

APPENDIX A _ DRAFT
ACTION PLAN ACTIONS

Action	Responsibility/ organisation	Positive effects on AQMA	Positive effects in district	Date to be achieved/ Targets	Effects on Air Quality. Low<0.2µgm-3 Medium 0.2-1.5 High >1.5	Other positive effects	Undesired effects	Costs. Low <£50,000 Medium £50- 200,000 High >200,000
Primary Objective: Motorway Road Traffic								
Speed Regulation/ Physical traffic management (Action 1)	Highways Agency	Continuous Flow of Traffic/ reduced emissions	Reduction in background concentrations	Meet the 2010 objects by Q1 2010	High	Projects may have beneficial effects on traffic related deaths	If a suitable public transport network is not established traffic may be transferred to minor routes.	High
Secondary Objectives: Alternative modes of transport								
Public transport schemes (Action 2 & 3)	Transport Planners, Traffic Management and Highways Engineers, Strategic Planning	Limited reduction in traffic flows	Reduction in traffic flows and a reduction in background concentrations	5% Modal shift to public transport by 2010	Medium	If a suitable transport network is establish may help social inclusion		High

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TravelWise (Action 3)	National TravelWise Association, Transport Planners, Traffic Management and Highways Engineers, Strategic Planning	Limited reduction in traffic flows	Reduction in traffic flows	On Going	Low	Raised awareness of problems associated with traffic pollution	None	Low
Watling Chase Greenways Strategy (Action 4)	Watling Chase Community Forest, The Countryside Agency, Community Steering Group, St Albans Council	Limited Reduction in traffic flows	Reduction in Traffic Flows	On Going	Low	Development of community partnerships		Low
Traffic Control								
Prevention of congestion at peak times via: Voluntary delivery times at none peak times & Co-ordination of road works. (Action 5 & 6)	Strategic Planning, Development control, Transport Planning, Policy Unit, Environment & Health	Limited reduction in traffic flows at peak times	Reduction in traffic flows at peak times	5% Reduction in congestion by the end of Q2 2010	Low as the overall traffic flow may remain unchanged	May increase business involvement in air quality issues		Low

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Speed Regulation/Physical traffic management (Action 7)	Transport Planners, Traffic Management and Highways Engineers, Strategic Planning, Highways Agency, Treasury Department	Continuous flow of traffic/reduced emissions	Continuous flow of traffic/reduced emissions	5% Reduction in kerbside emissions by end of Q2 2010	Low	May reduce traffic related deaths	Initial set up cost and costs of enforcement.	Medium/ High
Congestion charges or toll roads (Action 8)	Transport Planners, Traffic Management and Highways Engineers, Strategic Planning, Highways Agency, Treasury Department	Reduction in traffic flows	Reduction in traffic flows	5% Reduction in Kerbside emissions by end of Q2 2010	Low		Cost of scheme- could redirect traffic through no charge areas. Only really expectable if evidence of money spent on transport infrastructure. Issues of social exclusion and vandalism of equipment.	High

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General Policy Measures								
Land Use Planning (Action 9 & 11)	Strategic Planning, Development control, Policy Unit, Transport Planning, Environment & Health	Restrict developments that are considered detrimental and likely to lead to a decrease in environmental quality	Possible to use throughout the district	On going	Low as long term		None	Low
Interlink GIS with planning so that AQMA's can be adequately considered. (Action 10)	Environment & Health, IT, Planning	Co-ordination of information and possible protection from further development	Co-ordination of information and possible protection from further development	100% of potential users linked to the GIS system by Q1 2005	Low	May lead to improved public services and achievement of CPA Targets	None	Low
Section 106 Agreements (Action 12)	Strategic Planning, Development control, Transport Planning, Policy Unit, Environment & Health	Possibility of offsetting impact of development	Possible to use throughout the district	On Going	Low	Improvements to the local community	limited use	Low

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General Measures								
Promotion of clean fuels via promotion of LPG grant (possibility of topping up grant?), reduced fees for taxi's dependant on energy efficiency or fuel type, council reducing lease car costs for energy efficient cars/LPG, (Action 13,14,17 & 18)	Environment & Health, Licensing, Health promotions, fleet managers, business	Reduction in emissions	Reduction in emissions	5% increase in energy efficient vehicle usage by Q2 2005	Low	Increased public awareness of pollutant issues. Long term benefits.	Cost of promotion/possible grants/loss of licensing money	Low/ Medium
Car pool schemes (Action 15)	Traffic Management, Strategic Management, Fleet Management, policy unit	Limited reduction in emissions	Possible reduction in emissions if energy efficient vehicles are used	Review viability of the scheme by Q1 2005	Low	May result in better planning of visits and reduce overall vehicle usage	Restrictions in freedom of movement and possible costs to businesses. People are still likely to use cars to come to work, therefore benefits reduced.	Medium
Tendering Contracts (Action 16)	Strategic Management, Policy Unit, Individual Departments within the Local Authority	Limited reduction in emissions	Reduction in emissions	Review tendering procedure by Q1 2005	Low	Long term benefits from more modern fleets.	May result in more expensive tenders	Low

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Vehicle Idling (Action 19)	Environment & Health, Policy Unit	Limited reduction in emissions	Limited reduction in emissions	Educate and increase public awareness and investigate into the suitability of adopting suitable legislation by end of Q1 2005	Low		Staffing issues/ Cost of enforcement	Low/ Medium
Roadside emissions testing/ promotion of best driving techniques (Action 20)	Transport planners, traffic management, strategic planning, Policy Units, Treasury department, Environmental Health	Reduction in emissions	Reduction in emissions	Conduct investigation into the cost/ benefits of monitoring by end of Q2 2005	Low		Cost of monitoring high and if only for information purposes uptake could be low. If emission enforcement is used it could target low income groups (issues of social exclusion) Staffing implications	Low/ medium
Control over authorisation/permits for Part B processes (Action 21)	Environment & Health	Promotion of best available techniques for industrial processes	Promotion of best available techniques for industrial processes	On Going	Low		Low	Low

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Continue the control of pollution nuisances via EPA 1990/Clean Air Act 1993 (Action 22)	Environment & Health	Reduction in emissions	Reduction in emissions	On Going	Low		Low	Low
Continue to provide information on bonfires and promote composting (Action 23)	Environment & Health	Monitor/enforce air quality related nuisances/ offences	Monitor/enforce air quality related nuisances/ offences	On Going	Low		Low	Low
Energy Conservation/ promotion of energy reduction schemes (Action 24)	Environment & Health, Health Promotions	Reduction in emissions	Reduction in emissions	On Going	Low	Long term benefits, social inclusion, better housing stock	Cost of energy improvements, inability to enforce improvements in owner occupied housing (lack of financial assistance for grants to promote energy efficiency	Low

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Tree planting/pollution sinks.(Action 25)	Groundwork Herts, Health promotions, highways agency, any other agency with land in areas of concern.	Possible beneficial effects in reducing emissions at properties adjacent to motorway	Visual and environmental improvements, May act as a pollution sink	Strategy Due March 2004. Delivery on going	Low	Community involvement, Local landowner partnership, Opportunities to bring in external funding for environmental enhancement of despoiled land.	Cost of planting, no ability to require land owners to plant-could be possible to use section 106 if developments permitted.	Low
Continue monitoring air quality & review usefulness of current monitoring locations with regard to the latest modelling results(Action 26)	Environment & Health	Provision of localised data to incorporate into mapping models	Provision of localised data to incorporate into mapping models	On Going	Low but allows actions for improvement to be focused	Information available for general public on Air Quality	Cost/ limited accuracy of diffusion tubes	Low