



Department  
for Environment  
Food & Rural Affairs

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## **Draft Air Quality Plan for the achievement of EU air quality limit value for nitrogen dioxide (NO<sub>2</sub>) in East Midlands (UK0032)**

**September 2015**



Llywodraeth Cymru  
Welsh Government



**DOE**

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# 1 Introduction

## 1.1 This document

This document is the East Midlands non-agglomeration zone (UK0032) updated air quality plan for the achievement of the EU air quality limit values for nitrogen dioxide (NO<sub>2</sub>). This is an update to the air quality plan published in September 2011 (<http://uk-air.defra.gov.uk/library/no2ten/>).

This plan presents the following information:

- General information regarding the East Midlands non-agglomeration zone
- Details of the NO<sub>2</sub> exceedance situation within the East Midlands non-agglomeration zone
- Details of local air quality measures that have been implemented, will be implemented or are being considered for implementation in this non-agglomeration zone.

This air quality plan for the East Midlands non-agglomeration zone should be read in conjunction with the separate UK overview document. The UK overview document sets out, amongst other things, the authorities responsible for delivering air quality improvements and the national measures that are applied in some or all UK zones. The measures presented in this plan and the accompanying UK overview document show how the UK will ensure that compliance with the NO<sub>2</sub> limit values is achieved in the shortest possible time.

## 1.2 Context

Two NO<sub>2</sub> limit values for the protection of human health have been set in the Air Quality Directive (2008/50/EC). These are:

- The annual mean limit value: an annual mean concentration of no more than 40  $\mu\text{g m}^{-3}$
- The hourly limit value: no more than 18 exceedances of 200  $\mu\text{g m}^{-3}$  in a calendar year.

The Air Quality Directive stipulates that compliance with the NO<sub>2</sub> limit values will be achieved by 01/01/2010.

## 1.3 Zone status

The assessment undertaken for the East Midlands non-agglomeration zone indicates that the annual limit value was exceeded in 2013 but is likely to be achieved before 2025 through the introduction of measures included in the baseline. When combined with the measures outlined in the overview document for the UK we expect this zone to be compliant by 2020.

## 1.4 Plan Structure

General administrative information regarding this non-agglomeration zone is presented in section 2.

Section 3 then presents the overall picture with respect to NO<sub>2</sub> levels in this non-agglomeration zone for the 2013 reference year of this air quality plan. This includes declaration of exceedance situations within the non-agglomeration zone and presentation of a detailed source apportionment for each exceedance situation.

An overview of the measures already taken and to be taken within the non-agglomeration zone both before and after 2013 is given in section 4.

Baseline modelled projections for 2020, 2025 and 2030 for each exceedance situation are presented in section 5. The baseline projections presented here include, where possible, the impact of measures that have already been taken and measures for which the relevant authority has made a firm commitment to take the measure(s). However, it has not been possible to quantify the impact of all the measures. This section therefore also explains which measures have been quantified, and hence included in the model projections, and which measures have not been quantified.

## 2 General information about the Zone

### 2.1 Administrative information

Zone name: East Midlands

Zone code: UK0032

Type of zone: non-agglomeration zone

Reference year: 2013

Extent of zone: Figure 1 shows the area covered by the East Midlands non-agglomeration zone.

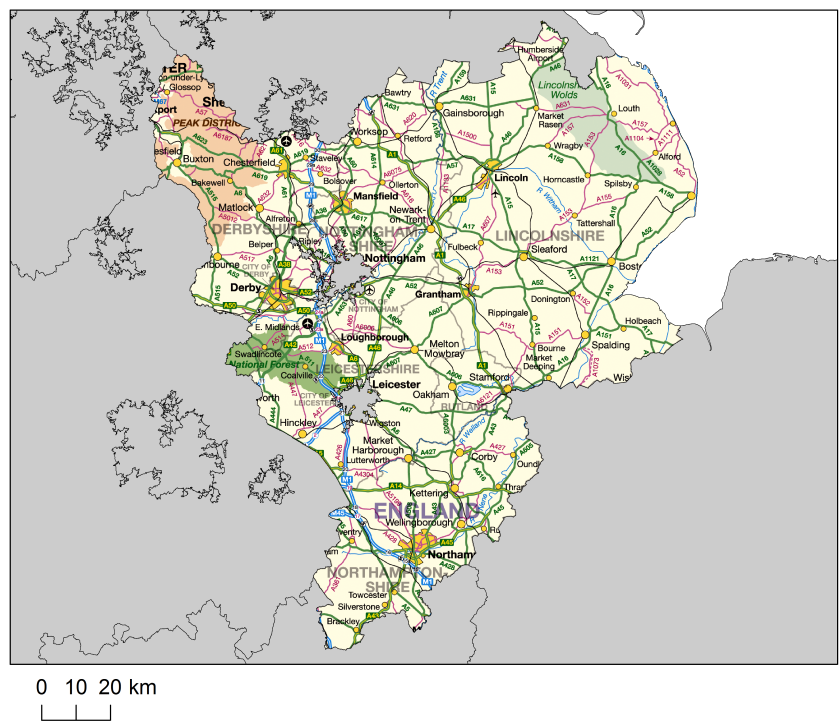
Local Authorities within the zone: Figure 2 shows the location of Local Authorities within the non-agglomeration zone. A list of these Local Authorities is also given below. The numbers in the list correspond to the numbers in Figure 2.

1. Amber Valley Borough Council
2. Ashfield District Council
3. Bassetlaw District Council
4. Blaby District Council
5. Bolsover District Council
6. Boston Borough Council
7. Broxtowe Borough Council
8. Charnwood Borough Council
9. Chesterfield Borough Council
10. Corby Borough Council
11. Daventry District Council
12. Derby City Council
13. Derbyshire Dales District Council
14. East Lindsey District Council
15. East Northamptonshire Council
16. Erewash Borough Council
17. Gedling Borough Council
18. Harborough District Council
19. High Peak Borough Council
20. Hinckley and Bosworth Borough Council
21. Kettering Borough Council
22. Leicester City Council
23. Lincoln City Council
24. Mansfield District Council

25. Melton Borough Council
26. Newark and Sherwood District Council
27. North East Derbyshire District Council
28. North Kesteven District Council
29. North West Leicestershire District Council
30. Northampton Borough Council
31. Nottingham City Council
32. Oadby & Wigston District Council
33. Rushcliffe Borough Council
34. Rutland County Council
35. South Derbyshire District Council
36. South Holland District Council
37. South Kesteven District Council
38. South Northamptonshire Council
39. Wellingborough Borough Council
40. West Lindsey District Council

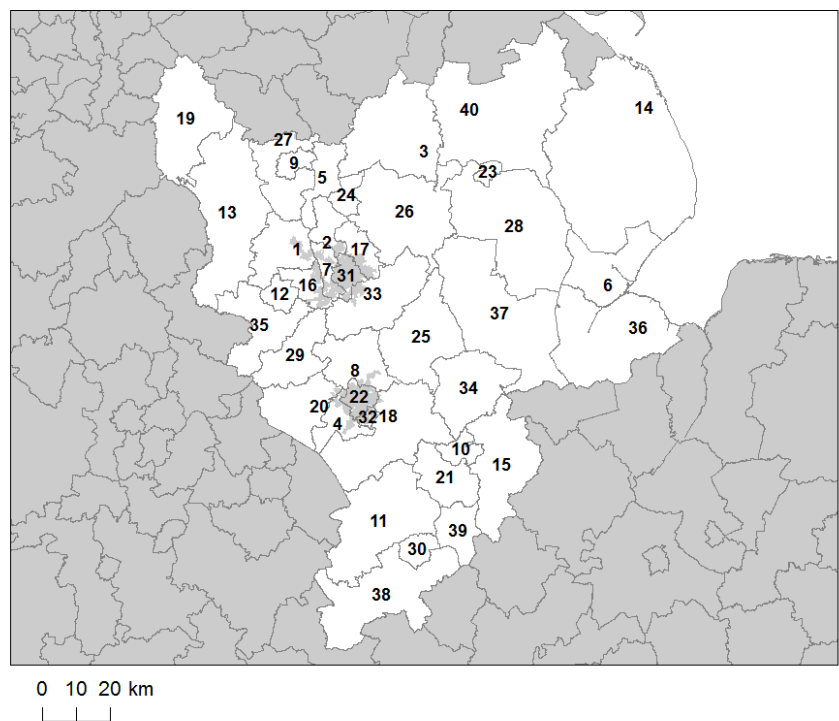
(Note: Local Authority boundaries do not necessarily coincide with zone boundaries. Hence Local Authorities may be listed within more than one zone plan.)

**Figure 1: Map showing the extent of the East Midlands non-agglomeration zone (UK0032).**



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**Figure 2: Map showing Local Authorities within the East Midlands non-agglomeration zone (UK0032).**



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## 2.2 Assessment details

### Measurements

NO<sub>2</sub> measurements in this zone were available in 2013 from the following national network monitoring stations (NO<sub>2</sub> data capture for each station in 2013 shown in brackets):

1. Chesterfield GB0929A (94%)
2. Chesterfield Roadside GB0928A (92%)
3. Ladybower GB0037R (99%)
4. Lincoln Canwick Rd. GB1014A (99%)
5. Market Harborough GB0838A (69%)
6. Northampton Kingsthorpe GB1019A (99%)

Full details of monitoring stations within the East Midlands non-agglomeration zone are available from <http://uk-air.defra.gov.uk/networks/network-info?view=aurn>.

### Modelling

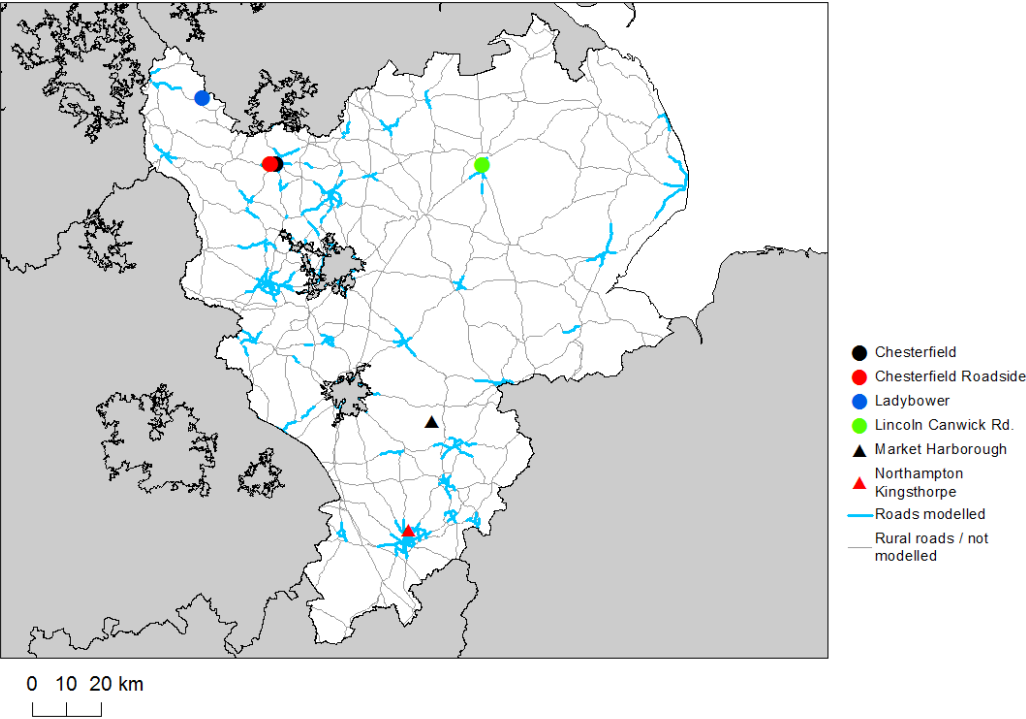
Modelling for the 2013 reference year has been carried out for the whole of the UK. This modelling covers the following extent within this zone:

- Total background area within zone (approx): 15,458 km<sup>2</sup>
- Total population within zone (approx): 3,503,120 people
- Total road length where an assessment of NO<sub>2</sub> concentrations have been made: 654 km in 2013 (and similar lengths in previous years)

### Zone maps

Figure 3 presents the location of the NO<sub>2</sub> monitoring stations within this zone for 2013 and the roads for which NO<sub>2</sub> concentrations have been modelled. NO<sub>2</sub> concentrations at background locations have been modelled across the entire zone at a 1 x 1 km<sup>2</sup> resolution.

**Figure 3: Map showing the location of the NO<sub>2</sub> monitoring stations with valid data in 2013 and roads where concentrations have been modelled within the East Midlands (UK0032) non-agglomeration zone.**



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## 2.3 Reporting Under European Directives

From 2001 to 2012 the UK has reported annually on air quality concentrations using a standard excel questionnaire (Decision 2004/461/EC). These questionnaires are available online from <http://cdr.eionet.europa.eu/gb/eu/annualair>. Since 2013 reporting has been via an e-reporting system (Decision 2011/850/EU) <http://cdr.eionet.europa.eu/gb/eu/>.

In addition, the UK has reported on air quality plans and programmes (Decision 2004/224/EC) <http://cdr.eionet.europa.eu/gb/eu/aqpp>.

# 3 Overall Picture for 2013 Reference Year

## 3.1 Introduction

There are two limit values for the protection of health for NO<sub>2</sub>. These are:

- The annual limit value (annual mean concentration of no more than 40  $\mu\text{g m}^{-3}$ )
- The hourly limit value (no more than 18 hourly exceedances of 200  $\mu\text{g m}^{-3}$  in a calendar year)

Within the East Midlands non-agglomeration zone the annual limit value was exceeded in 2013. Hence, one exceedance situation for this zone has been defined, NO<sub>2</sub>\_UK0032\_Annual\_1, which covers exceedances of the annual limit value. This exceedance situation is described below.

## 3.2 Reference year: NO<sub>2</sub>\_UK0032\_Annual\_1

The NO<sub>2</sub>\_UK0032\_Annual\_1 exceedance situation covers all exceedances of the annual mean limit value in the East Midlands non-agglomeration zone in 2013.

Compliance with the annual limit value in this exceedance situation has been assessed using a combination of air quality measurements and modelling. Table 1 presents measured annual concentrations at national network stations in this exceedance situation since the 1st Daughter Directive (1999/30/EC) came into force in 2001. This shows that there were measured exceedances of the annual limit value at Lincoln Canwick Rd. (GB1014A) in 2013. Table 2 summarises modelled annual mean NO<sub>2</sub> concentrations in this exceedance situation for the same time period. This table shows that, in 2013, 65.3 km of road length was modelled to exceed the annual limit value. There were no modelled background exceedances of the annual limit value. Maps showing the modelled annual mean NO<sub>2</sub> concentrations for 2013 at background and at roadside locations are presented in Figures 4 and 5 respectively. All modelled exceedances of the annual limit value are coloured orange or red in the maps.

The maximum measured concentration in the zone varies due to changes in emissions and varying meteorology in different years. However, the models are also updated each year to take into account the most up-to-date science, so the modelled results for different years may not be directly comparable.

The modelling carried out for this exceedance situation has also been used to determine the annual mean NO<sub>x</sub> source apportionment for all modelled locations. Table 3 presents summary source apportionment information in this exceedance situation.

Table 3 summarises the modelled NO<sub>x</sub> source apportionment for the section of road with the highest modelled NO<sub>2</sub> concentration in this exceedance situation in 2013. This is important information because it shows which

sources need to be tackled at the location with the largest compliance gap in the exceedance situation. It is not possible to calculate an unambiguous source apportionment for annual mean NO<sub>2</sub> concentrations for the reasons discussed in the UK Technical Report<sup>1</sup>. Therefore no NO<sub>2</sub> source apportionment is provided.

Figure B.1 in Annex B presents the annual mean NO<sub>x</sub> source apportionment for each section of road within the NO<sub>2</sub>\_UK0032\_Annual\_1 exceedance situation (i.e. the source apportionment for all exceeding roads only) in 2013. Roads have been grouped into motorways, primary roads and trunk roads in this figure.

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<sup>1</sup>Technical report to be finalised for the final plan.

**Table 1: Measured annual mean NO<sub>2</sub> concentrations at national network stations in NO2\_UK0032\_Annual\_1 for 2001 onwards,  $\mu\text{gm}^{-3}$  (a). Data capture shown in brackets.**

| Site name (EOI code)                 | 2001    | 2002    | 2003    | 2004    | 2005    | 2006    | 2007    | 2008    | 2009    | 2010    | 2011    | 2012    | 2013    |
|--------------------------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| Chesterfield (GB0929A)               |         |         |         |         |         |         |         | 18 (73) | 19 (95) | 20 (91) | 15 (96) | 18 (97) | 18 (94) |
| Chesterfield Roadside<br>(GB0928A)   |         |         |         |         |         |         |         | 22 (72) | 21 (97) | 23 (96) | 23 (87) | 19 (93) | 22 (92) |
| Ladybower (GB0037R)                  | 12 (88) | 13 (97) | 13 (98) | 9 (90)  | 9 (92)  | 8 (46)  | 9 (73)  | 8 (94)  | 10 (77) | 10 (94) | 9 (94)  | 11 (98) | 16 (99) |
| Lincoln Canwick Rd.<br>(GB1014A)     |         |         |         |         |         |         |         |         |         |         | 39 (40) | 44 (98) | 43 (99) |
| Market Harborough<br>(GB0838A)       |         |         | 22 (5)  | 13 (90) | 13 (93) | 11 (96) | 12 (98) | 11 (99) | 12 (92) | 12 (92) | 9 (79)  | 15 (53) | 13 (69) |
| Northampton (GB0738A)                | 23 (59) | 21 (99) | 24 (99) | 20 (87) | 23 (52) | 21 (98) | 21 (97) | 21 (92) | 21 (99) | 21 (99) | 18 (99) | 19 (52) |         |
| Northampton Kingsthorpe<br>(GB1019A) |         |         |         |         |         |         |         |         |         |         |         | 15 (47) | 16 (99) |

(a) Annual Mean Limit Value = 40  $\mu\text{gm}^{-3}$

Table 2: Annual mean NO<sub>2</sub> model results in NO<sub>2</sub>\_UK0032\_Annual\_1 for 2001 onwards.

|   | 2001  | 2002 | 2003  | 2004  | 2005  | 2006  | 2007  | 2008 | 2009 | 2010  | 2011 | 2012 | 2013 |
|---|-------|------|-------|-------|-------|-------|-------|------|------|-------|------|------|------|
| Road length exceeding (km)                              | 204.3 | 52.3 | 249.7 | 118.3 | 120.5 | 112.2 | 101.8 | 80.8 | 85.9 | 109.9 | 65.0 | 62.4 | 65.3 |
| Background exceeding (km <sup>2</sup> )                 | 34    | 0    | 1     | 0     | 0     | 0     | 0     | 0    | 3    | 7     | 1    | 1    | 0    |
| Maximum modelled concentration (µgm <sup>-3</sup> ) (a) | 67.1  | 63.5 | 78.5  | 69.3  | 79.4  | 72.5  | 74.8  | 80.1 | 75.8 | 81.6  | 65   | 61   | 64   |

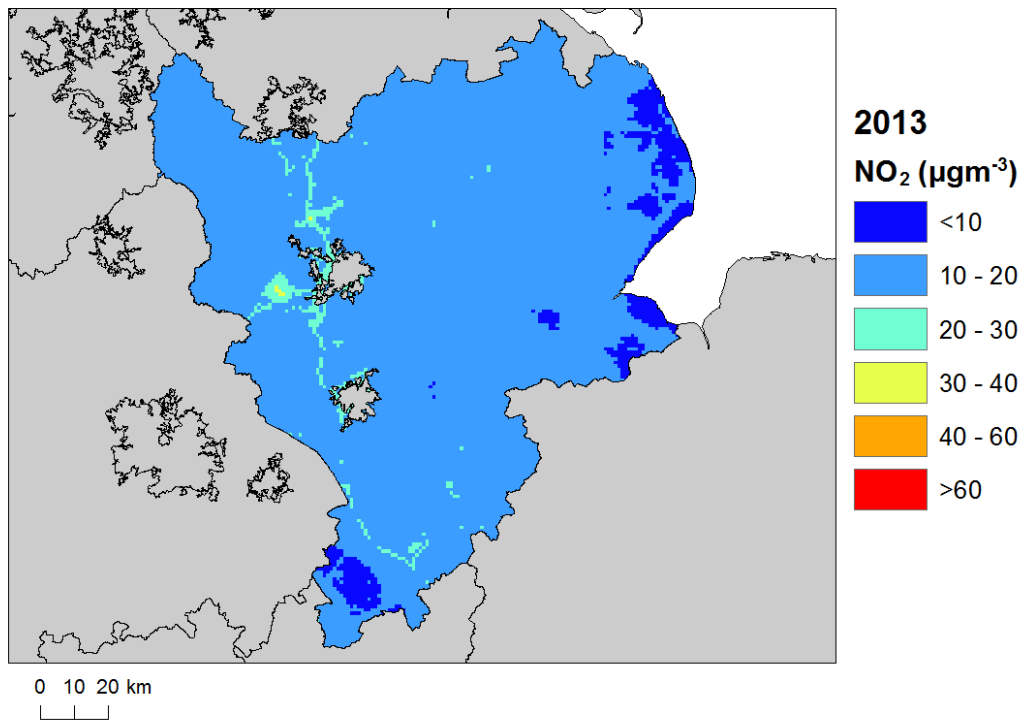
(a) Annual Mean Limit Value = 40 µgm<sup>-3</sup>

**Table 3: Modelled annual mean NO<sub>x</sub> source apportionment at the traffic count point with the highest modelled concentration in 2013 in NO<sub>2</sub>\_UK0032\_Annual\_1 ( $\mu\text{gm}^{-3}$ ) (traffic count point 46556 on the A52; OS grid (m): 436000, 336500).**

| Spatial scale   | Component   | Concentration at highest road link (a) |
|---|---|--|
| Regional background sources NO <sub>x</sub> (i.e. contributions from distant sources of > 30 km from the receptor). | Total   | 13.1                                   |
|   | From within the UK  | 8.2                                    |
|   | From transboundary sources (includes shipping and other EU member states) | 4.9                                    |
| Urban background sources NO <sub>x</sub> (i.e. sources located within 0.3 - 30 km from the receptor).               | Total   | 33.1                                   |
|   | From road traffic sources   | 16.9                                   |
|   | From industry (including heat and power generation)                       | 4.0                                    |
|   | From agriculture  | NA                                     |
|   | From commercial/residential sources                                       | 2.4                                    |
|   | From shipping   | 0.0                                    |
|   | From off road mobile machinery  | 6.2                                    |
|   | From natural sources  | NA                                     |
|   | From transboundary sources  | NA                                     |
| Local sources NO <sub>x</sub> (i.e. contributions from sources < 0.3 km from the receptor).                         | From other urban background sources                                       | 3.6                                    |
|   | Total   | 125.0                                  |
|   | From petrol cars  | 14.2                                   |
|   | From diesel cars  | 49.3                                   |
|   | From HGV rigid  | 14.4                                   |
|   | From HGV articulated  | 2.2                                    |
|   | From buses  | 26.0                                   |
|   | From petrol LGVs  | 0.3                                    |
|   | From diesel LGVs  | 18.3                                   |
|   | From motorcycles  | 0.2                                    |
|   | From London taxis   | 0.0                                    |
| Total NO <sub>x</sub> (i.e. regional background + urban background + local components)                              |   | 171.1                                  |
| Total NO <sub>2</sub> (i.e. regional background + urban background + local components)                              |   | 64                                     |

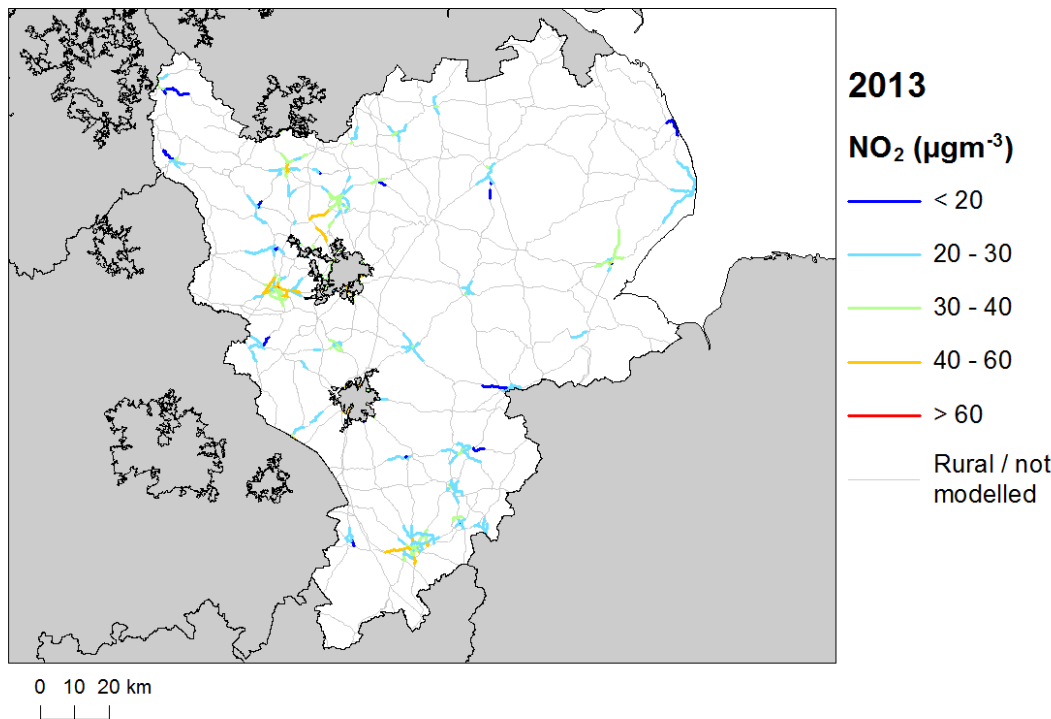
(a) Components are listed with NO<sub>x</sub> concentration of NA when there is no source from this sector.

**Figure 4: Map of modelled background annual mean NO<sub>2</sub> concentrations 2013. Modelled exceedances of the annual limit value are shown in orange and red.**



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**Figure 5: Map of modelled roadside annual mean NO<sub>2</sub> concentrations 2013. Modelled exceedances of the annual limit value are shown in orange and red.**



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## 4 Measures

### 4.1 Introduction

This section (section 4) gives details of measures that address exceedances of the NO<sub>2</sub> limit values within East Midlands non-agglomeration zone. This includes both measures that have already been taken and measures for which there is a firm commitment that they will be taken.

Section 5 then explains the extent to which it has been possible to incorporate the impacts of these measures into the baseline modelling carried out for this assessment.

### 4.2 Source apportionment

It is important to understand which sources are responsible for causing the exceedance in order to most effectively tailor measures to address the NO<sub>2</sub> exceedance situation described in section 3 above. This can be achieved by considering the source apportionment for the exceedance situation, also presented in section 3. A summary of what the source apportionment shows and the implications for which measures would therefore be appropriate is given here.

Local road traffic was the dominant source in this exceedance location in the reference year. The largest contribution was from cars at the location of maximum exceedance with a contribution of 63.5  $\mu\text{gm}^{-3}$  of NO<sub>x</sub> out of a total of 171.1  $\mu\text{gm}^{-3}$  of NO<sub>x</sub>. Cars and articulated HGVs were important sources on the motorway roads with the highest concentrations in this exceedance situation. Cars and on some roads articulated HGVs and rigid HGVs or buses were important sources on the primary roads with the highest concentrations. Cars and articulated HGVs were important sources on the trunk roads with the highest concentrations. For all road links concentrations of NO<sub>x</sub> from diesel cars were approximately four times greater than NO<sub>x</sub> emissions from petrol cars. NO<sub>x</sub> concentrations from petrol LGVs are a small component of total NO<sub>x</sub> concentrations and less than 2% of total NO<sub>x</sub> from LGVs.

This indicates that appropriate measures should impact on local road traffic sources in this zone. Other measures may also be beneficial depending on the source apportionment for the urban background.

### 4.3 Measures

Measures potentially affecting NO<sub>2</sub> in this non-agglomeration zone have been taken and/or are planned at a range of administrative levels. These are:

- European Union
- National (i.e. England, Scotland, Wales, Northern Ireland or whole UK)
- Local (i.e. UK Local Authorities)

Details of European Union measures (e.g. euro standards, fuel quality directives, integrated pollution prevention and control) can be found on the European Commission's website ([http://ec.europa.eu/environment/air/index\\_en.htm](http://ec.europa.eu/environment/air/index_en.htm)). Details of national measures are given in the UK overview document.

Relevant Local Authority measures within this exceedance situation are listed in Table C.1 (see Annex C). Table C.1 lists measures which a local authority has carried out or is in the process of carrying out, plus additional measures which the local authority is committed to carrying out or is investigating with the expectation of carrying out in the future.

Derby City's Council plan for 2011-14 includes objectives supporting less carbon emissions from industry and transport and encouraging more walking and cycling. In its implementation plan 2013-2015, the Council sets out a 'Better by Bus' project, also falling within the overall 'Connected' brand which seeks to tackle the barriers which discourage commuting and business travel by bus in the city.

The project is committed to spending over £11.9 million through a variety of funding streams with £2.1 million from the Better Bus Area fund, with significant other funding from private investors, including Arriva and Trent Barton between 2012 and 2014. The project aims to improve the reliability and punctuality of bus services; enhance the quality of passenger facilities; improve information provision; make it easier and cheaper to travel by introducing joint operator ticketing; and encourage behaviour change through marketing and promotional activities.

