

Towards Better Transport in Hertfordshire

Annual Progress Report 2008

APPENDIX 5:

Air Quality Action Plans

Environment
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APPENDIX 5: Air Quality Action Plans

Introduction

Hertfordshire County Council as highway authority is committed to improving air quality, and consequently the quality of life of both residents and visitors, in areas where poor air quality is associated with the transport system. Poor air quality, caused by air pollution, has the potential to impact on people's health, the economy and the environment and is frequently associated with congested roads and motorways. It is for these reasons that Hertfordshire County Council is pursuing measures that will improve the quality of air in those areas where pollutant concentrations exceed UK objectives, known as Air Quality Management Areas (AQMAs).

The Environment Act 1995, Part IV places a duty on local (district) authorities to identify locations where concentrations of specific air quality pollutants are predicted to exceed the national air quality objectives. The pollutant types and thresholds are identified in Appendix 1 but of most significance when it comes to transport are the concentrations of nitrogen dioxide and fine particles (PM₁₀).

District Councils are expected to monitor and review the concentrations of the key pollutants. The air quality review and assessment process includes the production of reports on progress, updating and screening assessment and detailed assessment.

If the review and assessment process indicates that air quality objectives are not being achieved, the Local Authority must declare an AQMA. During or following the declaration process, the individual District/Borough Council together with the County Council will form an Air Quality Management Working Group and develop Air Quality Action Plans accordingly.

Air Quality Management Areas

The review and assessment process within Hertfordshire has resulted in the declaration of twenty-one Air Quality Management Areas (AQMAs). Twelve of these AQMAs are located on roads maintained by the Highways Agency, and the District/Borough Councils are required to work with the Highways Agency to implement measures to improve air quality in these areas.

Nine Air Quality Management Areas (AQMA) have been declared that fall within the responsibility of Hertfordshire's District/Borough and County Councils. Each of these areas has been declared on the basis of exceedance in the annual levels of Nitrogen Dioxide, with exceedances predominantly the result of excessive road traffic through junctions. Without intervention it is likely that there would be little improvement in air quality, which is why traffic and transport solutions, including modal shift, are considered the most effective measures to ensure resolution of the AQMA.

Given the significant effect of transportation on air quality, the County Council has a duty to work with the District/Borough Councils to ensure that the Local Transport Plan contributes positively to the County wide Air Quality Action Plan. The main means of achieving this will be through schemes delivered through the LTP Area Plan processes.

Council	AQMA	When Declared	Details of Exceedance
East Herts	Hockerill Junction	February 2007	Nitrogen Dioxide annual mean exceeded 40 g/m ³
Hertsmere	A5183 High St, Elstree	December 2004	Nitrogen Dioxide annual mean exceeded 40 g/m ³
	High Street, Potters Bar	December 2004	
St Albans	Pea Hen Junction	December 2004	Nitrogen Dioxide annual mean exceeded 40 g/m ³
Watford	St Albans Road	February 2006	Nitrogen Dioxide annual mean exceeded 40 g/m ³
	Pinner Road/Chalk Hill	February 2006	
	Chalk Hill	February 2006	
	Farraline Road	February 2006	
	Horseshoe lane/A405 Junction	February 2006	

Working in partnership with district/borough councils

The County Council regularly attends the Hertfordshire Technical Chief Officers Association (HTCOA) Group, which comprises officers from both the County and District/Borough level. This group is a useful mechanism for the discussion of air quality issues. The County Council, along with District Councils, also attends the Hertfordshire Environmental Forum (HEF, www.hef.org.uk).

Additionally, the County Council attends the Hertfordshire and Bedfordshire Air Pollution Monitoring Network group. At this forum officers from each of the 14 local authorities discuss contemporary air quality issues and participate in data and information exchange.

Action planning is an essential part of the air quality management process, and relies on the collaboration of District/Borough and County Councils. These action plans provide a practical opportunity for the District/Borough Councils to improve air quality in areas where national objectives would not otherwise be met.

Monitoring of Air Quality Management Areas

Determining the success of Air Quality Action Plans relies on a comprehensive monitoring regime at each AQMA. This includes air quality monitoring undertaken by the District/Borough Councils and in many cases also includes traffic flow and volume data collection undertaken by the County Council. A detailed list of sites is set out in Appendix 2. In addition to the diffusion tube locations listed in Appendix 2, there is a network of continuous monitoring sites throughout the County. Continuous monitoring measures the air quality of kerbside, urban and industrial locations.

Air Quality Monitoring is carried out using passive diffusion tubes. Results are collected each month, with monthly concentration details made available on the Hertfordshire and Bedfordshire Pollution Monitoring Network website. <http://www.hertsbedsair.org.uk/hertsbeds/asp/DiffusionTubes.asp?dt=results&dtenabled=1&la=&dtyear=2003>

Traffic Counts are carried out by the County Council on a regular basis in most of the sites. Accurate locations of ATCs in all Districts/Boroughs can be found at: <http://www.hertsdirect.org/envroads/roadstrans/transplan/trafficandtransportdata/trafficcountsites/trafficcountsites/>

It is the data gathered by diffusion tubes and traffic monitoring that will be used to measure the effectiveness of the action plan.

Action Plans

Forming part of the Air Quality Management process, the Action Plans to be developed by District/Borough Councils will outline the steps that local authorities and other relevant organisations will implement in order to achieve the national objectives in each of the Air Quality Management Areas.

A key component in the development of these Actions Plans is partnership working with the appropriate Council officers where the importance of engagement and action on air quality related matters is recognised by all parties.

A broad range of options that have the potential to improve the quality of air within the AQMA, and indirectly throughout the broader district, are considered as part of this document. As it is unlikely that any single measure will prove effective in achieving the objectives, options have been selected from a variety of categories such as traffic management and engineering measures through to lifestyle enhancements.

It is important to note that at this stage the evaluation of measures, benefits and timescales are deliberately broad, as detailed costings and effectiveness are, in some instances difficult to calculate. A number of initiatives have already been implemented, and a number are currently being considered, funding for measures will also be crucial to their implementation. The

District/Borough Councils will refine these measures as they develop their individual action plans and submit these to the Department for Environment, Food and Rural Affairs.

As the process of declaring Air Quality Management Areas is still relatively new, so too is research and findings into the measures that may reduce pollutants. For this reason the measures, whilst detailed and comprehensive, will continually develop and may, over time, require refinement.

The following measures have been divided into 12 generic county-wide themes and then specific suggestions for each of the nine AQMAs on local authority roads.

