

# **Derby City Council NO<sub>2</sub> Air Quality Action Plan**

## **Review and Progress Report**

**September 2009**

1. Introduction .....	3
1.1 Indicators.....	3
2. Policy and Strategies .....	5
2.1 Derby Joint Local Transport Plan 2006 – 2011 .....	5
2.1 Derby Joint Local Transport Plan 2011 Onwards .....	6
2.3 Derby’s Sustainable Community Strategy 2009-11 – 2020 Vision .....	6
2.2 Derby City Council Core Strategy.....	6
3. Updates and Planned Work Highlights .....	6
3.1 Reduce vehicle emissions.....	7
3.1.1 Progress and achievements .....	7
3.1.2 Ongoing measures .....	7
3.2 Reduce the traffic impact of new developments.....	7
3.2.1 Progress and Achievements – Planning Guidance.....	7
3.2.2 Planned projects for 2009/10 .....	8
3.3 Reduce traffic congestion/managing the road network.....	8
3.3.1 Progress and achievements .....	8
3.3.2 Planned projects for 2009/10 .....	8
3.3.3 Planned longer term – Connecting Derby .....	9
3.4 Encourage modal shift away from the private car.....	9
3.4.1 Progress and achievements .....	9
3.3.3 Planned projects for 2009/10 .....	11
3.3.4 Planned project – Train Station Travel Plan....	<b>Error! Bookmark not defined.</b>
3.4 Reduce emissions from non-traffic related sources.....	11
3.4.1 Progress and achievements .....	11
4. The NO <sub>2</sub> Air Quality Action Plan, AQAP.....	13

## 1. Introduction

We constantly review our NO<sub>2</sub> Air Quality Action Plan, AQAP, to ensure it addresses the air quality issues across the AQMAs.

This report provides an update of progress between August 2008 and September 2009, highlighting key achievements and progress to date.

Since our last AQAP update submission, we have continued to implement initiatives. The following highlights key areas of progress:

- Data presented in our LTP2 Progress Report demonstrates that we have experienced a gradual decline in NO<sub>2</sub> based on roadside NO<sub>2</sub> levels. The data also shows that we are on track to keep PM<sub>10</sub> emissions below the national air quality standards.
- Work has begun on Connecting Derby, which is a major integrated transport project for the city centre and will aid us in tackling congestion and managing our road network.
- Derby continues its role as a Cycling England demonstration town. Funding from Cycling England allowed for an audit of the whole cycle network which will prioritise work for infrastructure improvements including routes, signing, parking and other cycle facilities required on the network.

We have also considered feedback from Defra provided for the July 2008 update. Recommendations from Defra included the need to provide:

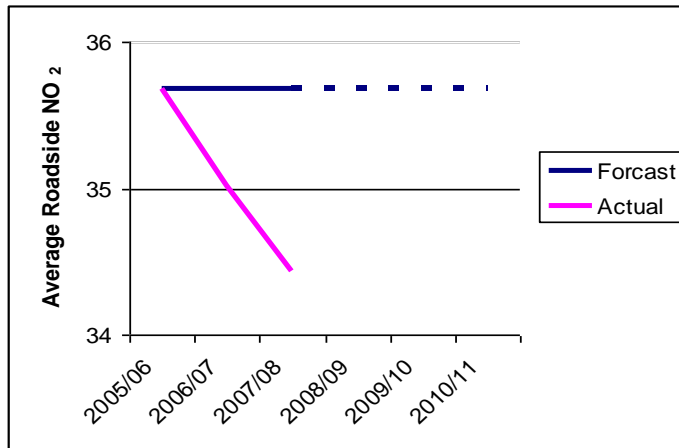
- Timescale for Actions
- Indicators for Actions
- Assessment of the impacts of Actions

We have attempted to address this feedback by taking a more systematic approach to how we present the update of our air quality action plan by focusing on results. We hope to build on this approach in future years as more quantitative results, such as those against national indicators 185 and 194, become available.

### 1.1 Indicators

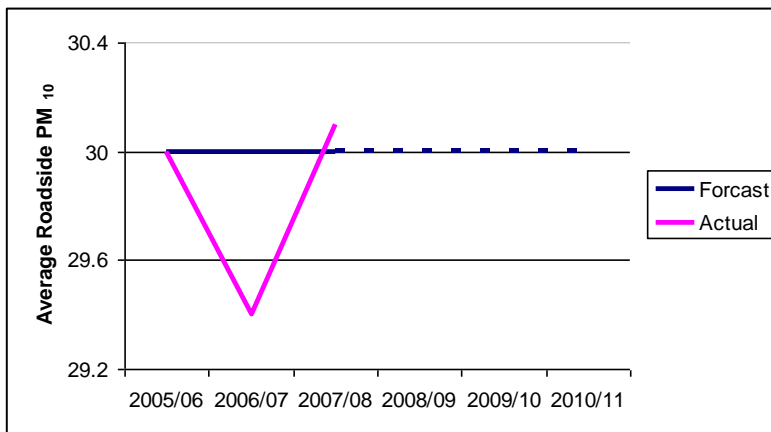
The charts below show our performance against air quality related indicators as per the Derby Joint Local Transport plan 2006 – 2011.

The following graphs show the results of the LTP2 AQ/Obj1 objective to reduce NO<sub>2</sub>, PM<sub>10</sub> and CO<sub>2</sub> concentrations across the Derby Joint LTP area. We are currently in a process of determining a baseline for national indicators 194 and 185, which are based upon reductions within the authority's estate and operations. Performance against these national indicators will be reported in future progress reports of our AQAP, which will compliment the information provided below.



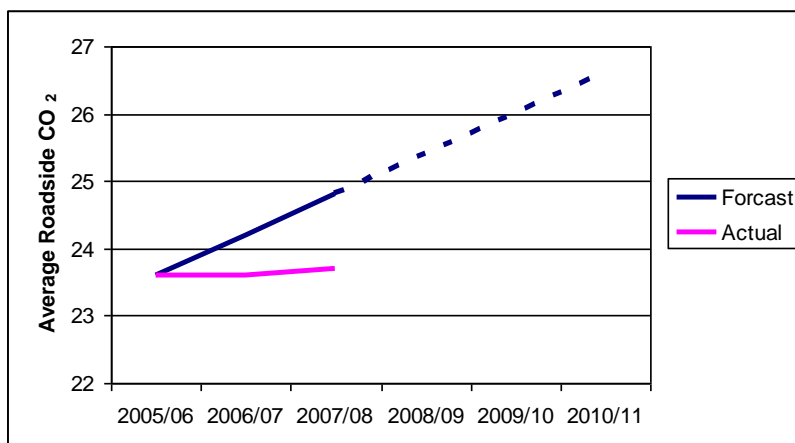
Maintain measured average NO<sub>2</sub> levels across Derby Joint LTP Area

Maintain average roadside NO<sub>2</sub> levels below the national air quality standards of 40 µg/m<sup>3</sup> annual average concentrations. We have experienced a gradual decline in NO<sub>2</sub> levels and are on track to meet this target.



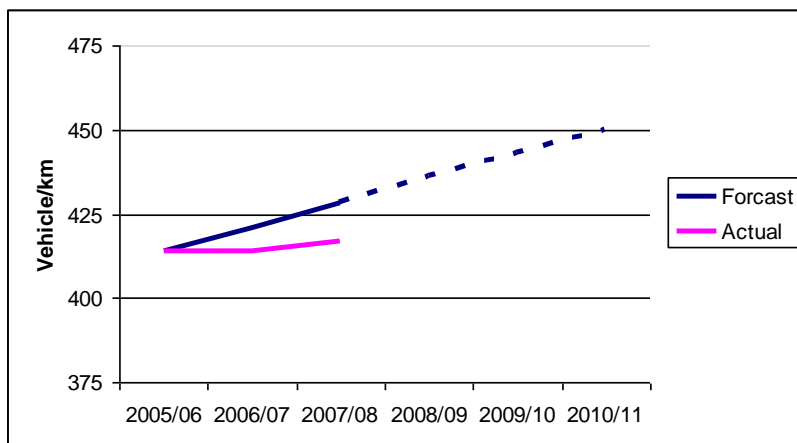
Maintain measured average PM<sub>10</sub> levels across Derby Joint LTP Area

Maintain average roadside PM<sub>10</sub> levels below the national air quality standards of 40 µg/m<sup>3</sup> annual average concentrations. We experienced a slight increase above this target in 2007/08 however we are on track to meet this target.

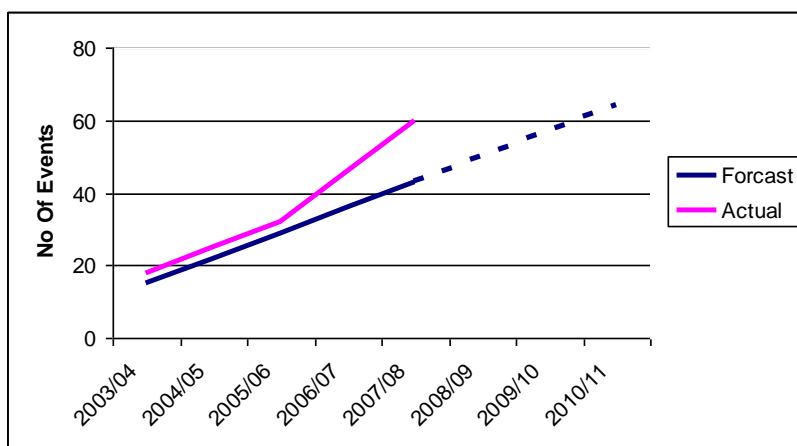


Maintain estimated average CO<sub>2</sub> levels across Derby Joint LTP Area

Maintain average roadside CO<sub>2</sub> levels below the SEA predicted increase of 14.97% between 2003 and 2007. We remain on track to meet this target.



Stem growth in traffic volume on principle roads within the Derby Joint LTP area to no greater than 10.5% by 2011. We are on track to meet this target.



Organise 64 travel awareness activities by 2010/11. We are on track to meet this target.

## 2. Policy and Strategies

The following section details key policy and strategies that are being developed at Derby City Council and illustrates how air quality is an important consideration in the development.

### 2.1 Derby Joint Local Transport Plan 2006 – 2011

We are on track to achieve 100% of our air quality targets within the Derby Joint Local Transport Plan 2006 – 2011 (LTP2). Our NO<sub>2</sub> AQAP is intended to tackle the problems within the AQMAs as well as improving overall air quality and our target therefore needs to be updated to reflect progress in the revised AQMAs.

Despite the need to extend the AQMAs, there has been an overall decline in NO<sub>2</sub> across the LTP2 area. This is probably due to a combination of the successful delivery of our schemes and technological advances reducing traffic emissions. However, we will continue to monitor data to ensure than this is a continuing trend.

A major contributing factor to improved air quality has been a recorded reduction in volume of traffic, including significant reduction in vehicle flow in AQMAs. This has been heavily influenced by our implementation of the network management duty and targeted traffic management measures. Our work to improve local air quality has also contributed significantly towards our climate change agenda and area wide CO<sub>2</sub> levels remain well below national standard.