In August 2012 Derby Council were awarded a grant under the Local Sustainable Transport Fund. As a result they have been able to improve sustainable transport options for commuters and businesses. This delivers a package of measures to improve bus services, cycle and pedestrian routes, cycle hubs and access from Derby station and Riverside.

Construction of the East Midlands Parkway station has also reduced congestion/car use. In 2012/13 283,756 passengers represented a 7.23% increase from 2011/12. A rail based park and ride scheme has also been set up.

Road improvement works are being implemented. The A52 Wyvern Transport Improvement Scheme aims to reduce traffic congestion and improve safety on the A52 and Wyvern. The scheme consists of:

- extra lanes and a 50mph speed limit on the A52, near the Wyvern junctions
- a two lane, realigned access to Wyvern/Pride Park from the A52
- a new signal controlled crossroads at the junction of Wyvern Way and Derwent Parade
- bus priority detectors on the westbound approach to the traffic signals
- carriageway resurfacing and replacement safety barriers

Further improvements to help pedestrians and cyclists include:

- new, shared use pedestrian and cycle routes on Wyvern Way
- crossing facilities at junctions
- a replacement footbridge linking Meadow Lane, Chaddesden and Wyvern - this will be a shared pedestrian and cycle bridge and will have ramped accesses so that it is accessible to all users

Within the design stage and planning application submissions, air quality is being modelled for 'without' and 'with' scheme scenarios. The scheme is expected to improve local air quality by reducing congestion and allowing traffic to move more freely. The scheme also involves the introduction of positive steps to improve public transport and cycle routes and to reduce the number of cars on the road. The scheme is expected to have a positive impact on Derby City Council's A52 (Spondon) AQMA, which has been designated for NO<sub>2</sub>.

## 4.4 Measures timescales

Timescales for national measures are given in the UK overview document.

Local Authorities report on progress with the implementation of their action plans annually and review action plan measures regularly. Information on local measures was collected in February/March 2015. Hence, any Local Authority action plans and measures adopted by Local Authorities after this time have not been included in this air quality plan.

The reference year for this air quality plan is 2013. Hence where measures started and finished before 2013, then the improvement in air quality resulting from these measures will have already taken place before the reference year and the impact of these measures will have been included in the assessment where the measure has had an impact on the statistics used to compile the emission inventory. Many measures started before the reference year and will continue to have a beneficial impact on air quality well beyond the reference year. Hence measures with a start date before 2013 and an end date after 2013 may have an impact on concentrations in the reference year and a further impact in subsequent years. Where the Status column in Annex C is 'Implementation', this shows that this measure is already underway or that there is a commitment for this measure to go ahead. Where the Status is 'Planning', 'Preparation' or 'Other' the level of commitment is less clear and it is possible some of these measures may not go ahead.

## 5 Baseline Model projections

### 5.1 Overview of model projections

Model projections for 2020, 2025 and 2030, starting from the 2013 reference year described in section 3, have been calculated in order to determine when compliance with the NO<sub>2</sub> limit values is likely to be achieved on the basis of EU, regional and local measures currently planned. Details of the methods used for the baseline emissions and projections modelling are provided in the UK technical report.

For national measures, it has not been possible to quantify the impact of all measures on emissions and ambient concentrations. The impact for all quantifiable measures has been included in the baseline projections.

The impacts of the individual Local Authority measures have not been explicitly included in the baseline model projections. However, measures may have been included implicitly if they have influenced the traffic counts for 2012 (used as a basis for the compilation of the emission inventory) or in the traffic activity projections to 2020 and beyond (used to calculate the emissions projections). It should be recognised that these measures will have a beneficial impact on air quality, even if it has not been possible to quantify this impact here.

### 5.2 Baseline projections: NO<sub>2</sub>\_UK0032\_Annual\_1

Table 4 presents summary results for the baseline model projections for 2020, 2025 and 2030 for the NO<sub>2</sub>\_UK0032\_Annual\_1 exceedance situation. This shows that the maximum modelled annual mean NO<sub>2</sub> concentration predicted for 2020 in this exceedance situation is 43  $\mu\text{gm}^{-3}$ . By 2025, the maximum modelled annual mean NO<sub>2</sub> concentration is predicted to drop to 34  $\mu\text{gm}^{-3}$ . Hence, the model results suggest that compliance with the NO<sub>2</sub> annual limit value is likely to be achieved before 2025 under baseline conditions in this exceedance situation.

Figures 6 and 7 show maps of projected annual mean NO<sub>2</sub> concentrations in 2020, 2025 and 2030 for background and roadside locations respectively. Maps for 2013 are also presented here for reference.

It should be noted that the baseline projections presented here include the impacts of some measures, where they can be quantified, that have already been or will be implemented.

**Table 4: Annual mean NO<sub>2</sub> model results in NO<sub>2</sub>\_UK0032\_Annual\_1.**

|  | 2013 | 2020 | 2025 | 2030 |
|--|------|------|------|------|
| Road length exceeding (km)   | 65.3 | 0.9  | 0.0  | 0.0  |
| Background exceeding (km <sup>2</sup> )                                    | 0    | 0    | 0    | 0    |
| Maximum modelled concentration NO <sub>2</sub><br>(μgm <sup>-3</sup> ) (a) | 64   | 43   | 34   | 31   |
| Corresponding modelled concentration NOx<br>(μgm <sup>-3</sup> ) (b)       | 171  | 104  | 79   | 70   |

(a) Annual Mean Limit Value = 40 μgm<sup>-3</sup>

(b) NOx is recorded here for comparison with the NOx source apportionment graphs for 2013 presented in Annex B of this plan. Limit values for EU directive purposes are based on NO<sub>2</sub>.

Figure 6: Background baseline projections of annual mean NO<sub>2</sub> concentrations in 2020, 2025 and 2030. 2013 is also included here for reference. Modelled exceedances of the annual limit value are shown in orange and red.

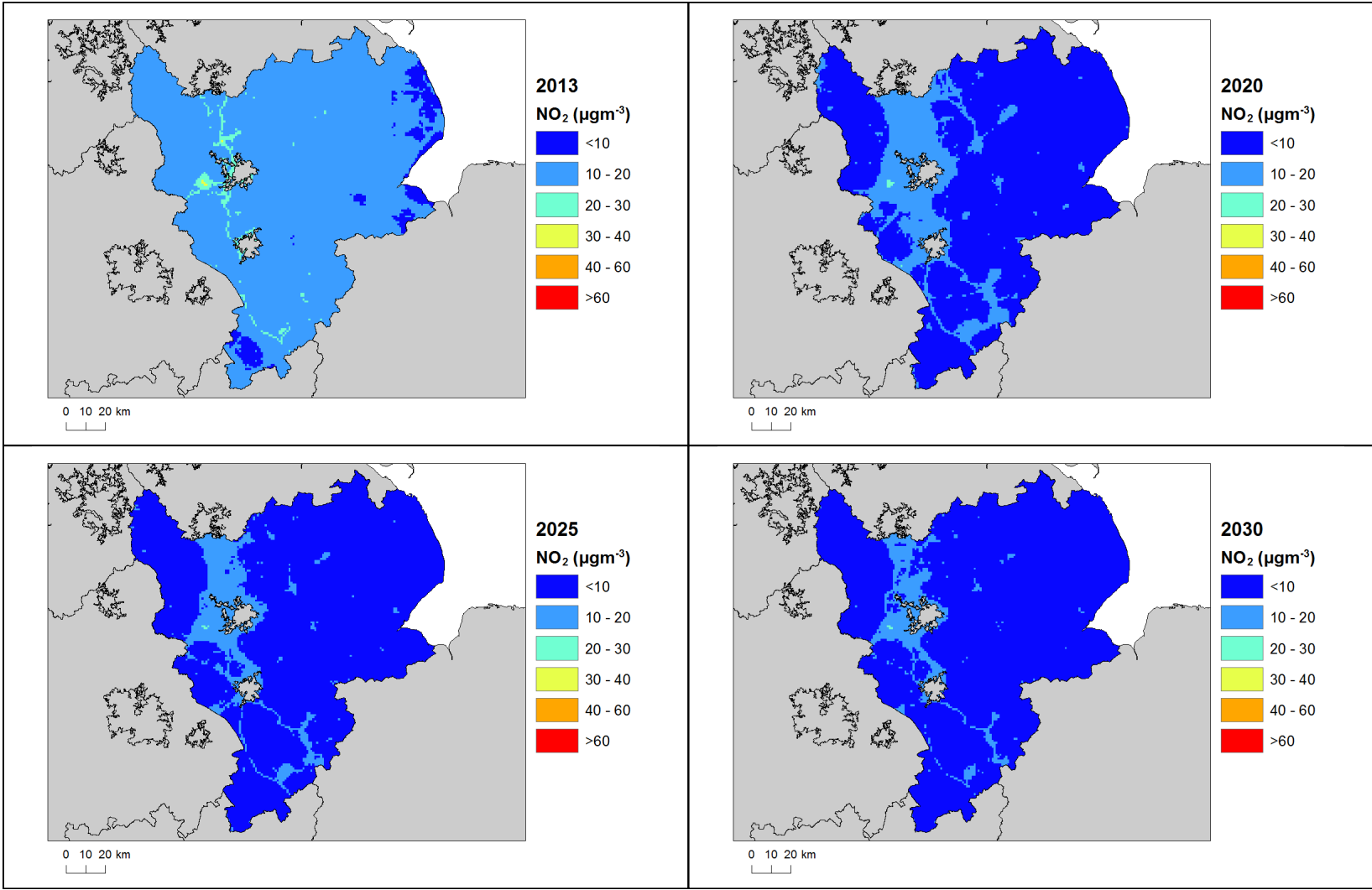
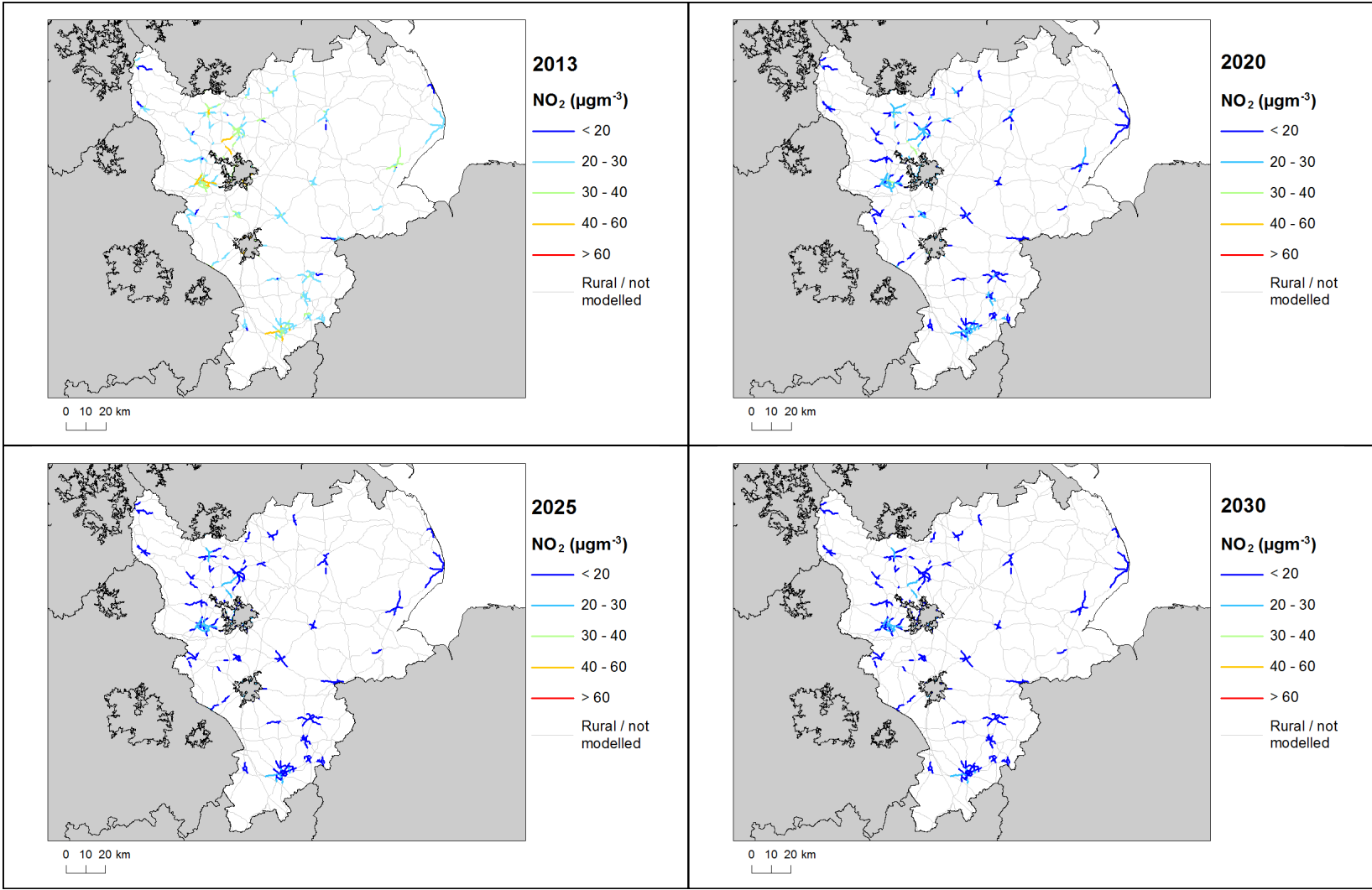


Figure 7: Roadside baseline projections of annual mean NO<sub>2</sub> concentrations in 2020, 2025 and 2030. 2013 is also included here for reference. Modelled exceedances of the annual limit value are shown in orange and red.



# Annexes

## A References

Air Quality Expert Group (AQEG, 2004). Nitrogen Dioxide in the United Kingdom. <http://uk-air.defra.gov.uk/library/aqeg/publications>

Decision 2004/224/EC. Commission Decision of 20 February 2004 laying down arrangements for the submission of information on plans or programmes required under Council Directive 96/62/EC in relation to limit values for certain pollutants in ambient air. From the Official Journal of the European Union, 6.3.2004, En series, L68/27

Decision 2004/461/EC. Commission Decision of 29 April 2004 laying down a questionnaire to be used for annual reporting on ambient air quality assessment under Council Directives 96/62/EC and 1999/30/EC and under Directives 2000/69/EC and 2002/3/EC of the European Parliament and of the Council. From the Official Journal of the European Union, 30.4.2004, En series, L156/78

Decision 2011/850/EU Commission Implementing Decision of 12 December 2011 laying down rules for Directives 2004/107/EC and 2008/50/EC of the European Parliament and of the Council as regards the reciprocal exchange of information and reporting on ambient air quality. From the Official Journal of the European Union, 17.12.2011, En series, L335/86

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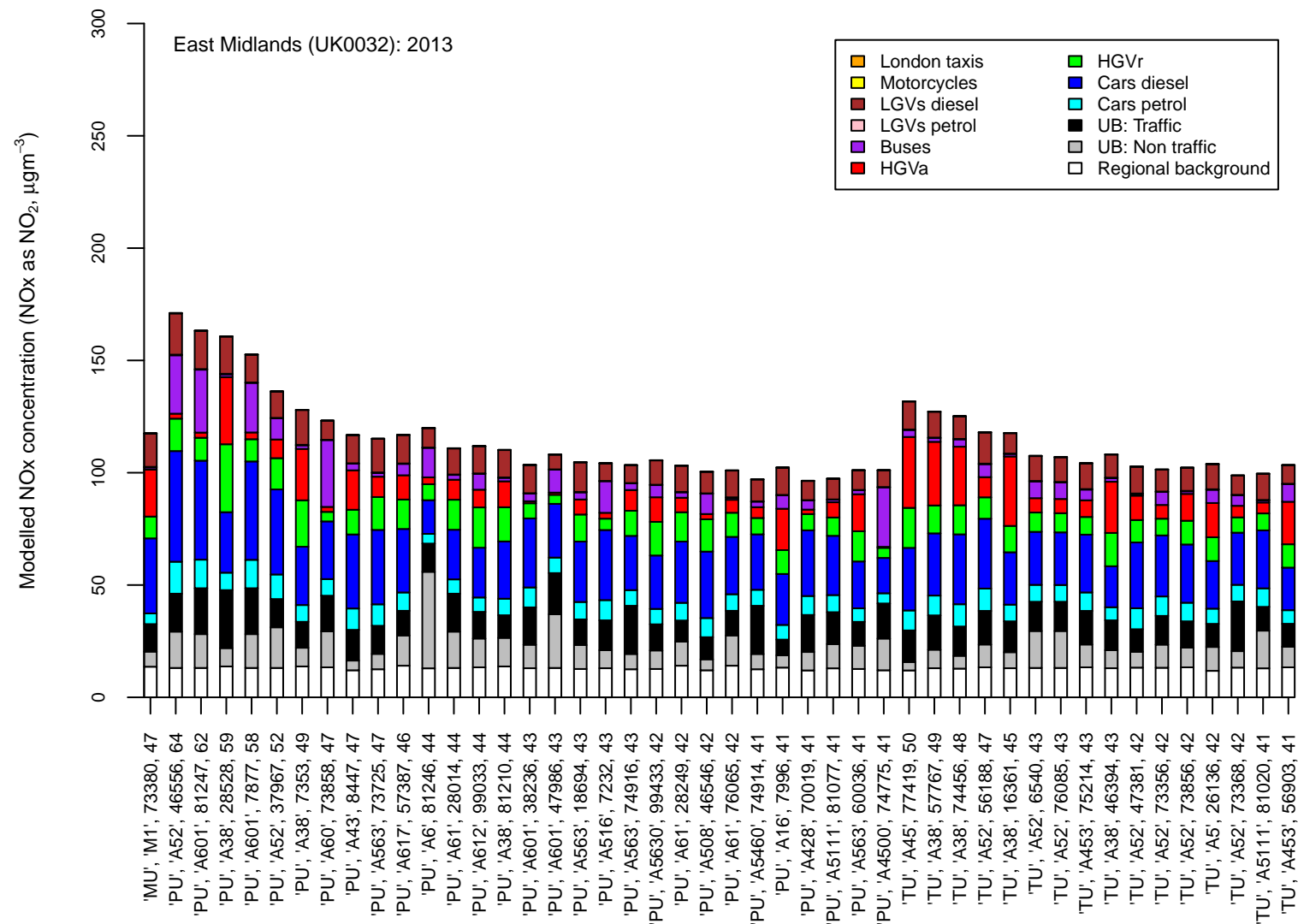
Air Quality Directive 2008/50/EC. Council Directive 2008/50/EC, of 21 May 2008. On ambient air quality and cleaner air for Europe. From the Official Journal of the European Union, 11.6.2008, En series, L152/1

1st Daughter Directive 1999/30/EC. Council Directive 1999/30/EC, of 22 April 1999 relating to limit values for sulphur dioxide, nitrogen dioxide and oxides of nitrogen, particulate matter and lead in ambient air (The First Daughter Directive). From the Official Journal of the European Communities, 29.6.1999, En Series, L163/41.

## B Source apportionment graphs

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Figure B.1: Annual mean roadside NO<sub>x</sub> source apportionment plots for all roads exceeding the annual mean NO<sub>2</sub> limit value in 2013.



Road class (MU = motorway, PU = primary road, TU = trunk road), road number, censusid 12 and modelled NO<sub>2</sub> concentration ( $\mu\text{gm}^{-3}$ )

## C Tables of measures

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**Table C.1 Relevant Local Authority measures within East Midlands (UK0032)**

| Measure code                  | Description           | Focus | Classification  | Status         | Other information  |
|-------------------------------|-----------------------|-------|---|----------------|--|
| Northampton Borough Council_1 | Low Emission Strategy | NO2   | Other measure: Other measure  | Preparation    | Start date: 2013<br>Expected end date: 2020<br>Spatial scale: Whole town or city<br>Source affected: Commercial and residential sources<br>Indicator: ?<br>Target emissions reduction: ? |
| Northampton Borough Council_2 | Promotion of cycling  | NO2   | Traffic planning and management:<br>Encouragement of shift of transport modes | Implementation | Start date: 2013<br>Expected end date: 2020<br>Spatial scale: Whole town or city<br>Source affected: Commercial and residential sources<br>Indicator: ?<br>Target emissions reduction: ? |
| Northampton Borough Council_3 | Cycle Hire Scheme     | NO2   | Public procurement:<br>Other measure  | Implementation | Start date: 2013<br>Expected end date: 2020<br>Spatial scale: Local<br>Source affected: Transport<br>Indicator: ?<br>Target emissions reduction: ?                                       |
| Northampton Borough Council_4 | Cycle Network         | NO2   | Traffic planning and management:<br>Encouragement of shift of transport modes | Implementation | Start date: 2008<br>Expected end date: 2020<br>Spatial scale: Whole town or city<br>Source affected: Transport<br>Indicator: ?<br>Target emissions reduction: ?                          |

| Measure code                  | Description                                     | Focus | Classification                    | Status      | Other information  |
|-------------------------------|---|-------|-----------------------------------|-------------|--|
| Northampton Borough Council_5 | Air Quality Planning and Guidance               | NO2   | Other measure: Other measure      | Preparation | Start date: 2013<br>Expected end date: 2020<br>Spatial scale: Whole town or city<br>Source affected: Commercial and residential sources<br>Indicator: ?<br>Target emissions reduction: ? |
| Northampton Borough Council_6 | Sustainable Procurement Guidance                | NO2   | Other measure: Other measure      | Preparation | Start date: 2013<br>Expected end date: 2020<br>Spatial scale: Local<br>Source affected: Other, please specify<br>Indicator: ?<br>Target emissions reduction: ?                           |
| Northampton Borough Council_7 | Procuring alternative refuelling infrastructure | NO2   | Public procurement: Other measure | Planning    | Start date: 2014<br>Expected end date: 2020<br>Spatial scale: Whole town or city<br>Source affected: Transport<br>Indicator: ?<br>Target emissions reduction: ?                          |
| Northampton Borough Council_8 | Personalised Travel Planning                    | NO2   | Other measure: Other measure      | Other       | Start date: 2010<br>Expected end date: 2013<br>Spatial scale: Local<br>Source affected: Other, please specify<br>Indicator: ?<br>Target emissions reduction: ?                           |

| Measure code               | Description                     | Focus  | Classification   | Status | Other information   |
|----------------------------|---------------------------------|--|--|--------|---|
| Gedling Borough Council_1  | Park and Ride                   | The creation of a Park and Ride scheme   | Traffic planning and management: Improvement of public transport | Other  | Start date: 2013<br>Expected end date: 2019<br>Spatial scale: Local<br>Source affected: Transport<br>Indicator: feasibility study<br>Target emissions reduction: N/A              |
| Gedling Borough Council_2a | Re-routing of freight operators | Restriction of vehicle types using road at certain times of the day.               | Traffic planning and management: Other measure                   | Other  | Start date: 2013<br>Expected end date: 2014<br>Spatial scale: Local<br>Source affected: Transport<br>Indicator: feasibility study<br>Target emissions reduction: N/A              |
| Gedling Borough Council_2b | Re-routing of freight operators | Restricting the road as appears on route finders and Satellite Navigation Systems. | Traffic planning and management: Other measure                   | Other  | Start date: 2013<br>Expected end date: 2014<br>Spatial scale: Local<br>Source affected: Transport<br>Indicator: feasibility study<br>Target emissions reduction: N/A              |
| Gedling Borough Council_2c | Re-routing of freight operators | Consider diverting HGVs - Oxclose Lane/Edwards Lane                                | Traffic planning and management: Other measure                   | Other  | Start date: 2013<br>Expected end date: 2014<br>Spatial scale: Whole town or city<br>Source affected: Transport<br>Indicator: feasibility study<br>Target emissions reduction: N/A |

| Measure code               | Description                    | Focus   | Classification   | Status | Other information   |
|----------------------------|--------------------------------|---|--|--------|---|
| Gedling Borough Council_3a | Traffic control and management | Consideration and installation of SCOOT/MOVA and other traffic signal efficiency improvements, including CCTV at appropriate junctions within the AQMA  | Traffic planning and management: Other measure                             | Other  | Start date: 2013<br>Expected end date: 2014<br>Spatial scale: Local<br>Source affected: Transport<br>Indicator: feasibility study<br>Target emissions reduction: N/A                                    |
| Gedling Borough Council_3b | Traffic control and management | Nottinghamshire County and City Councils jointly fund the traffic control centre that monitors traffic movement and provides real time traffic control over many traffic signal installations | Traffic planning and management: Other measure                             | Other  | Start date: 2013<br>Expected end date: 2019<br>Spatial scale: Whole town or city<br>Source affected: Transport<br>Indicator: Improved journey times<br>Target emissions reduction: N/A                  |
| Gedling Borough Council_3c | Traffic control and management | Consideration of bus priority measures at traffic signal junctions  | Traffic planning and management: Encouragement of shift of transport modes | Other  | Start date: 2012<br>Expected end date: 2013<br>Spatial scale: Whole town or city<br>Source affected: Transport<br>Indicator: Increased patronage on public transport<br>Target emissions reduction: N/A |
| Gedling Borough Council_3d | Traffic control and management | A review of the 24 hour bus lane to consider potential impacts and benefits of changing existing restrictions was undertaken during 2013/14   | Traffic planning and management: Other measure                             | Other  | Start date: 2013<br>Expected end date: 2014<br>Spatial scale: Whole town or city<br>Source affected: Transport<br>Indicator: feasibility study<br>Target emissions reduction: N/A                       |

| Measure code               | Description                    | Focus   | Classification                                 | Status | Other information  |
|----------------------------|--------------------------------|---|--|--------|--|
| Gedling Borough Council_3e | Traffic control and management | Effective co-ordination of street works to minimise traffic disruption and unnecessary congestion as part of the County Council's network management duty | Traffic planning and management: Other measure | Other  | Start date: 2013<br>Expected end date: 2019<br>Spatial scale: Whole town or city<br>Source affected: Transport<br>Indicator: Improved journey times<br>Target emissions reduction: N/A |
| Gedling Borough Council_3f | Traffic control and management | Effective management of incidents to minimise traffic disruption and unnecessary congestion as part of the County Council's network management duty       | Traffic planning and management: Other measure | Other  | Start date: 2013<br>Expected end date: 2019<br>Spatial scale: Whole town or city<br>Source affected: Transport<br>Indicator: Improved journey times<br>Target emissions reduction: N/A |
| Gedling Borough Council_3g | Traffic control and management | Effective contingency planning to minimise traffic disruption and unnecessary congestion as part of the County Council's network management duty          | Traffic planning and management: Other measure | Other  | Start date: 2013<br>Expected end date: 2019<br>Spatial scale: Whole town or city<br>Source affected: Transport<br>Indicator: Improved journey times<br>Target emissions reduction: N/A |
| Gedling Borough Council_5a | Parking management and control | Ensure that car parking in and around the AQMA is managed and reviewed via: Civil parking enforcement   | Traffic planning and management: Other measure | Other  | Start date: 2013<br>Expected end date: 2019<br>Spatial scale: Whole town or city<br>Source affected: Transport<br>Indicator: Improved journey times<br>Target emissions reduction: N/A |

| Measure code               | Description   | Focus  | Classification   | Status | Other information   |
|----------------------------|---|--|--|--------|---|
| Gedling Borough Council_6a | Low emission zone   | Consider feasibility of a low emission zone  | Traffic planning and management: Low emission zones                        | Other  | Start date: 2013<br>Expected end date: 2014<br>Spatial scale: Local<br>Source affected: Transport<br>Indicator: feasibility study<br>Target emissions reduction: N/A              |
| Gedling Borough Council_7c | Improve links with local planning and Local Development Framework | Co-ordination of land-use planning and transport infrastructure (including through the Local Plan).<br>Development of car parking standards that encourage cycling, walking and public transport use | Traffic planning and management: Encouragement of shift of transport modes | Other  | Start date: 2013<br>Expected end date: 2019<br>Spatial scale: Local<br>Source affected: Transport<br>Indicator: N/A<br>Target emissions reduction: N/A                            |
| Gedling Borough Council_7d | Improve links with local planning and Local Development Framework | Secure appropriate levels of developer contributions (Section 106 and/or CIL) for use on air quality improvement projects.   | Traffic planning and management: Other measure                             | Other  | Start date: 2013<br>Expected end date: 2019<br>Spatial scale: Local<br>Source affected: Transport<br>Indicator: sums collected for AQ projects<br>Target emissions reduction: N/A |
| Gedling Borough Council_7f | Improve links with local planning and Local Development Framework | Use of planning conditions for Delivery Times, Travel Plans etc.; including enforcement to ensure compliance   | Traffic planning and management: Other measure                             | Other  | Start date: 2013<br>Expected end date: 2019<br>Spatial scale: Local<br>Source affected: Transport<br>Indicator: No of application conditioned<br>Target emissions reduction: N/A  |

