AQActionplan_1

LA (a)	Measure code (b)	Title	Description	Other information
RUNNYMEDE	Local_Runnymede_E1	Land Use Planning	Using the planning system to bring air quality benefits, through imposing planning conditions and through using section 106 agreements for new developments for car free developments and other benefits.	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: Implemented. • Reduction timescale: Medium term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_Runnymede_AQActionplan_1
RUNNYMEDE	Local_Runnymede_G1	Development of Cycling and Walking	The Runnymede Travel Initiative: providing increased cycle routes and shelters	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: Implemented. • Reduction timescale: Medium term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_Runnymede_AQActionplan_1
RUNNYMEDE	Local_Runnymede_A1	Partnership & Travel Plans	The Runnymede Travel Initiative is a major step forward in working with businesses and schools in reducing peak hour congestion by providing walking buses and the Yellow Bus Scheme for school children.	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: 2001 • Reduction timescale: Medium term • Regulatory: No • Smarter Choices (c) : Yes • Reference (d): Local_zone31_Runnymede_AQActionplan_1
RUNNYMEDE	Local_Runnymede_A2	Physical Traffic Management	The Council is taking a proactive role in supporting the implementation of several major transport schemes including Airtrack.	• Type: Technical • Sources affected: Transport • Spatial scale: regional • Implementation date: • Reduction timescale: Medium term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_Runnymede_AQActionplan_1
RUNNYMEDE	Local_Runnymede_H1	Promotion, Education & Awareness Raising	The Council also supports policies within the Surrey County Council's Structure Plan (2004).	• Type: Other • Sources affected: Transport; Industry including heating and power production • Spatial scale: regional • Implementation date: 2001 - 2004 • Reduction timescale: Long term

LA (a)	Measure code (b)	Title	Description	Other information
				• Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_Runnymede_AQActionplan_1
RUNNYMEDE	Local_Runnymede_F1	Partnership & Travel Plans	Runnymede has secured the involvement of 32 schools in the Travel Plan process. The Council also work in partnership with the County Council in their 'Safe Routes to School Initiative'. The Council also adopted its own Travel Plan (TP) in November 2006.	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: 2001 • Reduction timescale: Medium term • Regulatory: No • Smarter Choices (c) : Yes • Reference (d): Local_zone31_Runnymede_AQActionplan_1
Southampton	Local_Southampton_G1	Investigate ways to assist staff in cycling to work and between meetings	A number of measures will be introduced to build upon existing programme, including: road safety assessments, expanding on number of secure cycle storage locations, investigating a salary sacrifice scheme for bike lease to staff (at a cost of £25-50K per year to SCC).	• Type: Education/information • Sources affected: Transport • Spatial scale: local • Implementation date: 2007 • Reduction timescale: Short term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_Southampton_AQActionplan_1
Southampton	Local_Southampton_G2	City Council Rail Warrant Scheme	Encourages staff to travel to by train to meetings by issuing advance ticket payment vouchers.	• Type: Education/information • Sources affected: Transport • Spatial scale: local • Implementation date: 2008 • Reduction timescale: Short term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_Southampton_AQActionplan_1
Southampton	Local_Southampton_G3	City Council Car Club	New car sharing scheme aimed at reducing the number of staff bringing vehicles to work for business purposes.	• Type: Economic/fiscal; Education/information • Sources affected: Transport • Spatial scale: local • Implementation date: 2008 • Reduction timescale: Short term • Regulatory: No • Smarter Choices (c) : Yes • Reference (d): Local_zone31_Southampton_AQActionplan_1
Southampton	Local_Southampton_E1	City Council Journey	Will inform people of alternatives to car travel, benefits of the scheme may be limited dependant on	• Type: Education/information • Sources affected: Transport

LA (a)	Measure code (b)	Title	Description	Other information
		Planning Service	the modes of transport that would have been used if the scheme was not in place.	• Spatial scale: local • Implementation date: 2008 • Reduction timescale: Short term • Regulatory: No • Smarter Choices (c) : Yes • Reference (d): Local_zone31_Southampton_AQActionplan_1
Southampton	Local_Southampton_H1	Corporate Courier Transport Service	A council wide review of the movement of goods vehicles. Deliveries are co-ordinated by a central fleet service such that vehicles for individual departments can be removed.	• Type: Education/information • Sources affected: Transport • Spatial scale: local • Implementation date: 2008 • Reduction timescale: Short term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_Southampton_AQActionplan_1
Southampton	Local_Southampton_A1	Improving emissions from Council's vehicle fleet	A series of projects arising from the Best Value Review of Transport. Objectives associated with a range of services will seek to reduce the number of fleet vehicles in operation.	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: 2008 • Reduction timescale: Medium term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_Southampton_AQActionplan_1
Southampton	Local_Southampton_E2	A33 Marsh Lane / Terminus Terrace Gyratory Removal - Removal of existing one-way system to re-direct heavy goods traffic away from residential area and providing new bus priority route.	Removal of existing one-way system to re-direct heavy goods traffic away from residential area and providing new bus priority route.	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: 2008 • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_Southampton_AQActionplan_1
Southampton	Local_Southampton_E3	A33 Platform Road / Town	Removal of existing one-way system to re-direct heavy goods traffic away from residential area and	• Type: Technical • Sources affected: Transport

LA (a)	Measure code (b)	Title	Description	Other information
		Quay Gyratory Removal - Removal of existing one-way system to re-direct heavy goods traffic away from residential area and providing new bus priority route.	providing new bus priority route.	• Spatial scale: local • Implementation date: 2008 • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_Southampton_AQActionplan_1
Southampton	Local_Southampton_E4	Central Station Re-modelling	Creation of an interchange between bus and rail and a gateway arrival point to the city centre, with improved pedestrian links.	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: 2008 • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_Southampton_AQActionplan_1
Southampton	Local_Southampton_H2	Rail Gauge enhancement (to enable more containers to go by rail)	Gauge enhancements to the rail route north from Southampton to increase the number of containers from the port being transported by rail rather than HGVs.	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: 2008 • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_Southampton_AQActionplan_1
Southampton	Local_Southampton_E5	Millbrook roundabout improvements	Improvements to pedestrian and cycling facilities around a major junction and to enable high quality access to dock gate 20.	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: 2008 • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_Southampton_AQActionplan_1
Southampton	Local_Southampton_G4	Active Travel schemes (walking and	Walking: installation of new pedestrian crossing facilities in areas of demand, programme of walk to work routes in centres of business/retail activity,	• Type: Education/information • Sources affected: Transport • Spatial scale: local

LA (a)	Measure code (b)	Title	Description	Other information
		cycling)	improvements to local shopping parades. Cycling: continuation of work to complete routes on the National Cycle Network, installation of more Advanced Stop Lines, erection of more cycle stands and development of more shared-use facilities.	• Implementation date: 2008 • Reduction timescale: Medium term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_Southampton_AQActionplan_1
Southampton	Local_Southampton_G5	Travel Planning initiatives (school and workplace)	Work with city schools and major employers to introduce travel plans for their sites.	• Type: Education/information • Sources affected: Transport • Spatial scale: local • Implementation date: 2008 • Reduction timescale: Short term • Regulatory: No • Smarter Choices (c) : Yes • Reference (d): Local_zone31_Southampton_AQActionplan_1
Southampton	Local_Southampton_G7	Public transport improvements (citywide) - A range of schemes, including; continuation of real-time bus information system.	A range of schemes, including; continuation of real-time bus information system.	• Type: Technical; Education/information • Sources affected: Transport • Spatial scale: local • Implementation date: 2008 • Reduction timescale: Short term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_Southampton_AQActionplan_1
Southampton	Local_Southampton_G8	Accessibility improvements (citywide)	Minor traffic management and/or freight management schemes, works to assist disabled road users, and other measures to assist general accessibility (e.g. funding for the shopmobility scheme, installation of dropped crossings, measures to support HGV bans in specific areas).	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: 2008 • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_Southampton_AQActionplan_1
Southampton	Local_Southampton_E6	Local planning policies (citywide) - Implementation of existing Local Plan policy and work towards strengthening	Implementation of existing Local Plan policy and work towards strengthening policy in new Local Development Framework system.	• Type: Economic/fiscal • Sources affected: Transport • Spatial scale: local • Implementation date: 2008 • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d):

LA (a)	Measure code (b)	Title	Description	Other information
		policy in new Local Development Framework system.		Local_zone31_Southampton_AQActionplan_1
Southampton	Local_Southampton_E7	Targeted planning policies to address canyon effect of development	Ongoing involvement with Planning Policy and Development Control to avoid the canyon effect of development through the planning process.	• Type: Economic/fiscal • Sources affected: Transport • Spatial scale: local • Implementation date: 2008 • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_Southampton_AQActionplan_1
Southampton	Local_Southampton_F1	Public awareness and information provision strategy	General awareness initiatives to encourage behavioural changes that could lead to reduced car use, more efficient car use, and greater acceptance of alternatives and air quality management measures.	• Type: Education/information • Sources affected: Transport • Spatial scale: local • Implementation date: 2008 • Reduction timescale: Short term • Regulatory: No • Smarter Choices (c) : Yes • Reference (d): Local_zone31_Southampton_AQActionplan_1
Southampton	Local_Southampton_F2	Emission test days (in partnership with the VOSA)	Undertake 4-6 emissions test days per year and publicise testing results.	• Type: Technical; Education/information • Sources affected: Transport • Spatial scale: local • Implementation date: 2008 • Reduction timescale: Short term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_Southampton_AQActionplan_1
Southampton	Local_Southampton_H3	Surface treatments (e.g. NO_X absorbing paving and paints) in new road schemes - Pending Camden Trial Study Results.	Council road improvements and highways alterations from s106 agreements in new development.	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: 2008 • Reduction timescale: Short term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_Southampton_AQActionplan_1
Southampto	Local_Southampton_	Target the	Potential for reducing emissions from HGVs by	• Type: Technical; Education/information

LA (a)	Measure code (b)	Title	Description	Other information
n	A2	freight fleet to raise engine standards	working with freight partnerships to establish minimum emissions standards for HGVs operating in Southampton.	• Sources affected: Transport • Spatial scale: local • Implementation date: 2008 • Reduction timescale: Medium term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_Southampton_AQActionplan_1
Southampton	Local_Southampton_A3	Taxi quality partnership	Taxi emissions can be reduced by modernising the fleet to Euro 4 standard by 2010-12.	• Type: Technical; Education/information • Sources affected: Transport • Spatial scale: local • Implementation date: 2008 • Reduction timescale: Medium term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_Southampton_AQActionplan_1
Southampton	Local_Southampton_A4	Bus quality partnership	Emissions from buses can be reduced by modernising the bus fleet to Euro 4 standard by 2010-12.	• Type: Technical; Education/information • Sources affected: Transport • Spatial scale: local • Implementation date: 2008 • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_Southampton_AQActionplan_1
Southampton	Local_Southampton_F3	Idling vehicle enforcement	Introduce fixed penalty for idling vehicles (including buses and taxis)	• Type: Economic/fiscal; Technical; Education/information • Sources affected: Transport • Spatial scale: local • Implementation date: 2008 • Reduction timescale: Short term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_Southampton_AQActionplan_1
Southampton	Local_Southampton_A5	Review traffic claming measures	Creating horizontal deflections rather than vertical (e.g. speed bumps) can prevent sporadic engine use. Alternative design measures such as those used in Home Zones can still ensure high levels of road safety. Changes would be implemented through the planning process and the use of s106 and s38 agreements.	• Type: Technical; Education/information • Sources affected: Transport • Spatial scale: local • Implementation date: 2008 • Reduction timescale: Short term • Regulatory: No • Smarter Choices (c) : No

LA (a)	Measure code (b)	Title	Description	Other information
				• Reference (d): Local_zone31_Southampton_AQActionplan_1
Southampton	Local_Southampton_A6	Consider changes to traffic light phasing	Using the Road Traffic Management System to change traffic light phasing could hold back traffic queues in areas without residential receptors.	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: 2008 • Reduction timescale: Medium term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_Southampton_AQActionplan_1
Southampton	Local_Southampton_H4	Addressing port related issues through a package of measures	Working with ABP to address port related transport issues and emissions from shipping could involve a range of measures, including; creating new access routes, providing alternative fuel supplies, introducing freight quality partnerships, and developing lorry staging areas.	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: 2008 • Reduction timescale: Medium term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_Southampton_AQActionplan_1
Spelthorne	Local_Spelthorne_A1	Identify and implement long-term solutions for the reduction of emissions from road vehicles using Highway Agency controlled trunk roads within Spelthorne.	SCC have been working with Transport for London, advising on suitable highway signing about the LEZ on Surrey's roads leading into the LEZ. SCC are also working with TfL to ensure that additional HGV traffic is not diverted unnecessarily onto Surrey's roads.	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: 2005 • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_Spelthorne_AQActionplan_1
Spelthorne	Local_Spelthorne_A2	Identify, prioritise and implement actions to reduce vehicle emissions emanating from County	Ongoing – A Quality Bus Partnership has been established with the operator of the 441 Service to Heathrow. This project has included enhancements such as the introduction of a fleet of new low-emission vehicles and the publication of a new, improved timetable in 2007. CCTV has also been fitted to the fleet of new vehicles	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: 2005 • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_Spelthorne_AQActionplan_1

LA (a)	Measure code (b)	Title	Description	Other information
		maintained roads within NAQS exceedance locations throughout the borough of Spelthorne.		
Spelthorne	Local_Spelthorne_F1	Surrey County Council will continue to work with Spelthorne's schools for the development, implementation of the "Safe Routes to School" (SRS) program.	Improvements to school approach routes have been made at 16 Schools in Spelthorne since 2000. 2007/08 – i) Clarendon Primary School: Pedestrain Barrier railing to Knapp Road and Village Way; ii) Kenyngton Manor Primary School: change of entrance to school and extended yellow school markings along this entrance. Since 2002, SCC have also run the Golden Boot Challenge. From 2007 this has been extended to a four-week campaign where pupils score points when they walk, cycle, car share or park n' stride, skoot or skateboard, or use public transport. The class in each school with the most points wins the Trophy. 17 schools in Spelthorne participated in the 20 Day Golden Boot Challenge 2007. Beauclerc Infant School was 10th of all 483 participating schools in Surrey in switching to Green Transport. Kenyngton Manor Primary School and Town Farm Primary School were in the top 10 for highest % of pupils walking to school during the challenge.	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: 2000 • Reduction timescale: Medium term • Regulatory: No • Smarter Choices (c) : Yes • Reference (d): Local_zone31_Spelthorne_AQActionplan_1
Spelthorne	Local_Spelthorne_G1	Continue to work with Spelthorne's schools for the development, implementation and the annual review of School Travel Plans.	By the end of 2007/08, 20 schools within Spelthorne have approved School Travel Plans. Five School Travel Plans have been approved in 2007/08: Clarendon Primary School; Spelthorne Infant and Nursery School; Knowle Park Infant School; Laleham C Of E Primary School; and Kenyngton manor Primary School. A further six schools are expected to have TPs approved in 2008/09. This would leave only 7 schools in the	• Type: Technical; Education/information • Sources affected: Transport • Spatial scale: local • Implementation date: 2000 • Reduction timescale: Medium/long term • Regulatory: No • Smarter Choices (c) : Yes • Reference (d): Local_zone31_Spelthorne_AQActionplan_1

LA (a)	Measure code (b)	Title	Description	Other information
			Borough without a TP. Progress on Actions in School Travel Plans is available on SCC's website. A total of 305 extra cycle parking places have been provided at 12 schools within the borough since 2000. In 2007/08 20 new places and a new shelter have been provided at Our Lady of the Rosary R.C. Primary School.	
Spelthorne	Local_Spelthorne_G2	Continue to work with schools in Spelthorne help organise "Walking Buses" & "Cycling Buses".	2007/08 – There are now 3 walking bus schemes operating in Spelthorne: Spelthorne Infant & Nursery School; The Hythe School; and Knowle Park Infant School – the latter has 15 pupils using the scheme on a daily basis.	• Type: Technical; Education/information • Sources affected: Transport • Spatial scale: local • Implementation date: 2005 • Reduction timescale: Medium term • Regulatory: No • Smarter Choices (c) : Yes • Reference (d): Local_zone31_Spelthorne_AQActionplan_1
Spelthorne	Local_Spelthorne_G3	Continue to work to help schools teach pupils cycling proficiency training and cycle skills.	2006/07 – Cycling Proficiency training was given to 363 pupils from 7 schools, while a further 1845 pupils from 28 schools completed other cycling training schemes.	• Type: Technical; Education/information • Sources affected: Transport • Spatial scale: local • Implementation date: 2000 • Reduction timescale: Medium/long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_Spelthorne_AQActionplan_1
Spelthorne	Local_Spelthorne_G4	Mobility Management & Travel Planning	SCC provides road reports to local radio stations; and their website provides details of Road and Street works that effect travel. 2007 – 19 Bus routes in Spelthorne now operate with low-floor accessible buses.	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: 2005 • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_Spelthorne_AQActionplan_1
Spelthorne	Local_Spelthorne_A3	Install vehicle activated signs to control road traffic speeds at appropriate locations within	Mobile vehicle activated signs are now used around the borough in selected locations to control traffic speeds, together with a '30 mph' post campaign and special 'snail' posters outside schools. 2006/07 - The Surrey Safety Camera Partnership invested in 26 new mobile vehicle	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: 2000 • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No

