

9 Implementation of Action Plans

Table 9.1a Action Plan Progress - City Centre Air Quality Management Area Action Plan Update June 2010

No	Measure	Focus	Lead authority	Planning phase	Implementation phase	Indicator	Target NO ₂ annual emission reduction in the AQMA	Progress to date	Progress in last 12 months	Estimated completion date	Comments relating to emission reductions
1	Turning Point Major Integrated Transport Scheme	Redistribution of cross-city traffic movements with restricted access to Milton Street/Lower Parliament Street Area to achieve high level pedestrian and bus priority	City Council	2002-03	2004-06	Congestion Bus use Pedestrian footfall Area wide traffic mileage		New traffic scheme introduced for Northern quadrant of inner ring road. Pavement widening and enhanced bus waiting facilities	Scheme completed November 2006. 76% reduction in traffic volumes on restricted access streets. Increase in pedestrian footfall. Contributed to 5% increase in bus patronage since 2006	2006	Traffic redistribution within AQMA area. Increased priority for buses without significant traffic displacement impacts.
2	Parksmart	Variable message signing and zonal car park direction signing system to direct traffic to available car park parking availability	City Council	2008	2009-10	Congestion	< 1µg/m ³	Business case prepared. Funding secured via LTP. Includes supporting marketing information.	System installed and operational	2010	Will reduce congestion by reducing circulating traffic speculatively searching for a car parking space
3	Statutory Bus Quality Partnership Scheme	UK's first City Centre wide statutory quality partnership scheme	City Centre	2009	2010	Bus use	< 1µg/m ³	Consultation on scheme requirements with operators completed. Upgrading of bus stop infrastructure.	Scheme implemented. Funding secured for ongoing monitoring arrangements.	2010	Management of all bus services operating in the City Centre including of minimum bus emission standards
4	Connecting	Huntingdon St/Lower	City Council	2006-08	2009-12	Congestion Traffic		Business case prepared. Detailed design	Under construction	2011	Traffic redistribution within

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	Eastside - Phase 1	Parliament St (between Mansfield Road and Southwell Road) to become strategic two-way traffic route with associated public realm improvement package				volume Pedestrian footfall Cycling trips		complete. Funding package including EMDA and ERDF funding secured.			AQMA area. Will encourage more walking and cycling.
5	Connecting Eastside - Phase 2	Cranbrook St/Bellar Gate bus priority route and local access	City Council	2006-2010	2012-16	Bus use Public transport accessibility		Preliminary design complete. Funding opportunities being explored.	Scheme to be included in LTP3.	2016	Traffic redistribution within AQMA area. Will increase public transport accessibility to Eastside of the City and thus support sustainable regeneration.
6	Primary Pedestrian Routes	Increased priority for pedestrians across inner ring road junctions and upgraded routes from City Centre through regeneration areas.	City Council	2003-2005	2006-11	Pedestrian footfall		Hockley scheme completed in October 2007. Shared surface treatment, public realm and pavement widening from Carlton Street to Cranbrook Street. Includes infilling of all pedestrian subways.	Other routes in development including as part of Connecting Eastside project.	2011	Will encourage more walking and modal change from car.
7	Commuter cycle routes	On road cycle route improvements includes road space	City Council	2007-10	2008-11	Cycling trips	< 1µg/m ³	£250k allocated per year in LTP. Hucknall Rd scheme completed in 2009 and Strelley Route in 2010. Clifton route	Clifton route currently in design and subject to consultation.	2011	Will encourage more cycling and modal change from car.

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		reallocation, cycle lanes and advanced stop lines at junctions						currently in design.			
8	Big Track	Off road circular cycle route via City Centre. Includes Embankment Link and upgrading of footbridge to accommodate cyclists.	British Waterways	2006-08	2008-09	Cycling trips	< 1µg/m ³	Funding secured from GNTP/EMDA and LTP. Delivery managed by British Waterways.	Construction completed	2009	Will encourage more cycling and modal change from car.
9	Travel Plans	Travel plans and business support package for employers.	City Council	2006	2006-11	Travel plans	1µg/m ³	Local Plan requires travel plan for all large-scale development schemes. Travel plan advice and business support package available to employers. TransAct grant scheme available to small and medium sized enterprises for sustainable transport measures.	35 live travel plans in place covering 53,000 employees (approximately 30% of the workforce)	Ongoing	Discourages car use for commuting journeys. Will encourage modal change to more sustainable modes and car sharing.
10	Station Hub	Rail capacity improvements and development of modern transport interchange	City Council/ Network Rail/ East Midlands Trains	2006-11	2010-14	Congestion Public transport use	1µg/m ³	Business Case approved. Planning application submitted.	Funding package being finalised.	2014	Will reduce congestion and encourage modal change.
11	NET Phase 2	Tram network extensions to	City Council	2006-11	2011-14	Tram use Congestion		Programme entry approval secured	Tenders submitted to	2014	Will encourage modal change from