## **2.1 Derby Joint Local Transport Plan 2011 Onwards**

The development of LTP3 will be strongly influenced by air quality considerations and will seek to enhance air quality in the LTP area, particularly within the AQMAs. The further development of a smarter choices strategy as part of this work will focus efforts on reducing the social and economic costs of transport to public health, in line with the DaSTs goals and challenges.

## **2.3 Derby's Sustainable Community Strategy 2009-11 – 2020 Vision**

The first Derby City Partnership 2020 Vision was written in 1995 and set out our long-term social, economic and environmental aims for Derby, based on the city's needs. We usually update our plan every two or three years and set new shorter term goals to make sure we continue to move towards achieving our vision for 2020.

Responding to the opportunities and challenges of climate change and transforming Derby's physical assets to the benefit of Derby, its communities and the planet, we plan to achieve the following by 2011:

- assess the potential impact of climate change and identify ways to reduce the impact in Derby, including the use of renewable technologies
- raise awareness of climate change and encourage local businesses and communities to take collective responsibility for protecting the environment
- promote Derby as a Cycle City, and encourage people to choose environmentally friendly means of travel
- encourage businesses to be innovative and positive in taking advantage of the opportunities arising from the climate change agenda
- support developers and existing homeowners to ensure that Derby's homes and buildings are energy efficient and have a minimal impact on the environment
- encourage residents to use locally produced food.

## **2.2 Derby City Council Core Strategy**

As a key part of the Local Development Framework, we are currently preparing a Core Strategy, looking forward to 2026. This will provide a spatial vision and objectives and a delivery strategy for achieving those objectives. Transportation and transport infrastructure are key issues to be addressed within the Core Strategy. Derby City is consulting on their Issues and Ideas paper in 2009. This will be the opportunity for LTP stakeholders to have their initial say. There will be further rounds of consultation on the later 'Options' stage and ultimately the draft Plan. Key issues relating to air quality presented in the draft document include:

- ensuring new development takes place in sustainable locations
- reducing energy use and natural resource consumption
- setting targets for the use of low carbon, renewable and decentralised energy
- supporting reuse, recycling, composting and waste reduction
- minimising and mitigating the risk of flooding, including how to address the Environment Agency's Flood Risk Management Strategy
- setting targets for the inclusion of sustainable design requirements in new development

## **3. Updates and Planned Work Highlights**

The following highlights some of the projects that have progressed or been initiated over the last year, as well as both short and long term planned schemes. The progress of work is organised under the headings of our Air Quality Action Plan to show how the projects impact upon our plan and therefore identifies how air quality considerations are being integrated with these schemes.

### 3.1 Reduce vehicle emissions

#### 3.1.1 Progress and achievements

- The city is now trialling Diesel Oxidation Catalysts on refuse collection vehicles. This will facilitate the reduction in hydrocarbon and carbon monoxide output. It will also address PM output.
- An electric motorbike is now in service for Civil Enforcement Officers when patrolling Car Parks. Electric vehicle trials are also due to commence within the Buildings Division.



*Zero emissions electric motorbike for Civil Enforcement Officers*

#### 3.1.2 Ongoing measures

- Derby City Council continues to encourage drivers to switch off idling engines through regular bus operator meetings.
- The Council Driver Awareness Course is ongoing
- Air quality considerations continue to inform choices of new vehicles

### 3.2 Reduce the traffic impact of new developments

#### 3.2.1 Progress and Achievements – Planning Guidance

Heatherton, on the south western edge of the city, is a key site allocated for housing development. Recently adopted guidance will be followed to ensure that developers provide an environment that will help encourage residents to walk and cycle, both to and within the development, and encourage the use of bus services to and from Derby. Some of the main transport elements that the guidance requires are:

- adequate provision for parking or storage of bicycles at home, work and public places will also act as an incentive to cycle.
- home zone principles, which will be used to naturally calm some of the quieter residential streets.

- distributor roads designed to accommodate accessible bus routes, linking to the main radial routes to derby.
- high quality bus stops, located so that no-one is more than 400 metres walk away from one, along safe and accessible walking routes.
- the provision of a framework of green routes and spaces that will help connect the community and strengthen local character
- a pedestrian and cycle based circulation system to encourage more sustainable travel. All main footpaths will lead to key destinations such as shops and bus stops. Circular routes will be incorporated for leisure and dog walkers.



Transport and accessibility plan for the Heatherton development

### 3.2.2 Planned projects for 2009/10

- Derby City Council has secured a Highways and Transportation post to be funded from S106 funding to assist, to advise and help to implement business and developer travel plans. This position will be in place by November 2009.
- We continue to seek generic contributions through the S106 SPD to support improvements to public transport and sustainable travel modes.

## 3.3 Reduce traffic congestion/managing the road network

### 3.3.1 Progress and achievements

- We are exceeding our targets for the numbers of people using park and ride. Our two park and ride sites continue to perform very well and are popular with both commuters and shoppers. The 2007/08 target for park and ride ticket sales was surpassed by around 60%, with almost 400,000 tickets sold and over 400,000 sold in 2008/09.



### 3.3.2 Planned projects for 2009/10

- Purchase of equipment and development of a live link for real time traffic information. This will also enable better management and maintenance of RTI equipment.



- Investigating the feasibility of using real time congestion data, to improve travel information. Possible purchase of preliminary software.
- A park and ride site has been proposed within the Derby joint plan area at Boulton Moor in South Derbyshire. This site has been identified as a location that can be beneficial to mitigate the effects of traffic congestion by providing a bus based park and ride facility. The land has been anticipated to support a bus based scheme through a planning obligation. We continue to work jointly on scheme preparation and assembling necessary funding.

### 3.3.3 Planned longer term – Connecting Derby

- Connecting Derby is a major integrated transport project for the city centre, comprising a package of schemes to enhance accessibility to the city centre, to improve conditions for pedestrians and cyclists and to make bus journeys more reliable. Work has now begun to complete the city's inner ring road and the King Street link road. A visit from the Right Honourable Geoff Hoon, Secretary of State for Transport, officially marked the start of works on the 27<sup>th</sup> February 2009. It is expected to be complete by 2012.

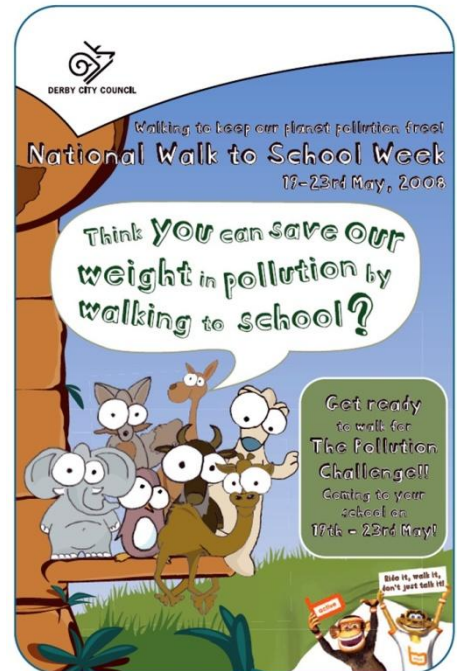
## 3.4 Encourage modal shift away from the private car

### 3.4.1 Progress and achievements

- Local schools celebrated Derby's Bike to School Challenge between 2 and 13 March. Schools were challenged to take part and compete for the highest level of cycling to school to win prizes for their school. 37 schools took part.
- We are currently exceeding our target for NI 175 (Access to services and facilities by public transport, walking and cycling). 100% of primary school pupils in receipt of a free school meal are within 15 minutes of a primary school by public transport.
- 2008/09 end of year results for NI 177 (Local bus and light rail journeys) were 2% greater than target and a 3% increase on 2007/08 results.
- We exceeded our target to deliver five cycle events this year. A further two key events have taken place this quarter - the Regional Cyclo-Cross event at Markeaton and BMX regional event at Alvaston Park bringing the total number of Key Events this year to seven. In addition there have been six CTC beginners' rides, two CTC events at Derby University and the 2009 Bike to School Week. Other events include:
  - Five CTC beginners rides
  - Learn to cycle and clubs sessions during half term
  - Cycling Film Festival based at QUAD involving five screenings with approx 200 people attending over the weekend
  - Subism Live - Premiere screening of locally produced BMX film. Over 100 people attended
  - Five to Fabulous women's cycle events
  - Eight family bike maintenance classes
  - Big Cycle Weekend



- Launch of the BMX National Standard track & Regional BMX Championship races
  - 25 family rides.
- Derby City Council was presented with a celebratory Cycling Demonstration Town plaque by Paul Clarke MP at the Houses of Parliament at a reception organized by Cycling England on 18<sup>th</sup> November 2008. The reception marked the end of the first three years of the Cycling Demonstration Towns initiative.
- 82 (80%) schools within the authority now have completed travel plans. Seven schools travel plans (with the addition of one independent school Travel Plan) were approved and implemented in 2008/09.
  - The 'pollution challenge' challenges school children to walk to school instead of using the car and encourage them to work out how much CO<sub>2</sub> they have saved when they add up their efforts as a school. Research tells us that an average drive to school releases 800 grams of CO<sub>2</sub>. To help pupils visualise the weight of pollution saved, the targets were given as various groups of animals. For example, 200 walking journeys = five Emperor Penguins. 35 schools took part in 2007 resulting in 32,000 walking journeys throughout that week. This equates to 25,000 kilos of pollution saved, which is equivalent to 57 Polar Bears!
  - Since September 2008, Cycle Derby has trained over 800 children in Derby in levels 1 and 2 of Bikeability. This is the highest number of children trained to date during an autumn term.
  - We continue to work with various employers, providing advice in the development of their Travel Plan, targets and objectives. At present these include Derby County Football Club and the Acute Hospital.
  - We have been working with our partners, to produce a Rail Station Travel Plan, as part of the Association of Train Operating Companies, ATOC, scheme. The Government asked the rail industry to work with all relevant stakeholder groups to pilot Rail Station Travel Plans and ATOC agreed to lead the pilot scheme. We are pleased that Derby is one of 24 pilot stations selected from 70 applications. We will continue to work with our partners, East Midlands Trains and Derbyshire and Peak District Campaign for Better Transport to deliver the objectives of the travel plan and encourage people to choose sustainable travel choices when travelling to and from Derby Rail Station.
  - Walk to Work Week took place from 27 April until the 1 May 2009. Derby City Council encouraged staff to walk to work and organising specific walks during this period, which is one of the first initiatives to be carried out as part of the DCC travel plan. 189 people took part, 52 of which completed walking diaries. From the walking diaries it was calculated that 528 miles were walked in 154 hours, which is a total of 1,053,102 steps.
  - We are progressing with the implementation of a car share scheme for Derby City Council. The scheme will be launched in October 2009 and allows the ability to plan for flexible working practises.



