

LEICESTERSHIRE COUNTY COUNCIL

LOCAL TRANSPORT PLAN

AUTHORITY AIR QUALITY REPORT

JULY 2007

Purpose: This report provides an update on the implementation of local transport measures identified in the Leicestershire Local Transport Plan (LTP) 2006-2011 relating to improving air quality within the Air Quality Management Areas (AQMAs). It also provides further more general information about other relevant developments and issues.

Overall summary: There is an encouraging overall downward trend over 2006/07 in pollutant levels measured through ongoing diffusion tube monitoring in all of the districts. All specific local measures and county-wide congestion reduction measures detailed in the integrated AQAPs in the LTP are designed to ensure that this downtrend in pollutant levels continues.

We are now at the end of the first year of the five year LTP period and this report provides the current position for a number of measures relevant to that time period. Where there are outcomes or progress to report these are given, as well as anticipated outcomes where there is no clear outcome at this early stage in the LTP period.

Our traffic growth indicators also show very encouraging results with the 2006 growth indices 4.7 and 1.5 points below trajectory figures. As stated in the LTP, pollutant levels are too variable to be meaningfully reported annually; this is why we use the traffic growth indicators as an annual proxy measurement for improving air quality.

AQMAs - position at July 2007 in Leicestershire

Context

As explained in Chapter 12 of the LTP, of the nine original AQMAs declared on the basis of local rather than motorway traffic, the NO₂ levels in all but three (in Loughborough, Lutterworth and Kegworth) had improved to the extent that residential façade values no longer exceeded the 40µg/m³ national air quality objective, and continued monitoring was the only action.

For Loughborough, Lutterworth and Kegworth Air Quality Action Plans were drawn up and integrated into the LTP.

Summary of current position

The 3 AQMAs in Loughborough, Lutterworth and Kegworth, for which LTP action plans have been integrated into the LTP, are currently in the process of being implemented. As explained in the LTP, the pollutant levels in the Loughborough and Lutterworth AQMAs are expected to remain in excess of the threshold until the respective Relief Roads are implemented; levels in Kegworth remain borderline, fractionally over the threshold.

There are 2 AQMAs near to the M1 motorway for which the Highways Agency is currently completing assessment work prior to consultation on its M1 widening proposals.

There is 1 AQMA on Narborough Road South (Blaby District). Continued monitoring is proposed but there is currently no evidence to support incorporating an action plan into the LTP.

2 more recently declared local AQMAs in Blaby District are subject to ongoing monitoring but there is no evidence at present to support incorporating the AQMAs into the LTP.

There is 1 local AQMA on Melton Road, Syston (Charnwood Borough). Further monitoring is proposed but there is currently no continuing evidence to support incorporating an action plan into the LTP.

There are 4 local AQMAs in Oadby and Wigston Borough. Ongoing monitoring has revealed results consistently below the threshold and on the basis of this processes are underway to revoke these 4 AQMAs.

Working with our district council partners: we have worked extensively with our district council partners both individually and through our Air Quality Forum to ensure that our air quality work is focussed on those areas most in need of improvement and that proposed actions are challenging but at the same time realistic as to what can be achieved by the range of measures proposed. We have also worked closely with and consulted our districts on the implementation of local measures within their Districts during the preparation of this Authority Report.

Structure of this report: this report comprises 7 tables. Tables 1 – 3 relate to the AQMAs in Loughborough, Lutterworth and Kegworth for which LTP action plans have been developed. Tables 4 - 6 refer to other AQMAs in Blaby, Charnwood and Oadby and Wigston. The report is concluded with Table 7 which shows initiatives being taken county-wide that provide a contribution to improving air quality.

