Annex J

The NO_2 Air Quality Action Plan, AQAP

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Full details of progress on the original NO_2 AQAP are available in the April 2005 Progress Report produced by Derby City Council. This AQAP has been updated since the submission of the provisional LTP2, for adoption as part of the final LTP2, following stakeholder and public consultation in 2005, guidance from Defra, DfT and GOEM, sharing best practice with other local authorities and input from recent research documents.

Themes of initiatives	Measures delivered mainly through the air quality strategy	Measures delivered mainly through other LTP2 strategies	Measures not feasible in the lifetime of LTP2

Air Quality Impact , A
high = more than 1 µg/m^3 NO_2
medium = 0.2 - 1 µg/m^3 NO_2
low = less than 0.2 µg/m^3 NO_2

Cost, B
high = more than £60,000
medium = £5,000 - £60,000
low = less than £5,000

Cost Benefit, A*B
impact x cost, higher result = better
based on air quality values where high = 3, medium = 2 and low = 1
and cost where high = 1, medium = 2 and low = 3

Timescale
long = 11 years or more
medium = 6–11 years
short = 0-5 years

Ranking - based on professional judgement, taking into account cost benefit, timescale, feasibility, funding and non air quality benefits.

1 = the measure is already being done or will definitely occur during the lifetime of LTP2
2 = the measure is accepted and will be implemented subject to available resources
3 = the measure is not currently feasible for one or more reasons but is to be considered if conditions become more favourable, for example, technological advances or additional funding in the long term
4 = the measure is not feasible or desirable for one or more reasons and will not be considered in the lifetime of LTP2

Measure	Description of action and progress to date where applicable	Lead/Key Organisation	Air Quality Impact	Cost	Cost Benefit	Timescale	Feasibility, benefits, disbenefits and non-air quality impact	Ranking
Reduce vehicle emissions								
Increase the number of low emission vehicles within the Council's own fleet.	Numbers of low emission vehicles have risen to 15% as part of the original action plan. Fleet now includes 50 LPG/petrol dual fuel vehicles, an electric van and will soon contain a number of refuse vehicles retrofitted with NO_x reducing Continuously Regenerating Traps, CRTs.	Derby City Council	Low	Low	3	Short to medium	Feasible. Ongoing measure as part of fleet renewal. Air quality consideration informs choices of new vehicles. Sets a good example to local businesses and reduces vehicle emissions.	1
Use electric vehicles in the Council fleet.	Use of electrically powered vehicles achieves zero exhaust emissions. Pilot scheme completed in December 2002 with 35 to 38 miles travelled per charge in trial. The City Council fleet contains an electric van.	Derby City Council	Low	Low	3	Short	Not currently feasible to extend this measure. Mileages too low for standard fleet vehicle. Few commercial options for electric vehicles. The battery technology is limited and there are problems with disposal. Reduces emissions locally but requires electricity production, which may result in pollution elsewhere. Has the potential to set a good example for local businesses. Consider again when technology advances.	3
Provide a training programme for Council fleet drivers to promote smoother, more economical urban driving techniques.	Council Driver Awareness Course ongoing. Part of programme involves correct driving technique and the efficient use of fuel through smoother driving and journey planning.	Derby City Council	Low	Low	3	Short	Feasible. This training is provided only on a voluntary basis due to budget constraints. The training involves improving driver awareness about safety as well as environmental considerations and can help to improve fuel economy, which may help to cut the costs of running vehicles.	2
Ensure that all diesel powered vehicles in the Council fleet use only ultra low sulphur diesel.	All Derby City Council vehicles now run on ultra low sulphur diesel.	Derby City Council	Low	Low	3	Short	Feasible. Ongoing measure. Reduces sulphur dioxide emissions from vehicles used frequently within the city boundary. Helps with overall air quality but no impact on NO_2. Sets a good example to other local businesses.	1
Undertake roadside emissions testing in and around the AQMA, issuing fixed penalties to those who continue to pollute excessively.	This has been found by other local authorities to be useful at raising awareness about reducing emissions and the benefits of car maintenance. Legal powers adopted. May be implemented as part of awareness raising exercises.	Derby City Council	Low	High	1	Short to medium	Feasible. Encourages improved vehicle maintenance but other authorities have found that there is little impact on pollutant levels. Fixed penalties do not cover costs and are difficult to enforce. Costly in terms of time and manpower but useful as part of awareness raising events as a voluntary scheme. Also has the potential to reduce noise by encouraging the repair of damaged exhausts.	2

