



**Leicestershire County Council**

**2008 Local Transport Plan Air  
Quality Progress Report**

**August 2008**



## Executive Summary

This report details the transport-related air quality position in Leicestershire following the first two years of our second Local Transport Plan (LTP) (2006-2011).

The major focus of the report is on the Air Quality Action Plans that were put in place for Loughborough, Kegworth and Lutterworth at the start of the LTP period. Levels of air quality in each of these Air Quality Management Areas (AQMAs) appear to have got worse over the last 12 months, reversing the general downward trend of the last few years. This is despite the fact that the growth in traffic remains within the trajectory set in the LTP for all three AQMAs. In order to try and better understand the mixed messages we appear to be getting from these indicators we are proposing to work with our District Council colleagues to better align longer-term traffic and air quality monitoring.

Across the rest of the County, levels of air quality in Blaby appear to have improved whilst the position in Oadby & Wigston, Hinckley & Bosworth and Melton remains good.

Air quality challenges ahead concern the significant levels of development and housing growth proposed for Leicestershire and concerns about the accuracy of the predicted fall in nitrogen dioxide from vehicle emissions in the future which may have been overstated.

In order to help meet these challenges and improve the current levels of air quality across the County, we are working with Districts to try and better identify the cause and effect relationship between transport and air quality. The Leicestershire Air Quality Forum provides us with the mechanism to do this as well as the opportunity to pursue and share a number of other initiatives.

Any comments or questions about this report should be referred to:

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## **1. Introduction**

This report provides an update on the implementation of local transport measures to improve air quality in the second Leicestershire Local Transport Plan (LTP) 2006-2011.

Following submission of District and Borough Council Air Quality Progress Reports to DEFRA in April 2008, this report focuses mainly on those Air Quality Management Areas that have action plans in the second LTP. It also briefly summarises other emerging transport-related air quality issues across the County.

## **2. Air quality objectives**

### **National**

The air quality objectives adopted in the UK are part of the National Air Quality Strategy, 'Working Together for Clean Air' published by the Government in January 2000. With respect to transport, the two main national pollutants are nitrogen dioxide (NO<sub>2</sub>) and particles (PM<sub>10</sub>). For nitrogen dioxide, the most critical objective is to achieve annual mean concentrations below 40 µg/m<sup>3</sup> NO<sub>2</sub>.

### **Local**

The Government's National Air Quality Strategy outlines a major role for local authorities in helping to tackle local pollution areas of concern caused by road transport, known as Air Quality Management Areas (AQMAs). Our strategy to improve air quality is set in the context of the national strategy and focuses on those few areas across the County where the Government's air quality objectives are not being met due, at least in part, to road traffic. The problem in each case is the level of NO<sub>2</sub>. Our LTP objective for air quality is to:

- improve air quality in the traffic-related AQMAs in each district through action plans and robust monitoring of nitrogen dioxide concentrations against national target levels.

### **3. Context**

#### **Air quality position at start of LTP period (March 2006)**

The position in Leicestershire at the start of the LTP period is summarised below:

- Three AQMAs in Loughborough (Charnwood), Lutterworth (Harborough) and Kegworth (North-West Leicestershire) for which LTP action plans were developed.
- Three AQMAs near to the M1 motorway for which the Highways Agency were completing assessment work prior to consultation on its M1 widening proposals:
  - Two in Blaby
  - One at Kegworth in North-West Leicestershire
- Two AQMAs in Narborough Road South (Blaby) and Melton Road, Syston (Charnwood) where baseline measurements were below the national objective but where further monitoring was to be undertaken. No LTP action plans were proposed.
- Four AQMAs in Oadby & Wigston where baseline measurements were below the national objective, and where further monitoring was expected to lead to revocation early in the LTP period.
- Two more recently declared AQMAs in Blaby and some emerging potential problems elsewhere which required further consideration when air quality measurements were available.

#### **Air quality update in July 2007**

Our Local Transport Plan Air Quality Progress Report submitted to DEFRA in July 2007 provided an update on the air quality position following the 1<sup>st</sup> year of the LTP.

This reported that, 'there is an encouraging overall downward trend over 2006/07 in pollutant levels measured through ongoing diffusion tube monitoring in all of the Districts. All specific local measures and county-wide congestion reduction measures detailed in the Air Quality Action Plans in the LTP are designed to ensure that this downward trend in pollutant levels continues.'

The report went on to state that, 'our traffic growth indicators also show very encouraging results with the 2006 growth indices for Loughborough and Lutterworth 4.7 and 1.5 points below trajectory figures.'

The report provided detailed updates against the three LTP air quality action plans for Loughborough, Lutterworth and Kegworth. The situation across the rest of the County largely remained unchanged and is summarised below:



- The Highways Agency were still completing assessment work on the three AQMAs near to the M1 following delays to their M1 widening programme.
- Continued monitoring was taking place at the AQMAs on Narborough Road South in Blaby as well as the two more recently declared AQMAs in Blaby. At the time of writing there was no clear evidence to support incorporating action plans into the LTP for these AQMAs.
- It was a similar story at Melton Road in Syston (Charnwood) where ongoing monitoring was taking place.
- Ongoing monitoring at the four local AQMAs in Oadby & Wigston revealed results consistently below the national threshold and processes were underway to revoke these four AQMAs.

## **4. 2008 update on air quality position in Leicestershire**

The air quality position in Leicestershire to April 2008 is summarised below. All updates are concerned with levels of nitrogen dioxide (NO<sub>2</sub>). There remain no major concerns with levels of particles (PM<sub>10</sub>).

### **AQMAs with LTP Action Plans**

- The three AQMAs in Loughborough, Kegworth and Lutterworth all remain in place and delivery of the action plan developed for each is ongoing. Levels of air quality in each of the AQMAs worsened in 2007 reversing a trend of improvement or static condition. Detailed progress updates against each Action Plan are shown in Appendices 1-3.

### **M1 AQMAs**

- The Highways Agency continues to work with the relevant District Councils on the M1 related AQMAs at Molehill Farm, Kegworth (North-West Leicestershire) and on the M1 corridor between Enderby and Narborough and Thorpe Astley and Kirby Muxloe (both Blaby). The latter AQMA was extended in December 2007 to pick up Hinckley Road, A47. We will be involved in any discussions regarding the extension to this AQMA as the A47 is a local road.
- We attend the M1 Environment Forum and the Noise and Air Quality sub-groups that feed into this Forum. This provides us with an opportunity to input into, and influence, the M1 Widening Project to try to ensure that the project does not make air quality worse in the areas adjacent to the M1, and indeed may help improve the situation.

### **Other AQMAs**

- Monitoring of air quality at the A5460 Narborough Road South AQMA (Blaby) continues to take place. We are currently progressing a number of schemes in the Narborough Road South area to reduce congestion and noise. In addition, we are working with Leicester City Council to jointly deliver a Park & Ride site at Enderby. This will be operational by Autumn 2009 and is predicted to reduce the number of cars using the A5460 Narborough Road South and therefore have a beneficial effect on levels of air quality in the AQMA.
- Additional monitoring of air quality at the Syston AQMA is being undertaken by Charnwood Borough Council using additional real-time monitoring equipment within the AQMA.
- As a result of the latest monitoring data, Oadby & Wigston have reported that the objective of 40µg/m<sup>3</sup> NO<sub>2</sub> was met in all four AQMAs for the years 2003-2007. Based on this information, Oadby & Wigston have now revoked all four of the AQMAs located in the Borough.

- Of the two AQMAs declared in Blaby around the start of the LTP, the District Council is now commissioning a consultant to assist it in drawing up an Action Plan for the AQMA on the B4114 Leicester Road, Enderby (St. John's). We will be involved in these discussions. This follows the results of additional monitoring between May and August 2007 which showed levels of air quality at  $52\mu\text{g}/\text{m}^3$   $\text{NO}_2$ . This Action Plan will be incorporated into the Local Transport Plan at the appropriate time. Blaby is proposing that the AQMA at the B582 Enderby Road, Whetstone is revoked following the results of monitoring over a period of 12 months. This showed an annual mean air quality level of  $30\mu\text{g}/\text{m}^3$   $\text{NO}_2$ , well below the government objective.
- In September 2007 North-West Leicestershire announced its intention to declare AQMAs at Coalville and Castle Donington following the results of a Detailed Assessment. Further assessment is now being carried out to determine the extent of each AQMA.

### **Emerging air quality issues**

- There are a number of emerging potential air quality issues across the County. These are being further investigated by District and Borough Councils and will require further consideration when additional air quality measurements are available. The most prominent amongst these are Humberstone Lane, Thurmaston (Charnwood) and Copt Oak (North-West Leicestershire) where Detailed Assessments are now taking place.

## 5. Partnership working

Since the air quality legislation came into effect in 1995 there has been effective joint working between the seven District and Borough Councils in Leicestershire, Leicester City Council, the Highways Agency and the County Council. This has operated through the Leicestershire Air Quality Forum, which has ensured best practice and a common approach to air quality matters over the last 10 years during which there have been various changes in requirements and regulations. In all Districts there have been extensive investigations and assessments during the period and a considerable level of experience and expertise has been developed.

In drawing up the LTP, and over the first two years of its delivery, we have worked extensively with our District and Borough Council partners both individually and through the Air Quality Forum to ensure that our air quality work is focused on those areas most in need of improvement and that proposed actions are challenging but realistic as to what can be achieved. We have worked with District and Borough Councils on the implementation of local transport measures within their districts which has been reflected in our 2007 and 2008 Air Quality Progress Reports.