Measure	Original timescale	Current position / Progress with measure	Outcome to date / Planned outcome	Comments
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Table 1: Loughborough AQMA

Traffic growth monitoring in Loughborough	Ongoing	Induction loops in the road continuously measure traffic flows in both directions on the approaches to Loughborough	<table style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th></th> <th>2004</th> <th>2005</th> <th>2006</th> </tr> </thead> <tbody> <tr> <td><i>Trajectory</i></td> <td>100</td> <td>101.9</td> <td>103.8</td> </tr> <tr> <td><i>Actual</i></td> <td>100</td> <td>101.2</td> <td>99.1</td> </tr> </tbody> </table>		2004	2005	2006	<i>Trajectory</i>	100	101.9	103.8	<i>Actual</i>	100	101.2	99.1	It can be seen that traffic growth, our proxy for the measurement of air quality levels, is well within the trajectories set in the LTP.
	2004	2005	2006													
<i>Trajectory</i>	100	101.9	103.8													
<i>Actual</i>	100	101.2	99.1													
Loughborough Inner Relief Road to divert traffic away from A6 in town centre	LTP: 2 – 5 years	Inner Relief Road and town centre improvements on target for completion by end of LTP period.	Outcome to date: n/a Planned outcome: significant improvement in air quality in the town centre and at the most critical site within the Loughborough AQMA on High Street.	Signing and other town centre restrictions to divert traffic and pedestrianise the A6 and other streets will complement the main road scheme.												
Signing or town centre restrictions to divert traffic from A6 onto Epinal Way		Start of road construction programmed to begin late 2009 – early 2010. Town centre improvements programmed to begin 2010.														
Town centre vehicle restrictions to pedestrianise A6 and other streets		Planning permission for the Relief Road granted May 2007. Statutory Orders to be submitted autumn 2007.														

Measure	Original timescale	Current position / Progress with measure	Outcome to date / Planned outcome	Comments
Fewer parking spaces or higher charges to restrain car access to work or shops	LTP: 2 – 5 years	The Loughborough Parking Strategy includes a common charging policy to discourage 'cruising' for cheaper spaces, and parking concessions for lower-emission vehicles for borough-council issued tickets and permits	Outcome to date: n/a Planned outcomes: reduction in emissions due to discouragement of "cruising" for cheaper spaces and encouragement of low-emission vehicles.	Car parking charges are already the highest in the County (£5.50 per day). They are felt to be as high as practicable relative to other local urban centres to restrain car access to work and shops whilst avoiding a detrimental effect on the vitality of the town centre. The Loughborough Parking Strategy provides the findings of a review of existing parking provision in Loughborough town centre and sets out the framework for parking policies in the town centre for the period to 2021 against the background of the overall vision for the town centre as outlined in the Town Centre Masterplan (TCMP).
	LTP: 2 – 5 years	Residents parking schemes planned for Burder Street in late 2008 and Queens Road / School Street by end 2010/11.	Outcome to date: n/a Planned outcome: reduction of availability of free on-street parking in vicinity of railway station and Great Central Railway. Will increase incentive for access by means other than the private car.	
Investment in cycle route	LTP: 2 – 5	During the LTP period we plan to extend the cycle network to	Outcome to date: n/a	

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network to reach all parts of Loughborough	years	reach all areas of Loughborough. Loughborough is the principal focus of our funding for cycling infrastructure outside Central Leicestershire.	Planned outcome: benefits to air quality arising from: easier promotion of cycling, modal shift for shorter journeys more attractive, helping reduction of number of cars in town centre.	
Improved interchange at railway station as part of station yard redevelopment	LTP: 2 – 5 years	Identification of funding underway.	Outcome to date: n/a Planned outcome: greatly improved air quality in the Ratcliffe Road / Burder Street AQMA area. Encouragement of more people onto public transport by making train travel more attractive.	Funding is necessary to fund link road through railway station yard to divert traffic from Ratcliffe Road in conjunction with access / interchange facilities at the station, mixed housing development and small office development
Continuing requirement for workplace travel plans with new developments	LTP: 0 – 2 years	See table 7 for details		
Development of a park and ride scheme for Loughborough	Not proposed in the current LTP period	Although not feasible within the 2006-11 LTP period, provision of park and ride is being considered to support a possible urban extension in the draft Regional Plan.	Outcome to date: n/a Planned outcome: the scheme would have the potential to significantly reduce travel into the town centre by private car, and increase the viability of public transport	
Reduce vehicle access to town	Not specified in LTP	Although not being pursued for Loughborough in isolation, the	Outcome to date: n/a Planned outcome: any	