Key

	Term	Value
Timescale	Short Term	1-2 years
	Medium Term	3-5 years
	Long Term	5+ years
Costs	Low	Less than £10 000
	Medium	£10 000 - £50 000
	High	£50 000 and above

BETTER AIR QUALITY – HERTFORDSHIRE

Item	Action Responsibility	Timescale	Progress with measure	a. Effect on AQMA b. Effect on District c. Costs	Comments
1. Passenger Transport Options					
1.1	Investigate the opportunities to improve bus infrastructure along the bus routes through each AQMA (i.e. bus stops). HCC-PTU.	<p>Completed third quarter 07/08</p> <p>Completed third quarter 07/08</p> <p>Medium Term</p>	<p>Quality Bus Stops installed at 2 sites in St Albans.</p> <p>East Herts Quality Bus Stop works.</p> <p>The Eastern Herts Transport Plan 2007 includes a strategy for the development new shelters and bus stop infrastructure including bus boarders, and a new bus interchange at the station.</p> <p>Audits being undertaken of 4200 bus stops across the County for naming and resigning programme.</p>	<p>a. Low reduction in emissions from modal shift</p> <p>b. Low reduction in background levels</p> <p>c. Low</p>	<p>Could also have a positive impact upon accessibility and bus patronage</p>

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Item	Action Responsibility	Timescale	Progress with measure	a. Effect on AQMA b. Effect on District c. Costs	Comments
	1.4 Continued...	Completed	<p>St Albans = 396 spaces in stands, some are sheltered.</p> <p>Hertsmere = Elstree and Borhamwood station has 60 spaces.</p> <p>East Herts = Bishops Stortford station has 30 spaces, some are sheltered.</p> <p>All stations use CCTV.</p>		
		Completed	<p>A bid has been made to the DfT for St Albans and Bishops Stortford stations to be part of the pilot Station Travel Plan programme.</p>		

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Item	Action Responsibility	Timescale	Progress with measure	a. Effect on AQMA b. Effect on District c. Costs	Comments
1.5	Investigate availability of passenger transport information in the vicinity of each AQMA. HCC-PTU.	<p>Short Term</p> <p>Ongoing</p> <p>Ongoing</p>	<p>A review of current publications is underway.</p> <p>Eastern Herts Transport Plan 2007 includes strategy for Real Time Passenger Information on key routes, at railway station and town centre. Passenger Transport information kiosks are located in the town centre.</p> <p>Watford has introduced customised journey planning with the aim to encourage sustainable travel.</p> <p>7 area travel guides are published up to twice a year. Network maps are produced every 6 months.</p>	<p>a. Low reduction in emissions from modal shift</p> <p>b. Low reduction in background levels</p> <p>c. Low</p>	

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Item	Action Responsibility	Timescale	Progress with measure	a. Effect on AQMA b. Effect on District c. Costs	Comments
	1.5 Continued...		<p>Individual timetable leaflets made available as and when changes occur.</p> <p>www.intalink.org.uk – site updated weekly, offering the latest travel information and discounts. “Intachange” magazine is published every 2 months.</p> <p>HCC has produced the draft Intalink Strategy 2008-11, HCC funds the Intalink publication programme. The strategy includes the future provision of real time facilities, all future publications in one format, upgrading electronic information available through the ePIPS unit.</p>		

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Item	Action Responsibility	Timescale	Progress with measure	a. Effect on AQMA b. Effect on District c. Costs	Comments
2.2	Check status of school travel plans for those schools located in the vicinity of each AQMA. HCC- School Travel Plan advisors.	Completed	<p>Watford = 16 schools within vicinity of junction. 10 with silver STP, 1 with bronze STP, 1 developing an STP, 3 with no STP.</p> <p>East Herts = 4 schools within vicinity of junction. 3 with silver STP, 1 with gold STP.</p> <p>Hertsmere = 4 schools within vicinity of junction. 1 is interested in developing an STP, 3 with no STP.</p> <p>St Albans = 8 schools within vicinity of junction. 4 with gold STP, 2 with silver STP, 2 developing an STP.</p>	<p>a. Medium reduction of traffic flow, emissions b. and background levels c. Low</p>	Health benefits for children and young people associated with encouraging a modal shift to sustainable transportation.

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Item	Action Responsibility	Timescale	Progress with measure	a. Effect on AQMA b. Effect on District c. Costs	Comments
	2.2 Continued...	Short Term	The Eastern Herts Transport Plan 2007 includes a strategy to develop Travel plans for all schools with the aim of reducing car trips.		
2.3	Investigate safer routes to school schemes for those schools in the vicinity of each AQMA. HCC-Herts Highways.	Short Term	The Eastern Herts Transport Plan contains an objective to support this program and pedestrian skills training for pre-school children.	a. Medium reduction in emissions from modal shift to more sustainable modes b. Medium reduction in background levels c. High	Potential to reduce collisions and increase safety awareness of children and young people.
2.4	Contact local primary schools with a view to encourage walking buses. HCC-Road Safety.	Short Term	The Eastern Herts Transport Plan 2007 includes a strategy for Travel plans, which includes walking buses, for all schools with the aim of reducing car trips.	a. Medium reduction of traffic flows with impact on background levels b. Medium if significant modal shift c. Low	Health benefits for children associated with encouraging a modal shift to sustainable transportation.

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Item	Action Responsibility	Timescale	Progress with measure	a. Effect on AQMA b. Effect on District c. Costs	Comments
	2.4 Continued...	Ongoing	<p>St Albans = there are 8 schools within the junction, 2 have walking buses, a further 1 is planned to commence Feb 2008.</p> <p>Watford = there are 16 schools within vicinity of the junctions. 1 has received a grant for walking to school initiatives.</p> <p>Hertsmere & East Herts = each have 4 schools near their AQMA. None of these schools have walking initiatives.</p>		

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Item	Action Responsibility	Timescale	Progress with measure	a. Effect on AQMA b. Effect on District c. Costs	Comments
2.5	Investigate the number of schools, within the vicinity of the junctions, providing cycling proficiency programs. Encourage those without to implement. HCC-Road Safety.	Short Term.	<p>The Eastern Herts Transport Plan 2007 includes a strategy to encourage the uptake of cycle courses for both children and adults through local community based groups.</p> <p>Watford = 2007: 6/9 schools ran training. 2008: 3/9 schools booked (2 of these also ran training in 2007).</p> <p>Hertsmere = 2/9 schools ran training in 2007. These same schools are running again in 2008.</p> <p>East Herts = 1/2 schools ran training in 2007.</p>	<p>a. Low reduction of traffic flows b. and background levels c. Low</p>	<p>Currently only primary schools are able to participate in the training. HCC is looking at developing a program for early secondary school students,</p> <p>The training in schools greatly relies on volunteers, so it is not always possible for HCC to meet demand.</p> <p>Potential to reduce collisions and increase the safety awareness of children and young people.</p>