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		Clifton and Chilwell via Beeston					1-2 µg/m ³	October 2006. Transport and Work Act Order submitted April 2007. Public Inquiry completed January 2008. Development of scheme design and future procurement arrangements ongoing.	design, build, operate and maintain the expanded system. Planned construction to commence in 2011.		car and thus reduce congestion as well as supporting sustainable development.
12	NET Future Phases	Other tram network extensions linked to sustainable urban extensions	City Council	2011-16	Post 2019	Tram use Congestion	2 µg/m ³	Subject to preliminary design and economic assessment.	Sustainable urban extensions and infrastructure requirements identified through Aligned Core Strategy process	Post 2019	Will encourage modal change from car and thus reduce congestion as well as supporting sustainable development
13	Workplace Parking Levy	Employers charged for commuter car parking provision (>10 spaces). Revenue generated to fund significant public transport improvements	City Council	2006-12	2012	Congestion Public transport use	< 1µg/m ³	Business case agreed by DfT. Examination in public completed. Scheme order approved.	Scheme deferred to 2012 due to the economic recession.	2012	Fiscal measure to discourage commuting by car coupled with significant improvements to public transport alternatives.
14	Park and Ride	Expansion of Park and Ride capacity	City and County Councils	2006-11	2008-14	Public transport use	< 1µg/m ³	Queens Drive park and ride facility expansion completed - 2009. New sites and expansion of other sites linked to sustainable urban extensions.	Two large scale sites planned linked to delivery of NET Phase 2.	2014	Reduces congestion through less vehicle movements to the City Centre.
15	A52 Ring Road upgrading	Upgrading of Ring Road Radcliffe to Clifton Bridge as	Highways Agency	Post 2014	Post 2019	Congestion		Feasibility being considered as part of Growth Point programme. Requires prioritisation through	Sustainable urban extensions and infrastructure requirements	Post 2019	Reduced congestion by increasing capacity of ring road around the south of the

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		recommended in the A52 MMS						Regional Funding Allocations process.	identified through Aligned Core Strategy process		conurbation.
16	New River Crossing	New Trent River crossing at Radcliffe. Development of alternative traffic routes to the east of the conurbation.	County Council	Post 2014	Post 2019	Congestion	4-5µg/m ³	Feasibility considered as part of A52 multi-modal study. Requires prioritisation through Regional Funding Allocations process	Sustainable urban extensions and infrastructure requirements identified through Aligned Core Strategy process	Post 2019	Reduced congestion through provision of an alternative route for cross-city traffic movements to the east of the conurbation.

Table 9.1b: Action Plan Progress – Ring Road (Dunkirk) Air Quality Management Area Action Plan Update June 2010

No	Measure	Focus	Lead authority	Planning phase	Implementation phase	Indicator	Target NO ₂ annual emission reduction in the AQMA	Progress to date	Progress in last 12 months	Estimated completion date	Comments relating to emission reductions
1	Full signalisation of junction	Derby Road/Ring Road junction	Highways Agency	2009-10	2011	Congestion Bus punctuality	< 1µg/m ³	Consultation on scheme proposals.	Linked to maintenance scheme.	2011	Will help to smooth traffic flow and ease congestion
2	NET Phase 2	Network extension to Chilwell via Beeston (including Park and Ride at Bardills) includes stop to serve QMC and interchange with local bus services	City Council	2006-11	2011-14	Tram use Congestion Reduction in monitored nitrogen dioxide levels on Beeston Road	1µg/m ³	Programme entry approval secured October 2006. Transport and Work Act Order submitted April 2007. Public Inquiry completed January 2008. Development of scheme design and future procurement arrangements ongoing.	Tenders submitted to design, build, operate and maintain the expanded system. Planned construction to commence in 2011.	2014	Will encourage modal change from car and thus reduce congestion as well as supporting sustainable development.
3	Ring Road major	Integrated transport scheme to increase junction capacity, improve an orbital bus service, upgrade interchange facilities, improve cycle and footway facilities and provide better parking provision for residents	City Council	2006-11	2011-13	Congestion Public transport use Bus punctuality Monitored nitrogen dioxide levels	1µg/m ³	Preliminary design complete. Business case submitted July 2006.	Programme entry approval received in April 2010. Nitrogen dioxide diffusion tube monitoring along ring road initiated January 2010	2014	Will smooth traffic flow and reduce congestion. Improved orbital bus will encourage modal change supported by better interchange facilities that will simplify transfer between radial and orbital bus services without the need to travel via the City centre.