The Air Quality Forum provides authorities in Leicestershire with the mechanism to discuss and investigate potential initiatives to improve air quality in the County. Some of the initiatives currently being pursued include:

- We are working jointly with Blaby District Council on a proposal to carry out joint monitoring of air quality issues associated with transport scheme delivery in the M1 Junction 21 area. This will investigate the alignment of long-term traffic and air quality modelling to try and further understand the relationship between the data being collected. The results of this piece of work will be evaluated to see if such proposals may provide benefits in other areas of the County.
- Joint working with Blaby District Council and Leicester City Council to investigate the feasibility of using Variable Message Signs to provide information to drivers and residents on air quality. This is in the early stages of development but, again, if this proves successful, it may be something that is rolled out to other areas of the County. This is part of a wider look into the extent to which signage can influence driver behaviour in AQMAs.
- We recently received notification that a jointly submitted bid to DEFRA from ourselves and Blaby District Council has been successful in obtaining a grant of £12,000 for additional monitoring equipment and delivery of public information campaigns on air quality.
- Blaby District Council has developed a guide to cleaning up vehicle emissions. This will initially be distributed to large fleet operators in the district and may be revised in future to reach a wider audience.

- We have worked to establish a good consultation system with our District Council colleagues on planning applications. Planning applications that are in, or close to, declared AQMAs are automatically referred to District Council Environmental Protection Teams for comments. As a result air quality assessments have been required from applicants as well as mitigation measures.
- Hinckley & Bosworth Borough Council is also looking to develop its pre-application advice to developers to better focus on traffic volume, traffic mix and air quality.
- Blaby District Council is piloting the use of catalytic coating in Sharnford. This is a titanium dioxide (TiO<sub>2</sub>) based application which is claimed to reduce the concentration of airborne pollutants by converting the NO<sub>2</sub> to inert compounds. Again, depending on results the further use of this will be pursued across the District and potentially the County.
- A number of District Councils are displaying air quality information on their website and in Service Shops. This is helping to increase awareness of air quality.
- We are providing input to a study that the University of Leeds and University of Newcastle are undertaking to produce a carbon model of transport activities in Leicester. This is part of a wider EPSRC funded 4M Project entitled: Measurement, Modelling, Mapping and Management: An Evidence-Based Methodology for Understanding and Shrinking the Urban Footprint. We will receive a final copy of the report and a presentation of findings will be made to Council officers. We are particularly interested in how this research can be applied to the delivery and monitoring of LTP air quality objectives and the role it can play in developing realistic future scenarios.

## **6. Challenges ahead**

### **The air quality challenges posed by housing growth**

It will be a major challenge for the planning authorities in Leicestershire to deliver the development and housing growth proposed in the Regional Plan without increasing congestion and reducing air quality.

As part of the Government's New Growth Point initiative, Sustainable Urban Extensions (SUEs) are planned for Leicestershire in Loughborough, Coalville, Hinckley and to the North and West of Leicester. Each SUE will consist of 4,000 - 5,000 houses and include employment, school and leisure facilities. With an AQMA already in place, Loughbough presents particular challenges and the plans for Coalville will need to take account of its recent declaration as an AQMA.

These SUEs are just one element of delivering around 90,000 or more dwellings in the County and City to 2026. Through the Local Development Framework process, we are working with District Councils to seek to ensure that development is located where there is convenient access to local amenities, public transport and walking and cycling facilities. This is intended to limit or avoid creating future air quality problems. The planning process will consider the impact on air quality and we will work closely with the local planning authorities to ensure that all planning applications within, or close to, AQMAs are assessed for air quality implications.

A potential Eco-town has been shortlisted by the Government near Stoughton to the South-east of the City of Leicester. The proposal is for a development of 15,000 dwellings (these are additional to the Regional Spatial Strategy numbers). Consultation is proceeding and we are working with Harborough District Council, Oadby & Wigston Borough Council, Leicester City Council and the Co-Op (the promoters) to investigate the transport implications of the proposal. At this stage it is not possible to carry out any assessment of the potential impact on air quality such a development may have but should the proposal make the final stage a more detailed assessment will be undertaken as part of the planning process. The Eco-town does have the potential to increase traffic journeys throughout the County, particularly in Harborough District. The future of the eco-town proposal should be decided by the time the full LTP progress report is published in December.

### **Trends in vehicle emissions**

The recent Air Quality Expert Group (AQEG) Report, Trends in Primary Nitrogen Dioxide in the UK, raises concerns about the predicted fall in NO<sub>2</sub> from vehicle emissions in the future. The concern relates mainly to the use of factors to predict NO<sub>2</sub> levels in future years from measured data. AQEG are concerned that these factors may have overstated the reduction over time. The report states that, 'projections of future concentrations of NO<sub>2</sub> show that the expected increases in the primary NO<sub>2</sub> emission percentage between 2004 and 2010 are likely to increase the extent of exceedences of an annual mean NO<sub>2</sub> concentration of 40 µg/m<sup>-3</sup> relative to projections based on no change in primary NO<sub>2</sub> percentage.' It goes on to say that, 'it is unclear, exactly how the balance between NO<sub>x</sub> emission reductions and increases

in primary NO<sub>2</sub> percentages will influence the achievement of objectives and limit values in 2010 and beyond, because of the uncertainty associated with estimates of future primary NO<sub>2</sub> emissions.

It is expected that the revised statutory guidance on air quality, currently out for consultation, will take account of the implications of the AQEG report.

| Action Plan in LTP2 (Table 7.4) | Measure | Original timescale | Current position / progress with measure | Outcome to date / planned outcome | Comments |
|---------------------------------|---------|--------------------|--|-----------------------------------|----------|
|---------------------------------|---------|--------------------|--|-----------------------------------|----------|

Appendix 1: Loughborough Air Quality Action Plan – Charnwood Borough \* Borough Council input

Performance Indicator Measures

|                 |   |                        |   |   |                 |             |             |             |             |             |             |             |               |      |                 |       |       |       |       |       |        |      |               |       |   |  |  |  |  |
|-----------------|---|------------------------|---|---|-----------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|---------------|------|-----------------|-------|-------|-------|-------|-------|--------|------|---------------|-------|---|--|--|--|--|
| *               | NO <sub>2</sub> monitoring within AQMAs   | Ongoing to end 2010/11 | Passive diffusion tubes monitor NO <sub>2</sub> levels at or near critical locations within the AQMA. In Loughborough the annual monitoring of nitrogen dioxide shows that A6 High Street has by far the highest levels in the AQMA. We have set a nitrogen dioxide target for this location in the LTP (see right). The A6 Loughborough Derby Road just north of the town centre is the second worst location in the AQMA. We have set an optional nitrogen dioxide target for this location in the LTP (see right). | <p><u>Outcome to date:</u><br/>Measurements are in µg/m<sup>3</sup> NO<sub>2</sub></p> <p><u>A6 High Street</u></p> <table> <tr><td>2004 (baseline)</td><td>67.7</td></tr> <tr><td>2005</td><td>63.2</td></tr> <tr><td>2006</td><td>70.4</td></tr> <tr><td>2007</td><td>78.2</td></tr> <tr><td>2010 (target)</td><td>52.2</td></tr> </table> <p><u>A6 Derby Road</u></p> <table> <tr><td>2004 (baseline)</td><td>43.0</td></tr> <tr><td>2005</td><td>37.0</td></tr> <tr><td>2006</td><td>40.1</td></tr> <tr><td>2007</td><td>42.8</td></tr> <tr><td>2010 (target)</td><td>&lt;40.0</td></tr> </table> <p>Due to fluctuations in observed NO<sub>2</sub> concentrations, even where emissions are decreasing, no trajectory has been specified in the LTP towards the AQMA targets. Instead, progress towards meeting air quality targets has been measured indirectly using traffic growth indicators in the three AQMAs (see below).</p> | 2004 (baseline) | 67.7        | 2005        | 63.2        | 2006        | 70.4        | 2007        | 78.2        | 2010 (target) | 52.2 | 2004 (baseline) | 43.0  | 2005  | 37.0  | 2006  | 40.1  | 2007   | 42.8 | 2010 (target) | <40.0 | There were breaches of UK air quality objectives at six location sites within the Loughborough AQMA in 2007. In terms of the overall picture it is worth noting that the 2007 results have reversed the previous four years downward trend at a number of the counter sites in the Loughborough AQMA. Given that we have limited the level of traffic growth in the area and are delivering on a number of the actions below, discussions are now taking place with the Borough Council to identify potential reasons for increased levels of nitrogen dioxide in 2007. With this in mind, work is being investigated to better align longer-term traffic monitoring with air quality monitoring to try and better understand the relationship between the data being collected. Our work moving forward will focus on what we can do to reduce the levels of air quality between now and the completion of the Loughborough Inner relief Road which remains the central plank of our strategy to improve congestion and air quality within Loughborough. |  |  |  |  |
| 2004 (baseline) | 67.7                                      |                        |   |   |                 |             |             |             |             |             |             |             |               |      |                 |       |       |       |       |       |        |      |               |       |   |  |  |  |  |
| 2005            | 63.2                                      |                        |   |   |                 |             |             |             |             |             |             |             |               |      |                 |       |       |       |       |       |        |      |               |       |   |  |  |  |  |
| 2006            | 70.4                                      |                        |   |   |                 |             |             |             |             |             |             |             |               |      |                 |       |       |       |       |       |        |      |               |       |   |  |  |  |  |
| 2007            | 78.2                                      |                        |   |   |                 |             |             |             |             |             |             |             |               |      |                 |       |       |       |       |       |        |      |               |       |   |  |  |  |  |
| 2010 (target)   | 52.2                                      |                        |   |   |                 |             |             |             |             |             |             |             |               |      |                 |       |       |       |       |       |        |      |               |       |   |  |  |  |  |
| 2004 (baseline) | 43.0                                      |                        |   |   |                 |             |             |             |             |             |             |             |               |      |                 |       |       |       |       |       |        |      |               |       |   |  |  |  |  |
| 2005            | 37.0                                      |                        |   |   |                 |             |             |             |             |             |             |             |               |      |                 |       |       |       |       |       |        |      |               |       |   |  |  |  |  |
| 2006            | 40.1                                      |                        |   |   |                 |             |             |             |             |             |             |             |               |      |                 |       |       |       |       |       |        |      |               |       |   |  |  |  |  |
| 2007            | 42.8                                      |                        |   |   |                 |             |             |             |             |             |             |             |               |      |                 |       |       |       |       |       |        |      |               |       |   |  |  |  |  |
| 2010 (target)   | <40.0                                     |                        |   |   |                 |             |             |             |             |             |             |             |               |      |                 |       |       |       |       |       |        |      |               |       |   |  |  |  |  |
|                 | Traffic growth monitoring in Loughborough | Ongoing to end 2010/11 | Induction loops in the road continuously measure traffic flows in both directions on the A6 in Loughborough Town Centre.  | <p><u>Outcome to date:</u></p> <table> <tr> <td></td> <td><b>2004</b></td> <td><b>2005</b></td> <td><b>2006</b></td> <td><b>2007</b></td> <td><b>2008</b></td> <td><b>2009</b></td> <td><b>2010</b></td> </tr> <tr> <td>Trajectory</td> <td>100</td> <td>101.9</td> <td>103.8</td> <td>105.7</td> <td>107.6</td> <td>109.5</td> <td>111.4</td> </tr> <tr> <td>Actual</td> <td>100</td> <td>101.2</td> <td>99.1</td> <td>101.4</td> <td></td> <td></td> <td></td> </tr> </table>   |                 | <b>2004</b> | <b>2005</b> | <b>2006</b> | <b>2007</b> | <b>2008</b> | <b>2009</b> | <b>2010</b> | Trajectory    | 100  | 101.9           | 103.8 | 105.7 | 107.6 | 109.5 | 111.4 | Actual | 100  | 101.2         | 99.1  | 101.4   |  |  |  |  |
|                 | <b>2004</b>                               | <b>2005</b>            | <b>2006</b>   | <b>2007</b>   | <b>2008</b>     | <b>2009</b> | <b>2010</b> |             |             |             |             |             |               |      |                 |       |       |       |       |       |        |      |               |       |   |  |  |  |  |
| Trajectory      | 100                                       | 101.9                  | 103.8   | 105.7   | 107.6           | 109.5       | 111.4       |             |             |             |             |             |               |      |                 |       |       |       |       |       |        |      |               |       |   |  |  |  |  |
| Actual          | 100                                       | 101.2                  | 99.1  | 101.4   |                 |             |             |             |             |             |             |             |               |      |                 |       |       |       |       |       |        |      |               |       |   |  |  |  |  |