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Item	Action Responsibility	Timescale	Progress with measure	a. Effect on AQMA b. Effect on District c. Costs	Comments
	2.5 Continued...		St Albans = 4/7 schools ran training in 2007. 1 school booked for 2008.		
3. Cycling					
3.1	Investigate cycle parking facilities throughout the towns close to junctions. HCC-Herts Highways.	Completed (Hertsmere & East Herts to complete) Completed Short Term	St Albans = 10 cycle stands on St Peters Street installed Dec 2006. Watford = submitted a bid to become a Cycle demonstration town. Unfortunately the bid was unsuccessful. Watford = in excess of 100 parking spaces in the town centre. A review of spaces is to be completed in 08/09.	a. Low reduction of traffic flows, emissions b. and background levels c. Medium	Health and environment benefits associated with encouraging a modal shift to sustainable transportation.

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Item	Action Responsibility	Timescale	Progress with measure	a. Effect on AQMA b. Effect on District c. Costs	Comments
	3.4 Continued...	Ongoing	The Eastern Herts Transport Plan 2007 includes a strategy to encourage cycling.		
3.5	Investigate cycling routes within Districts i.e. what exists, what could be improved HCC-Herts Highways.	Short Term end 2008 Short Term	A mapping project to determine all cycle routes in the county is currently being undertaken by HH. St Albans = a new cycle route that passes close to Pea Hen junction will be constructed.	a. Minimal effect on traffic & emissions reduction b. A modal shift would reduce background levels c. Medium	Health and environment benefits associated with encouraging a modal shift to sustainable transportation.
3.6	Investigate cycle parking facilities throughout the towns close to junctions. HCC-Herts Highways.	Short Term	The Eastern Herts Transport Plan 2007 includes strategy for new cycle parking facilities to be installed at key locations. St Albans = 10 cycle stands on St Peters street installed Dec 2006.	a. Low reduction of traffic flows, emissions b. and background levels c. Medium	Health and environment benefits associated with encouraging a modal shift to sustainable transportation.

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Item	Action Responsibility	Timescale	Progress with measure	a. Effect on AQMA b. Effect on District c. Costs	Comments
	3.6 Continued...	Short Term	Watford = in excess of 100 parking spaces in the town centre. A review of spaces is to be completed in 08/09. Currently there are 130 cycle parking stands at over 20 sites throughout the town.		
4. Walking					
4.1	Investigate the quality and provision of footways and pedestrian links in the vicinity of each AQMA. HCC-Herts Highways.	Completed 2007/08 financial year Short Term	St Albans = a route from St Peter's Street to the City Hospital has been re-designed with dropped kerbs to allow easier access for those with wheelchairs and pushchairs. The Eastern Herts Transport Study 2007 includes a strategy for improving the pedestrian route from the station to the town centre.	a. & b. Low reduction in traffic flows, emissions and background levels c. Medium - High	Health and environment benefits associated with providing infrastructure which encourages a modal shift to sustainable transportation.

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Item	Action Responsibility	Timescale	Progress with measure	a. Effect on AQMA b. Effect on District c. Costs	Comments
4.2	Contact local schools to encourage the uptake of 'Streetwise' (child pedestrian skills training) HCC-Road Safety.	Ongoing	<p>Uptake of streetwise in 2007 (training is only available to primary schools):</p> <p>Watford = 2 schools out of 9.</p> <p>Hertsmere = 1 out of 3.</p> <p>East Herts = 0 out of 2 schools.</p> <p>St Albans = 1 out of 6 schools.</p> <p>HCC contacts local schools to encourage uptake.</p>	<p>a. Low reduction in traffic flows & congestion</p> <p>b. also around schools</p> <p>c. Low</p>	<p>Training does not need to be given each by year by HCC. The program is designed for HCC to train parents and teachers in the delivery of streetwise training so it can be performed on a yearly basis independent of HCC involvement.</p> <p>Potential to reduce collisions and increase the safety awareness of children and young people.</p>

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Item	Action Responsibility	Timescale	Progress with measure	a. Effect on AQMA b. Effect on District c. Costs	Comments
5. Signage					
5.1	Investigate the provision of signing for cycling at each AQMA. HCC-Herts Highways.	Completed	St Albans = No signage currently exists. An advance stop line is due to be installed as part of the National Cycle Route 6.	a. Low reduction of traffic flows, emissions b. and background levels c. Low	Health and environment benefits associated with encouraging a modal shift to sustainable transportation.
		Completed	Watford = submitted a bid to become a Cycle demonstration town. Unfortunately the bid was unsuccessful.		
5.2	Investigate road signage in the vicinity of each AQMA, with consideration to the appropriate routing of through traffic (especially for HGVs). HCC-Herts Highways.	Short Term	St Albans = As a result of the area wide signage review plans exist to install new signage and routings at the junction and on the approach to the city centre.	a. Medium/High reduction in traffic flows through junction b. could transfer traffic to other areas of the town c. Medium	Possibility of transferring Air Quality and congestion issues to other areas of St Albans.

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Item	Action Responsibility	Timescale	Progress with measure	a. Effect on AQMA b. Effect on District c. Costs	Comments
6. Parking					
6.1	Investigate the status of on-street parking at each AQMA and determine if parking is contributing to traffic congestion at each junction. HCC-Herts Highways & Districts.	Short Term	The Eastern Herts Transport Plan 2007 includes a strategy for comprehensive on street controls within 'residential zone'.	a. Improved traffic flow with low reduction of emissions b. Possible transfer of emissions to other areas c. Low	Need to be mindful that this could transfer problems associated with parking to other areas.
7. Other Initiatives					
7.1	Inform local residents of the declaration of the AQMA. Districts.	Completed	All residents within the AQMAs have been informed. HCC has published information on AQMAs to in the 'Quality of Life' report.	a. Low, but could encourage modal shift b. Low, but could encourage modal shift c. Low	With the aim that information about poor air quality will motivate a modal shift to more sustainable transport.
7.2	Encourage the uptake of business travel plans in each area and contact local businesses to encourage travel plans. HCC-Travel Wise team	Short Term	New business travel materials have been developed to be distributed mid 2008. These materials will be used as tools to first approach local businesses.	a. Low reduction in traffic flows b. Low Reduction of traffic flows c. Low	Health and environment benefits associated with encouraging a modal shift to sustainable transportation.