LA (a)	Measure code (b)	Title	Description	Other information
		Spelthorne.	activated signs (VAS) on the approach to safety camera sites, to remind drivers of the limits and to warn of the enforcement.	• Reference (d): Local_zone31_Spelthorne_AQActionplan_1
Spelthorne	Local_Spelthorne_G	Encouraging Walking	SCC Network Management Centre (NMIC) opened in 2004 and is already allowing much closer integration and coordination of SCC's traffic management systems. Over the next 5 years the NMIC will increasingly focus on better management of the network, such as real-time surveillance of key congestion hotspots allowing for quick intervention to tackle problems. 2007 - a 'real-time' Car Park Monitoring and Information System was launched in Staines – providing information to motorists on the number of spaces available in the town's main public car parks, via a network of new Variable Message Signs (VMS). A Christmas Park & Ride bus scheme has been in use in Staines for a number of years. 2007 - The Surrey Car Share website – the countywide database for sharing car journeys - now has 2100 members and SCC are continuing to recruit more companies and individuals to join, with a target of 3000 members by 2008.	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: 2005 • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : Yes • Reference (d): Local_zone31_Spelthorne_AQActionplan_1
Spelthorne	Local_Spelthorne_D1	Implement decriminalised parking enforcement within the borough of Spelthorne	Spelthorne Borough Council acts as an agent of Surrey County Council to implement Decriminalised Parking Enforcement (DPE) yellow line restrictions. A review of the Decriminalised Parking Enforcement (DPE) is to happen in 2008 exploring how DPE can be better managed to deliver and improved service for the community with the aim of reducing traffic levels and congestion.	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: 2005 • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_Spelthorne_AQActionplan_1
Spelthorne	Local_Spelthorne_D2	Publicise the establishment of decriminalised parking enforcement	Significant publicity has been undertaken through local press and the Borough Bulletin to inform Spelthorne residents of the new enforcement regime	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: 2005 • Reduction timescale: Long term

LA (a)	Measure code (b)	Title	Description	Other information
		within the borough of Spelthorne		• Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_Spelthorne_AQActionplan_1
Spelthorne	Local_Spelthorne_A4	Carry out a feasibility study into the development of a lorry routing strategy.	2007 - A Freight Quality Partnership (FQP) for north-west Surrey was established and a routing strategy for the Woking transport hub has been developed. A lorry route strategy and signing scheme is being developed for the remainder of the north-west area.	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: 2004 • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_Spelthorne_AQActionplan_1
Spelthorne	Local_Spelthorne_G5	Promote bus travel as a good alternative form of transport to the car and improve facilities at bus stops within Spelthorne.	Promote bus travel as a good alternative form of transport to the car and improve facilities at bus stops within Spelthorne.	• Type: Education/information • Sources affected: Transport • Spatial scale: local • Implementation date: 2004 • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : Yes • Reference (d): Local_zone31_Spelthorne_AQActionplan_1
Spelthorne	Local_Spelthorne_A5	Buses operating along critical corridors within the borough of Spelthorne will be encouraged to have Euro III compliant engines.	Buses operating along critical corridors within the borough of Spelthorne will be encouraged to have Euro III compliant engines.	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: 2004 • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_Spelthorne_AQActionplan_1
Spelthorne	Local_Spelthorne_E1	Bus prioritised infrastructure will be installed at strategic locations throughout Spelthorne.	Bus prioritised infrastructure will be installed at strategic locations throughout Spelthorne.	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: 2004 • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_Spelthorne_AQActionplan_1

LA (a)	Measure code (b)	Title	Description	Other information
Spelthorne	Local_Spelthorne_A6	Improved access to railway stations within Spelthorne	Much of the work has been completed. However, over the next 5 years SCC will identify further access improvements and working with train operating companies to provide improved cycle storage facilities, especially at Staines station.	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: 2006 • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_Spelthorne_AQActionplan_1
Spelthorne	Local_Spelthorne_G6	SCC has set a Countywide target to increase the number of journeys made by cycle by 20%, using 2005/06 as the base level, by 2010.	SCC has set up 12 cycle monitoring stations on cycle routes within Spelthorne during 2005 to establish base-level data and monitor progress locally. 2005 ~ SCC (with support from Spelthorne LSP) held an “In Town without my Car” event in Staines.	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: 2001 - previous target 2006 - this target • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : Yes • Reference (d): Local_zone31_Spelthorne_AQActionplan_1
Spelthorne	Local_Spelthorne_G7	Inprove National Cycle Route 4 between Ferry Point (Shepperton) and Staines Bridge via Laleham & the River Thames	Work has commenced with route signing and cycle lane facilities. Ferry Point to Chertsey Road (Shepperton) Cycle track completed (April 2005). Remainder of improvements planned for 2005 to 2008	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: 2005 • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_Spelthorne_AQActionplan_1
Spelthorne	Local_Spelthorne_G8	The production of a series of Cycle Guides that will detail all the cycle routes throughout Surrey.	Completed (April 2004). 2007/08 - Cycle guides have been updated in March 2008 to include the latest cycle improvements. Further promotion and publicity has accompanied the guides.	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: 2004 • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : Yes • Reference (d): Local_zone31_Spelthorne_AQActionplan_1
Spelthorne	Local_Spelthorne_C1	Promote the use of “cleaner technology and fuels” within	Information about of “cleaner technology and fuels” have been placed on the Council’s website and within the Borough Bulletin. Ongoing.	• Type: Education/information • Sources affected: Transport • Spatial scale: local • Implementation date: 2005

LA (a)	Measure code (b)	Title	Description	Other information
		Spelthorne.		• Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_Spelthorne_AQActionplan_1
Spelthorne	Local_Spelthorne_G9	Promote the development and implementation of "business travel plans" by companies located within the borough of Spelthorne.	The majority of the largest employers in the borough of Spelthorne have business travel plans. Such companies include: BP (Sunbury), Ashford Hospital, Spelthorne Borough Council, and BUPA. Where large commercial redevelopment proposals are considered to make an impact on air quality, travel plans are required by virtue of Planning Condition. SCC will continue to work closely with Thorpe Park on providing an excellent Rail & Ride (Thorpe Park Express Bus) facility from Staines station to Thorpe Park during the theme parks operating period. 2005 ~ SCC web site allows for travel planning, using all modes of transport, from start to end destination using fully integrated travel means	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: 2005 • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : Yes • Reference (d): Local_zone31_Spelthorne_AQActionplan_1
Spelthorne	Local_Spelthorne_H1	Car Share Scheme	Reduce car dependency and facilitate transport choice by encouraging alternatives to car use along with changes in working arrangements.	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: 2005 • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : Yes • Reference (d): Local_zone31_Spelthorne_AQActionplan_1
Spelthorne	Local_Spelthorne_G10	Spelthorne Borough Council's Business Travel Plan.	This review took place in 2006 to link into Surrey's Local Transportation Plan 2	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: 2005 • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : Yes • Reference (d): Local_zone31_Spelthorne_AQActionplan_1
Spelthorne	Local_Spelthorne_A7	Council vehicle procurement	All new fleet vehicles purchased by Spelthorne Borough	• Type: Technical • Sources affected: Transport

LA (a)	Measure code (b)	Title	Description	Other information
		policy	Council will be meet Euro III emissions as a minimum, additionally, where appropriate, the use of alternatively fuelled vehicles will be considered. 2005: (i) 5 out of 8 of the Council's refuse collection vehicles are now to Euro IV standard. The remaining 3 (Euro III) vehicles will be brought up to Euro IV standard within 18-months, when they are due for replacement. (ii) All refuse vehicles will have the option of using diesel, when available. (iii) The Council is monitoring the development of electric/petrol hybrid vans for procurement.	• Spatial scale: local • Implementation date: 2003 • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_Spelthorne_AQActionplan_1
Spelthorne	Local_Spelthorne_A8	Partnership working to minimise the impacts on air quality caused by the activities of Heathrow Airport air.	There have been regular meetings with BAA; with our air quality colleagues at Slough BC and the LB Hounslow and LB Hillingdon. Involvement has also taken place on the Project for a Sustainable Heathrow http://www.dft.gov.uk/stellent/groups/dft_aviation/documents/divisionhomepage/029747.hcsp Consultation on a number of BAA initiatives and documents, including to name but two: the Heathrow air quality action plan, and the Heathrow environment strategy.	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: 2004 • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_Spelthorne_AQActionplan_1
Spelthorne	Local_Spelthorne_E2	Consultation on Scoping Report for Local Development Framework.	Ensure that the new Development Framework incorporates planning policy that will not adversely impact air quality, but furthermore, enhance air quality where possible.	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: 2009 • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_Spelthorne_AQActionplan_1
Spelthorne	Local_Spelthorne_E3	Land Use Planning	Ensure that the future development of land will not adversely impact on air quality. 2008 - Local Criteria for Validation of Planning Applications set by Spelthorne will require an air quality assessment to be submitted with any application for a major project.	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: 2005 • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No

LA (a)	Measure code (b)	Title	Description	Other information
				• Reference (d): Local_zone31_Spelthorne_AQActionplan_1
Spelthorne	Local_Spelthorne_B1	Continue to ensure that emissions from all 'prescribed processes' remain controlled and regulated in line with national policy.	100% of programmed inspections completed for each year.	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: 2000 • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_Spelthorne_AQActionplan_1
Spelthorne	Local_Spelthorne_F2	Awareness Raising	Raise the public's awareness of initiatives that will improve the quality of air within the borough of Spelthorne.	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: 2000 • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_Spelthorne_AQActionplan_1
Spelthorne	Local_Spelthorne_H2	Partnership working	Spelthorne Borough Council will continue to work, in partnership with its neighbouring boroughs and others for the control of air pollution and continued improvement of air quality.	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: 2004 • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_Spelthorne_AQActionplan_1
Spelthorne	Local_Spelthorne_H3	Partnership working	Spelthorne Borough Council will seek opportunities for effective partnerships for the continued improvement of air quality	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: 2005 • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_Spelthorne_AQActionplan_1
Spelthorne	Local_Spelthorne_H4	Air quality monitoring	Spelthorne Borough Council will enhance the NO_2 monitoring network within Spelthorne in order to develop	• Type: Technical • Sources affected: Transport • Spatial scale: local

LA (a)	Measure code (b)	Title	Description	Other information
			a better understanding of the air quality within Spelthorne. Spelthorne Borough Council will make available regularly updated detailed information about the quality of air within Spelthorne on the Council's website (http://www.spelthorne.gov.uk). Spelthorne Borough Council will use the data obtained, in partnership with Surrey County Council to find further cost-effective measures to reduce emissions emanating from County maintained roads within Spelthorne.	• Implementation date: 1998 • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_Spelthorne_AQActionplan_1
Spelthorne	Local_Spelthorne_B2	Energy Efficiency in Buildings	Establish the innovations programme; "Future Green", which seeks to fund and promote energy efficient services and measures. Utilize the results of the Borough thermal imaging survey to promote the benefits and potential for energy efficiency in all sectors. Link the Fuel Poverty Strategy to the weekly heating costs of properties occupied by vulnerable residents to a percentage of the state pension.	• Type: Education/information • Sources affected: Commercial and residential sources • Spatial scale: local • Implementation date: 2004 • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_Spelthorne_AQActionplan_1
CHICHESTER	Local_Chichester_A1	Physical Traffic Management	Variable Message Signing: Warn of poor air quality with travel options.	• Type: Education/information • Sources affected: Transport • Spatial scale: local • Implementation date: No info. • Reduction timescale: Medium term • Regulatory: No • Smarter Choices (c) : Yes • Reference (d): Local_zone31_Chichester_AQActionplan_1
CHICHESTER	Local_Chichester_A2	Physical Traffic Management	MOVA traffic signal optimisation, suitable for pedestrian crossings, but check if benefits possible.	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: No info. • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_Chichester_AQActionplan_1
CHICHESTER	Local_Chichester_A3	Physical Traffic Management	Speed limit changes - 20MPH at certain times may be considered as part of School Safety Zone in Orchard	• Type: Economic/fiscal • Sources affected: Transport

LA (a)	Measure code (b)	Title	Description	Other information
			Street.	• Spatial scale: local • Implementation date: No info. • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_Chichester_AQActionplan_1
CHICHESTER	Local_Chichester_D1	Parking Management & Charging	One or more Park and Ride schemes, P&R is likely to have a significant impact on traffic levels on the A286 ring road and links to it and hence on all the AQMAs.	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: No info. • Reduction timescale: Medium term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_Chichester_AQActionplan_1
CHICHESTER	Local_Chichester_F1	Partnership & Travel Plans	School travel plans: Prioritising implementation of these and safer routes to school plans in schools surrounding or within the management areas.	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: Ongoing. • Reduction timescale: Medium term • Regulatory: No • Smarter Choices (c) : Yes • Reference (d): Local_zone31_Chichester_AQActionplan_1
CHICHESTER	Local_Chichester_F2	Partnership & Travel Plans	County and District Council Staff Travel Plans.	• Type: Education/information • Sources affected: Transport • Spatial scale: local/ regional • Implementation date: Ongoing. • Reduction timescale: Medium term • Regulatory: No • Smarter Choices (c) : Yes • Reference (d): Local_zone31_Chichester_AQActionplan_1
CHICHESTER	Local_Chichester_F3	Partnership & Travel Plans	Business Travel Plans - Green travel plans for single companies or whole business park/industrial estates.	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: No info. • Reduction timescale: Medium term • Regulatory: No • Smarter Choices (c) : Yes • Reference (d):

LA (a)	Measure code (b)	Title	Description	Other information
				Local_zone31_Chichester_AQActionplan_1
CHICHESTER	Local_Chichester_F4	Partnership & Travel Plans	Hospital Travel Plan - St. Richards was developing a plan but this has been on hold until local NHS reorganisations have been decided on.	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: No info. • Reduction timescale: Medium term • Regulatory: No • Smarter Choices (c) : Yes • Reference (d): Local_zone31_Chichester_AQActionplan_1
CHICHESTER	Local_Chichester_F5	Partnership & Travel Plans	Residential travel plans, through planning conditions.	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: Ongoing. • Reduction timescale: Medium term • Regulatory: No • Smarter Choices (c) : Yes • Reference (d): Local_zone31_Chichester_AQActionplan_1
CHICHESTER	Local_Chichester_F6	Promotion, Education & Awareness Raising	A targeted intensive transport awareness campaign to help achieve modal shift to non-motorised and public transport trips for some journeys (walking & cycling routes in the City have already been improved) This will be part of the countywide initiative.	• Type: Economic/fiscal • Sources affected: Transport • Spatial scale: local • Implementation date: No info. • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : Yes • Reference (d): Local_zone31_Chichester_AQActionplan_1
CHICHESTER	Local_Chichester_A4	Public Transport Initiatives - Bus	Public transport infrastructure, including real time information at bus stops and mobile phone text messaging. Improved waiting facilities/shelters.	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: No info. • Reduction timescale: Medium term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_Chichester_AQActionplan_1
CHICHESTER	Local_Chichester_C1	Public Transport Initiatives - Bus	Opportunities for cleaner buses.	• Type: Education/information • Sources affected: Transport • Spatial scale: local • Implementation date: No info. • Reduction timescale: Medium term

LA (a)	Measure code (b)	Title	Description	Other information
				• Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_Chichester_AQActionplan_1
CHICHESTER	Local_Chichester_A5	Public Transport Initiatives - Bus	Opportunities for improved bus services.	• Type: Technical • Sources affected: Transport • Spatial scale: regional • Implementation date: No info. • Reduction timescale: Medium term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_Chichester_AQActionplan_1
CHICHESTER	Local_Chichester_D2	Public Transport Initiatives - Bus	Concessionary bus pass scheme.	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: No info. • Reduction timescale: Short term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_Chichester_AQActionplan_1
CHICHESTER	Local_Chichester_F7	Public Transport Initiatives - Bus	Real time travel information within developments e.g. common areas in flats.	• Type: Other • Sources affected: Transport • Spatial scale: local • Implementation date: No info. • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_Chichester_AQActionplan_1
CHICHESTER	Local_Chichester_A6	Public Transport Initiatives - Bus	Bus: infrastructure changes & improvements, frequency etc. Ensure cleaner vehicles used. Modal Shift/”Smart Choices”.	• Type: Economic/fiscal • Sources affected: Transport • Spatial scale: local/ regional • Implementation date: No info. • Reduction timescale: Medium term • Regulatory: No • Smarter Choices (c) : Yes • Reference (d): Local_zone31_Chichester_AQActionplan_1
CHICHESTER	Local_Chichester_A7	Partnership & Travel Plans	Establish car clubs in region.	• Type: Education/information • Sources affected: Transport

LA (a)	Measure code (b)	Title	Description	Other information
				• Spatial scale: local • Implementation date: No info. • Reduction timescale: Medium term • Regulatory: No • Smarter Choices (c) : Yes • Reference (d): Local_zone31_Chichester_AQActionplan_1
CHICHESTER	Local_Chichester_A8	Physical Traffic Management	Cleaner Taxis - proposed CDC licensing requirements.	• Type: Education/information • Sources affected: Transport • Spatial scale: local • Implementation date: No info. • Reduction timescale: Medium term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_Chichester_AQActionplan_1
CHICHESTER	Local_Chichester_F8	Public Transport Initiatives - Rail	Rail use promotion – see Travelwise.	• Type: Technical • Sources affected: Transport • Spatial scale: regional • Implementation date: No info. • Reduction timescale: Medium term • Regulatory: No • Smarter Choices (c) : Yes • Reference (d): Local_zone31_Chichester_AQActionplan_1
CHICHESTER	Local_Chichester_G1	Development of Cycling and Walking	Cycling and walking initiatives, with health links, plus walking buses for schools. To include cycleway promotion, National Bike Week events, cycle to school and 'Bikeability'.	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: No info. • Reduction timescale: Medium term • Regulatory: No • Smarter Choices (c) : Yes • Reference (d): Local_zone31_Chichester_AQActionplan_1
CHICHESTER	Local_Chichester_C2	Fleet Management & clean fuels	County Council vehicle fleet, cleaner fuel project - CDC use etc. WSCC LPG and Hybrid vehicles in place.	• Type: Technical • Sources affected: Industry including heating and power production • Spatial scale: local • Implementation date: No info. • Reduction timescale: Long term • Regulatory: Yes • Smarter Choices (c) : No

LA (a)	Measure code (b)	Title	Description	Other information
				• Reference (d): Local_zone31_Chichester_AQActionplan_1
CHICHESTER	Local_Chichester_C3	Fleet Management & clean fuels	External promotion of both cleaner vehicles and fuels.	• Type: Other • Sources affected: Transport • Spatial scale: local • Implementation date: No info. • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_Chichester_AQActionplan_1
CHICHESTER	Local_Chichester_F9	Partnership & Travel Plans	Personal travel planning scheme to be considered.	• Type: Technical • Sources affected: Transport • Spatial scale: regional • Implementation date: No info. • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : Yes • Reference (d): Local_zone31_Chichester_AQActionplan_1
CHICHESTER	Local_Chichester_F10	Partnership & Travel Plans	Free car share service to public plus special groups for local businesses, industrial estates, teachers, hospital staff, and local authorities.	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: No info. • Reduction timescale: Medium term • Regulatory: No • Smarter Choices (c) : Yes • Reference (d): Local_zone31_Chichester_AQActionplan_1
CHICHESTER	Local_Chichester_D3	Parking Management & Charging	Enforce the powers optionally available to local authorities on penalties for excessive vehicle engine idling.	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: No info. • Reduction timescale: Medium term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_Chichester_AQActionplan_1
CHICHESTER	Local_Chichester_D4	Parking Management & Charging	Cleaner vehicle parking - Differential parking charging for cleaner vehicles, off street (CDC) and on street (WSCC).	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: No info.