Measure	Description of action and progress to date where applicable	Lead/Key Organisation	Air Quality Impact	Cost	Cost Benefit	Timescale	Feasibility, benefits, disbenefits and non-air quality impact	Ranking
Train and delegate 'engine switch off' powers to selected officers. Issue fixed penalties to persistent offenders who leave their engines running in places such as bus stops, rail stations and taxi ranks.	Not yet implemented. May be used in connection with the proposed new bus station.	Derby City Council	Low	Medium	2	Short	Feasible in limited areas where Council has powers. Potential to reduce emissions through enforcement of idling legislation. A programme of engine switch off enforcement would involve signs and publicity that would raise awareness of air quality considerations. Reducing emissions from idling engines may also help to prevent exhaust odours in public places. A mandatory scheme could have a negative public perception.	3
Develop a policy on replacing existing Council 'non green' vehicles, identifying vehicles to modify with particulate traps or other emission control devices, and seeking funding from the Energy Savings Trust, EST.	All HGV's now specified with Continually Regenerating Traps for their Euro III diesel engines. Five currently in service. Eight new Refuse Collection Vehicles tendered for with Continually Regenerating Traps.	Derby City Council	Low	Medium	2	Short to medium	Feasible. A new programme of EST funding opportunities is expected to become available during 2006 and this will be explored to help with vehicle improvements as well as other opportunities. Compressed Natural Gas investigated for refuse collection vehicles and not found to be viable.	1/2
Trial new fuels and fuel additives in Council's diesel storage tanks, monitoring emission reductions and performance improvements of vehicles involved in trials.	Derby City Council is currently in discussion with Peak Oil about their blended bio-diesel.	Derby City Council	Low	Low	3	Short to medium	Feasible. Ongoing measure. Potential to reduce fuel consumption and related emissions. Council may set an example for local businesses to follow. Needs more research to establish the correct mix to optimise emission reduction and ensure a sustainable source of the bio component. Has the potential to reduce fuel costs.	2
Encourage bus companies to enforce policies about idling engines and the benefits of smoother driving.	It is the policy of both Arriva Midlands Ltd and trent barton to switch off idling engines. Derby City Council encourages this at bus operator meetings.	Derby City Council, bus operators.	Low	Low	3	Short	Feasible. Could reduce unnecessary emissions and prevent nuisance odours from exhausts. Could also reduce fuel consumption.	1
Undertake seminar and conference development in key action plan areas to offer environmental best practice sharing and learning across all sections of the community.	Reduces emissions by raising awareness about less polluting choices. School travel plan conference 2004, for practitioners in partnership with Sustrans.	Derby City Council	Low	Low	3	Short to medium	Feasible. Could be pursued in conjunction with the launch of other action plan measures when appropriate. This provides opportunities to raise awareness about other environmental issues as well as air quality. These may include protecting biodiversity and other quality of life issues.	2
Urban trees.	Consider the pollutant trapping/lowering properties of different trees when choosing replacement and new saplings. Encourage developers to do the same during landscaping of new developments.	Derby City Council	Low	Low	3	Short	Feasible. Certain trees are more effective at trapping particulates than others and are useful at roadside locations. Urban trees will not benefit NO_2 levels but act as carbon sinks over a long period of time and can improve the appearance of public spaces. However, urban trees often need watering, maintenance and create debris.	2
Pay and display for all on street parking spaces, removing all free long stay street parking facilities in the city centre.	In 2001/02, we met the target of eliminating long-stay, on-street parking in the city centre. Pay and display meters were installed creating better space turnover.	Derby City Council	Low	Low	3	Short - ongoing	Feasible. Reduces emissions from vehicles repeatedly driving round to find a space. Meters in place so future costs should be low. This also tackles congestion around the city centre by preventing repeat journeys around the same busy areas.	1
Develop or facilitate pool car schemes, city car clubs and ride-sharing schemes.	Countywide car share database established. Sub-group areas for individual business established. See www.carsharederbyshire.com. Consider the use of car clubs such as WhizzGo in Leeds – a car when you want one.	Derby City Council	Low to medium	Medium	2	Short to medium	Feasible ongoing measure. Cuts vehicle emissions by reducing the number of vehicle km travelled in Derby Joint LTP area. This also reduces fuel use and tackles congestion by reducing the number of cars on the network.	2
Carry out driver training and education to improve techniques for motorists and promote smoother driving	Council Driver Awareness Course ongoing. Not currently extended due to budget constraints	Derby City Council	Low	Medium	2	Short	Feasible. Service could be extended subject to additional funding. Could reduce emissions through smoother driving techniques, reducing stop/start traffic and lowering fuel consumption. This training also involves other important driver training such as safety awareness.	3
Declare Low Emission Zones to exclude the most heavily polluting vehicles.	Vehicles that do not comply with set emission standards could be prevented from entering an area of pollution concern, whether by voluntary agreement with bus and freight operators and/or based on the enforceable exclusion of certain categories of vehicle.	Derby City Council	Medium to high in localised areas	Medium to high	4	Medium to Long	Not currently feasible. The mechanism is not in place to enforce a low emission zone and it would be difficult to put in place during the lifetime of LTP2. Not ruled out for the future, particularly if used in conjunction with similar measures from neighbouring authorities. It may also make certain areas more appealing for pedestrians. However, this would be an unpopular measure with the public and could provide a disincentive for businesses to develop in Derby, in comparison with other urban centres.	3

Measure	Description of action and progress to date where applicable	Lead/Key Organisation	Air Quality Impact	Cost	Cost Benefit	Timescale	Feasibility, benefits, disbenefits and non-air quality impact	Ranking
Light Rapid Transport System, LRT	Providing another alternative to private car use enhances people's choices and should reduce traffic.	Derby City Council	High	High	3	Long	Not feasible. LRT Systems are very expensive and typically take a long time to implement. There are currently no proposals to introduce an LRT system in Derby. Even if plans were in place, air quality improvements would be very long term. It would, however, help to tackle congestion by proving an appealing alternative to the car.	4
National freight interchange site	Several sites have been investigated to determine suitability. Would allow freight to be transported by smaller, cleaner vehicles through sensitive areas.	Derby City Council	Low to medium at local level	High	2	Medium to Long	Not feasible. There are currently no sites in or around the city that have been identified as suitable for a development of this type. The impact upon the AQMAs of a scheme of this type would be small as it would primarily attract long distance and inter regional freight traffic. A proposal of this type might actually have negative air quality impacts within the vicinity due to the large number of HGVs entering and leaving the site to drop off/pick up cargoes. It could, however, also help to reduce noise from large vehicles in sensitive areas.	4
HGV ban in city centre	Removing the most heavily polluting vehicles from the most sensitive areas.	Derby City Council	Low to medium at local level	Medium	2	Medium to Long	Not feasible. HGVs are already effectively banned from the city centre as the whole of the city within the outer ring road is covered by a 7.5 tonne weight restriction, except for vehicles requiring access, including businesses within the city centre requiring services and deliveries. The impact of one HGV servicing a business may be less than several light goods vehicles delivering the same load. Swapping one large vehicle for several smaller ones may also make congestion worse.	4
Traffic calming within the AQMAs	May prevent large volumes of fast moving traffic.	Derby City Council	Low	High	1	Medium to Long	Not feasible. The AQMAs do not contain areas where this measure is currently considered appropriate. Traffic calming will continue to be used where appropriate to meet other transport priorities and is important for road safety but may have adverse effects on air quality by preventing smooth driving techniques.	4
Speed restrictions within the AQMAs	May lower vehicle speeds to levels that produce less emissions, particularly by minimising stop/start driving	Derby City Council	Low to medium locally	Low	3	Short	Feasible. However, speed restrictions of 30 and 40 mph are already in place within the AQMAs and it would currently be of no additional benefit to air quality to slow traffic down further. It remains an important consideration for road safety. To be reviewed in the future.	3
Consider implementation of city wide vehicle access controls.	Could include limited access by vehicle number-plate colour/day of the week or a similar system, or road narrowing – restricting access to certain vehicle widths preventing larger vehicles from using sensitive areas.	Derby City Council	Medium	High	2	Medium to Long	Not feasible. Considered unsuitable at this time and has been proven to fail to achieve desired goals in other situations, encouraging the purchase of multiple vehicles for each household. However, if the objective of reducing vehicle numbers was achieved through this measure, it would also help tackle congestion.	4
Lobbying for advanced legislation to exclude or ban certain vehicle types.	Removing the most heavily polluting vehicles may improve air quality by reducing traffic emissions.	Derby City Council	Low	High	1	Long	Not feasible. This is unsuitable on the grounds of economy, social exclusion and general viability. In California, a legal procedure was adopted to ensure all vehicles were electrically powered. This proved unsuccessful due to cost and recharging considerations. A successful scheme would also have the potential to reduce noise and nuisance odours from certain vehicle types.	4
Pavement nitrogen dioxide sinks.	Emissions are absorbed into strategically placed paving surfaces and nitrogen dioxide absorbing paints.	Derby City Council	Medium locally	High	2	Short to medium	Not feasible. Only some of this technology is proven and would not be cost effective or appropriate for Derby at this time.	3
Reduce the traffic impact of new developments								
Ensure that air pollution is taken into consideration when assessing applications for planning permission.	This includes encouraging travel by foot, cycle or public transport.	Derby City Council	Low	Low	3	Short	Feasible. Ongoing part of planning process. New developments can attract more traffic but well planned developments can have neutral or positive impact on air quality, by including mitigating measures that may be of wider benefit to the area and also tackle congestion.	1
Consider the air quality impact of proposals in the regeneration of the city centre through Derby Cityscape Ltd.	Air quality is now a material consideration when assessing city centre planning applications, including through Derby Cityscape Ltd.	Derby City Council, Derby Cityscape	Low	Medium to high	1	Medium	Feasible. Encourages redevelopment of previously used land and buildings. Encourages the use of more sustainable modes of transport, which may also tackle congestion.	1