Measure	Original timescale	Current position / Progress with measure	Outcome to date / Planned outcome	Comments
centre by congestion charging (hypothetical) –		town is included in the area covered by the '6 Cs' (Derby, Leicester and Nottingham, and the Counties of Derbyshire, Leicestershire and Nottinghamshire) Transport Innovation Fund project being undertaken by the City and County authorities to develop a business case for road user charging in the 6Cs area. Early work undertaken on establishing baseline data, scenario development and business engagement.	measures which reduced congestion would clearly have significant and beneficial air quality impacts.	
Work through Quality Bus Partnerships to reduce bus emissions	LTP: 0 – 2 years	See table 7 for details.		
7.5 tonne weight limit to divert lorries away from A6 through town centre	LTP 0 – 2 years	Voluntary emissions testing carried out in Loughborough in association with the Vehicle and Operator Services Agency (VOSA)	Outcome to date: 115 cars tested over the two days. Favourable comments on balance regarding the principle of compulsory emissions testing and Fixed Penalty Notices for infractions, and the feeling that such measures would help improve air quality.	The LTP raises the possibility of having VOSA include roadside testing of HGVs as part of its DfT funded programme. Although this is no longer part of VOSA's remit, the possibility of directly engaging their services, or those of another company, in order to monitor emissions in AQMAs, will be investigated via the Leicestershire

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Measure	Original timescale	Current position / Progress with measure	Outcome to date / Planned outcome	Comments
				Air Quality Forum.
Land use planning for no unnecessary additional traffic through town centre	LTP: 2 – 5 years	See table 7 for further details.		
Network management for roadworks, incidents and planned events	LTP: 0 – 5 years	High Street is closed for annual four-day duration of Loughborough Fair with clearly-signed diversion routes. Similarly, Melton Road is closed for annual half-day duration of Syston Christmas event with clearly-signed diversion routes. See also table 7.	Outcome to date: Prevention of serious congestion on the main road through the town, and minimisation of consequent air quality problems	High Street is the most critical air quality location in the Loughborough AQMA. Although an Air Quality Action Plan for Syston is not integrated into the LTP, the Syston AQMA runs along Melton Road.
Increasing travel by train with bus connections to town centre and key destinations	LTP: 0 – 5 years	Through-ticketing on the service running between the rail station and the town	Outcome to date: Encouragement of people to use the bus to get to the rail station. Reduction of burden of cars on the area of the AQMA local to the rail station.	
School travel planning with investment in walking and cycling routes	LTP: 0 – 5 years	See table 7 for details.		
Smarter choices	LTP: 0 - 5	See table 7 for details.		

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and promotion building on workplace travel plans	years			
Better vehicle use of roadspace for less disruption to free flowing traffic	LTP: 0 - 5 years	See table 7 for details.		