LA (a)	Measure code (b)	Title	Description	Other information
				• Reduction timescale: Medium term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_Chichester_AQActionplan_1
CHICHESTER	Local_Chichester_A9	Physical Traffic Management	Improvements on taxi stock.	• Type: Education/information • Sources affected: Transport • Spatial scale: local • Implementation date: No info. • Reduction timescale: Medium term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_Chichester_AQActionplan_1
CHICHESTER	Local_Chichester_E1	Land Use Planning	LDF policy, supplementary planning guidance, highway authority guidance on air quality assessment & mitigation.	• Type: Other • Sources affected: Transport • Spatial scale: local • Implementation date: No info. • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_Chichester_AQActionplan_1
CHICHESTER	Local_Chichester_E2	Land Use Planning	Planning and S106 agreements, Community Infrastructure Levy (CIL).	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: No info. • Reduction timescale: Medium term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_Chichester_AQActionplan_1
CHICHESTER	Local_Chichester_E3	Land Use Planning	Minor road works to smooth traffic flow - Investigations ongling into whether any are possible.	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: No info. • Reduction timescale: Medium term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_Chichester_AQActionplan_1
CHICHEST	Local_Chichester_E4	Land Use	Possibility of a low emission zone or similar.	• Type: Technical

LA (a)	Measure code (b)	Title	Description	Other information
ER		Planning		• Sources affected: Transport • Spatial scale: local • Implementation date: No info. • Reduction timescale: Medium term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_Chichester_AQActionplan_1
CHICHESTER	Local_Chichester_E5	Land Use Planning	Possibility of congestion charging.	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: No info. • Reduction timescale: Medium term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_Chichester_AQActionplan_1
CHICHESTER	Local_Chichester_F11	Promotion, Education & Awareness Raising	Forecasting air pollution airALERT & airalert - 4-Schools to assist and inform vulnerable people.	• Type: Technical • Sources affected: Transport • Spatial scale: a • Implementation date: Ongoing. • Reduction timescale: Medium term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_Chichester_AQActionplan_1
CHICHESTER	Local_Chichester_A10	Physical Traffic Management	Chichester Bypass Improvements - Changes to the A27/Stockbridge roundabout junction are proposed as part of a larger scheme. HA however gives mitigation of AQMA here low priority.	• Type: Other • Sources affected: Transport; Industry including heating and power production • Spatial scale: regional • Implementation date: No info. • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_Chichester_AQActionplan_1
DOVER	Local_Dover_G1	Development of Cycling and Walking	Continue to work with Kent County Council to improve facilities for cycling and walking within Dover and encourage greater uptake;	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: Ongoing. • Reduction timescale: Short term • Regulatory: No

LA (a)	Measure code (b)	Title	Description	Other information
				• Smarter Choices (c) : No • Reference (d): Local_zone31_Dover_AQActionplan_1
DOVER	Local_Dover_A1	Freight Measures	Transfer of freight from road to rail.	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: No outcome. • Reduction timescale: Short term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_Dover_AQActionplan_1
DOVER	Local_Dover_A2	Infrastructure Development	Dualling of the A2 between Lydden and Dover.	• Type: Other • Sources affected: Transport; Industry including heating and power production • Spatial scale: regional • Implementation date: No outcome. • Reduction timescale: Medium term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_Dover_AQActionplan_1
DOVER	Local_Dover_E1	Land Use Planning	Improvements to Eastern Docks layout	• Type: Other • Sources affected: Transport; Industry including heating and power production • Spatial scale: regional • Implementation date: No outcome. • Reduction timescale: Medium term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_Dover_AQActionplan_1
DOVER	Local_Dover_E2	Land Use Planning	Possible development of a docking Buffer Zone.	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: No outcome. • Reduction timescale: Medium term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_Dover_AQActionplan_1
DOVER	Local_Dover_E3	Land Use Planning	Possible port expansion to Western Docks.	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: No outcome. • Reduction timescale: Medium term • Regulatory: No

LA (a)	Measure code (b)	Title	Description	Other information
				• Smarter Choices (c) : No • Reference (d): Local_zone31_Dover_AQActionplan_1
DOVER	Local_Dover_F1	Partnership & Travel Plans	Encourage Council travel plan opportunities and seek to facilitate uptake of sustainable modes of transport.	• Type: Economic/fiscal • Sources affected: Transport • Spatial scale: local • Implementation date: Ongoing. • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : Yes • Reference (d): Local_zone31_Dover_AQActionplan_1
DOVER	Local_Dover_F2	Partnership & Travel Plans	Continue to work with Kent County Council to encourage the uptake of employer and school travel plans within the district.	• Type: Other • Sources affected: Transport • Spatial scale: local • Implementation date: Ongoing. • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : Yes • Reference (d): Local_zone31_Dover_AQActionplan_1
DOVER	Local_Dover_F3	Partnership & Travel Plans	Environmental Health will continue to work closely with the Planning Department;	• Type: Other • Sources affected: Transport • Spatial scale: local • Implementation date: Ongoing. • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_Dover_AQActionplan_1
DOVER	Local_Dover_F4	Partnership & Travel Plans	Continue to work together with developers to improve sustainable transport links to new developments;	• Type: Other • Sources affected: Transport • Spatial scale: local • Implementation date: Ongoing. • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_Dover_AQActionplan_1
DOVER	Local_Dover_F5	Partnership & Travel Plans	Air quality partnership supplementary planning guidance to assist air quality assessment of development proposals;	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: Ongoing. • Reduction timescale: Medium term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_Dover_AQActionplan_1

LA (a)	Measure code (b)	Title	Description	Other information
DOVER	Local_Dover_F6	Partnership & Travel Plans	DDC and KCC to work together to improve public transport and encourage more sustainable transport modes;	• Type: Technical • Sources affected: Transport • Spatial scale: regional • Implementation date: Ongoing. • Reduction timescale: Medium term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_Dover_AQActionplan_1
DOVER	Local_Dover_A3	Physical Traffic Management	Improved Traffic Management through junction improvements;	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: No outcome. • Reduction timescale: Short term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_Dover_AQActionplan_1
DOVER	Local_Dover_A4	Physical Traffic Management	Strategic Signage Improvements	• Type: Education/information • Sources affected: Transport • Spatial scale: local • Implementation date: No outcome. • Reduction timescale: Medium term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_Dover_AQActionplan_1
DOVER	Local_Dover_A5	Physical Traffic Management	New Dover Eastern Docks Exit Road to A20 Townhall Street.	• Type: Other • Sources affected: Transport • Spatial scale: local • Implementation date: No outcome. • Reduction timescale: Short term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_Dover_AQActionplan_1
DOVER	Local_Dover_F7	Promotion, Education & Awareness Raising	Continue commitment to local air quality monitoring to ensure high standard of data collection;	• Type: Other • Sources affected: Transport • Spatial scale: local • Implementation date: Ongoing. • Reduction timescale: Medium term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_Dover_AQActionplan_1
DOVER	Local_Dover_F8	Promotion, Education &	DDC to make details of Action Plan measures available on their website;	• Type: Technical • Sources affected: Transport

LA (a)	Measure code (b)	Title	Description	Other information
		Awareness Raising		• Spatial scale: local • Implementation date: Ongoing. • Reduction timescale: Medium term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_Dover_AQActionplan_1
DOVER	Local_Dover_F9	Promotion, Education & Awareness Raising	Continue to work with Kent and Medway Air Quality Partnership on promotional activities to raise the profile of air quality in Dover;	• Type: Other • Sources affected: Transport • Spatial scale: regional • Implementation date: Ongoing. • Reduction timescale: Short term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_Dover_AQActionplan_1
DOVER	Local_Dover_F10	Promotion, Education & Awareness Raising	Continue to work with Kent Energy Centre to promote and implement energy efficiency measures in Dover.	• Type: Other • Sources affected: Transport • Spatial scale: local • Implementation date: Ongoing. • Reduction timescale: Short term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_Dover_AQActionplan_1
DOVER	Local_Dover_D1	Road User Charging	Road User Charging or Workplace Parking Levy (rejected on grounds of feasibility)	• Type: Technical • Sources affected: Transport • Spatial scale: regional • Implementation date: Ongoing. • Reduction timescale: Medium term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_Dover_AQActionplan_1
DOVER	Local_Dover_A6	Roadside Emissions Testing	Roadside Emission Testing (rejected on grounds of viability).	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: Ongoing. • Reduction timescale: Medium term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_Dover_AQActionplan_1
DOVER	Local_Dover_A7	Roadside Emissions Testing	Idling Engine Emissions (rejected on grounds of cost effectiveness). Should be in the Idling Engine Emissions column	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: Ongoing.

LA (a)	Measure code (b)	Title	Description	Other information
				• Reduction timescale: Medium term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_Dover_AQActionplan_1
Fareham	Local_Fareham_A1	To improve the emission standards of Council fleet vehicles by the use of cleaner and alternative fuelled vehicles	Four refuse vehicles are Euro IV specification using AdBlue to reduce nitrogen oxides emissions. In April 2008, two refuse vehicles of Euro V specification with Ad Blue were purchased. Two Euro V road sweepers with AdBlue also came into use in 2008. Our drivers are also provided with environmentally friendly training advice.	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: 2008 • Reduction timescale: Short term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_Fareham_AQActionplan_1
Fareham	Local_Fareham_A2	To seek a reduction in emissions from the local bus fleet	The main commercial bus operator in Fareham, First Hampshire and Dorset Limited, is working with the County in respect of a proposed QBP. Over 80% of their fleet are Euro II vehicles with approximately 20 out of fleet of 120 to be at Euro III standard by the end of 2008. Investment in newer buses in 2008/9 will bring some Euro IV buses although plans for 2009 are not yet finalised. However, 15 Euro IV mini buses are planned to be purchased in 2009.	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: 2008 • Reduction timescale: Short term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_Fareham_AQActionplan_1
Fareham	Local_Fareham_A3	To review the regulation of private hire and hackney carriage emissions and where appropriate, integrate improvements into the taxi licensing regime.	In respect of air quality, an article was placed in the Taxi and Private Hire Newsletter in November 2007 on the need to minimise exhaust emissions through efficient driving techniques such as switching off idling engines and avoiding congested roads such as the Gosport Road Fareham. Future articles may include further efficient driving techniques and the use of alternative fuels.	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: 2008 • Reduction timescale: Short term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_Fareham_AQActionplan_1
Fareham	Local_Fareham_G1	To continue to implement the FBC sustainable travel plan	In October 2006 an officer‟s working group was created to develop, implement and monitor the Council‟s Sustainable Travel Plan that was approved in 2006. The travel plan shows how the Council intends to manage its travel needs in an environmentally sustainable manner.	• Type: Education/information • Sources affected: Transport • Spatial scale: local • Implementation date: 2008 • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : Yes • Reference (d): Local_zone31_Fareham_AQActionplan_1

LA (a)	Measure code (b)	Title	Description	Other information
Fareham	Local_Fareham_F1	Signing of waiting areas/bus station/bus stops/taxi ranks etc instructing drivers to “Turn off engines” when stationary	To liaise with all appropriate agencies to provide such signage including the licensing officer, the local bus company.	• Type: Education/information • Sources affected: Transport • Spatial scale: local • Implementation date: 2008 • Reduction timescale: Short term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_Fareham_AQActionplan_1
Fareham	Local_Fareham_F2	To examine the feasibility of erecting signs to identify the AQMAs	To work in conjunction with Hampshire County Council and other organisations such as the Gosport Partnership, in erecting such signs.	• Type: Education/information • Sources affected: Transport • Spatial scale: local • Implementation date: 2008 • Reduction timescale: Short term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_Fareham_AQActionplan_1
Fareham	Local_Fareham_H1	To assess the outcomes of the Gosport commuter study and the Gosport Transport and Sustainability Partnership and their impact on the AQMAs	The Gosport Commuter Study report was completed in 2008. The report states that congestion and delay is a clear attribute of commuting into and out of Gosport and the main pinch points on the road network are in Fareham and that a major project to relieve a certain amount of congestion will be the alternative to the failed light rapid transit scheme.	• Type: Education/information • Sources affected: Transport • Spatial scale: local • Implementation date: 2008 • Reduction timescale: Short term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_Fareham_AQActionplan_1
Fareham	Local_Fareham_E1	To implement road network measures detailed in HCCs LTP2 to assist in reducing congestion/ improving air quality in the AQMAs	In chapter 6 of the LTP2, under the heading of key schemes, 2008/9 – 2010/11, it is recognised that the Fareham-Gosport peninsula‟s access problems are such that no single scheme will overcome them and it is not possible to create free flow conditions on the two strategic access routes. Consequently, a broad range of measures will be developed by the LTP2 and implemented to help reduce traffic congestion and improve access to the peninsula.	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: 2008 • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_Fareham_AQActionplan_1
Fareham	Local_Fareham_E2	To implement those ITS improvements within FBC as	This scheme aims to assist with the reduction of congestion on the A32 via the use of Variable Messaging Signing (VMS) to advise drivers about incidents, conditions, alternative routes etc and	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: 2008

LA (a)	Measure code (b)	Title	Description	Other information
		detailed in the LTP2 to reduce congestion and improve air quality in the AQMAs	Automatic Number Plate Recognition (APNR) to provide journey times as part of the County‟s monitoring process. The study will also look wider at how these systems could be used to benefit other routes into/out of the peninsula. It is hoped that accurate journey time information will enable drivers to make informed decisions about route choice or mode and may reduce nitrogen dioxide levels in the AQMAs.	• Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_Fareham_AQActionplan_1
Fareham	Local_Fareham_E3	To undertake appropriate improvements to the Quay Street roundabout in conjunction with the nearby retail development and negotiate with the developer a financial contribution for future air quality monitoring in the area	An allocation of £4 million is proposed for improving access to Gosport. This is intended to fund improvements that would be needed regardless of decisions on alternatives to light rail. It includes improvements to a number of junctions on the A32, including Quay Street roundabout and Newgate Lane roundabout. This allocation would also be increased by external funding. The objective of these schemes would be to improve journey time reliability and to tackle problems of poor air quality.	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: 2007 • Reduction timescale: Short term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_Fareham_AQActionplan_1
Fareham	Local_Fareham_A4	Develop a Quality Bus Partnership for the A32 including a reduction in emissions from local buses	In the medium term, Quality Bus Partnerships (QBPs) have a major role to play in combating congestion and maximising the capacity of the existing highway network. This aligns with the LTP2 approach of reduce, manage and invest.	• Type: Technical; Education/information • Sources affected: Transport • Spatial scale: local • Implementation date: 2006 • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_Fareham_AQActionplan_1
Fareham	Local_Fareham_E4	To provide bus priority measures as part of the Vision for West Street	The County Council are investing in roadside infrastructure, information provision and bus priority measures, while the bus operator provides new vehicles, timetable improvements and staff training.	• Type: Technical; Education/information • Sources affected: Transport • Spatial scale: local • Implementation date: 2008 • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_Fareham_AQActionplan_1