Measure	Description of action and progress to date where applicable	Lead/Key Organisation	Air Quality Impact	Cost	Cost Benefit	Timescale	Feasibility, benefits, disbenefits and non-air quality impact	Ranking
Apply Supplementary Planning Guidance, SPG, on the assessment of the air quality impacts of new development and prepare guidance notes for developers.	Supplementary planning guidance has been adopted and is given weight in planning decisions as it supports the "saved" policies in the Local Development Framework.	Derby City Council	Low	Low	1	Short	Feasible. Ongoing part of planning process. Helps to integrate air quality considerations into the early stages of planning.	1
Introduce design guidance on minimising exposure to areas of poor air quality in new developments through the use of site layout and mitigation measures.	The design guidance is complete and is being applied to new planning applications.	Derby City Council	Low	Low	1	Short	Feasible. Ongoing part of planning process. Designs to minimise exposure to areas of poor air quality can include opportunities to enhance the natural environment by using natural barriers such as trees and promote layouts that would prevent congestion arising from vehicles trying to access the area.	1
To ensure that the traffic impacts of all major land use developments and major highway network improvements are modelled and monitored to assess their air quality impacts.	This should allow potential air quality effects to be identified and taken account of in planning decisions. We currently measure the traffic impacts of all major land use developments and major highway network improvements are modelled and monitored.	Derby City Council	Low overall but potentially high in localised areas	High	1	Short	Feasible. The traffic monitoring and modelling need to be more strongly related to air quality. Factoring air quality considerations into early stages of the development process can help to form integrated plans that also tackle other priorities such as safety and congestion in a balanced way.	1
Seek financial contributions for air quality monitoring and mitigating measures from developers in or near the AQMAs. This can be achieved via S106 planning agreements, in line with Planning Policy Statement 23.	Reduces the traffic impact of new developments.	Derby City Council	Low overall but potentially medium in localised areas	Low	3	Medium	Feasible. This can provide funds to implement measures to prevent a worsening of air quality due to developments and can benefit the wider area and other shared priority outcomes such as tackling congestion.	1
Adhere to the Regional Environmental Action Plan, incorporating air quality issues into regional development.	The Regional Environmental Action Plan has been adopted.	Derby City Council	Low	Low	3	Short	Feasible and ongoing. This helps to approach air quality considerations and other quality of life issues in a regional context, which can have further reaching benefits than isolated local schemes.	1
Car free developments	Encouraging developments that will not require facilities for use of the private car and will not increase traffic volume.	Derby City Council, developers.	Low	Low	3	Short	Feasible. Schemes will be encouraged where appropriate. This will prevent increasing traffic levels and increase the market for improved public transport. This measure relies on the type of development being proposed and this cannot be predicted.	2/3
Consider applying a 'buffer zone' requirement to the planning process to require sensitive developments to be sited at least 14 m from the kerbside.	Reduces the potential for people in new developments to be exposed to vehicle exhaust emissions, as these decrease rapidly with distance from the kerbside.	Derby City Council, developers.	Low	Low	3	Short	Feasible. This could help to protect the public from exposure to vehicle exhaust emissions, providing health benefits and reducing road traffic noise in new developments. The 14 metre limit will need further research to confirm that it is the necessary distance limit exposure.	1
Use highway design techniques to maximise the distance between dwellings and kerbside.	Using wide verges and planting trees in kerbside locations creates a physical barrier, moving pedestrians away from vehicle exhaust emissions.	Derby City Council, developers.	Low	Low	3	Short	Feasible. This could help to protect pedestrians from exposure to vehicle exhaust emissions. However, this measure is limited by the physical constraints of many streets.	1
Require mitigating measures such as business travel plans via planning agreements with developers.	Reduces the traffic impact of major developments. This measure is currently in practice and has been successfully implemented, particularly for major developments.	Derby City Council	Low overall but potentially medium in localised areas	Low	3	Medium	Feasible. Ongoing as part of the planning process. This helps to prevent increased emissions and congestion due to an increase in car journeys resulting from new developments.	1
Decentralise services to reduce the need to travel.	Providing Council local access centres such as the One Stop Shop in Sinfin.	Derby City Council	Low	High	1	Medium	Feasible. Minimises emissions and tackles congestion by reducing unnecessary journeys and improves accessibility of services.	2
Complete ban on new development within AQMAs	Limiting the reasons to travel within the AQMA would prevent an increase in traffic emissions from increased flow.	Derby City Council	Low	High	1	Short	Not feasible. Would be contrary to government advice on landuse and air quality, with severe implications for the sustainable growth of the city.	4
Moratorium on all new road building in or adjacent to AQMAs.	Preventing new road building discourages extra traffic by limiting capacity of the road network.	Derby City Council	Low	Low	3	Short	Not feasible. Well planned road building can bring about a net improvement to air quality by moving heavy traffic away from 'sensitive receptors' and can also tackle congestion. Major road projects have to provide an Environmental Impact Assessment and will be subject to public consultation.	4