- Derby City Council was successful in being awarded further air quality grant funding and several initiatives are being implemented in order to progress Derby City Council Travel Plan initiatives discussed above. Defra funding is also being utilised to implement 'Stride with Pride' which is an alternative project to the pollution challenge project. 'Stride with Pride' has been developed to encourage schools to promote walking or cycling over a specific period of time.
- This year's Big Cycle Weekend, a weekend of community cycling events, was held in July at Markeaton Park, with plans to develop this into a regular regional festival for people all over the East Midlands.

### **3.3.3 Planned projects for 2009/10**

- Ongoing work to identify locations where there are bus punctuality problems and programme of small improvements to rectify these in order to improve the quality of service of public transport.
- Ongoing maintenance and cleaning of roadside infrastructure, including shelters and Real Time Information displays.
- Eco-Fest, the Council's biennial environmental festival, will take place on the 19th and 20th September. The theme will be based around climate change and Derby's response to the challenges and opportunities.
- Development of 20 school travel plans and continuing support for 85 schools with an adopted travel plan. This will achieve the target of 100% of local authority schools with completed travel plans by the end of the 2009/10 financial year.
- Highways and Transport input into Derby City Council's Travel Plan including launch of a car share scheme
- Coordination of the rail station travel plan work and delivery of actions emerging from the travel plan
- A target number of 1,500 children are expected to have been trained in Bikeability by the end of the 2009 school year.

## **3.4 Reduce emissions from non-traffic related sources**

### **3.4.1 Progress and achievements**

- The number of properties where energy efficient measures have been installed, which is measured as part of our Corporate Plan, has exceeded its target by 26%. 2,529 properties were achieved in 2008/09 against a target of 2,000. The success is attributed to publicity mailing campaigns carried out as well as the Warm Front initiative.
- New extra low voltage traffic lights, the first of their kind to be installed in Derby, have been installed at junctions within the authority. They are designed to be safer should a fault occur, and use less electricity than the ones they are replacing. They can also be controlled more flexibly, which will help reduce congestion during busy periods.



#### 4. The NO<sub>2</sub> Air Quality Action Plan, AQAP

Themes of initiatives	Measures delivered mainly through the air quality strategy	Measures delivered mainly through other LTP2 strategies	Measures not feasible in the lifetime of LTP2
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##### Air Quality Impact , A

high = more than 1 µg/m<sup>3</sup> NO<sub>2</sub>  
 medium = 0.2 - 1 µg/m<sup>3</sup> NO<sub>2</sub>  
 low = less than 0.2 µg/m<sup>3</sup> NO<sub>2</sub>

##### Cost, B

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

##### Cost Benefit, A\*B

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

##### Timescale

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

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

1 = the measure is already being done or will definitely occur during the lifetime of LTP2

2 = the measure is accepted and will be implemented subject to available resources

3 = the measure is not currently feasible for one or more reasons but is to be considered if conditions become more favourable, for example, technological advances or additional funding in the long term

4 = the measure is not feasible or desirable for one or more reasons and will not be considered in the lifetime of LTP2

Measure	Description of action and progress to date where applicable	Lead/Key Organisation	Air Quality Impact	Cost	Cost Benefit	Timescale	Feasibility, benefits, disbenefits and non-air quality impact	Ranking
Reduce vehicle emissions								
Increase the number of low emission vehicles within the Council's own fleet.	Approximately 30% of the vehicle fleet is now low emission. The fleet now includes 12 LPG/petrol dual fuel vehicles and 120 diesel powered vehicles running on a percentage of B5 bio-diesel. The refuse collection fleet has been updated to include 10 RCVs now running with the cleaner Euro IV technology engines. A trial of using 100% bio-diesel with a limited amount of vehicles was carried out however it was not successful as cold filter plugging during Winter is a major cause of vehicle breakdowns.	Derby City Council	Low	Low	3	Ongoing	Feasible. Ongoing measure as part of fleet renewal. Air quality consideration informs choices of new vehicles. Sets a good example to local businesses and reduces vehicle emissions.	1
Use electric vehicles in the Council fleet.	Extended year long trial of new electric van commenced in July 2008. An electric motorbike is in service for Civil Enforcement Officers. Electric vehicle trials due to recommence with Buildings Division.	Derby City Council	Low	Low	3	Ongoing	Use of electrically powered vehicles achieves zero exhaust emissions. Has the potential to set a good example for local businesses. Considerations will develop as technology advances.	3
Provide a training programme for Council fleet drivers to promote smoother, more economical urban driving techniques.	Eco driving courses continuing. Now to be integrated with driver training associated with the Certificate of Professional Competence for HGV drivers – this programme now addresses large vehicle drivers. The city council is also trialling the Green Road Safety System which monitors the performance of drivers and rates how they perform behind the wheel. Their driving technique is benchmarked against a "safe " criteria set in a vehicle based computerised monitoring system and is viewed as the driver drives – this can be historically monitored via a web based feedback system.	Derby City Council	Low	Low	3	Short	Feasible. This training is provided only on a voluntary basis due to budget constraints. The training involves improving driver awareness about safety as well as environmental considerations and can help to improve fuel economy, which may help to cut the costs of running vehicles.	2
Ensure that all diesel powered vehicles in the Council fleet use only ultra low sulphur diesel.	All Derby City Council vehicles now run on ultra low sulphur diesel and this is ongoing. City now trialling Diesel Oxidation Catalysts on refuse collection vehicles. This will facilitate the	Derby City Council	Low	Low	3	Achieved and Ongoing	Feasible. Ongoing measure. Reduces sulphur dioxide emissions from vehicles used frequently within the city boundary. Helps with overall air quality but no impact on NO <sub>2</sub> . Sets a good example to other local businesses.	1

Measure	Description of action and progress to date where applicable	Lead/Key Organisation	Air Quality Impact	Cost	Cost Benefit	Timescale	Feasibility, benefits, disbenefits and non-air quality impact	Ranking
	reduction in hydrocarbon and carbon monoxide output. It will also address PM output.							
Undertake roadside emissions testing in and around the AQMA, issuing fixed penalties to those who continue to pollute excessively.	Not currently considered appropriate to implement this measure due to high costs and poor returns experienced by other local authorities.	Derby City Council	Low	High	1	Short to medium	Feasible. Encourages improved vehicle maintenance but other authorities have found that there is little impact on pollutant levels. Fixed penalties do not cover costs and are difficult to enforce. Costly in terms of time and manpower but useful as part of awareness raising events as a voluntary scheme. Also has the potential to reduce noise by encouraging the repair of damaged exhausts.	2
Train and delegate 'engine switch off' powers to selected officers. Issue fixed penalties to persistent offenders who leave their engines running in places such as bus stops, rail stations and taxi ranks.	Awaiting possible implementation in connection with the new bus station.	Derby City Council	Low	Medium	2	Short	Feasible in limited areas where Council has powers. Potential to reduce emissions through enforcement of idling legislation. A programme of engine switch off enforcement would involve signs and publicity that would raise awareness of air quality considerations. Reducing emissions from idling engines may also help to prevent exhaust odours in public places. A mandatory scheme could have a negative public perception.	3
Develop a policy on replacing existing Council 'non green' vehicles, identifying vehicles to modify with particulate traps or other emission control devices, and seeking funding from the Energy Savings Trust, EST.	All HGVs are now specified with Continually Regenerating Traps for their Euro III diesel engines. All new large goods vehicles are procured with Euro IV compliant engines, which include state of the art particulate filtration traps.	Derby City Council	Low	Medium	2	Achieved and Ongoing	Feasible. A new programme of EST funding opportunities is expected to become available during 2006 and this will be explored to help with vehicle improvements as well as other opportunities. Compressed Natural Gas investigated for refuse collection vehicles and not found to be viable.	1/2
Trial new fuels and fuel additives in Council's diesel storage tanks, monitoring emission reductions and performance improvements of vehicles involved in trials.	Derby City Council currently runs around 100 vehicles on bio-diesel. The council's "in house" tanks at Stores Road depot supply these vehicles with the bio-diesel blend. The authority also has a 100% bio-diesel tank to facilitate its bio-diesel trials. The council is intending to run 8 to 10 large vehicles in this neat bio-diesel blend. We are currently analysing results of a trial of 8 vehicles on 100% Bio-diesel. This is proving to be problematic as technical issues of car filter plugging and blockages of fuel lines have adversely affected all vehicles on the trial. Looking to restart the test with a pre-heat system.	Derby City Council	Low	Low	3	Ongoing	Feasible. Ongoing measure. Potential to reduce fuel consumption and related emissions. Council may set an example for local businesses to follow. Needs more research to establish the correct mix to optimise emission reduction and ensure a sustainable source of the bio component. Has the potential to reduce fuel costs.	2
Encourage bus companies to enforce policies about idling engines and the benefits of smoother driving.	It is the policy of both Arriva Midlands Ltd and trent barton to switch off idling engines. Derby City Council encourages this at bus operator meetings.	Derby City Council, bus operators.	Low	Low	3	Short	Feasible. Could reduce unnecessary emissions and prevent nuisance odours from exhausts. Could also reduce fuel consumption.	1
Undertake seminar and conference development in key action plan areas to offer environmental best practice sharing and learning across all sections of the community.	Key events have included: <ul style="list-style-type: none"> <li>• 2004 School travel plan conference</li> <li>• annual Youth Cycling conference in partnership with Sustrans</li> <li>• we are key partners in the Derby Physical Activity Strategy, and work closely to deliver joint projects and contribute to events and seminars</li> <li>• in 2008 we ran a national best practice seminar on Transforming Transport Choices, focussing on cycling.</li> </ul>	Derby City Council	Low	Low	3	Ongoing	Feasible. Could be pursued in conjunction with the launch of other action plan measures when appropriate. This provides opportunities to raise awareness about other environmental issues as well as air quality. These may include protecting biodiversity and other quality of life issues.	2
Urban trees.	Derby City Council plants as many trees as possible on the road side and developments	Derby City Council	Low	Low	3	Short	Feasible. Certain trees are more effective at trapping particulates than others and are useful at roadside locations. Urban trees will not benefit NO <sub>2</sub>	2