| Measure code               | Description                                   | Focus  | Classification  | Status | Other information  |
|----------------------------|---|--|---|--------|--|
| Gedling Borough Council_8a | Improving links with local transport strategy | Continue links with both County and City transport planners to ensure AQAP is considered in future transport planning                  | Traffic planning and management: Other measure                    | Other  | Start date: 2013<br>Expected end date: 2019<br>Spatial scale: Local<br>Source affected: Transport<br>Indicator: N/A<br>Target emissions reduction: N/A                                     |
| Gedling Borough Council_9b | Target reductions in emissions from buses     | Promotion of the benefits of Eco-driving training for drivers  | Public procurement: New vehicles, including low emission vehicles | Other  | Start date: 2012<br>Expected end date: 2019<br>Spatial scale: Local<br>Source affected: Transport<br>Indicator: N/A<br>Target emissions reduction: N/A                                     |
| Gedling Borough Council_9c | Target reductions in emissions from buses     | Ongoing delivery of Quality Bus Partnerships through Gedling Borough. (Mansfield and Nottingham City)                                  | Public procurement: Other measure                                 | Other  | Start date: 2013<br>Expected end date: 2019<br>Spatial scale: Local<br>Source affected: Transport<br>Indicator: Increased patronage on public transport<br>Target emissions reduction: N/A |
| Gedling Borough Council_9d | Target reductions in emissions from buses     | Encouraging the use of emissions standards when procuring school bus contracts and supported bus services that operate within the AQMA | Public procurement: Other measure                                 | Other  | Start date: 2013<br>Expected end date: 2019<br>Spatial scale: Local<br>Source affected: Transport<br>Indicator: feasibility study<br>Target emissions reduction: N/A                       |

| Measure code                | Description   | Focus   | Classification                                     | Status | Other information   |
|-----------------------------|---|---|--|--------|---|
| Gedling Borough Council_14c | Communication and education – awareness raising of local air quality issues | Tackling the school run – communication with schools and parents  | Public information and Education: Other mechanisms | Other  | Start date: 2013<br>Expected end date: 2019<br>Spatial scale: Local<br>Source affected: Transport<br>Indicator: Survey<br>Target emissions reduction: N/A                           |
| Gedling Borough Council_15b | Travel plans  | Nottinghamshire County Council to review travel plan for its sites within or close to the AQMA            | Traffic planning and management: Other measure     | Other  | Start date: 2013<br>Expected end date: 2019<br>Spatial scale: Local<br>Source affected: Transport<br>Indicator: review of NCC travel plans<br>Target emissions reduction: N/A       |
| Gedling Borough Council_15c | Travel plans  | Continue to support the implementation of school travel plans   | Traffic planning and management: Other measure     | Other  | Start date: 2013<br>Expected end date: 2019<br>Spatial scale: Local<br>Source affected: Transport<br>Indicator: Survey<br>Target emissions reduction: N/A                           |
| Gedling Borough Council_15d | Travel plans  | Work with local businesses/ organisations to encourage the development and implementation of travel plans | Traffic planning and management: Other measure     | Other  | Start date: 2014<br>Expected end date: 2019<br>Spatial scale: Local<br>Source affected: Transport<br>Indicator: outputs from travel plan project<br>Target emissions reduction: N/A |

| Measure code                | Description              | Focus   | Classification  | Status | Other information   |
|-----------------------------|--------------------------|---|---|--------|---|
| Gedling Borough Council_16a | Promoting travel choices | Undertake personalised travel planning within Gedling borough   | Traffic planning and management:<br>Encouragement of shift of transport modes | Other  | Start date: 2014<br>Expected end date: 2019<br>Spatial scale: Local<br>Source affected: Transport<br>Indicator: outputs from travel plan project<br>Target emissions reduction: N/A |
| Gedling Borough Council_16b | Promoting travel choices | Establishment of a City Car Club and consideration of extending this into the county  | Traffic planning and management:<br>Encouragement of shift of transport modes | Other  | Start date: 2013<br>Expected end date: 2019<br>Spatial scale: Local<br>Source affected: Transport<br>Indicator: outputs from city car club<br>Target emissions reduction: N/A       |
| Gedling Borough Council_16c | Promoting travel choices | The promotion and facilitation of car sharing schemes, <a href="http://www.nottinghamshare.com">www.nottinghamshare.com</a> was launched in April 2006. | Traffic planning and management:<br>Encouragement of shift of transport modes | Other  | Start date: 2006<br>Expected end date: 2019<br>Spatial scale: Local<br>Source affected: Transport<br>Indicator: Uptake of scheme<br>Target emissions reduction: N/A                 |
| Gedling Borough Council_16d | Promoting travel choices | Residential Travel Packs, to be issued to all new built homes identified through planning process; promotion of walking, cycling and public transport   | Traffic planning and management:<br>Encouragement of shift of transport modes | Other  | Start date: 2014<br>Expected end date: 2019<br>Spatial scale: Local<br>Source affected: Transport<br>Indicator: development of travel pack<br>Target emissions reduction: N/A       |

| Measure code                | Description      | Focus   | Classification   | Status | Other information  |
|-----------------------------|------------------|---|--|--------|--|
| Gedling Borough Council_17a | Public transport | Development of ITSO smartcard ticketing   | Traffic planning and management: Other measure                   | Other  | Start date: 2007<br>Expected end date: 2019<br>Spatial scale: Local<br>Source affected: Transport<br>Indicator: Increased patronage on public transport<br>Target emissions reduction: N/A |
| Gedling Borough Council_17b | Public transport | Deliver the free countywide off-peak concessionary fare scheme for the over 60s and disabled. Consideration of introduction of concessionary fares for young people | Other measure: Other measure                                     | Other  | Start date: 2006<br>Expected end date: 2019<br>Spatial scale: Whole town or city<br>Source affected: Transport<br>Indicator: Uptake of scheme<br>Target emissions reduction: N/A           |
| Gedling Borough Council_17c | Public transport | Investigate and publicise web based journey planners. Develop and undertake annual production of marketing literature   | Traffic planning and management: Other measure                   | Other  | Start date: 2013<br>Expected end date: 2019<br>Spatial scale: Local<br>Source affected: Transport<br>Indicator: Improved journey times<br>Target emissions reduction: N/A                  |
| Gedling Borough Council_17d | Public transport | Review, install/replace flagpoles/timetable cases along key AQMA corridors  | Traffic planning and management: Improvement of public transport | Other  | Start date: 2013<br>Expected end date: 2014<br>Spatial scale: Local<br>Source affected: Transport<br>Indicator: Increased patronage on public transport<br>Target emissions reduction: N/A |

| Measure code                | Description  | Focus   | Classification   | Status | Other information  |
|-----------------------------|--|---|--|--------|--|
| Gedling Borough Council_17e | Public transport   | Consider bus provision on the A60 and surrounding area. (Service review)                      | Traffic planning and management: Improvement of public transport           | Other  | Start date: 2013<br>Expected end date: 2015<br>Spatial scale: Local<br>Source affected: Transport<br>Indicator: Increased patronage on public transport<br>Target emissions reduction: N/A         |
| Gedling Borough Council_17f | Public transport   | Install 'real time' bus information along key AQMA corridors                                  | Traffic planning and management: Improvement of public transport           | Other  | Start date: 2013<br>Expected end date: 2013<br>Spatial scale: Local<br>Source affected: Transport<br>Indicator: Increased patronage on public transport<br>Target emissions reduction: N/A         |
| Gedling Borough Council_17g | Public transport   | Consider capacity increases on the GO2 services along the A60 corridor                        | Traffic planning and management: Other measure                             | Other  | Start date: 2013<br>Expected end date: 2019<br>Spatial scale: Local<br>Source affected: Transport<br>Indicator: Increased patronage on public transport<br>Target emissions reduction: N/A         |
| Gedling Borough Council_18a | To encourage members of the community to adopt cycling and walking as alternatives to using private vehicles | Develop and undertake annual cycling promotional marketing campaigns/production of literature | Traffic planning and management: Encouragement of shift of transport modes | Other  | Start date: 2013<br>Expected end date: 2019<br>Spatial scale: Local<br>Source affected: Transport<br>Indicator: Improved journey times, increased active travel<br>Target emissions reduction: N/A |

| Measure code                | Description  | Focus  | Classification  | Status | Other information  |
|-----------------------------|--|--|---|--------|--|
| Gedling Borough Council_18b | To encourage members of the community to adopt cycling and walking as alternatives to using private vehicles | Deliver adult and child cycle training   | Traffic planning and management:<br>Encouragement of shift of transport modes | Other  | Start date: 2013<br>Expected end date: 2019<br>Spatial scale: Local<br>Source affected: Transport<br>Indicator: Uptake of scheme<br>Target emissions reduction: N/A                                |
| Gedling Borough Council_18c | To encourage members of the community to adopt cycling and walking as alternatives to using private vehicles | Consider the use of advance cycle stop lines at feasible junctions within the AQMA             | Traffic planning and management:<br>Encouragement of shift of transport modes | Other  | Start date: 2013<br>Expected end date: 2015<br>Spatial scale: Local<br>Source affected: Transport<br>Indicator: Improved journey times, increased active travel<br>Target emissions reduction: N/A |
| Gedling Borough Council_18e | To encourage members of the community to adopt cycling and walking as alternatives to using private vehicles | Develop and undertake annual walking promotional marketing campaigns/production of literature. | Traffic planning and management:<br>Encouragement of shift of transport modes | Other  | Start date: 2013<br>Expected end date: 2019<br>Spatial scale: Local<br>Source affected: Transport<br>Indicator: Improved journey times, increased active travel<br>Target emissions reduction: N/A |
| Gedling Borough Council_18f | To encourage members of the community to adopt cycling and walking as alternatives to using private vehicles | Consider walking and cycling infrastructure and facility enhancements                          | Traffic planning and management:<br>Encouragement of shift of transport modes | Other  | Start date: 2013<br>Expected end date: 2019<br>Spatial scale: Local<br>Source affected: Transport<br>Indicator: Improved journey times, increased active travel<br>Target emissions reduction: N/A |

| Measure code                 | Description  | Focus                      | Classification  | Status         | Other information  |
|------------------------------|--|----------------------------|---|----------------|--|
| Mansfield District Council_1 | Ensure air quality considerations are addressed in new local plan                    | Improve air quality        | Other measure: Other measure  | Planning       | Start date: 2014<br>Expected end date: 2030<br>Spatial scale: Local<br>Source affected: Commercial and residential sources<br>Indicator: Incorporation of air quality issues into new Local Plan<br>Target emissions reduction: N/A  |
| Mansfield District Council_2 | Progress with development of integrated pedestrian, cycle, bus, rail and taxi routes | Promote sustainable travel | Other measure: Other measure  | Planning       | Start date: 2014<br>Expected end date: 2030<br>Spatial scale: Local<br>Source affected: Commercial and residential sources<br>Indicator: Policies in new Local Plan to promote sustainable transport modes and seek to discourage non-essential car use<br>Target emissions reduction: N/A |
| Mansfield District Council_3 | Progress with development of integrated pedestrian, cycle, bus, rail and taxi routes | Promote sustainable travel | Traffic planning and management:<br>Encouragement of shift of transport modes | Implementation | Start date: 2011<br>Expected end date: 2026<br>Spatial scale: Local<br>Source affected: Transport<br>Indicator: Number/ amount of new pedestrian, cycle, bus, rail and taxi facilities developed<br>Target emissions reduction: N/A  |

| Measure code                 | Description  | Focus   | Classification  | Status   | Other information  |
|------------------------------|--|---|---|----------|--|
| Mansfield District Council_4 | Seek to increase cycle usage   | Promote sustainable travel  | Traffic planning and management:<br>Encouragement of shift of transport modes | Planning | Start date: 2014<br>Expected end date: 2030<br>Spatial scale: Local<br>Source affected: Transport<br>Indicator: Policies in new Local Plan to protect and enhance cycle network within district<br>Target emissions reduction: N/A                                   |
| Mansfield District Council_5 | Seek to increase walking   | Promote sustainable travel, encourage healthier lifestyles, protect the environment | Traffic planning and management:<br>Encouragement of shift of transport modes | Planning | Start date: 2014<br>Expected end date: 2030<br>Spatial scale: Local<br>Source affected: Transport<br>Indicator: Policies in new Local Plan to protect and enhance walking within district<br>Target emissions reduction: N/A   |
| Mansfield District Council_6 | Work with organisations, business, public sector and third sector to encourage uptake of sustainable energy policy | Uptake of sustainable energy  | Other measure: Other measure  | Planning | Start date: 2014<br>Expected end date: 2030<br>Spatial scale: Local<br>Source affected: Commercial and residential sources<br>Indicator: Policies in new Local Plan to promote sustainable energy measures within new development<br>Target emissions reduction: N/A |

| Measure code                  | Description   | Focus  | Classification  | Status         | Other information   |
|-------------------------------|---|--|---|----------------|---|
| Mansfield District Council_7  | Manage CO2 and particulate emissions from district heating schemes  | Review Council-run district heating schemes with regard to energy conservation relative to 'Affordable Warmth'       | Low emission fuels for stationary and mobile sources: Shift to installations using low emission fuels | Implementation | Start date: 2011<br>Expected end date: 2025<br>Spatial scale: Local<br>Source affected: Commercial and residential sources<br>Indicator: N/A<br>Target emissions reduction: N/A |
| Mansfield District Council_8  | Implementation of the Green Deal and ECO funding through energy companies to improve energy efficiency of housing in District | Review investment need for public and private sector housing stock to meet so far as it relates to energy efficiency | Low emission fuels for stationary and mobile sources: Shift to installations using low emission fuels | Planning       | Start date: 2014<br>Expected end date: 2016<br>Spatial scale: Local<br>Source affected: Commercial and residential sources<br>Indicator: N/A<br>Target emissions reduction: N/A |
| Mansfield District Council_9  | Promote education and training on energy efficiency and affordable warmth issues  | Ongoing  | Public information and Education: Other mechanisms  | Evaluation     | Start date: 2013<br>Expected end date: 2014<br>Spatial scale: Local<br>Source affected: Commercial and residential sources<br>Indicator: N/A<br>Target emissions reduction: N/A |
| Mansfield District Council_10 | Renewable energy  | Promote uptake of renewable technologies in both corporate stock and residential properties                          | Low emission fuels for stationary and mobile sources: Shift to installations using low emission fuels | Evaluation     | Start date: 2012<br>Expected end date: 2015<br>Spatial scale: Local<br>Source affected: Commercial and residential sources<br>Indicator: N/A<br>Target emissions reduction: N/A |

| Measure code                  | Description   | Focus  | Classification   | Status         | Other information  |
|-------------------------------|---|--|--|----------------|--|
| Mansfield District Council_11 | Manage CO2 emissions across District from corporate, residential and commercial properties                                  | Carbon Management Programme and Carbon Emissions Reduction Strategies  | Public procurement: Low emission fuels for stationary and mobile sources   | Evaluation     | Start date: 2012<br>Expected end date: 2020<br>Spatial scale: Local<br>Source affected: Commercial and residential sources<br>Indicator: DECC greenhouse gas emissions (annual reporting)<br>Target emissions reduction: N/A |
| Mansfield District Council_12 | Maintain use of cleaner fuels in MDC fleet and encourage eco-driving  | Maintain use of biodiesel in all vehicles and any new vehicles bought to latest EU spec (Euro 5 standard)                    | Public procurement: Other measure  | Implementation | Start date: 2010<br>Expected end date: 2025<br>Spatial scale: Local<br>Source affected: Transport<br>Indicator: N/A<br>Target emissions reduction: N/A   |
| Mansfield District Council_13 | Review Council employee assisted car usage schemes to encourage use of less-polluting vehicles to supplement tax incentives | Report to be provided by end of 2011 in respect of assisted car loan scheme. Cycle loan scheme to be promoted during 2011/12 | Public procurement: New vehicles, including low emission vehicles          | Implementation | Start date: 2012<br>Expected end date: 2025<br>Spatial scale: Local<br>Source affected: Transport<br>Indicator: N/A<br>Target emissions reduction: N/A   |
| Mansfield District Council_14 | Progress with development of integrated pedestrian, cycle, bus, rail and taxi routes  | Development of new bus station/ transport interchange in conjunction with NCC  | Traffic planning and management: Encouragement of shift of transport modes | Implementation | Start date: 2010<br>Expected end date: 2025<br>Spatial scale: Local<br>Source affected: Transport<br>Indicator: Completion on time and in budget<br>Target emissions reduction: N/A  |

| Measure code                  | Description  | Focus   | Classification                                     | Status         | Other information   |
|-------------------------------|--|---|--|----------------|---|
| Mansfield District Council_15 | Monitor number of schools involved with ENCAMS Eco schools project   | Report on Eco schools ENCAMS project  | Public information and Education: Other mechanisms | Implementation | Start date: 2010<br>Expected end date: 2025<br>Spatial scale: Local<br>Source affected: Other, please specify<br>Indicator: N/A<br>Target emissions reduction: N/A  |
| Mansfield District Council_16 | Forge strong working partnership with Mansfield PCT and Health Partnership Board of MASP   | Attending meetings and liaising   | Public information and Education: Other mechanisms | Other          | Start date: 2005<br>Expected end date: 2025<br>Spatial scale: Local<br>Source affected: Other, please specify<br>Indicator: Continue to attend Partnership Meetings during year (at least 6)<br>Target emissions reduction: N/A |
| Mansfield District Council_17 | Engage with public health professionals of PCT to ensure local health improvement programme commits to improve local air quality | Ensure Air Quality objectives are supported by inclusion of HIMP Programme for area                                 | Public information and Education: Other mechanisms | Other          | Start date: 2005<br>Expected end date: 2025<br>Spatial scale: Local<br>Source affected: Other, please specify<br>Indicator: N/A<br>Target emissions reduction: N/A  |
| Mansfield District Council_18 | Create consultative mechanism with PCT to offer public advice concerning any air pollution episodes                              | Continue to meet with PCT to draw up plan with details of actions required and report to Air Quality Steering Group | Public information and Education: Other mechanisms | Other          | Start date: 2005<br>Expected end date: 2025<br>Spatial scale: Local<br>Source affected: Other, please specify<br>Indicator: N/A<br>Target emissions reduction: N/A  |

| Measure code                  | Description  | Focus   | Classification                                     | Status         | Other information  |
|-------------------------------|--|---|--|----------------|--|
| Mansfield District Council_19 | Provide information to public  | Promote smoky diesel hotline. Provide air quality information hotline | Public information and Education: Other mechanisms | Implementation | Start date: 2005<br>Expected end date: 2025<br>Spatial scale: Local<br>Source affected: Other, please specify<br>Indicator: Evidence of publicity through leaflets, press, radio, etc.<br>Target emissions reduction: N/A  |
| Mansfield District Council_21 | Sustain support for Nottinghamshire's 'Framework for Action' Air Quality Strategy, and continue close working relationship with other public sector regulators | To ensure improvements in local air quality                           | Other measure: Other measure                       | Implementation | Start date: 2008<br>Expected end date: 2025<br>Spatial scale: Local<br>Source affected: Commercial and residential sources<br>Indicator: Continue in membership of Nottinghamshire Pollution Working Group to ensure support for strategy<br>Target emissions reduction: N/A |
| Mansfield District Council_22 | Provide annual air quality reports for public information via MDC website and County Library Service   | Make air quality information available                                | Public information and Education: Other mechanisms | Implementation | Start date: 2005<br>Expected end date: 2025<br>Spatial scale: Local<br>Source affected: Transport<br>Indicator: Produce air quality annual reports and make available to interested parties<br>Target emissions reduction: N/A   |

| Measure code                  | Description  | Focus  | Classification  | Status         | Other information   |
|-------------------------------|--|--|---|----------------|---|
| Mansfield District Council_23 | Manage emissions of Hackney Carriage and Private Hire Vehicles | Reduce vehicle emissions by encouraging use of vehicles with cleaner emissions | Permit systems and economic instruments: Introduction/increase of environment taxes | Implementation | Start date: 2012<br>Expected end date: 2020<br>Spatial scale: Local<br>Source affected: Transport<br>Indicator: More vehicles being used which have less emissions<br>Target emissions reduction: N/A |
| Leicester City Council_51     | 18. Enforcing speed limits                                     | Leicester and Leicestershire Road Safety Partnership                           | Traffic planning and management: Other measure                                      | Implementation | Start date: 2001<br>Expected end date: 2030<br>Spatial scale: Whole agglomeration<br>Source affected: Transport<br>Indicator: No of schemes introduced<br>Target emissions reduction: <0.1%           |
| Leicester City Council_52     | 18. Junction improvements                                      | Pork Pie scheme  | Traffic planning and management: Other measure                                      | Implementation | Start date: 2007<br>Expected end date: 2008<br>Spatial scale: Local<br>Source affected: Transport<br>Indicator: Scheme implemented<br>Target emissions reduction: <0.1%                               |
| Leicester City Council_53     | 18. Junction improvements                                      | The Ravensbridge Drive junction improvement                                    | Traffic planning and management: Other measure                                      | Implementation | Start date: 2007<br>Expected end date: 2008<br>Spatial scale: Local<br>Source affected: Transport<br>Indicator: Scheme implemented<br>Target emissions reduction: <0.1%                               |

| Measure code              | Description               | Focus   | Classification                                 | Status         | Other information   |
|---------------------------|---------------------------|---|--|----------------|---|
| Leicester City Council_54 | 18. Junction improvements | Melton Road/Troon way junction improvement            | Traffic planning and management: Other measure | Evaluation     | Start date: 2007<br>Expected end date: 2008<br>Spatial scale: Local<br>Source affected: Transport<br>Indicator: Scheme implemented<br>Target emissions reduction: <0.1% |
| Leicester City Council_55 | 18. Junction improvements | St Nicholas Place junction improvement                | Traffic planning and management: Other measure | Implementation | Start date: 2007<br>Expected end date: 2008<br>Spatial scale: Local<br>Source affected: Transport<br>Indicator: Scheme implemented<br>Target emissions reduction: <0.1% |
| Leicester City Council_56 | 18. Junction improvements | Ayelstone Road/ A426 improvements                     | Traffic planning and management: Other measure | Implementation | Start date: 2014<br>Expected end date: 2015<br>Spatial scale: Local<br>Source affected: Transport<br>Indicator: Scheme implemented<br>Target emissions reduction: <0.1% |
| Leicester City Council_57 | 18. Junction improvements | A47 Humberstone Road - 4 major junctions improvements | Traffic planning and management: Other measure | Implementation | Start date: 2007<br>Expected end date: 2008<br>Spatial scale: Local<br>Source affected: Transport<br>Indicator: Scheme implemented<br>Target emissions reduction: <0.1% |

| Measure code              | Description               | Focus                                  | Classification                                 | Status         | Other information   |
|---------------------------|---------------------------|--|--|----------------|---|
| Leicester City Council_58 | 18. Junction improvements | Safron lane /Sturdee Road improvements | Traffic planning and management: Other measure | Implementation | Start date: 2007<br>Expected end date: 2008<br>Spatial scale: Local<br>Source affected: Transport<br>Indicator: Scheme implemented<br>Target emissions reduction: <0.1% |

| Measure code              | Description                                     | Focus   | Classification                                 | Status         | Other information  |
|---------------------------|---|---|--|----------------|--|
| Leicester City Council_59 | 18. Management of congestion from works /events | <p>There are three groups that manage this measure (which also forms part of the TMA Action Plan). These are: Events Advisory Group - this meets monthly with organisers and stakeholders such as the emergency services to plan events in detail to minimise disruption. This is managed with the support Transport Systems which advise on traffic management and the Area Traffic Control room is used for large events e.g. Diwali, Caribbean Carnival etc. NRSWA Co-ordination Group - this meets quarterly and discusses the programme of works which includes Council, Utility, Developers and County Council works which may have an effect on the City. Work programmes are agreed to avoid clashes and reduce disruption. Monthly Traffic Management Meetings - these monthly meetings include the bus companies, emergency services and other agencies discuss traffic management in detail of projects that affect the highway network. The Council employs a Utilities NRSWA Co-ordinator who manages the Street Work Register [a statutory requirement]</p> | Traffic planning and management: Other measure | Implementation | <p>Start date: 2007<br/>Expected end date: 2030<br/>Spatial scale: Local<br/>Source affected: Transport<br/>Indicator: No of roadworks and events<br/>Target emissions reduction: &lt;0.1%</p> |

| Measure code              | Description                    | Focus   | Classification  | Status         | Other information  |
|---------------------------|--------------------------------|---|---|----------------|--|
| Leicester City Council_60 | 18. Reallocation of road space | A426 Aylestone road - bus priority lane   | Traffic planning and management:<br>Improvement of public transport           | Implementation | Start date: 2011<br>Expected end date: 2014<br>Spatial scale: Local<br>Source affected: Transport<br>Indicator: No of schemes completed<br>Target emissions reduction: <0.1% |
| Leicester City Council_61 | 18. Reallocation of road space | The Pedestrian Preference Zone order has been completed and is in operation. Gallowtree Gate, Market Street and Hotel Street have been completed. The next and final stages of the project include: Belvoir Street, Clock Tower / East Gates, High Street, Granby Street, Market Place. This will be completed by September 2008. This work is being carried out to support the huge investment in regeneration and construction, and in conjunction with the development of Highcross Leicester (the extended Shires Shopping Centre); creating a large traffic free area, which will be safe and pollution free - making visiting the city centre a pleasure and complementing the new shopping centre. | Traffic planning and management:<br>Encouragement of shift of transport modes | Implementation | Start date: 2014<br>Expected end date: 2018<br>Spatial scale: Local<br>Source affected: Transport<br>Indicator: No of schemes completed<br>Target emissions reduction: <0.1% |

| Measure code              | Description                    | Focus  | Classification   | Status         | Other information  |
|---------------------------|--------------------------------|--|--|----------------|--|
| Leicester City Council_62 | 18. Reallocation of road space | <p>Quality Bus Corridors: Saffron Lane - Phase 1; Pork Pie Island scheme completed in 2007/08.</p> <p>Abbey Lane - Ravensbridge Drive junction improvements complete in 2007/08. Melton Road - Melton Road/Troon Way junction improvement scheme complete. Improvements to the A47 Humberston Road QBC Phase 1 complete. City Centre bus, pedestrian and cycle improvements - From early 2006, Leicester City Council has been working on its 'Streets + Spaces' and Connecting Leicester programmes to develop the streets and spaces in the city centre. Streets + Spaces include creating a new bus corridor to the north of the city centre; pedestrianising High Street, Clock Tower, Market Place approach the Lanes area and Market Street. Many streets will also be rebuilt to a new high quality standard, using granite paving, new street furniture and designs which will create clean, uncluttered streets and spaces.</p> | Traffic planning and management: Improvement of public transport | Implementation | <p>Start date: 2007</p> <p>Expected end date: 2030</p> <p>Spatial scale: Local</p> <p>Source affected: Transport</p> <p>Indicator: No of schemes completed</p> <p>Target emissions reduction: &lt;0.1%</p> |

| Measure code              | Description   | Focus   | Classification   | Status         | Other information  |
|---------------------------|---|---|--|----------------|--|
| Leicester City Council_63 | 18. Replace further 11,000 sodium street lights with LEDs         | Road infrastructure   | Traffic planning and management: Other measure                         | Implementation | Start date: 2014<br>Expected end date: 2015<br>Spatial scale: Whole town or city<br>Source affected: Transport<br>Indicator: No of lamps replaced<br>Target emissions reduction: <0.01%  |
| Leicester City Council_64 | 18. Replace traffic signals at 129 sites with more efficient LEDs | Road infrastructure   | Traffic planning and management: Other measure                         | Implementation | Start date: 2014<br>Expected end date: 2015<br>Spatial scale: Whole town or city<br>Source affected: Transport<br>Indicator: No of lights replaced<br>Target emissions reduction: <0.01% |
| Leicester City Council_65 | 18. Traffic calming/diverting rat runs                            | Traffic calming schemes are implemented in 20 mph zones to ensure the enforcement | Traffic planning and management: Reduction of speed limits and control | Implementation | Start date: 2001<br>Expected end date: 2023<br>Spatial scale: Local<br>Source affected: Transport<br>Indicator: Scheme implemented<br>Target emissions reduction: <0.1%                  |
| Leicester City Council_66 | 19. Deliver programme of 20 MPH zones                             | 80 zones to be implemented in areas around schools and residential areas          | Traffic planning and management: Reduction of speed limits and control | Implementation | Start date: 2001<br>Expected end date: 2023<br>Spatial scale: Local<br>Source affected: Transport<br>Indicator: No of schemes implemented<br>Target emissions reduction: <0.1%           |

| Measure code                             | Description  | Focus  | Classification   | Status         | Other information   |
|--|--|--|--|----------------|---|
| Leicester City Council_67                | 20. Discounted parking charges for LEV's           | Reduced charges for LEV                            | Traffic planning and management: Differentiation of parking fees | Implementation | Start date: 2015<br>Expected end date: 2030<br>Spatial scale: Local<br>Source affected: Transport<br>Indicator: Scheme in place<br>Target emissions reduction: <0.1%            |
| Leicester City Council_68                | 21. Preparation of new Leicester Local Plan        | Leicester Local Plan                               | Other measure: Other measure                                     | Preparation    | Start date: 2015<br>Expected end date: 2016<br>Spatial scale: Whole town or city<br>Source affected: Transport<br>Indicator: Plan in place<br>Target emissions reduction: <0.1% |
| North East Derbyshire District Council_1 | Liaison with Highways Agency regarding M1 motorway | Liaison with Highways Agency regarding M1 motorway | Traffic planning and management: Other measure                   | Implementation | Start date: 2014<br>Expected end date: 2014<br>Spatial scale: Local<br>Source affected: Transport<br>Indicator: N/A<br>Target emissions reduction: N/A                          |
| Rushcliffe Borough Council_1             | A453 widening                                      | Capacity improvement                               | Traffic planning and management: Other measure                   | Implementation | Start date: 2013<br>Expected end date: 2015<br>Spatial scale: Whole agglomeration<br>Source affected: Transport<br>Indicator: N/A<br>Target emissions reduction: N/A            |