Measure	Description of action and progress to date where applicable	Lead/Key Organisation	Air Quality Impact	Cost	Cost Benefit	Timescale	Feasibility, benefits, disbenefits and non-air quality impact	Ranking
Reduce traffic congestion/managing the road network								
Extend the UTMC and COMET systems. See congestion strategy, chapter 8, for further details.	UTMC is being implemented in Derby. This enables traffic flows to be managed, by linking and co-ordinating traffic signals across the city. It links junctions, reduces stop and start journeys and improves traffic flows overall, therefore minimising congestion, particularly for buses. COMET links to the UTMC database and provides a selection process to run the most suitable signal plan strategy, dependent on traffic conditions.	Derby City Council	Low to Medium locally	High	2	Medium	Feasible. Could be used to tackle congestion in the AQMAs and provide benefits for buses at key traffic signal junctions throughout the city. This system moves emissions around rather than removing them but can be used to tackle congestion in sensitive areas and can reduce emissions where this will bring about the greatest health benefits. UTMC is less effective where signal junctions are too far apart to provide co-ordination.	1
Expand the Urban Traffic Management and Control System, UTMC to include remote fault monitoring on signals.	Immediate identification of faulty signals allows rapid response to minimise resultant disruption to traffic flow.	Derby City Council	Low to Medium locally	Low	3	Medium	Feasible. This provides a fast response and so prevents delays caused by faults that can result in congestion and increased emissions due to stop/start traffic.	2
Minimising road closures and temporary traffic controls by co-ordinating works, and charging utilities for spending longer than scheduled on completing works.	1.63 days disruption per km achieved in 2004/05. Under the Traffic Management Act 2004, Derby City Council has taken on a new Traffic Manager who will help to implement this measure.	Derby City Council	Low to medium locally	Low	3	Short - ongoing	Feasible. Helps to tackle congestion and stop/start driving caused by road closures and temporary traffic controls. Extending this measure to include rapid response to remove broken down vehicles may increase the impact.	1
Connecting Derby	Tackle congestion by improving infrastructure and prioritising road use to selected users in congested areas. Unnecessary traffic has been restricted in the city centre in the initial stages of Connecting Derby. Junctions will be improved, new pedestrian and cycle facilities will be installed at key locations and new road links will be constructed to improve traffic flow.	Derby City Council	Low overall but medium locally.	High	2	Medium	Feasible. Connecting Derby will be completed within LTP2. Modelling of the direct impact on air quality shows that there will be a slight overall improvement. In some locations, emissions will be higher due to the re-routing of traffic but traffic flow will improve on the inner ring road AQMA. The inclusion of new pedestrian and cycling facilities will aid other action plan measures and transport priorities.	1
Multi-occupancy vehicle lanes	Tackles congestion by encouraging more efficient use of vehicles through car sharing, whilst still benefiting buses and encouraging modal shift.	Derby City Council	Low to medium locally	Medium	2	Short to Medium	Feasible only in very limited areas of Derby City. There is not generally enough road space to provide multi-occupancy lanes as well as provide for buses and general traffic and there are enforcement limitations. The focus in Derby is currently on providing facilities to assist the reliability of bus services.	3
Use of traffic management response plans where high pollution peaks occur.	This uses instantaneous measurements of pollution levels at key junctions to alter traffic flows where air quality problems are identified.	Derby City Council	Low	High	1	Medium	Not currently feasible. Expensive and difficult to manage. Trials show unreliable results, potential conflicts with other priorities and the cost is likely to outweigh the benefit in Derby given current technology. Not ruled out for the future.	3
Grade separating congested junctions e.g. flyovers and underpasses.	The HA are currently investigating the possibilities of grade separation at the Markeaton roundabout on the A38. The A38 Derby junction scheme is the only scheme in the region identified through the RFA process, as top priority in the five year period from 2011 to 2016.	Derby City Council, HA	Low	High	1	Medium	Probably feasible on the A38 but no other locations in Derby at present. This has been suggested as a way of reducing emissions at congested junctions within the AQMA, however the landtake, visual impact and the cost to implement far outweigh any air quality benefits, which may be gained through their introduction.	3
Congestion charging	The potential of congestion charging to improve air quality by reducing traffic flow has been modelled as part of Derby Area Transport Study, DATS, and is suggested as a long term measure.	Derby City Council, other local authorities	Medium to high	High	2	Long	Not feasible during the lifetime of LTP2. Future proposals of this nature will be subject to widespread consultation and will need to be implemented as part of a regional or national scheme. This kind of scheme would discourage traffic and may provide funds for promoting alternatives to the car. Experience in London has shown this measure can be very successful.	2
Encourage modal shift away from the private car								
Develop home working initiatives within the Council and encourage local businesses to adopt similar initiatives.	Home working being trialled within several departments at Derby City Council. Following the results of the trial this may be extended.	Derby City Council, local businesses	Low to medium dependent on scale	Low	3	Short to medium	Feasible. Can minimise car trips and so help to reduce vehicle emissions and tackle congestion.	1