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Item	Action Responsibility	Timescale	Progress with measure	a. Effect on AQMA b. Effect on District c. Costs	Comments
	7.2 Continued...	Ongoing	The ongoing development of Local Transport Plans will provide an opportunity to contact local business.		
7.3	District Councils will consider the effects of development on Air Quality and where appropriate use section 106 agreements to offset the impact of the development. Districts & HCC.	Ongoing	-	a. Potentially positive effects if travel plans are put in place and modal shift is achieved b. improvements if traffic growth is managed c. Low	-
7.4	District Councils will assert comprehensive control over Part B/Part A2 processes for smaller scale industries under the Pollution Prevention and Control Act 1999. Districts.	Ongoing	-	a. Low, as there is no small scale industry in the immediate vicinity b. Minimal impact c. Low	-

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Item	Action Responsibility	Timescale	Progress with measure	a. Effect on AQMA b. Effect on District c. Costs	Comments
7.5	District Councils will investigate complaints about nuisance (domestic and industrial emissions), monitor air quality and ensure compliance with the air quality strategy. Districts.	Ongoing	-	a. Low impact b. Low impact c. Medium	Will have benefit to the air quality of the whole district.
7.6	District Councils will continue to measure the improvement of energy efficiency in housing throughout the district and report on this each year in accordance with Home Energy Conservation Act requirements. Districts.	Ongoing	-	a. & b. Little impact as CO ₂ is the pollutant associated with energy efficiency. c. Low	Not necessarily a localised AQMA issue, but consistent with the aim to improve resident's quality of life.
7.7	Continue to monitor air quality within the district and as necessary review the suitability of monitoring locations. Districts.	Ongoing	The details of diffusion tubes and their locations are given at beginning of the Action Plan. Hertsmere = reviewed tube sites in 2007. Extra tubes have been sited at AQMAs.	a. Low b. No impact c. Medium	Continuous monitoring will enable the early detection of AQ issues within the district.

EAST HERTS – AIR QUALITY ACTION PLAN

Item	Action Responsibility	Timescale	Progress with measure	a. Effect on AQMA b. Effect on District c. Costs	Comments
8. East Herts					
8.1	Consider the possibility of redesigning the junction e.g. turning bans. HCC-Herts Highways.	Completed	This measure has been considered and ruled out due to safety issues. The study was carried out by consultants Steer Davies Gleave.	a. Medium as greater movement of traffic generates less emissions b. Less congestion in that area of the town c. Medium-High	-
8.2	Support the Goods Yard Link development, including the relocation of the bus station closer to the railway station. HCC & EHDC.	Completed	The Eastern Herts Transport Plan 2007 includes a strategy for pursuing the Goods Yard Link Road.	a. Med reduction in the volume of through traffic b. Redevelopment will increase the number of vehicle movements in the area. c. low, developer funded	Improvement of bus and train facilities for commuters.
8.3	Develop a bid for Bishops Stortford station to be part of the pilot Station Travel Plan programme. HCC	Completed	A bid has been submitted to the DfT.	a. medium b. medium c. medium	-

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Item	Action Responsibility	Timescale	Progress with measure	a. Effect on AQMA b. Effect on District c. Costs	Comments
8.4	Make all clear markings outside schools enforceable, with a view to reducing emissions from idling cars. Herts Highways.	Short Term	-	a. Minimum reduction in emissions and b. background levels c. Low	-
8.5	Investigate better signage for the bypass as through traffic are ignoring the preferred routes and using the town centre. HCC-Herts Highways.	April 2008	Eastern Herts Transport Plan 2007 congestion signage to be developed & installed with the aim of encouraging HGVs to utilise ring roads.	a. Medium reduction of traffic flows b. Traffic transferred to bypass c. Low	-
8.6	Investigate further improvements to the bypass with a view to reducing the impact of through traffic. HCC-Herts Highways.	Short Term.	The Eastern Herts Transport Plan 2007 includes a strategy for improved signage to direct through traffic away from the town centre.	a. Medium reduction in traffic flows, especially HGVs b. - c. High	Noise reduction as a result of fewer HGVs passing through the town centre.
8.7	Consider options for a park and ride scheme. EHDC & HCC.	Medium Term	The Eastern Herts Transport Plan 2007 includes a strategy for park and ride facilities on ASR sites and Dunmow Rd corridor.	a. Med reduction of traffic flows b. Less traffic through the town centre c. High	-

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Item	Action Responsibility	Timescale	Progress with measure	a. Effect on AQMA b. Effect on District c. Costs	Comments
8.10	Investigate road signage in the vicinity of the junction, with consideration to the appropriate routing of through traffic (in particular along Stansted Rd, Hallingbury Rd and from M11 to Harlow). HCC-Herts Highways.	Ongoing	A signage study is underway to ensure that traffic is diverted around (not through) Hockerill junction.	a. Medium/High reduction in traffic flows through junction b. could transfer traffic to other areas of the town c. Medium	Possibility of transferring Air Quality and congestion issues to other areas of Bishops Stortford.
8.11	Take air quality matters into consideration with all planning applications, particularly when these are within or closely adjoining the AQMA. HCC & EHDC.	Ongoing	All applications, of a suitable size, within or closely adjoining the junction are reviewed and assessed for potential impact on air quality and ways that this could be potentially offset.	a. Managing the growth of local traffic from new developments will not reduce NO ₂ levels but will not add to it. b. and should help control traffic volumes. c. Low	Health and environment benefits associated with encouraging a modal shift to sustainable transportation through the planning process.

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Item	Action Responsibility	Timescale	Progress with measure	a. Effect on AQMA b. Effect on District c. Costs	Comments
8.12	Ensure that developers have taken sufficient steps to minimise any increase in air pollution; this will include an assessment of Air Quality implications where applicable. EHDC & HCC.	Ongoing	-	a. Potentially positive effects if travel plans are put in place and modal shift is achieved b. improvements if traffic growth is managed c. Low	-
8.13	Improved information & advice to be made available to residents & companies in the area regarding the Air Quality effects of bonfires. Failure to comply with the Clean Air Act & Environmental Protection Act will result in enforcement action. EHDC.	Ongoing	Resident and commercial premises are given advice as and when complaints are received, or when the council is made aware of burning activities. Information about domestic bonfires is readily available on the East Herts website.	a. Low b. Potential to improve particulate levels c. Low-Medium	Positive health implications from cleaner air due to lower levels of particulates.