| Measure code                 | Description   | Focus                      | Classification   | Status         | Other information  |
|------------------------------|---|----------------------------|--|----------------|--|
| Rushcliffe Borough Council_2 | A52 ring road upgrade   | Capacity improvement       | Traffic planning and management: Other measure                   | Implementation | Start date: 2013<br>Expected end date: 2016<br>Spatial scale: Whole agglomeration<br>Source affected: Transport<br>Indicator: N/A<br>Target emissions reduction: N/A |
| Rushcliffe Borough Council_3 | Construction of the East Midlands Parkway station                           | Reduced congestion/car use | Traffic planning and management: Improvement of public transport | Other          | Start date: 2007<br>Expected end date: 2009<br>Spatial scale: Whole agglomeration<br>Source affected: Transport<br>Indicator: N/A<br>Target emissions reduction: N/A |
| Rushcliffe Borough Council_4 | NET Phase 2   | Reduced congestion/car use | Traffic planning and management: Improvement of public transport | Implementation | Start date: 2013<br>Expected end date: 2015<br>Spatial scale: Whole agglomeration<br>Source affected: Transport<br>Indicator: N/A<br>Target emissions reduction: N/A |
| Rushcliffe Borough Council_5 | Encourage operators to take-up cleaner vehicles through partnership working | Cleaner vehicles           | Public procurement: Cleaner vehicle transport services           | Implementation | Start date: 2014<br>Expected end date: 2030<br>Spatial scale: Local<br>Source affected: Transport<br>Indicator: N/A<br>Target emissions reduction: N/A               |

| Measure code                  | Description                     | Focus                      | Classification  | Status         | Other information  |
|-------------------------------|---------------------------------|----------------------------|---|----------------|--|
| Rushcliffe Borough Council_6  | Park & Ride facilities          | Reduced congestion/car use | Traffic planning and management:<br>Improvement of public transport           | Other          | Start date: 2010<br>Expected end date: 2010<br>Spatial scale: Local<br>Source affected: Transport<br>Indicator: N/A<br>Target emissions reduction: N/A               |
| Rushcliffe Borough Council_7  | Provision of bus infrastructure | Reduced congestion/car use | Traffic planning and management:<br>Improvement of public transport           | Implementation | Start date: 2014<br>Expected end date: 2030<br>Spatial scale: Local<br>Source affected: Transport<br>Indicator: N/A<br>Target emissions reduction: N/A               |
| Rushcliffe Borough Council_8  | Provision of bus priority       | Reduced congestion/car use | Traffic planning and management:<br>Encouragement of shift of transport modes | Implementation | Start date: 2007<br>Expected end date: 2015<br>Spatial scale: Local<br>Source affected: Transport<br>Indicator: N/A<br>Target emissions reduction: N/A               |
| Rushcliffe Borough Council_9  | Marketing of public transport   | Reduced congestion/car use | Traffic planning and management:<br>Encouragement of shift of transport modes | Implementation | Start date: 2014<br>Expected end date: 2030<br>Spatial scale: Whole agglomeration<br>Source affected: Transport<br>Indicator: N/A<br>Target emissions reduction: N/A |
| Rushcliffe Borough Council_10 | Public transport information    | Reduced congestion/car use | Public information and Education: Other mechanisms                            | Implementation | Start date: 2014<br>Expected end date: 2030<br>Spatial scale: Whole agglomeration<br>Source affected: Transport<br>Indicator: N/A<br>Target emissions reduction: N/A |

| Measure code                  | Description  | Focus                      | Classification   | Status         | Other information  |
|-------------------------------|--|----------------------------|--|----------------|--|
| Rushcliffe Borough Council_11 | Nottingham City Statutory Quality Partnership (SQPS) for bus operators | Reduced congestion/car use | Traffic planning and management: Other measure                             | Implementation | Start date: 2010<br>Expected end date: 2030<br>Spatial scale: Whole agglomeration<br>Source affected: Transport<br>Indicator: N/A<br>Target emissions reduction: N/A |
| Rushcliffe Borough Council_12 | Public transport service improvements                                  | Reduced congestion/car use | Traffic planning and management: Improvement of public transport           | Implementation | Start date: 2014<br>Expected end date: 2030<br>Spatial scale: Local<br>Source affected: Transport<br>Indicator: N/A<br>Target emissions reduction: N/A               |
| Rushcliffe Borough Council_13 | Integrated ticketing   | Reduced congestion/car use | Traffic planning and management: Encouragement of shift of transport modes | Implementation | Start date: 2003<br>Expected end date: 2030<br>Spatial scale: Whole agglomeration<br>Source affected: Transport<br>Indicator: N/A<br>Target emissions reduction: N/A |
| Rushcliffe Borough Council_14 | Concessionary fare schemes for the over 60s and disabled               | Reduced congestion/car use | Traffic planning and management: Encouragement of shift of transport modes | Implementation | Start date: 2014<br>Expected end date: 2030<br>Spatial scale: Whole agglomeration<br>Source affected: Transport<br>Indicator: N/A<br>Target emissions reduction: N/A |

| Measure code                  | Description                          | Focus                      | Classification  | Status         | Other information  |
|-------------------------------|--------------------------------------|----------------------------|---|----------------|--|
| Rushcliffe Borough Council_15 | Concessionary fares for young people | Reduced congestion/car use | Traffic planning and management:<br>Encouragement of shift of transport modes | Implementation | Start date: 2014<br>Expected end date: 2030<br>Spatial scale: Whole agglomeration<br>Source affected: Transport<br>Indicator: N/A<br>Target emissions reduction: N/A |
| Rushcliffe Borough Council_16 | Introduction of SCOOT/MOVA           | Capacity improvement       | Traffic planning and management: Other measure                                | Other          | Start date: 2012<br>Expected end date: 2013<br>Spatial scale: Local<br>Source affected: Transport<br>Indicator: N/A<br>Target emissions reduction: N/A               |
| Rushcliffe Borough Council_17 | Traffic control and information      | Network management         | Traffic planning and management: Other measure                                | Implementation | Start date: 2014<br>Expected end date: 2030<br>Spatial scale: Whole agglomeration<br>Source affected: Transport<br>Indicator: N/A<br>Target emissions reduction: N/A |
| Rushcliffe Borough Council_18 | Co-ordination of streetworks         | Network management         | Traffic planning and management: Other measure                                | Implementation | Start date: 2014<br>Expected end date: 2030<br>Spatial scale: Whole agglomeration<br>Source affected: Transport<br>Indicator: N/A<br>Target emissions reduction: N/A |

| Measure code                  | Description   | Focus              | Classification   | Status         | Other information  |
|-------------------------------|---|--------------------|--|----------------|--|
| Rushcliffe Borough Council_19 | Event and incident management                               | Network management | Traffic planning and management: Other measure         | Implementation | Start date: 2014<br>Expected end date: 2030<br>Spatial scale: Whole agglomeration<br>Source affected: Transport<br>Indicator: N/A<br>Target emissions reduction: N/A |
| Rushcliffe Borough Council_20 | Contingency planning  | Network management | Traffic planning and management: Other measure         | Implementation | Start date: 2014<br>Expected end date: 2030<br>Spatial scale: Whole agglomeration<br>Source affected: Transport<br>Indicator: N/A<br>Target emissions reduction: N/A |
| Rushcliffe Borough Council_21 | Introduce increasing proportion of bio-fuels to NCC's fleet | Cleaner vehicles   | Public procurement: Cleaner vehicle transport services | Implementation | Start date: 2014<br>Expected end date: 2030<br>Spatial scale: Whole agglomeration<br>Source affected: Transport<br>Indicator: N/A<br>Target emissions reduction: N/A |
| Rushcliffe Borough Council_22 | RBC fleet and fuel policy                                   | Cleaner vehicles   | Other measure: Other measure                           | Implementation | Start date: 2014<br>Expected end date: 2030<br>Spatial scale: Whole agglomeration<br>Source affected: Transport<br>Indicator: N/A<br>Target emissions reduction: N/A |

| Measure code                  | Description                           | Focus                      | Classification   | Status         | Other information  |
|-------------------------------|---------------------------------------|----------------------------|--|----------------|--|
| Rushcliffe Borough Council_23 | Cycle maps of Greater Nottingham area | Reduced congestion/car use | Traffic planning and management:<br>Encouragement of shift of transport modes          | Implementation | Start date: 2014<br>Expected end date: 2030<br>Spatial scale: Whole agglomeration<br>Source affected: Transport<br>Indicator: N/A<br>Target emissions reduction: N/A |
| Rushcliffe Borough Council_24 | Cycle training                        | Reduced congestion/car use | Traffic planning and management:<br>Encouragement of shift of transport modes          | Implementation | Start date: 2014<br>Expected end date: 2030<br>Spatial scale: Whole agglomeration<br>Source affected: Transport<br>Indicator: N/A<br>Target emissions reduction: N/A |
| Rushcliffe Borough Council_25 | Advance cycle stop lines              | Reduced congestion/car use | Traffic planning and management:<br>Encouragement of shift of transport modes          | Implementation | Start date: 2014<br>Expected end date: 2030<br>Spatial scale: Local<br>Source affected: Transport<br>Indicator: N/A<br>Target emissions reduction: N/A               |
| Rushcliffe Borough Council_26 | Cycle hub/integration with bus        | Reduced congestion/car use | Traffic planning and management:<br>Encouragement of shift of transport modes          | Implementation | Start date: 2014<br>Expected end date: 2015<br>Spatial scale: Local<br>Source affected: Transport<br>Indicator: N/A<br>Target emissions reduction: N/A               |
| Rushcliffe Borough Council_27 | Wilford Lane cycle route              | Reduced congestion/car use | Traffic planning and management:<br>Expansion of bicycle and pedestrian infrastructure | Other          | Start date: 2007<br>Expected end date: 2008<br>Spatial scale: Local<br>Source affected: Transport<br>Indicator: N/A<br>Target emissions reduction: N/A               |

| Measure code                  | Description               | Focus                      | Classification  | Status         | Other information  |
|-------------------------------|---------------------------|----------------------------|---|----------------|--|
| Rushcliffe Borough Council_28 | Civil parking enforcement | Network management         | Traffic planning and management: Other measure                | Implementation | Start date: 2008<br>Expected end date: 2030<br>Spatial scale: Whole agglomeration<br>Source affected: Transport<br>Indicator: N/A<br>Target emissions reduction: N/A |
| Rushcliffe Borough Council_29 | VOSA emissions testing    | Cleaner vehicles           | Other measure: Other measure                                  | N/A            | Start date: 2014<br>Expected end date: 2030<br>Spatial scale: N/A<br>Source affected: Transport<br>Indicator: N/A<br>Target emissions reduction: N/A                 |
| Rushcliffe Borough Council_30 | Workplace parking levy    | Reduced congestion/car use | Traffic planning and management: Management of parking places | Implementation | Start date: 2012<br>Expected end date: 2030<br>Spatial scale: Whole town or city<br>Source affected: Transport<br>Indicator: N/A<br>Target emissions reduction: N/A  |
| Rushcliffe Borough Council_31 | Car sharing promotion     | Reduced congestion/car use | Other measure: Other measure                                  | Implementation | Start date: 2006<br>Expected end date: 2030<br>Spatial scale: Whole agglomeration<br>Source affected: Transport<br>Indicator: N/A<br>Target emissions reduction: N/A |

| Measure code                  | Description                      | Focus                      | Classification  | Status         | Other information  |
|-------------------------------|----------------------------------|----------------------------|---|----------------|--|
| Rushcliffe Borough Council_32 | Introduction of car club         | Reduced congestion/car use | Other measure: Other measure  | Implementation | Start date: 2014<br>Expected end date: 2030<br>Spatial scale: Whole town or city<br>Source affected: Transport<br>Indicator: N/A<br>Target emissions reduction: N/A  |
| Rushcliffe Borough Council_33 | Marketing of walking and cycling | Reduced congestion/car use | Traffic planning and management:<br>Encouragement of shift of transport modes | Implementation | Start date: 2014<br>Expected end date: 2030<br>Spatial scale: Whole agglomeration<br>Source affected: Transport<br>Indicator: N/A<br>Target emissions reduction: N/A |
| Rushcliffe Borough Council_34 | NCC travel plan                  | Reduced congestion/car use | Traffic planning and management:<br>Encouragement of shift of transport modes | Implementation | Start date: 2014<br>Expected end date: 2030<br>Spatial scale: Local<br>Source affected: Transport<br>Indicator: N/A<br>Target emissions reduction: N/A               |
| Rushcliffe Borough Council_35 | Personalised travel planning     | Reduced congestion/car use | Traffic planning and management:<br>Encouragement of shift of transport modes | Implementation | Start date: 2004<br>Expected end date: 2016<br>Spatial scale: Local<br>Source affected: Transport<br>Indicator: N/A<br>Target emissions reduction: N/A               |
| Rushcliffe Borough Council_36 | RBC travel plan                  | Reduced congestion/car use | Traffic planning and management:<br>Encouragement of shift of transport modes | N/A            | Start date: 2014<br>Expected end date: 2030<br>Spatial scale: N/A<br>Source affected: Transport<br>Indicator: N/A<br>Target emissions reduction: N/A                 |

| Measure code                  | Description  | Focus                      | Classification  | Status         | Other information  |
|-------------------------------|--|----------------------------|---|----------------|--|
| Rushcliffe Borough Council_37 | School travel plans                                  | Reduced congestion/car use | Traffic planning and management:<br>Encouragement of shift of transport modes | Other          | Start date: 2011<br>Expected end date: 2011<br>Spatial scale: Local<br>Source affected: Transport<br>Indicator: N/A<br>Target emissions reduction: N/A               |
| Rushcliffe Borough Council_38 | Workplace travel plans                               | Reduced congestion/car use | Traffic planning and management:<br>Encouragement of shift of transport modes | Implementation | Start date: 2014<br>Expected end date: 2030<br>Spatial scale: Whole agglomeration<br>Source affected: Transport<br>Indicator: N/A<br>Target emissions reduction: N/A |
| Rushcliffe Borough Council_39 | City centre to Trent Bridge primary pedestrian route | Reduced congestion/car use | Traffic planning and management: Other measure                                | Planning       | Start date: 2014<br>Expected end date: 2030<br>Spatial scale: Local<br>Source affected: Transport<br>Indicator: N/A<br>Target emissions reduction: N/A               |
| Rushcliffe Borough Council_40 | Develop walking map for West Bridgford employees     | Reduced congestion/car use | Traffic planning and management:<br>Encouragement of shift of transport modes | Other          | Start date: 2007<br>Expected end date: 2007<br>Spatial scale: Local<br>Source affected: Transport<br>Indicator: N/A<br>Target emissions reduction: N/A               |

| Measure code                  | Description                       | Focus                      | Classification   | Status         | Other information   |
|-------------------------------|-----------------------------------|----------------------------|--|----------------|---|
| Rushcliffe Borough Council_41 | Development control policy        | N/A                        | Other measure: Other measure                                   | Implementation | Start date: 2015<br>Expected end date: 2030<br>Spatial scale: Whole agglomeration<br>Source affected: Commercial and residential sources<br>Indicator: N/A<br>Target emissions reduction: N/A |
| Rushcliffe Borough Council_42 | Development control contributions | N/A                        | Other measure: Other measure                                   | Other          | Start date: 2014<br>Expected end date: 2030<br>Spatial scale: Whole town or city<br>Source affected: Transport<br>Indicator: N/A<br>Target emissions reduction: N/A                           |
| Rushcliffe Borough Council_43 | Remote home working               | Reduced congestion/car use | Other measure: Other measure                                   | Implementation | Start date: 2007<br>Expected end date: 2017<br>Spatial scale: Local<br>Source affected: Transport<br>Indicator: N/A<br>Target emissions reduction: N/A  |
| Rushcliffe Borough Council_44 | RBC energy strategy               | Energy efficiency          | Public procurement: Low emission stationary combustion sources | Implementation | Start date: 2007<br>Expected end date: 2020<br>Spatial scale: Whole agglomeration<br>Source affected: Commercial and residential sources<br>Indicator: N/A<br>Target emissions reduction: N/A |

| Measure code                  | Description                    | Focus                      | Classification               | Status         | Other information   |
|-------------------------------|--------------------------------|----------------------------|------------------------------|----------------|---|
| Rushcliffe Borough Council_45 | RBC procurement                | Green purchasing           | Other measure: Other measure | Implementation | Start date: 2007<br>Expected end date: 2010<br>Spatial scale: Local<br>Source affected: Commercial and residential sources<br>Indicator: N/A<br>Target emissions reduction: N/A |
| Rushcliffe Borough Council_46 | RBC EMAS                       | N/A                        | Other measure: Other measure | Implementation | Start date: 2007<br>Expected end date: 2012<br>Spatial scale: Local<br>Source affected: Commercial and residential sources<br>Indicator: N/A<br>Target emissions reduction: N/A |
| Rushcliffe Borough Council_47 | NCC flexible working practices | Reduced congestion/car use | Other measure: Other measure | Implementation | Start date: 2014<br>Expected end date: 2030<br>Spatial scale: Whole agglomeration<br>Source affected: Transport<br>Indicator: N/A<br>Target emissions reduction: N/A            |
| Rushcliffe Borough Council_48 | Driver training                | Vehicle efficiency         | Other measure: Other measure | Other          | Start date: 2012<br>Expected end date: 2012<br>Spatial scale: Whole agglomeration<br>Source affected: Transport<br>Indicator: N/A<br>Target emissions reduction: N/A            |

| Measure code                  | Description                    | Focus                      | Classification   | Status         | Other information  |
|-------------------------------|--------------------------------|----------------------------|--|----------------|--|
| Rushcliffe Borough Council_49 | Eco-Stars                      | Vehicle efficiency         | Other measure: Other measure   | Implementation | Start date: 2013<br>Expected end date: 2015<br>Spatial scale: Whole agglomeration<br>Source affected: Transport<br>Indicator: N/A<br>Target emissions reduction: N/A               |
| Rushcliffe Borough Council_50 | Big track                      | Reduced congestion/car use | Traffic planning and management: Encouragement of shift of transport modes | Implementation | Start date: 2006<br>Expected end date: 2030<br>Spatial scale: Local<br>Source affected: Transport<br>Indicator: N/A<br>Target emissions reduction: N/A                             |
| Boston Borough Council_1      | Outer Distributer Road         | N/A                        | Traffic planning and management: Other measure                             | Planning       | Start date: 2011<br>Expected end date: 2031<br>Spatial scale: Local<br>Source affected: Transport<br>Indicator: N/A<br>Target emissions reduction: Annual Mean Reduction <40 µg/m3 |
| Boston Borough Council_2      | Boston Transport Strategy 2006 | N/A                        | Traffic planning and management: Encouragement of shift of transport modes | Implementation | Start date: 2006<br>Expected end date: 2015<br>Spatial scale: Local<br>Source affected: Transport<br>Indicator: N/A<br>Target emissions reduction: <40 µg/m3                       |

| Measure code             | Description | Focus | Classification  | Status         | Other information  |
|--------------------------|-------------|-------|---|----------------|--|
| Boston Borough Council_5 | BTS 2006    | N/A   | Traffic planning and management:<br>Improvement of public transport           | Implementation | Start date: 2006<br>Expected end date: 2015<br>Spatial scale: Local<br>Source affected: Transport<br>Indicator: N/A<br>Target emissions reduction: <40 µg/m3                       |
| Boston Borough Council_6 | BTS 2006    | N/A   | Public information and Education: Other mechanisms                            | Implementation | Start date: 2006<br>Expected end date: 2015<br>Spatial scale: Local<br>Source affected: Transport<br>Indicator: N/A<br>Target emissions reduction: <40 µg/m3                       |
| Boston Borough Council_7 | BTS 2006    | N/A   | Traffic planning and management: Other measure                                | Implementation | Start date: 2006<br>Expected end date: 2015<br>Spatial scale: Local<br>Source affected: Transport<br>Indicator: N/A<br>Target emissions reduction: <40 µg/m3                       |
| Boston Borough Council_8 | BTS 2006    | N/A   | Traffic planning and management:<br>Encouragement of shift of transport modes | Implementation | Start date: 2006<br>Expected end date: 2015<br>Spatial scale: Local<br>Source affected: Transport<br>Indicator: N/A<br>Target emissions reduction: <40 µg/m3                       |
| Boston Borough Council_9 | BTS 2006    | N/A   | Traffic planning and management:<br>Encouragement of shift of transport modes | Implementation | Start date: 2006<br>Expected end date: 2015<br>Spatial scale: Local<br>Source affected: Transport<br>Indicator: Bike count every 3 months<br>Target emissions reduction: <40 µg/m3 |

| Measure code              | Description                       | Focus | Classification  | Status         | Other information  |
|---------------------------|-----------------------------------|-------|---|----------------|--|
| Boston Borough Council_10 | BTS 2006                          | N/A   | Traffic planning and management:<br>Encouragement of shift of transport modes | Implementation | Start date: 2006<br>Expected end date: 2015<br>Spatial scale: Local<br>Source affected: Transport<br>Indicator: N/A<br>Target emissions reduction: <40 µg/m3 |
| Boston Borough Council_11 | BTS 2006                          | N/A   | Public information and Education: Other mechanisms                            | Implementation | Start date: 2006<br>Expected end date: 2015<br>Spatial scale: Local<br>Source affected: Transport<br>Indicator: N/A<br>Target emissions reduction: <40 µg/m3 |
| Boston Borough Council_12 | BTS 2006                          | N/A   | Traffic planning and management:<br>Encouragement of shift of transport modes | Implementation | Start date: 2006<br>Expected end date: 2015<br>Spatial scale: Local<br>Source affected: Transport<br>Indicator: N/A<br>Target emissions reduction: <40 µg/m3 |
| Boston Borough Council_13 | BTS 2006                          | N/A   | Traffic planning and management:<br>Encouragement of shift of transport modes | Implementation | Start date: 2006<br>Expected end date: 2015<br>Spatial scale: Local<br>Source affected: Transport<br>Indicator: N/A<br>Target emissions reduction: <40 µg/m3 |
| Boston Borough Council_3  | Investigation of Inland Waterways | N/A   | Traffic planning and management:<br>Encouragement of shift of transport modes | Planning       | Start date: 2011<br>Expected end date: 2019<br>Spatial scale: Local<br>Source affected: Transport<br>Indicator: N/A<br>Target emissions reduction: <40 µg/m3 |

| Measure code                     | Description   | Focus   | Classification  | Status         | Other information   |
|----------------------------------|---|---|---|----------------|---|
| Boston Borough Council_4         | Community Travel Zone Expansion   | N/A   | Traffic planning and management:<br>Encouragement of shift of transport modes | Implementation | Start date: 2006<br>Expected end date: 2015<br>Spatial scale: Local<br>Source affected: Transport<br>Indicator: N/A<br>Target emissions reduction: <40 µg/m3                |
| South Northamptonshire Council_1 | The Council will continue to work with the Highway Agency, neighbouring authorities and Northamptonshire County Council in considering schemes to upgrade and improve the public transportation system.                 | The Council will continue to work with the Highway Agency, neighbouring authorities and Northamptonshire County Council in considering schemes to upgrade and improve the public transportation system.                 | Traffic planning and management:<br>Improvement of public transport           | Implementation | Start date: 2010<br>Expected end date: 2014<br>Spatial scale: Whole agglomeration<br>Source affected: Transport<br>Indicator: N/A<br>Target emissions reduction: Negligible |
| South Northamptonshire Council_2 | The Council will continue to work with Northamptonshire County council in promoting the use of the public transport system.   | The Council will continue to work with Northamptonshire County council in promoting the use of the public transport system.   | Traffic planning and management:<br>Improvement of public transport           | Implementation | Start date: 2010<br>Expected end date: 2014<br>Spatial scale: Whole agglomeration<br>Source affected: Transport<br>Indicator: N/A<br>Target emissions reduction: Negligible |
| South Northamptonshire Council_3 | The Council will continue to work with Northamptonshire County Council to promote and educate the public in the use of non-motorised travel. To this end the cycle network and footpaths will be expanded and improved. | The Council will continue to work with Northamptonshire County Council to promote and educate the public in the use of non-motorised travel. To this end the cycle network and footpaths will be expanded and improved. | Traffic planning and management:<br>Encouragement of shift of transport modes | Implementation | Start date: 2010<br>Expected end date: 2030<br>Spatial scale: Whole agglomeration<br>Source affected: Transport<br>Indicator: N/A<br>Target emissions reduction: N/A        |

| Measure code                     | Description   | Focus   | Classification   | Status         | Other information   |
|----------------------------------|---|---|--|----------------|---|
| South Northamptonshire Council_4 | The Council will continue the development of its own sustainable travel plan.   | The Council will continue the development of its own sustainable travel plan.   | Traffic planning and management: Encouragement of shift of transport modes | Planning       | Start date: 2015<br>Expected end date: 2030<br>Spatial scale: Local<br>Source affected: Transport<br>Indicator: N/A<br>Target emissions reduction: none   |
| South Northamptonshire Council_5 | The Council will also undertake targeted travel awareness initiatives and campaigns and will encourage other employers and educational establishments to implement sustainable travel plans.  | The Council will also undertake targeted travel awareness initiatives and campaigns and will encourage other employers and educational establishments to implement sustainable travel plans.  | Traffic planning and management: Encouragement of shift of transport modes | Other          | Start date: 2014<br>Expected end date: 2014<br>Spatial scale: Whole agglomeration<br>Source affected: Transport<br>Indicator: N/A<br>Target emissions reduction: N/A  |
| South Northamptonshire Council_6 | The Council will continue to work with the Highway agency, neighbouring authorities and Northamptonshire County Council in considering schemes to improve the flow of traffic through and around Towcester as well as to protect the air quality within Towcester from worsening. | The Council will continue to work with the Highway agency, neighbouring authorities and Northamptonshire County Council in considering schemes to improve the flow of traffic through and around Towcester as well as to protect the air quality within Towcester from worsening. | Traffic planning and management: Other measure                             | Implementation | Start date: 2014<br>Expected end date: 2030<br>Spatial scale: Whole town or city<br>Source affected: Transport<br>Indicator: Significant reduction of Nitrogen dioxide in Towcester town centre<br>Target emissions reduction: 45% reduction of emissions of Nitrous oxides adjacent to the Market Square - this equates to approximately 10 µg/m3. Nitrogen dioxide levels in location below 40 µg/m3. |

| Measure code                           | Description  | Focus   | Classification  | Status         | Other information   |
|--|--|---|---|----------------|---|
| South<br>Northamptonshire<br>Council_7 | N/A  | The Council will continue to lobby the Highways Agency, Northamptonshire County Council and West Northamptonshire Development Corporation in order to ensure the feasibility of any of the options previously considered are assessed and if possible implemented | Traffic planning and management: Other measure                | Implementation | Start date: 2008<br>Expected end date: 2015<br>Spatial scale: Local<br>Source affected: Transport<br>Indicator: Significant reduction of Nitrogen dioxide in Towcester town centre<br>Target emissions reduction:<br>Improvements to the A43/A5 roundabout are currently scheduled in to be completed by the end of 2014. This will help the flow of traffic out of Towcester town centre |
| South<br>Northamptonshire<br>Council_8 | The Council will continue to work with the Highways Agency and Northamptonshire County Council to develop a parking strategy for Towcester and to enforce roadside parking restrictions. | The Council will continue to work with the Highways Agency and Northamptonshire County Council to develop a parking strategy for Towcester and to enforce roadside parking restrictions.  | Traffic planning and management: Management of parking places | Implementation | Start date: 2014<br>Expected end date: 2014<br>Spatial scale: Local<br>Source affected: Transport<br>Indicator: Significant reduction of Nitrogen dioxide in Towcester town centre<br>Target emissions reduction: 45% reduction of emissions of Nitrous oxides adjacent to the Market Square - this equates to approximately 10 µg/m3. Nitrogen dioxide levels in location below 40 µg/m3 |

| Measure code                      | Description   | Focus  | Classification                                 | Status         | Other information  |
|-----------------------------------|---|--|--|----------------|--|
| South Northamptonshire Council_9  | The Council will actively support the larger national schemes that may improve air quality along the motorway and trunk road network. | The Council will actively support the larger national schemes that may improve air quality along the motorway and trunk road network.                  | Traffic planning and management: Other measure | Implementation | Start date: 2014<br>Expected end date: 2015<br>Spatial scale: Local<br>Source affected: Transport<br>Indicator: Improvements to the 1) A43/A5 junction at Towcester 2)M40 junction 10.<br>Target emissions reduction: Improvements to the A5/A43 junction will help traffic flow through Towcester town centre |
| South Northamptonshire Council_10 | N/A   | The Council will actively pursue the introduction of licensing conditions to progressively reduce the number of older taxis and private hire vehicles. | Other measure: Other measure                   | Implementation | Start date: 2010<br>Expected end date: 2014<br>Spatial scale: Whole agglomeration<br>Source affected: Transport<br>Indicator: N/A<br>Target emissions reduction: None  |
| South Northamptonshire Council_11 | N/A   | The Council will initiate a policy to ensure that its fleet vehicles are well maintained and have the lowest emissions practicable.                    | Other measure: Other measure                   | Implementation | Start date: 2008<br>Expected end date: 2030<br>Spatial scale: Whole agglomeration<br>Source affected: Transport<br>Indicator: N/A<br>Target emissions reduction: none  |