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Develop an information and marketing strategy, to raise awareness of air quality related issues including use of broadcast media, for example, radio broadcasting of traffic and travel news and website development.	Air quality issues were raised as part of the consultation on the provisional LTP2 in late 2005. The newly redesigned Derby City Council website will also present an online version of LTP2 and there are also plans to put real-time pollution information on the website.	Derby City Council	Low	Medium	2	Short to medium	Feasible. Increases public awareness of transport and air quality issues. Can also be used to promote safety initiatives, public transport promotions and other important information that can help the public make better, more informed choices.	1
Use VMS to inform drivers whether parking spaces are available.	The car park management system has been integrated into the UTMC system, and six VMS signs have been purchased so far.	Derby City Council	Low	Medium	2	Short – ongoing	Feasible. Prevent unnecessary driving round in search of a space, minimising vehicle emissions and easing congestion.	1
Increase the use of VMS to include information such as pollution levels.	Derby City Council intends to extend the use of fully variable text based VMS on the major approaches to help drivers to make more informed choices.	Derby City Council	Low	Medium	2	Medium to long	Feasible but the extent and timescale relies on adequate funding and the linking in of compatible monitoring equipment. Could be extended to include information about delays and promote the use of park and ride.	2
Investigate the possibilities for local freight and deliveries by alternative transport modes, including cycle couriers, electric vehicles and co-ordinated home delivery systems.	Alternative transport modes can be considered by the FQP.	Derby City Council, FQP	Low	Low	3	Short	Feasible. Encourages modal shift away from the most heavily polluting vehicles. Could prevent noise and nuisance odours from HGVs in sensitive areas.	2
Safer routes to school	Physical measures introduced to enhance the safety of the school journey. Ten safer routes to school schemes were completed in 2004/05 and more are planned in an ongoing programme.	Derby City Council, local schools	Low	Medium	2	Short - ongoing	Feasible. Increases numbers of children walking and cycling to school and has associated health benefits from increased exercise. Gives parents greater confidence to allow children to travel to school alone and tackles congestion by reducing unnecessary car journeys.	1
Business travel plans	Formal plans developed with employers and other organisations containing measures and incentives to promote alternatives to lone travel by car. (Travel Plans for new developments are now secured through the planning application process).	Derby City Council, local businesses	Low to medium dependent on scale	Medium	2	Short to medium	Feasible but requires more funding to maximise the benefit and allow monitoring to establish the level of effectiveness. Encourages modal shift through a site based 'carrot and stick' approach. Should help to tackle congestion and reduce emissions from lone car journeys. Links to LTP2 specific measurable objective C/Obj 8, chapters 8 and 14.	1
School travel plans	Formal plans developed in partnership with schools to encourage the school community to walk, cycle or use public transport for travel to and from school. 50% of local authority schools in Derby will have travel plans by the end of 2005/06, with a target of 90% by 2010/11.	Derby City Council, local schools	Low to medium	Medium	4	Short	Feasible. Increases numbers of children walking and cycling to school and has associated health benefits from increased exercise. Minimises exhaust emissions and congestion by reducing unnecessary car journeys. Links to LTP2 specific measurable objective C/Obj 7, chapters 8 and 14.	1
Smarter Choices initiatives to compliment improved transportation facilities in targeted areas.	Personalised travel planning services and targeted provision of information to potential users of alternative modes of transport to the private car.	Derby City Council	Medium to High	High	3	Medium to long	Feasible technically but not with current funding levels. Helps to make people aware of their options and how to make the best use of them. Can tackle congestion and vehicle emissions by helping people to use alternative modes of transport to their cars.	3
Smarter choices travel awareness activities.	Events and publicity for particular modes of travel, for example, National Bike Week and Car Free Day. Raises awareness and encourages people to consider alternatives to car use. Currently aim to hold seven travel awareness activities in Derby each year.	Derby City Council	Low	High to medium	1-2	Short to medium	Feasible. Can result in long term changes in travel behaviour minimising exhaust emissions and congestion by reducing unnecessary car journeys. Links to LTP2 specific measurable objective A/Obj 8, chapters 9 and 14.	1
Introduce bus reliability measures at key junctions and points of delay. Installation of the UTMC system in conjunction with plans to install further bus reliability measures.	Quicker and more reliable bus services increase the attractiveness of buses as an alternative to the car.	Derby City Council	Low to medium locally	High	1	Short to medium	Feasible. Can help to encourage the use of public transport rather than the private car. However, this may increase congestion by removing capacity for cars. The location of bus lanes can have an impact on health. Siting a bus lane by the pavement can reduce emissions close to pedestrians and roadside housing by reducing the number of vehicles passing close by. Links to LTP2 specific measurable objective C/Obj 3, chapters 8 and 14.	1