| Action Plan in LTP2 (Table 7.4) | Measure | Original timescale | Current position / progress with measure | Outcome to date / planned outcome | Comments |
|---------------------------------|---------|--------------------|--|-----------------------------------|----------|
|---------------------------------|---------|--------------------|--|-----------------------------------|----------|

## Action Plan

|   |   |                  |   |   |   |
|---|---|------------------|---|---|---|
| 1 | Loughborough Inner Relief Road to divert traffic away from A6 in town centre  | LTP: 2 – 5 years | <u>Progress:</u><br>Planning permission for the Relief Road granted May 2007.<br>Major Scheme Business Case (seeking Programme Entry status) submitted to the DfT August 2007.<br><u>Key targets:</u><br>Inner Relief Road and town centre improvements originally planned for completion by end of LTP period. However, the DfT decision on programme entry status that was originally programmed for November 2007 is now not anticipated until July 2008. The implications of this delay on the overall programme will be reviewed if programme entry status is announced. It is anticipated that there may be slippage to delivery by approximately 12 months.<br>This would push back the start of road construction from Autumn 2009 to September 2010 and the start of work on the town centre improvements from Autumn 2010 to September 2011. Completion of all works would move from Spring 2011 to March 2012, which takes completion of the scheme beyond the end of this LTP period.*<br>* All dates remain provisional pending further discussion with DfT and award of programme entry status. | <u>Planned outcomes:</u> By removing through traffic away from the town centre it is expected that the scheme will deliver a significant improvement in air quality in the town centre and on High Street (the most critical site within the Loughborough AQMA).<br><u>Outcome to date:</u> n/a | Signing and other town centre restrictions to divert traffic and pedestrianise the A6 and other streets will complement the main road scheme. |
| 2 | Signing or town centre restrictions to divert traffic from A6 onto Epinal Way |                  |   |   |   |
| 3 | Town centre vehicle restrictions to pedestrianise A6 and other streets        |                  |   |   |   |

| Action Plan in LTP2 (Table 7.4) | Measure  | Original timescale | Current position / progress with measure   | Outcome to date / planned outcome  | Comments   |
|---------------------------------|--|--------------------|--|--|--|
| *<br>4                          | Fewer parking spaces or higher charges to restrain car access to work or shops | LTP: 2 – 5 years   | The Loughborough Parking Strategy includes a common charging policy to discourage 'cruising' for cheaper spaces, and parking concessions for lower-emission vehicles for Borough Council issued tickets and permits. Civil Parking Enforcement (CPE) was introduced in Leicestershire from July 2007. This has seen the enforcement of parking regulations pass from the Police to the County and District Councils. The Loughborough Parking Strategy identified that a lack of enforcement regulations was a concern. The introduction of CPE is expected to greatly improve enforcement of parking and therefore assist demand management in Loughborough Town Centre by freeing road space for through traffic. We are undertaking a data gathering exercise to allow us to monitor the effectiveness of CPE. We will need at least two years worth of data before we can start to identify trends and whether CPE is achieving a change in behaviour. | <u>Planned outcomes:</u> reduction in emissions due to discouragement of "cruising" for cheaper spaces and encouragement of low-emission vehicles.<br><br><u>Outcome to date:</u> n/a  | Car parking charges are already the highest in the County (£5.50 per day). They are felt to be as high as practicable relative to other local urban centres to restrain car access to work and shops whilst avoiding a detrimental effect on the vitality of the town centre. The Loughborough Parking Strategy provides the findings of a review of existing parking provision in Loughborough town centre and sets out the framework for parking policies in the town centre for the period to 2021 against the background of the overall vision for the town centre as outlined in the Town Centre Masterplan (TMP).  |
|                                 |  | LTP: 2 – 5 years   | Residents parking schemes planned for Burder Street in late 2008 and Queens Road / School Street by end 2010/11.   | <u>Planned outcome:</u> reduction of availability of free on-street parking in vicinity of railway station and Great Central Railway. Will increase incentive for access by means other than the private car.<br><u>Outcome to date:</u> n/a   | Development and delivery of residents parking scheme for Burder Street will now be investigated as part of the Loughborough Eastern Gateway Project (see 7 and 12 below).  |
| 5 and 20                        | Investment in cycle route network to reach all parts of Loughborough           | LTP: 2 – 5 years   | Loughborough is the principal focus of our LTP2 funding for cycling infrastructure outside Central Leicestershire. Over this time we plan to extend the cycle network to reach all areas of Loughborough.  | <u>Planned outcome:</u> benefits to air quality arising from easier promotion of cycling and modal shift for shorter journeys becoming more attractive helping to reduce the number of cars in town centre.<br><br><u>Outcome to date:</u> 12% increase in cycling in Loughborough across first two years of LTP. A large amount of the growth appears to be at a counter near to the University which is likely to be linked to growth in the student population which has gone up by 6% in the last 2 years. | Our work on the cycle route network in Loughborough over the first two years of the LTP has seen the delivery of improvements to over 12km of existing cycle track and delivery of new cycle tracks on Thorpe Hill / Schofield Road and Epinal Way / Knighthorpe Road. Work in 2008/09 will focus on the provision of two additional cycle tracks to the existing network and delivery of the first phase of a comprehensive cycle scheme for Loughborough to promote and encourage further travel by cycle.<br><br>In conjunction with the City Council, we recently submitted a bid to become the Country's first Cycling City. Although unsuccessful, the work put into the bid helped to raise the profile of cycling and provide greater clarity and emphasis to our LTP plans. Our focus moving forward will be on providing more information and publicity of our cycling network to encourage further take-up. |

| Action Plan in LTP2 (Table 7.4) | Measure  | Original timescale | Current position / progress with measure   | Outcome to date / planned outcome  | Comments   |
|---------------------------------|--|--------------------|--|--|--|
| 6                               | Stronger QBP to improve bus services and facilities                              | LTP: 0 – 2 years   | Work has taken place in the first two years of LTP2 to improve bus priority on the A6 into Loughborough. Upgrades have also been made to bus stops facilities and bus vehicles on routes into Loughborough.  | <u>Planned outcome:</u> Benefits to air quality through less traffic growth and congestion.<br><br><u>Outcome to date:</u> Bus patronage has increased in Loughborough from 2.86m in 2006/07 to 3.06m in 2007/08.  |  |
| 18                              | Increasing bus travel through work on Quality Bus Partnership                    | LTP: 0 – 5 years   |  |  |  |
| *<br>7                          | Improved interchange at railway station as part of station yard redevelopment    | LTP: 2 – 5 years   | Charnwood Borough Council is working in partnership with Network Rail and Nottingham Community Housing Association to deliver the Loughborough Eastern Gateway (LEG) project. This will facilitate a major redevelopment of the largely derelict and abandoned area around the station to secure housing and employment opportunities for local people, improve environmental conditions (including air quality) and improve access to the station for all users. From an air quality perspective, the LEG will provide greatly improved access to the station through providing a new link road enabling a much improved access to the rail station to be provided. There are often delays in leaving the station which currently affect many buses. The LEG will help reduce congestion in the town centre, remove heavy traffic from narrow residential streets (particularly Burder Street and Ratcliffe Road) and improve car parking facilities at the station. Charnwood are to submit a planning application for the road and housing in September and a parallel application by Network Rail will focus on the improvements to the front of the station, car parking and transport interchange facilities. We are facilitating the construction of the link road which will enable the development to progress. | <u>Planned outcome:</u> greatly improved air quality in the Ratcliffe Road / Burder Street area. Encouragement of more people onto public transport by making train travel more attractive.<br><br><u>Outcome to date:</u> Air quality monitoring at Ratcliffe Road shows that there has been an increase in nitrogen dioxide levels from 36.4 µg/m <sup>3</sup> NO <sub>2</sub> in 2005 to 51.03 µg/m <sup>3</sup> NO <sub>2</sub> in 2007. | We have also been successful in putting Loughborough Station forward as one of only 11 stations across the Country to receive funding and support to pilot the development of Station Travel Plans. It is expected that Station Travel Plans will improve station access and reduce traffic on the road network and also benefit the environment and improve levels of air quality by encouraging passengers to try more sustainable means of travel to the station or use rail for the bulk of their journey rather than the car, so reducing emissions. Our work on the Station Travel Plan for Loughborough is being progressed with a number of partners and will support the LEG Project. A kick-off conference for successful pilots will be held in July in London. |
| *<br>12                         | New link road through railway station yard to divert traffic from Ratcliffe Road | LTP: 2 – 5 years   |  |  |  |