LA (a)	Measure code (b)	Title	Description	Other information
Fareham	Local_Fareham_G2	To work with local bus operators to provide improved services for people working in Whiteley via the now complete Yew Tree Drive bus link	The Yew Tree Drive bus link completes the remaining short section of Yew Tree Drive into Whiteley from the B3051 Botley Road. It consists of a roundabout at the junction of Yew Tree Drive and Botley Road and a bus only gate, formed by an electronically activated rising bollard and a Selective Vehicle Detection system, to prevent it‟s use by local traffic to access Whiteley. The scheme opened in the Summer of 2008.	• Type: Technical; Education/information; Other • Sources affected: Transport • Spatial scale: local • Implementation date: 2008 • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_Fareham_AQActionplan_1
Fareham	Local_Fareham_G3	To continue to subsidise bus travel beyond the statutory minimum to further encourage bus usage	The Government‟s Statutory Concessionary Travel Scheme came into force on 1 April 2008 and provides free off peak travel on local services anywhere in England. The Fareham Borough Council scheme has been extended beyond the statutory off peak times of 0930 – 2300 hours Monday to Friday and at all times at the weekends and on Bank Holidays.	• Type: Economic/fiscal; Technical; Education/information • Sources affected: Transport • Spatial scale: local • Implementation date: 2008 • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_Fareham_AQActionplan_1
Fareham	Local_Fareham_G4	To review progress in respect of the FBC Cycle Strategy 2005-11 and the LTP2 and implement those measures likely to have an impact on air quality in the AQMAs	Hampshire County Council's LTP2 sets out a broad approach towards the promotion and encouragement of cycling within the County.	• Type: Education/information • Sources affected: Transport • Spatial scale: local • Implementation date: 2008 • Reduction timescale: Short term • Regulatory: No • Smarter Choices (c) : Yes • Reference (d): Local_zone31_Fareham_AQActionplan_1
Fareham	Local_Fareham_G5	Promote the development and implementation of work travel plans amongst companies that use the roads in and around the	The planning development control team has not secured by condition or any other means, any workplace related travel plans during 2007/8. However, a travel plan is to be secured by a section 106 agreement with Hampshire County Council in respect of a recent application for a large food store in the town centre.	• Type: Education/information • Sources affected: Transport • Spatial scale: local • Implementation date: 2008 • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : Yes • Reference (d): Local_zone31_Fareham_AQActionplan_1

LA (a)	Measure code (b)	Title	Description	Other information
		AQMAs particularly through the use and enforcement of planning conditions		
Fareham	Local_Fareham_G6	To continue to work with schools in Fareham close to the AQMAs for the development, implementation and the annual review of School Travel Plans	The Hampshire Safer Routes to Schools Programme, delivered through individual School Travel Plans, aims to reduce unnecessary car trips to school and encourage parents, pupils, teachers and visitors to travel to and from schools in safer, healthier and more environmentally sustainable ways.	• Type: Education/information • Sources affected: Transport • Spatial scale: local • Implementation date: 2008 • Reduction timescale: Short term • Regulatory: No • Smarter Choices (c) : Yes • Reference (d): Local_zone31_Fareham_AQActionplan_1
Fareham	Local_Fareham_H2	To implement the Town Access Plan proposals where they have an impact on air quality in the AQMAs	The plan seeks to create a long term increase in the use of local services by local people by improving the ease of movement, especially by passenger transport, walking and cycling within that centre.	• Type: Technical; Education/information • Sources affected: Transport • Spatial scale: local • Implementation date: 2008 • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_Fareham_AQActionplan_1
Fareham	Local_Fareham_B1	To continue to inspect premises and take appropriate enforcement action in respect of the Environmental Permit risk assessment regime	Under the Environmental Permitting (England and Wales) Regulations 2007, local authorities are regulators for a regime known as Local Authority Pollution Prevention and Control which covers installations known as Part B installations.	• Type: Technical; Education/information • Sources affected: Transport • Spatial scale: local • Implementation date: 2008 • Reduction timescale: Long term • Regulatory: Yes • Smarter Choices (c) : No • Reference (d): Local_zone31_Fareham_AQActionplan_1
Fareham	Local_Fareham_B2	To use Environmental Permit inspections to	Hampshire County Council Trading Standards officers are undertaking the majority of LAPPC inspections of petrol stations in the County on behalf of the district councils from 2008/9. They have agreed to distribute	• Type: Technical; Education/information • Sources affected: Transport • Spatial scale: local • Implementation date: 2008

LA (a)	Measure code (b)	Title	Description	Other information
		encourage the provision of alternative fuels at petrol stations forecourts	air quality/alternative fuel information during these inspections.	• Reduction timescale: Medium term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_Fareham_AQActionplan_1
Fareham	Local_Fareham_E5	Promote the use of planning policies, alongside other planning and transport measures, to promote sustainable transport choices and reduce reliance on the car	Environmental Health are consulted by the Development Control section of the Planning and Transportation department to ensure that the proposed development does not result in it‟s occupiers being subject to pollution issues or that existing residents do not suffer pollution because of the development.	• Type: Technical; Education/information • Sources affected: Transport • Spatial scale: local • Implementation date: 2008 • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_Fareham_AQActionplan_1
Fareham	Local_Fareham_E6	To ensure that the new LDF incorporates planning policy that will not adversely impact on air quality but furthermore enhances air quality where possible	The solent transport strategy for the Fareham-Gosport peninsula focuses on improving accessibility, reducing congestion and improving air quality for Fareham.	• Type: Technical; Education/information • Sources affected: Transport • Spatial scale: local • Implementation date: 2006 • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_Fareham_AQActionplan_1
Fareham	Local_Fareham_E7	Regulatory Services will continue to work with the Development Control section to ensure that air quality is taken into account in the planning	Regulatory Services will continue to work with the Development Control section to ensure that air quality is taken into account in the planning development process	• Type: Technical; Education/information • Sources affected: Transport • Spatial scale: local • Implementation date: 2007 • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_Fareham_AQActionplan_1

LA (a)	Measure code (b)	Title	Description	Other information
		development process		
Fareham	Local_Fareham_D1	Parking Strategy	To review the new FBC parking strategy and implement any measures that may result in reduced congestion in the AQMAs. From April 2007 Fareham Borough Council became responsible for enforcing traffic regulations such as limited waiting, double or single yellow lines, no stopping at bus stops etc.	• Type: Technical; Education/information • Sources affected: Transport • Spatial scale: local • Implementation date: 2007 • Reduction timescale: Medium term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_Fareham_AQActionplan_1
Fareham	Local_Fareham_H3	Local Air Quality Management and consultation with neighbouring authorities and stakeholders.	To continue to work in partnership with neighbouring authorities and others for the control of air pollution and continued improvement of air quality eg to attend HIOW air quality group	• Type: Education/information • Sources affected: Transport • Spatial scale: local • Implementation date: 2008 • Reduction timescale: Short term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_Fareham_AQActionplan_1
Fareham	Local_Fareham_H4	To continue to place air quality reports on the FBC website	Air quality information including the monthly results of several diffusion tubes, air quality reports and the details of the AQMAs is placed on the Council‟s website.	• Type: Education/information • Sources affected: Transport • Spatial scale: local • Implementation date: 2007 • Reduction timescale: Short term • Regulatory: Yes • Smarter Choices (c) : No • Reference (d): Local_zone31_Fareham_AQActionplan_1
Fareham	Local_Fareham_H5	To promote awareness via the FBC website of other air quality information web sites	To promote awareness via the FBC website of other air quality information web sites	• Type: Education/information • Sources affected: Transport • Spatial scale: local • Implementation date: 2008 • Reduction timescale: Short term • Regulatory: Yes • Smarter Choices (c) : No • Reference (d): Local_zone31_Fareham_AQActionplan_1
Fareham	Local_Fareham_H6	Support locally, national campaigns to raise awareness of air quality, alternative transport choices etc	Support locally, national campaigns to raise awareness of air quality, alternative transport choices etc	• Type: Education/information • Sources affected: Transport • Spatial scale: local • Implementation date: 2008 • Reduction timescale: Short term • Regulatory: No • Smarter Choices (c) : Yes • Reference (d): Local_zone31_Fareham_AQActionplan_1

LA (a)	Measure code (b)	Title	Description	Other information
Fareham	Local_Fareham_C1	To promote the use of alternative fuels eg LPG,hybrid	To promote the use of alternative fuels eg LPG,hybrid	• Type: Education/information • Sources affected: Transport • Spatial scale: local • Implementation date: 2008 • Reduction timescale: Short term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_Fareham_AQActionplan_1
Fareham	Local_Fareham_H7	To produce a leaflet on the AQAP and distribute to libraries, GP surgeries etc	To produce a leaflet on the AQAP and distribute to libraries, GP surgeries etc	• Type: Education/information • Sources affected: Transport • Spatial scale: local • Implementation date: 2008 • Reduction timescale: Short term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_Fareham_AQActionplan_1
Fareham	Local_Fareham_B3	To continue to promote energy awareness and efficiency in the Borough	The Council offers a Home Energy Insulation Scheme and Home Energy Boiler Scheme. The former offers all eligible households free cavity wall insulation and free full loft insulation or top-up loft insulation to 250mm (10") where the existing insulation is less than 75mm (3") in depth. There is additional information on the Council's website regarding energy efficiency in the home and other discounts and grants.	• Type: Education/information • Sources affected: Transport • Spatial scale: local • Implementation date: 2008 • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_Fareham_AQActionplan_1
Fareham	Local_Fareham_G7	Smarter Choices regime of the LTP2	Smarter travel choices are new techniques for influencing people‟s travel behaviour towards more sustainable options, such as walking, cycling, travelling by public transport and car sharing. They are sometimes called “soft measures”.	• Type: Education/information • Sources affected: Transport • Spatial scale: local • Implementation date: 2008 • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : Yes • Reference (d): Local_zone31_Fareham_AQActionplan_1
Fareham	Local_Fareham_G8	To continue to promote cycling and walking as healthier alternatives to the car on the FBC website	To continue to promote cycling and walking as healthier alternatives to the car on the FBC website	• Type: Education/information • Sources affected: Transport • Spatial scale: local • Implementation date: 2008 • Reduction timescale: Short term • Regulatory: No • Smarter Choices (c) : Yes • Reference (d): Local_zone31_Fareham_AQActionplan_1
Fareham	Local_Fareham_B4	To implement Environmental	To implement Environmental Sustainability Strategy (ESS) and ensure that NO_2 is considered in the	• Type: Education/information • Sources affected: Transport

LA (a)	Measure code (b)	Title	Description	Other information
		Sustainability Strategy (ESS)	development of the FBC Sustainability Strategy	• Spatial scale: local • Implementation date: 2008 • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_Fareham_AQActionplan_1
HILLINGDON	Local_Hillingdon_E1	Land Use Planning	S106 Agreements	• Type: Other • Sources affected: Transport • Spatial scale: local • Implementation date: Various - Ongoing. • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_Hillingdon_AQActionplan_1
HILLINGDON	Local_Hillingdon_A1	Low Emission Zones	Participate in London wide LEZ.	• Type: Other • Sources affected: Transport • Spatial scale: regional • Implementation date: Completed 2006. • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_Hillingdon_AQActionplan_1
HILLINGDON	Local_Hillingdon_F1	Partnership & Travel Plans	Council Travel Plan	• Type: Other • Sources affected: Transport • Spatial scale: local • Implementation date: Completed by 2010. • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : Yes • Reference (d): Local_zone31_Hillingdon_AQActionplan_1
HILLINGDON	Local_Hillingdon_F2	Partnership & Travel Plans	Regional partnerships	• Type: Technical • Sources affected: Transport • Spatial scale: regional • Implementation date: In planning. Complete by 2008. • Reduction timescale: Medium term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_Hillingdon_AQActionplan_1

LA (a)	Measure code (b)	Title	Description	Other information
HILLINGDON	Local_Hillingdon_A2	Physical Traffic Management	Review speed limits on major roads	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: In progress. Complete by 2010. • Reduction timescale: Medium term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_Hillingdon_AQActionplan_1
HILLINGDON	Local_Hillingdon_A3	Physical Traffic Management	Congestion hotspots eg A40	• Type: Technical • Sources affected: Transport • Spatial scale: regional • Implementation date: Complete by 2010. • Reduction timescale: Medium term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_Hillingdon_AQActionplan_1
HILLINGDON	Local_Hillingdon_H1	Public Transport Initiatives - Rail	Various airport Heathrow measures.	• Type: Technical • Sources affected: Transport • Spatial scale: regional • Implementation date: Various - Ongoing. • Reduction timescale: Medium term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_Hillingdon_AQActionplan_1
NEW FOREST - Totton	Local_NewForest_A1	Physical Traffic Management	Review static signs.	• Type: Other • Sources affected: Agriculture • Spatial scale: local • Implementation date: 2008 - Ongoing. • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_NewForest_AQActionplan_1
NEW FOREST - Totton	Local_NewForest_A2	Physical Traffic Management	Consultation on Urban Design Framework.	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: Ongoing. • Reduction timescale: Medium term • Regulatory: No

LA (a)	Measure code (b)	Title	Description	Other information
				• Smarter Choices (c) : No • Reference (d): Local_zone31_NewForest_AQActionplan_1
NEW FOREST - Totton	Local_NewForest_D1	Parking Management & Charging	Reducing congestion in Totton.	• Type: Economic/fiscal • Sources affected: Transport • Spatial scale: local • Implementation date: 2007 - Ongoing. • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_NewForest_AQActionplan_1
NEW FOREST - Totton	Local_NewForest_E1	Land Use Planning	Areas for planned developments.	• Type: Economic/fiscal • Sources affected: Transport • Spatial scale: local • Implementation date: 2007 - Ongoing. • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_NewForest_AQActionplan_1
NEW FOREST - Totton	Local_NewForest_C1	Fleet Management & clean fuels	New Forest District Council fleet management targeting improved emission standard vehicles.	• Type: Other • Sources affected: Transport • Spatial scale: local • Implementation date: 2007/ 2008 - Completed. • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_NewForest_AQActionplan_1
NEW FOREST - Totton	Local_NewForest_F1	Promotion, Education & Awareness Raising	Increase public awareness of air quality.	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: 2007 - Ongoing. • Reduction timescale: Medium term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_NewForest_AQActionplan_1
NEW FOREST - Totton	Local_NewForest_F2	Promotion, Education & Awareness	Review air quality monitoring.	• Type: Technical • Sources affected: Transport • Spatial scale: local

LA (a)	Measure code (b)	Title	Description	Other information
		Raising		• Implementation date: 2007 - Ongoing annually. • Reduction timescale: Medium term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_NewForest_AQActionplan_1
NEW FOREST - Lyndhurst	Local_NewForest_A3	Physical Traffic Management	Enforcement of HGV restriction.	• Type: Technical • Sources affected: Industry including heating and power production • Spatial scale: local • Implementation date: Completed. • Reduction timescale: Medium term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_NewForest_AQActionplan_2
NEW FOREST - Lyndhurst	Local_NewForest_A4	Physical Traffic Management	Installation of variable messaging system.	• Type: Economic/fiscal • Sources affected: Transport • Spatial scale: lcoal • Implementation date: Ongoing - 2008. • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_NewForest_AQActionplan_2
NEW FOREST - Lyndhurst	Local_NewForest_A5	Physical Traffic Management	Review signage in Lyndhurst.	• Type: Economic/fiscal • Sources affected: Transport • Spatial scale: lcoal • Implementation date: Review - 2009. • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_NewForest_AQActionplan_2
NEW FOREST - Lyndhurst	Local_NewForest_F3	Partnership & Travel Plans	Development of NFDC Travel Plan.	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: Ongoing - 2008. • Reduction timescale: Medium term • Regulatory: No • Smarter Choices (c) : Yes • Reference (d):

LA (a)	Measure code (b)	Title	Description	Other information
				Local_zone31_NewForest_AQActionplan_2
NEW FOREST - Lyndhurst	Local_NewForest_F4	Partnership & Travel Plans	Development of school travel plan.	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: Started - Ongoing. • Reduction timescale: Medium term • Regulatory: No • Smarter Choices (c) : Yes • Reference (d): Local_zone31_NewForest_AQActionplan_2
NEW FOREST - Lyndhurst	Local_NewForest_E2	Land Use Planning	Planned developments.	• Type: Other • Sources affected: Transport • Spatial scale: local • Implementation date: Started - Ongoing. • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_NewForest_AQActionplan_2
NEW FOREST - Lyndhurst	Local_NewForest_C2	Fleet Management & clean fuels	Council fleet management.	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: Ongoing. • Reduction timescale: Medium term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_NewForest_AQActionplan_2
NEW FOREST - Lyndhurst	Local_NewForest_F5	Promotion, Education & Awareness Raising	Increase public awareness of air quality.	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: Implemented - Ongoing. • Reduction timescale: Short term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_NewForest_AQActionplan_2
NEW FOREST - Lyndhurst	Local_NewForest_F6	Promotion, Education & Awareness Raising	Review air quality monitoring.	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: Annually - ongoing. • Reduction timescale: Short term

LA (a)	Measure code (b)	Title	Description	Other information
				• Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_NewForest_AQActionplan_2
RUSHMOOR	Local_Rushmoor_B1	Nuisance Policy	EPA90 (statutory nuisance) domestic emissions	• Type: Other • Sources affected: Transport • Spatial scale: local • Implementation date: Ongoing • Reduction timescale: Medium term • Regulatory: Yes • Smarter Choices (c) : No • Reference (d): Local_zone31_Rushmoor_AQActionplan_1
RUSHMOOR	Local_Rushmoor_B2	Local Abatement	Enforce EPA90 and PPC99.	• Type: Education/information • Sources affected: Transport • Spatial scale: local • Implementation date: Ongoing • Reduction timescale: Medium term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_Rushmoor_AQActionplan_1
RUSHMOOR	Local_Rushmoor_B3	Local Abatement	Enforce Clean Air Act 1993.	• Type: Other • Sources affected: N/A • Spatial scale: local • Implementation date: Ongoing • Reduction timescale: Medium term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_Rushmoor_AQActionplan_1
RUSHMOOR	Local_Rushmoor_B4	Local Abatement	Enforce EPA90 (statutory nuisance).	• Type: Education/information • Sources affected: Transport • Spatial scale: local • Implementation date: Ongoing • Reduction timescale: Medium term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_Rushmoor_AQActionplan_1
RUSHMOOR	Local_Rushmoor_C1	Fleet Management &	Alternative fuel schemes or fuel efficient vehicles.	• Type: Education/information • Sources affected: Transport