ST ALBANS – AIR QUALITY ACTION PLAN

Item	Action Responsibility	Timescale	Progress with measure	a. Effect on AQMA b. Effect on District c. Costs	Comments
9. St Albans					
9.1	Investigate the provision of signing for cycling. In particular the routes to and from the railway station and town centre. HCC-Herts Highways.	2007/08	Improved Alban Way signage completed in 2007/08.	a. Low reduction of traffic flows, and emissions b. and background levels c. Low	Health and environment benefits associated with encouraging a modal shift to sustainable transportation.
9.2	Reconsider the design of the junction i.e. pedestrian phases. HCC-Herts Highways.	Completed	Considered and ruled out due to safety issues at the junction.	a. Medium as greater movement of traffic generates less emissions b. Minimum reduction in background levels c. Medium-High	-
9.3	Assess modelling data to better determine where traffic might disperse if St Peters Street was subject to closure. HCC-Herts Highways.	Data collection complete. Before and After study of closure available when needed.	Data of both before and after temporary closures has been collected. Enough data exists for HH or HCC to produce a before and after study if required by SADC.	a. not known until data assessed. b. not known until data assessed. c. Medium	-

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Item	Action Responsibility	Timescale	Progress with measure	a. Effect on AQMA b. Effect on District c. Costs	Comments
9.4	Develop a bid for Bishops Stortford station to be part of the pilot Station Travel Plan programme. HCC	Completed	A bid has been submitted to the DfT.	a. medium b. medium c. medium	-
9.5	'Wizzgo Car Club', a fleet of Citroen CV1's made available to St Albans residents to encourage one car per household ownership. SADC.	Completed	Contractor in place. Sites identified for 5 Cars with 10 bays.	a. & b. Potential to discourage reliance on car for shorter trips, and reduce an overall reduction in the number of car journeys. Citroen CV1 is a low emission vehicle. c. Medium	-
9.6	Investigate the provision of signage for pedestrians. In particular the routes to and from railway station and town centre. HCC-Herts Highways.	Short Term	New feel signage in city centre, including Pea Hen Junction to be installed.	a. Low reduction of traffic flows, and emissions b. and background levels c. Low	Health and environment benefits associated with encouraging a modal shift to sustainable transportation.

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Item	Action Responsibility	Timescale	Progress with measure	a. Effect on AQMA b. Effect on District c. Costs	Comments
9.7	As part of the area wide signage strategy investigate signage from M1/M10 into St Albans for through traffic. HCC-Herts Highways.	Short Term (First phases to be implemented 2008/09 financial year)	As a result of the study, new signage and routings are planned for installation at the junction and the approach to the city centre.	a. Low reduction of traffic flows, emissions and b. background levels c. Low	Possibility of transferring Air Quality and congestion issues to other areas of St Albans.
9.8	Investigate the provision of on street loading facilities and co-ordinated timings of deliveries. HCC & SADC.	Short Term	The Traffic Management Act provides new powers to deal with obstruction –these are being investigated for suitability of use at Holywell Hill.	a. Medium impact on reducing congestion. b. Medium impact on reducing congestion. c. Medium	Will not reduce the volume of traffic flows but has potential to ease congestion within the area.
9.9	Refresh current business travel plans in the area and contact local businesses to encourage travel plans, in particular St Albans District Council and Faber Maunsell. HCC-Travel Wise team & SADC.	Short Term Out for Consultation June 2008 To be completed – end of 2008.	Within LSP to be completed in 2008.	a. Low reduction in traffic flows b. Low Reduction of traffic flows c. Low	Health and environment benefits associated with encouraging a modal shift to sustainable transportation.

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Item	Action Responsibility	Timescale	Progress with measure	a. Effect on AQMA b. Effect on District c. Costs	Comments
9.10	Open to the broader community Stalbanstravel.com, car sharing scheme. Linking employers & staff for journeys in & out of St Albans. SADC	Short Term To be launched -end of 2008 subject to funding.	Systems are in place to broaden scheme. Application will depend on funding.	a. Medium reduction of traffic volumes b. Minimal reduction in traffic volumes. c. Medium	-
9.11	Implementation of 'Buzz Scheme', where free charging is provided for electric cars at NCP car parks within St Albans. SADC.	Short Term Trial scheme launched (2 cars, 4 charging points)	Full Scheme to be implemented pending results of trial and funding.	a. & b. Will encourage and promote the use of electric cars - effects may not be immediate. c. Medium	The carbon cost of running electric cars is 50g of carbon/m. This will be offset by the installation of photovoltaic cells at Council Offices - generating 13 kwatts of energy/hr (returned to the National Grid).

Appendix 5: Air Quality Action Plans

Item	Action Responsibility	Timescale	Progress with measure	a. Effect on AQMA b. Effect on District c. Costs	Comments
9.12	Investigate the creation of 'Low Emission Zones'. SADC.	Short Term This proposal will go out to consultation in 2009. Possible introduction 2010.	2 of 3 years left to run on monitoring of DfT Demonstration Project – Funding secured on City Centre Improvement to reduce accident rate and monitor success. Potential for London Low Emission Zone to produce an improvement in neighbouring Districts with buses on through routes like London-Luton.	a. High reduction of polluting vehicles using junction b. could transfer these vehicles pollution to other areas. c. High	Could simply transfer higher polluting vehicles to other routes within the town.
9.13	Investigate introducing cheaper car parking for lower polluting vehicles. SADC.	Medium Term Pending Buzz Scheme trial results.	Electric car park and charging points installation planned.	a. & b. Low-Medium reduction in pollution levels c. Low	-

Appendix 5: Air Quality Action Plans

Item	Action Responsibility	Timescale	Progress with measure	a. Effect on AQMA b. Effect on District c. Costs	Comments
9.14	Investigate the use of NOx reducing paving slabs when undertaking footway maintenance in the vicinity of the junction. HCC-Herts Highways.	Medium Term	Requires a cost and feasibility study.	a. & b. Unknown c. Medium-High	Camden Council is the first local authority in the UK to trial the revolutionary paving (installed Feb 06). The paving has been shown to successfully cut local air pollution levels in European cities, eg. Milan and Paris.
9.15	Consider an increase in car parking charges with the view to making bus travel a more attractive alternative. SADC.	Long Term	SADC is 4 years into a 10 year contract with NCP, with the potential to extend for another 5yrs. On street charges must at least match off street charges in order to encourage a modal shift.	a. Medium reduction of traffic through town centre b. Medium reduction of traffic flow c. Low	Current charges are modelled to maximise income. SADC need to be mindful of any economic implications of altering modelled charges.