| Action Plan in LTP2 (Table 7.4) | Measure  | Original timescale                     | Current position / progress with measure   | Outcome to date / planned outcome   | Comments   |
|---------------------------------|--|--|--|---|--|
| 8                               | Continuing requirement for workplace travel plans with new developments      | LTP: 0 – 2 years                       | Our highways, transportation and development guide for developers requires a travel plan for new developments over a certain area or number of dwellings.<br>Furthermore, national planning guidance (PPG13) specifies that even smaller developments will require travel plans where they might generate significant amounts of traffic in, or near to, air quality management areas.<br>Work continues to encourage major employers across the County to put workplace travel plans in place to reduce congestion. We are working closely with District Councils where planning applications are involved. | <u>Planned outcome:</u> Traffic-related air quality will improve on routes to work and around work locations, with additional congestion and safety benefits due to modal shift away from individual private car use for travelling to work.  |  |
| 21                              | Smarter choices and promotion building on workplace travel plans             | LTP: 0 - 5 years                       |  | <u>Outcome to date:</u> 39% of major employers (>250 employees) across the County now have travel plans in place. We are on track to achieve our target for 50% of major employers to have travel plans by the end of 2010/11.  |  |
| 9                               | Development of a park and ride scheme for Loughborough                       | Not proposed in the current LTP period | Although not feasible within the 2006-11 LTP period, provision of possible park and ride sites was put forward by the County Council as one of a number of mitigating measures to deliver the new housing growth planned for Loughborough to 2026 in the draft East Midlands Regional Plan. A range of potential measures for Loughborough was put forward as part of this work which sought to assess the transport implications of Sustainable Urban Extensions (SUEs) across the County.  | <u>Planned outcome:</u> the scheme would have the potential to significantly reduce travel into the town centre by private car, and increase the viability of public transport<br><br><u>Outcome to date:</u> n/a   |  |
| 10                              | Reduce vehicle access to town centre by congestion charging (hypothetical) – | Not specified in LTP                   | Following the withdrawal of support from Nottingham and Derby City Councils the 6Cs study into the feasibility of a congestion management package to deal with the economic consequences of congestion in the 6Cs area has been discontinued.  | <u>Planned outcome:</u> any measures which reduced congestion would clearly have significant and beneficial air quality impacts.<br><br><u>Outcome to date:</u> The work done to date as part of the study provided the six local authorities involved with a consistent picture of levels of congestion across the major cities and towns within the area as a whole, enabling local authorities to analyse and compare levels of congestion across the region. The precise measurement of the delays produced by the study provides invaluable information for future transport planning. | Although the region's work on congestion charging has been discontinued, a number of initiatives are being pursued to reduce congestion (and therefore air quality) in Loughborough. These include the Loughborough Inner Relief Road (see 1), the Loughborough Eastern Gateway Project (see 7 & 12) and the investigation into a number of potential measures to deliver the housing growth planned for Loughborough (see 9). |
| *<br>11                         | Cleaner vehicles in central area with a Low Emission Zone                    | LTP: 5-10 years                        | A low emission zone would only allow access to the centre by vehicles which meet the most recent emission standards. This is subject to completion of the Loughborough Inner Relief Road (see action 1).   |   |  |

| Action Plan in LTP2 (Table 7.4) | Measure   | Original timescale | Current position / progress with measure   | Outcome to date / planned outcome  | Comments  |
|---------------------------------|---|--------------------|--|--|---|
| 13                              | Work through Quality Bus Partnerships to reduce bus emissions             | LTP: 0 – 2 years   | <p>The two largest bus operators in the county either have or are developing strategies that include initiatives to improve fuel efficiency. Woods Coaches, operating services around the County, are designing training to reduce fuel consumption by better driving styles to help reduce emissions. An example of this is information on timetables for drivers to turn off engines if they will be at bus stops for longer than two minutes. With the current fuel inflation conditions, these techniques are likely to be followed by the major operators of local bus services.</p> <p>The City Council are letting a study to investigate the use of alternative, fuel efficient vehicles for the new Park &amp; Ride Site at Enderby which is being jointly delivered by ourselves and the City Council. Vehicles providing the Meynells Gorse Park &amp; Ride now contain engines built to Euro 5 specification. As work develops to improve engine efficiency the Quality Bus Partnership provides the mechanism for local operators to share and develop best practice / experience.</p> <p>Bus operators are working to modernise their fleets. By working in partnership over a number of areas Arriva invested £9.6m in 54 new vehicles in 2006/07 which has significantly reduced the average age of their vehicle fleet. Older vehicles have been replaced with new vehicles containing lower emission Euro 4 engines.</p> | <p><u>Outcome to date:</u> potential significant improvement in air quality, particularly at bus timing points and termini, by reducing idling time.</p>   | <p>We work closely with commercial bus companies through Quality Bus Partnerships and a range of other complementary fora and meetings.</p> <p>Some District Councils have raised concerns about emissions from school buses and the effect on air quality. School buses have a much higher average age but driver techniques, regular maintenance and strict enforcement of emission testing can reduce the impact these services have in terms of emissions. Where we have concerns about poorly maintained vehicles we will alert the Vehicle Operating Standards Agency (VOSA). We are also looking into initiatives to provide better vehicle utilisation and increase loading capacities to ensure that vacant seats are kept to a minimum. This will help reduce the number of vehicles on the road.</p> |
| *<br>14                         | 7.5 tonne weight limit to divert lorries away from A6 through town centre | LTP 0 – 2 years    | <p>At the time of writing the LTP, diverting goods vehicles was not considered feasible because of the detrimental effect on alternative routes. However, voluntary emissions testing was carried out in Loughborough in association with the Vehicle Operator Services Agency (VOSA) in 2006. The results of this are shown in the next column.</p>   | <p><u>Outcome to date:</u> 115 cars tested over the two days. Favourable comments on balance regarding the principle of compulsory emissions testing and Fixed Penalty Notices for infractions, and the feeling that such measures would help improve air quality.</p> | <p>The LTP raises the possibility of having VOSA include roadside testing of HGVs as part of its DfT funded programme. Although this is no longer part of VOSA's remit, the possibility of directly engaging their services, or those of another company, in order to monitor emissions in AQMAs, is still to be investigated via the Leicestershire Air Quality Forum.</p>   |

| Action Plan in LTP2 (Table 7.4) | Measure   | Original timescale | Current position / progress with measure  | Outcome to date / planned outcome   | Comments  |
|---------------------------------|---|--------------------|---|---|---|
| 15                              | Land use planning for no unnecessary additional traffic through town centre | Ongoing            | The New Growth Point Initiative being pursued by the 3 Cities and 3 Counties reflect the principles of urban concentration. Substantial growth is proposed for Loughborough over the coming years. As part of the Sustainable Urban Extension process in Leicestershire 5000 new homes are proposed for Loughborough by 2026. Loughborough University has submitted proposals for a new 50 hectare sites and developer schemes are planned for the old hospital site around Epinal Way and the Quorn / Woodthorpe roundabout.   | <u>Outcome to date:</u> beneficial effects on emission levels and air quality as a result of maximising the possibilities for provision of public transport and demand management measures. | All plans for development are subject to review by the Environment health Team at Charnwood Borough Council for noise / air quality issues. It is going to be a major challenge for the Borough and County Council to deliver the levels of growth proposed for Loughborough whilst limiting the impact on air quality. Our assessment of the transportation implications of SUEs across Leicestershire in response to the draft Regional Plan identifies a range of potential mitigating measures to limit the impact of planned housing growth in the Loughborough SUE. These have all been identified with the intention of limiting the impact of the growth on traffic levels. |
|                                 |   | LTP: 1 - 2 yrs     | Within Local Development Frameworks it will be necessary for any major development, residential or commercial, to carryout a Sustainability Appraisal as part of the planning application process.  | <u>Outcome to date:</u> n/a<br><u>Planned outcome:</u> this will further reduce the impact any new major development will have on the air quality within Air Quality Management Areas.      |   |
| 16                              | Network management for roadworks, incidents and planned events              | LTP: 0 – 5 years   | We have a Network Management Plan in place which sets out the way in which we perform the Network Management Duty placed on local transport authorities by the Traffic Management Act 2004. This includes our approach to co-ordinating streetworks which sees regular meetings with statutory undertakers and transport authorities as well as how we deal with incidents and planned events. The Loughborough Fair and Loughborough Canal Festival both have their own organising committees. We have well documented incident management procedures which are discussed and developed on a regular basis at the Local Contingency Forum. Our roadworks protocol aims to provide improved roadworks information to the public and greater involvement for the public in our approach to delivering roadworks. | <u>Outcome to date:</u> Prevention of serious congestion on the main road through the town, and minimisation of consequent air quality problems   |   |

