

Appendix C: Reasons for Not Pursuing Action Plan Measures

Table B.1 – Action Plan Measures Not Pursued and the Reasons for that Decision

Action category	Action description	Reason action is not being pursued (including Stakeholder views)
Bypass	Has been discussed for many years, Chideock Bypass Working Group set up to explore routes etc	Requires government decision through Road Investment Strategy. Excluded from Action Plan because could not be implemented in a time frame which would bring forward achievement of objectives. Also, from a funding perspective, it is not proportionate to the number of properties affected.
Charging Zone (Clean Air Zone)/ Toll Road	Measure to charge vehicles which do not achieve a specific emissions limit. Could include either just HGVs, HGVs and buses, HGVs, buses and LGVs or all vehicles.	National Highways is not currently able to introduce a CAZ on any part of the Strategic Road Network.
Platooning	Alternate single lane traffic flows in different directions (with traffic held at traffic lights)	Modelling showed that the proposed scheme would lead to unacceptable levels of congestion. Average queue lengths were estimated to be over 4km in both the eastbound and westbound directions with associated increases in travel times of 467% in the eastbound and 373% in the westbound direction.
Eco Barriers	Use of vegetation or manmade barriers to act as a barrier to pollution at property facades	Not enough space on the pavement to fit barriers. Recent report by AQEG suggest mixed results in relation to air quality improvements.
Reduction of Exposure	Provide double/ triple glazing and ventilation to houses within AQMA	In some cases not feasible as listed properties, expensive action which does not tackle the source of pollution.
Land Use Planning	No further development in AQMA until pollution returns to acceptable levels.	This does not align with any planning policy (local or national) and hence would be unlawful.
Anti-Idling	Introduce signs to asking motorists to turn their engine off when stationary	Although it is acknowledged that for carbon dioxide emissions turning off the engine is beneficial, for NOx the balance between eliminating emissions that would have been released during idling and the possibility of increased

		emissions on restart will depend on the aftertreatment technology and engine management system of each individual vehicle, but it is thought that the times spent stationary in Chideock will generally not be long enough ensure a benefit for NOx emissions of turning off engines. This will be reviewed as more information on the benefits of turning off engines emerges.
Demolition of Properties	Remove exposure by demolishing relevant properties in Chideock	In some cases not feasible as listed properties, expensive action which does not tackle the source of pollution.