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Increase the percentage of low floor buses operating in Derby.	In 2004/05 45% of buses were low floor. This number is increasing and investment by bus operators is expected in line with the proposed new bus station.	Bus operators	Low	Low to Council	3	Short – ongoing	Feasible. Low floor buses are an accessible alternative form of transport for disabled people, elderly people and those with young children. Making buses easier to use improves accessibility and can help to tackle congestion and vehicle emissions by providing an attractive alternative to car use. Links to LTP2 specific measurable objective A/Obj 7, chapters 9 and 14.	1
Develop new QBPs.	QBPs are partnerships between the local authority and the bus operators to increase levels of bus patronage by providing new infrastructure and measures to assist buses, as well as improving information to make services more accessible and providing newer, high quality vehicles to make services more attractive.	Derby City Council, bus operators	Low	Medium	2	Short to medium	Feasible. QBPs have been shown to significantly increase bus patronage in Spondon, Mickleover and Chellaston. This reduces emissions from car use and new buses also have lower emission levels. It provides an opportunity to work with bus operators and promote cleaner technology and can help in tackling congestion. Links to LTP2 specific measurable objective A/Obj 6, chapters 9 and 14.	1
Increase the provision and use of park and ride facilities.	The two existing sites are publicised and well signed from the highway network. New park and ride facilities are planned for construction during LTP2, subject to funding, detailed in chapter 13.	Derby City Council	Low	Medium	2	Short – ongoing	Feasible. Park and ride facilities can be used to help to tackle city centre congestion and limit vehicle emissions by encouraging people to leave their cars outside sensitive areas. Links to LTP2 specific measurable objective C/Obj 5, chapters 8 and 14.	2
Increase secure cycle parking spaces in the city centre, District Centres, at transport interchanges, schools and workplaces.	Facilitates cycling as an attractive travel option.	Derby City Council	Low	Low	3	Short - ongoing	Feasible. Increasing secure cycle spaces will remove a barrier to cycling to key facilities and so aid accessibility and bring associated health benefits with increased exercise. Increasing cycle usage should also help to tackle congestion. Links to LTP2 specific measurable objective A/Obj 8, chapters 9 and 14.	1
Increase the completed length of the strategic cycle network.	Facilitates cycling as an attractive travel option. Our aim is to complete the cycle network in Derby by 2012.	Derby City Council	Low	High to medium	1-2	Short - ongoing	Feasible. Designated cycle facilities increase the safety of users and there are health benefits from the facilitated increased cycle usage. Increasing cycle usage should also help to tackle congestion. Links to LTP2 specific measurable objective A/Obj 8, chapters 9 and 14.	1
Consider extending UTMC to provide 'green waves' for pedestrians.	Reducing journey times for pedestrians by co-ordinating traffic signals to allow steady progress makes walking a more appealing option than the private car for short journeys.	Derby City Council	Low	Medium	2	Medium	Feasible on specific stretches of road in Derby but needs researching and careful co-ordination to prevent making traffic congestion worse.	3
Maintain and improve the condition of footways.	Poor footways are a major deterrent to walking. Improvements will facilitate walking journeys and improve accessibility.	Derby City Council	Low	Medium	2	Short - ongoing	Feasible. Improvements to footways enhances accessibility and has related health benefits from increasing exercise by making walking a more attractive option. Increasing walking should also reduce traffic and tackle congestion. Links to LTP2 specific measurable objective AM/Obj 1, chapters 12 and 14.	1
Improve signage and ease of use for footpaths that take their own route, separate to that of a road.	Encourages walking to replace short car journeys by making route destinations clear and access clear and unimpeded. 81% of the footway network is now considered easy to use.	Derby City Council	Low	Medium	2	Short - ongoing	Feasible. Measures that make walking more attractive enhance accessibility and have health benefits from increasing exercise. Increasing walking will also help to tackle congestion. Links to LTP2 specific measurable objective AM/Obj 1, chapters 12 and 14.	1
New and improved street lighting.	A programme of upgrades to lighting, particularly on routes to district centres. Our target is to reduce the number of streetlights not working at any one time to 1%.	Derby City Council	Low	High	1	Short - ongoing	Feasible. Improved lighting aids safety and accessibility, encouraging people to walk. Achieving this measure will be aided using the PFI. Links to LTP2 specific measurable objective AM/Obj 4, chapters 12 and 14.	1
Redevelopment of existing bus station to improve public transport facilities.	A new bus station is proposed as part of a major city centre redevelopment proposal.	Derby City Council, developer	Low	High	1	Short to medium	Feasible. It is expected that modernised facilities will meet the needs and requirements of more people and make buses a more attractive alternative to the private car. This will also benefit accessibility, congestion and safety.	1
Implement 'stop specific' information panels on all bus stops.	On track to meet LTP1 target of 95% by 2006.	Derby City Council	Low	Medium	2	Short	Feasible. Improving bus information to help people to use the services is an aid to accessibility, and can help to reduce vehicle emissions and tackle congestion by reducing reliance on the private car. Links to LTP2 specific measurable objective C/Obj 2, chapters 8 and 14.	1
Implement RTI at bus stops where possible.	Currently implementing RTI on a corridor approach along major routes in Derby.	Derby City Council	Low	High	1	Short	Feasible. Improving bus information to help people to use the services is an aid to accessibility, and can help to reduce vehicle emissions and tackle congestion by reducing reliance on the private car. Links to LTP2 specific measurable objective C/Obj 2, chapters 8 and 14.	1

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Upgrade bus shelters.	Bus shelters were upgraded citywide during LTP1. Shelters are now improved on an ad-hoc basis and new shelters are provided where routes are changed or extended.	Derby City Council	Low	Medium	2	Short - ongoing	Feasible. Upgrading bus shelters improves the perception of bus services and will remove a barrier to bus use. This can help to reduce vehicle emissions and tackle congestion by reducing reliance on the private car. Links to LTP2 specific measurable objective C/Obj 2, chapters 8 and 14.	1
Develop new travel plan initiatives	Ongoing development of a city wide business travel plan network for the sharing and learning of best practice. Encourage businesses to adopt corporate occupational road risk policies, including driver training, incident reporting, vehicle maintenance and fleet monitoring.	Derby City Council, local businesses	Low	Medium	2	Short - ongoing	Feasible. Encourages modal shift through the expansion and increased effectiveness of travel plans throughout the city. This can help to reduce vehicle emissions and tackle congestion by preventing unnecessary car journeys.	1
The development or enabling of a city-centre cycling facility including cycle parking, hire, maintenance, sales, showering, lockers and changing.	Proposed as part of Derby CityScape Ltd.	Derby City Council, Derby City Partnership	Low	High	1	Short to medium	Feasible. Facilities that enable cycling as an alternative to the car can help to reduce vehicle emissions and congestion by preventing unnecessary car journeys. Encouraging more people to cycle has additional health benefits due to increased exercise.	1
Investigate the development of a 'pavement parking' enforcement programme. Footway blockages can discourage walking.	The forthcoming increase in powers for parking attendants, following the Decriminalisation of Parking Enforcement, will allow more regular enforcement of this measure.	Derby City Council	Low	Medium	2	Medium to long	Feasible. Removes a potential barrier to walking and reduces available car parking space, making alternative forms of transport more appealing. This has benefits both for air quality and tackling congestion.	2
Use parking and charging policies to manage demand for travel by car and encourage journeys using alternative modes of transport.	Extension of long stay and on street restrictions and increased parking charges. Parking charges in Derby City increased by 22.5% between 2000 and 2004.	Derby City Council	Low	Low	3	Short to medium	Feasible. Can be used in conjunction with improving park and ride facilities to encourage people not to drive into the city. This will be reinforced by the Decriminalisation of Parking Enforcement, which will reduce illegal parking and so further reduce perceived city centre parking spaces. This will encourage people to use alternative forms of transport and can help to reduce vehicle emissions and tackle congestion in the city centre.	1
Investigate the development of health promotion initiatives and interventions to encourage the adoption of cycling and walking as transport modes.	A mapping exercise of different initiatives is being developed to be included in a city wide strategy.	Derby City Council	Low	Medium	2	Short to medium	Feasible. Encourages modal shift to cycling and walking for health and activity reasons. This can help to reduce vehicle emissions and tackle congestion by reducing the use of the private car. Links to LTP2 specific measurable objective A/Obj 8, chapters 9 and 14.	1
Establish a detailed walking plan.	A walking plan should give walking a higher profile and bring more focused improvements to pedestrian facilities in Derby.	Derby City Council	Low	Medium	2	Short to medium	Feasible. Encourages people to walk and reduces their reliance on the car, thereby reducing vehicle emissions and helping to tackle congestion.	1
Develop city wide cycle and pedestrian training, including adult, family and child programmes, as appropriate.	Cycle training is being extended as we have appointed three new cycle trainers.	Derby City Council	Low	Medium	2	Short to medium	Feasible. Encourages the use of cycling and walking as travel modes, which have additional health benefits. This can help to reduce vehicle emissions and tackle congestion by reducing reliance on the private car. Links to LTP2 specific measurable objective SR/Obj 6, chapters 10 and 14.	2
Investigate the possibility of developing a travel awareness and mobility shop.	The proposed bus station development incorporates proposals for a travel centre at which this information may be made available. The Eagle Centre development also includes a travel centre as part of the developer agreement.	Derby City Council	Low	High	1	Short to medium	Feasible. Provides information that encourages and enables modal shift away from the car. Can also include activity and safety information and general information that can aid accessibility.	2
Consider ways of bringing disused railway lines back into use, where they have been safeguarded in the City of Derby Local Plan.	Investigating the feasibility and value for money of using the former rail line from Friar Gate to Mickleover/Mackworth as a bus-only route.	Derby City Council	Low	High	1	Long	Feasible. Could replace many car journeys and so reduce emissions and help to tackle congestion.	3
Work with the FQP members to encourage shifts from road to rail haulage wherever possible, including promoting the availability of rail freight grants.	A freight map has been completed in conjunction with Derbyshire County Council. This shows major sites and preferred routes that prevent unnecessary driving and congestion. Copies of the map have been distributed widely.	Derby City Council, FQP	Low	Low	3	Short to medium	Not Feasible. Derby does not have an adequate freight depot to encourage shifts from road to rail but work continues through the FQP to promote best practice including using preferred routes on the 2005 freight map.	3