| Action Plan in LTP2 (Table 7.4) | Measure   | Original timescale | Current position / progress with measure  | Outcome to date / planned outcome   | Comments  |
|---------------------------------|---|--------------------|---|---|---|
| *<br>17                         | Increasing travel by train with bus connections to town centre and key destinations | LTP: 0 – 5 years   | Through-ticketing has been introduced on the service running in Loughborough between the rail station and the town.<br>The Loughborough-Derby Skylink and Sprint Service to the University have recently had frequency increases and newer vehicles introduced. See also 7 and 12 for details of the Loughborough Eastern Gateway Project which will improve access to the town from the station. | <u>Outcome to date:</u> Encouragement of people to use the bus to get to the rail station. Reduction of burden of cars on the area of the AQMA local to the rail station.   |   |
| 19                              | School travel planning with investment in walking and cycling routes                | LTP: 0 – 5 years   | Concerted efforts continue to increase the number of schools with travel plans across the County. We work closely with schools to encourage and support them in the development of plans. To further encourage them to do so our capital investment programme for safer routes to school is focused on those who have travel plans or are developing them.  | <u>Planned outcome:</u> Traffic-related air quality will improve both on the route to school and around the school itself, with additional congestion and child safety benefits, due to modal shift away from individual private car use for the school run.<br><br><u>Outcome to date:</u> 64% of the total schools in Leicestershire have travel plans in place. The County remains on track to achieve its target of 90% STP coverage by 2010/11. 64% of schools in Charnwood have travel plans. | As well as monitoring the number of schools with travel plans, our second LTP also monitors the % of journeys to school as the only pupil. This allows us to look at the impact that school travel plans are having as part of efforts to encourage changes in travel behaviour as part of the school journey.<br><br>In 2006/07 26.2% of pupils in Leicestershire travelled to school by car as the only pupil. The 2007/08 figure has been reduced further to 25.0%.<br>Our 2006/07 figure of 26.2% compares extremely favourably with other authorities – Leicestershire had the 2 <sup>nd</sup> lowest % of pupils who travel to school by car as the only pupil when compared against 10 regional and comparator authorities and the joint highest level of public transport / car share use amongst its pupils (24%). 2007/08 figures for all authorities are due to be released by DfT at the end of July. |
| 22                              | Better vehicle use of roadspace for less disruption to free flowing traffic         | LTP: 0 - 5 years   | Our ongoing transport improvement programme includes schemes which are aimed at improving traffic flows through improvements to traffic signal and Intelligent Transport Systems, and major and minor junctions.  | <u>Outcome to date:</u> reduction in congestion and improved air quality, with efficient junction designs and smarter electronic controls making best use of a junction's capacity and increasing the throughput of traffic.  |   |

| Action Plan in LTP2<br>(Table 7.7) | Measure | Original timescale | Current position / Progress with measure | Outcome to date / Planned outcome | Comments |
|------------------------------------|---------|--------------------|--|-----------------------------------|----------|
|------------------------------------|---------|--------------------|--|-----------------------------------|----------|

Appendix 2 – Lutterworth AQMA – Harborough District

\* District Council input

**Performance Indicator Measures**

| *          | NO <sub>2</sub> monitoring within AQMAs | Ongoing to end 2010/11 | Passive diffusion tubes monitor NO <sub>2</sub> levels at seven critical locations within the AQMA. There is also a real time monitoring station within the AQMA.<br>At time of putting the LTP in place, the highest levels of NO <sub>2</sub> were being recorded on the A426 at Regents Court. | <p><u>Outcome to date:</u><br/>Measurements are in µg/m<sup>3</sup> NO<sub>2</sub><br/><u>A426 Regents Court Street</u></p> <p><b>Baseline 2004</b> 57.8<br/><b>2007</b> 60.3<br/><b>Target 2010</b> 44.1</p> <p>Due to fluctuations in observed NO<sub>2</sub> concentrations, even where emissions are decreasing, no trajectory has been specified in the LTP towards the AQMA targets. Instead, progress towards meeting air quality targets has been measured indirectly using traffic growth indicators in the three AQMAs (see below).</p> | <p>The National Air Quality objective was exceeded at six of the diffusion tube monitoring sites in Lutterworth. It is forecast that levels of NO<sub>2</sub> at four of these sites will remain above 40µg/m<sup>3</sup> NO<sub>2</sub> by 2010. Data from the real time monitor at Lutterworth recorded an annual average of 50.8µg/m<sup>3</sup> NO<sub>2</sub>.<br/>Levels of NO<sub>2</sub> have risen slightly at Regents Court (the monitoring station quoted in LTP2) and are now forecast to be 53.95µg/m<sup>3</sup> NO<sub>2</sub> in 2010.</p> |       |       |      |      |      |      |      |            |     |       |       |       |       |       |       |        |     |       |       |       |  |  |  |   |
|------------|---|------------------------|---|---|--|-------|-------|------|------|------|------|------|------------|-----|-------|-------|-------|-------|-------|-------|--------|-----|-------|-------|-------|--|--|--|---|
|            | Traffic growth monitoring               | Ongoing to end 2010/11 | Induction loops in the road continuously measure traffic flows in both directions on the approaches to Lutterworth.   | <p><u>Outcome to date:</u></p> <table border="1" style="margin-left: 20px;"> <thead> <tr> <th></th> <th>2004</th> <th>2005</th> <th>2006</th> <th>2007</th> <th>2008</th> <th>2009</th> <th>2010</th> </tr> </thead> <tbody> <tr> <td>Trajectory</td> <td>100</td> <td>102.7</td> <td>105.4</td> <td>108.1</td> <td>110.8</td> <td>113.5</td> <td>116.2</td> </tr> <tr> <td>Actual</td> <td>100</td> <td>105.1</td> <td>106.1</td> <td>102.2</td> <td></td> <td></td> <td></td> </tr> </tbody> </table>   |  | 2004  | 2005  | 2006 | 2007 | 2008 | 2009 | 2010 | Trajectory | 100 | 102.7 | 105.4 | 108.1 | 110.8 | 113.5 | 116.2 | Actual | 100 | 105.1 | 106.1 | 102.2 |  |  |  | <p>Traffic growth, our proxy for the measurement of air quality levels, is well within the trajectories set in the LTP. The LTP target was set to limit the growth in traffic rather than reduce it. There was an increase in traffic in 2005, followed by a marginal increase in 2006 and reduction in 2007.<br/>Since 2004 there has been a marginal increase in the both the growth of traffic in Lutterworth and the levels of NO<sub>2</sub>.<br/>Discussions are to take place between ourselves and the District Council to better align longer-term traffic monitoring with air quality monitoring to try and better understand the data available following a reduction in the level of traffic in 2007.</p> |
|            | 2004                                    | 2005                   | 2006  | 2007  | 2008   | 2009  | 2010  |      |      |      |      |      |            |     |       |       |       |       |       |       |        |     |       |       |       |  |  |  |   |
| Trajectory | 100                                     | 102.7                  | 105.4   | 108.1   | 110.8  | 113.5 | 116.2 |      |      |      |      |      |            |     |       |       |       |       |       |       |        |     |       |       |       |  |  |  |   |
| Actual     | 100                                     | 105.1                  | 106.1   | 102.2   |  |       |       |      |      |      |      |      |            |     |       |       |       |       |       |       |        |     |       |       |       |  |  |  |   |



| Action Plan in LTP2 (Table 7.7) | Measure  | Original timescale | Current position / Progress with measure  | Outcome to date / Planned outcome   | Comments |
|---------------------------------|--|--------------------|---|---|----------|
| 1                               | Completion of Lutterworth Western Relief Road to divert traffic from the town centre | LTP: 5 – 10 yrs    | <p>During Winter 2007/08 a traffic study of Lutterworth was completed to look at the cost and feasibility of providing a bypass to remove traffic, in particular HGVs, from the town centre. Three options were considered – a Western Relief Road, a new Western Bypass and an Eastern Bypass incorporating a split junction on the M1 Motorway. The study included an analysis of traffic patterns and this, combined with initial consultation, suggest that completing the Western Relief Road will not solve the problem of reducing HGV nuisance in Lutterworth, but would move it to another part of the town and would effectively constrain Lutterworth within a triangle of roads all with a high proportion of HGVs using them. The new Western route would also be unattractive due to the length of diversions that would be necessary.</p> <p>The Eastern option would provide the best overall traffic benefit to the town and received the most support during the initial consultation. However, this is a very expensive option and it will be difficult to secure funding. We are now discussing with Harborough District Council the possibility of abandoning the reservation for the Western Relief Road and taking forward a longer-term aspiration of an Eastern Bypass. We are discussing the options to formally consult on this through the Local Development Framework consultation on the Core Strategy to ensure it is considered in the context of wider planning for Lutterworth. It is also being considered in the development of the our longer-term transport plan.</p> <p>In the short-term, we made an undertaking at the Harborough Highway Forum in April to have a look at the surface and utility's equipment in the town centre to see if there were any improvements that could be made, predominantly to reduce noise and vibration. From an initial inspection there are some utility covers that are lower than the road surface and could be reset and a small area of surfacing that requires attention. There are very few other options that can be pursued in the short-term to improve levels of air quality.</p> <p>We have also commissioned a study into the provision of a possible bypass in Sharnford, given emerging air quality, safety and congestion issues in the village. The Lutterworth traffic study showed that a bypass of Sharnford could potentially reduce the number of HGV movements in Lutterworth town centre but it would increase the distance travelled and journey time for lorries.</p> | <p><u>Outcome to date:</u> n/a<br/> <u>Planned outcome:</u> High impact on improving air quality by removing heavy goods traffic from the town centre. Of all the measures considered in the Lutterworth AQAP, this is considered to have the highest impact.</p> |          |