Measure	Description of action and progress to date where applicable	Lead/Key Organisation	Air Quality Impact	Cost	Cost Benefit	Timescale	Feasibility, benefits, disbenefits and non-air quality impact	Ranking
	have to include a certain proportion of planted area. Research into which trees are most appropriate in terms of pollutant trapping capabilities is ongoing internationally and is a rapidly developing area. Derby City Council takes an active interest in the outcomes of this ongoing research and will include it when assessing the pros and cons of different species.						levels but act as carbon sinks over a long period of time and can improve the appearance of public spaces. However, urban trees often need watering, maintenance and create debris.	
Pay and display for all on street parking spaces, removing all free long stay street parking facilities in the city centre.	In 2001/02, we met the target of eliminating long-stay, on-street parking in the city centre. Pay and display meters were installed creating better space turnover.	Derby City Council	Low	Low	3	Short - ongoing	Feasible. Reduces emissions from vehicles repeatedly driving round to find a space. Meters in place so future costs should be low. This also tackles congestion around the city centre by preventing repeat journeys around the same busy areas.	1
Develop or facilitate pool car schemes, city car clubs and ride-sharing schemes.	Countywide car share database established. Sub-group areas for individual business established. See <a href="http://www.carsharederbyshire.com">www.carsharederbyshire.com</a> . The Derby City Council Carshare scheme is progressing. Please see section 3.4.1	Derby City Council	Low to medium	Medium	2	Complete 2009/10	Feasible ongoing measure. Cuts vehicle emissions by reducing the number of vehicle km travelled in Derby Joint LTP area. This also reduces fuel use and tackles congestion by reducing the number of cars on the network.	2
Carry out driver training and education to improve techniques for motorists and promote smoother driving	Achieved for Council employees. Training not offered externally due to budget constraints but future driver training may be considered as part of the Derbyshire Casualty Reduction Partnership.	Derby City Council	Low	Medium	2	Short	Feasible. Service could be extended subject to additional funding. Could reduce emissions through smoother driving techniques, reducing stop/start traffic and lowering fuel consumption. This training also involves other important driver training such as safety awareness.	3
Declare Low Emission Zones to exclude the most heavily polluting vehicles.	The measure continues to be considered for possible future implementation and will be a consideration when preparing our 3 <sup>rd</sup> Local Transport plan.	Derby City Council	Medium to high in localised areas	Medium to high	4	Medium to Long	Not currently feasible. The mechanism is not in place to enforce a low emission zone and it would be difficult to put in place during the lifetime of LTP2. Not ruled out for the future, particularly if used in conjunction with similar measures from neighbouring authorities. It may also make certain areas more appealing for pedestrians. However, this would be an unpopular measure with the public and could provide a disincentive for businesses to develop in Derby, in comparison with other urban centres.	3
Light Rapid Transport System, LRT	The measure continues to be considered for possible future implementation and will be a consideration when preparing our 3 <sup>rd</sup> Local Transport plan.	Derby City Council	High	High	3	Long	Not feasible. LRT Systems are very expensive and typically take a long time to implement. There are currently no proposals to introduce an LRT system in Derby. Even if plans were in place, air quality improvements would be very long term. It would, however, help to tackle congestion by providing an appealing alternative to the car.	4
National freight interchange site	Action investigated but not thought suitable at this time. Several sites have been investigated to determine suitability. However, there are currently no sites in or around the city that have been identified as suitable for a development of this type.	Derby City Council	Low to medium at local level	High	2	Medium to Long	Not feasible. There are currently no sites in or around the city that have been identified as suitable for a development of this type. The impact upon the AQMAs of a scheme of this type would be small as it would primarily attract long distance and inter regional freight traffic. A proposal of this type might actually have negative air quality impacts within the vicinity due to the large number of HGVs entering and leaving the site to drop off/pick up cargoes. It could, however, also help to reduce noise from large vehicles in sensitive areas.	4

Measure	Description of action and progress to date where applicable	Lead/Key Organisation	Air Quality Impact	Cost	Cost Benefit	Timescale	Feasibility, benefits, disbenefits and non-air quality impact	Ranking
HGV ban in city centre	Removing the most heavily polluting vehicles from the most sensitive areas.  Action investigated but not thought suitable at this time. HGVs are effectively kept out of the city centre without the need for a ban as the whole of the city within the outer ring road is covered by a 7.5 tonne weight restriction.	Derby City Council	Low to medium at local level	Medium	2	Medium to Long	Not feasible. HGVs are already effectively banned from the city centre as the whole of the city within the outer ring road is covered by a 7.5 tonne weight restriction, except for vehicles requiring access, including businesses within the city centre requiring services and deliveries. The impact of one HGV servicing a business may be less than several light goods vehicles delivering the same load. Swapping one large vehicle for several smaller ones may also make congestion worse.	4
Traffic calming within the AQMAs	The measure continues to be considered for possible future implementation and will be a consideration when preparing our 3rd Local Transport plan.	Derby City Council	Low	High	1	Medium to Long	Not feasible. The AQMAs do not contain areas where this measure is currently considered appropriate. Traffic calming will continue to be used where appropriate to meet other transport priorities and is important for road safety but may have adverse effects on air quality by preventing smooth driving techniques.	4
Speed restrictions within the AQMAs	Achieved and ongoing. Speed restrictions of 30 and 40 mph are in place within the AQMAs. It would currently be of no additional benefit to air quality to slow traffic down further.	Derby City Council	Low to medium locally	Low	3	Achieved and Ongoing	Feasible. However, speed restrictions of 30 and 40 mph are already in place within the AQMAs and it would currently be of no additional benefit to air quality to slow traffic down further. It remains an important consideration for road safety. To be reviewed in the future.	3
Consider implementation of city wide vehicle access controls.	Action investigated but not thought suitable at this time. The measure continues to be considered for possible future implementation. Could include limited access by vehicle number-plate colour/day of the week or a similar system, or road narrowing – restricting access to certain vehicle widths preventing larger vehicles from using sensitive areas.	Derby City Council	Medium	High	2	Medium to Long	Not feasible. Considered unsuitable at this time and has been proven to fail to achieve desired goals in other situations, encouraging the purchase of multiple vehicles for each household. However, if the objective of reducing vehicle numbers was achieved through this measure, it would also help tackle congestion.	4
Lobbying for advanced legislation to exclude or ban certain vehicle types.	The measure continues to be considered for possible future implementation and will be a consideration when preparing our 3rd Local Transport plan.	Derby City Council	Low	High	1	Long	Not feasible. This is unsuitable on the grounds of economy, social exclusion and general viability. In California, a legal procedure was adopted to ensure all vehicles were electrically powered. This proved unsuccessful due to cost and recharging considerations. A successful scheme would also have the potential to reduce noise and nuisance odours from certain vehicle types.	4
Pavement nitrogen dioxide sinks.	The measure continues to be considered for possible future implementation and will be a consideration when preparing our 3rd Local Transport plan.	Derby City Council	Medium locally	High	2	Short to medium	Not feasible. Only some of this technology is proven and would not be cost effective or appropriate for Derby at this time.	3
<b>Reduce the traffic impact of new developments</b>								
Ensure that air pollution is taken into consideration when assessing applications for planning permission.	This is a fundamental part of the assessment process and includes encouraging travel by foot, cycle or public transport as part of travel plans related to the development. See section 3.2.3 for further information.	Derby City Council	Low	Low	3	Complete and ongoing	Feasible. Ongoing part of planning process. New developments can attract more traffic but well planned developments can have neutral or positive impact on air quality, by including mitigating measures that may be of wider benefit to the area and also tackle congestion.	1
Consider the air quality impact of proposals in the regeneration of the city centre through Derby Cityscape Ltd.	Air quality is now a material consideration when assessing city centre planning applications, including through Derby Cityscape Ltd.	Derby City Council, Derby Cityscape	Low	Medium to high	1	Complete and ongoing	Feasible. Encourages redevelopment of previously used land and buildings. Encourages the use of more sustainable modes of transport, which may also tackle congestion.	1
Apply Supplementary Planning Guidance, SPG, on the assessment of the air quality impacts of new development and prepare guidance notes for developers.	Supplementary planning guidance has been adopted and is given weight in planning decisions as it supports the “saved” policies in the Local Development Framework.	Derby City Council	Low	Low	1	Complete and ongoing	Feasible. Ongoing part of planning process. Helps to integrate air quality considerations into the early stages of planning.	1



Measure	Description of action and progress to date where applicable	Lead/Key Organisation	Air Quality Impact	Cost	Cost Benefit	Timescale	Feasibility, benefits, disbenefits and non-air quality impact	Ranking
Introduce design guidance on minimising exposure to areas of poor air quality in new developments through the use of site layout and mitigation measures.	The design guidance is complete and is being applied to new planning applications.	Derby City Council	Low	Low	1	Complete and ongoing	Feasible. Ongoing part of planning process. Designs to minimise exposure to areas of poor air quality can include opportunities to enhance the natural environment by using natural barriers such as trees and promote layouts that would prevent congestion arising from vehicles trying to access the area.	1
To ensure that the traffic impacts of all major land use developments and major highway network improvements are modelled and monitored to assess their air quality impacts.	Achieved and ongoing. This allows potential air quality effects to be identified and taken account of in planning decisions. We currently measure the traffic impacts of all major land use developments and major highway network improvements are modelled and monitored. Developers are requested to consider air quality particularly if their development falls within an AQMA.	Derby City Council	Low overall but potentially high in localised areas	High	1	Short	Feasible. The traffic monitoring and modelling need to be more strongly related to air quality. Factoring air quality considerations into early stages of the development process can help to form integrated plans that also tackle other priorities such as safety and congestion in a balanced way.	1
Seek financial contributions for air quality monitoring and mitigating measures from developers in or near the AQMAs. This can be achieved via S106 planning agreements, in line with Planning Policy Statement 23.	Achieved and ongoing. Reduces the traffic impact of new developments. We currently seek contributions through the S106 supplementary planning documents to mitigate the impact of new developments. These often support improvements to public transport and sustainable travel modes which helps to support other initiatives to improve air quality.	Derby City Council	Low overall but potentially medium in localised areas	Low	3	Medium	Feasible. This can provide funds to implement measures to prevent a worsening of air quality due to developments and can benefit the wider area and other shared priority outcomes such as tackling congestion.	1
Adhere to the Regional Environmental Action Plan, incorporating air quality issues into regional development.	The Regional Environmental Action Plan has been adopted.	Derby City Council	Low	Low	3	Complete	Feasible and ongoing. This helps to approach air quality considerations and other quality of life issues in a regional context, which can have further reaching benefits than isolated local schemes.	1
Car free developments	Consideration ongoing. Schemes are encouraged where appropriate. As a Highway Authority we encourage parking below Maximum Standards. The standards, particularly in the City Centre, are quite rigorous. Where appropriate we consider car free development.	Derby City Council, developers.	Low	Low	3	Short	Feasible. Schemes will be encouraged where appropriate. This will prevent increasing traffic levels and increase the market for improved public transport. This measure relies on the type of development being proposed and this cannot be predicted.	2/3
Consider applying a 'buffer zone' requirement to the planning process to require sensitive developments to be sited at least 14 m from the kerbside.	Consideration ongoing and included in internal guidance. The measure continues to be considered for possible future implementation. Reduces the potential for people in new developments to be exposed to vehicle exhaust emissions, as these decrease rapidly with distance from the kerbside.	Derby City Council, developers.	Low	Low	3	Short	Feasible. This could help to protect the public from exposure to vehicle exhaust emissions, providing health benefits and reducing road traffic noise in new developments. The 14 metre limit will need further research to confirm that it is the necessary distance limit exposure.	1
Use highway design techniques to maximise the distance between dwellings and kerbside.	Achieved and ongoing. Appropriate highway design techniques are routinely used to maximise benefits for air quality in consideration with other objectives of a scheme. Using wide verges and planting trees in kerbside locations creates a physical barrier, moving pedestrians away from vehicle exhaust emissions.	Derby City Council, developers.	Low	Low	3	Short	Feasible. This could help to protect pedestrians from exposure to vehicle exhaust emissions. However, this measure is limited by the physical constraints of many streets.	1
Require mitigating measures such as business travel plans via planning agreements with developers.	Achieved and ongoing. This measure is currently in practice and has been successfully implemented, particularly for major developments.	Derby City Council	Low overall but potentially medium in localised areas	Low	3	Medium	Feasible. Ongoing as part of the planning process. This helps to prevent increased emissions and congestion due to an increase in car journeys resulting from new developments.	1