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Develop a city accessibility index to categorise major routes for alternative travel modes to enable a detailed enhancement programme. This will be developed in consultation with local communities and stakeholders.	We are not doing this in this format but we are concentrating on accessibility planning in consultation with local communities and stakeholders.	Derby City Council	Low	Medium	2	Medium to long	Not currently feasible in this format but could be used in the future to aid accessibility and help the public to make more informed choices. This should help to reduce reliance on the car, helping to tackle congestion and minimising vehicle emissions. Potential links to LTP2 specific measurable objectives A/Objs 1-5, chapters 9 and 14.	3
Lobby Network Rail and DfT Rail for improvements in rail emissions.	New rolling stock has to conform to strict emissions limits.	Derby City Council	Low	Low	3	Short	Not feasible. Lobbying may encourage the reduction of emissions from trains but would have little impact on road traffic emissions in Derby and rail emissions standards are already improving. May be required in the future.	4
Rebuilding Derby's canals.	Would promote water based transport systems as an alternative to road based journeys.	Derby City Council	Low	High	1	Long	Not feasible. Although this proposal could provide a number of attractive fringe benefits in terms of leisure and commercial possibilities, it would be very expensive and impractical.	4
Home Zones within the AQMAs	A Home Zones have been introduced in Normanton and it's impact is currently being monitored.	Derby City Council	Low	High	1	Short	Not feasible. Home Zones are not proposed for the AQMAs, as they are not appropriate for these areas. Home zones can help with quality of life issues and road safety and can facilitate cycling and walking as alternatives for short journeys, reducing traffic flow in built up areas.	4
Promote cleaner vehicle technologies								
Encourage bus operators to purchase replacement vehicles with the lowest available emission levels.	All new buses from 1 October 2001 have to conform to the Euro III emissions standards. It is anticipated that vehicles meeting the Euro IV standard will be available before it becomes compulsory on 1 October 2006.	Derby City Council, bus operators	Low	High	1	Short to medium	Feasible. trent barton are currently buying new buses that adhere to the new standards and Arriva Midland Ltd also have plans to replace their fleet in Derby. Newer, cleaner buses are often also quieter and do not produce as much nuisance odour as older buses. This can enhance the quality of the environment for bus users and pedestrians.	1
Investigate ways of reducing emissions from taxis within the city, for example, by encouraging cleaner exhaust emissions	Incentives are being investigated that might encourage taxi owners to reduce emissions from their vehicles. Emissions testing and stricter emissions standards may be used.	Derby City Council, taxi operators	Low	Low	3	Short to medium	Feasible but requires a financial incentive or other scheme to encourage taxi owners to take part. Taxis cover more mileage in the city centre than other cars and in London have been found to be a significant source of pollution. Cleaner, newer exhaust systems are often quieter so may also reduce traffic noise.	2
Raise the profile of the Council's commitment to the 'Declaration of Florence'.	Inclusion of the Council's commitment to the 'Declaration of Florence' in LTP2 and information about environmental issues will help to reinforce its principles.	Derby City Council	Low	Low	3	Short to medium	Feasible. Raising awareness about the Council's commitment to the 'Declaration of Florence' can help to show what we are trying to achieve and aid education and public understanding. Promoting the ideals will provide information on a range of other environmental issues in addition to air quality. More details are given in chapter 2.	2
Encourage local fuel suppliers to provide alternative fuels at more sites, as well as publicising existing availability and the benefits of cleaner fuels.	An increasing number of fuel stations now supply LPG. This can be publicised through travel awareness measures.	Derby City Council, local fuel suppliers	Low	Low	3	Short to medium	Feasible. Working with local fuel suppliers to promote cleaner fuels may involve publicity and public awareness raising that can help to educate the public about a range of environmental issues and the benefits of cleaner technology.	2
Encourage the Council to take environmental performance into account in the tender evaluation process. This could explore the possibility of incorporating a clause in contracts that favours alternatively fuelled or converted vehicles.	Awaiting outcome of the ISO14001 audit of the Council's procurement process.	Derby City Council	Low	Low	3	Short	Feasible. Taking environmental performance into account early in the tender evaluation process can help to prevent pollution from vehicle emissions, with additional benefits from quieter technology that produces minimal odour.	2
Extend accessibility of the Council's LPG fuelling site to other government agencies, emergency services and large commercial organisations.	Derbyshire County Council, Derbyshire Constabulary and Derbyshire Ambulance all have access to Derby City Council's LPG tanks. Introduction of LPG to local forecourts has diminished demand recently.	Derby City Council	Low	Low	3	Short – ongoing	Feasible. Ongoing practice. Facilitates the use of LPG and aids the smooth running of services by widening their refuelling options.	1