Appendix 5: Air Quality Action Plans

Item	Action Responsibility	Timescale	Progress with measure	a. Effect on AQMA b. Effect on District c. Costs	Comments
	9.15 Continued...				Furthermore SADC are concerned with ensuring that St Albans is competitively priced in comparison with neighbouring towns.
9.16	Review park and ride options through the St Albans Transportation Plan. HCC-Herts Highways.	Long Term	Section 5, Congestion Strategy, of the draft St Albans Transport Plan, supports the potential for a Park & Ride system. It is suggested that a scoping study is required in order to more accurately establish feasibility.	a. Medium-High reduced traffic flows through city centre. c. High	-
9.17	Following a survey of St Albans' residents and visitors by St Albans District Council, the possibility of a timed closure of St Peter's Street is being investigated as part of the St Albans Urban Transport Plan. SADC, HCC-Herts Highways.	Long Term	Within the St Albans Urban Transport Plan, figures being reviewed.	a. Current monitoring has shown AQMA could be undeclared	-

Appendix 5: Air Quality Action Plans

Item	Action Responsibility	Timescale	Progress with measure	a. Effect on AQMA b. Effect on District c. Costs	Comments
	9.17 Continued...			b. modelling has shown no increase of traffic on other roads. c. High	
9.17	LSP to fund the employment for 1 year of a travel plan co-ordinator. Their role will be to study parking pressures, business parking, traffic movements, and congestion within the city centre. SADC.	Commenced and on going	Travel plan co-ordinator in post and located at the University of Hertfordshire.	a. Reduction in NOx levels if modal shift achieved. b. N/A c. Medium	-
9.18	Review usefulness of monitoring locations with regard to modelling results. SADC.	Ongoing	Identification of potential new locations: Hatfield Rd/Stanhope Rd. St Albans Station Bridge. Verulam Rd. King Harry Lane. Beechwood Ave/Beech Rd.	a. N/A b. N/A c. Medium	-

Appendix 5: Air Quality Action Plans

Item	Action Responsibility	Timescale	Progress with measure	a. Effect on AQMA b. Effect on District c. Costs	Comments
9.19	Continue the Trees Against Pollution (TAP) project. SADC.	Ongoing	Under Review	a. trees need to be planted within the AQMA b. unknown c. Low-Medium	Benefits of tree planting still needs further investigation to determine true worth of project.
9.20	Support the Community Rail Partnership (CRP). HCC.	Ongoing	Passing loop is no longer proceeding, CRP will continue to promote patronage.	a. & b. Low-medium reduction in traffic flows c. High	Assumes that increased patronage on abbey line reduces number of journeys into St Albans by car.

WATFORD – AIR QUALITY ACTION PLAN

Item	Action Responsibility	Timescale	Progress with measure	a. Effect on AQMA b. Effect on District c. Costs	Comments
10. Watford Actions					
10.1	Speed controls. WBC.	Completed	Considered and ruled out, as speeds already low at all AQMAs. .	a. N/A b. N/A c. N/A	-
10.2	Consider air quality in the current review of South West Herts transportation study. HCC & WBC.	Short Term	Considering inclusion of Park and Ride strategy at BA.	a,b & c. Low-high dependent on strategies incorporated into study.	-
10.3	Information on lower emitting vehicles and more sustainable transport options to be provided by WBC to residents. E.g. customised journey planning. WBC.	Short Term	At consideration stage only.	a. & b. Low – High, dependent on significance of modal shift. c. Low. Links on website are inexpensive.	Links could be added to WBC website.
10.4	Introduce measures that control the access of Freight: low emission zone, incorporate link rd, establish FQP, determine preferred freight routes, commercial delivery strategy. WBC & HCC.	Medium Term	To be considered at St Albans Rd AQMA for Balmoral Rd and Greycaine Rd.	a. High due to # of HGVs using junction. b. Low, would distribute HGVs elsewhere. c. Low-High	Freight & buses contribute 20-40% of total NOx concentration.

Appendix 5: Air Quality Action Plans

Item	Action Responsibility	Timescale	Progress with measure	a. Effect on AQMA b. Effect on District c. Costs	Comments
	10.4 Continued...	Ongoing	5.12 of the HCC Long Term Strategy details the HCC commitment to FQPs and states that support will be given to Districts in order to establish these as and where appropriate.		
10.5	Traffic light phasing: BA, can be reviewed. HG, pedestrian phasing could be optimised. HCC-Herts Highways.	Medium Term	At consideration stage only.	a. Low, as may already be optimised. b. Low c. Medium	-
10.6	Eco driving training. WBC.	Medium Term	At consideration stage only.	a. Low b. Low c. Low	This style of driving can contribute to reducing fuel consumption and therefore pollution.
10.7	Roadside Emissions testing of vehicles to promote awareness of emissions and encourage low emission vehicle take up. WBC.	Medium Term	At consideration stage only.	a & b. Medium – High if take up is encouraged c. Medium	Should a vehicle fail to meet the emission standards a fixed penalty notice is issued. The fine could be halved if the

Appendix 5: Air Quality Action Plans

Item	Action Responsibility	Timescale	Progress with measure	a. Effect on AQMA b. Effect on District c. Costs	Comments
	10.7 Continued...				emissions fault is corrected within fourteen days of the failed test.
10.8	Bypass construction: Bushey Arches & Hornets Gyratory, possible health campus bypass. St Albans Road, Colonial Road Link. WBC & HCC. .	Medium Term	New link road from Dalton Way being considered as part of Health Campus development. New link road from Clive Way to St Albans Road being considered as part of Watford Junction Station development.	a. High as traffic would be diverted. b. Medium-High c. High	New roads may encourage new traffic, problem may return in a few years time.
10.9	Introduction of measures that control the access of cars. e.g. controlled parking zones, car clubs, car free developments. HG, increased parking enforcement at rush hour & provision of higher curbs to discourage parking outside shops. WBC.	Medium Term	At consideration stage only.	a. High reduction in NOx due to decreased congestion. b. High if modal shift. c. High	-