Measure	Description of action and progress to date where applicable	Lead/Key Organisation	Air Quality Impact	Cost	Cost Benefit	Timescale	Feasibility, benefits, disbenefits and non-air quality impact	Ranking
Decentralise services to reduce the need to travel.	Achieved and ongoing. This measure is implemented where practicable. Achievements include providing Council local access centres such as the One Stop Shop in Sinfen.	Derby City Council	Low	High	1	Medium	Feasible. Minimises emissions and tackles congestion by reducing unnecessary journeys and improves accessibility of services.	2
Complete ban on new development within AQMAs	Action investigated but not thought suitable at this time. The measure continues to be considered for possible future implementation.	Derby City Council	Low	High	1	Short	Not feasible. Would be contrary to government advice on land use and air quality, with severe implications for the sustainable growth of the city.	4
Moratorium on all new road building in or adjacent to AQMAs.	Action investigated but not thought suitable at this time. The measure continues to be considered for possible future implementation.	Derby City Council	Low	Low	3	Short	Not feasible. Well planned road building can bring about a net improvement to air quality by moving heavy traffic away from 'sensitive receptors' and can also tackle congestion. Major road projects have to provide an Environmental Impact Assessment and will be subject to public consultation.	4
<b>Reduce traffic congestion/managing the road network</b>								
Extend the UTMC and COMET systems. See congestion strategy, chapter 8, for further details.	Achieved and ongoing. UTMC is being implemented in Derby. This enables traffic flows to be managed, by linking and co-ordinating traffic signals across the city. It links junctions, reduces stop and start journeys and improves traffic flows overall, therefore minimising congestion, particularly for buses. COMET links to the UTMC database and provides a selection process to run the most suitable signal plan strategy, dependent on traffic conditions.	Derby City Council	Low to Medium locally	High	2	Medium	Feasible. Could be used to tackle congestion in the AQMAs and provide benefits for buses at key traffic signal junctions throughout the city. This system moves emissions around rather than removing them but can be used to tackle congestion in sensitive areas and can reduce emissions where this will bring about the greatest health benefits. UTMC is less effective where signal junctions are too far apart to provide co-ordination.	1
Expand the Urban Traffic Management and Control System, UTMC to include remote fault monitoring on signals.	Achieved and ongoing Two additional sites have had remote monitoring equipment installed in 2007/08 and are fully functional. Derby City Council now has a total of 98 remote fault monitors for signals.	Derby City Council	Low to Medium locally	Low	3	Medium	Feasible. This provides a fast response and so prevents delays caused by faults that can result in congestion and increased emissions due to stop/start traffic.	2
Minimising road closures and temporary traffic controls by co-ordinating works, and charging utilities for spending longer than scheduled on completing works.	Achieved and ongoing 0.28 days disruption per km achieved in 2007/08. Under the Traffic Management Act 2004, Derby City Council has taken on a new Traffic Manager to implement this measure. Coordination of works is an ongoing process, requiring compliance from all work promoters. New powers have been given to local highway authorities to direct works. The City Council is implementing changes to processes to reflect the application of the new regulations to road repairs, schemes, street lighting and other functions such as street cleaning and waste operations.	Derby City Council	Low to medium locally	Low	3	Short - ongoing	Feasible. Helps to tackle congestion and stop/start driving caused by road closures and temporary traffic controls. Extending this measure to include rapid response to remove broken down vehicles may increase the impact.	1
Connecting Derby	Ongoing and on track to be completed in 2010/11. Unnecessary traffic has been restricted in the city centre in the initial stages of Connecting Derby. Junctions will be improved, new pedestrian and cycle facilities will be installed at key locations and new road links will be constructed to improve traffic flow. See section 3.1 for further details.	Derby City Council	Low overall but medium locally.	High	2	Medium	Feasible. Connecting Derby will be completed within LTP2. Modelling of the direct impact on air quality shows that there will be a slight overall improvement. In some locations, emissions will be higher due to the re-routing of traffic but traffic flow will improve on the inner ring road AQMA. The inclusion of new pedestrian and cycling facilities will aid other action plan measures and transport priorities.	1

Measure	Description of action and progress to date where applicable	Lead/Key Organisation	Air Quality Impact	Cost	Cost Benefit	Timescale	Feasibility, benefits, disbenefits and non-air quality impact	Ranking
Multi-occupancy vehicle lanes	Action investigated and variation implemented. Although multi-occupancy vehicle lanes have not been implemented, a 'powered two wheelers in bus lanes' trial proved a success and the principal has been adopted in Derby. The measure continues to be considered for possible future implementation.	Derby City Council	Low to medium locally	Medium	2	Short to Medium	Feasible only in very limited areas of Derby City. There is not generally enough road space to provide multi-occupancy lanes as well as provide for buses and general traffic and there are enforcement limitations. The focus in Derby is currently on providing facilities to assist the reliability of bus services.	3
Use of traffic management response plans where high pollution peaks occur.	Action investigated but not thought suitable at this time. The measure continues to be considered for possible future implementation.	Derby City Council	Low	High	1	Medium	Not currently feasible. Expensive and difficult to manage. Trials show unreliable results, potential conflicts with other priorities and the cost is likely to outweigh the benefit in Derby given current technology. Not ruled out for the future.	3
Grade separating congested junctions e.g. flyovers and underpasses.	Under development for the A38. On track for delivery during 2014-2016. The A38 Derby junction scheme is the only scheme in the region identified through the RFA process, as top priority in the five year period from 2011 to 2016.	Derby City Council, HA	Low	High	1	Medium	Probably feasible on the A38 but no other locations in Derby at present. This has been suggested as a way of reducing emissions at congested junctions within the AQMA, however the land take, visual impact and the cost to implement far outweigh any air quality benefits, which may be gained through their introduction.	3
Congestion charging	The potential of congestion charging to improve air quality by reducing traffic flow has been modelled as part of Derby Area Transport Study, DATS, and is suggested as a long term measure. A decision was made to not proceed with the Transport Innovation Fund work. Strategies to address congestion will be investigated at a later date as part of the strategy review as we develop LTP3.	Derby City Council, other local authorities	Medium to high	High	2	Long  LTP3 to be developed and implemented by 2011	Not feasible during the lifetime of LTP2. Future proposals of this nature will be subject to widespread consultation and will need to be implemented as part of a regional or national scheme. This kind of scheme would discourage traffic and may provide funds for promoting alternatives to the car. Experience in London has shown this measure can be very successful.	2
<b>Encourage modal shift away from the private car</b>								
Develop home working initiatives within the Council and encourage local businesses to adopt similar initiatives.	Achieved and ongoing. Home working is now being practiced within several departments at Derby City Council. Longer term policies can now be developed and a strategy for rolling home working out across the council, allowing large numbers of home workers without putting a strain on the Council's internet bandwidth. Planned future development of business travel plan initiatives will include the encouragement of home working initiatives with local businesses.	Derby City Council, local businesses	Low to medium dependent on scale	Low	3	Short to medium	Feasible. Can minimise car trips and so help to reduce vehicle emissions and tackle congestion.	1
Develop an information and marketing strategy, to raise awareness of air quality related issues including use of broadcast media, for example, radio broadcasting of traffic and travel news and website development.	Currently under development with some awareness raising initiatives implemented. On track for completion of a Smarter Choices strategy during the LTP3 period. The newly redesigned Derby City Council website will also present an online version of the LTP2 progress report and real-time pollution information for Derby will shortly be available via a link from the Council's website.	Derby City Council	Low	Medium	2	Short to medium	Feasible. Increases public awareness of transport and air quality issues. Can also be used to promote safety initiatives, public transport promotions and other important information that can help the public make better, more informed choices.	1
Use VMS to inform drivers whether parking spaces are available.	Achieved and ongoing. The car park management system has been integrated into the UTMC system. The system was expanded to 10 car park information signs covering the larger car parks around the inner ring road. Further development will take place as part of the Connecting Derby scheme.	Derby City Council	Low	Medium	2	Short – ongoing	Feasible. Prevent unnecessary driving round in search of a space, minimising vehicle emissions and easing congestion.	1
Increase the use of VMS to include	Not yet implemented but on track to tie in with	Derby City	Low	Medium	2	Medium to	Feasible but the extent and timescale relies on adequate funding and the	2



Measure	Description of action and progress to date where applicable	Lead/Key Organisation	Air Quality Impact	Cost	Cost Benefit	Timescale	Feasibility, benefits, disbenefits and non-air quality impact	Ranking
information such as pollution levels.	future developments where applicable. The use of VMS could be extended in the future, tied in with the development of additional park and ride facilities.	Council				long	linking in of compatible monitoring equipment. Could be extended to include information about delays and promote the use of park and ride.	
Investigate the possibilities for local freight and deliveries by alternative transport modes, including cycle couriers, electric vehicles and co-ordinated home delivery systems.	Achieved in the Council fleet. Council travel uses alternative modes where appropriate including the electric motorcycle and van.	Derby City Council, FQP	Low	Low	3	Short	Feasible. Encourages modal shift away from the most heavily polluting vehicles. Could prevent noise and nuisance odours from HGVs in sensitive areas.	2
Safer routes to school	Physical measures introduced to enhance the safety of the school journey. Three safer routes to school schemes were completed in 2008/09 and seven are scheduled during 2009/10. A strategy for Sustainable School Travel will also be developed in 2009/10, funded from a £19,000 Sustainable Travel General Duty grant through LAA. This will further develop policies and identify actions to deliver Sustainable modes to School Strategy, including investigation into parking and parking enforcement and taking account of review of home to school transport.	Derby City Council, local schools	Low	Medium	2	Ongoing	Feasible. Increases numbers of children walking and cycling to school and has associated health benefits from increased exercise. Gives parents greater confidence to allow children to travel to school alone and tackles congestion by reducing unnecessary car journeys.	1
Business travel plans	Council travel uses alternative modes where appropriate including the electric motorcycle and van. Derby City Council is currently developing its Employee Travel Plan, which is hoped will provide an example and expertise that we can share with local businesses. The aim is to reduce carbon and nitrogen dioxide emissions and congestion resulting from employee travel by: reducing single occupancy car journeys to and from work from 59% in 2008 to 50% in 2011 reducing employee car business mileage by 10% by the end of 2011. It also aims to promote and encourage the use of more sustainable travel options by employees for both commuting and business journeys. Associated targets are to: increase bus travel to and from work from 14% in 2008 to 18% in 2011 increase cycling to and from work from 7% in 2008 to 11% in 2011 Travel Plans for new developments are secured through the planning application process. We currently ask for travel plans for employment and housing over certain sizes. We are investigating mechanisms to fund a new post to support business travel planning.	Derby City Council, local businesses	Low to medium dependent on scale	Medium	2	Short to medium	Feasible but requires more funding to maximise the benefit and allow monitoring to establish the level of effectiveness. Encourages modal shift through a site based 'carrot and stick' approach. Should help to tackle congestion and reduce emissions from lone car journeys. Links to LTP2 specific measurable objective C/Obj 8, chapters 8 and 14.	1