LA (a)	Measure code (b)	Title	Description	Other information
		clean fuels		• Spatial scale: local • Implementation date: Ongoing • Reduction timescale: Medium term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_Rushmoor_AQActionplan_1
RUSHMOOR	Local_Rushmoor_F1	Partnership & Travel Plans	Work travel plans	• Type: Education/information • Sources affected: Transport • Spatial scale: local • Implementation date: Ongoing • Reduction timescale: Medium term • Regulatory: No • Smarter Choices (c) : Yes • Reference (d): Local_zone31_Rushmoor_AQActionplan_1
RUSHMOOR	Local_Rushmoor_F2	Partnership & Travel Plans	Safe routes to school	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: Ongoing • Reduction timescale: Medium term • Regulatory: No • Smarter Choices (c) : Yes • Reference (d): Local_zone31_Rushmoor_AQActionplan_1
RUSHMOOR	Local_Rushmoor_F3	Partnership & Travel Plans	Rushmoor Borough Council travel plan	• Type: Education/information • Sources affected: Transport • Spatial scale: local • Implementation date: Ongoing • Reduction timescale: Medium term • Regulatory: No • Smarter Choices (c) : Yes • Reference (d): Local_zone31_Rushmoor_AQActionplan_1
RUSHMOOR	Local_Rushmoor_A1	Physical Traffic Management	Speed regulation and enforcement	• Type: Economic/fiscal • Sources affected: Transport • Spatial scale: local/ regional • Implementation date: Ongoing • Reduction timescale: Medium term • Regulatory: No • Smarter Choices (c) : No • Reference (d):

LA (a)	Measure code (b)	Title	Description	Other information
				Local_zone31_Rushmoor_AQActionplan_1
RUSHMOOR	Local_Rushmoor_A2	Physical Traffic Management	Improved road signage	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: Ongoing • Reduction timescale: Medium term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_Rushmoor_AQActionplan_1
RUSHMOOR	Local_Rushmoor_A3	Physical Traffic Management	Improve east west routes through Farnborough	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: Ongoing • Reduction timescale: Medium term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_Rushmoor_AQActionplan_1
RUSHMOOR	Local_Rushmoor_A4	Physical Traffic Management	Reduce junction congestion	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: Ongoing • Reduction timescale: Medium term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_Rushmoor_AQActionplan_1
RUSHMOOR	Local_Rushmoor_A5	Physical Traffic Management	Cco-ordinate roadworks	• Type: Education/information • Sources affected: Transport • Spatial scale: regional • Implementation date: Ongoing • Reduction timescale: Medium term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_Rushmoor_AQActionplan_1
RUSHMOOR	Local_Rushmoor_A6	Physical Traffic Management	Adjust speed limits on county roads.	• Type: Economic/fiscal • Sources affected: Transport • Spatial scale: local • Implementation date: Ongoing • Reduction timescale: Long term

LA (a)	Measure code (b)	Title	Description	Other information
				• Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_Rushmoor_AQActionplan_1
RUSHMOOR	Local_Rushmoor_F4	Promotion, Education & Awareness Raising	Encourage alternative transport modes	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: Ongoing • Reduction timescale: Medium term • Regulatory: No • Smarter Choices (c) : Yes • Reference (d): Local_zone31_Rushmoor_AQActionplan_1
RUSHMOOR	Local_Rushmoor_F5	Promotion, Education & Awareness Raising	Travelwise	• Type: Economic/fiscal • Sources affected: Transport • Spatial scale: regional • Implementation date: Ongoing • Reduction timescale: Long term • Regulatory: Yes • Smarter Choices (c) : Yes • Reference (d): Local_zone31_Rushmoor_AQActionplan_1
RUSHMOOR	Local_Rushmoor_F6	Promotion, Education & Awareness Raising	Increase air quality information dissemination	• Type: Economic/fiscal • Sources affected: Transport • Spatial scale: local • Implementation date: Ongoing • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_Rushmoor_AQActionplan_1
RUSHMOOR	Local_Rushmoor_F7	Promotion, Education & Awareness Raising	General health education	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: Ongoing • Reduction timescale: Short term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_Rushmoor_AQActionplan_1
RUSHMOOR	Local_Rushmoor_F8	Promotion, Education &	Better driving techniques	• Type: Other • Sources affected: Transport

LA (a)	Measure code (b)	Title	Description	Other information
		Awareness Raising		• Spatial scale: local • Implementation date: Ongoing • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_Rushmoor_AQActionplan_1
RUSHMOOR	Local_Rushmoor_G1	Reallocated Roadspace	Crawler lanes	• Type: Economic/fiscal • Sources affected: Transport • Spatial scale: local • Implementation date: Ongoing • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_Rushmoor_AQActionplan_1
RUSHMOOR	Local_Rushmoor_G2	Reallocated Roadspace	Enforce driving on the left	• Type: Other • Sources affected: Transport • Spatial scale: regional • Implementation date: Ongoing • Reduction timescale: Medium term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_Rushmoor_AQActionplan_1
RUSHMOOR	Local_Rushmoor_D1	Road User Charging	Motorway tolls	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: Ongoing • Reduction timescale: Medium term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_Rushmoor_AQActionplan_1
SLOUGH	Local_Slough_G1	Development of Cycling and Walking	Implement cycling measures	• Type: Other • Sources affected: Transport; Industry including heating and power production • Spatial scale: all • Implementation date: Ongoing • Reduction timescale: Medium term • Regulatory: No • Smarter Choices (c) : No

LA (a)	Measure code (b)	Title	Description	Other information
				• Reference (d): Local_zone31_Slough_AQActionplan_1
SLOUGH	Local_Slough_G2	Development of Cycling and Walking	Implement walking measures	• Type: Economic/fiscal • Sources affected: Transport • Spatial scale: regional • Implementation date: Ongoing • Reduction timescale: Long term • Regulatory: Yes • Smarter Choices (c) : No • Reference (d): Local_zone31_Slough_AQActionplan_1
SLOUGH	Local_Slough_C1	Development of Cycling and Walking	Promote Safer routes to school, inc those across J5 of M-way	• Type: Other • Sources affected: Transport • Spatial scale: local • Implementation date: Ongoing • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : Yes • Reference (d): Local_zone31_Slough_AQActionplan_1
SLOUGH	Local_Slough_C2	Fleet Management & clean fuels	Audit Council fleet	• Type: Economic/fiscal • Sources affected: Transport • Spatial scale: local • Implementation date: Ongoing • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_Slough_AQActionplan_1
SLOUGH	Local_Slough_C3	Fleet Management & clean fuels	trial new technology and act as info point for other fleet operators	• Type: Economic/fiscal • Sources affected: Transport • Spatial scale: regional • Implementation date: Ongoing • Reduction timescale: Long term • Regulatory: Yes • Smarter Choices (c) : No • Reference (d): Local_zone31_Slough_AQActionplan_1
SLOUGH	Local_Slough_C4	Fleet Management & clean fuels	Promote national dirty diesel hotline	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: Ongoing • Reduction timescale: Medium term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_Slough_AQActionplan_1

LA (a)	Measure code (b)	Title	Description	Other information
SLOUGH	Local_Slough_A1	Freight Measures	Develop a freight quality partnership	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: Ongoing • Reduction timescale: Medium term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_Slough_AQActionplan_1
SLOUGH	Local_Slough_H1	Infrastructure Development	Lobby for AQ to be considered in major infrastructure decisions (cross-rail or Heathrow 3rd run-way)	• Type: Economic/fiscal • Sources affected: Transport • Spatial scale: regional • Implementation date: Ongoing • Reduction timescale: Long term • Regulatory: Yes • Smarter Choices (c) : No • Reference (d): Local_zone31_Slough_AQActionplan_1
SLOUGH	Local_Slough_E1	Land Use Planning	Promote major developments in areas well-served by PT	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: Ongoing • Reduction timescale: Medium term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_Slough_AQActionplan_1
SLOUGH	Local_Slough_E2	Land Use Planning	Support sustainable development	• Type: Other • Sources affected: Transport • Spatial scale: local • Implementation date: Ongoing • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_Slough_AQActionplan_1
SLOUGH	Local_Slough_E3	Land Use Planning	Ensure Travel Plans are required for all new developments	• Type: Technical • Sources affected: Transport • Spatial scale: regional • Implementation date: Ongoing • Reduction timescale: Medium term • Regulatory: No • Smarter Choices (c) : Yes • Reference (d): Local_zone31_Slough_AQActionplan_1
SLOUGH	Local_Slough_E4	Land Use Planning	Support car free housing in appropriate locations	• Type: Other • Sources affected: Transport

LA (a)	Measure code (b)	Title	Description	Other information
				• Spatial scale: local • Implementation date: Ongoing • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_Slough_AQActionplan_1
SLOUGH	Local_Slough_E5	Land Use Planning	Ensure developments likely to generate significant add freight movts are subject to an air quality assessment	• Type: Economic/fiscal • Sources affected: Transport • Spatial scale: local • Implementation date: Ongoing • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_Slough_AQActionplan_1
SLOUGH	Local_Slough_D1	Parking Management & Charging	Apply restrictive parking standards for all new developments >review parking standards as part of LDF review	• Type: Other • Sources affected: Transport; Industry including heating and power production • Spatial scale: local • Implementation date: Ongoing • Reduction timescale: Medium term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_Slough_AQActionplan_1
SLOUGH	Local_Slough_D2	Parking Management & Charging	Implement Slough's parking strategy	• Type: Other • Sources affected: Transport; Industry including heating and power production • Spatial scale: local • Implementation date: Ongoing • Reduction timescale: Medium term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_Slough_AQActionplan_1
SLOUGH	Local_Slough_D3	Parking Management & Charging	promote controlled parking zone	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: Ongoing • Reduction timescale: Medium term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_Slough_AQActionplan_1
SLOUGH	Local_Slough_F1	Partnership & Travel Plans	Introduce Travel Plan for SBC staff	• Type: Other • Sources affected: Transport; Industry including heating

LA (a)	Measure code (b)	Title	Description	Other information
				and power production • Spatial scale: local • Implementation date: Ongoing • Reduction timescale: Medium term • Regulatory: No • Smarter Choices (c) : Yes • Reference (d): Local_zone31_Slough_AQActionplan_1
SLOUGH	Local_Slough_A2	Physical Traffic Management	Work with the HA to investigate ways to smooth flow of traffic onto and off J5 of M4 >Improved signing and markings at J5.	• Type: Education/information • Sources affected: Transport • Spatial scale: local • Implementation date: Ongoing • Reduction timescale: Short term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_Slough_AQActionplan_1
SLOUGH	Local_Slough_F2	Promotion, Education & Awareness Raising	General promotion activities and channels	• Type: Education/information • Sources affected: All • Spatial scale: regional • Implementation date: Ongoing • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : Yes • Reference (d): Local_zone31_Slough_AQActionplan_1
SLOUGH	Local_Slough_A3	Public Transport Initiatives - Bus	Work with bus operators and BAA to strive for low emission buses in area	• Type: Other • Sources affected: Agriculture • Spatial scale: local • Implementation date: Ongoing • Reduction timescale: Short term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_Slough_AQActionplan_1
SLOUGH	Local_Slough_A4	Public Transport Initiatives - Bus	Implement bus strategy to promote bus use and install priority	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: Ongoing • Reduction timescale: Medium term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_Slough_AQActionplan_1
SOUTH BUCKS	Local_SouthBucks_B1	Energy Conservation	Consider energy efficiency of new development proposals	• Type: Other • Sources affected: Commercial and residential sources • Spatial scale: local

LA (a)	Measure code (b)	Title	Description	Other information
				• Implementation date: 2006 - Ongoing. • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_SouthBucks_AQActionplan_1
SOUTH BUCKS	Local_SouthBucks_B2	Energy Conservation	Encourage energy efficiency in private homes.	• Type: Other • Sources affected: Commercial and residential sources • Spatial scale: local • Implementation date: Ongoing. • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_SouthBucks_AQActionplan_1
SOUTH BUCKS	Local_SouthBucks_B3	Energy Conservation	Encourage renewable energy schemes.	• Type: Technical • Sources affected: Commercial and residential sources • Spatial scale: local • Implementation date: 2006 - Ongoing. • Reduction timescale: Medium term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_SouthBucks_AQActionplan_1
SOUTH BUCKS	Local_SouthBucks_C1	Fleet Management & clean fuels	Encourage cleaner vehicles.	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: Continuous. • Reduction timescale: Medium term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_SouthBucks_AQActionplan_1
SOUTH BUCKS	Local_SouthBucks_C2	Fleet Management & clean fuels	Urge Govt to encourage cleaner vehicles.	• Type: Technical • Sources affected: Transport • Spatial scale: national • Implementation date: Continuous. • Reduction timescale: Medium term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_SouthBucks_AQActionplan_1

LA (a)	Measure code (b)	Title	Description	Other information
SOUTH BUCKS	Local_SouthBucks_C3	Fleet Management & clean fuels	Encourage development of cleaner vehicle refuelling facilities.	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: 2007 - Ongoing. • Reduction timescale: Medium term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_SouthBucks_AQActionplan_1
SOUTH BUCKS	Local_SouthBucks_C4	Fleet Management & clean fuels	Encourage local businesses to use cleaner fuel technologies.	• Type: Economic/fiscal • Sources affected: Transport • Spatial scale: local • Implementation date: 2006 - Ongoing. • Reduction timescale: Long term • Regulatory: Yes • Smarter Choices (c) : No • Reference (d): Local_zone31_SouthBucks_AQActionplan_1
SOUTH BUCKS	Local_SouthBucks_C5	Fleet Management & clean fuels	Council clean fleet.	• Type: Economic/fiscal • Sources affected: Transport • Spatial scale: local • Implementation date: 2006 - Ongoing. • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_SouthBucks_AQActionplan_1
SOUTH BUCKS	Local_SouthBucks_C6	Fleet Management & clean fuels	Reduction in licensing fees for taxis on conversion to LPG.	• Type: Other • Sources affected: Transport • Spatial scale: local • Implementation date: 2007 - Completed. • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_SouthBucks_AQActionplan_1
SOUTH BUCKS	Local_SouthBucks_A1	Freight Measures	Review HDV routes.	• Type: Other • Sources affected: Transport • Spatial scale: local • Implementation date: 2006 - Ongoing. • Reduction timescale: Medium term • Regulatory: No

LA (a)	Measure code (b)	Title	Description	Other information
				• Smarter Choices (c) : No • Reference (d): Local_zone31_SouthBucks_AQActionplan_1
SOUTH BUCKS	Local_SouthBucks_A2	Freight Measures	Ensure efficient freight movement.	• Type: Other • Sources affected: Transport • Spatial scale: local • Implementation date: 2006 - Ongoing. • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_SouthBucks_AQActionplan_1
SOUTH BUCKS	Local_SouthBucks_A3	Infrastructure Development	Encourage the HA to investigate the impacts on HGV emissions of proposed widening of the M25.	• Type: Technical • Sources affected: Transport • Spatial scale: regional • Implementation date: 2006 - Ongoing. • Reduction timescale: Medium term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_SouthBucks_AQActionplan_1
SOUTH BUCKS	Local_SouthBucks_E1	Land Use Planning	Follow NSCA guidance criteria to request and assess Air Quality Assessments for developments.	• Type: Education/information • Sources affected: Transport • Spatial scale: local • Implementation date: Ongoing. • Reduction timescale: Medium term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_SouthBucks_AQActionplan_1
SOUTH BUCKS	Local_SouthBucks_E2	Land Use Planning	Consider design of development proposals.	• Type: Other • Sources affected: Transport • Spatial scale: local • Implementation date: 2006 - Ongoing. • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_SouthBucks_AQActionplan_1
SOUTH BUCKS	Local_SouthBucks_E3	Land Use Planning	Promote mixed use development.	• Type: Other • Sources affected: Transport • Spatial scale: local

LA (a)	Measure code (b)	Title	Description	Other information
				• Implementation date: 2006 - Ongoing. • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_SouthBucks_AQActionplan_1
SOUTH BUCKS	Local_SouthBucks_E 4	Land Use Planning	Favour employment generating proposals with good non-car access.	• Type: Other • Sources affected: Transport • Spatial scale: local • Implementation date: 2006 - Ongoing. • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_SouthBucks_AQActionplan_1
SOUTH BUCKS	Local_SouthBucks_E 5	Land Use Planning	Encourage development with good non-car access.	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: 2006 - Ongoing. • Reduction timescale: Medium term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_SouthBucks_AQActionplan_1
SOUTH BUCKS	Local_SouthBucks_D 1	Parking Management & Charging	Review parking provision	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: Continuous. • Reduction timescale: Medium term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_SouthBucks_AQActionplan_1
SOUTH BUCKS	Local_SouthBucks_F 7	Partnership & Travel Plans	Provide PT information and advice to businesses	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: Completed - 2006. • Reduction timescale: Medium term • Regulatory: No • Smarter Choices (c) : Yes • Reference (d): Local_zone31_SouthBucks_AQActionplan_1

LA (a)	Measure code (b)	Title	Description	Other information
SOUTH BUCKS	Local_SouthBucks_F 8	Partnership & Travel Plans	Develop council travel plan.	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: 2006 • Reduction timescale: Medium term • Regulatory: No • Smarter Choices (c) : Yes • Reference (d): Local_zone31_SouthBucks_AQActionplan_1
SOUTH BUCKS	Local_SouthBucks_A 4	Physical Traffic Management	Identify and reduce congestion.	• Type: Other • Sources affected: Agriculture • Spatial scale: local • Implementation date: Ongoing. • Reduction timescale: Long term • Regulatory: Yes • Smarter Choices (c) : No • Reference (d): Local_zone31_SouthBucks_AQActionplan_1
SOUTH BUCKS	Local_SouthBucks_A 5	Physical Traffic Management	The Council will continue to liaise with the Highways Agency to identify measures that can be taken to reduce nitrogen dioxide emissions associated with congestion on the M4, M40 and M25.	• Type: Technical • Sources affected: Transport • Spatial scale: regional • Implementation date: 2006 - Ongoing. • Reduction timescale: Medium term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_SouthBucks_AQActionplan_1
SOUTH BUCKS	Local_SouthBucks_F 9	Promotion, Education & Awareness Raising	Encourage HA to investigate signs in AQMAs.	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: 2006 • Reduction timescale: Medium term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_SouthBucks_AQActionplan_1
SOUTH BUCKS	Local_SouthBucks_F 10	Promotion, Education & Awareness Raising	Provide public transport information on website.	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: 2006 • Reduction timescale: Medium term • Regulatory: No