| Measure code                            | Description   | Focus   | Classification  | Status         | Other information  |
|---|---|---|---|----------------|--|
| South<br>Northamptonshire<br>Council_12 | The Council will continue to inspect all of its permitted processes under the PPC regime to ensure compliance. Permits will be updated as and when appropriate to ensure that operation conditions are up to date with the latest guidance.   | The Council will continue to inspect all of its permitted processes under the PPC regime to ensure compliance. Permits will be updated as and when appropriate to ensure that operation conditions are up to date with the latest guidance.   | Permit systems and economic instruments:<br>Other measure | Implementation | Start date: 2008<br>Expected end date: 2015<br>Spatial scale: Whole agglomeration<br>Source affected: Industry including heat and power production<br>Indicator: All permitted processes comply with the permits to control emissions to air<br>Target emissions reduction: None |
| South<br>Northamptonshire<br>Council_13 | The Council will continue to educate residents and businesses to use smokeless fuels or an approved appliance for smokeless combustion. Where appropriate the Council will continue to educate residents and businesses to recycle or compost as much waste as possible rather than via uncontrolled combustion. The Council will also enforce the laws relating to waste and pollution of the environment. | The Council will continue to educate residents and businesses to use smokeless fuels or an approved appliance for smokeless combustion. Where appropriate the Council will continue to educate residents and businesses to recycle or compost as much waste as possible rather than via uncontrolled combustion. The Council will also enforce the laws relating to waste and pollution of the environment. | Other measure: Other measure                              | Preparation    | Start date: 2014<br>Expected end date: 2030<br>Spatial scale: Whole agglomeration<br>Source affected: Commercial and residential sources<br>Indicator: Volume of complaints<br>Target emissions reduction: Negligible  |

| Measure code                      | Description   | Focus   | Classification   | Status         | Other information   |
|-----------------------------------|---|---|--|----------------|---|
| South Northamptonshire Council_14 | The Council will continue to enforce the Clean Air Act 1993 and encourage local businesses to dispose of waste in a responsible manner, so as to prevent or minimise the emissions of dark smoke.   | The Council will continue to enforce the Clean Air Act 1993 and encourage local businesses to dispose of waste in a responsible manner, so as to prevent or minimise the emissions of dark smoke.   | Public information and Education: Other mechanisms         | Implementation | Start date: 2008<br>Expected end date: 2030<br>Spatial scale: Whole agglomeration<br>Source affected: Commercial and residential sources<br>Indicator: N/A<br>Target emissions reduction: None  |
| South Northamptonshire Council_15 | The Council will continue to take into account the impact on air quality of a potential development when considering planning applications, especially when it could impact directly upon the AQMA. | The Council will continue to take into account the impact on air quality of a potential development when considering planning applications, especially when it could impact directly upon the AQMA. | Other measure: Other measure                               | Implementation | Start date: 2008<br>Expected end date: 2015<br>Spatial scale: Whole agglomeration<br>Source affected: Other, please specify<br>Indicator: Reduction in Nitrogen dioxide levels in Towcester<br>Target emissions reduction: Negligible           |
| South Northamptonshire Council_17 | N/A   | The council will continue to provide and where possible to improve, the air quality information to members of the public, developers and all its stakeholders.                                      | Public information and Education: Internet                 | Implementation | Start date: 2008<br>Expected end date: 2030<br>Spatial scale: Whole agglomeration<br>Source affected: Other, please specify<br>Indicator: Air Quality web pages are reviewed regularly and kept up to date.<br>Target emissions reduction: None |
| Gedling Borough Council_4         | Ensure that collections around the AQMA occur outside of the rush hour.   | Reduce traffic congestion along the AQMA.   | Traffic planning and management: Freight transport measure | Other          | Start date: 2013<br>Expected end date: 2019<br>Spatial scale: Local<br>Source affected: Transport<br>Indicator: Review of collection timetables<br>Target emissions reduction: N/A  |

| Measure code               | Description   | Focus   | Classification               | Status | Other information  |
|----------------------------|---|---|------------------------------|--------|--|
| Gedling Borough Council_5b | Parking Management and Control Continual review of car parking charging, to promote public transport options  | Promote public transport through review of car parking arrangements.  | Other measure: Other measure | Other  | Start date: 2013<br>Expected end date: 2019<br>Spatial scale: Local<br>Source affected: Transport<br>Indicator: Improved journey times and bus patronage<br>Target emissions reduction: N/A                            |
| Gedling Borough Council_7a | Ensure sustainable development on vacant sites within and in the vicinity of the AQMA.  | Local planning considerations aim to mitigate the cumulative negative air quality impacts of new development. | Other measure: Other measure | Other  | Start date: 2013<br>Expected end date: 2019<br>Spatial scale: Local<br>Source affected: Other, please specify<br>Indicator: No. of AQ impact assessments related to AQMA<br>Target emissions reduction: N/A            |
| Gedling Borough Council_7b | Ensure AQAP and AQMA are considered in future planning policy frameworks (Local Plans).   | Local planning considerations aim to mitigate the cumulative negative air quality impacts of new development. | Other measure: Other measure | Other  | Start date: 2013<br>Expected end date: 2019<br>Spatial scale: Local<br>Source affected: Transport<br>Indicator: Ongoing consultation with Core Strategy development (see Section 6)<br>Target emissions reduction: N/A |
| Gedling Borough Council_7c | Co-ordination of land-use planning and transport infrastructure (including through the Local Plan).<br>Development of car parking standards that encourage cycling, walking and public transport use. | Local planning considerations aim to mitigate the cumulative negative air quality impacts of new development. | Other measure: Other measure | Other  | Start date: 2013<br>Expected end date: 2019<br>Spatial scale: Local<br>Source affected: Other, please specify<br>Indicator: N/A<br>Target emissions reduction: N/A   |

| Measure code                    | Description  | Focus   | Classification               | Status | Other information  |
|---------------------------------|--|---|------------------------------|--------|--|
| Gedling Borough Council_7d      | Secure appropriate levels of developer contributions (Section 106 and/or CIL) for use on air quality improvement projects. Use of collected development control contributions to provide cycling, walking and public transport improvements within the AQMA. | Local planning considerations aim to mitigate the cumulative negative air quality impacts of new development. | Other measure: Other measure | Other  | Start date: 2013<br>Expected end date: 2019<br>Spatial scale: Local<br>Source affected: Other, please specify<br>Indicator: Sums collected for air quality projects<br>Target emissions reduction: N/A |
| Gedling Borough Council_7e      | Development of an Air Quality Supplementary Planning Document (SPD)  | N/A   | Other measure: Other measure | Other  | Start date: 2013<br>Expected end date: 2019<br>Spatial scale: Local<br>Source affected: Other, please specify<br>Indicator: Development of SPD<br>Target emissions reduction: N/A                      |
| Gedling Borough Council_9a, 9b, | ECOSTars Fleet Recognition Scheme. Promotion of the benefits of Eco-driving training for drivers.  | Target reduced emissions from buses operating within the AQMA.  | Other measure: Other measure | Other  | Start date: 2011<br>Expected end date: 2015<br>Spatial scale: Local<br>Source affected: Transport<br>Indicator: Scheme membership<br>Target emissions reduction: N/A                                   |
| Gedling Borough Council_10a10b  | ECOSTars Fleet Recognition Scheme. Promotion of the benefits of Eco-driving training for drivers.  | Target reduced emissions from HGV's and LGV's operating within the AQMA                                       | Other measure: Other measure | Other  | Start date: 2011<br>Expected end date: 2015<br>Spatial scale: Local<br>Source affected: Transport<br>Indicator: Scheme membership<br>Target emissions reduction: N/A                                   |

| Measure code                | Description   | Focus   | Classification               | Status | Other information  |
|-----------------------------|---|---|------------------------------|--------|--|
| Gedling Borough Council_11  | Promotion of low emission vehicles through taxi licensing.                        | Target reduced emissions from Taxi's operating within the AQMA  | Other measure: Other measure | Other  | Start date: 2013<br>Expected end date: 2019<br>Spatial scale: Local<br>Source affected: Transport<br>Indicator: Review of Taxi Licence criteria<br>Target emissions reduction: N/A                                     |
| Gedling Borough Council_12a | Gedling Borough membership of ECOSTars scheme.                                    | Target reduced emissions from Council fleet vehicles and Council contract fleet vehicles operating within AQMA. | Other measure: Other measure | Other  | Start date: 2011<br>Expected end date: 2019<br>Spatial scale: Local<br>Source affected: Transport<br>Indicator: membership<br>Target emissions reduction: N/A  |
| Gedling Borough Council_12b | Ensuring new vehicles procured are cleanest possible.                             | Target reduced emissions from Council fleet vehicles and Council contract fleet vehicles operating within AQMA. | Other measure: Other measure | Other  | Start date: 2013<br>Expected end date: 2019<br>Spatial scale: Local<br>Source affected: Transport<br>Indicator: Indictors linked to the GBC Sustainability Strategy and Action Plan<br>Target emissions reduction: N/A |
| Gedling Borough Council_12c | Run Eco-driving training course for officers using own and GBC vehicles for work. | Target reduced emissions from Council fleet vehicles and Council contract fleet vehicles operating within AQMA. | Other measure: Other measure | Other  | Start date: 2013<br>Expected end date: 2014<br>Spatial scale: Local<br>Source affected: Transport<br>Indicator: Indictors linked to the GBC Sustainability Strategy and Action Plan<br>Target emissions reduction: N/A |

| Measure code                | Description   | Focus   | Classification                                 | Status | Other information   |
|-----------------------------|---|---|--|--------|---|
| Gedling Borough Council_12d | Consider alternative fuelled 'pool vehicles'  | Target reduced emissions from Council fleet vehicles and Council contract fleet vehicles operating within AQMA. | Other measure: Other measure                   | Other  | Start date: 2013<br>Expected end date: 2019<br>Spatial scale: Local<br>Source affected: Transport<br>Indicator: Indicators linked to the GBC Sustainability Strategy and Action Plan<br>Target emissions reduction: N/A |
| Gedling Borough Council_12e | GBC Green Procurement (emission standards for vehicles making deliveries to the Council). | Target reduced emissions from Council fleet vehicles and Council contract fleet vehicles operating within AQMA. | Other measure: Other measure                   | Other  | Start date: 2013<br>Expected end date: 2019<br>Spatial scale: Local<br>Source affected: Transport<br>Indicator: Indicators linked to the GBC Sustainability Strategy and Action Plan<br>Target emissions reduction: N/A |
| Gedling Borough Council_13a | GBC consider installing electric charging points for visitors and staff.                  | Encourage the uptake of alternative fuels with infrastructure improvements.                                     | Traffic planning and management: Other measure | Other  | Start date: 2013<br>Expected end date: 2014<br>Spatial scale: Local<br>Source affected: Transport<br>Indicator: Indicators linked to the GBC Sustainability Strategy and Action Plan<br>Target emissions reduction: N/A |

| Measure code                | Description  | Focus  | Classification                                     | Status | Other information  |
|-----------------------------|--|--|--|--------|--|
| Gedling Borough Council_13b | Consider a wider network of charging points.                       | Encourage the uptake of alternative fuels with infrastructure improvements.  | Traffic planning and management: Other measure     | Other  | Start date: 2013<br>Expected end date: 2015<br>Spatial scale: Local<br>Source affected: Transport<br>Indicator: Indictors linked to the GBC Sustainability Strategy and Action Plan<br>Target emissions reduction: N/A |
| Gedling Borough Council_14a | Design and erect AQMA signs at various locations                   | To increase awareness of local air quality issues and encourage change in behaviour that will contribute to improving local air quality. | Public information and Education: Other mechanisms | Other  | Start date: 2012<br>Expected end date: 2030<br>Spatial scale: Local<br>Source affected: Transport<br>Indicator: Feasibility assessment<br>Target emissions reduction: N/A  |
| Gedling Borough Council_14b | Roadside Vehicle Emissions Testing (RVET)                          | To increase awareness of local air quality issues and encourage change in behaviour that will contribute to improving local air quality. | Other measure: Other measure                       | Other  | Start date: 2013<br>Expected end date: 2030<br>Spatial scale: Local<br>Source affected: Transport<br>Indicator: Carry out RVET day<br>Target emissions reduction: N/A  |
| Gedling Borough Council_14d | Undertake a publicity campaign to raise awareness of the A60 AQMA. | To increase awareness of local air quality issues and encourage change in behaviour that will contribute to improving local air quality. | Public information and Education: Other mechanisms | Other  | Start date: 2013<br>Expected end date: 2019<br>Spatial scale: Local<br>Source affected: Transport<br>Indicator: Publication of relevant promotional material<br>Target emissions reduction: N/A                        |

| Measure code                | Description  | Focus  | Classification  | Status   | Other information   |
|-----------------------------|--|--|---|----------|---|
| Gedling Borough Council_15a | Review/refresh Gedling Borough Council Travel Plan;  | To encourage a shift to more sustainable forms of travel, or reducing the need for travel.   | Traffic planning and management:<br>Encouragement of shift of transport modes | Other    | Start date: 2013<br>Expected end date: 2019<br>Spatial scale: Local<br>Source affected: Transport<br>Indicator: Review GBC travel plan; improved journey times; increased bus patronage; increased active travel<br>Target emissions reduction: N/A |
| Gedling Borough Council_18d | Gedling Borough Council to hold 'Car Free Days' to encourage staff to cycle or walk to work. | To encourage the shift away from the use of private motor vehicles for travelling to more sustainable forms of transport, or reducing the need for travel. | Traffic planning and management:<br>Encouragement of shift of transport modes | Other    | Start date: 2013<br>Expected end date: 2019<br>Spatial scale: Local<br>Source affected: Transport<br>Indicator: No. of 'car free days'<br>Target emissions reduction: N/A   |
| Lincoln City Council_1      | Road Network and Traffic Management Improvements   | Lincoln Eastern Bypass   | Traffic planning and management:<br>Encouragement of shift of transport modes | Planning | Start date: 2016<br>Expected end date: 2018<br>Spatial scale: Whole town or city<br>Source affected: Transport<br>Indicator: Change in AADT, including split for HDV/LDV on Broadgate<br>Target emissions reduction: To be agreed                   |

| Measure code           | Description                                      | Focus                   | Classification   | Status         | Other information  |
|------------------------|--|-------------------------|--|----------------|--|
| Lincoln City Council_2 | Road Network and Traffic Management Improvements | East-West Link          | Traffic planning and management:<br>Encouragement of shift of transport modes          | Implementation | Start date: 2014<br>Expected end date: 2016<br>Spatial scale: Local<br>Source affected: Transport<br>Indicator: To be agreed<br>Target emissions reduction: Not known                        |
| Lincoln City Council_3 | Road Network and Traffic Management Improvements | Southern Bypass         | Traffic planning and management:<br>Encouragement of shift of transport modes          | Other          | Start date: 2014<br>Expected end date: 2030<br>Spatial scale: Whole town or city<br>Source affected: Transport<br>Indicator: To be agreed<br>Target emissions reduction: Not known           |
| Lincoln City Council_4 | Road Network and Traffic Management Improvements | Traffic flow Management | Traffic planning and management: Other measure   | Implementation | Start date: 2007<br>Expected end date: 2015<br>Spatial scale: Local<br>Source affected: Transport<br>Indicator: Change in vehicle queuing times<br>Target emissions reduction: Not known     |
| Lincoln City Council_5 | Road Network and Traffic Management Improvements | Cycling Infrastructure  | Traffic planning and management:<br>Expansion of bicycle and pedestrian infrastructure | Implementation | Start date: 2014<br>Expected end date: 2030<br>Spatial scale: Whole town or city<br>Source affected: Transport<br>Indicator: length of new cycleway<br>Target emissions reduction: Not known |

| Measure code           | Description                       | Focus                                    | Classification  | Status         | Other information  |
|------------------------|-----------------------------------|--|---|----------------|--|
| Lincoln City Council_6 | Sustainable Transport Initiatives | Quality Bus Corridors                    | Traffic planning and management:<br>Encouragement of shift of transport modes | Implementation | Start date: 2011<br>Expected end date: 2030<br>Spatial scale: Whole town or city<br>Source affected: Transport<br>Indicator: % of buses on time<br>Target emissions reduction: Not known                       |
| Lincoln City Council_7 | Sustainable Transport Initiatives | Real-time Bus Passenger Information      | Traffic planning and management:<br>Improvement of public transport           | Implementation | Start date: 2008<br>Expected end date: 2030<br>Spatial scale: Whole town or city<br>Source affected: Transport<br>Indicator: % of stops or routes with real-time info<br>Target emissions reduction: Not known |
| Lincoln City Council_8 | Sustainable Transport Initiatives | Bus Priority Measures at Traffic Signals | Traffic planning and management:<br>Encouragement of shift of transport modes | Implementation | Start date: 2013<br>Expected end date: 2030<br>Spatial scale: Whole town or city<br>Source affected: Transport<br>Indicator: No. of signals with bus priority<br>Target emissions reduction: Not known         |
| Lincoln City Council_9 | Sustainable Transport Initiatives | New Public Transport Interchange         | Traffic planning and management:<br>Improvement of public transport           | Planning       | Start date: 2015<br>Expected end date: 2017<br>Spatial scale: Whole town or city<br>Source affected: Transport<br>Indicator: To be agreed<br>Target emissions reduction: To be agreed                          |

| Measure code            | Description                       | Focus                          | Classification  | Status      | Other information  |
|-------------------------|-----------------------------------|--------------------------------|---|-------------|--|
| Lincoln City Council_10 | Sustainable Transport Initiatives | Park and Ride                  | Traffic planning and management:<br>Improvement of public transport | Preparation | Start date: 2014<br>Expected end date: 2030<br>Spatial scale: Whole town or city<br>Source affected: Transport<br>Indicator: Passengers carried<br>Target emissions reduction: To be agreed            |
| Lincoln City Council_11 | Sustainable Transport Initiatives | Alternative Fuel Buses         | Public procurement: New vehicles, including low emission vehicles   | Evaluation  | Start date: 2012<br>Expected end date: 2014<br>Spatial scale: Whole town or city<br>Source affected: Transport<br>Indicator: No. of alternative fuel buses<br>Target emissions reduction: To be agreed |
| Lincoln City Council_12 | Sustainable Transport Initiatives | Linc Share - Car Share website | Other measure: Other measure  | Evaluation  | Start date: 2009<br>Expected end date: 2030<br>Spatial scale: Whole town or city<br>Source affected: Transport<br>Indicator: No. of people signed up to site<br>Target emissions reduction: ?          |
| Lincoln City Council_13 | Sustainable Transport Initiatives | Access LN6 - Car Share website | Other measure: Other measure  | Evaluation  | Start date: 2013<br>Expected end date: 2030<br>Spatial scale: Local<br>Source affected: Transport<br>Indicator: No. of people signed up to site<br>Target emissions reduction: Not known               |

| Measure code            | Description                       | Focus                                     | Classification   | Status         | Other information  |
|-------------------------|-----------------------------------|---|--|----------------|--|
| Lincoln City Council_14 | Sustainable Transport Initiatives | Access LN6 - Lincoln HireBike             | Traffic planning and management:<br>Expansion of bicycle and pedestrian infrastructure | Implementation | Start date: 2013<br>Expected end date: 2020<br>Spatial scale: Whole town or city<br>Source affected: Transport<br>Indicator: No. of rentals and No. of registrants<br>Target emissions reduction: Not known      |
| Lincoln City Council_15 | Sustainable Transport Initiatives | Access LN6 - Personalised Travel Planning | Traffic planning and management:<br>Encouragement of shift of transport modes          | Implementation | Start date: 2014<br>Expected end date: 2014<br>Spatial scale: Local<br>Source affected: Transport<br>Indicator: No. of single occupancy car journeys before/after PTP<br>Target emissions reduction: Not known   |
| Lincoln City Council_16 | Sustainable Transport Initiatives | Business Travel Plans                     | Traffic planning and management:<br>Encouragement of shift of transport modes          | Implementation | Start date: 2014<br>Expected end date: 2030<br>Spatial scale: Whole town or city<br>Source affected: Transport<br>Indicator: No of businesses with adopted travel plans<br>Target emissions reduction: Not known |

| Measure code            | Description                       | Focus  | Classification  | Status         | Other information   |
|-------------------------|-----------------------------------|--|---|----------------|---|
| Lincoln City Council_17 | Sustainable Transport Initiatives | School Travel Plans                                  | Traffic planning and management:<br>Encouragement of shift of transport modes | Evaluation     | Start date: 2005<br>Expected end date: 2012<br>Spatial scale: Whole town or city<br>Source affected: Transport<br>Indicator: No. of schools with approved travel plans<br>Target emissions reduction: Not known |
| Lincoln City Council_18 | Sustainable Transport Initiatives | Access LN6 - New bus services                        | Traffic planning and management:<br>Improvement of public transport           | Implementation | Start date: 2012<br>Expected end date: 2015<br>Spatial scale: Local<br>Source affected: Transport<br>Indicator: Passengers carried<br>Target emissions reduction: Not known                                     |
| Lincoln City Council_19 | Sustainable Transport Initiatives | Access LN6 - Hykeham Station improvements            | Traffic planning and management:<br>Improvement of public transport           | Implementation | Start date: 2014<br>Expected end date: 2030<br>Spatial scale: Local<br>Source affected: Transport<br>Indicator: Passengers carried and frequency of trains<br>Target emissions reduction: Not known             |
| Lincoln City Council_20 | Sustainable Transport Initiatives | Access LN6 - Sustainable Travel Grant for businesses | Traffic planning and management:<br>Encouragement of shift of transport modes | Implementation | Start date: 2013<br>Expected end date: 2015<br>Spatial scale: Whole town or city<br>Source affected: Transport<br>Indicator: Amount of funding provided<br>Target emissions reduction: Not known                |

| Measure code            | Description                       | Focus  | Classification   | Status         | Other information  |
|-------------------------|-----------------------------------|--|--|----------------|--|
| Lincoln City Council_21 | Sustainable Transport Initiatives | Access LN6 - Cycle storage implementation                            | Traffic planning and management:<br>Expansion of bicycle and pedestrian infrastructure | Implementation | Start date: 2013<br>Expected end date: 2015<br>Spatial scale: Whole town or city<br>Source affected: Transport<br>Indicator: No. of cycle parking spaces provided<br>Target emissions reduction: Not known |
| Lincoln City Council_22 | Sustainable Transport Initiatives | Promotion of sustainable transport to work for City of Lincoln Staff | Traffic planning and management:<br>Encouragement of shift of transport modes          | Implementation | Start date: 2010<br>Expected end date: 2030<br>Spatial scale: Whole town or city<br>Source affected: Transport<br>Indicator: Change in travel to work behaviour<br>Target emissions reduction: Not known   |
| Lincoln City Council_23 | Sustainable Transport Initiatives | Introduction of electric vehicles into City of Lincoln Council Fleet | Public procurement:<br>New vehicles, including low emission vehicles                   | Implementation | Start date: 2013<br>Expected end date: 2030<br>Spatial scale: Whole town or city<br>Source affected: Transport<br>Indicator: No of electric vehicles in fleet<br>Target emissions reduction: Not known     |

| Measure code            | Description                       | Focus   | Classification                    | Status         | Other information   |
|-------------------------|-----------------------------------|---|-----------------------------------|----------------|---|
| Lincoln City Council_24 | Sustainable Transport Initiatives | Smarter trip planning for CoLC fleet                            | Other measure: Other measure      | Implementation | Start date: 2010<br>Expected end date: 2030<br>Spatial scale: Whole town or city<br>Source affected: Transport<br>Indicator: % reduction in CO2e emissions from CoLC fleet<br>Target emissions reduction: Not known       |
| Lincoln City Council_25 | Sustainable Transport Initiatives | Provision of electric vehicle recharge points in CoLC car parks | Public procurement: Other measure | Evaluation     | Start date: 2012<br>Expected end date: 2013<br>Spatial scale: Whole town or city<br>Source affected: Transport<br>Indicator: No. of recharge points available in CoLC car parks.<br>Target emissions reduction: Not known |
| Lincoln City Council_26 | Sustainable Transport Initiatives | Provision of electric vehicle recharge point for CoLC fleet use | Public procurement: Other measure | Evaluation     | Start date: 2012<br>Expected end date: 2013<br>Spatial scale: Local<br>Source affected: Transport<br>Indicator: No. of recharge points available for CoLC fleet<br>Target emissions reduction: Not known                  |
| Lincoln City Council_27 | Sustainable Transport Initiatives | Promtion of greener driving styles                              | Other measure: Other measure      | Implementation | Start date: 2010<br>Expected end date: 2030<br>Spatial scale: Whole town or city<br>Source affected: Transport<br>Indicator: None<br>Target emissions reduction: Not known  |

| Measure code            | Description                              | Focus   | Classification  | Status         | Other information   |
|-------------------------|--|---|---|----------------|---|
| Lincoln City Council_28 | Sustainable Transport Initiatives        | Promotion of car sharing to public  | Traffic planning and management:<br>Encouragement of shift of transport modes | Implementation | Start date: 2009<br>Expected end date: 2030<br>Spatial scale: Whole town or city<br>Source affected: Transport<br>Indicator: None<br>Target emissions reduction: Not known            |
| Lincoln City Council_29 | Minimising the burden of new development | Develop Air Quality and Development Guide   | Other measure: Other measure  | Planning       | Start date: 2015<br>Expected end date: 2030<br>Spatial scale: Whole town or city<br>Source affected: Transport<br>Indicator: To be agreed<br>Target emissions reduction: To be agreed |
| Lincoln City Council_30 | Minimising the burden of new development | Requirement for proportionate air quality mitigation for all new relevant development | Other measure: Other measure  | Implementation | Start date: 2014<br>Expected end date: 2030<br>Spatial scale: Whole town or city<br>Source affected: Transport<br>Indicator: To be agreed<br>Target emissions reduction: To be agreed |
| Lincoln City Council_31 | Air Quality Awareness Raising            | Provision of publicly accessible air quality information                              | Public information and Education: Internet                                    | Implementation | Start date: 2007<br>Expected end date: 2030<br>Spatial scale: Whole town or city<br>Source affected: Transport<br>Indicator: None<br>Target emissions reduction: Not known            |

| Measure code            | Description                            | Focus  | Classification               | Status         | Other information  |
|-------------------------|--|--|------------------------------|----------------|--|
| Lincoln City Council_32 | Reducing emissions from CoLC buildings | Energy efficiency measures to reduce natural gas consumption | Other measure: Other measure | Implementation | Start date: 2009<br>Expected end date: 2030<br>Spatial scale: Whole town or city<br>Source affected: Commercial and residential sources<br>Indicator: Gas consumption<br>Target emissions reduction: Not known |

| Measure code                | Description              | Focus   | Classification   | Status     | Other information  |
|-----------------------------|--------------------------|---|--|------------|--|
| Charnwood Borough Council_1 | Eastern Gateway Project: | Construction of a new link road [combined with the closure of Ratcliffe Road (currently in an AQMA) to through-traffic], from Nottingham Road to Meadow Lane on derelict land around Loughborough Rail Station. Enabling much improved access to the station, reducing delay and congestion in the area. Improvements to the station forecourt area, combined with the new link road has enabled greatly improved and consolidated public transport interchange facilities at the station i.e. integrated bus hub, taxi ranks, cycle racks. Associated traffic management improvements to surrounding narrow residential streets, including removing lorries from unsuitable routes and introducing a residents parking scheme. | Traffic planning and management: Improvement of public transport | Evaluation | Start date: 2011<br>Expected end date: 2011<br>Spatial scale: Local<br>Source affected: Transport<br>Indicator: N/A<br>Target emissions reduction: N/A |

| Measure code                | Description  | Focus   | Classification   | Status         | Other information  |
|-----------------------------|--|---|--|----------------|--|
| Charnwood Borough Council_2 | Loughborough Inner Relief Road   | Construction of an inner relief road to redirect all traffic away from the arterial A6 (High Street and Swan Street) allowing for pedestrianisation of the town centre. The scheme incorporates new bus stops and travel information 'waypoints' in the pedestrianised area, consolidated taxi ranks, improved traffic management (control and signage), parking restrictions | Traffic planning and management: Improvement of public transport | Evaluation     | Start date: 2014<br>Expected end date: 2014<br>Spatial scale: Local<br>Source affected: Transport<br>Indicator: N/A<br>Target emissions reduction: N/A   |
| Charnwood Borough Council_3 | Epinal Way Junction  | Alterations made to junction layout, providing extra lanes and improved traffic signals to aid traffic flow.  | Traffic planning and management: Other measure                   | Evaluation     | Start date: 2014<br>Expected end date: 2014<br>Spatial scale: Local<br>Source affected: Transport<br>Indicator: N/A<br>Target emissions reduction: N/A   |
| Charnwood Borough Council_4 | Put in two electric charge points at Beehive Lane car park Loughborough for public use | N/A   | Public procurement: Other measure                                | Implementation | Start date: 2014<br>Expected end date: 2014<br>Spatial scale: Local<br>Source affected: Transport<br>Indicator: Equipment on site and contract in place with contractor to supply to public<br>Target emissions reduction: Not known |