Measure	Description of action and progress to date where applicable	Lead/Key Organisation	Air Quality Impact	Cost	Cost Benefit	Timescale	Feasibility, benefits, disbenefits and non-air quality impact	Ranking
School travel plans	82 (80%) schools within the authority now have completed travel plans. 7 schools travel plans (with the addition of 1 independent school Travel Plan) were approved and implemented in 2008/09. We aim to have a 100% of schools in the authority with an approved travel plan by the end of the 2009/10 financial year and are progressing well towards this target.	Derby City Council, local schools	Low to medium	Medium	4	End of 2009/10 financial year	Feasible. Increases numbers of children walking and cycling to school and has associated health benefits from increased exercise. Minimises exhaust emissions and congestion by reducing unnecessary car journeys. Links to LTP2 specific measurable objective C/Obj 7, chapters 8 and 14.	1
Smarter Choices initiatives to compliment improved transportation facilities in targeted areas.	Achieved and ongoing. Work in schools has included the Pollution Challenge, encouraging children to prevent pollution by making more sustainable travel choices. Cycle training has also been offered to all year 6 pupils in schools and more widely through holiday activity sessions, clubs and the Bikelt programme. These initiatives build on the recent cycling infrastructure improvements and programme of installing secure cycle storage in primary and secondary schools.	Derby City Council	Medium to High	High	3	Medium to long	Feasible technically but not with current funding levels. Helps to make people aware of their options and how to make the best use of them. Can tackle congestion and vehicle emissions by helping people to use alternative modes of transport to their cars.	3
Smarter choices travel awareness activities.	Achieved and ongoing. Derby City Council has a wide and varied programme of travel awareness raising activities. 97 festival cycle events were held in 2007/08. The more manageable annual target is now set at five larger events per year. The last Ecofest was held in 2007/08, encouraging sustainable travel choices and travel awareness activities are run in alongside school travel plan initiatives and the next one is to be held in September 2009.	Derby City Council	Low	High to medium	1-2	Short to medium	Feasible. Can result in long term changes in travel behaviour minimising exhaust emissions and congestion by reducing unnecessary car journeys. Links to LTP2 specific measurable objective A/Obj 8, chapters 9 and 14.	1
Introduce bus reliability measures at key junctions and points of delay. Installation of the UTMC system in conjunction with plans to install further bus reliability measures.	Achieved and ongoing. Bus priority measures have been installed at Siddals Road, Sinfin Lane/Wilmore Road junction and there is a new road layout designed for Osmaston Road to facilitate bus journeys. Development of measures linked to the RTI system is ongoing at five sites including Ascot Drive, Mitre Island and on the Allestree route. Trials of an experimental bus lane on Duffield Road have been successful and the trial has been extended, to see whether to make the bus lane permanent.	Derby City Council	Low to medium locally	High	1	Short to medium	Feasible. Can help to encourage the use of public transport rather than the private car. However, this may increase congestion by removing capacity for cars. The location of bus lanes can have an impact on health. Siting a bus lane by the pavement can reduce emissions close to pedestrians and roadside housing by reducing the number of vehicles passing close by. Links to LTP2 specific measurable objective C/Obj 3, chapters 8 and 14.	1
Increase the percentage of low floor buses operating in Derby.	Achieved and ongoing. On track to exceed target of 70% low floor buses by 2010/11. The number of low floor buses is increasing and investment by bus operators is planned in connection with the new bus station, expected to be complete in 2010/11.	Bus operators	Low	Low to Council	3	Short – ongoing	Feasible. Low floor buses are an accessible alternative form of transport for disabled people, elderly people and those with young children. Making buses easier to use improves accessibility and can help to tackle congestion and vehicle emissions by providing an attractive alternative to car use. Links to LTP2 specific measurable objective A/Obj 7, chapters 9 and 14.	1
Develop new QBPs.	Achieved and ongoing. Work with the QBPs continues to provide positive results. There are four QBPs in Derby, the most recent having been developed during LTP2. QBPs are partnerships between the local authority and the bus operators to increase levels of bus patronage by providing new infrastructure and measures to	Derby City Council, bus operators	Low	Medium	2	Short to medium	Feasible. QBPs have been shown to significantly increase bus patronage in Spondon, Mickleover and Chellaston. This reduces emissions from car use and new buses also have lower emission levels. It provides an opportunity to work with bus operators and promote cleaner technology and can help in tackling congestion. Links to LTP2 specific measurable objective A/Obj 6, chapters 9 and 14.	1

Measure	Description of action and progress to date where applicable	Lead/Key Organisation	Air Quality Impact	Cost	Cost Benefit	Timescale	Feasibility, benefits, disbenefits and non-air quality impact	Ranking
	assist buses, as well as improving information to make services more accessible and providing newer, high quality vehicles to make services more attractive.							
Increase the provision and use of park and ride facilities.	Achieved and ongoing. The two existing sites are publicised and well signed from the highway network. New park and ride facilities are planned for construction subject to funding. The City Hospital park and ride facility has been delayed but is still anticipated to be constructed during the LTP2 timeframe to 2010/11.	Derby City Council	Low	Medium	2	Ongoing	Feasible. Park and ride facilities can be used to help to tackle city centre congestion and limit vehicle emissions by encouraging people to leave their cars outside sensitive areas. Links to LTP2 specific measurable objective C/Obj 5, chapters 8 and 14.	2
Increase secure cycle parking spaces in the city centre, District Centres, at transport interchanges, schools and workplaces.	Achieved and ongoing As part of the Cycle Derby project over the last few years, 1250 cycle parking spaces have been created in 38 schools. Seven new cycle lockers were installed in the city centre Ten new cycle stands were installed as part of Allenton District Centre improvements and Derby Rail Station has installed 12 new cycle spaces and CCTV working with Derby Cycling Group.	Derby City Council	Low	Low	3	Short - ongoing	Feasible. Increasing secure cycle spaces will remove a barrier to cycling to key facilities and so aid accessibility and bring associated health benefits with increased exercise. Increasing cycle usage should also help to tackle congestion. Links to LTP2 specific measurable objective A/Obj 8, chapters 9 and 14.	1
Increase the completed length of the strategic cycle network.	An audit of the entire cycle network was conducted in early 2009, the results of which are being analysed and will determine a prioritised programme of works to be carried out over the coming years.	Derby City Council	Low	High to medium	1-2	Short - ongoing	Feasible. Designated cycle facilities increase the safety of users and there are health benefits from the facilitated increased cycle usage. Increasing cycle usage should also help to tackle congestion. Links to LTP2 specific measurable objective A/Obj 8, chapters 9 and 14.	1
Consider extending UTMC to provide 'green waves' for pedestrians.	Achieved consideration but not implemented the 'green waves' for pedestrians as not thought suitable in Derby at this time.	Derby City Council	Low	Medium	2	Medium	Feasible on specific stretches of road in Derby but needs researching and careful co-ordination to prevent making traffic congestion worse.	3
Maintain and improve the condition of footways.	Achieved and ongoing. A comprehensive programme of footway maintenance is a fundamental part of the annual Highways and transport programme. A preparation pool is collated annually based on need and condition, working with the street lighting PFI programme and dependant on available budgets.	Derby City Council	Low	Medium	2	Short - ongoing	Feasible. Improvements to footways enhances accessibility and has related health benefits from increasing exercise by making walking a more attractive option. Increasing walking should also reduce traffic and tackle congestion. Links to LTP2 specific measurable objective AM/Obj 1, chapters 12 and 14.	1
Improve signage and ease of use for footpaths that take their own route, separate to that of a road.	Achieved and ongoing. Derby's Rights of Way Improvement Plan was published in February 2008 and aims to ensure path network is maintained to a high standard, improving the accessibility of paths for people who are visually impaired or have mobility problems and working to reduce the road and perceived public worries about personal safety on paths.	Derby City Council	Low	Medium	2	Short - ongoing	Feasible. Measures that make walking more attractive enhance accessibility and have health benefits from increasing exercise. Increasing walking will also help to tackle congestion. Links to LTP2 specific measurable objective AM/Obj 1, chapters 12 and 14.	1
New and improved street lighting.	Achieved and ongoing. Derby City Council has a programme of upgrades to lighting, particularly on routes to district centres. Our target is to reduce the number of streetlights not working at any one time to 1%. The street lighting PFI was signed in April 2007 and Balfour Beatty started operational work on 25th June 2007. The scheme is now known as LightingDerby. The PFI contract consists of a 25 year concession, where approximately 70% of the city's lighting columns	Derby City Council	Low	High	1	Short - ongoing	Feasible. Improved lighting aids safety and accessibility, encouraging people to walk. Achieving this measure will be aided using the PFI. Links to LTP2 specific measurable objective AM/Obj 4, chapters 12 and 14.	1