Appendix 5: Air Quality Action Plans

Item	Action Responsibility	Timescale	Progress with measure	a. Effect on AQMA b. Effect on District c. Costs	Comments
10.10	Work with Ordnance Survey to improve satellite navigation information. WBC.	Medium Term	At consideration stage only.	a. High b. Medium c. Medium	Possibility of directing traffic away from AQMA.
10.11	Green procurement of vehicle fleets for taxis, business, bus operators and District Council. Investigate possibility of frequent fleet renewal as a condition of planning. WBC & HCC-PTU.	Medium Term	At consideration stage only.	a. High b. High c. High	Minimum emission standards could be introduced for all contracted services. Inclusion in Public Carriage Office policy.
10.12	Differentiate parking charges are currently in place, seek to extend these measures across the 3 AQMAs. WBC.	Medium Term	Car parking at Harebreaks to become Pay and Display.	a. Medium b. Medium c. Medium	How much of the parking is controlled by WBC?
10.13	Improved signage WBC, HCC-Herts Highways.	Medium Term	BA = provide 'car park full' indicator. HG = ensure sufficient signage for hospital and football ground.	a. High – prevent traffic re-circulating to find its destination. b. Low c. Low	-

Appendix 5: Air Quality Action Plans

Item	Action Responsibility	Timescale	Progress with measure	a. Effect on AQMA b. Effect on District c. Costs	Comments
10.14	Explore the introduction of a Low Emission Zone at AQMAs. WBC.	Long term	At consideration stage only.	a. High reduction of polluting vehicles using junction b. could transfer these vehicles pollution to other areas. c. High	LEZ is an expensive option, a more viable approach may be to focus on the regulation of bus emissions.
10.15	Road use charging and workplace parking levy for Bushey Arches. WBC.	Long Term	At consideration stage only.	a. High b. Medium c. High set up costs	Could transfer traffic to roads and parking without, or with lesser charges.
10.16	Provision of park and ride. WBC & HCC.	Long Term	Being considered at BA as part of SW Herts Transportation Strategy.	a. High b. Medium c. High	-
10.17	Town Centre Study. HG, two way ring rd –downgrade health campus Cardiff rd widening to prevent queuing, introduce rd markings. WBC & HCC.	Long Term	Being considered at BA as part of SW Herts Transportation Study.	a. High b. High c. High	-

HERTSMERE – AIR QUALITY ACTION PLANS

Item	Action Responsibility	Timescale	Progress with measure	a. Effect on AQMA b. Effect on District c. Costs	Comments
11. Hertsmere Actions					
11.1	Hertsmere Borough Council to support Hertfordshire County Council in the implementation of the LTP for all 3 AQMAs. HBC.	Ongoing	To date HBC & HCC have developed the joint Air Quality Action Plan. The next stage of this plan is to prioritise actions.	a. Low – High, dependent on effectiveness of plan b. Low – High c. Low - High	Responsible officers: Sarah Hoggett, HBC Environmental Health. Danielle Keogh, HCC.
11.2	Hertsmere Borough Council will support and work with the County Council to consider any traffic schemes that may affect air quality at the AQMAs. HBC, HCC.	Ongoing	Potters Bar = Traffic light system changed and junction altered. Bus garage signage changed to prevent buses waiting to exit onto road. Elstree = working with HH to alter junction and review use of Barnet Lane e.g. HGV'S	a. Medium b. Medium c. Medium	-

Appendix 5: Air Quality Action Plans

Item	Action Responsibility	Timescale	Progress with measure	a. Effect on AQMA b. Effect on District c. Costs	Comments
11.3	Air Quality to be taken into account when considering all planning applications in the AQMAs and to work with planning officers with regard to new developments in the area that might affect air quality at the AQMA. HBC.	Ongoing	Working closely with planners on new sites, extra tubes placed for planning in specific areas.	a & b. Low – will not improve air quality, however will ensure that it does not worsen due to new development c. Low	-
11.4	Hertsmere Borough Council will continue to work with the Highways Agency regarding trunk roads and motorways in order to improve background air quality in the borough and the AQMA HBC.	Ongoing	-	a & b. Low – High, dependent on the nature of scheme/s introduced. c. Medium - High	-
11.5	Hertsmere Borough Council to attend the Highways Agency M25 widening meetings for Junctions 23 to 27. HBC.	Ongoing	Meetings are regularly attended by HBC Officers.	a. Low b. Low c. Low	-

Appendix 5: Air Quality Action Plans

Item	Action Responsibility	Timescale	Progress with measure	a. Effect on AQMA b. Effect on District c. Costs	Comments
11.6	Investigate a programme for exhaust emission testing. HBC.	Medium Term	-	a. Medium b. Medium - experience of other councils shows that air quality may benefit if there is an incentive (eg. fine halved) if emissions faults are corrected within 14 days. c. Med	(With the aide of the Police) councils with AQMAs have been granted powers to conduct roadside emissions testing for vehicles entering or leaving the AQMA. Vehicles failing the exhaust emissions test can be given a fixed penalty notice of £60.

Appendix 1: Key pollutants and acceptable concentrations identified by National Air Quality Strategy

Pollutant	Air Quality Objective		Date to be achieved by
	Concentration ¹	Measured as	
Benzene	16.25 µg/m ³	running annual mean	31.12.2003
	3.25 g/m ³	running annual mean	31.12.2010
1,3 Butadiene	2.25 g/m ³	running annual mean	31.12.2003
Carbon monoxide	10.0 mg/m ³	running 8-hour mean	31.12.2003
Lead	0.5 g/m ³	annual mean	31.12.2004
	0.25 g/m ³	annual mean	31.12.2008
Nitrogen dioxide ²	200 g/m ³ not to be exceeded more than 18 times a year	1 hour mean	31.12.2005
	40 g/m ³	annual mean	31.12.2005
Particles (PM ₁₀) (gravimetric) ³	50 g/m ³ not to be exceeded more than 35 times a year	24 hour mean	31.12.2004
	40 g/m ³	annual mean	31.12.2004
	50 g/m ³ not to be exceeded more than 7 times a year	24 hour mean	31.12.2010
	18 g/m ³	annual mean	31.12.2010
Sulphur dioxide	350 g/m ³ not to be exceeded more than 24 times a year	1 hour mean	31.12.2004
	125 g/m ³ not to be exceeded more than 3 times a year	24 hour mean	31.12.2004
	266 g/m ³ not to be exceeded more than 35 times a year	15 minute mean	31.12.2005

Appendix 2: Monitoring in each AQMA

East Herts: Hockerill Junction, Bishop's Stortford (Stansted Rd, Dunmow Rd, London Rd, Hockerill St)