| Action Plan in LTP2 (Table 7.7) | Measure   | Original timescale | Current position / Progress with measure  | Outcome to date / Planned outcome  | Comments |
|---------------------------------|---|--------------------|---|--|----------|
| 2                               | 7.5T weight limit to divert lorries from A426 through town centre     |                    | Diverting lorries away from the town centre would depend on providing an alternative route. The traffic study outlined in Action 1 suggests that completing the Western Relief Road and removing the 7.5 tonne weight restriction would only move the nuisance to another part of the Lutterworth. Initial consultation suggests that this option would meet with strong local opposition. Consultation on abandoning the Western Relief Road reservation is to take place and the Eastern option would be a longer-term proposal. This measure is therefore considered unfeasible in the short-term. | <u>Outcome to date:</u> n/a<br><u>Planned outcome:</u> a beneficial effect on air quality by diverting lorries away from town centre.  |          |
| *<br>3                          | Lower emissions from district and its contractor vehicle fleets       | LTP: 2 – 5 yrs     | It is a condition of all new contract renewals that vehicles use Euro 4 standard engines. PEST control, dog warden and refuse contracts are all out for renewal shortly.  | <u>Outcome to date:</u> n/a<br><u>Planned outcome:</u> a beneficial effect on air quality is likely by reducing emissions from vehicles operating on behalf of the district. |          |
| 4                               | Cleaner vehicles in town centre with a Low Emission Zone              |                    | A Low Emission Zone would only allow access to the town centre by vehicles which meet the most recent emission standards. This would have severe implications for the goods vehicles and buses which currently provide for the essential needs of the town. Such a proposal would only be feasible in the longer term when vehicles become less polluting (i.e. beyond end of LTP2).  | <u>Outcome to date:</u> n/a<br><u>Planned outcome:</u> a beneficial effect on air quality by diverting lorries away from town centre.  |          |
| *<br>5                          | Planning controls to reduce traffic impact of new development on AQMA |                    | Planning controls to reduce traffic impact from new development have been used successfully in the past through the application of lorry route agreements for new developments at the nearby Magna Park, which all exclude the use of the A426 through the town centre. Similar agreements will be imposed on future new developments of this type. See also action 12.   | <u>Outcome to date:</u> n/a<br><u>Planned outcome:</u>   |          |
| *<br>6                          | Roadside emission testing of goods vehicles                           |                    | Roadside emission testing has been raised with the Vehicle and Operating Services Agency (VOSA) and further consideration will be given to the inclusion of the A426 in their programme of roadside emission testing. The District Council will be launching a VOSA 'dirty diesel' hot line to enable people to report polluting vehicles in August.  | <u>Outcome to date:</u> n/a<br><u>Planned outcome:</u> Increased awareness of public as to levels of emissions.  |          |

| Action Plan in LTP2<br>(Table 7.7) | Measure  | Original timescale | Current position / Progress with measure  | Outcome to date / Planned outcome  | Comments  |
|------------------------------------|--|--------------------|---|--|---|
| 7                                  | Work with bus operators to reduce bus emissions              | Ongoing            | <p>Although the major cause of air quality problems in Lutterworth has been identified as HGV lorries, reductions in bus emissions will help to improve the overall position. Bus operators either have or are developing strategies that include initiatives to improve fuel efficiency and are designing training to reduce fuel consumption by better driving styles to help reduce emissions. An example of this is information on timetables for drivers to turn off engines if they will be at bus stops for longer than 2 minutes.</p> <p>The City Council are letting a study to investigate the use of alternative, fuel efficient vehicles for the new Park &amp; Ride Site at Enderby which is being jointly delivered by the City and County Councils. As work develops to improve engine efficiency the Quality Bus Partnership provides the mechanism for local operators to share and develop best practice / experience.</p> <p>Bus operators are working to modernise their fleets. By working in partnership over a number of areas Arriva invested £9.6m in 54 new vehicles in 2006/07 which has significantly reduced the average age of their vehicle fleet. Older vehicles have been replaced with new vehicles containing lower emission Euro 4 engines.</p> | <p><u>Outcome to date:</u> potential significant improvement in air quality, particularly at bus timing points and termini, by reducing idling time.</p> | <p>We work closely with commercial bus companies through Quality Bus Partnerships and a range of other complementary fora and meetings.</p> <p>Some District Councils have raised concerns about emissions from school buses and the effect on air quality. School buses have a much higher average age but driver techniques, regular maintenance and strict enforcement of emission testing can reduce the impact these services have in terms of emissions. Where we have concerns about poorly maintained vehicles we will alert the Vehicle Operating Standards Agency (VOSA). We are also looking into initiatives to provide better vehicle utilisation and increase loading capacities to ensure that vacant seats are kept to a minimum. This will help reduce the number of vehicles on the road.</p> |
| 8                                  | Network management for roadworks, incidents & planned events | Ongoing            | <p>Network management is not a major issue for Lutterworth as there are no large venues and it is a relatively small market town. As part of the Network Management Duty we co-ordinate streetworks, manage planned events, and have procedures for dealing with incidents. Our roadworks protocol aims to provide improved roadworks information to the public and greater involvement for the public in our approach to delivering roadworks.</p>   | <p><u>Outcome to date:</u> efficient management of the network minimises the time traffic spends congested and hence unnecessary emissions.</p>          |   |

| Action Plan in LTP2<br>(Table 7.7) | Measure  | Original timescale | Current position / Progress with measure   | Outcome to date / Planned outcome  | Comments   |
|------------------------------------|--|--------------------|--|--|--|
| 9                                  | School travel planning with investment in walking and cycle routes | Ongoing            | <p><u>School travel planning</u><br/>Concerted efforts continue to increase the number of schools with travel plans across the County. We work closely with schools to encourage and support them in the development of plans. To further encourage them to do so our capital investment programme for safer routes to school is focused on those who have travel plans or are developing them.</p> <p><u>Cycling</u><br/>A key plank of our strategy to tackle congestion is to encourage much greater levels of cycling across the County by improving the cycling facilities available. A Cycling Network Plan which shows existing cycle routes and identifies other possible layouts for routes in Lutterworth has been developed by the Lutterworth Cycling Network Working Group as part of the Lutterworth Improvement Partnership. The group will continue to work with the County Council, District Council and Sustrans to identify funding sources for the implementation of the plan. This will form part of a wider transport strategy for Lutterworth that is in the process of being developed. A cycle park has been installed at the Lutterworth One-Stop-Shop to encourage cycle use in the town and Harborough District Council took part in 'Bike to Work Week'. Harborough have also introduced 'Cyclescheme' to allow employees to purchase tax free bikes. The intention is to roll this scheme out to local businesses.</p> | <p><u>School travel planning</u><br/><u>Planned outcome:</u> Traffic-related air quality will improve both on the route to school and around the school itself, with additional congestion and child safety benefits, due to modal shift away from individual private car use for the school run.<br/><u>Outcome to date:</u> 64% of the total schools in Leicestershire have school travel plans in place. The County remains on track to achieve its target of 90% STP coverage by 2010/11. 61% of schools in Harborough have travel plans.<br/><u>Cycling</u><br/><u>Planned outcome:</u> improved walking / cycling facilities encourage less use of the private car, with consequent air quality benefits.<br/><u>Outcome to date:</u> There has been a 10% growth in cycling across the County during the first two years of the LTP. This follows a period of static growth in levels of cycling across the County during LTP1 (2006-2011).</p> | <p><u>School travel planning</u><br/>As well as monitoring the number of schools with travel plans, the second LTP also monitors the % of journeys to school as the only pupil. This allows the County to look at the impact that school travel plans are having as part of efforts to encourage changes in travel behaviour as part of the school journey.</p> <p>In 2006/07 26.2% of pupils in Leicestershire travelled to school by car as the only pupil. 2006/07 figure has been reduced further to 25.0%.</p> <p>Journeys to schools figures compare extremely favourably with other authorities – Leicestershire had the second lowest % of pupils who travel to school by car as the only pupil when compared against 10 regional and comparator authorities and the joint highest level of public transport / car share use amongst its pupils (24%). 2007/08 figures for all authorities are due to be released by DfT at the end of July.</p> |
| 10                                 | Smarter Choices and promotion building on workplace travel plans   | Ongoing            | <p>Our highways, transportation and development guide for developers requires a travel plan for new developments over a certain area or number of dwellings. Furthermore, national planning guidance (PPG13) specifies that even smaller developments will require travel plans where they might generate significant amounts of traffic in, or near to, air quality management areas. Work continues to encourage major employers across the County to put workplace travel plans in place to reduce congestion. We are working closely with District Councils where planning applications are involved.</p>  | <p><u>Planned outcome:</u> there will be a beneficial air quality impact both for commuting routes to the District Council and potentially district-wide, depending on the nature of measures introduced.</p> <p><u>Outcome to date:</u> 39% of major employers (&gt;250 employees) across the County now have travel plans in place. We are on track to achieve our target for 50% of major employers to have travel plans by the end of 2010/11.</p>   |  |