Measure	Description of action and progress to date where applicable	Lead/Key Organisation	Air Quality Impact	Cost	Cost Benefit	Timescale	Feasibility, benefits, disbenefits and non-air quality impact	Ranking
	(about 20,000) will be renewed during the 5 year period 2007 - 2012 and the lighting maintained to the new standards for the remainder of the concession. There are performance standards that LightingDerby must achieve, or face financial penalties, and the number of streetlights that are in light falls into this category.							
Redevelopment of existing bus station to improve public transport facilities.	On track to achieve this by 2010/11. Construction on the bus station began in 2008. It is anticipated that it will be open in 2010/11. The proposal to incorporate a travel information and ticket office as part of the new bus station development has been progressed and a design has been agreed.	Derby City Council, developer	Low	High	1	Short to medium	Feasible. It is expected that modernised facilities will meet the needs and requirements of more people and make buses a more attractive alternative to the private car. This will also benefit accessibility, congestion and safety.	1
Implement 'stop specific' information panels on all bus stops.	Ongoing process, on track to be achieved. 95% of stops have time table information provided.	Derby City Council	Low	Medium	2	Short	Feasible. Improving bus information to help people to use the services is an aid to accessibility, and can help to reduce vehicle emissions and tackle congestion by reducing reliance on the private car. Links to LTP2 specific measurable objective C/Obj 2, chapters 8 and 14.	1
Implement RTI at bus stops where possible.	Achieved and ongoing. Currently implementing RTI on a corridor approach along major routes in Derby. Six additional signs have been installed for the Chaddesden and Oakwood QBPs. Nine RTI signs were also installed on the Alvaston/Boulton loop as a part of route upgrade in this area.	Derby City Council	Low	High	1	Short	Feasible. Improving bus information to help people to use the services is an aid to accessibility, and can help to reduce vehicle emissions and tackle congestion by reducing reliance on the private car. Links to LTP2 specific measurable objective C/Obj 2, chapters 8 and 14.	1
Upgrade bus shelters.	Achieved and ongoing. Bus shelters were upgraded citywide during LTP1. Shelters are now improved on an ad-hoc basis and new shelters are provided where routes are changed or extended.	Derby City Council	Low	Medium	2	Short - ongoing	Feasible. Upgrading bus shelters improves the perception of bus services and will remove a barrier to bus use. This can help to reduce vehicle emissions and tackle congestion by reducing reliance on the private car. Links to LTP2 specific measurable objective C/Obj 2, chapters 8 and 14.	1
Develop new travel plan initiatives	Achieved and ongoing. The Council's Employee Travel plan is currently being developed including initiatives that provide incentives for more sustainable travel choices. We also have a new post to support business travel planning. A pilot Rail Station Travel Plan project is currently under development with key stakeholders, led by Derby City Council.	Derby City Council, local businesses	Low	Medium	2	Short - ongoing	Feasible. Encourages modal shift through the expansion and increased effectiveness of travel plans throughout the city. This can help to reduce vehicle emissions and tackle congestion by preventing unnecessary car journeys.	1
The development or enabling of a city-centre cycling facility including cycle parking, hire, maintenance, sales, showering, lockers and changing.	Not yet implemented in this format but many components delivered as part of other schemes. This may be considered as part of forthcoming developments, including the Rail Station Travel Plan.	Derby City Council, Derby City Partnership	Low	High	1	Short to medium	Feasible. Facilities that enable cycling as an alternative to the car can help to reduce vehicle emissions and congestion by preventing unnecessary car journeys. Encouraging more people to cycle has additional health benefits due to increased exercise.	1
Investigate the development of a 'pavement parking' enforcement programme. Footway blockages can discourage walking.	Achieved and ongoing. Decriminalised parking enforcement is proving effective in combating vehicles parked in contravention of parking restrictions. A pavement parking campaign has been done and this consisted of publicising the problems that this can cause and also issued offending vehicles with an advisory leaflet.	Derby City Council	Low	Medium	2	Medium to long	Feasible. Removes a potential barrier to walking and reduces available car parking space, making alternative forms of transport more appealing. This has benefits both for air quality and tackling congestion.	2
Use parking and charging policies to manage demand for travel by car and encourage journeys using alternative	Achieved and ongoing. Extension of long stay and on street restrictions and increased parking charges. Parking charges continue to rise in line with inflation and on street pay and display	Derby City Council	Low	Low	3	Short to medium	Feasible. Can be used in conjunction with improving park and ride facilities to encourage people not to drive into the city. This will be reinforced by the Decriminalisation of Parking Enforcement, which will reduce illegal parking	1

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modes of transport.	restrictions have been extended to areas outside of the city centre where commuter parking is prevalent. The City Council took over all enforcement of all parking restrictions on the highway in July 2006 and now provides an effective enforcement service throughout the city to compliment the restrictions in place.						and so further reduce perceived city centre parking spaces. This will encourage people to use alternative forms of transport and can help to reduce vehicle emissions and tackle congestion in the city centre.	
Investigate the development of health promotion initiatives and interventions to encourage the adoption of cycling and walking as transport modes.	Achieved and ongoing. A mapping exercise of different initiatives is being developed to be included in a city wide strategy.	Derby City Council	Low	Medium	2	Short to medium	Feasible. Encourages modal shift to cycling and walking for health and activity reasons. This can help to reduce vehicle emissions and tackle congestion by reducing the use of the private car. Links to LTP2 specific measurable objective A/Obj 8, chapters 9 and 14.	1
Establish a detailed walking plan.	On track to be achieved before 2010/11. An online walking journey planner, Walkit.com has added Derby to its cities and a draft walking strategy in partnership with the Derby City Council Sport & Leisure section is under development.	Derby City Council	Low	Medium	2	Short to medium	Feasible. Encourages people to walk and reduces their reliance on the car, thereby reducing vehicle emissions and helping to tackle congestion.	1
Develop city wide cycle and pedestrian training, including adult, family and child programmes, as appropriate.	Achieved and ongoing. 18 cycle trainers are now on our register as part of our National Accredited Bikeability cycle training scheme and have trained over 1000 children. We became an Instructor Training Provider –ITP. This means we can offer trainer courses to National Standards for other local authorities. Our intention is to run six of these courses per year. We have school cycle clubs in 29 of our 54 primary schools. We secured 85K from Cycling England to upgrade our BMX track to National standard Our annual calendar of cycle events includes key events such as Chaddesden carnival Big Cycle Weekend 5 Parks Ride in aid of Macmillan Cancer Support. Bike To school weeks Learn to ride events for all ages In addition we run regular family rides, learn to cycle and maintenance sessions. We are now training approx. 1000 pupils annually through our Child Pedestrian Training Scheme. The scheme targets schools within our deprived wards. Currently there are 28 schools in the scheme. We hope to add another six schools next year. To further promote walking to school we hold two 'Walk To School Weeks' per year. Around 35 -40 schools take part.	Derby City Council	Low	Medium	2	Short to medium	Feasible. Encourages the use of cycling and walking as travel modes, which have additional health benefits. This can help to reduce vehicle emissions and tackle congestion by reducing reliance on the private car. Links to LTP2 specific measurable objective SR/Obj 6, chapters 10 and 14.	2
Investigate the possibility of developing a travel awareness and mobility shop.	Achieved and ongoing. The Westfield retail development has a travel centre as part of the developer agreement. The centre uses modern technology to connect to appropriate and relevant data bases. It operates during the shopping centre opening hours and provides the public with transport information at a single convenient point. Shopmobility is now based	Derby City Council	Low	High	1	Short to medium	Feasible. Provides information that encourages and enables modal shift away from the car. Can also include activity and safety information and general information that can aid accessibility.	2



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	centrally in the Eagle Centre complex and has a purpose built accessibility lay-by. The proposal to incorporate a travel information and ticket office as part of the new bus station development has been progressed.							
Consider ways of bringing disused railway lines back into use, where they have been safeguarded in the City of Derby Local Plan.	Consideration ongoing. The feasibility and value for money of using the former rail line from Friar Gate to Mickleover/Mackworth as a bus-only route was proposed to be investigated as part of the TIF project. As the project is now not going ahead in that form, the proposal will need to be reconsidered in the future.	Derby City Council	Low	High	1	Long	Feasible. Could replace many car journeys and so reduce emissions and help to tackle congestion.	3
Work with the FQP members to encourage shifts from road to rail haulage wherever possible, including promoting the availability of rail freight grants.	Ongoing work with FQP but not currently possible to encourage shift from road to rail due to freight depot requirements. A freight map has been completed in conjunction with Derbyshire County Council. This shows major sites and preferred routes that prevent unnecessary driving and congestion. Copies of the map have been distributed widely.	Derby City Council, FQP	Low	Low	3	Short to medium	Not Feasible. Derby does not have an adequate freight depot to encourage shifts from road to rail but work continues through the FQP to promote best practice including using preferred routes on the 2005 freight map.	3
Develop a city accessibility index to categorise major routes for alternative travel modes to enable a detailed enhancement programme. This will be developed in consultation with local communities and stakeholders.	Not yet implemented in this format but on track to deliver suitable alternatives.	Derby City Council	Low	Medium	2	Medium to long	Not currently feasible in this format but could be used in the future to aid accessibility and help the public to make more informed choices. This should help to reduce reliance on the car, helping to tackle congestion and minimising vehicle emissions. Potential links to LTP2 specific measurable objectives A/Objs 1-5, chapters 9 and 14.	3
Lobby Network Rail and DfT Rail for improvements in rail emissions.	Action investigated but not thought suitable at this time. New rolling stock has to conform to strict emissions limits. The measure continues to be considered for possible future implementation.	Derby City Council	Low	Low	3	Short	Not feasible. Lobbying may encourage the reduction of emissions from trains but would have little impact on road traffic emissions in Derby and rail emissions standards are already improving. May be required in the future.	4
Rebuilding Derby's canals.	Action investigated but not thought suitable at this time. The measure continues to be considered for possible future implementation.	Derby City Council	Low	High	1	Long	Not feasible. Although this proposal could provide a number of attractive fringe benefits in terms of leisure and commercial possibilities, it would be very expensive and impractical.	4
Home Zones within the AQMAs	Action investigated but not thought suitable at this time. A home zone has been introduced in Normanton and its impact is currently being monitored. Further home zones are not planned. The current home zone has reduced car speed and traffic flow but in addition the existing scheme has proved un popular despite the improvement in traffic behaviour. The measure continues to be considered for possible future implementation.	Derby City Council	Low	High	1	Short	Not feasible. Home Zones are not proposed for the AQMAs, as they are not appropriate for these areas. Home zones can help with quality of life issues and road safety and can facilitate cycling and walking as alternatives for short journeys, reducing traffic flow in built up areas.	4
<b>Promote cleaner vehicle technologies</b>								
Encourage bus operators to purchase replacement vehicles with the lowest available emission levels.	Achieved and ongoing. Trent Barton has introduced new lower emission buses in the last few years and Arriva Midland Ltd also has plans to replace their fleet in Derby. This will mean that all Arriva and Trent services in the city will meet at least Euro III with the vast majority achieving Euro IV or above.	Derby City Council, bus operators	Low	High	1	Short to medium	Feasible. trent barton are currently buying new buses that adhere to the new standards and Arriva Midland Ltd also have plans to replace their fleet in Derby. Newer, cleaner buses are often also quieter and do not produce as much nuisance odour as older buses. This can enhance the quality of the environment for bus users and pedestrians.	1