Air Quality diffusion tubes

Code	Address	State	X Grid Ref	Y Grid Ref	Class
EH12	Hockerill St., Bishop's Stortford	Open	549100	221200	kerbside
EH16	London Road, Bishop's Stortford	Open	549150	220050	kerbside
EH17	Dunmow Road, Bishop's Stortford	Open	549400	221250	kerbside
EH18	Stansted Road, Bishop's Stortford	Open	549300	221300	kerbside
EH19	London Road Bishops Stortford	Open	549250	221200	kerbside
EH31	Hockerill St BS Colocated with EH12	Open	549100	221200	kerbside
EH32	Hockerill St BS Colocated with EH12	Open	549100	221200	kerbside
EH35	Dunmow Rd BS Colocated with EH17	Open	549400	221250	kerbside
EH36	Dunmow Rd BS Colocated with EH17	Open	549400	221250	kerbside
EH37	Stanstead Rd BS Colocated with EH18	Open	549300	221300	kerbside
EH38	Stanstead Rd BS Colocated with EH18	Open	549300	221300	kerbside
EH39	London Rd BS Colocated with EH19	Open	549250	221200	kerbside

Appendix 5: Air Quality Action Plans

EH40	London Rd BS Colocated with EH19	Open	549250	221200	kerbside
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Traffic count sites

- Site 392 Hallingbury road (Boundary Road) Automatic Traffic Count annual 1 week survey, June
- TravelWise Cordon Stansted Road manual count 1 morning (three hours) every three years (02.05.08 ..)
- TravelWise Cordon Dunmow Road manual count 1 morning (three hours) every three years (02.05.08 ..)
- Traffic count 12 December 2007

St Albans: Pea Hen junction, St Albans (High St, Chequer St, London Rd, Holywell Hill)

Air Quality diffusion tubes

Code	Address	State	X Grid Ref	Y Grid Ref	Class
SA132	Westminster Lodge Holywell Hill St Albans SA002	Open	514317	206453	background
SA137	High Street St Albans SA039	Open	514664	207125	roadside
SA138	Peahen PH Holywell Hill St Albans SA015	Open	514701	207082	kerbside

Traffic count sites

- Site 125 Holywell Hill (Griffiths Way) ATC quarterly 1 week survey
- TravelWise Cordon London road (W of Alma Road) manual count 1 morning (three hours) every three years (01.04.07 ..)
- TravelWise Cordon Holywell Hill (Prospect Road) manual count 1 morning (three hours) every three years (01.04.07 ..)
- TravelWise Cordon Verulam road (Briton Avenue) manual count 1 morning (three hours) every three years (01.04.07 ..)

Watford: Chalk Hill (Waterfields Way, Eastbury Rd)

Air Quality diffusion tubes

Appendix 5: Air Quality Action Plans

Code	Address	State	X Grid Ref	Y Grid Ref	Class
WF44	Chalk Hill	Open	512000	195500	kerbside

Traffic count sites

- A large quantity of data has been collected around the Bushey Arches and surrounding network by Gifford transport consultant and supplied to Watford Borough Council in the Transport Assessment for the planning application for the Watford Health Campus. This may provide a useful data source, as the counts are not likely to be repeated.

Watford: Farraline Rd - Vicarage Rd, Cassio Rd, Wiggenhall Rd, Hagden Lane, Merton Rd

Air Quality diffusion tubes

Code	Address	State	X Grid Ref	Y Grid Ref	Class
WF43	Farraline Road	Open	510800	196000	kerbside

Traffic count sites

- Site 423 Whippendell Road ATC annual 1 week survey, May 2007.
- Site 424 Vicarage Road ATC continuous site
- Site 361 Wiggenhall Road ATC annual 1 week survey, April 2007.

Watford: Horseshoe Lane

Air Quality diffusion tubes

Code	Address	State	X Grid Ref	Y Grid Ref	Class
WF38	A405 Horseshoe Lane	Open	511700	200700	kerbside

Traffic count sites

- Site 453 Horseshoe Lane ATC annual 1 week survey, April 2007.

Watford: Pinner Rd (Chalk Hill, Aldenham Rd)

Air Quality diffusion tubes

Code	Address	State	X Grid Ref	Y Grid Ref	Class
WF44	Chalk Hill	Open	512000	195500	kerbside
WF29	Pinner Road	Open	512000	195300	Kerbside

Traffic count sites

- Site 209 London Road Bushey ATC continuous

Watford: St Albans Road (whole length)

Air Quality diffusion tubes

Code	Address	State	X Grid Ref	Y Grid Ref	Class
WF37	St Albans Road 2	Open	511200	198100	kerbside
WF39	Balmoral Road	Open	511000	198300	kerbside
WF40	Salisbury Road	Open	511000	198000	kerbside
WF41	Leavesden Road	Open	510900	197800	kerbside
WF45	Wellington Road	Open	510800	197200	kerbside

Traffic count sites

- Site 214 St Albans Road Garston ATC annual 1 week survey, April 2007.
- Site 215 St Albans Road Watford ATC annual 1 week survey, April 2007.

Hertsmere: Elstree Crossroads (High St, Elstree Hill North, Elstree Hill South, Watford Rd, Barnet Lane)

Air Quality diffusion tubes

Code	Address	State	X Grid Ref	Y Grid Ref	Class
HM48	Elstree Crossroads 1	Open	517798	195272	kerbside
HM49	Elstree Crossroads 2	Open	517843	195338	kerbside
HM50	Elstree Crossroads 3	Open	517862	195226	kerbside
HM51	Elstree Crossroads 4	Open	517803	195249	kerbside
HM52	Elstree Crossroads 5	Open	517803	195249	kerbside

Traffic count sites

- Site 120 Elstree Hill North (war memorial) ATC annual 1week survey, November 2007.

Hertsmere: Potters Bar Bus Garage (High St, Hatfield Rd, The Causeway)

Air Quality diffusion tubes

Code	Address	State	X Grid Ref	Y Grid Ref	Class
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Appendix 5: Air Quality Action Plans

HM64	Bus Garage 1 Potters Bar	Open	526207	201452	kerbside
HM65	Hatfield Road Potters Bar	Open	526252	201597	kerbside
HM66	Bus Garage 2 Potters Bar	Open	526245	201458	kerbside
HM67	Bus Garage 3 Potters Bar	Open	526211	201400	kerbside
HM23	Bus Garage, High Street, Potters Bar	Open	526211	201400	kerbside

Traffic count sites

- Site 246 A1000 Hatfield Road North of Hawkshead road ATC annual 1 week survey, May 2007
- TravelWise Cordon the causeway manual count 1 morning (three hours) every three years (03.06.09)
- TravelWise Cordon Hatfield Road (S of Billy Lows Lane) manual count 1 morning (three hours) every three years (03.06.09)