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Table 2 – Lutterworth AQMA

Traffic growth monitoring	Ongoing	Induction loops in the road continuously measure traffic flows in both directions on the approaches to Lutterworth	<table style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th></th> <th>2004</th> <th>2005</th> <th>2006</th> </tr> </thead> <tbody> <tr> <td><i>Trajectory</i></td> <td>100</td> <td>102.7</td> <td>105.4</td> </tr> <tr> <td><i>Actual</i></td> <td>100</td> <td>103.3</td> <td>103.9</td> </tr> </tbody> </table>		2004	2005	2006	<i>Trajectory</i>	100	102.7	105.4	<i>Actual</i>	100	103.3	103.9	It can be seen that traffic growth, our proxy for the measurement of air quality levels, is well within the trajectories set in the LTP.
	2004	2005	2006													
<i>Trajectory</i>	100	102.7	105.4													
<i>Actual</i>	100	103.3	103.9													
Completion of Lutterworth Western Relief Road to divert traffic from the town centre	LTP: 5 – 10 yrs	Comprehensive traffic study of Lutterworth planned for summer and autumn 2007 to assess potential options for creating a north-south bypass of the town in order to reduce traffic nuisance in the town centre. Completion of the Western Relief Road will be one of the options assessed, and air quality will be one of the impacts assessed for all options shortlisted.	<p>Outcome to date: n/a</p> <p>Planned outcome: High impact on improving air quality by removing heavy goods traffic from the town centre. Of all the measures considered in the Lutterworth AQAP, this is considered to have the highest impact.</p>	The cost and statutory procedures associated with the Western Relief Road means that it is not feasible to complete the scheme during the LTP2 period.												
Lower emissions from district and its contractor vehicle fleets	LTP: 2 – 5 yrs	The feasibility is being investigated of incorporating the requirement of low emission vehicles as part of the new District Council contract fleet.	<p>Outcome to date: n/a</p> <p>Planned outcome: a beneficial effect on air quality is likely by reducing emissions from vehicles operating on behalf of the district.</p>													
Encouragement of cycle use	LTP: 0 - 2 yrs	A Cycling Network Plan which shows existing cycle routes and identifies other possible layouts for routes in Lutterworth has been developed by the	Outcome to date: air quality benefits as a result of Improved walking / cycling facilities and promotion, encouraging less use of the private car.	The group will continue to work with the County Council, District Council and Sustrans to identify funding sources for the implementation of the plan.												

Measure	Original timescale	Current position / Progress with measure	Outcome to date / Planned outcome	Comments
		Lutterworth Cycling Network Working Group as part of the Lutterworth Improvement Partnership.		
	LTP: 0 - 2 yrs	A cycle park has been installed at the Lutterworth One-Stop-Shop to encourage cycle use in the town,	Outcome to date: encouragement of cycle use in the town.	
	LTP: 0 - 2 yrs	Harborough District Council is taking part in "Bike to Work Week"	Outcome to date: encouragement of cycle use in the town.	
Better vehicle use of roadspace for less disruption to free-flowing traffic	LTP: 0 – 2 yrs	Transfer of parking enforcement to the local authority	Outcome to date: n/a Planned outcome: The increased number of traffic wardens in the district will result in fewer obstructions and less disruption to the free flow from illegally parked vehicles	

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Table 3: Kegworth AQMA

A6 Kegworth Bypass to divert traffic away from the village centre	LTP: 5 - 10 yrs	The scheme will be carried out by the Highways Agency as part of the second phase of the M1 motorway widening, which is programmed to start in 2010	Outcome to date: n/a Planned outcome: removal of through traffic, resulting in reduction of the concentration of vehicles in Kegworth.	The date for construction of the scheme lies beyond the current LTP period
Lower emissions from district and taxi vehicle fleets	LTP: 2 yrs	A baseline audit of the greenhouse gas emissions from the district fleet is to be conducted.	Outcome to date: n/a Planned outcome: environmental improvements are to be identified and introduced, with monitoring against the baseline, leading to air quality benefits.	Initiative aimed at energy conservation, but will have an air quality benefit.
	LTP: 3 yrs	A feasibility study and report is to be undertaken into the use of renewable energy in the Council's transport fleet	Outcome to date: n/a Planned outcome: the initiatives will clearly help to reduce emissions and improve air quality throughout North West Leicestershire, including the AQMA.	A Year 2 (2008/09) action in the district council's Environmental Strategy.
	LTP: 3 - 5 yrs	Encouragement of licensed taxis / PHVs to use less environmentally damaging fuels through provision of advice, grants and other incentives.		Year 2-3 (2008/09) actions in the district council's Environmental Strategy.