| Action Plan in LTP2 (Table 7.7) | Measure   | Original timescale | Current position / Progress with measure   | Outcome to date / Planned outcome   | Comments   |
|---------------------------------|---|--------------------|--|---|--|
| *<br>11                         | Better vehicle use of roadspace for less disruption to free-flowing traffic | LTP: 0 – 2 yrs     | <p><u>CPE</u><br/>Civil Parking Enforcement (CPE) was introduced in Leicestershire from July 2007. This has seen the enforcement of parking regulations pass from the Police to the County and District Councils. We are undertaking a data gathering exercise to allow us to monitor the effectiveness of CPE. We will need at least two years worth of data before we can start identify trends and whether CPE is achieving a change in behaviour.</p> <p><u>Junction improvements</u><br/>The County Council's ongoing transport improvement programme includes schemes which are aimed at improving traffic flows through improvements to traffic signal and Intelligent Transport Systems, and major and minor junctions.</p>  | <p><u>Outcome to date:</u> n/a<br/><u>Planned outcome:</u> The increased number of traffic wardens in the district will result in fewer obstructions and less disruption to the free flow from illegally parked vehicles<br/>Reduction in congestion and improved air quality, with efficient junction designs and smarter electronic controls making best use of a junction's capacity and increasing the throughput of traffic.</p> |  |
| *<br>12                         | Land-use planning for no unnecessary additional traffic through town centre | Ongoing            | <p>The New Growth Point Initiative being pursued by the 3 Cities and 3 Counties reflect the principles of urban concentration.</p> <p>A potential Eco-town has been shortlisted for Pennbury near Stoughton in the South of the County. The proposal is for a development of 15,000 dwellings. The proposal process involves a 3 month preliminary consultation to obtain initial views on the proposal with a further period of consultation on the more detailed Sustainability Appraisal before the final announcement is made later in the year. We are working with Harborough District Council, Oadby &amp; Wigston Borough Council, Leicester City Council and the Co-Op to investigate the potential transport implications of the proposal. At this stage it is not possible to carry out any assessment of the potential impact on air quality such a development may have but should the proposal make the final stage a more detailed assessment will be undertaken as part of the planning process.</p> | <p><u>Planned outcome</u> beneficial effects on emission levels and air quality as a result of maximising the possibilities for provision of public transport and demand management measures.</p>   | The Environment Team at the District Council get a copy of the weekly planning list for consideration. Aside from the Eco-town proposal there are no significant developments in the Lutterworth area which will have an impact on the AQMA. |
|                                 |   | LTP: 1 - 2 yrs     | <p>Within Local Development Frameworks it is necessary for any major development, residential or commercial, to carryout a Sustainability Appraisal as part of the planning application process.</p>   | <p><u>Outcome to date:</u> n/a<br/><u>Planned outcome:</u> this will further reduce the impact any new major development will have on the air quality within Air Quality Management Areas.</p>  |  |

| Action Plan in LTP2<br>(Table 7.9)   | Measure                                 | Original timescale     | Current position/ Progress with measure   | Outcome to date / Planned outcome  | Comments        |             |             |             |             |             |               |             |  |     |       |       |       |       |       |       |        |       |       |       |       |  |  |  |
|--|---|------------------------|---|--|-----------------|-------------|-------------|-------------|-------------|-------------|---------------|-------------|--|-----|-------|-------|-------|-------|-------|-------|--------|-------|-------|-------|-------|--|--|--|
| <b>Appendix 3: Kegworth Air Quality Action Plan – North West Leicestershire District</b> |   |                        | <b>*District Council input</b>  |  |                 |             |             |             |             |             |               |             |  |     |       |       |       |       |       |       |        |       |       |       |       |  |  |  |
| <b>Performance Indicator Measure</b>   |   |                        |   |  |                 |             |             |             |             |             |               |             |  |     |       |       |       |       |       |       |        |       |       |       |       |  |  |  |
| *  | NO <sub>2</sub> monitoring within AQMAs | Ongoing to end 2010/11 | Passive diffusion tubes monitor NO <sub>2</sub> levels at three locations within the AQMA.<br>In 2004, the A6 in Kegworth village centre had concentrations of nitrogen dioxide slightly over the 40 µg/m <sup>3</sup> NO <sub>2</sub> threshold. | <p><u>Outcome to date:</u><br/>Measurements are in µg/m<sup>3</sup> NO<sub>2</sub><br/><u>A6 Kegworth village centre</u></p> <table border="0"> <tr> <td>2004 (baseline)</td> <td>41.6</td> </tr> <tr> <td>2006</td> <td>42.0</td> </tr> <tr> <td>2007</td> <td>49.6</td> </tr> <tr> <td>2010 (target)</td> <td>&lt;40</td> </tr> </table> <p>Due to fluctuations in observed NO<sub>2</sub> concentrations, even where emissions are decreasing, no trajectory has been specified in the LTP towards the AQMA targets. Instead, progress towards meeting air quality targets has been measured indirectly using traffic growth indicators in the three AQMAs (see below).</p> | 2004 (baseline) | 41.6        | 2006        | 42.0        | 2007        | 49.6        | 2010 (target) | <40         | Levels of NO <sub>2</sub> have increased at each of the three monitoring sites within the Kegworth AQMA. Levels of NO <sub>2</sub> have increased significantly in Kegworth village centre in 2007 as has the level of traffic growth. We are looking into the relationship between these two indicators of air quality but will need to get more data to allow patterns of traffic growth to be identified. |     |       |       |       |       |       |       |        |       |       |       |       |  |  |  |
| 2004 (baseline)  | 41.6                                    |                        |   |  |                 |             |             |             |             |             |               |             |  |     |       |       |       |       |       |       |        |       |       |       |       |  |  |  |
| 2006   | 42.0                                    |                        |   |  |                 |             |             |             |             |             |               |             |  |     |       |       |       |       |       |       |        |       |       |       |       |  |  |  |
| 2007   | 49.6                                    |                        |   |  |                 |             |             |             |             |             |               |             |  |     |       |       |       |       |       |       |        |       |       |       |       |  |  |  |
| 2010 (target)  | <40                                     |                        |   |  |                 |             |             |             |             |             |               |             |  |     |       |       |       |       |       |       |        |       |       |       |       |  |  |  |
|  | Traffic growth monitoring in Kegworth   | Ongoing to end 2010/11 | Induction loops in the road continuously measure traffic flows in both directions on the approaches to Kegworth.  | <p><u>Outcome to date:</u></p> <table border="0"> <tr> <td></td> <td><b>2004</b></td> <td><b>2005</b></td> <td><b>2006</b></td> <td><b>2007</b></td> <td><b>2008</b></td> <td><b>2009</b></td> <td><b>2010</b></td> </tr> <tr> <td>Trajectory</td> <td>100</td> <td>102.7</td> <td>105.4</td> <td>108.1</td> <td>110.8</td> <td>113.5</td> <td>116.2</td> </tr> <tr> <td>Actual</td> <td>100.0</td> <td>101.9</td> <td>101.7</td> <td>103.2</td> <td></td> <td></td> <td></td> </tr> </table>  |                 | <b>2004</b> | <b>2005</b> | <b>2006</b> | <b>2007</b> | <b>2008</b> | <b>2009</b>   | <b>2010</b> | Trajectory   | 100 | 102.7 | 105.4 | 108.1 | 110.8 | 113.5 | 116.2 | Actual | 100.0 | 101.9 | 101.7 | 103.2 |  |  |  |
|  | <b>2004</b>                             | <b>2005</b>            | <b>2006</b>   | <b>2007</b>  | <b>2008</b>     | <b>2009</b> | <b>2010</b> |             |             |             |               |             |  |     |       |       |       |       |       |       |        |       |       |       |       |  |  |  |
| Trajectory   | 100                                     | 102.7                  | 105.4   | 108.1  | 110.8           | 113.5       | 116.2       |             |             |             |               |             |  |     |       |       |       |       |       |       |        |       |       |       |       |  |  |  |
| Actual   | 100.0                                   | 101.9                  | 101.7   | 103.2  |                 |             |             |             |             |             |               |             |  |     |       |       |       |       |       |       |        |       |       |       |       |  |  |  |

| Action Plan in LTP2<br>(Table 7.9) | Measure   | Original timescale | Current position / Progress with measure   | Outcome to date / Planned outcome  | Comments  |
|------------------------------------|---|--------------------|--|--|---|
| <b>Action Plan</b>                 |   |                    |  |  |   |
| 1                                  | A6 Kegworth Bypass to divert traffic away from the village centre | LTP: 5 - 10 yrs    | The scheme will be carried out by the Highways Agency (HA) as part of the second phase of M1 motorway widening.<br>The bypass remains an integral part of the HA improvement plans for the M1. However, original HA timescales and programme (construction due to start in 2010 and be completed during the 3 <sup>rd</sup> LTP period) have been delayed due to the re-consideration of options for Junction 21 and ongoing investigation into the feasibility of Active Traffic Management following successful trials on the M42. we are involved in ongoing discussions with the HA to discuss M1 widening and the revised programme / timetable for Junction 21 to 24 work. | <u>Planned outcome:</u> Removal of through traffic, resulting in reduction of the concentration of vehicles in Kegworth.<br><u>Outcome to date:</u> n/a  |   |
| *<br>2                             | Lower emissions from district and taxi vehicle fleets             | LTP: 0-2 years     | New refuse vehicles are now fitted with hydraulic system controls to control engine revolutions and reduce fuel consumption.<br>An audit of the emissions from the district fleet is being conducted in order to set a baseline for the new National Indicator (NI) 185 (CO <sub>2</sub> emissions from Local Authority operations). These baseline details should be available by the end of the calendar year and a target for future CO <sub>2</sub> emissions will then be set.  | <u>Planned outcome:</u> environmental improvements are to be identified and introduced, with monitoring against the baseline, leading to a reduction in emissions and improved air quality throughout the district and within the AQMA.<br><u>Outcome to date:</u> n/a | <b>Reducing vehicle emissions</b><br>Although not shown as actions in this plan, as part of their delivery of a District Air Quality Action Plan, North-West Leicestershire (NWL) are working to raise awareness of the harm vehicle emissions can have on the environment and air quality. Voluntary emission testing days were run in early 2006 but due to low uptake it was decided that it was not viable to continue these. The Council are now re-evaluating the viability of the resumption of vehicle emission testing. NWL have also carried out campaigns to raise awareness and discourage drivers from allowing their engines to idle when their vehicles are parked for prolonged periods. Enforcement under The Road Traffic (vehicle Emissions) (Fixed Penalty) (England) Regulations 2002 has been carried out and fixed penalties have been issued. |
|                                    |   | LTP: Year 3        | A feasibility study and report is to be undertaken into the use of renewable energy in the Council's transport fleet. This is likely to be taken forward through the production and delivery of a 'Green Travel Plan' for the District. The Plan is targeted to be in place by September 2008 (see 6 below).   |  |   |
|                                    |   | LTP: 3-5 yrs       | Encouragement of licensed taxis / PHVs to use less environmentally damaging fuels through provision of advice, grants and other incentives.<br>No District Council action has taken place on this to date and there is no funding in place to provide grants or financial incentives to taxis or PHVs.   |  |   |