LA (a)	Measure code (b)	Title	Description	Other information
				• Smarter Choices (c) : Yes • Reference (d): Local_zone31_SouthBucks_AQActionplan_1
SOUTH BUCKS	Local_SouthBucks_F 11	Promotion, Education & Awareness Raising	Leaflets to accompany MOT advising of the need for regular car maintenance.	• Type: Education/information • Sources affected: Transport • Spatial scale: local • Implementation date: 2006 • Reduction timescale: Medium term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_SouthBucks_AQActionplan_1
SOUTH BUCKS	Local_SouthBucks_A 6	Roadside Emissions Testing	Review cost effectiveness of Roadside emission testing.	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: 2007 - Ongoing. • Reduction timescale: Medium term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_SouthBucks_AQActionplan_1
SURREY HEATH	Local_SurreyHeath_ G1	Reallocated Roadspace	Crawler lane introduced to area.	• Type: Economic/fiscal • Sources affected: Transport • Spatial scale: local • Implementation date: Ongoing • Reduction timescale: Medium term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_SurreyHeath_AQActionplan_1
SURREY HEATH	Local_SurreyHeath_ G2	Reallocated Roadspace	High Occupancy Vehicle Lanes.	• Type: Other • Sources affected: Transport • Spatial scale: local • Implementation date: Ongoing. • Reduction timescale: Medium term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_SurreyHeath_AQActionplan_1
SURREY HEATH	Local_SurreyHeath_ G3	Reallocated Roadspace	Enhanced vehicle emission testing.	• Type: Economic/fiscal • Sources affected: Transport • Spatial scale: regional

LA (a)	Measure code (b)	Title	Description	Other information
				• Implementation date: Ongoing. • Reduction timescale: Long term • Regulatory: Yes • Smarter Choices (c) : No • Reference (d): Local_zone31_SurreyHeath_AQActionplan_1
SURREY HEATH	Local_SurreyHeath_D1	Road User Charging	Introduce road tolling.	• Type: Other • Sources affected: Transport; Industry including heating and power production • Spatial scale: local • Implementation date: Ongoing. • Reduction timescale: Medium term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_SurreyHeath_AQActionplan_1
VALE OF WHITE HORSE	Local_VOWH_A1	Physical Traffic Management	Encourage more traffic on the peripheral road (improved signage).	• Type: Economic/fiscal • Sources affected: Transport • Spatial scale: local • Implementation date: Awaiting PRG Rep • Reduction timescale: Short term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_ValeOfWhiteHorse_AQActionplan_1
VALE OF WHITE HORSE	Local_VOWH_A2	Physical Traffic Management	To investigate making the A34 Lodge Hill Junction into a four way interchange.	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: Awaiting PRG Rep • Reduction timescale: Medium term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_ValeOfWhiteHorse_AQActionplan_1
VALE OF WHITE HORSE	Local_VOWH_A3	Physical Traffic Management	A further river bridge crossing for Abingdon and Southern Relief Road.	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: Awaiting PRG Rep • Reduction timescale: Medium term • Regulatory: No • Smarter Choices (c) : No • Reference (d):

LA (a)	Measure code (b)	Title	Description	Other information
				Local_zone31_ValeOfWhiteHorse_AQActionplan_1
VALE OF WHITE HORSE	Local_VOWH_A4	Physical Traffic Management	Remove Rye Farm HGV park.	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: Awaiting PRG Rep • Reduction timescale: Short term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_ValeOfWhiteHorse_AQActionplan_1
VALE OF WHITE HORSE	Local_VOWH_A5	Physical Traffic Management	Restrict delivery vehicles during the day.	• Type: Other • Sources affected: Transport; Industry including heating and power production • Spatial scale: local • Implementation date: Awaiting PRG Rep • Reduction timescale: Medium term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_ValeOfWhiteHorse_AQActionplan_1
VALE OF WHITE HORSE	Local_VOWH_A6	Physical Traffic Management	Weight limits for HGV traffic.	• Type: Other • Sources affected: Transport • Spatial scale: local • Implementation date: Awaiting PRG Rep • Reduction timescale: Short term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_ValeOfWhiteHorse_AQActionplan_1
VALE OF WHITE HORSE	Local_VOWH_A7	Physical Traffic Management	Close St. Helens Wharf.	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: Awaiting PRG Rep • Reduction timescale: Medium term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_ValeOfWhiteHorse_AQActionplan_1
VALE OF WHITE HORSE	Local_VOWH_A8	Physical Traffic Management	A34 slip roads at Drayton.	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: Awaiting PRG Rep

LA (a)	Measure code (b)	Title	Description	Other information
				• Reduction timescale: Medium term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_ValeOfWhiteHorse_AQActionplan_1
VALE OF WHITE HORSE	Local_VOWH_A9	Physical Traffic Management	Widen Drayton Road Bridge to Allow two Lanes and Provide a Separate Footbridge.	• Type: Other • Sources affected: Transport • Spatial scale: local • Implementation date: Awaiting PRG Rep • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_ValeOfWhiteHorse_AQActionplan_1
VALE OF WHITE HORSE	Local_VOWH_A10	Low Emission Zones	Low Emission Zone (covering HGVs).	• Type: Economic/fiscal • Sources affected: Transport • Spatial scale: local • Implementation date: Awaiting PRG Rep • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_ValeOfWhiteHorse_AQActionplan_1
VALE OF WHITE HORSE	Local_VOWH_C1	Fleet Management & clean fuels	Eco-driving training for buses (and others).	• Type: Other • Sources affected: Transport • Spatial scale: local • Implementation date: Awaiting PRG Rep • Reduction timescale: Medium term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_ValeOfWhiteHorse_AQActionplan_1
VALE OF WHITE HORSE	Local_VOWH_F1	Promotion, Education & Awareness Raising	Targeting taxis to reduce emissions (through licensing).	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: Awaiting PRG Rep • Reduction timescale: Medium term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_ValeOfWhiteHorse_AQActionplan_1
VALE OF	Local_VOWH_C2	Fleet	Reduce use of Abingdon for HGV testing/training.	• Type: Other

LA (a)	Measure code (b)	Title	Description	Other information
WHITE HORSE		Management & clean fuels		• Sources affected: Transport; Industry including heating and power production • Spatial scale: local • Implementation date: Awaiting PRG Rep • Reduction timescale: Medium term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_ValeOfWhiteHorse_AQActionplan_1
VALE OF WHITE HORSE	Local_VOWH_C3	Fleet Management & clean fuels	Policy to reduce emissions of council vehicles and promotion of alternative fuels.	• Type: Economic/fiscal • Sources affected: Transport • Spatial scale: local • Implementation date: Awaiting PRG Rep • Reduction timescale: Long term • Regulatory: Yes • Smarter Choices (c) : No • Reference (d): Local_zone31_ValeOfWhiteHorse_AQActionplan_1
VALE OF WHITE HORSE	Local_VOWH_D1	Parking Management & Charging	Control of stationary idling (all vehicles).	• Type: Other • Sources affected: Transport • Spatial scale: local • Implementation date: Awaiting PRG Rep • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_ValeOfWhiteHorse_AQActionplan_1
VALE OF WHITE HORSE	Local_VOWH_F2	Partnership & Travel Plans	Business Travel plans	• Type: Economic/fiscal • Sources affected: Transport • Spatial scale: local • Implementation date: Awaiting PRG Rep • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : Yes • Reference (d): Local_zone31_ValeOfWhiteHorse_AQActionplan_1
VALE OF WHITE HORSE	Local_VOWH_F3	Partnership & Travel Plans	Development of School Travel Plans	• Type: Economic/fiscal • Sources affected: Transport • Spatial scale: local • Implementation date: Awaiting PRG Rep • Reduction timescale: Long term • Regulatory: Yes

LA (a)	Measure code (b)	Title	Description	Other information
				• Smarter Choices (c) : Yes • Reference (d): Local_zone31_ValeOfWhiteHorse_AQActionplan_1
VALE OF WHITE HORSE	Local_VOWH_G1	Development of Cycling and Walking	Promote cycling measures.	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: Awaiting PRG Rep • Reduction timescale: Medium term • Regulatory: No • Smarter Choices (c) : Yes • Reference (d): Local_zone31_ValeOfWhiteHorse_AQActionplan_1
VALE OF WHITE HORSE	Local_VOWH_F4	Partnership & Travel Plans	Promote car sharing	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: Awaiting PRG Rep • Reduction timescale: Medium term • Regulatory: No • Smarter Choices (c) : Yes • Reference (d): Local_zone31_ValeOfWhiteHorse_AQActionplan_1
VALE OF WHITE HORSE	Local_VOWH_F5	Partnership & Travel Plans	Review VWHDC travel plan	• Type: Other • Sources affected: Transport • Spatial scale: local • Implementation date: Awaiting PRG Rep • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : Yes • Reference (d): Local_zone31_ValeOfWhiteHorse_AQActionplan_1
VALE OF WHITE HORSE	Local_VOWH_D2	Parking Management & Charging	Decriminalize parking	• Type: Economic/fiscal • Sources affected: Transport • Spatial scale: local • Implementation date: Awaiting PRG Rep • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_ValeOfWhiteHorse_AQActionplan_1
VALE OF WHITE HORSE	Local_VOWH_D3	Parking Management & Charging	Parking policy	• Type: Technical • Sources affected: Transport • Spatial scale: local

LA (a)	Measure code (b)	Title	Description	Other information
				• Implementation date: Awaiting PRG Rep • Reduction timescale: Short term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_ValeOfWhiteHorse_AQActionplan_1
VALE OF WHITE HORSE	Local_VOWH_F6	Promotion, Education & Awareness Raising	Undertake more detailed source apportionment	• Type: Other • Sources affected: Transport; Industry including heating and power production • Spatial scale: local • Implementation date: Awaiting PRG Rep • Reduction timescale: Medium term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_ValeOfWhiteHorse_AQActionplan_1
VALE OF WHITE HORSE	Local_VOWH_D4	Parking Management & Charging	Park & Ride	• Type: Other • Sources affected: Transport • Spatial scale: local • Implementation date: Awaiting PRG Rep • Reduction timescale: Short term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_ValeOfWhiteHorse_AQActionplan_1
VALE OF WHITE HORSE	Local_VOWH_E1	Land Use Planning	Implement greater planning controls in AQMAs	• Type: Technical • Sources affected: Transport • Spatial scale: regional • Implementation date: Awaiting PRG Rep • Reduction timescale: Medium term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_ValeOfWhiteHorse_AQActionplan_1
VALE OF WHITE HORSE	Local_VOWH_F7	Partnership & Travel Plans	Promote personal travel planning websites	• Type: Technical • Sources affected: Transport • Spatial scale: regional • Implementation date: Awaiting PRG Rep • Reduction timescale: Medium term • Regulatory: No • Smarter Choices (c) : Yes • Reference (d):

LA (a)	Measure code (b)	Title	Description	Other information
				Local_zone31_ValeOfWhiteHorse_AQActionplan_1
VALE OF WHITE HORSE	Local_VOWH_G2	Development of Cycling and Walking	Cycle route information	• Type: Other • Sources affected: Transport • Spatial scale: local • Implementation date: Awaiting PRG Rep • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : Yes • Reference (d): Local_zone31_ValeOfWhiteHorse_AQActionplan_1
VALE OF WHITE HORSE	Local_VOWH_F8	Promotion, Education & Awareness Raising	Working with schools sector on education initiatives	• Type: Economic/fiscal • Sources affected: Transport • Spatial scale: local • Implementation date: Awaiting PRG Rep • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_ValeOfWhiteHorse_AQActionplan_1
VALE OF WHITE HORSE	Local_VOWH_F9	Promotion, Education & Awareness Raising	Clear health messages (focusing on the positive)	• Type: Other • Sources affected: Transport • Spatial scale: regional • Implementation date: Awaiting PRG Rep • Reduction timescale: Medium term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_ValeOfWhiteHorse_AQActionplan_1
VALE OF WHITE HORSE	Local_VOWH_F10	Promotion, Education & Awareness Raising	Promote inter-school liaison	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: Awaiting PRG Rep • Reduction timescale: Medium term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_ValeOfWhiteHorse_AQActionplan_1
VALE OF WHITE HORSE	Local_VOWH_G3	Development of Cycling and Walking	Specific events e.g. cycle to work week, European car free day	• Type: Other • Sources affected: Transport; Industry including heating and power production • Spatial scale: all • Implementation date: Awaiting PRG Rep

LA (a)	Measure code (b)	Title	Description	Other information
				• Reduction timescale: Medium term • Regulatory: No • Smarter Choices (c) : Yes • Reference (d): Local_zone31_ValeOfWhiteHorse_AQActionplan_1
VALE OF WHITE HORSE	Local_VOWH_F11	Promotion, Education & Awareness Raising	Traffic forecasts (team up with local radio)	• Type: Economic/fiscal • Sources affected: Transport • Spatial scale: regional • Implementation date: Awaiting PRG Rep • Reduction timescale: Long term • Regulatory: Yes • Smarter Choices (c) : No • Reference (d): Local_zone31_ValeOfWhiteHorse_AQActionplan_1
VALE OF WHITE HORSE	Local_VOWH_A11	Physical Traffic Management	Real time information at bus stops (extend current provision)	• Type: Other • Sources affected: Transport • Spatial scale: local • Implementation date: Awaiting PRG Rep • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_ValeOfWhiteHorse_AQActionplan_1
VALE OF WHITE HORSE	Local_VOWH_A12	Physical Traffic Management	Variable messaging signs	• Type: Economic/fiscal • Sources affected: Transport • Spatial scale: local • Implementation date: Awaiting PRG Rep • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_ValeOfWhiteHorse_AQActionplan_1
Windsor and Maidenhead	Local_Windsor_&_Maidenhead_F1	Awareness campaigns	Undertaking activities designed to highlight the adverse impacts of unsustainable car use, and draw attention to the existence and benefits of alternative travel modes and fuels, e.g. printed materials, web site information, promotional events, etc. This will encourage a change in travel behaviour and fuel use, leading to a reduction in emissions.	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: Ongoing. • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : Yes • Reference (d): Local_zone31_WindsorAndMaidenhead_AQActionplan_1
Windsor and	Local_Windsor_&_Ma	Education	Delivering training to give people the necessary skills	• Type: Technical

LA (a)	Measure code (b)	Title	Description	Other information
Maidenhead	idenhead_F2	programmes	to be able to travel safely and independently using sustainable travel modes rather than the private car. o Providing educational material designed to increase knowledge and understanding of air quality and environmental issues, encouraging sustainable behaviour.	• Sources affected: Transport • Spatial scale: local • Implementation date: Ongoing. • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : Yes • Reference (d): Local_zone31_WindsorAndMaidenhead_AQActionplan_1
Windsor and Maidenhead	Local_Windsor_&_Maidenhead_F3	Travel information & advice	Providing information on available travel options, both pre-trip and in-trip, to enable individuals to make informed decisions about where, when and how to travel. This includes printed material (e.g. public transport timetables), as well as real-time information (e.g. bus arrival times, car parking data, congestion information, air quality statistics, etc).	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: Ongoing. • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : Yes • Reference (d): Local_zone31_WindsorAndMaidenhead_AQActionplan_1
Windsor and Maidenhead	Local_Windsor_&_Maidenhead_G1	Travel plans	Delivering measures tailored to the needs of individual organisations, such as schools, hospitals and businesses, aimed at promoting sustainable travel choices and reducing reliance on the private car, e.g. changes to corporate policies, working practices, pay and benefits, on-site facilities, etc. These will be secured through voluntary take-up and as legal requirements associated with planning consents, and will include construction travel plans where appropriate. o The Council will progress its own travel plan to act as an exemplar.	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: Ongoing. • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : Yes • Reference (d): Local_zone31_WindsorAndMaidenhead_AQActionplan_1
Windsor and Maidenhead	Local_Windsor_&_Maidenhead_H1	Lift sharing	Working in conjunction with neighbouring authorities to develop an area-wide lift-sharing database, encouraging individuals and organisations to make use of the scheme in order to reduce the number of single-occupancy car journeys, particularly for commuting & business purposes. Establishing self-contained lift-sharing schemes for both LEA and independent schools to reduce the number of car trips to and from schools, particularly where alternative modes of travel are unavailable or impractical.	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: Ongoing. • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : Yes • Reference (d): Local_zone31_WindsorAndMaidenhead_AQActionplan_1
Windsor and Maidenhead	Local_Windsor_&_Maidenhead_H2	E-services	Providing on-line services to enable everyday activities to be completed electronically, thereby	• Type: Technical • Sources affected: Transport