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Encourage local car dealers to promote the sale of cleaner technology vehicles and improve provision for the maintenance of, and conversion to cleaner technology vehicles.	Some manufacturers now have alternatively fuelled vehicles in their standard ranges. Information about the cleaner technology can be included in travel awareness events.	Derby City Council	Low	Low	3	Short to medium	Not feasible. Very few local car dealers have any control over what they are being asked to sell. However, it is possible to raise public awareness of vehicle choices and thereby create more demand for cleaner technology vehicles.	2
Investigate the feasibility of providing electric vehicle recharging points in the city.	Making electric recharging points available would make it easier for people to consider choosing electric vehicles.	Derby City Council	Low	High	1	Medium to long	Not currently feasible due to lack of demand and high costs. However, electric vehicles have many benefits, tending to be quieter and produce less odour than vehicles powered by other means and so this may be reviewed if demand increases.	3
Reduce emissions from non-traffic related sources including domestic, industrial and commercial buildings								
Encourage high standards of energy efficiency in new buildings.	Ongoing work from building control at Derby City Council.	Derby City Council	Low	Low	3	Short to medium	Feasible. Reduces contribution of new buildings to air pollution and reduces fuel costs.	1
Encourage development of renewable energy sources through Local Plan policies and the Local Development Framework, LDF.	Adoption of revised Local Plan in late 2005.	Derby City Council	Low	Low	3	Short to medium	Feasible. Reduced background emissions levels and encourages environmentally sustainable practices.	1
Continue to work to reduce emissions from industrial sources by regularly inspecting premises and enforcing legislation in accordance with government guidelines and the Environment Agency.	Ongoing through formal consultations and the Integrated Pollution and Prevention Control permitting regime.	Derby City Council	Low	Low	3	Short - ongoing	Feasible. Ensures that industrial processes comply with prescribed emissions standards, thereby reducing/controlling the potential for poor air quality.	1
Develop a bonfire initiative, geared at reducing bonfires in both a domestic and commercial environment.	Ongoing complaint work / advice. A bonfire initiative may provide guidance for the public and businesses and include measures to abate/discourage bonfires, giving advice, warnings and ultimately, legal action.	Derby City Council	Low	Low	3	Short	Feasible. Reducing numbers of bonfires and safer bonfire practices could help to reduce background emission levels from this source. This relates mainly to particulates rather than NO_2.	2
In Council operated buildings and housing stock, ensure all new boiler replacement projects utilise condensing boilers, and in commercial buildings lighting projects utilise high frequency luminaries.	This is now Derby City Council's policy, with condensing boilers being used as lead boilers.	Derby City Council	Low	Medium	2	Short	Feasible. Reduced emissions from Council buildings and housing stock. Can help to reduce fuel costs.	1
Improve standards of home insulation and heating systems.	This work is being progressed by Derby City Council's Home Energy Advice Team.	Derby City Council	Low	Low	3	Short to medium	Feasible. Reduced energy use in homes resulting in a net benefit of lower emissions and lower fuel costs.	1
Improve home energy awareness.	Ongoing through Home Energy Efficiency Officer's work at Derby City Council.	Derby City Council	Low	Low	3	Short - ongoing	Feasible. More efficient use of energy in the home resulting in reduced emissions and lower fuel costs.	1
Implement Derby City Council's Environmental Policy relating to the issues of transport and pollution.	The Council has an environmental policy, revised in 2004, which lays out our environmental aims and practices.	Derby City Council	Low	Low	3	Short - ongoing	Feasible. Example of best practice for local businesses. The Council's environmental policy is widely available to aid accountability and public awareness about our approach.	1
Use Derby City Council's 'Green Team' to promote good practice to all Council employees on air quality issues including developing the Council's Staff Travel Plan.	Ongoing programme to raise awareness through leaflets, e-mail and posters.	Derby City Council	Low	Low	3	Short - ongoing	Feasible. Helps to prevent unnecessary use of energy that will help to achieve national rather than local air quality benefits and can help to reduce fuel bills,	1
Continue the six week 'Envirolearn' training course run by Derby City Council.	The Envirolearn course is currently run on an annual basis. The course contains a specific module on green travel and alternative forms of transport.	Derby City Council	Low	Low	3	Short - ongoing	Feasible. Educating people about environmental issues may influence behaviour. Enables local people to understand the role they can play in improving all aspects of their environment.	1

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Raise awareness of environmental issues through events such as Eco-fest, an annual festival that provides a networking opportunity for local environmental groups and organisations.	Information is provided to the general public on alternative forms of transport and other 'green' energy saving issues.	Derby City Council	Low	Medium	2	Short - ongoing	Feasible. Educating people about environmental issues may influence behaviour at home and while travelling. Enables local people to understand the role they can play in improving all aspects of the environment. Helps to reduce fuel usage and allows the public to make more informed choices about energy conservation, recycling and transport options.	1
Use a Corporate Energy Policy to promote energy saving practices.	This provides justification for design solutions geared at minimising emissions.	Derby City Council	Low	Low	3	Short	Feasible. Encourages staff to save energy, thereby reducing emissions from electricity production. This will not affect local pollution levels but should help to reduce national production of pollutants.	2
Explore the possibility of purchasing renewable electricity in future utilities tenders, as part of the corporate energy policy.	The PFI contract for street lighting in Derby City includes a requirement for renewable energy.	Derby City Council	Low	Medium	2	Short	Feasible. Using renewable energy for street lighting provides a considerable demand for this energy, preventing pollution at the source rather than locally.	1
Explore the possibility of using the Environmental Preference Method for the selection of materials in the Design and Property Maintenance and Housing Department.	A Sustainable Purchasing Guide is currently being produced for Property Services. This may in future be adopted corporately.	Derby City Council	Low	Medium	2	Short	Feasible. Our extensive use of sustainable materials that have been produced, with the creation of the minimum of pollution will provide an ongoing market for such products, making their production more economically viable and setting a good example to local developers.	1
Compulsory purchase order on all houses within the AQMAs.	Moving people away from areas that exceed national air quality standards of pollutants reduces health risks.	Derby City Council	Low	Low	1	Medium to long	Not feasible. This option is not viable because of the unacceptable impact on individuals and communities concerned. The large number of houses involved also represents a prohibitive cost. Also, city centre living is encouraged since it reduces the need to travel regularly.	4