| Action Plan in LTP2<br>(Table 7.9) | Measure   | Original timescale | Current position / Progress with measure   | Outcome to date / Planned outcome  | Comments   |
|------------------------------------|---|--------------------|--|--|--|
| 3                                  | Consideration of air quality in respect of land-use and planning applications | Ongoing            | <p>The New Growth Point initiative being pursued by the 3 Cities and 3 Counties reflect the principles of urban concentration. Housing growth planned in Loughborough may increase the amount of traffic on the A6 trying to get to J23a / 24 of the M1. The planning process will fully consider the impact of such growth on air quality.</p> <p>An Eco-town for Rushcliffe has been proposed as part of the Government shortlist of 15. Should this go ahead, it is likely to result in increased traffic on A453 / J24 of the M1. Eco-towns that are taken forward will be subject to a Sustainability Appraisal.</p> <p>Sutton Bonnington College are expecting a 300% increase in student population in the next few years which will have an impact on the level of traffic in the surrounding area (including Kegworth).</p> | <p><u>Outcome to date:</u> beneficial effects on emission levels and air quality as a result of maximising the possibilities for provision of public transport and demand management measures.</p> | All plans for development and planning applications are assessed by the District's Environmental Health team for air quality implications. |
|                                    |   | LTP: 1 - 2 yrs     | <p>Within Local Development Frameworks it is necessary for any major development, residential or commercial, to carryout a Sustainability Appraisal as part of the planning application process. No new developments are currently planned for Kegworth.</p>   | <p><u>Planned outcome:</u> Further reduce the impact any new major development will have on the air quality within the Air Quality Management Area.<br/><u>Outcome to date:</u> n/a</p>            |  |



| Action Plan in LTP2 (Table 7.9) | Measure   | Original timescale | Current position / Progress with measure   | Outcome to date / Planned outcome   | Comments |
|---------------------------------|---|--------------------|--|---|----------|
| *<br>4                          | Network management for road works, incidents and planned events | Ongoing            | <p>We have a Network Management Plan in place which sets out the way in which we perform the Network Management Duty placed on Local Transport Authorities by the Traffic Management Act 2004. This includes our approach to co-ordinating streetworks which sees regular meetings with statutory undertakers and transport authorities as well as how we deal with incidents and planned events. We have well documented incident management procedures which are discussed and developed on a regular basis at the Local Contingency Forum. Our roadworks protocol aims to provide improved roadworks information to the public and greater involvement for the public in our approach to delivering roadworks.</p> <p>We are part of a working group that considers traffic management arrangements for major events at Donington Park. Measures including temporary road closures and one way road orders, and also physical works such as a temporary footbridge for pedestrians to gain access to the site are intended to minimise congestion around the circuit and on approach roads in the neighbouring villages. Road and street works in this area are controlled during such events by Northern Area NRSWA Consultation Group.</p> <p>The recent announcement of Castle Donington as the new venue for the British Grand Prix will also present challenges for the County Council and North-West Leicestershire to limit the impact the expansion of this venue has on air quality. The County Council will work hard to ensure that adequate transport infrastructure is put in place to support this venue and ensure that traffic management plans are in place to limit the impact on air quality when the venue is in use.</p> | <p><u>Outcome to date:</u> severe congestion on a regular basis in all the villages around Castle Donington, including Kegworth, is avoided on a regular basis. We have a number of traffic counters in and around both Kegworth and Castle Donington that allow us to monitor the impact on traffic levels when the venue is in use.</p> |          |

| Action Plan in LTP2<br>(Table 7.9) | Measure  | Original timescale | Current position / Progress with measure   | Outcome to date / Planned outcome   | Comments   |
|------------------------------------|--|--------------------|--|---|--|
| 5                                  | School travel planning with investment in walking and cycle routes | LTP: 3 yrs         | <p><u>School travel planning</u><br/>Concerted efforts continue to increase the number of schools with travel plans across the County. We work closely with schools to encourage and support them in the development of plans. To further encourage them to do so our capital investment programme for safer routes to school is focused on those who have travel plans or are developing them.</p> <p><u>Cycling</u><br/>A key plank of our strategy to tackle congestion is to encourage much greater levels of cycling across the County by improving the cycling facilities available. A cycling counter was installed in Kegworth in 2007 to record the number of cycling trips as part of our efforts to build up a picture of travel behaviour in the village. As 2007 was the first time we collected this data we do not yet have access to any trend information but should be able to start monitoring this from 2008 onwards.</p> <p>The East Midlands Airport National Cycle Network Route 15, to East Midlands airport, was completed in 2007/08. This crossing makes use of a Cycle Activated Traffic Sign (CATS) that is the first of its kind in the world. Three other cycling schemes have been delivered in NWL to encourage cycling.</p> <p>The District Council's Environmental Strategy includes actions to develop an Active Together promotional calendar and communication plan (including Walks and Rides), over-60s Active Together roadshows in priority neighbourhoods and the launch of web-based cycling and walking downloadable routes and guides.</p> <p>NWL undertake presentations to local schools in 2007 to raise awareness of air quality issues.</p> | <p><u>School travel planning</u><br/><u>Planned outcome:</u> Traffic-related air quality will improve both on the route to school and around the school itself, with additional congestion and child safety benefits, due to modal shift away from individual private car use for the school run.</p> <p><u>Outcome to date:</u> 64% of the total schools in Leicestershire have school travel plans in place. The County remains on track to achieve its target of 90% STP coverage by 2010/11. 72% of schools in NWL have travel plans. This is the highest % across all Districts.</p> <p><u>Cycling</u><br/><u>Planned outcome:</u> improved walking / cycling facilities encourage less use of the private car, with consequent air quality benefits.</p> <p><u>Outcome to date:</u> There has been a 10% growth in cycling across the County during the 1<sup>st</sup> 2 years of the LTP. This follows a period of static growth in levels of cycling across the County during LTP1 (2006-2011).</p> | <p><u>School travel planning</u><br/>As well as monitoring the number of schools with travel plans, our second LTP also monitors the % of journeys to school as the only pupil. This allows to look at the impact that school travel plans are having as part of efforts to encourage changes in travel behaviour as part of the school journey.</p> <p>In 2006/07 26.2% of pupils in Leicestershire travelled to school by car as the only pupil. 2007/08 figure has been reduced further to 25.0%.</p> <p>Our 2006/07 figure of 26.2% compares extremely favourably with other authorities – Leicestershire had the 2<sup>nd</sup> lowest % of pupils who travel to school by car as the only pupil when compared against 10 regional and comparator authorities and the joint highest level of public transport / car share use amongst its pupils (24%). 2007/08 figures for all authorities are due to be released by DfT at the end of July.</p> |

| Action Plan in LTP2 (Table 7.9) | Measure   | Original timescale | Current position / Progress with measure  | Outcome to date / Planned outcome  | Comments   |
|---------------------------------|---|--------------------|---|--|--|
| *<br>6                          | Smarter Choices and promotion building on workplace travel plans            | LTP: 3 yrs         | Our highways, transportation and development guide for developers requires a travel plan for new developments over a certain area or number of dwellings.<br>Furthermore, national planning guidance (PPG13) specifies that even smaller developments will require travel plans where they might generate significant amounts of traffic in, or near to, air quality management areas.<br>Work continues to encourage major employers across the County to put workplace travel plans in place to reduce congestion. We are working closely with District Councils where planning applications are involved.  | <u>Planned outcome:</u> there will be a beneficial air quality impact both for commuting routes to the District Council and potentially district-wide, depending on the nature of measures introduced.<br><u>Outcome to date:</u> 39% of major employers (>250 employees) across the County now have travel plans in place. We are on track to achieve our target for 50% of major employers to have travel plans by the end of 2010/11. | The District Council is developing its own Staff Travel Plan to be in place from the start of 08/09. As part of this flexible and home working is being promoted for suitable sites. |
|                                 |   | LTP: 3 - 5 yrs     | Work to develop a 'Green Transport Plan' for the district is to be completed by September. This will explore the options for alternative modes of transport, with tasks and milestones to be developed in future years. A programme of work is to be developed, aimed at encouraging greater take-up of Green Travel Plans within the district.   |  |  |
| 7                               | Better vehicle use of roadspace for less disruption to free-flowing traffic | Ongoing            | <u>CPE</u><br>Civil Parking Enforcement (CPE) was introduced in Leicestershire from July 2007. This has seen the enforcement of parking regulations pass from the Police to the County and District Councils. We are undertaking a data gathering exercise to allow us to monitor the effectiveness of CPE. We will need at least two years worth of data before we can start identify trends and whether CPE is achieving a change in behaviour.<br><u>Junction improvements</u><br>Our ongoing transport improvement programme includes schemes which are aimed at improving traffic flows through improvements to traffic signal and Intelligent Transport Systems, and major and minor junctions. | <u>Planned outcome:</u> The increased number of traffic wardens in the district will result in fewer obstructions and less disruption to the free flow from illegally parked vehicles<br>Reduction in congestion and improved air quality, with efficient junction designs and smarter electronic controls making best use of a junction's capacity and increasing the throughput of traffic.  |  |

Actions not covered in the above Action Plan that have the potential to improve the air quality position in Kegworth include the development of the new East Midlands Parkway Station which will open in December 2008. It is hoped that this will reduce the level of traffic using the A6 by providing an alternative option for people wanting to travel to Derby, Leicester, Loughborough and Nottingham. North-West Leicestershire have also been positive about the new Skylink bus service to East Midlands Airport which has helped to reduce the number of taxis going to and from the airport. The service was introduced in early 2007 and provides an hourly bus between Coalville, Castle Donington, East Midlands Airport and surrounding villages en route, 7 days a week, from as early as 4am through to midnight every day.