LA (a)	Measure code (b)	Title	Description	Other information
			reducing the need to travel, e.g. on-line applications and payments for Council services, shopping, banking, home working, etc.	• Spatial scale: local • Implementation date: Ongoing. • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : Yes • Reference (d): Local_zone31_WindsorAndMaidenhead_AQActionplan_1
Windsor and Maidenhead	Local_Windsor_&_Maidenhead_G2	Ticketing solutions	Establishing electronic payment systems to facilitate use of public transport, making these services more attractive, and providing operators with detailed usage information, informing service development. Promoting combined travel/entry tickets for major events and tourist attractions to encourage access by public transport.	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: Ongoing. • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : Yes • Reference (d): Local_zone31_WindsorAndMaidenhead_AQActionplan_1
Windsor and Maidenhead	Local_Windsor_&_Maidenhead_E1	Urban traffic control	Extending the current UTC system in Maidenhead and Windsor to allow central management and control of signal-controlled junctions, enabling signal phasing to be optimised to respond to changing traffic flows and co-ordination of signals across an area in order to reduce congestion and exhaust emissions.	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: Ongoing. • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_WindsorAndMaidenhead_AQActionplan_1
Windsor and Maidenhead	Local_Windsor_&_Maidenhead_G3	Bus / cycle priority	Introducing priority measures will help reduce journey times, improve journey reliability and improve safety for cyclists / motorcyclists, making these modes more attractive for everyday travel.	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: Ongoing. • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_WindsorAndMaidenhead_AQActionplan_1
Windsor and Maidenhead	Local_Windsor_&_Maidenhead_E2	Junction improvements	Modifying the layout of junctions experiencing chronic congestion in order to optimise traffic movements and reduce emissions.	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: Ongoing. • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d):

LA (a)	Measure code (b)	Title	Description	Other information
				Local_zone31_WindsorAndMaidenhead_AQActionplan_1
Windsor and Maidenhead	Local_Windsor_&_Maidenhead_G4	Safer routes to schools	Creating an appropriate environment for children to walk and cycle to school, addressing safety and security concerns identified through consultation for School Travel Plans. Schools prioritised by number of road traffic accident casualties and car mode share.	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: Ongoing. • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : Yes • Reference (d): Local_zone31_WindsorAndMaidenhead_AQActionplan_1
Windsor and Maidenhead	Local_Windsor_&_Maidenhead_E3	Parking enforcement	Improving enforcement of parking restrictions and off-street parking to reduce congestion, and increase turnover and reduce the number of vehicles circulating in town centres to look for parking.	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: Ongoing. • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_WindsorAndMaidenhead_AQActionplan_1
Windsor and Maidenhead	Local_Windsor_&_Maidenhead_G5	Pedestrian / Cycling Facilities	Providing new / improved routes and crossing facilities along desire lines to increase walking / cycling activity and reduce unnecessary car use for short trips.	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: Ongoing. • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_WindsorAndMaidenhead_AQActionplan_1
Windsor and Maidenhead	Local_Windsor_&_Maidenhead_G6	Supported bus services	Providing financial support to local bus services with the aim of achieving commercially sustainable levels of patronage, encouraging a shift away from car use.	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: Ongoing. • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_WindsorAndMaidenhead_AQActionplan_1
Windsor and Maidenhead	Local_Windsor_&_Maidenhead_G7	Public transport infrastructure improvements	Introducing a range of improvements to enhance the accessibility and attractiveness of public transport, e.g. raised kerbs, shelters, lighting, etc.	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: Ongoing. • Reduction timescale: Long term

LA (a)	Measure code (b)	Title	Description	Other information
				• Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_WindsorAndMaidenhead_AQActionplan_1
Windsor and Maidenhead	Local_Windsor_&_Maidenhead_A1	Quality bus partnership	Working with operators and neighbouring local authorities to develop high-quality, cross-boundary bus services, incorporating criteria relating to vehicle emission standards where appropriate.	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: Ongoing. • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_WindsorAndMaidenhead_AQActionplan_1
Windsor and Maidenhead	Local_Windsor_&_Maidenhead_E4	Park & Ride	Exploring opportunities for park and ride to the north of Windsor to intercept M4 traffic, and tackle air quality problems along the Windsor & Eton Relief Road. Options under consideration include a possible link with the centre of Windsor via the Windsor/Slough rail line.	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: Ongoing. • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_WindsorAndMaidenhead_AQActionplan_1
Windsor and Maidenhead	Local_Windsor_&_Maidenhead_A2	Inter-urban coach services	Working with neighbouring authorities and the Highways Agency to progress a north-south route linking High Wycombe, Marlow, Maidenhead, Bracknell, Blackwater and Farnborough, reducing the number of inter-urban car trips.	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: Ongoing. • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_WindsorAndMaidenhead_AQActionplan_1
Windsor and Maidenhead	Local_Windsor_&_Maidenhead_H3	Rail partnerships	Working in partnership with DfT Rail and train operating companies to develop better and more attractive services, tackling peak hour congestion, improve interchange, enhance accessibility and facilitate integration with other modes, making rail travel a realistic alternative to the car for commuting, shopping and leisure trips.	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: Ongoing. • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_WindsorAndMaidenhead_AQActionplan_1
Windsor and Maidenhead	Local_Windsor_&_Maidenhead_D1	Parking standards	Imposing strict maximum parking standards for new development as identified in the Borough's Parking	• Type: Technical • Sources affected: Transport

LA (a)	Measure code (b)	Title	Description	Other information
			Strategy will help to mitigate the traffic and air quality impacts of new development	• Spatial scale: local • Implementation date: Ongoing. • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_WindsorAndMaidenhead_AQActionplan_1
Windsor and Maidenhead	Local_Windsor_&_Maidenhead_D2	Public parking regimes	Setting parking charges and permitted length of stay in public car parks in town centre locations to favour short-stay parking for shoppers and visitors will encourage use of park and ride / sustainable modes for long-stay visits / commuting trips.	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: Ongoing. • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_WindsorAndMaidenhead_AQActionplan_1
Windsor and Maidenhead	Local_Windsor_&_Maidenhead_A3	Council own fleet and contractors	Ensuring compliance with emission standards and ensuring that vehicles are used sensibly and are well maintained and that routes and tasks are co-ordinated to be as efficient as possible.	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: Ongoing. • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_WindsorAndMaidenhead_AQActionplan_1
Windsor and Maidenhead	Local_Windsor_&_Maidenhead_A4	VOSA and other Testing	Carbon moNO_Xide (CO) and hydrocarbons (HC) are normally tested, RBWM will look into the possibility of testing NO_X emissions	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: Ongoing. • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_WindsorAndMaidenhead_AQActionplan_1
Windsor and Maidenhead	Local_Windsor_&_Maidenhead_H4	New schemes and trails	Participating in and supporting schemes that involve the use of alternative fuels and trials of new materials that will adsorb reduce or eliminate NO_X emissions.	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: Ongoing. • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d):

LA (a)	Measure code (b)	Title	Description	Other information
				Local_zone31_WindsorAndMaidenhead_AQActionplan_1
Windsor and Maidenhead	Local_Windsor_&_Maidenhead_C1	Hybrid vehicles and hydrogen fuelled vehicles	Promoting, where possible, the use of less and non polluting vehicles	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: Ongoing. • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_WindsorAndMaidenhead_AQActionplan_1
Windsor and Maidenhead	Local_Windsor_&_Maidenhead_H5	Use powers under the Environmental Protection Act, 1990	Permitting and inspecting Part B processes. Working with construction companies to reduce air pollution from construction sites.	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: Ongoing. • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_WindsorAndMaidenhead_AQActionplan_1
Windsor and Maidenhead	Local_Windsor_&_Maidenhead_H6	Investigate AQ related complaints	Environmental Protection (EP) will liaise with Environment Agency regarding smoke from illegal burning of waste and dust complaints.	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: Ongoing. • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_WindsorAndMaidenhead_AQActionplan_1
Windsor and Maidenhead	Local_Windsor_&_Maidenhead_H7	Maintaining two air quality monitoring stations	EP calibrates the stations fortnightly, liaise with ERG and attends the stations when needed.	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: Ongoing. • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_WindsorAndMaidenhead_AQActionplan_1
Windsor and Maidenhead	Local_Windsor_&_Maidenhead_H8	Sampling diffusion tubes to monitor NO_2	RBWM has a network of 25 passive diffusion tubes, the network will be revised in 2006.	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: Ongoing. • Reduction timescale: Long term

LA (a)	Measure code (b)	Title	Description	Other information
				• Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_WindsorAndMaidenhead_AQActionplan_1
Windsor and Maidenhead	Local_Windsor_&_Maidenhead_H9	AADT	EP will liaise with Highway to undertake additional traffic flow monitoring.	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: Ongoing. • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_WindsorAndMaidenhead_AQActionplan_1
Maidstone	Local_Maidstone_G1	MBC will continue to work together with KCC to encourage the uptake of Employer and School Travel Plans within the Borough	MBC will continue to work together with KCC to encourage the uptake of Employer and School Travel Plans within the Borough	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: 2006 • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : Yes • Reference (d): Local_zone31_Maidstone_AQActionplan_1
Maidstone	Local_Maidstone_G2	MBC will continue to work together with KCC to encourage modal shift from the car to buses through implementation of a strategic approach to school transport provision	MBC will continue to work together with KCC to encourage modal shift from the car to buses through implementation of a strategic approach to school transport provision	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: 2006 • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_Maidstone_AQActionplan_1
Maidstone	Local_Maidstone_G3	MBC will continue to work with KCC to improve the facilities for cycling and	MBC will continue to work with KCC to improve the facilities for cycling and walking within Maidstone and encourage greater uptake	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: 2006 • Reduction timescale: Long term • Regulatory: No

LA (a)	Measure code (b)	Title	Description	Other information
		walking within Maidstone and encourage greater uptake		• Smarter Choices (c) : Yes • Reference (d): Local_zone31_Maidstone_AQActionplan_1
Maidstone	Local_Maidstone_E1	MBC Environmental and Public Health Services will continue to work closely with the Planning Department to ensure that air quality is taken into account in the planning process when located in or close to the AQMA or in areas marginally below air quality objectives	MBC Environmental and Public Health Services will continue to work closely with the Planning Department to ensure that air quality is taken into account in the planning process when located in or close to the AQMA or in areas marginally below air quality objectives	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: 2006 • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_Maidstone_AQActionplan_1
Maidstone	Local_Maidstone_E2	MBC will continue to work together with developers to improve sustainable transport links serving new developments	MBC will continue to work together with developers to improve sustainable transport links serving new developments	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: 2006 • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_Maidstone_AQActionplan_1
Maidstone	Local_Maidstone_H1	MBC will develop, through the Kent and Medway Air Quality Partnership (K&MAQP),	MBC will develop, through the Kent and Medway Air Quality Partnership (K&MAQP), supplementary planning guidance to assist with air quality assessments of development proposals	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: 2006 • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d):

LA (a)	Measure code (b)	Title	Description	Other information
		supplementary planning guidance to assist with air quality assessments of development proposals		Local_zone31_Maidstone_AQActionplan_1
Maidstone	Local_Maidstone_H2	MBC will continue their commitment to local air quality monitoring within the Borough to ensure a high standard of data is achieved to assess against air quality objectives	MBC will continue their commitment to local air quality monitoring within the Borough to ensure a high standard of data is achieved to assess against air quality objectives	• Type: Education/information • Sources affected: Transport • Spatial scale: local • Implementation date: 2006 • Reduction timescale: Long term • Regulatory: Yes • Smarter Choices (c) : No • Reference (d): Local_zone31_Maidstone_AQActionplan_1
Maidstone	Local_Maidstone_H3	MBC will make details of the Action Plan measures and annual progress reports available on the Website to ensure broad access to the consultation and implementation process	MBC will make details of the Action Plan measures and annual progress reports available on the Website to ensure broad access to the consultation and implementation process	• Type: Technical; Education/information • Sources affected: Transport • Spatial scale: local • Implementation date: 2006 • Reduction timescale: Long term • Regulatory: Yes • Smarter Choices (c) : No • Reference (d): Local_zone31_Maidstone_AQActionplan_1
Maidstone	Local_Maidstone_F1	Promotion of air quality issues	MBC will continue to work together the Kent and Medway Air Quality Partnership on promotional activities to raise the profile of air quality in Maidstone	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: 2006 • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d):

LA (a)	Measure code (b)	Title	Description	Other information
				Local_zone31_Maidstone_AQActionplan_1
Maidstone	Local_Maidstone_B1	Energy Efficiency	MBC will continue to work together with the Kent Energy Centre to promote and implement energy efficiency measures in Maidstone.	• Type: Technical • Sources affected: Commercial and residential sources • Spatial scale: local • Implementation date: 2006 • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_Maidstone_AQActionplan_1
Medway	Local_Medway_E1	Develop corporate sustainability framework for Medway	The first corporate sustainability strategy was agreed in January 2007, building on the carbon management plan produced in conjunction with the Carbon Trust. The strategy is accompanied by a SMART action plan	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: 2006 • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : Yes • Reference (d): Local_zone31_Medway_AQActionplan_1
Medway	Local_Medway_E2	Kent & Medway Structure Plan	Policy NR5 relates to development sensitive to pollution. The Kent & Medway Structure Plan was adopted in September 2006. These policies provide support when local air quality issues are raised during planning consultations. Development which would be sensitive to adverse levels of noise, air, light and other pollution, will not be supported where such conditions exist, or are in prospect, and where mitigation measures would not afford satisfactory protection. Policy NR6 relates specifically to air quality management. The local authorities are required to a) review and assess air quality and, where necessary, declare Air Quality Management Areas b) work towards improving air quality in Air Quality Management Areas through preparation of an Air Quality Action Plan	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: 2006 • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_Medway_AQActionplan_1
Medway	Local_Medway_E3	Planning conditions and development controls	Planning applications with air quality implications are submitted to the Environmental Health service for comment. This is particularly important for any development proposals alongside AQMA's or that might have an impact on air quality in an AQMA.	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: 2008 • Reduction timescale: Long term

LA (a)	Measure code (b)	Title	Description	Other information
				• Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_Medway_AQActionplan_1
Medway	Local_Medway_F1	Medway Council's Website	Medway Council's air quality page provides a link to the www.kentair.org.uk site which provides information on current and historic air quality in the Medway area.	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: 2008 • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_Medway_AQActionplan_1
Medway	Local_Medway_E4	SCOOT System, Strood	Changes commenced in April 06 as a result of a new retail development in Knight Road, Strood. This development also involved the modification to signals at the High Street Strood and Station Road junction. All highway works are now complete, traffic signal links to SCOOT in progress.	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: 2007 • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_Medway_AQActionplan_1
Medway	Local_Medway_G1	Council Travel Plan	A measure of the success of the travel plan can be seen in the sales of staff traveller bus tickets, which have significantly increased since 2001. The equivalent weekly sales show an increase of 213% from 2051 in 2001/2 to 6422 in 2007/8.	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: 2006 • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : Yes • Reference (d): Local_zone31_Medway_AQActionplan_1
Medway	Local_Medway_G2	School Travel Plans	School travel plans are developed by school communities in conjunction with Medway Council, to promote sustainable travel, modal shift, partnership working and Safer Routes to School (SRtS) projects.	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: 2003 • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : Yes • Reference (d): Local_zone31_Medway_AQActionplan_1
Medway	Local_Medway_G3	Pedestrian-Cycle Networks	Medway Council, in partnership with local travel interest groups, has adopted a strategy to encourage walking and cycling and to assist people with restricted mobility.	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: 2007 • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : Yes

LA (a)	Measure code (b)	Title	Description	Other information
				• Reference (d): Local_zone31_Medway_AQActionplan_1
Medway	Local_Medway_A1	Bus Improvements	Medway Council launched the community transport scheme in June 2006 which has been successfully developing with an increasing membership. The Villager has two accessible minibuses and a group of volunteer drivers and provides a variety of sustainable public transport services for Medway's villages. Work continues on the transition of the Villager from the council to an independent voluntary organisation to ensure its long term viability	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: 2007 • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_Medway_AQActionplan_1
Medway	Local_Medway_A2	Transport for Medway	Transport for Medway (TfM) was a major, continuing study being conducted by Colin Buchanan, an independent consultancy specialising in transport. They have been working closely with Medway Council to develop a new, integrated transport policy for Medway which has now concluded.	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: 2007 • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : Yes • Reference (d): Local_zone31_Medway_AQActionplan_1
Medway	Local_Medway_B1	Licensing and enforcement of LAPPC and LA-IPPC regulated processes	All inspections have been completed in accordance with our statutory requirements. The processes were found to be satisfactory and within their authorisations.	• Type: Technical • Sources affected: Industry including heating and power production • Spatial scale: local • Implementation date: 2006 • Reduction timescale: Long term • Regulatory: Yes • Smarter Choices (c) : No • Reference (d): Local_zone31_Medway_AQActionplan_1
Medway	Local_Medway_F2	Public Awareness Campaigns	The LTP recognises the importance of campaigning to raise public awareness of transport related issues. Awareness campaigns at Medway range from high profile national campaigns such as Green Transport Week to local projects focused on specific areas. The key objectives of these campaigns are to: · Increase the public's knowledge of transport initiatives and transport choices · Raise awareness of the environmental cost of individual journeys The Council is currently involved in a number of campaigns: · Walk to school week (local, national and international)	• Type: Technical • Sources affected: Industry including heating and power production • Spatial scale: local • Implementation date: 2005 • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : Yes • Reference (d): Local_zone31_Medway_AQActionplan_2

LA (a)	Measure code (b)	Title	Description	Other information
			· Streets ahead (Kent Wide) · Green Transport Week (local and national) · Safer routes to school (national but tailored to Medway) · Local transport plan awareness (local) · Company Transport Plan (local) · Car Free Day (international) · Bike to Work Day (national)	
Medway	Local_Medway_E5	Land Use Planning	Statutory guidance on air quality and land use planning issued by Defra explains that local authorities should integrate air quality considerations within the planning process at the earliest possible stage.	• Type: Technical • Sources affected: Industry including heating and power production • Spatial scale: local • Implementation date: 2004 • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_Medway_AQActionplan_2
Medway	Local_Medway_E6	Continued participation in partnership working	Air quality monitoring in Medway is undertaken as part of the Kent and Medway Air Quality Monitoring Network, which forms part of the Kent and Medway Air Quality Partnership.	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: 2006 • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_Medway_AQActionplan_1
Oxford	Local_Oxford_A1	Low Emission Zone	Low Emission Zone	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: 2006-2009 • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_Oxford_AQActionplan_1
Oxford	Local_Oxford_F1	Adopt statutory powers to request drivers to switch off vehicle engines	Adopt statutory powers to request drivers to switch off vehicle engines	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: 2006-2009 • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_Oxford_AQActionplan_1
Oxford	Local_Oxford_F2	Adopt	Adopt	• Type: Technical