| Measure code                | Description  | Focus | Classification  | Status         | Other information  |
|-----------------------------|--|-------|---|----------------|--|
| Charnwood Borough Council_5 | Renew 3 no. street wardens fleet vehicles with 2 electric charge vehicles and one Diesel. Currently have 3 diesel vehicles | N/A   | Public procurement: New vehicles, including low emission vehicles                   | Implementation | Start date: 2015<br>Expected end date: 2015<br>Spatial scale: Local<br>Source affected: Transport<br>Indicator: New vehicles on site including 2 electric charge vehicles<br>Target emissions reduction: Not known                     |
| Charnwood Borough Council_6 | Driver assessments   | N/A   | Other measure: Other measure  | Planning       | Start date: 2015<br>Expected end date: 2030<br>Spatial scale: Local<br>Source affected: Transport<br>Indicator: Reduction in fuel consumption<br>Target emissions reduction: Not Known   |
| Charnwood Borough Council_7 | Investment in cycle route network to reach all parts of Loughborough   | N/A   | Traffic planning and management: Expansion of bicycle and pedestrian infrastructure | Other          | Start date: 2007<br>Expected end date: 2030<br>Spatial scale: Local<br>Source affected: Transport<br>Indicator: Monitoring of %age increase in cycling at counting points across Loughborough<br>Target emissions reduction: Not known |

| Measure code                 | Description  | Focus | Classification  | Status | Other information   |
|------------------------------|--|-------|---|--------|---|
| Charnwood Borough Council_8  | Evaluation of fewer parking spaces or higher charges to restrain car access to work or shops | N/A   | Traffic planning and management:<br>Management of parking places    | Other  | Start date: 2007<br>Expected end date: 2030<br>Spatial scale: Local<br>Source affected: Transport<br>Indicator: Incorporating the effectiveness of Civil Parking Enforcement (CPE)<br>Target emissions reduction: Not known |
| Charnwood Borough Council_9  | Staff Car sharing scheme   | N/A   | Other measure: Other measure  | Other  | Start date: 2005<br>Expected end date: 2030<br>Spatial scale: Local<br>Source affected: Transport<br>Indicator: N/A<br>Target emissions reduction: N/A  |
| Charnwood Borough Council_10 | CO2 banding for staff car parking allowance / permits  | N/A   | Traffic planning and management:<br>Differentiation of parking fees | Other  | Start date: 2005<br>Expected end date: 2030<br>Spatial scale: Local<br>Source affected: Transport<br>Indicator: N/A<br>Target emissions reduction: N/A  |
| Charnwood Borough Council_11 | Increasing bus travel through work on Quality Bus Partnership (QBP)                          | N/A   | Traffic planning and management:<br>Improvement of public transport | Other  | Start date: 2007<br>Expected end date: 2030<br>Spatial scale: Local<br>Source affected: Transport<br>Indicator: N/A<br>Target emissions reduction: N/A  |

| Measure code                 | Description  | Focus | Classification  | Status | Other information   |
|------------------------------|--|-------|---|--------|---|
| Charnwood Borough Council_12 | Birstall 'Park & Ride'   | N/A   | Traffic planning and management:<br>Improvement of public transport           | Other  | Start date: 2011<br>Expected end date: 2030<br>Spatial scale: Local<br>Source affected: Transport<br>Indicator: N/A<br>Target emissions reduction: N/A              |
| Charnwood Borough Council_13 | Voluntary public emission testing with VOSA  | N/A   | Public information and Education: Other mechanisms                            | Other  | Start date: 2006<br>Expected end date: 2030<br>Spatial scale: Local<br>Source affected: Transport<br>Indicator: N/A<br>Target emissions reduction: N/A              |
| Charnwood Borough Council_14 | Increasing travel by train with bus connections to town centre and key destinations            | N/A   | Traffic planning and management:<br>Improvement of public transport           | Other  | Start date: 2006<br>Expected end date: 2030<br>Spatial scale: Whole town or city<br>Source affected: Transport<br>Indicator: N/A<br>Target emissions reduction: N/A |
| Charnwood Borough Council_15 | Personalised Travel Plannig and Accessibilty Team set up to promote sustainable travel choices | N/A   | Traffic planning and management:<br>Encouragement of shift of transport modes | Other  | Start date: 2009<br>Expected end date: 2030<br>Spatial scale: Whole town or city<br>Source affected: Transport<br>Indicator: N/A<br>Target emissions reduction: N/A |

| Measure code                 | Description   | Focus | Classification   | Status     | Other information   |
|------------------------------|---|-------|--|------------|---|
| Charnwood Borough Council_16 | Network management for roadworks, incidents, and planned events | N/A   | Traffic planning and management: Other measure                             | Other      | Start date: 2007<br>Expected end date: 2030<br>Spatial scale: Whole town or city<br>Source affected: Transport<br>Indicator: N/A<br>Target emissions reduction: N/A   |
| Charnwood Borough Council_17 | School Travel Planning  | N/A   | Traffic planning and management: Encouragement of shift of transport modes | Other      | Start date: 2007<br>Expected end date: 2030<br>Spatial scale: Whole town or city<br>Source affected: Transport<br>Indicator: Schools with travel plans in place and monitoring the % of journeys to school as the only pupil<br>Target emissions reduction: N/A |
| Charnwood Borough Council_18 | Providing more consistent and reliable journey times            | N/A   | Traffic planning and management: Other measure                             | Evaluation | Start date: 2014<br>Expected end date: 2030<br>Spatial scale: Whole agglomeration<br>Source affected: Transport<br>Indicator: Average vehicle speeds (weekday morning peak)<br>Target emissions reduction: N/A  |

| Measure code                     | Description   | Focus | Classification                                 | Status         | Other information   |
|----------------------------------|---|-------|--|----------------|---|
| Charnwood Borough Council_19     | Following completion of Town Centre Improvement Scheme, review TRO arrangements and signal operations at key junctions in / around town | N/A   | Traffic planning and management: Other measure | Planning       | Start date: 2017<br>Expected end date: 2030<br>Spatial scale: Whole town or city<br>Source affected: Transport<br>Indicator: N/A<br>Target emissions reduction: N/A |
| Charnwood Borough Council_20     | Programme of network signing improvements (including de-cluttering)   | N/A   | Traffic planning and management: Other measure | Planning       | Start date: 2017<br>Expected end date: 2030<br>Spatial scale: Whole town or city<br>Source affected: Transport<br>Indicator: N/A<br>Target emissions reduction: N/A |
| South Holland District Council_1 | Replacement of Council Waste fleet vehicles to Euro 6 models  | N/A   | Other measure: Other measure                   | Implementation | Start date: 2014<br>Expected end date: 2014<br>Spatial scale: Whole town or city<br>Source affected: Transport<br>Indicator: N/A<br>Target emissions reduction: N/A |
| South Holland District Council_2 | Road Narrowing at West Marsh Road/Twin Bridges junction in Spalding to prevent lorries in residential areas                             | N/A   | Traffic planning and management: Other measure | Implementation | Start date: 2006<br>Expected end date: 2006<br>Spatial scale: Whole town or city<br>Source affected: Transport<br>Indicator: N/A<br>Target emissions reduction: N/A |

| Measure code                     | Description   | Focus   | Classification   | Status         | Other information  |
|----------------------------------|---|---|--|----------------|--|
| South Holland District Council_3 | Road widening scheme at Wygate Park/Pinchbeck Road junction, Spalding to improve traffic flow   | N/A   | Traffic planning and management: Other measure                             | Implementation | Start date: 2014<br>Expected end date: 2014<br>Spatial scale: Whole town or city<br>Source affected: Transport<br>Indicator: N/A<br>Target emissions reduction: N/A  |
| South Holland District Council_4 | Decrease of Speed limit Pinchbeck Road, Spalding from 40MPH to 30MPH  | N/A   | Traffic planning and management: Reduction of speed limits and control     | Implementation | Start date: 2014<br>Expected end date: 2014<br>Spatial scale: Whole town or city<br>Source affected: Transport<br>Indicator: N/A<br>Target emissions reduction: N/A  |
| South Holland District Council_5 | Various cycling and pedestrian improvements <a href="http://www.lincolnshire.gov.uk/transport-and-roads/strategy-policy-and-licences/community-travel-zones/spalding-community-travel-zone/44412.article">http://www.lincolnshire.gov.uk/transport-and-roads/strategy-policy-and-licences/community-travel-zones/spalding-community-travel-zone/44412.article</a> | N/A   | Traffic planning and management: Other measure                             | Implementation | Start date: 2014<br>Expected end date: 2014<br>Spatial scale: Whole town or city<br>Source affected: Transport<br>Indicator: N/A<br>Target emissions reduction: N/A  |
| Broxtowe Borough Council_1       | Continue Discussions with the Highways Agency   | Liaise and consult with HA with regards to M1 expansion | Traffic planning and management: Encouragement of shift of transport modes | Evaluation     | Start date: 2009<br>Expected end date: 2010<br>Spatial scale: Whole agglomeration<br>Source affected: Transport<br>Indicator: Diffusion tube data sited along M1 corridor<br>Target emissions reduction: Reduction in line with national annual trends |

| Measure code               | Description  | Focus  | Classification  | Status         | Other information   |
|----------------------------|--|--|---|----------------|---|
| Broxtowe Borough Council_2 | Support the Nottinghamshire Local Transport Plan       | Support the County Council with its aim to achieve traffic reduction by improving the infrastructure needed to encourage sustainable travel and reduce unnecessary car use | Traffic planning and management:<br>Encouragement of shift of transport modes | Implementation | Start date: 2010<br>Expected end date: 2026<br>Spatial scale: Whole agglomeration<br>Source affected: Transport<br>Indicator: Diffusion tube data sited along major trunk roads within borough<br>Target emissions reduction: N/A   |
| Broxtowe Borough Council_3 | Consider the impact of new developments on air quality | Continue to seek evidence that developers have taken appropriate steps to minimise any increases in air pollution regardless of their location.                            | Other measure: Other measure  | Implementation | Start date: 2008<br>Expected end date: 2030<br>Spatial scale: Whole agglomeration<br>Source affected: Transport<br>Indicator: Based on case by case scenario – dependant on site being developed<br>Target emissions reduction: N/A |
| Broxtowe Borough Council_4 | Produce Broxtowe Travel Plan                           | Detail the Council's commitment to promote sustainable travel to all Employees / Councillors and Visitors  | Other measure: Other measure  | Evaluation     | Start date: 2007<br>Expected end date: 2012<br>Spatial scale: Whole agglomeration<br>Source affected: Transport<br>Indicator: Reduction in car journeys for employees / Councillors / Visitors<br>Target emissions reduction: N/A   |

| Measure code               | Description  | Focus   | Classification  | Status         | Other information  |
|----------------------------|--|---|---|----------------|--|
| Broxtowe Borough Council_5 | Proactively inspect IPPC permitted processes                     | Continue to proactively inspect prescribed Part A2 / B processes under the Pollution Prevention and Control Act 1999                      | Permit systems and economic instruments:<br>Other measure | Implementation | Start date: 2009<br>Expected end date: 2030<br>Spatial scale: Whole agglomeration<br>Source affected: Industry including heat and power production<br>Indicator: Statistics complied to DEFRA<br>Target emissions reduction: N/A |
| Broxtowe Borough Council_6 | Investigate dark/ black smoke allegations at industrial premises | Investigate and take appropriate action to industrial and trade waste fires which produce dark / black smoke under The Clean Air Act 1993 | Other measure: Other measure                              | Implementation | Start date: 2008<br>Expected end date: 2030<br>Spatial scale: Whole agglomeration<br>Source affected: Industry including heat and power production<br>Indicator: Respond to complaints<br>Target emissions reduction: N/A        |
| Broxtowe Borough Council_7 | Investigate allegations of smoke nuisance within the borough     | Investigate and take appropriate action to smoke nuisance under The Environmental Protection Act 1990                                     | Other measure: Other measure                              | Implementation | Start date: 2008<br>Expected end date: 2030<br>Spatial scale: Whole agglomeration<br>Source affected: Commercial and residential sources<br>Indicator: Respond to complaints<br>Target emissions reduction: N/A                  |

| Measure code                | Description   | Focus   | Classification                                     | Status         | Other information  |
|-----------------------------|---|---|--|----------------|--|
| Broxtowe Borough Council_8  | Proactive advice and investigate complaints relating to smoke control areas | Advise and investigate  | Other measure: Other measure                       | Implementation | Start date: 2008<br>Expected end date: 2030<br>Spatial scale: Whole agglomeration<br>Source affected: Commercial and residential sources<br>Indicator: Respond to complaints / requests for information<br>Target emissions reduction: N/A |
| Broxtowe Borough Council_9  | Advise of sustainable methods of waste disposal                             | Advise businesses and residents of alternative methods of waste disposal rather than incineration | Public information and Education: Other mechanisms | Implementation | Start date: 2008<br>Expected end date: 2030<br>Spatial scale: Whole agglomeration<br>Source affected: Commercial and residential sources<br>Indicator: Respond to complaints / requests for information<br>Target emissions reduction: N/A |
| Broxtowe Borough Council_10 | Attend meetings organised by the Nottinghamshire Air Quality Steering Group | To regularly meet with group to discuss air quality   | Other measure: Other measure                       | Implementation | Start date: 2008<br>Expected end date: 2030<br>Spatial scale: Whole agglomeration<br>Source affected: Other, please specify<br>Indicator: Attendance of meetings<br>Target emissions reduction: N/A  |

| Measure code                | Description  | Focus   | Classification   | Status         | Other information   |
|-----------------------------|--|---|--|----------------|---|
| Broxtowe Borough Council_11 | Improve Public Information                             | Update website with information on air quality  | Public information and Education: Internet                                 | Implementation | Start date: 2008<br>Expected end date: 2030<br>Spatial scale: Local<br>Source affected: Commercial and residential sources<br>Indicator: Updating air quality information on website<br>Target emissions reduction: N/A |
| Broxtowe Borough Council_12 | Raise public awareness                                 | Update website with information on air quality. Make public aware of initiatives with regards to climate change / air quality   | Traffic planning and management: Encouragement of shift of transport modes | Implementation | Start date: 2008<br>Expected end date: 2030<br>Spatial scale: Local<br>Source affected: Transport<br>Indicator: Updating air quality information on website. Awareness campaigns<br>Target emissions reduction: N/A     |
| Broxtowe Borough Council_13 | Review of Air Quality Diffusion Tube Monitoring Points | To ensure monitoring points comply with current defra guidance, allows effective monitoring of key areas by reviewing those that are no longer accessible and to respond to new developments/expansion of sites | Other measure: Other measure   | Evaluation     | Start date: 2010<br>Expected end date: 2012<br>Spatial scale: Local<br>Source affected: Other, please specify<br>Indicator: N/A<br>Target emissions reduction: N/A  |

| Measure code                 | Description   | Focus                | Classification  | Status   | Other information  |
|------------------------------|---|----------------------|---|----------|--|
| Rushcliffe Borough Council_1 | HA to undertake a feasibility study for other junction improvements as part of Route Strategy on the A52 (completion early 2015 to investigate improvement schemes from Gamston to A46) | junction improvement | Traffic planning and management:<br>Encouragement of shift of transport modes | Planning | Start date: 2014<br>Expected end date: 2030<br>Spatial scale: Local<br>Source affected: Transport<br>Indicator: Written update supplied by HA annually until completed. Any new measures to be incorporated into this existing AQAP<br>Target emissions reduction: less than 1 ug/m3 |
| Rushcliffe Borough Council_2 | Re-phasing of current lights to give greater priority to A52 Nottingham bound   | junction improvement | Traffic planning and management:<br>Encouragement of shift of transport modes | Planning | Start date: 2014<br>Expected end date: 2030<br>Spatial scale: Local<br>Source affected: Transport<br>Indicator: N/A<br>Target emissions reduction: less than 1 ug/m3   |
| Rushcliffe Borough Council_3 | Install scoot/Mova or review operating performance to maximise junction capacity and prioritise A52   | junction improvement | Traffic planning and management:<br>Encouragement of shift of transport modes | Planning | Start date: 2014<br>Expected end date: 2030<br>Spatial scale: Local<br>Source affected: Transport<br>Indicator: N/A<br>Target emissions reduction: less than 1 ug/m3   |
| Rushcliffe Borough Council_4 | Install speed limit to reduce emissions   | junction improvement | Traffic planning and management:<br>Encouragement of shift of transport modes | Planning | Start date: 2014<br>Expected end date: 2030<br>Spatial scale: Local<br>Source affected: Transport<br>Indicator: N/A<br>Target emissions reduction: less than 1 ug/m3   |

| Measure code                 | Description   | Focus                            | Classification  | Status   | Other information   |
|------------------------------|---|----------------------------------|---|----------|---|
| Rushcliffe Borough Council_5 | Ensure Highways Agency consider the AQMA in their policies  | route management                 | Traffic planning and management:<br>Encouragement of shift of transport modes | Planning | Start date: 2014<br>Expected end date: 2015<br>Spatial scale: Local<br>Source affected: Transport<br>Indicator: written confirmation<br>Target emissions reduction: less than 1 ug/m3 |
| Rushcliffe Borough Council_6 | Integration of AQMA into LTP  | reduce congestion car use        | Traffic planning and management: Other measure                                | Planning | Start date: 2014<br>Expected end date: 2015<br>Spatial scale: Local<br>Source affected: Transport<br>Indicator: N/A<br>Target emissions reduction: less than 1 ug/m3                  |
| Rushcliffe Borough Council_7 | Planning policy: air quality guidance for developers amend/update existing guidance                   | reducing offsite impacts on amqa | Other measure: Other measure  | Planning | Start date: 2014<br>Expected end date: 2016<br>Spatial scale: Local<br>Source affected: Transport<br>Indicator: N/A<br>Target emissions reduction: less than 1 ug/m3                  |
| Rushcliffe Borough Council_8 | Planning policy: Ensure AQAP and AQMA are considered in future developments likely to affect the AQMA | reducing offsite impacts on amqa | Other measure: Other measure  | Planning | Start date: 2014<br>Expected end date: 2014<br>Spatial scale: Local<br>Source affected: Transport<br>Indicator: N/A<br>Target emissions reduction: less than 1 ug/m3                  |

| Measure code                  | Description   | Focus  | Classification  | Status         | Other information  |
|-------------------------------|---|--|---|----------------|--|
| Rushcliffe Borough Council_9  | Smarter choices:  | reducing traffic source  | Traffic planning and management:<br>Encouragement of shift of transport modes | Planning       | Start date: 2014<br>Expected end date: 2030<br>Spatial scale: Local<br>Source affected: Transport<br>Indicator: N/A<br>Target emissions reduction: less than 1 ug/m3 |
| Rushcliffe Borough Council_10 | Implement policies to ensure mitigation measures are applied where new developments lead to traffic increases in this area. E.g. travel planning, promotion of electric charging points or other emission reduction measures. | reducing offsite impacts on amqa   | Other measure: Other measure  | Planning       | Start date: 2014<br>Expected end date: 2030<br>Spatial scale: Local<br>Source affected: Transport<br>Indicator: N/A<br>Target emissions reduction: less than 1 ug/m3 |
| Rushcliffe Borough Council_11 | Planning policy. Develop a Supplementary Planning Document or update the Air Quality Considerations for Developers guide. New development shall have regard to the guide or any SPD published by RBC.                         | reducing offsite impacts on amqa   | Other measure: Other measure  | Planning       | Start date: 2014<br>Expected end date: 2030<br>Spatial scale: Local<br>Source affected: Transport<br>Indicator: N/A<br>Target emissions reduction: less than 1 ug/m3 |
| Nottingham City Council_1     | Turning Point Major Integrated Transport Scheme   | Redistribution of cross-city traffic movements with restricted access to Milton Street/Lower Parliament Street<br>Area to achieve high level pedestrian and bus priority | Traffic planning and management:<br>Encouragement of shift of transport modes | Implementation | Start date: 2004<br>Expected end date: 2006<br>Spatial scale: Local<br>Source affected: Transport<br>Indicator: Congestion<br>Target emissions reduction: N/A        |

| Measure code              | Description                               | Focus  | Classification   | Status         | Other information  |
|---------------------------|---|--|--|----------------|--|
| Nottingham City Council_2 | Parksmart                                 | Variable message signing and zonal car park direction signing system to direct traffic to available car park parking availability  | Traffic planning and management: Other measure                             | Implementation | Start date: 2008<br>Expected end date: 2010<br>Spatial scale: Local<br>Source affected: Transport<br>Indicator: Congestion<br>Target emissions reduction: < 1ug/m3           |
| Nottingham City Council_3 | Statutory Bus Quality Partner-ship Scheme | UK's first City Centre wide statutory quality partnership scheme   | Traffic planning and management: Improvement of public transport           | Implementation | Start date: 2009<br>Expected end date: 2010<br>Spatial scale: Whole town or city<br>Source affected: Transport<br>Indicator: Bus use<br>Target emissions reduction: < 1ug/m3 |
| Nottingham City Council_4 | Connecting Eastside - Phase 1             | Huntingdon St/Lower Parliament St (between Mansfield Road and Southwell Road) to become strategic two-way traffic route with associated public realm improvement package | Traffic planning and management: Other measure                             | Preparation    | Start date: 2015<br>Expected end date: 2030<br>Spatial scale: Local<br>Source affected: Transport<br>Indicator: Congestion<br>Target emissions reduction: N/A                |
| Nottingham City Council_5 | Connecting Eastside - Phase 2             | Cranbrook St/Bellar Gate bus priority route and local access   | Traffic planning and management: Encouragement of shift of transport modes | Planning       | Start date: 2016<br>Expected end date: 2030<br>Spatial scale: Local<br>Source affected: Transport<br>Indicator: Bus use<br>Target emissions reduction: N/A                   |

| Measure code               | Description               | Focus  | Classification  | Status         | Other information  |
|----------------------------|---------------------------|--|---|----------------|--|
| Nottingham City Council_6  | Primary Pedestrian Routes | Increased priority for pedestrians across inner ring road junctions and upgraded routes from City Centre through regeneration areas. | Traffic planning and management:<br>Encouragement of shift of transport modes | Implementation | Start date: 2006<br>Expected end date: 2011<br>Spatial scale: Local<br>Source affected: Transport<br>Indicator: Pedestrian footfall<br>Target emissions reduction: N/A |
| Nottingham City Council_7  | Commuter cycle routes     | On road cycle route improvements includes road space reallocation, cycle lanes and advanced stop lines at junctions                  | Traffic planning and management:<br>Encouragement of shift of transport modes | Implementation | Start date: 2007<br>Expected end date: 2011<br>Spatial scale: Local<br>Source affected: Transport<br>Indicator: Cycling trips<br>Target emissions reduction: < 1mg/m3  |
| Nottingham City Council_8  | Big Track                 | Off road circular cycle route via City Centre. Includes Embankment Link and upgrading of footbridge to accommodate cyclists.         | Traffic planning and management:<br>Encouragement of shift of transport modes | Implementation | Start date: 2006<br>Expected end date: 2009<br>Spatial scale: Local<br>Source affected: Transport<br>Indicator: Cycling trips<br>Target emissions reduction: < 1ug/m3  |
| Nottingham City Council_9  | Travel Plans              | Travel plans and business support package for employers.   | Traffic planning and management:<br>Encouragement of shift of transport modes | Implementation | Start date: 2006<br>Expected end date: 2011<br>Spatial scale: Local<br>Source affected: Transport<br>Indicator: Travel plans<br>Target emissions reduction: < 1ug/m3   |
| Nottingham City Council_10 | Station Hub               | Rail capacity improvements and development of modern transport interchange   | Traffic planning and management:<br>Encouragement of shift of transport modes | Implementation | Start date: 2006<br>Expected end date: 2014<br>Spatial scale: Local<br>Source affected: Transport<br>Indicator: Congestion<br>Target emissions reduction: < 1ug/m3     |

| Measure code               | Description            | Focus  | Classification   | Status         | Other information  |
|----------------------------|------------------------|--|--|----------------|--|
| Nottingham City Council_11 | NET Phase 2            | Tram network extensions to Clifton and Chilwell via Beeston  | Traffic planning and management: Improvement of public transport | Implementation | Start date: 2006<br>Expected end date: 2015<br>Spatial scale: Whole town or city<br>Source affected: Transport<br>Indicator: Tram use<br>Target emissions reduction: 1-2 ug/m3 |
| Nottingham City Council_12 | NET Future Phases      | Other tram network extensions linked to sustainable urban extensions   | Traffic planning and management: Improvement of public transport | Planning       | Start date: 2019<br>Expected end date: 2030<br>Spatial scale: Whole town or city<br>Source affected: Transport<br>Indicator: Tram use<br>Target emissions reduction: 2 ug/m3   |
| Nottingham City Council_13 | Workplace Parking Levy | Employers charged for commuter car parking provision (>10 spaces). Revenue generated to fund significant public transport improvements | Traffic planning and management: Management of parking places    | Implementation | Start date: 2006<br>Expected end date: 2012<br>Spatial scale: Local<br>Source affected: Transport<br>Indicator: Congestion<br>Target emissions reduction: < 1ug/m3             |
| Nottingham City Council_14 | Park and Ride          | Expansion of Park and Ride capacity  | Traffic planning and management: Improvement of public transport | Implementation | Start date: 2006<br>Expected end date: 2014<br>Spatial scale: Local<br>Source affected: Transport<br>Indicator: Public transport use<br>Target emissions reduction: < 1ug/m3   |

| Measure code               | Description                     | Focus  | Classification   | Status         | Other information  |
|----------------------------|---------------------------------|--|--|----------------|--|
| Nottingham City Council_15 | A52 Ring Road upgrading         | Upgrading of Ring Road Radcliffe to Clifton Bridge as recommended in the A52 MMS   | Traffic planning and management: Other measure                   | Evaluation     | Start date: 2015<br>Expected end date: 2030<br>Spatial scale: Whole agglomeration<br>Source affected: Transport<br>Indicator: Congestion<br>Target emissions reduction: N/A      |
| Nottingham City Council_16 | New River Crossing              | New Trent River crossing at Radcliffe. Development of alternative traffic routes to the east of the conurbation.                                   | Traffic planning and management: Other measure                   | Evaluation     | Start date: 2015<br>Expected end date: 2030<br>Spatial scale: Whole agglomeration<br>Source affected: Transport<br>Indicator: Congestion<br>Target emissions reduction: 4-5ug/m3 |
| Nottingham City Council_17 | Full signalis-ation of junction | Derby Road/Ring Road junction  | Traffic planning and management: Other measure                   | Implementation | Start date: 2009<br>Expected end date: 2011<br>Spatial scale: Local<br>Source affected: Transport<br>Indicator: Congestion<br>Target emissions reduction: < 1ug/m3               |
| Nottingham City Council_18 | 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 | Traffic planning and management: Improvement of public transport | Implementation | Start date: 2006<br>Expected end date: 2015<br>Spatial scale: Whole town or city<br>Source affected: Transport<br>Indicator: Tram use<br>Target emissions reduction: 1ug/m3      |

| Measure code               | Description                            | Focus  | Classification   | Status         | Other information   |
|----------------------------|--|--|--|----------------|---|
| Nottingham City Council_19 | 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 | Traffic planning and management: Improvement of public transport           | Implementation | Start date: 2006<br>Expected end date: 2015<br>Spatial scale: Whole town or city<br>Source affected: Transport<br>Indicator: Congestion<br>Target emissions reduction: 1ug/m3             |
| Nottingham City Council_20 | Ring Road bus service capacity upgrade | New larger vehicles to operate 'Medi-link' Ring Road orbital bus service   | Traffic planning and management: Improvement of public transport           | Implementation | Start date: 2010<br>Expected end date: 2015<br>Spatial scale: Whole town or city<br>Source affected: Transport<br>Indicator: Bus use<br>Target emissions reduction: < 1ug/m3              |
| Nottingham City Council_21 | QMC Inter-change                       | Development of bus interchange and in the future tram within the hospital site   | Traffic planning and management: Improvement of public transport           | Implementation | Start date: 2010<br>Expected end date: 2015<br>Spatial scale: Whole town or city<br>Source affected: Transport<br>Indicator: Public transport use<br>Target emissions reduction: < 1ug/m3 |
| Nottingham City Council_22 | Bus Priority                           | Introduction of bus lanes through road space reallocation and other bus priority measures in A6200/A52 and A6005 corridors   | Traffic planning and management: Encouragement of shift of transport modes | Planning       | Start date: 2011<br>Expected end date: 2030<br>Spatial scale: Local<br>Source affected: Transport<br>Indicator: Public transport use<br>Target emissions reduction: < 1ug/m3              |

| Measure code               | Description                    | Focus   | Classification  | Status         | Other information  |
|----------------------------|--------------------------------|---|---|----------------|--|
| Nottingham City Council_23 | Cycle Links                    | Cycle network development   | Traffic planning and management:<br>Encouragement of shift of transport modes | Implementation | Start date: 2008<br>Expected end date: 2010<br>Spatial scale: Local<br>Source affected: Transport<br>Indicator: Cycling trips<br>Target emissions reduction: < 1ug/m3              |
| Nottingham City Council_24 | Bus/cycle integr-ation project | Carbon reduction demonstra-tion project involving installation of cycle parking facilities at bus interchange points. | Traffic planning and management:<br>Encouragement of shift of transport modes | Implementation | Start date: 2009<br>Expected end date: 2010<br>Spatial scale: Whole town or city<br>Source affected: Transport<br>Indicator: Cycling trips<br>Target emissions reduction: < 1ug/m3 |
| Nottingham City Council_25 | UCycle project                 | Cycling England national demonstra-   | Traffic planning and management:<br>Encouragement of shift of transport modes | Implementation | Start date: 2008<br>Expected end date: 2011<br>Spatial scale: Whole town or city<br>Source affected: Transport<br>Indicator: Cycling trips<br>Target emissions reduction: N/A      |
| Nottingham City Council_26 | Travel Plans                   | Including updating of hospital and University plans   | Traffic planning and management:<br>Encouragement of shift of transport modes | Implementation | Start date: 2006<br>Expected end date: 2011<br>Spatial scale: Local<br>Source affected: Transport<br>Indicator: Travel plans<br>Target emissions reduction: 1ug/m3                 |

