

Air Quality Action Plan Long-list Options:

Category	Measure	Reason
Alternative to Private Vehicle Use	Bus based Park & Ride	Not taken forward as being proportional, due to no exceedances within both AQMAs
	Car & lift sharing schemes	Not taken forward as being proportional, due to no exceedances within both AQMA
	Car Clubs	Not taken forward as being proportional, due to no exceedances within both AQMA
	Rail based Park & Ride	Not taken forward as being proportional, due to no exceedances within both AQMA
	Other	Measure 1.4 build Active Travel Hub with bus stop into town
Environmental Permits	Introduction/increase of environment charges through permit systems and economic instruments	Source apportionment shows main source is from road transport
	Introduction/increase of environmental funding through permit systems and economic instruments	Source apportionment shows main source is from road transport
	Large Combustion Plant Permits and National Plans going beyond BAT	Source apportionment shows main source is from road transport
	Measures to reduce pollution through IPPC Permits going beyond BAT	Source apportionment shows main source is from road transport
	Other measure through permit systems and economic instruments	Source apportionment shows main source is from road transport
Freight and Delivery Management	Tradable permit system through permit systems and economic instruments	Source apportionment shows main source is from road transport
	Delivery and Service plans	Source apportionment shows main source is from cars and buses, not freight movements
	Freight Consolidation Centre	Source apportionment shows main source is from cars and buses, not freight movements
	Freight Partnerships for city centre deliveries	Source apportionment shows main source is from cars and buses, not freight movements
	Quiet & out of hours delivery	Source apportionment shows main source is from cars and

		buses, not freight movements
	Route Management Plans/ Strategic routing strategy for HGV's	Considered as part of planning applications see Measure 4.1
Policy Guidance and Development Control	Air Quality Planning and Policy Guidance	Follow DEFRA Guidance , use of screening tools, IAQM guidance and best practice. Consider as part of planning application inside or adjacent to each AQMA, see Measure 4.1
	Low Emissions Strategy	Not taken forward as being proportional, due to no exceedances within both AQMA
	Regional Groups Co-ordinating programmes to develop Area wide Strategies to reduce emissions and improve air quality	Measure 6.1 Air Quality Project being scoped with NCC Public Health
	Sustainable Procurement Guidance	N/A
Promoting Low Emission Plant	Emission control equipment for small and medium sized stationary combustion sources / replacement of combustion sources	Source apportionment shows main source is from road transport
	Low Emission Fuels for stationary and mobile sources in Public Procurement	Source apportionment shows main source is from road transport
	Other measure for low emission fuels for stationary and mobile sources	Source apportionment shows main source is from road transport
	Public Procurement of stationary combustion sources	Source apportionment shows main source is from road transport
	Regulations for fuel quality for low emission fuels for stationary and mobile sources	Source apportionment shows main source is from road transport
	Shift to installations using low emission fuels for stationary and mobile sources	Source apportionment shows main source is from road transport
Promoting Low Emission Transport	Company Vehicle Procurement - Prioritising uptake of low emission vehicles	Not taken forward as being proportional, due to no exceedances within both AQMA
	Low Emission Zone (LEZ) or Clean Air Zone (CAZ)	Not taken forward as being proportional, due to no exceedances within both AQMA
	Priority parking for LEV's	Not taken forward as being proportional, due to no exceedances within both AQMA
	Procuring alternative Refuelling infrastructure to promote Low Emission Vehicles, EV recharging, Gas fuel recharging	EV charging being taken forward Measure 3.3 Develop Car Parking Strategy

	Public Vehicle Procurement - Prioritising uptake of low emission vehicles	BCKLWN already have lease car policy for low emission vehicles, including Mayor's car.
	Taxi emission incentives	Measure already included in the licensing of taxis
	Taxi Licensing conditions	Conditions already included in adopted procedure
Promoting Travel Alternatives	Encourage / Facilitate homeworking	Taken forward Measure 1.3
	Intensive active travel campaign & infrastructure	Taken forward Measures 1.1, 1.2, 1.3 & 1.4
	Personalised Travel Planning	Taken forward Measures 1.1, 1.2, 1.3 & 1.4
	Promote use of rail and inland waterways	Taken forward Measure 1.6
	Promotion of cycling	Taken forward Measures 1.1,1.2,1.3,1.4,1.5
	Promotion of walking	Taken forward Measures 1.1,1.2,1.3,1.4,1.5
	School Travel Plans	Taken forward in Measure 1.1
	Workplace Travel Planning	Taken forward in Measure 1.2,1.3
Public Information	Via leaflets	Taken forward in Measures 5.1, 5.2
	Via other mechanisms	Taken forward in Measures 5.1, 5.2
	Via radio	Taken forward in Measures 5.1, 5.2
	Via television	Taken forward in Measures 5.1, 5.2
	Via the Internet	Taken forward in Measures 5.1, 5.2
Traffic Management	Anti-idling enforcement	Not taken forward as being proportional, due to no exceedances within both AQMA
	Emission based parking or permit charges	Not taken forward as being proportional, due to no exceedances within both AQMA
	Reduction of speed limits, 20mph zones	Not taken forward as being proportional, due to no exceedances within both AQMA
	Road User Charging (RUC) / Congestion charging	Not taken forward as being proportional, due to no exceedances within both AQMA
	Strategic highway improvements, re-prioritising road space away from cars, including Access management, Selective vehicle priority, bus priority, high vehicle occupancy lane	Taken forward in Measures 3.1,3.2,3.4,

	Testing Vehicle Emissions	Not taken forward as being proportional, due to no exceedances within both AQMA
	UTC, Congestion management, traffic reduction	Not taken forward as being proportional, due to no exceedances within both AQMA
	Workplace Parking Levy, Parking Enforcement on highway	Not taken forward as being proportional, due to no exceedances within both AQMA
Transport Planning and Infrastructure	Bus route improvements	Taken forward in Measure 2.1,2.2,3.1
	Cycle network	Taken forward in Measure 1.5
	Public cycle hire scheme	Not taken forward as being proportional, due to no exceedances within both AQMA
	Public transport improvements-interchanges stations and services	Previous upgrade to Bus station and Railway Station link, measure 1.4 on Active Travel Hub
Vehicle Fleet Efficiency	Driver training and ECO driving aids	Not taken forward as being proportional, due to no exceedances within both AQMA
	Fleet efficiency and recognition schemes	Not taken forward as being proportional, due to no exceedances within both AQMA
	Promoting Low Emission Public Transport	Not taken forward as being proportional, due to no exceedances within both AQMA
	Testing Vehicle Emissions	Not taken forward as being proportional, due to no exceedances within both AQMA
	Vehicle Retrofitting programmes	Not taken forward as being proportional, due to no exceedances within both AQMA