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Network management for road works, incidents and planned events	Ongoing	<p>LCC are part of a working group that considers traffic management arrangements for major events at Donington Park Race circuit.</p> <p>Measures including temporary road closures and one way road orders, and also physical works such as a temporary footbridge for pedestrians to gain access to the site are intended to minimise congestion around the circuit and on approach roads in the neighbouring villages. Road and street works in this area are controlled during such events by Northern Area NRSWA Consultation Group.</p> <p>See also Table 7</p>	<p>Outcome to date: severe congestion on a regular basis in all the villages around Castle Donington, including Kegworth, is avoided on a regular basis.</p>	<p>Donington Park is a major sporting and cultural venue, which can attract many thousands of visitors over a short period during the many events it hosts.</p>
School travel planning with investment in walking and cycle routes	LTP: 3 yrs	<p>An Active Together promotional calendar and communication plan (including Walks and Rides) is to be designed; over-60s Active Together roadshows in priority neighbourhoods are to be delivered; web-based cycling and walking downloadable routes and guides are to be launched.</p>	<p>Outcome to date: n/a</p> <p>Planned outcome: improved walking / cycling facilities encourage less use of the private car, with consequent air quality benefits.</p>	<p>Year 2 (2008/09) actions in the district council's Environmental Strategy.</p>

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Smarter Choices and promotion building on workplace travel plans	LTP: 3 yrs	A district 'green travel plan' is to be developed, exploring the options for alternative modes of transport, with tasks and milestones to be developed in future years.	Outcome to date: n/a Planned outcome: there will be a beneficial air quality impact both for commuting routes to the District Council and potentially district-wide, depending on the nature of measures introduced.	A Year 2 (2008/09) action in the district council's Environmental Strategy.
	LTP: 3 - 5 yrs	A programme of work is to be developed, aimed at encouraging greater take-up of Green Travel Plans within the district.	Outcome to date: n/a Planned outcome: a potential district-wide beneficial air quality impact from reduced reliance on the private car as a result of the implementation of travel plans.	A Year 2-3 (2008-10) action in the district council's Environmental Strategy.

Measure	Original timescale	Current position / Progress with measure	Outcome to date / Planned outcome	Comments
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Table 4 - Blaby

NO ₂ monitoring at existing and new local AQMAs not integrated into the LTP	Ongoing	Ongoing NO ₂ monitoring at existing local AQMA on Narborough Road South	<p>Outcome to date: analyser results for 2006 and the first half of 2007 show results well below the 40 µg/m³ threshold. NO₂ levels measured at diffusion tubes at Jordan's Garage have shown a steady decline, and in 2006 were also below the threshold.</p> <p>There is consequently no evidence at present to support incorporating the AQMA into the LTP.</p>	The LTP states that if full analyser monitoring for 2006 shows an exceedence of the NO ₂ threshold value, an AQAP will be integrated into the first biennial LTP report in 2008.
		Ongoing NO ₂ monitoring at new AQMA sites	<p>Outcome to date: analyser and diffusion tube monitoring show 2006 NO₂ levels either well below or only fractionally exceeding the threshold, and in all cases below 2005 levels.</p> <p>There is consequently not enough evidence at present to support incorporating the AQMAs into the LTP.</p>	As for existing AQMA site, if monitoring for 2006 shows an exceedence of the NO ₂ threshold value, an AQAP will be integrated into the first biennial LTP report in 2008.

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Measure	Original timescale	Current position / Progress with measure	Outcome to date / Planned outcome	Comments
Defra Air Quality Grant	LTP: 1 yr	Of the £25,000 awarded in total, by the end of March 2007 some £15,000 had been spent, almost £13,000 of which was on monitoring equipment, and just under £2,500 on action planning.	Outcome to date: monitoring equipment, staffing and action planning are all essential ingredients in driving up air quality.	A bid for a total of £34,000 has been submitted for 2007/08, and a response is awaited.
SAFED, and other efficient driving initiatives	LTP: 1 yr	A report on SAFED (Safe And Fuel Efficient Driving) for district council staff training has been produced.	Outcome to date: n/a Planned outcome: it is intended that the initiative will, by leading by example, encourage fleet operators within AQMAs to carry out the training, with positive effects on air quality.	
	LTP: 1 yrs	A guide to more efficient driving has been produced, with plans to reinforce it with an education day for fleet operators.	Outcome to date: n/a Planned outcome: any means of educating fleet drivers and the general public will potentially have a positive effect on air quality.	
	LTP: 2 - 5 yrs	It is intended to produce a computer simulation programme to educate the public on driving in a safer, more fuel-efficient way.		A grant or other funding will be needed