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Investigate ways of reducing emissions from taxis within the city, for example, by encouraging cleaner exhaust emissions	Investigation achieved and ongoing. Incentives are being investigated that might encourage taxi owners to reduce emissions from their vehicles. Emissions testing and stricter emissions standards may be used. A dedicated working group is investigating these possibilities and will report in due course.	Derby City Council, taxi operators	Low	Low	3	Short to medium	Feasible but requires a financial incentive or other scheme to encourage taxi owners to take part. Taxis cover more mileage in the city centre than other cars and in London have been found to be a significant source of pollution. Cleaner, newer exhaust systems are often quieter so may also reduce traffic noise.	2
Raise the profile of the Council's commitment to the 'Declaration of Florence'.	The Declaration of Climate Change recognises the contribution of transport to climate change and the need to adopt policies and strategies, which help achieve significant reductions in greenhouse gas emissions, in particular from the Council's own operations. The profile of the Council's commitment to environmental issues is being raised further through partnership working to address climate change and air quality targets in the new National Indicator set. Climate change will be a key consideration in developing LTP3.	Derby City Council	Low	Low	3	Short to medium	Feasible. Raising awareness about the Council's commitment to the 'Declaration of Florence' can help to show what we are trying to achieve and aid education and public understanding. Promoting the ideals will provide information on a range of other environmental issues in addition to air quality. More details are given in chapter 2.	2
Encourage local fuel suppliers to provide alternative fuels at more sites, as well as publicising existing availability and the benefits of cleaner fuels.	Alternative fuels and less polluting technology are regularly publicised through travel awareness measures such as 'Ecofest'.	Derby City Council, local fuel suppliers	Low	Low	3	Achieved and ongoing	Feasible. Working with local fuel suppliers to promote cleaner fuels may involve publicity and public awareness raising that can help to educate the public about a range of environmental issues and the benefits of cleaner technology.	2
Encourage the Council to take environmental performance into account in the tender evaluation process. This could explore the possibility of incorporating a clause in contracts that favours alternatively fuelled or converted vehicles.	Environmental performance is taken into account in the tender evaluation process for the Council Fleet.	Derby City Council	Low	Low	3	Achieved and ongoing	Feasible. Taking environmental performance into account early in the tender evaluation process can help to prevent pollution from vehicle emissions, with additional benefits from quieter technology that produces minimal odour.	2
Extend accessibility of the Council's LPG fuelling site to other government agencies, emergency services and large commercial organisations.	Derbyshire County Council, Derbyshire Constabulary and Derbyshire Ambulance all have access to Derby City Council's LPG tanks. Introduction of LPG to local forecourts has diminished demand recently. Since 2002, the use of LPG has declined. Manufacturers have reduced supply of "production line" LPG vehicles. Ford and Vauxhall have pulled out of the market. The authority had 50 LPG vehicles in 2005 - this has now diminished to 10 to date. The authority still retains its LPG fuelling point - which remains open to Derbyshire County Council vehicles and Police vehicles.	Derby City Council	Low	Low	3	Achieved and ongoing	Feasible. Ongoing practice. Facilitates the use of LPG and aids the smooth running of services by widening their refuelling options.	1
Encourage local car dealers to promote the sale of cleaner technology vehicles and improve provision for the maintenance of, and conversion to cleaner technology vehicles.	Some manufacturers now have alternatively fuelled vehicles in their standard ranges. Information about the cleaner technology can be included in travel awareness events.	Derby City Council	Low	Low	3	Short to medium	Not feasible. Very few local car dealers have any control over what they are being asked to sell. However, it is possible to raise public awareness of vehicle choices and thereby create more demand for cleaner technology vehicles.	2
Investigate the feasibility of providing electric vehicle recharging points in the city.	The measure continues to be considered for possible future implementation, particularly as improvements to technology mean that demand may increase in forthcoming years. Trials of	Derby City Council	Low	High	1	Medium to long	Not currently feasible due to lack of demand and high costs. However, electric vehicles have many benefits, tending to be quieter and produce less odour than vehicles powered by other means and so this may be reviewed if demand increases.	3

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	electric vehicles in the council fleet may result in development of this measure.							
Reduce emissions from non-traffic related sources including domestic, industrial and commercial buildings								
Encourage high standards of energy efficiency in new buildings.	Ongoing work from building control at Derby City Council.	Derby City Council	Low	Low	3	Achieved and ongoing	Feasible. Reduces contribution of new buildings to air pollution and reduces fuel costs.	1
Encourage development of renewable energy sources through Local Plan policies and the Local Development Framework, LDF.	Adoption of revised Local Plan in January 2006. The design and construction of new proposals considers and address the need to reduce carbon and other greenhouse gas emissions and deliver low carbon development'. The Code for Sustainable Homes is the standard applied to all housing. The performance standard for all houses will be to Code Level 3. For example the Manor Kingsway supplementary planning document states: - <ul style="list-style-type: none"> <li>The proposed development of buildings and spaces will be required to encompass the principles of energy conservation and resource recycling which could lead to a distinctive new building aesthetic.</li> <li>Sustainable Urban Drainage Systems (SUDS) will be used to integrate the site with it's setting in a more environmentally friendly manner and reduce the environmental impact of the scheme.</li> <li>The development should reduce energy usage in line with the 'energy hierarchy', to reduce the need for energy, to use energy more efficiently, to use renewable energy</li> <li>Provide energy from micro-renewable technologies and decentralised energy supply systems based on renewable and low carbon energy</li> </ul> Consider and taking into account the future use of micro-renewable technologies	Derby City Council	Low	Low	3	Achieved and ongoing	Feasible. Reduced background emissions levels and encourages environmentally sustainable practices.	1
Continue to work to reduce emissions from industrial sources by regularly inspecting premises and enforcing legislation in accordance with government guidelines and the Environment Agency.	Ongoing through formal consultations and the Integrated Pollution and Prevention Control permitting regime. We achieved 100% of our planned inspections regarding industrial premises (IPPC).	Derby City Council	Low	Low	3	Achieved and ongoing	Feasible. Ensures that industrial processes comply with prescribed emissions standards, thereby reducing/controlling the potential for poor air quality.	1
<i>Develop a bonfire initiative, geared at reducing bonfires in both a domestic and commercial environment.</i>	Bonfire fact sheet distributed as appropriate. Appropriate powers are used to control domestic and commercial bonfires and ongoing complaint work and advice is delivered.	Derby City Council	Low	Low	3	Achieved and ongoing	Feasible. Reducing numbers of bonfires and safer bonfire practices could help to reduce background emission levels from this source. This relates mainly to particulates rather than NO <sub>2</sub> .	2
In Council operated buildings and housing stock, ensure all new boiler replacement projects utilise condensing boilers, and in commercial buildings lighting projects utilise high frequency luminaries.	This is now Derby City Council's policy, with condensing boilers being used as lead boilers.	Derby City Council	Low	Medium	2	Achieved and ongoing	Feasible. Reduced emissions from Council buildings and housing stock. Can help to reduce fuel costs.	1

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Improve standards of home insulation and heating systems.	This work is being progressed by Derby City Council's Home Energy Advice Team. See section 3.4.1 for the latest progress.	Derby City Council	Low	Low	3	Achieved and ongoing	Feasible. Reduced energy use in homes resulting in a net benefit of lower emissions and lower fuel costs.	1
Improve home energy awareness.	Ongoing through Home Energy Efficiency Officer's work at Derby City Council. See section 3.4.1 for the latest progress.	Derby City Council	Low	Low	3	Achieved and ongoing	Feasible. More efficient use of energy in the home resulting in reduced emissions and lower fuel costs.	1
Implement Derby City Council's Environmental Policy relating to the issues of transport and pollution.	The Council has an environmental policy adopted in July 2005 which lays out our environmental aims and practices. Key achievements relating to transport include: <ul style="list-style-type: none"> <li>- funding introduction of new bus services including numbers 35 and 19</li> <li>- 150m of new cycle route was created on Chester Green Road as part of the Sustrans Route 54</li> <li>- 10 miles of new signage on national cycle network route 66, completed in 2007/08</li> <li>- 38 schools have received new cycle storage totalling 1250 spaces through Cycle Derby</li> </ul> parking enforcement of irresponsible parking and abuse of waiting restrictions, which can create severe congestion and poor air quality through idling vehicle engines	Derby City Council	Low	Low	3	Achieved and ongoing	Feasible. Example of best practice for local businesses. The Council's environmental policy is widely available to aid accountability and public awareness about our approach.	1
Use Derby City Council's 'Green Team' to promote good practice to all Council employees on air quality issues including developing the Council's Staff Travel Plan.	Ongoing programme to raise awareness through leaflets, e-mail and posters. Resources were in place from August 2007 to manage the employee elements of the Council Travel Plan project. The Council's Employee Travel plan is currently being developed including initiatives that provide incentives for more sustainable travel choices.	Derby City Council	Low	Low	3	Achieved and ongoing	Feasible. Helps to prevent unnecessary use of energy that will help to achieve national rather than local air quality benefits and can help to reduce fuel bills,	1
Continue the six week 'Envirolearn' training course run by Derby City Council.	The Envirolearn course is currently run on an annual basis and was started in 1998. The course contains a specific module on green travel and alternative forms of transport. The latest course was held in May 2007.	Derby City Council	Low	Low	3	Achieved and ongoing	Feasible. Educating people about environmental issues may influence behaviour. Enables local people to understand the role they can play in improving all aspects of their environment.	1
Raise awareness of environmental issues through events such as Eco-fest, an annual festival that provides a networking opportunity for local environmental groups and organisations.	Information is provided to the general public on alternative forms of transport and other 'green' energy saving issues. Eco-Fest has been running since 2000. The theme in 2007 was Climate Change and the event attracted approximately 20,000 visitors over the two days and a Travelwise marquee is always included at Eco-Fest to promote sustainable transport and other associated initiatives. Eco-Fest is now bi-annual and is planned for September 2009. See section 3.3.3	Derby City Council	Low	Medium	2	Achieved and ongoing	Feasible. Educating people about environmental issues may influence behaviour at home and while travelling. Enables local people to understand the role they can play in improving all aspects of the environment. Helps to reduce fuel usage and allows the public to make more informed choices about energy conservation, recycling and transport options.	1
Use a Corporate Energy Policy to promote energy saving practices.	The Corporate Energy Policy is used to promote energy saving practices across all sectors. Most recent initiatives have involved focussed work	Derby City Council	Low	Low	3	Achieved and ongoing	Feasible. Encourages staff to save energy, thereby reducing emissions from electricity production. This will not affect local pollution levels but should help to reduce national production of pollutants.	2



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	with schools. With funding from SALIX matched by the Council, work is being carried out to survey schools to give a bench mark. 9 schools have already been surveyed. Basic energy management training is being taught to at least one member of staff from all of the schools with the aim of getting the schools engaged.							
Explore the possibility of purchasing renewable electricity in future utilities tenders, as part of the corporate energy policy.	The PFI contract for street lighting in Derby City includes a requirement for renewable energy. Following an extension to the last energy procurement contract, all Derby City Council street lighting is now fully green energy.	Derby City Council	Low	Medium	2	Achieved and ongoing	Feasible. Using renewable energy for street lighting provides a considerable demand for this energy, preventing pollution at the source rather than locally.	1
Explore the possibility of using the Environmental Preference Method for the selection of materials in the Design and Property Maintenance and Housing Department.	As a matter of course, environmental considerations such as grey water systems, green roofs and sustainable sourced timber are all considered for new buildings dealt with by Property Services. Derby City Council is working with developers to achieve more sustainable properties throughout the city.	Derby City Council	Low	Medium	2	Achieved and ongoing	Feasible. Our extensive use of sustainable materials that have been produced, with the creation of the minimum of pollution will provide an ongoing market for such products, making their production more economically viable and setting a good example to local developers.	1
Compulsory purchase order on all houses within the AQMAs.	Action investigated but not thought suitable at this time.	Derby City Council	Low	Low	1	Medium to long	Not feasible. This option is not viable because of the unacceptable impact on individuals and communities concerned. The large number of houses involved also represents a prohibitive cost. Also, city centre living is encouraged since it reduces the need to travel regularly.	4