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4	Ring Road bus service capacity upgrade	New larger vehicles to operate 'Medi-link' Ring Road orbital bus service	City Council	2010-11	2012 (now to be delivered as part of Ring Road major scheme)	Bus use	< 1µg/m ³	Upgraded to 10-minute frequency service from March 2007. Free link between two major hospital campuses, NET and Queens Drive Park and Ride facility. Provides interchange with radial public transport services.	Usage up to 23,000 passengers per week	2012	Improves accessibility of two large hospital campuses and encourages modal change. Linked to hospital travel plans.
5	QMC Interchange	Development of bus interchange and in the future tram within the hospital site	City Council	2010-13	2013-14 (linked to delivery of NET Phase 2)	Public transport use	< 1µg/m ³	Being designed as part of NET Phase 2 project.	As NET Phase 2.	2014	Supports public transport integration.
6	Bus Priority	Introduction of bus lanes through road space reallocation and other bus priority measures in A6200/A52 and A6005 corridors	County Council	2011-16	Schemes to be programmed for LTP 3 post 2011	Public transport use Bus punctuality	< 1µg/m ³	Subject to preliminary design.	Potential schemes for LTP 3 Implementation Plan	Post 2011	Will encourage modal change from car.
7	Cycle Links	Cycle network development	City Council	2008	2009-10	Cycling trips	< 1µg/m ³	Upgrading of commuter cycle routes and ring road cycle facilities. Detailed design complete.	One commuter route per year to be implemented 2009 to 2011.	2011	Will encourage modal change from car.
8	Bus/cycle integration project	Carbon reduction demonstration project	City Council	2009	2009-10	Cycling trips Bus trips Carbon reduction	< 1µg/m ³	EMDA funding secured. Interchange points agreed. Equipment ordered.	Installation underway.	2010	Will encourage mode change from car through extending the

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		involving installation of cycle parking facilities at bus interchange points.									catchment areas of high frequency bus services.
9	UCycle project	Cycling England national demonstration project to encourage more students and staff to cycle to Higher Education sites.	Sustrans	2008-09	2009-11	Cycling trips Proportion of people cycling to University institutions	< 1µg/m ³	Business case prepared leading to a successful bid to Cycling England. Funding for infrastructure also secured from EMDA.	Staff appointed to work with University institutions incl. University Hospital.	2011	Will encourage modal change from car.
10	Travel Plans	Including updating of hospital and University plans	City Council	2006	2006-11	Travel plans	1µg/m ³	Local Plan requires travel plan for all large-scale development schemes. Lenton Lane area travel plan developed as a Highways Agency pilot project involving 25 employers covering 7,000 employees in the vicinity of the Ring Road. Queens Medical Centre and Nottingham University staff travel surveys completed.	Lenton Lane area travel plan launched June 2008. Dedicated travel plan website for Lenton Lane area received 1,000 hits on its launch day. Staff car parking reduced at QMC site.	Ongoing	Will encourage modal change from car.
11	Workplace Parking Levy	Employers charged for	City Council	2006-12	2012	Congestion Public	1µg/m ³	Business case agreed by DfT. Examination in	Scheme deferred to 2012	2012	Fiscal measure to discourage

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		commuter car parking provision (>10 spaces). Revenue generated to fund significant public transport improvements				transport use		public completed. Scheme order approved.	due to the economic recession.		commuting by car coupled with significant improvements to public transport alternatives.