| Measure code               | Description            | Focus   | Classification   | Status         | Other information   |
|----------------------------|------------------------|---|--|----------------|---|
| Nottingham City Council_27 | Workplace Parking Levy | Employers charged for commuter car parking provision (>10 spaces). Revenue generated to fund significant public transport improve-ments | Traffic planning and management: Management of parking places              | Implementation | Start date: 2006<br>Expected end date: 2012<br>Spatial scale: Local<br>Source affected: Transport<br>Indicator: Congestion<br>Target emissions reduction: 1ug/m3              |
| Nottingham City Council_28 | UCycle project         | Cycling England national demonstra-   | Traffic planning and management: Encouragement of shift of transport modes | Implementation | Start date: 2008<br>Expected end date: 2011<br>Spatial scale: Whole town or city<br>Source affected: Transport<br>Indicator: Cycling trips<br>Target emissions reduction: N/A |
| Nottingham City Council_29 | Travel Plans           | Including updating of hospital and University plans   | Traffic planning and management: Encouragement of shift of transport modes | Implementation | Start date: 2006<br>Expected end date: 2011<br>Spatial scale: Local<br>Source affected: Transport<br>Indicator: Travel plans<br>Target emissions reduction: 1ug/m3            |
| Nottingham City Council_30 | Workplace Parking Levy | Employers charged for commuter car parking provision (>10 spaces). Revenue generated to fund significant public transport improve-ments | Traffic planning and management: Management of parking places              | Implementation | Start date: 2006<br>Expected end date: 2012<br>Spatial scale: Local<br>Source affected: Transport<br>Indicator: Congestion<br>Target emissions reduction: 1ug/m3              |
| Nottingham City Council_31 | Travel Plans           | Including updating of hospital and University plans   | Traffic planning and management: Encouragement of shift of transport modes | Implementation | Start date: 2006<br>Expected end date: 2011<br>Spatial scale: Local<br>Source affected: Transport<br>Indicator: Travel plans<br>Target emissions reduction: 1ug/m3            |

| Measure code               | Description   | Focus  | Classification  | Status         | Other information   |
|----------------------------|---|--|---|----------------|---|
| Nottingham City Council_32 | Workplace Parking Levy  | Employers charged for commuter car parking provision (>10 spaces). Revenue generated to fund significant public transport improvements | Traffic planning and management: Management of parking places | Implementation | Start date: 2006<br>Expected end date: 2012<br>Spatial scale: Local<br>Source affected: Transport<br>Indicator: Congestion<br>Target emissions reduction: 1ug/m3            |
| Derby City Council_RV01    | Implement electric vehicle provision and charging points across the city, through car clubs.  | N/A  | Public procurement: Other measure                             | Evaluation     | Start date: 2014<br>Expected end date: 2030<br>Spatial scale: Whole town or city<br>Source affected: Transport<br>Indicator: Unknown<br>Target emissions reduction: Unknown |
| Derby City Council_RV02    | Carry out driver training and education to improve techniques and promote smoother driving for motorists, bus drivers and Council fleet drivers   | Resource-restrained  | Other measure: Other measure                                  | Evaluation     | Start date: 2014<br>Expected end date: 2030<br>Spatial scale: Whole town or city<br>Source affected: Transport<br>Indicator: Unknown<br>Target emissions reduction: Unknown |
| Derby City Council_RV03    | Upgrade Council vehicle fleet to include low-emissions fuels, and emissions control-devices including ensuring that all diesel powered vehicles in the Council fleet use only ultra low sulphur diesel. | Ongoing  | Other measure: Other measure                                  | Evaluation     | Start date: 2014<br>Expected end date: 2030<br>Spatial scale: Whole town or city<br>Source affected: Transport<br>Indicator: Unknown<br>Target emissions reduction: Unknown |

| Measure code            | Description   | Focus              | Classification                       | Status     | Other information   |
|-------------------------|---|--------------------|--------------------------------------|------------|---|
| Derby City Council_RV06 | Encourage bus companies to enforce policies about idling engines and the benefits of smoother driving.  | Ongoing            | Public procurement:<br>Other measure | Evaluation | Start date: 2014<br>Expected end date: 2030<br>Spatial scale: Whole town or city<br>Source affected: Transport<br>Indicator: Unknown<br>Target emissions reduction: Unknown |
| Derby City Council_RV08 | Provide urban planting to act as a pollution sink, and improve the urban environment and micro-climate  | N/A                | Public procurement:<br>Other measure | Evaluation | Start date: 2014<br>Expected end date: 2030<br>Spatial scale: Whole town or city<br>Source affected: Transport<br>Indicator: Unknown<br>Target emissions reduction: Unknown |
| Derby City Council_RV09 | Review Car Parking spaces and charging for on and off-street parking, short and long stay to manage demand for travel by car and encourage journeys using alternative modes of transport. | Resource retrained | Public procurement:<br>Other measure | Evaluation | Start date: 2014<br>Expected end date: 2030<br>Spatial scale: Whole town or city<br>Source affected: Transport<br>Indicator: Unknown<br>Target emissions reduction: Unknown |
| Derby City Council_RV10 | Expand car-share schemes and implement car clubs and pool car schemes   | Resource retrained | Public procurement:<br>Other measure | Evaluation | Start date: 2014<br>Expected end date: 2030<br>Spatial scale: Whole town or city<br>Source affected: Transport<br>Indicator: Unknown<br>Target emissions reduction: Unknown |

| Measure code            | Description   | Focus                | Classification                                 | Status     | Other information   |
|-------------------------|---|----------------------|--|------------|---|
| Derby City Council_RT01 | Ensure that air pollution is taken into consideration when assessing applications for planning permission.  | Ongoing              | Other measure: Other measure                   | Evaluation | Start date: 2014<br>Expected end date: 2030<br>Spatial scale: Whole town or city<br>Source affected: Transport<br>Indicator: Unknown<br>Target emissions reduction: Unknown |
| Derby City Council_RT02 | Consider the air quality impact of proposals in the regeneration of the city centre through the City Centre Regeneration Framework  | Ongoing              | Other measure: Other measure                   | Evaluation | Start date: 2014<br>Expected end date: 2030<br>Spatial scale: Whole town or city<br>Source affected: Transport<br>Indicator: Unknown<br>Target emissions reduction: Unknown |
| Derby City Council_RT03 | Develop Supplementary Planning Guidance on the site layout, infrastructure planning and sustainable transport solutions at new development for developers; including guidance on the assessment and mitigation of air quality impacts | Resource constrained | Other measure: Other measure                   | Evaluation | Start date: 2014<br>Expected end date: 2030<br>Spatial scale: Whole town or city<br>Source affected: Transport<br>Indicator: Unknown<br>Target emissions reduction: Unknown |
| Derby City Council_RT04 | 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.  | Resource constrained | Traffic planning and management: Other measure | Evaluation | Start date: 2014<br>Expected end date: 2030<br>Spatial scale: Whole town or city<br>Source affected: Transport<br>Indicator: Unknown<br>Target emissions reduction: Unknown |

| Measure code            | Description  | Focus                                    | Classification                                     | Status     | Other information   |
|-------------------------|--|--|--|------------|---|
| Derby City Council_RT05 | Seek financial contributions from developments for air quality monitoring and mitigating measures such as business travel plans from developers in or near the AQMAs. Require mitigating measures such as business travel plans via planning agreements with developers to help mitigate the impacts of developments and support improvements to public transport and sustainable travel modes | Ongoing                                  | Other measure: Other measure                       | Evaluation | Start date: 2014<br>Expected end date: 2030<br>Spatial scale: Whole town or city<br>Source affected: Transport<br>Indicator: Unknown<br>Target emissions reduction: Unknown |
| Derby City Council_RC01 | Extend traffic signal control systems to optimise traffic flows and modal priority across the city   | Ongoing - Resource constrained           | Traffic planning and management: Other measure     | Evaluation | Start date: 2014<br>Expected end date: 2030<br>Spatial scale: Whole town or city<br>Source affected: Transport<br>Indicator: Unknown<br>Target emissions reduction: Unknown |
| Derby City Council_RC02 | Monitor air quality following opening of 'Connecting Derby' (new road network) to determine any air quality improvements or issues.  | ongoing                                  | Public information and Education: Other mechanisms | Evaluation | Start date: 2014<br>Expected end date: 2030<br>Spatial scale: Whole town or city<br>Source affected: Transport<br>Indicator: Unknown<br>Target emissions reduction: Unknown |
| Derby City Council_RC03 | Grade separating congested junctions e.g. flyovers and underpasses.  | Consultation currently being carried out | Traffic planning and management: Other measure     | Evaluation | Start date: 2014<br>Expected end date: 2030<br>Spatial scale: Whole town or city<br>Source affected: Transport<br>Indicator: Unknown<br>Target emissions reduction: Unknown |

| Measure code            | Description   | Focus  | Classification  | Status     | Other information   |
|-------------------------|---|--|---|------------|---|
| Derby City Council_RC04 | Introduce road works permit scheme  | In development   | Public procurement:<br>Other measure  | Evaluation | Start date: 2014<br>Expected end date: 2030<br>Spatial scale: Whole town or city<br>Source affected: Transport<br>Indicator: Unknown<br>Target emissions reduction: Unknown |
| Derby City Council_EM01 | Implement a range of travel planning and sustainable transport measures across the Council, local schools and businesses, and through a personalised travel planning service. Including home-working, travel awareness, and other measures. | Work carried out as part of LSTF - See attached email for more information | Traffic planning and management:<br>Encouragement of shift of transport modes | Evaluation | Start date: 2014<br>Expected end date: 2030<br>Spatial scale: Whole town or city<br>Source affected: Transport<br>Indicator: Unknown<br>Target emissions reduction: Unknown |
| Derby City Council_EM03 | Implement Safer Routes to School action plan  | Resource constrained   | Traffic planning and management:<br>Encouragement of shift of transport modes | Evaluation | Start date: 2014<br>Expected end date: 2030<br>Spatial scale: Whole town or city<br>Source affected: Transport<br>Indicator: Unknown<br>Target emissions reduction: Unknown |
| Derby City Council_EM04 | Increase the percentage of low floor buses operating in Derby.  | Ongoing  | Public procurement:<br>Other measure  | Evaluation | Start date: 2014<br>Expected end date: 2030<br>Spatial scale: Whole town or city<br>Source affected: Transport<br>Indicator: Unknown<br>Target emissions reduction: Unknown |

| Measure code            | Description  | Focus                     | Classification  | Status     | Other information   |
|-------------------------|--|---------------------------|---|------------|---|
| Derby City Council_EM05 | Develop a new Strategic Bus Partnership with bus companies to encourage sustainable driving practices and new sustainable vehicles   | Resource constrained      | Public procurement: New vehicles, including low emission vehicles | Evaluation | Start date: 2014<br>Expected end date: 2030<br>Spatial scale: Whole town or city<br>Source affected: Transport<br>Indicator: Unknown<br>Target emissions reduction: Unknown |
| Derby City Council_EM06 | Increase the provision and use of park and ride facilities.  | Ongoing                   | Public procurement: Other measure                                 | Evaluation | Start date: 2014<br>Expected end date: 2030<br>Spatial scale: Whole town or city<br>Source affected: Transport<br>Indicator: Unknown<br>Target emissions reduction: Unknown |
| Derby City Council_EM07 | The development or enabling of a city-centre cycling facility including cycle parking, hire, repair, maintenance, sales, showering, lockers and changing and increase the completed length of the strategic cycle network. | Completed as part of LSTF | Public procurement: Other measure                                 | Evaluation | Start date: 2014<br>Expected end date: 2030<br>Spatial scale: Whole town or city<br>Source affected: Transport<br>Indicator: Unknown<br>Target emissions reduction: Unknown |
| Derby City Council_EM08 | Maintain and improve footway condition and signage for ease of pedestrian access   | Ongoing                   | Traffic planning and management: Other measure                    | Evaluation | Start date: 2014<br>Expected end date: 2030<br>Spatial scale: Whole town or city<br>Source affected: Transport<br>Indicator: Unknown<br>Target emissions reduction: Unknown |

| Measure code            | Description   | Focus                | Classification                                 | Status     | Other information   |
|-------------------------|---|----------------------|--|------------|---|
| Derby City Council_EM09 | New and improved street lighting  | Ongoing              | Traffic planning and management: Other measure | Evaluation | Start date: 2014<br>Expected end date: 2030<br>Spatial scale: Whole town or city<br>Source affected: Transport<br>Indicator: Unknown<br>Target emissions reduction: Unknown |
| Derby City Council_EM10 | Improve transport interchange and sustainable transport information offer in the city centre, district centres, schools and work places linking bus and rail station facilities and information for cyclists and pedestrians. | Ongoing LSTF         | Public procurement: Other measure              | Evaluation | Start date: 2014<br>Expected end date: 2030<br>Spatial scale: Whole town or city<br>Source affected: Transport<br>Indicator: Unknown<br>Target emissions reduction: Unknown |
| Derby City Council_EM11 | Implement 'stop specific' information panels on all bus stops in Derby  | Occurs at some stops | Public procurement: Other measure              | Evaluation | Start date: 2014<br>Expected end date: 2030<br>Spatial scale: Whole town or city<br>Source affected: Transport<br>Indicator: Unknown<br>Target emissions reduction: Unknown |
| Derby City Council_EM12 | Continue to provide and upgrade Real Time Information on bus routes across the city   | Ongoing              | Public procurement: Other measure              | Evaluation | Start date: 2014<br>Expected end date: 2030<br>Spatial scale: Whole town or city<br>Source affected: Transport<br>Indicator: Unknown<br>Target emissions reduction: Unknown |

| Measure code            | Description  | Focus                | Classification                       | Status     | Other information   |
|-------------------------|--|----------------------|--------------------------------------|------------|---|
| Derby City Council_EM13 | Upgrade bus shelters   | Ongoing              | Public procurement:<br>Other measure | Evaluation | Start date: 2014<br>Expected end date: 2030<br>Spatial scale: Whole town or city<br>Source affected: Transport<br>Indicator: Unknown<br>Target emissions reduction: Unknown |
| Derby City Council_EM14 | Investigate the development of a 'pavement parking' enforcement programme.   | Resource constrained | Public procurement:<br>Other measure | Evaluation | Start date: 2014<br>Expected end date: 2030<br>Spatial scale: Whole town or city<br>Source affected: Transport<br>Indicator: Unknown<br>Target emissions reduction: Unknown |
| Derby City Council_EM15 | Implement intensive sustainable travel marketing and promotion campaign to raise awareness of travel choices including bus, cycle and car clubs/car share, information portals and training programmes | LSTF                 | Public procurement:<br>Other measure | Evaluation | Start date: 2014<br>Expected end date: 2030<br>Spatial scale: Whole town or city<br>Source affected: Transport<br>Indicator: Unknown<br>Target emissions reduction: Unknown |
| Derby City Council_EM16 | Expand city wide cycle and pedestrian training, including adult, family and child, commuter and leisure trip training  | Resource constrained | Public procurement:<br>Other measure | Evaluation | Start date: 2014<br>Expected end date: 2030<br>Spatial scale: Whole town or city<br>Source affected: Transport<br>Indicator: Unknown<br>Target emissions reduction: Unknown |

| Measure code            | Description   | Focus   | Classification   | Status     | Other information   |
|-------------------------|---|---------|--|------------|---|
| Derby City Council_EM17 | Infrastructure improvements for the enhancement of major routes used by alternative modes to the private car, in consultation with local communities and stakeholders to improve accessibility to services and facilities | Ongoing | Traffic planning and management: Improvement of public transport | Evaluation | Start date: 2014<br>Expected end date: 2030<br>Spatial scale: Whole town or city<br>Source affected: Transport<br>Indicator: Unknown<br>Target emissions reduction: Unknown |
| Derby City Council_EM18 | Consider ways of bringing disused railway lines back into use, where they have been safeguarded in the City of Derby Local Plan.  | Ongoing | Traffic planning and management: Other measure                   | Evaluation | Start date: 2014<br>Expected end date: 2030<br>Spatial scale: Whole town or city<br>Source affected: Transport<br>Indicator: Unknown<br>Target emissions reduction: Unknown |
| Derby City Council_EM19 | Continue to support national aims to improve rail infrastructure, particularly Midlands Mainline electrification, and the development of High Speed Rail between Derby and London   | Ongoing | Traffic planning and management: Other measure                   | Evaluation | Start date: 2014<br>Expected end date: 2030<br>Spatial scale: Whole town or city<br>Source affected: Transport<br>Indicator: Unknown<br>Target emissions reduction: Unknown |
| Derby City Council_EM21 | Lobby Network Rail and DfT Rail for improvements in rail emissions.   | Ongoing | Traffic planning and management: Improvement of public transport | Evaluation | Start date: 2014<br>Expected end date: 2030<br>Spatial scale: Whole town or city<br>Source affected: Transport<br>Indicator: Unknown<br>Target emissions reduction: Unknown |

| Measure code            | Description  | Focus                | Classification   | Status     | Other information   |
|-------------------------|--|----------------------|--|------------|---|
| Derby City Council_PC01 | Encourage bus operators to purchase replacement vehicles with the lowest available emission levels.  | Ongoing              | Public procurement:<br>New vehicles,<br>including low<br>emission vehicles | Evaluation | Start date: 2014<br>Expected end date:<br>2030<br>Spatial scale: Whole<br>town or city<br>Source affected:<br>Transport<br>Indicator: Unknown<br>Target emissions<br>reduction: Unknown |
| Derby City Council_PC04 | Retain the Council's LPG fuelling site and investigate options for extending the use of low-emissions fuels  | Ongoing              | Public procurement:<br>New vehicles,<br>including low<br>emission vehicles | Evaluation | Start date: 2014<br>Expected end date:<br>2030<br>Spatial scale: Whole<br>town or city<br>Source affected:<br>Transport<br>Indicator: Unknown<br>Target emissions<br>reduction: Unknown |
| Derby City Council_RE01 | Develop planning policies that set energy efficiency and green building standards for new buildings  | Resource constrained | Public procurement:<br>Other measure                                       | Evaluation | Start date: 2014<br>Expected end date:<br>2030<br>Spatial scale: Whole<br>town or city<br>Source affected:<br>Transport<br>Indicator: Unknown<br>Target emissions<br>reduction: Unknown |
| Derby City Council_RE03 | 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              | Public procurement:<br>Other measure                                       | Evaluation | Start date: 2014<br>Expected end date:<br>2030<br>Spatial scale: Whole<br>town or city<br>Source affected:<br>Transport<br>Indicator: Unknown<br>Target emissions<br>reduction: Unknown |

| Measure code            | Description  | Focus                | Classification                       | Status     | Other information   |
|-------------------------|--|----------------------|--------------------------------------|------------|---|
| Derby City Council_RE04 | 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. | Ongoing              | Public procurement:<br>Other measure | Evaluation | Start date: 2014<br>Expected end date: 2030<br>Spatial scale: Whole town or city<br>Source affected: Transport<br>Indicator: Unknown<br>Target emissions reduction: Unknown |
| Derby City Council_RE05 | Develop planning policies and action plans for increasing energy efficiency and energy awareness in existing building stock  | Ongoing              | Public procurement:<br>Other measure | Evaluation | Start date: 2014<br>Expected end date: 2030<br>Spatial scale: Whole town or city<br>Source affected: Transport<br>Indicator: Unknown<br>Target emissions reduction: Unknown |
| Derby City Council_RE06 | Deliver The Derby Plan objective to reduce carbon emissions from Industry and Transport  | Ongoing              | Public procurement:<br>Other measure | Evaluation | Start date: 2014<br>Expected end date: 2030<br>Spatial scale: Whole town or city<br>Source affected: Transport<br>Indicator: Unknown<br>Target emissions reduction: Unknown |
| Derby City Council_RE07 | Include measures to promote good practice on air quality issues to all Council employees via the Staff Travel Plan   | Resource constrained | Other measure: Other measure         | Evaluation | Start date: 2014<br>Expected end date: 2030<br>Spatial scale: Whole town or city<br>Source affected: Transport<br>Indicator: Unknown<br>Target emissions reduction: Unknown |

| Measure code                | Description  | Focus                | Classification                                 | Status     | Other information   |
|-----------------------------|--|----------------------|--|------------|---|
| Derby City Council_RE09     | Use a Corporate Energy Policy and Climate Change Champions to promote energy saving practices.   | Resource constrained | Other measure: Other measure                   | Evaluation | Start date: 2014<br>Expected end date: 2030<br>Spatial scale: Whole town or city<br>Source affected: Transport<br>Indicator: Unknown<br>Target emissions reduction: Unknown |
| Derby City Council_RE10     | Explore the possibility of purchasing renewable electricity in future utilities tenders, as part of the corporate energy policy.   | Resource constrained | Other measure: Other measure                   | Evaluation | Start date: 2014<br>Expected end date: 2030<br>Spatial scale: Whole town or city<br>Source affected: Transport<br>Indicator: Unknown<br>Target emissions reduction: Unknown |
| Derby City Council_RE11     | Explore the possibility of using the Environmental Preference Method for the selection of materials in the Design and Property Maintenance and Housing Department.             | Resource constrained | Other measure: Other measure                   | Evaluation | Start date: 2014<br>Expected end date: 2030<br>Spatial scale: Whole town or city<br>Source affected: Transport<br>Indicator: Unknown<br>Target emissions reduction: Unknown |
| Bolsover District Council_1 | Liaise with Highways Agency re Management Motorway Scheme between Jn 28-31 of the M1 - currently awaiting the final Environmental Assessment Report to be published by Mouchel | N/A                  | Traffic planning and management: Other measure | Planning   | Start date: 2014<br>Expected end date: 2014<br>Spatial scale: Local<br>Source affected: Transport<br>Indicator: N/A<br>Target emissions reduction: N/A                      |

| Measure code                    | Description  | Focus | Classification   | Status         | Other information  |
|---------------------------------|--|-------|--|----------------|--|
| Erewash Borough Council_6       | Participate in energy efficiency campaigns to encourage industry, business and when replacing equipment to use low emission technology and provide information on granting schemes where appropriate.  | N/A   | Public information and Education: Leaflets                 | Implementation | Start date: 2013<br>Expected end date: 2015<br>Spatial scale: Local<br>Source affected: Commercial and residential sources<br>Indicator: Energy Efficiency advice to households; numbers of partnership event contributed to.<br>Target emissions reduction: N/A |
| Erewash Borough Council_8 to 15 | Liaise with the Highways Agency on the proposed scheme to widen the M1 motorway.   | N/A   | Traffic planning and management: Other measure             | Implementation | Start date: 2010<br>Expected end date: 2010<br>Spatial scale: Local<br>Source affected: Transport<br>Indicator: Participation in Highways Agency Liaison<br>Target emissions reduction: N/A  |
| Erewash Borough Council_18      | Act as a point of information for businesses and major fleet operators, individuals and other stakeholders in Erewash Borough Council for cleaner vehicle technologies, national schemes and grant systems for the use of alternative fuels. | N/A   | Traffic planning and management: Freight transport measure | Implementation | Start date: 2007<br>Expected end date: 2007<br>Spatial scale: Local<br>Source affected: Transport<br>Indicator: Participate in the County Freight Quality Partnership (Derbyshire County Council)<br>Target emissions reduction: N/A                             |

| Measure code               | Description   | Focus | Classification   | Status         | Other information  |
|----------------------------|---|-------|--|----------------|--|
| Erewash Borough Council_21 | Provide training to local authority drivers to minimise emissions.  | N/A   | Other measure: Other measure                               | Implementation | Start date: 2014<br>Expected end date: 2014<br>Spatial scale: Local<br>Source affected: Transport<br>Indicator: Driving Efficiencies training scheme<br>Target emissions reduction: N/A  |
| Erewash Borough Council_24 | Seek Freight Quality Partnerships to include reduction of air quality impact of freight as one of their key objectives.                                     | N/A   | Traffic planning and management: Freight transport measure | Implementation | Start date: 2007<br>Expected end date: 2007<br>Spatial scale: Local<br>Source affected: Transport<br>Indicator: Participation in County Freight Quality Partnership (Derbyshire County Council)<br>Target emissions reduction: N/A |
| Erewash Borough Council_26 | Act as a facilitator to freight and public transport operators to encourage maximum take-up of measures in nation programmes for improving fleet emissions. | N/A   | Other measure: Other measure                               | Implementation | Start date: 2007<br>Expected end date: 2007<br>Spatial scale: Local<br>Source affected: Transport<br>Indicator: Number of vehicles with improved emission standards<br>Target emissions reduction: N/A                             |

| Measure code               | Description  | Focus | Classification  | Status         | Other information   |
|----------------------------|--|-------|---|----------------|---|
| Erewash Borough Council_30 | Complete the survey of council employee travel patterns and implement a Council Green Travel Plan to maximise opportunities for pedestrians, cycling, public transport and multiple occupancy journeys | N/A   | Traffic planning and management:<br>Encouragement of shift of transport modes | Preparation    | Start date: 2007<br>Expected end date: 2017<br>Spatial scale: Local<br>Source affected: Transport<br>Indicator: Survey of employee travel patterns<br>Target emissions reduction: N/A             |
| Erewash Borough Council_32 | Raise public and business awareness of existing transport choices and links to health through regular participation in campaigns and events.   | N/A   | Traffic planning and management:<br>Encouragement of shift of transport modes | Preparation    | Start date: 2007<br>Expected end date: 2017<br>Spatial scale: Local<br>Source affected: Transport<br>Indicator: Number of campaigns<br>Target emissions reduction: N/A                            |
| Erewash Borough Council_33 | Maximise access to and quality of road travel and public transport information   | N/A   | Traffic planning and management:<br>Encouragement of shift of transport modes | Implementation | Start date: 2011<br>Expected end date: 2026<br>Spatial scale: Local<br>Source affected: Transport<br>Indicator: Various indicators within Local Transport Plan<br>Target emissions reduction: N/A |
| Erewash Borough Council_34 | Extend Green Travel Plan support to all stakeholders   | N/A   | Traffic planning and management:<br>Encouragement of shift of transport modes | Implementation | Start date: 2011<br>Expected end date: 2026<br>Spatial scale: Local<br>Source affected: Transport<br>Indicator: Number of green travel plans implemented<br>Target emissions reduction: N/A       |

| Measure code                | Description  | Focus | Classification   | Status         | Other information   |
|-----------------------------|--|-------|--|----------------|---|
| Erewash Borough Council_43  | Maximise possibilities for non-road transport modes for freight (e.g. rail).   | N/A   | Traffic planning and management: Freight transport measure | Implementation | Start date: 2011<br>Expected end date: 2026<br>Spatial scale: Local<br>Source affected: Transport<br>Indicator: Numbers of HGV movements taken off the roads<br>Target emissions reduction: N/A |
| Erewash Borough Council_46b | Develop an integrated assessment tool for the region to allow the air quality impact of transport and land-use developments to be made. Use this tool in the planning process where significant change in emission are proposed. | N/A   | Traffic planning and management: Other measure             | Implementation | Start date: 2011<br>Expected end date: 2026<br>Spatial scale: Local<br>Source affected: Transport<br>Indicator: Use of assessment tool<br>Target emissions reduction: N/A                       |
| Erewash Borough Council_47  | Integrate the Air Quality Action Plan into the Local Transport Plan.   | N/A   | Traffic planning and management: Other measure             | Implementation | Start date: 2011<br>Expected end date: 2026<br>Spatial scale: Local<br>Source affected: Transport<br>Indicator: N/A<br>Target emissions reduction: N/A  |
| Erewash Borough Council_48  | Integrate the AQAP into the Unitary Development Plan, Land Use Plan and Community Plan   | N/A   | Other measure: Other measure                               | Implementation | Start date: 2011<br>Expected end date: 2026<br>Spatial scale: Local<br>Source affected: Transport<br>Indicator: N/A<br>Target emissions reduction: N/A  |

| Measure code               | Description  | Focus | Classification  | Status         | Other information   |
|----------------------------|--|-------|---|----------------|---|
| Erewash Borough Council_49 | Ensure continued use of existing mechanisms including supplementary planning guidance and section 106 agreements to manage air quality by assessing impact of new development and building best practice material, techniques and mitigation into the design | N/A   | Other measure: Other measure  | Implementation | Start date: 2007<br>Expected end date: 2020<br>Spatial scale: Local<br>Source affected: Commercial and residential sources<br>Indicator: Number of section 106 agreements<br>Target emissions reduction: N/A  |
| Erewash Borough Council_50 | Extend Green Travel Plan support to cover the public and private sector operating in the Borough and region  | N/A   | Traffic planning and management:<br>Encouragement of shift of transport modes | Implementation | Start date: 2011<br>Expected end date: 2026<br>Spatial scale: Local<br>Source affected: Transport<br>Indicator: Number of green travel plans implemented<br>Target emissions reduction: N/A   |
| Erewash Borough Council_53 | Participate in energy efficiency campaigns encouraging effective insulation and the use of renewable energy.   | N/A   | Other measure: Other measure  | Implementation | Start date: 2007<br>Expected end date: 2020<br>Spatial scale: Local<br>Source affected: Commercial and residential sources<br>Indicator: Energy efficiency advice and event attended.<br>Planning applications for renewable energy.<br>Target emissions reduction: N/A |