LA (a)	Measure code (b)	Title	Description	Other information
		statutory powers for roadside testing of emissions	statutory powers for roadside testing of emissions	• Sources affected: Transport • Spatial scale: local • Implementation date: 2006-2009 • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_Oxford_AQActionplan_1
Oxford	Local_Oxford_A2	Bus Quality Partnership	Bus Quality Partnership	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: 2006-2009 • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_Oxford_AQActionplan_1
Oxford	Local_Oxford_A3	Bus Gate Enforcement	Bus Gate Enforcement	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: 2006-2009 • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_Oxford_AQActionplan_1
Oxford	Local_Oxford_E1	Improved phasing of traffic lights on bus priority route (BPR) and key radial routes into Oxford	Improved phasing of traffic lights on bus priority route (BPR) and key radial routes into Oxford	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: 2006-2009 • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_Oxford_AQActionplan_1
Oxford	Local_Oxford_A4	Review of commercial delivery times	Review of commercial delivery times	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: 2006-2009 • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_Oxford_AQActionplan_1
Oxford	Local_Oxford_A5	Freight Quality	Freight Quality	• Type: Technical • Sources affected: Transport

LA (a)	Measure code (b)	Title	Description	Other information
		Partnership	Partnership	• Spatial scale: local • Implementation date: 2006-2009 • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_Oxford_AQActionplan_1
Oxford	Local_Oxford_A6	Bus Quality Partnership.	Bus Quality Partnership.	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: 2006-2009 • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_Oxford_AQActionplan_1
Oxford	Local_Oxford_G1	Advanced bus ticketing	Advanced bus ticketing	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: 2006-2009 • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_Oxford_AQActionplan_1
Oxford	Local_Oxford_D1	Review of On-street Parking in Central Oxford	Review of On-street Parking in Central Oxford	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: 2006-2009 • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_Oxford_AQActionplan_1
Oxford	Local_Oxford_D2	Review of city centre parking policy	Review of city centre parking policy	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: 2006-2009 • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_Oxford_AQActionplan_1
Oxford	Local_Oxford_E2	Development of bus priority improvements	Development of bus priority improvements On radial routes into	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: 2006-2009

LA (a)	Measure code (b)	Title	Description	Other information
		On radial routes into Oxford	Oxford	• Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_Oxford_AQActionplan_1
Oxford	Local_Oxford_D3	Residents/Controlled parking zones In residential areas	Residents/Controlled parking zones In residential areas	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: 2006-2009 • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_Oxford_AQActionplan_1
Oxford	Local_Oxford_G2	Travel Plans – School and Workplace In all County Schools; and most major employers	Travel Plans – School and Workplace In all County Schools; and most major employers	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: 2006-2009 • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : Yes • Reference (d): Local_zone31_Oxford_AQActionplan_1
Oxford	Local_Oxford_A7	A40 Green Road congestion improvements	A40 Green Road congestion improvements	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: 2006-2009 • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_Oxford_AQActionplan_1
Oxford	Local_Oxford_E3	Intelligent Transport Systems	Intelligent Transport Systems	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: 2006-2009 • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_Oxford_AQActionplan_1
Oxford	Local_Oxford_E4	Thornhill P & R interchange	Thornhill P & R interchange	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: 2006-2009 • Reduction timescale: Long term • Regulatory: No

LA (a)	Measure code (b)	Title	Description	Other information
				• Smarter Choices (c) : No • Reference (d): Local_zone31_Oxford_AQActionplan_1
Oxford	Local_Oxford_G3	Marston Rd bus gate	Marston Rd bus gate	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: 2006-2009 • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_Oxford_AQActionplan_1
Oxford	Local_Oxford_A8	Bus Lane enforcement cameras/radial routes	Bus Lane enforcement cameras/radial routes	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: 2006-2009 • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_Oxford_AQActionplan_1
Oxford	Local_Oxford_E5	Kidlington Premium Route public transport enhancement	Kidlington Premium Route public transport enhancement	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: 2006-2009 • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_Oxford_AQActionplan_1
Oxford	Local_Oxford_E6	Eynsham Premium Route (Ph1) public transport enhancement	Eynsham Premium Route (Ph1) public transport enhancement	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: 2006-2009 • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_Oxford_AQActionplan_1
Oxford	Local_Oxford_F3	Real Time Information System for public transport	Real Time Information System for public transport	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: 2006-2009 • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_Oxford_AQActionplan_1

LA (a)	Measure code (b)	Title	Description	Other information
Oxford	Local_Oxford_G4	Rail Stations Development	Rail Stations Development	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: 2006-2009 • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_Oxford_AQActionplan_1
Oxford	Local_Oxford_H1	Oxford Southern approaches bus priority	Oxford Southern approaches bus priority	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: 2006-2009 • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_Oxford_AQActionplan_1
Oxford	Local_Oxford_G5	Marston Road cycle measures	Marston Road cycle measures	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: 2006-2009 • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_Oxford_AQActionplan_1
Oxford	Local_Oxford_G6	Thames towpath cycle route	Thames towpath cycle route	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: 2006-2009 • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_Oxford_AQActionplan_1
Oxford	Local_Oxford_G7	Headington pedestrian/cycle measures	Headington pedestrian/cycle measures	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: 2006-2009 • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_Oxford_AQActionplan_1
Oxford	Local_Oxford_H2	Taxi Quality Partnership	Taxi Quality Partnership	• Type: Technical • Sources affected: Transport

LA (a)	Measure code (b)	Title	Description	Other information
				• Spatial scale: local • Implementation date: 2006-2009 • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_Oxford_AQActionplan_1
Waverley	Local_Waverley_F1	Air quality behaviour change campaign	At the request of the Waverley Local Committee the borough's Local Strategic Partnership (LSP) considered the draft Air Quality Action Plan at its April meeting. LSP members expressed support for the plan and requested continued involvement in its delivery. The combination of bodies involved in the LSP makes it an ideal forum to push forward a multi-agency approach to improving air quality by sharing information and best practice particularly on behaviour change policies that are likely to have an impact on improving air quality. These might include the development of corporate travel plans. With support from the LSP this campaign has the potential to become a key element of the Air Quality Action Plan in future	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: 2008 • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : Yes • Reference (d): Local_zone31_Waverley_AQActionplan_1
Waverley	Local_Waverley_G1	School travel plans	Surrey County Council is continuing its programme of developing school travel plans through 2008/11. In order to support this work it may be appropriate for Waverley to re-examine its policy of providing short-term parking permits for parents to park for a limited period free of charge while picking up and dropping off their children at certain local schools. Where resources and funding allows Waverley will seek to support Surrey's work on school travel plans by developing educational resources on local air quality.	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: 2008 • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : Yes • Reference (d): Local_zone31_Waverley_AQActionplan_1
Waverley	Local_Waverley_F2	Vehicle emission testing	Waverley has been involved in a number of vehicle stop and search exercises involving a number of Waverley departments, the police, the Environment Agency and the Vehicle and Operator Services Agency (VOSA) which have potential to target vehicles with illegal levels of exhaust emissions.	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: 2008 • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_Waverley_AQActionplan_1
Waverley	Local_Waverley_F3	Surrey Air Alert scheme	Waverley is an active member of the Surrey Air Quality Officers Group, which shares best practice	• Type: Technical • Sources affected: Transport

LA (a)	Measure code (b)	Title	Description	Other information
			and information on air quality and develops appropriate joint activities. It includes both borough-level officers and those at county level and others from appropriate external agencies.The Surrey Air Quality Officers Group has developed a proposal for an Air-Alert scheme similar to one operating in Sussex. Air Alert provides telephone updates to pre-registered members of the scheme alerting them of potential pollution episodes that may occur because of episodes of increased ground-level ozone. These people are then able to take appropriate action such as increasing their medication or avoiding excessive physical activity while pollution levels are high.	• Spatial scale: local • Implementation date: 2008 • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_Waverley_AQActionplan_1
Waverley	Local_Waverley_G2	Encouraging bus use	Free bus travel for over 60s received a boost in Waverley when the council agreed a scheme that would extend the operation of the scheme from 9am rather than 9.30am.	• Type: Economic/fiscal; Technical • Sources affected: Transport • Spatial scale: local • Implementation date: 2008 • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_Waverley_AQActionplan_1
Waverley	Local_Waverley_D1	Decriminalised Parking Enforcement	In April 2007 Waverley took over decriminalised parking enforcement (DPE), targeting the town centres of Waverley's biggest centres of population, namely Cranleigh, Farnham, Godalming and Haslemere. Of the three AQMAs this policy has the potential to have the greatest effect in Farnham, because of its town centre location. By reducing the number of vehicles parking illegally on the roadside the parking enforcement policy will help reduce the congestion caused as traffic builds up behind such vehicles.	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: 2008 • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_Waverley_AQActionplan_1
Waverley	Local_Waverley_F4	Public transport provision	Surrey County Council continues to support bus services in the area, including a quality bus partnership in Farnham for the routes 4 and 5. The County Council's Surrey Student Transport Partnership (SSTP) is supporting public transport information and reduced cost travel for college users. Waverley Hoppa, supported by Waverley Borough Council, is continuing to offer demand responsive transport services across the borough.	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: 2008 • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_Waverley_AQActionplan_1

LA (a)	Measure code (b)	Title	Description	Other information
Waverley	Local_Waverley_G3	Cycling promotion	The Farnham Town Centre Package supports cycle routes and cycle parking in Farnham. They are also supported through planning agreements in new developments.	• Type: Education/information • Sources affected: Transport • Spatial scale: local • Implementation date: 2008 • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_Waverley_AQActionplan_1
Waverley	Local_Waverley_F5	Air quality information	Following a website redesign air quality data and information is becoming increasingly available via Waverley's website. Waverley will continue to develop the content and format of the air quality web pages in order to inform people of the air quality issues within Waverley and make them aware of the steps they can take to help tackle these.	• Type: Education/information • Sources affected: Transport • Spatial scale: local • Implementation date: 2008 • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : Yes • Reference (d): Local_zone31_Waverley_AQActionplan_1
Waverley	Local_Waverley_E1	Planning policies	Waverley environmental health will continue to be consulted on new developments that may have an impact on the air quality management areas.	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: 2008 • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_Waverley_AQActionplan_1
Reading	Local_Reading_E1	Continue to implement the core infrastructure projects detailed in and arising from the Local Transport Plan 2006-2011	We will continue to implement the core infrastructure projects detailed in and arising from the Local Transport Plan 2006-2011, subject to the findings of the independent transport commission, specifically o Cow Lane Bridges o Green Park Station and Multi Modal Interchange o M4 Junction 11 improvements o Park and Ride o Quality bus corridors/Mass Rapid Transit o Reading Station Upgrade o Third Thames Crossing o Oxford Road relief road	• Type: Technical • Sources affected: Transport • Spatial scale: local • Implementation date: 2006 • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_Reading_AQActionplan_1
Reading	Local_Reading_H1	"Quality Travel for Reading" including the	We will continue to implement the strategic themes of "Quality Travel for Reading" including the new cycling strategy.	• Type: Technical; Education/information • Sources affected: Transport • Spatial scale: local

LA (a)	Measure code (b)	Title	Description	Other information
		new cycling strategy.		• Implementation date: 2006 • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_Reading_AQActionplan_1
Reading	Local_Reading_E2	Development control	We will continue to use the planning processes to ensure that whilst encouraging the economic development of Reading this remains sustainable and within a balanced transport strategy.	• Type: Technical; Education/information • Sources affected: Transport; Industry including heating and power production; Commercial and residential sources • Spatial scale: local • Implementation date: 2006 • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_Reading_AQActionplan_1
Reading	Local_Reading_A1	We will reduce air quality impacting emissions from RBC fleet use, setting targets for emissions reduction, and linking these to other strategic targets	We will reduce greenhouse gas and air quality impacting emissions from RBC fleet use, setting targets for emissions reduction, and linking these to other strategic targets (e.g. Local Area Agreement) where appropriate.	• Type: Technical; Education/information • Sources affected: Transport • Spatial scale: local • Implementation date: 2008 • Reduction timescale: Medium/long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_Reading_AQActionplan_1
Reading	Local_Reading_H2	We will continue to work with local businesses/ schools	We will continue to work with local businesses to assist them in reducing their environmental impact through green/school travel plans and other measures.	• Type: Education/information • Sources affected: Transport; Commercial and residential sources • Spatial scale: local • Implementation date: 2008 • Reduction timescale: Medium term • Regulatory: No • Smarter Choices (c) : Yes • Reference (d): Local_zone31_Reading_AQActionplan_1
Reading	Local_Reading_A2	Work with Reading buses to reduce air quality impact	We will continue to work with Reading buses to reduce air quality impacting and greenhouse gas emissions per passenger kilometer from Reading buses fleet use, setting targets for emissions reduction.	• Type: Education/information • Sources affected: Transport • Spatial scale: local • Implementation date: 2008 • Reduction timescale: Short term • Regulatory: No • Smarter Choices (c) : No

LA (a)	Measure code (b)	Title	Description	Other information
				• Reference (d): Local_zone31_Reading_AQActionplan_1
Reading	Local_Reading_F1	Promote air quality awareness	We will continue to support in town without my car day and other environmental awareness/sustainable travel events to promote more sustainable travel and air quality information	• Type: Education/information • Sources affected: Transport; Industry including heating and power production; Commercial and residential sources • Spatial scale: local • Implementation date: 2008 • Reduction timescale: Short term • Regulatory: No • Smarter Choices (c) : Yes • Reference (d): Local_zone31_Reading_AQActionplan_1
Reading	Local_Reading_G1	We will encourage the choice of non-motorised transport options emphasising positive health benefits as well as climate change and air quality benefits.	We will encourage the choice of non-motorised transport options emphasising positive health benefits as well as climate change and air quality benefits.	• Type: Education/information • Sources affected: Transport • Spatial scale: local • Implementation date: 2008 • Reduction timescale: Short term • Regulatory: No • Smarter Choices (c) : Yes • Reference (d): Local_zone31_Reading_AQActionplan_1
Reading	Local_Reading_A3	We will introduce new licence conditions in 2009 to improve emissions and produce a cleaner fleet of licensed vehicles.	We will introduce new license conditions in 2009 to improve emissions and produce a cleaner fleet of licensed vehicles.	• Type: Economic/fiscal; Education/information • Sources affected: Transport • Spatial scale: local • Implementation date: 2008 • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_Reading_AQActionplan_1
Reading	Local_Reading_F2	Encourage local businesses to reduce their greenhouse gas and air quality emissions and prepare for climate change.	We will encourage local businesses to reduce their greenhouse gas and air quality emissions and prepare for climate change. We will work with Reading UK CIC, Connect Reading, key businesses and business organisations to develop practical local actions.	• Type: Education/information • Sources affected: Transport; Industry including heating and power production; Commercial and residential sources • Spatial scale: local • Implementation date: 2008 • Reduction timescale: Short term • Regulatory: No • Smarter Choices (c) : No

LA (a)	Measure code (b)	Title	Description	Other information
				• Reference (d): Local_zone31_Reading_AQActionplan_1
Reading	Local_Reading_A4	Investigate mechanisms to reduce the impact of HGVs on local air quality in Reading.	We will investigate mechanisms to reduce the impact of HGVs on local air quality in Reading, producing a report with recommendations within 18 months of the publication of the action plan.	• Type: Education/information • Sources affected: Transport • Spatial scale: local • Implementation date: 2008 • Reduction timescale: Short term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_Reading_AQActionplan_1
Reading	Local_Reading_B1	We will work with Partners to give Reading householders easy access to discounted or free home insulation and free energy efficiency advice.	We will work with Partners to give Reading householders easy access to discounted or free home insulation and free energy efficiency advice.	• Type: Education/information • Sources affected: Commercial and residential sources • Spatial scale: local • Implementation date: 2008 • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_Reading_AQActionplan_1
Reading	Local_Reading_E3	We will ensure through the planning process that future development does not result in any futher deterioration of air quality and where possible, results in an improvement in overall environmental quality.	We will use planning processes to • Minimise environmental impacts from major new developments • Ensure that major development should not result in increased emissions that contribute to air quality and climate change problems. • Locate major development in areas that are highly accessible by sustainable modes of transport in order to reduce the number of car journeys that need to be made within the Borough. We will continue to seek financial contributions for improving air quality, air quality monitoring and in pursuit of the implementation of this action plan in line with PPS 23	• Type: Technical; Education/information • Sources affected: Transport; Industry including heating and power production; Commercial and residential sources • Spatial scale: local • Implementation date: 2008 • Reduction timescale: Long term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_Reading_AQActionplan_1
Reading	Local_Reading_F3	Provision of air quality information	We will continue to expand and improve air quality data on the RBC website to improve the accessibility of information. We will add information relevant to the school curriculum on the website so that local information is available for school and college science activities.	• Type: Education/information • Sources affected: Transport; Industry including heating and power production; Commercial and residential sources • Spatial scale: local • Implementation date: 2008

LA (a)	Measure code (b)	Title	Description	Other information
				• Reduction timescale: Short term • Regulatory: No • Smarter Choices (c) : No • Reference (d): Local_zone31_Reading_AQActionplan_1

(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/NO_2ten/