Measure	Original timescale	Current position / Progress with measure	Outcome to date / Planned outcome	Comments
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Table 5 – Charnwood

NO ₂ monitoring at existing and new local AQMAs not integrated into the LTP	Ongoing	Ongoing NO ₂ monitoring at existing local AQMA on Melton Road, Syston	Outcome to date: although 2006 diffusion tube NO ₂ results are fractionally over the 40 µg/m ³ threshold, there is insufficient evidence yet to support incorporating the AQMA into the LTP.	The LTP states that if full analyser monitoring for 2006 shows an exceedence of the NO ₂ threshold value, an AQAP will be integrated into the first biennial LTP report in 2008.
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Table 6 – Oadby and Wigston

NO ₂ monitoring at existing and new local AQMAs not integrated into the LTP	Ongoing	Ongoing monitoring in the four declared local AQMAs	Outcome to date: NO ₂ readings at the four declared AQMAs have been consistently below the 40 µg/m ³ threshold when adjusted for façade setback. On the basis of the monitoring, processes are underway to revoke the four declared local AQMAs	
NO ₂ monitoring at sites not in AQMAs	Ongoing	Ongoing monitoring on B582 Blaby Road, S. Wigston	Outcome to date: NO ₂ monitoring has so far not shown any exceedence of the threshold at this location when adjusted to façade values, although levels do not show the same downward trend as the majority of other sites in the county	Monitoring will continue to establish whether further action needs to be taken

Measure	Original timescale	Current position / Progress with measure	Outcome to date / Planned outcome	Comments
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Table 7 - Countywide initiatives providing a contribution to improving air quality.

NO ₂ monitoring within AQMAs	Ongoing	Passive diffusion tubes monitor NO ₂ levels at or near critical locations within the AQMAs	Outcome to date: NO ₂ levels are showing an encouraging downward trend over the past two years at almost all the AQMA and other monitoring sites	Due to fluctuations in observed NO ₂ concentrations, even where emissions are decreasing, no trajectory has been specified in the LTP towards the AQMA targets. Instead, progress towards meeting air quality targets has been measured indirectly using traffic growth indicators in the three AQMAs
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Measure	Original timescale	Current position / Progress with measure	Outcome to date / Planned outcome	Comments
Workplace travel plans with new developments, promotion building on workplace travel plans, and other smarter choices	Ongoing	<p>The County Council's highways, transportation and development guide for developers requires a travel plan for new developments over a certain area or number of dwellings.</p> <p>Furthermore, national planning guidance (PPG13) specifies that even smaller developments will require travel plans where they might generate significant amounts of traffic in, or near to, air quality management areas.</p> <p>In 2006/07 four major employers committed to the implementation of a travel plan, bringing the total to 32.</p>	Outcome to date: potential positive effects on congestion and air quality from reduced reliance on the individual private car for travel to and from work.	Workplace travel planning is one of the LTP Smarter Choices aimed at reducing traffic congestion. The LTP sets a target of 50% of employers with 250 or more employees to have a workplace travel plan by the end of the LTP period.
		<p>The bus information strategy commits to providing, updating and making available comprehensive high quality public transport information across a range of electronic and printed media</p>	Outcome to date: reduced reliance on the private car by removal of one of the barriers to attracting people on to public transport, through the availability of high quality, widely available travel information.	The Bus Information Strategy is part of Leicestershire's Bus Strategy, and is contained in the Local Transport Plan.