| Measure code                       | Description   | Focus | Classification   | Status         | Other information   |
|------------------------------------|---|-------|--|----------------|---|
| Erewash Borough Council_54         | Raise awareness of sustainable waste management practices for use by residents and businesses within the Borough.   | N/A   | Public information and Education: Leaflets                                 | Implementation | Start date: 2007<br>Expected end date: 2020<br>Spatial scale: Local<br>Source affected: Commercial and residential sources<br>Indicator: % of recycling rate<br>Target emissions reduction: N/A                 |
| Erewash Borough Council_55         | Taking Steps to accelerate the take up of cleaner vehicles  | N/A   | Traffic planning and management: Freight transport measure                 | Implementation | Start date: 2011<br>Expected end date: 2026<br>Spatial scale: Local<br>Source affected: Transport<br>Indicator: Emissions from Erewash Borough Council Fleet<br>Target emissions reduction: N/A                 |
| Erewash Borough Council_56         | Further prioritising air quality as a key objective which Highways Agency success is measured where there are AQMAs | N/A   | Traffic planning and management: Other measure                             | Implementation | Start date: 2010<br>Expected end date: 2026<br>Spatial scale: Local<br>Source affected: Transport<br>Indicator: Participation in Highways Agency Technical Liaison Committee<br>Target emissions reduction: N/A |
| South Kesteven District Council_M1 | Deliver Grantham Southern Relief Road   | N/A   | Traffic planning and management: Encouragement of shift of transport modes | Implementation | Start date: 2015<br>Expected end date: 2017<br>Spatial scale: Local<br>Source affected: Transport<br>Indicator: N/A<br>Target emissions reduction: currently being calculated                                   |

| Measure code                       | Description   | Focus | Classification                                 | Status     | Other information   |
|------------------------------------|---|-------|--|------------|---|
| South Kesteven District Council_M2 | Implement Urban Traffic Management Control to identify areas where traffic may be "stacked" out of town | N/A   | Traffic planning and management: Other measure | evaluation | Start date: 2014<br>Expected end date: 2030<br>Spatial scale: Local<br>Source affected: Transport<br>Indicator: N/A<br>Target emissions reduction: currently being calculated |
| South Kesteven District Council_M3 | Improve traffic flows in the AQMA   | N/A   | Traffic planning and management: Other measure | evaluation | Start date: 2014<br>Expected end date: 2030<br>Spatial scale: Local<br>Source affected: Transport<br>Indicator: N/A<br>Target emissions reduction: currently being calculated |
| South Kesteven District Council_M4 | Improve bus fleet emissions   | N/A   | Public procurement: Other measure              | evaluation | Start date: 2014<br>Expected end date: 2030<br>Spatial scale: Local<br>Source affected: Transport<br>Indicator: N/A<br>Target emissions reduction: currently being calculated |
| South Kesteven District Council_M5 | Encourage modal shift through alternative travel plans e.g TravelSmart                                  | N/A   | Other measure: Other measure                   | evaluation | Start date: 2014<br>Expected end date: 2030<br>Spatial scale: Local<br>Source affected: Transport<br>Indicator: N/A<br>Target emissions reduction: currently being calculated |

| Measure code                        | Description  | Focus | Classification   | Status     | Other information   |
|-------------------------------------|--|-------|--|------------|---|
| South Kesteven District Council_M6  | Implement a Park and Stride scheme   | N/A   | Traffic planning and management:<br>Encouragement of shift of transport modes          | evaluation | Start date: 2014<br>Expected end date: 2030<br>Spatial scale: Local<br>Source affected: Transport<br>Indicator: N/A<br>Target emissions reduction: currently being calculated |
| South Kesteven District Council_M7  | Reduce traffic idling in the AQMA  | N/A   | Permit systems and economic instruments:<br>Introduction/increase of environment taxes | evaluation | Start date: 2014<br>Expected end date: 2030<br>Spatial scale: Local<br>Source affected: Transport<br>Indicator: N/A<br>Target emissions reduction: currently being calculated |
| South Kesteven District Council_M9  | Retrofit pollution abatement technology to our older commercial fleet vehicles | N/A   | Public procurement:<br>Other measure   | evaluation | Start date: 2014<br>Expected end date: 2030<br>Spatial scale: Local<br>Source affected: Transport<br>Indicator: N/A<br>Target emissions reduction: currently being calculated |
| South Kesteven District Council_M11 | Facilitate better travel planning amongst employees e.g. car sharing           | N/A   | Traffic planning and management:<br>Encouragement of shift of transport modes          | evaluation | Start date: 2014<br>Expected end date: 2030<br>Spatial scale: Local<br>Source affected: Transport<br>Indicator: N/A<br>Target emissions reduction: currently being calculated |

| Measure code                        | Description  | Focus                                   | Classification  | Status         | Other information  |
|-------------------------------------|--|---|---|----------------|--|
| South Kesteven District Council_M12 | Implement initiatives to educate communities on air pollution and ways to minimise their impact on air quality | N/A                                     | Public procurement:<br>Other measure  | evaluation     | Start date: 2014<br>Expected end date: 2030<br>Spatial scale: Local<br>Source affected: Transport<br>Indicator: N/A<br>Target emissions reduction: currently being calculated            |
| South Kesteven District Council_M13 | Work with Sustrans to promote walking and cycling initiatives  | N/A                                     | Traffic planning and management:<br>Encouragement of shift of transport modes | evaluation     | Start date: 2014<br>Expected end date: 2030<br>Spatial scale: Local<br>Source affected: Transport<br>Indicator: N/A<br>Target emissions reduction: currently being calculated            |
| South Kesteven District Council_M14 | Work in partnership to encourage participation in school and workplace travel plans                            | N/A                                     | Traffic planning and management:<br>Encouragement of shift of transport modes | evaluation     | Start date: 2014<br>Expected end date: 2030<br>Spatial scale: Local<br>Source affected: Transport<br>Indicator: N/A<br>Target emissions reduction: currently being calculated            |
| Leicester City Council_1            | 01.Air Quality Action Plan   | Upgraded Air Quality Plan for Leicester | Other measure: Other measure  | Implementation | Start date: 2015<br>Expected end date: 2025<br>Spatial scale: Whole town or city<br>Source affected: Transport<br>Indicator: Review in 2018 and 2023<br>Target emissions reduction: < 1% |

| Measure code             | Description                                  | Focus  | Classification                    | Status         | Other information   |
|--------------------------|--|--|-----------------------------------|----------------|---|
| Leicester City Council_2 | 1. AQGS LestAIR                              | Low Emission Strategy study for Leicester                          | Other measure: Other measure      | Evaluation     | Start date: 2012<br>Expected end date: 2012<br>Spatial scale: Whole town or city<br>Source affected: Transport<br>Indicator: Final report delivered<br>Target emissions reduction: <0.1 %                         |
| Leicester City Council_3 | 1. To lobby and work with Central Government | Improving the air quality through dialogue with Central government | Other measure: Other measure      | Implementation | Start date: 2015<br>Expected end date: 2025<br>Spatial scale: Whole town or city<br>Source affected: Transport<br>Indicator: Response to the reports from Central government<br>Target emissions reduction: <0.1% |
| Leicester City Council_4 | 02a. Reduction of bus emissions _Breathe I   | Retrofitting of 32 buses on Melton road corridor                   | Public procurement: Other measure | Implementation | Start date: 2013<br>Expected end date: 2017<br>Spatial scale: Local<br>Source affected: Transport<br>Indicator: No of buses retrofitted<br>Target emissions reduction: <0.5%                                      |
| Leicester City Council_5 | 02b. Reduction of bus emissions _Breathe II  | Retrofitting 5 buses from Centerbus fleet on Melton road corridor  | Other measure: Other measure      | Implementation | Start date: 2014<br>Expected end date: 2018<br>Spatial scale: Local<br>Source affected: Transport<br>Indicator: No of buses retrofitted<br>Target emissions reduction: <0.1%                                      |

| Measure code             | Description   | Focus   | Classification  | Status      | Other information  |
|--------------------------|---|---|---|-------------|--|
| Leicester City Council_6 | 03a. Low emission zone for buses                                | Emission standards for buses using new Haymarket Bus Station                              | Traffic planning and management: Low emission zones               | Evaluation  | Start date: 2017<br>Expected end date: 2018<br>Spatial scale: Whole town or city<br>Source affected: Transport<br>Indicator: LEZ Buses in place<br>Target emissions reduction: <0.1%       |
| Leicester City Council_7 | 03b. Ultra Low emission zone                                    | LestAir AQGS project  | Traffic planning and management: Low emission zones               | Evaluation  | Start date: 2022<br>Expected end date: 2025<br>Spatial scale: Whole town or city<br>Source affected: Transport<br>Indicator: ULEZ in place<br>Target emissions reduction: <0.1%            |
| Leicester City Council_8 | 4. Investigation to introduce gas powered buses                 | AQGS bid - business case to investigate an introduction of gas powered buses in Leicester | Public procurement: Other measure                                 | Preparation | Start date: 2015<br>Expected end date: 2015<br>Spatial scale: Whole town or city<br>Source affected: Transport<br>Indicator: Delivery of final report<br>Target emissions reduction: <0.0% |
| Leicester City Council_9 | 5. Encourage bus, taxi and freight operators to introduce LEV's | OLEV bids to introduce LEVs to Leicester - taxis ,buses                                   | Public procurement: New vehicles, including low emission vehicles | Planning    | Start date: 2015<br>Expected end date: 2025<br>Spatial scale: Whole town or city<br>Source affected: Transport<br>Indicator: Obtaining grant for LEVs<br>Target emissions reduction: <0.1% |

| Measure code              | Description   | Focus  | Classification   | Status         | Other information  |
|---------------------------|---|--|--|----------------|--|
| Leicester City Council_10 | 06a. FQP - Improved freight operations              | Freight operators in Leicester and Leicestershire            | Other measure: Other measure                               | Implementation | Start date: 2001<br>Expected end date: 2030<br>Spatial scale: Whole agglomeration<br>Source affected: Transport<br>Indicator: Dialog between LCC and freight operators<br>Target emissions reduction: <0.01% |
| Leicester City Council_11 | 06b. Investigate urban freight consolidation centre | AQGS project : Revised air quality action plan interventions | Traffic planning and management: Freight transport measure | Evaluation     | Start date: 2017<br>Expected end date: 2017<br>Spatial scale: Whole agglomeration<br>Source affected: Transport<br>Indicator: Final report delivered<br>Target emissions reduction: <0.1%                    |
| Leicester City Council_12 | 06b. Partnership with bus operators                 | Quality Bus Partnership with bus operators in Leicester      | Public procurement: Other measure                          | Implementation | Start date: 2001<br>Expected end date: 2023<br>Spatial scale: Whole agglomeration<br>Source affected: Transport<br>Indicator: Dialog between LCC and bus operators<br>Target emissions reduction: <0.1%      |
| Leicester City Council_13 | 7. Greener driving training for LCC and others      | Cleaner driving aimed at reducing pollution                  | Other measure: Other measure                               | Implementation | Start date: 2008<br>Expected end date: 2030<br>Spatial scale: Whole agglomeration<br>Source affected: Transport<br>Indicator: Ongoing project<br>Target emissions reduction: <0.1%                           |

| Measure code              | Description   | Focus   | Classification  | Status         | Other information   |
|---------------------------|---|---|---|----------------|---|
| Leicester City Council_14 | 8. Promote ULEV infrastructure (OLEV)                 | Electric cars -Plugged In Places, installation of charging points for electric vehicles | Public procurement: New vehicles, including low emission vehicles | Planning       | Start date: 2012<br>Expected end date: 2030<br>Spatial scale: Whole agglomeration<br>Source affected: Transport<br>Indicator: No of electric sockets installed<br>Target emissions reduction: <0.1% |
| Leicester City Council_15 | 9. Fuelling Infrastructure incl. shared arrangements  | AQGS study for gas powered buses  | Public procurement: Other measure                                 | Planning       | Start date: 2015<br>Expected end date: 2015<br>Spatial scale: Whole agglomeration<br>Source affected: Transport<br>Indicator: Final report delivered<br>Target emissions reduction: <0.1%           |
| Leicester City Council_16 | 10. Progressive reduction in emissions from LCC fleet | LCC fleet reviews   | Public procurement: Other measure                                 | Implementation | Start date: 2001<br>Expected end date: 2030<br>Spatial scale: Whole town or city<br>Source affected: Transport<br>Indicator: annual reports<br>Target emissions reduction: <0.1%                    |
| Leicester City Council_17 | 10. Electric vehicles trial                           | Trial of 2 electric vehicles in LCC fleet   | Other measure: Other measure                                      | Implementation | Start date: 2014<br>Expected end date: 2015<br>Spatial scale: Local<br>Source affected: Transport<br>Indicator: Uptake of 2 electric vehicles<br>Target emissions reduction: <0.1%                  |

| Measure code              | Description                                      | Focus  | Classification  | Status         | Other information   |
|---------------------------|--|--|---|----------------|---|
| Leicester City Council_18 | 10. Essential user status review                 | Reduce the no of vehicles used by staff  | Other measure: Other measure  | Implementation | Start date: 2014<br>Expected end date: 2015<br>Spatial scale: Whole town or city<br>Source affected: Transport<br>Indicator: Assessment completed<br>Target emissions reduction: <0.1%                  |
| Leicester City Council_19 | 10. LCC Fleet Review                             | Review of council fleet  | Other measure: Other measure  | Implementation | Start date: 2014<br>Expected end date: 2015<br>Spatial scale: Whole town or city<br>Source affected: Transport<br>Indicator: Finished assesment of the whole fleet<br>Target emissions reduction: <0.1% |
| Leicester City Council_20 | 11. Reduce harmful emissions from taxis          | Licensing Policy - taxis to Euro IV standard receive 50% discount on licensing fee | Permit systems and economic instruments: Introduction/increase of environment taxes | Implementation | Start date: 2008<br>Expected end date: 2030<br>Spatial scale: Whole town or city<br>Source affected: Transport<br>Indicator: No of licences issued<br>Target emissions reduction: <0.2%                 |
| Leicester City Council_21 | 12. Support electrification of Midland Main Line | Electrification of Midland Mainline through Leicester                              | Public procurement: Other measure   | Other          | Start date: 2012<br>Expected end date: 2020<br>Spatial scale: Local<br>Source affected: Transport<br>Indicator: Electrification complete<br>Target emissions reduction: <0.1%                           |

| Measure code              | Description   | Focus   | Classification   | Status         | Other information  |
|---------------------------|---|---|--|----------------|--|
| Leicester City Council_22 | 13. Implement Sustainable Public Procurement Guide    | LCC Procurement Guide   | Other measure: Other measure   | Preparation    | Start date: 2015<br>Expected end date: 2015<br>Spatial scale: Whole town or city<br>Source affected: Transport<br>Indicator: New guide delivered<br>Target emissions reduction: <0.1%              |
| Leicester City Council_23 | 14. Phase II Connecting Leicester - Walking & Cycling | A scheme to create connections to provide a safe ,family and pedestrian orientated city centre. Connecting the different parts of the city centre and reducing the dominance of roads to create an attractive environment for local people to enjoy their historic city. It will also help businesses to flourish and attract new visitors. | Traffic planning and management: Encouragement of shift of transport modes | Implementation | Start date: 2015<br>Expected end date: 2019<br>Spatial scale: Whole town or city<br>Source affected: Other, please specify<br>Indicator: Scheme implemented<br>Target emissions reduction: <0.1%   |
| Leicester City Council_24 | 14. Cycling routes                                    | Connecting Leicester  | Traffic planning and management: Encouragement of shift of transport modes | Implementation | Start date: 2012<br>Expected end date: 2030<br>Spatial scale: Whole town or city<br>Source affected: Transport<br>Indicator: No of Cycling routes implemented<br>Target emissions reduction: <0.5% |

| Measure code              | Description   | Focus  | Classification  | Status         | Other information   |
|---------------------------|---|--|---|----------------|---|
| Leicester City Council_25 | 15. Carbon action planning and the behavioural change   | Planning for addressing the behavioural change | Other measure: Other measure  | Implementation | Start date: 2014<br>Expected end date: 2015<br>Spatial scale: Whole town or city<br>Source affected: Transport<br>Indicator: No of actions implemented<br>Target emissions reduction: <0.01%  |
| Leicester City Council_26 | 15. Continue to increase the number of children walking and cycling to school walking and cycling to school through the Walk to School and Bike It programmes, further to the 16.7% overall increase achieved last year | Promoting walking and cycling to schools       | Traffic planning and management:<br>Encouragement of shift of transport modes | Implementation | Start date: 2014<br>Expected end date: 2015<br>Spatial scale: Whole town or city<br>Source affected: Transport<br>Indicator: No of children engaged<br>Target emissions reduction: <0.01%     |
| Leicester City Council_27 | 15. Council home working and flexible hours   | N/A  | Other measure: Other measure  | Implementation | Start date: 2008<br>Expected end date: 2030<br>Spatial scale: Whole agglomeration<br>Source affected: Transport<br>Indicator: Scheme implemented<br>Target emissions reduction: <0.1%         |
| Leicester City Council_28 | 15. Leicester City Council website  | Air Quality information - updated website      | Public information and Education: Internet                                    | Implementation | Start date: 2015<br>Expected end date: 2015<br>Spatial scale: Whole town or city<br>Source affected: Other, please specify<br>Indicator: Updated website<br>Target emissions reduction: <0.1% |

| Measure code              | Description  | Focus                                    | Classification  | Status         | Other information  |
|---------------------------|--|--|---|----------------|--|
| Leicester City Council_29 | 15. Engage 100 small businesses to carry out staff cycle training charity B-Inspired, providing staff cycle training and advice on how to reduce business travel by car  | Promoting alternative modes of transport | Traffic planning and management:<br>Encouragement of shift of transport modes | Implementation | Start date: 2014<br>Expected end date: 2015<br>Spatial scale: Whole town or city<br>Source affected: Transport<br>Indicator: No of businesses engaged<br>Target emissions reduction: <0.01%    |
| Leicester City Council_30 | 15. Host a number of green events at Curve theatre throughout the year including National Recycling Week by promoting recycling to both staff and visitors, and Earth Hour   | Public Information                       | Traffic planning and management:<br>Encouragement of shift of transport modes | Implementation | Start date: 2014<br>Expected end date: 2015<br>Spatial scale: Whole town or city<br>Source affected: Transport<br>Indicator: No of events organised<br>Target emissions reduction: <0.01%      |
| Leicester City Council_31 | 15. Involve 40,000 employees through the Large Employers' engagement programme Employers Engagement Programme, running travel roadshows to encourage behavioural change  | Promoting alternative modes of transport | Traffic planning and management:<br>Encouragement of shift of transport modes | Implementation | Start date: 2014<br>Expected end date: 2015<br>Spatial scale: Whole town or city<br>Source affected: Transport<br>Indicator: Engagement with employers<br>Target emissions reduction: <0.1%    |
| Leicester City Council_32 | 15. Involve over 25,000 people in organised bike rides cycling activity events through our Summer of Cycling programme. This will include the Ride Leicester Festival which will have the Castle Classic race and family-friendly Sky Ride | Annual bike rides organised - Skyride    | Traffic planning and management:<br>Encouragement of shift of transport modes | Implementation | Start date: 2014<br>Expected end date: 2015<br>Spatial scale: Whole town or city<br>Source affected: Transport<br>Indicator: Engagement of general public<br>Target emissions reduction: <0.1% |

| Measure code              | Description   | Focus   | Classification   | Status         | Other information   |
|---------------------------|---|---|--|----------------|---|
| Leicester City Council_33 | 15. JOAQUIN European Project  | EU funded project, information to general public about AQ - website. Also information to policy makers about improving AQ through various schemes and tools | Other measure: Other measure   | Evaluation     | Start date: 2011<br>Expected end date: 2015<br>Spatial scale: Whole town or city<br>Source affected: Transport<br>Indicator: Website for general public, Decision making tool for AQ specialists<br>Target emissions reduction: <0.1% |
| Leicester City Council_34 | 15. LeicesterShire Sustainable Travel Challenge web site  | Promoting walking, cycling, public transport and car share  | Traffic planning and management: Encouragement of shift of transport modes | Implementation | Start date: 2014<br>Expected end date: 2016<br>Spatial scale: Whole agglomeration<br>Source affected: Transport<br>Indicator: No of people who joined the website<br>Target emissions reduction: <0.1%                                |
| Leicester City Council_35 | 15. Personal route planner  | Individual travel plans   | Traffic planning and management: Encouragement of shift of transport modes | Implementation | Start date: 2007<br>Expected end date: 2017<br>Spatial scale: Whole agglomeration<br>Source affected: Transport<br>Indicator: No of plans completed<br>Target emissions reduction: <0.1%  |
| Leicester City Council_36 | 15. Provide local businesses with grants of up to £5,000 to put towards sustainable transport methods for staff such as pool bike systems and shuttle buses | Promoting alternative modes of transport  | Traffic planning and management: Encouragement of shift of transport modes | Implementation | Start date: 2014<br>Expected end date: 2015<br>Spatial scale: Whole town or city<br>Source affected: Transport<br>Indicator: Grants provided<br>Target emissions reduction: <0.01%  |

| Measure code              | Description  | Focus  | Classification  | Status         | Other information   |
|---------------------------|--|--|---|----------------|---|
| Leicester City Council_37 | 15. Secure funding to complete an Area Wide Travel Plan Travel Plan for the creative industries in the Cultural Quarter to promote car sharing, cycling and cut congestion | Travel plan  | Traffic planning and management:<br>Encouragement of shift of transport modes | Implementation | Start date: 2015<br>Expected end date: 2015<br>Spatial scale: Whole town or city<br>Source affected: Transport<br>Indicator: Completion of the travel plan<br>Target emissions reduction: <0.01%      |
| Leicester City Council_38 | 15. Sign up a further 1,500 people to Leics. Car Share Scheme Leicestershare, a car sharing scheme aiming to reduce the number of single occupancy vehicles in the city    | Promoting car sharing  | Traffic planning and management:<br>Encouragement of shift of transport modes | Implementation | Start date: 2014<br>Expected end date: 2015<br>Spatial scale: Whole agglomeration<br>Source affected: Transport<br>Indicator: No of people signed for the scheme<br>Target emissions reduction: <0.1% |
| Leicester City Council_39 | 15. Travel Planning  | Plans in place to reduce single vehicle occupancy, increase the number of sustainable modes of travel and rise awareness | Traffic planning and management:<br>Encouragement of shift of transport modes | Implementation | Start date: 2001<br>Expected end date: 2030<br>Spatial scale: Whole town or city<br>Source affected: Transport<br>Indicator: % of change in mode of travel<br>Target emissions reduction: <0.1%       |

| Measure code              | Description                                 | Focus  | Classification  | Status         | Other information  |
|---------------------------|---|--|---|----------------|--|
| Leicester City Council_40 | 15. Walking promotion                       | Promoting walking :<br>Ramblers,<br>Livingstreets,<br>Sustrans | Traffic planning and management:<br>Encouragement of shift of transport modes | Implementation | Start date: 2011<br>Expected end date: 2030<br>Spatial scale: Whole town or city<br>Source affected: Transport<br>Indicator: No of people joining walks, walking to school, % shift in behavioural change<br>Target emissions reduction: <0.1% |
| Leicester City Council_41 | 16. Improved bus facilities and circulation | New Bus Station - Haymarket                                    | Traffic planning and management:<br>Improvement of public transport           | Implementation | Start date: 2015<br>Expected end date: 2015<br>Spatial scale: Local<br>Source affected: Transport<br>Indicator: Scheme implemented<br>Target emissions reduction: <0.1%  |
| Leicester City Council_42 | 16. Improved buses                          | Lower floor buses  | Traffic planning and management:<br>Improvement of public transport           | Implementation | Start date: 2001<br>Expected end date: 2014<br>Spatial scale: Whole town or city<br>Source affected: Transport<br>Indicator: No of buses with low floors<br>Target emissions reduction: <0.1%  |
| Leicester City Council_43 | 16. Park and ride schemes                   | 2 new park and ride car parks opened since 2008                | Traffic planning and management:<br>Encouragement of shift of transport modes | Implementation | Start date: 2001<br>Expected end date: 2011<br>Spatial scale: Whole town or city<br>Source affected: Transport<br>Indicator: 2 new park and ride car parks implemented<br>Target emissions reduction: <0.1%                                    |

| Measure code              | Description                      | Focus   | Classification  | Status         | Other information  |
|---------------------------|----------------------------------|---|---|----------------|--|
| Leicester City Council_44 | 16. Subsidised bus fares         | Subsidised bus fares for elderly, disabled and jobseekers | Traffic planning and management:<br>Encouragement of shift of transport modes | Implementation | Start date: 2001<br>Expected end date: 2030<br>Spatial scale: Whole agglomeration<br>Source affected: Transport<br>Indicator: No of concessionary bus pass card holders<br>Target emissions reduction: 0.001 |
| Leicester City Council_45 | 16. Public Transport Information | Real time information system                              | Traffic planning and management:<br>Improvement of public transport           | Implementation | Start date: 2015<br>Expected end date: 2016<br>Spatial scale: Whole agglomeration<br>Source affected: Transport<br>Indicator: City wide system available<br>Target emissions reduction: <0.1%                |
| Leicester City Council_46 | 16. Off bus ticketing            | smart ticketing project                                   | Traffic planning and management:<br>Improvement of public transport           | Implementation | Start date: 2008<br>Expected end date: 2030<br>Spatial scale: Whole agglomeration<br>Source affected: Transport<br>Indicator: City wide system in place<br>Target emissions reduction: <0.01%                |
| Leicester City Council_47 | 17. Bikebility                   | Cycle training for children                               | Traffic planning and management:<br>Encouragement of shift of transport modes | Implementation | Start date: 2008<br>Expected end date: 2030<br>Spatial scale: Whole town or city<br>Source affected: Transport<br>Indicator: 1800 children to participate<br>Target emissions reduction: <0.1%               |

| Measure code              | Description                    | Focus                              | Classification  | Status         | Other information  |
|---------------------------|--------------------------------|------------------------------------|---|----------------|--|
| Leicester City Council_48 | 17. Bike parks at events       | To provide bike parts at festivals | Traffic planning and management:<br>Encouragement of shift of transport modes | Implementation | Start date: 2008<br>Expected end date: 2030<br>Spatial scale: Whole town or city<br>Source affected: Transport<br>Indicator: 50 bike parking spaces at events<br>Target emissions reduction: <0.1% |
| Leicester City Council_49 | 17. Ride Festival in leicester | Castle classic bike ride           | Traffic planning and management:<br>Encouragement of shift of transport modes | Implementation | Start date: 2008<br>Expected end date: 2030<br>Spatial scale: Whole town or city<br>Source affected: Transport<br>Indicator: 500 participants per ride<br>Target emissions reduction: <0.1%        |
| Leicester City Council_50 | 17. Led Rider Programme        | Organised bike rides               | Traffic planning and management:<br>Encouragement of shift of transport modes | Implementation | Start date: 2008<br>Expected end date: 2030<br>Spatial scale: Whole town or city<br>Source affected: Transport<br>Indicator: 35 public rides<br>Target emissions reduction: <0.1%                  |
| Blaby District Council_1  | Smart Motorways                | sections of M1                     | Traffic planning and management: Other measure                                | Preparation    | Start date: 2016<br>Expected end date: 2025<br>Spatial scale: Local<br>Source affected: Transport<br>Indicator: N/A<br>Target emissions reduction: N/A   |

| Measure code             | Description                 | Focus                      | Classification                                     | Status      | Other information  |
|--------------------------|-----------------------------|----------------------------|--|-------------|--|
| Blaby District Council_2 | Painted chevrons            | as above                   | Traffic planning and management: Other measure     | Preparation | Start date: 2016<br>Expected end date: 2017<br>Spatial scale: Local<br>Source affected: Transport<br>Indicator: N/A<br>Target emissions reduction: N/A |
| Blaby District Council_3 | Noise barriers              | as above                   | Traffic planning and management: Other measure     | Preparation | Start date: 2016<br>Expected end date: 2018<br>Spatial scale: Local<br>Source affected: Transport<br>Indicator: N/A<br>Target emissions reduction: N/A |
| Blaby District Council_4 | VMS                         | as above                   | Public information and Education: Other mechanisms | Preparation | Start date: 2016<br>Expected end date: 2016<br>Spatial scale: Local<br>Source affected: Transport<br>Indicator: N/A<br>Target emissions reduction: N/A |
| Blaby District Council_5 | Ecodriving                  | as above                   | Other measure: Other measure                       | Preparation | Start date: 2016<br>Expected end date: 2016<br>Spatial scale: Local<br>Source affected: Transport<br>Indicator: N/A<br>Target emissions reduction: N/A |
| Blaby District Council_6 | Traffic management measures | certain junctions in AQMAs | Traffic planning and management: Other measure     | Preparation | Start date: 2017<br>Expected end date: 2017<br>Spatial scale: Local<br>Source affected: Transport<br>Indicator: N/A<br>Target emissions reduction: N/A |

| Measure code             | Description                                     | Focus          | Classification                                 | Status      | Other information  |
|--------------------------|---|----------------|--|-------------|--|
| Blaby District Council_7 | Ramp Metering                                   | Sections of M1 | Traffic planning and management: Other measure | Preparation | Start date: 2016<br>Expected end date: 2025<br>Spatial scale: Local<br>Source affected: Transport<br>Indicator: N/A<br>Target emissions reduction: N/A |
| Blaby District Council_8 | Integration of Air Quality into planning policy | District       | Other measure: Other measure                   | Planning    | Start date: 2015<br>Expected end date: 2016<br>Spatial scale: Local<br>Source affected: Transport<br>Indicator: N/A<br>Target emissions reduction: N/A |