Measure	Original timescale	Current position / Progress with measure	Outcome to date / Planned outcome	Comments
		Besides requiring travel plans at certain new developments, promoting school travel plans, and implementing our Bus Information Strategy, we actively promote a range of other 'Smarter Choices' through LTP and other funding sources	Outcome to date: potential positive effects on congestion and air quality from reduced reliance on the individual private car	Smarter Choices, is a term that describes schemes and initiatives that reduce the need to travel, or encourage travel behavioural change, for commuting, leisure and shopping journeys.
School travel plans	Ongoing	In 2006/07 a total of 44 schools committed to travel plans, bringing the total in Leicestershire to 161	Outcome to date: Traffic-related air quality will improve both on the route to school and around the school itself, with additional congestion and child safety benefits, due to modal shift away from individual private car use for the school run	The LTP sets a target for 90% of Leicestershire schools to have a travel plan by 2010/11
Walking / Cycling schemes	Ongoing	In 2006/07 nine schemes to encourage walking or cycling were completed in Leicestershire	Outcome to date: Improved walking / cycling facilities encourage less use of the private car, with consequent air quality benefits	

Measure	Original timescale	Current position / Progress with measure	Outcome to date / Planned outcome	Comments
Bus operator initiatives to reduce emissions	Ongoing	<p>The two largest bus operators in the county either have or are developing strategies that include initiatives to reduce the time engines are left idling.</p> <p>More locally, bus companies pass on good practice regarding idling at bus stops as part of driver training, and the Quality Bus Partnerships offer the opportunity to keep operators aware of concerns in this area.</p>	Outcome to date: potential significant improvement in air quality, particularly at bus timing points and termini, by reducing idling time.	The County Council works closely with commercial bus companies through Quality Bus Partnerships and a range of other complementary fora and meetings
Land use planning to reduce impact of new development on AQMAs and eliminate unnecessary additional traffic through town centres.	Ongoing	<p>The sequential approach to development in the adopted Leicestershire, Leicester and Rutland Structure Plan prioritises new development in and adjoining existing settlements.</p> <p>The New Growth Point initiative being pursued by the 3 Cities and 3 Counties incorporates the same principles.</p>	Outcome to date: beneficial effects on emission levels and air quality as a result of maximising the possibilities for provision of public transport and demand management measures.	

Measure	Original timescale	Current position / Progress with measure	Outcome to date / Planned outcome	Comments
	LTP: 1 - 2 yrs	Within Local Development Frameworks it will be necessary for any major development, residential or commercial, to carryout a Sustainability Appraisal as part of the planning application process.	Outcome to date: n/a Expected outcome: this will further reduce the impact any new major development will have on the air quality within Air Quality Management Areas.	
Network management for roadworks, incidents and planned events	Ongoing	As part of the Network Management Duty we co-ordinate streetworks and manage planned events, and have procedures for dealing with incidents	Outcome to date: efficient management of the network minimises the time traffic spends congested, and hence unnecessary emissions.	
Introduction of Civil Parking Enforcement (CPE)	LTP: 2 yrs	From July 2007 Leicestershire County Council will take over parking enforcement rather than the police. The County Council will manage the Scheme and District and Borough Councils will enforce the restrictions through a team of parking attendants	Outcome to date: n/a Expected outcome: potential reduction in congestion, and hence emissions, as a result of reducing the number of incorrectly parked cars, as it is more likely that offenders will receive a parking ticket.	

Measure	Original timescale	Current position / Progress with measure	Outcome to date / Planned outcome	Comments
Better vehicle use of roadspace for less disruption to free-flowing traffic	Ongoing	The County Council's ongoing transport improvement programme includes schemes which are aimed at improving traffic flows through improvements to traffic signal and Intelligent Transport Systems, and major and minor junctions.	Outcome to date: reduction in congestion and improved air quality, with efficient junction designs and smarter electronic controls making best use of a junction's capacity and increasing the throughput of traffic.	