Appendix C

NO_2 Air Quality Action Plan, AQAP – July 2008 update

The Derby Joint Local Transport Plan

NO_2 Air Quality Action Plan, AQAP – July 2008 update

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

Action Plan measure / target	Original Time-scale	Progress with measure /	Outcome to date	Comments
Increase the number of low emission vehicles within the Council's own fleet.	Short to medium	**Achieved.** Environmental considerations and vehicle emissions now form a fundamental part of any decision to purchase a new vehicle. This is now an ongoing measure as part of fleet renewal.	Approximately 30% of the vehicle fleet is now low emission. The fleet now includes 12 LPG/petrol dual fuel vehicles and 120 diesel powered vehicles running on a percentage of B5 bio-diesel. The refuse collection fleet has been updated to include 10 RCVs now running with the cleaner Euro IV technology engines. We are currently analysing the results of trialling 100% bio-diesel with a limited amount of vehicles.	Sets a good example to local businesses and reduces vehicle emissions. A review of grey fleet patterns is planned to build on the work of the recent staff travel to work survey. This will enable us to develop a pool of intervention options to influence staff travel to work and within the working day. This should help us to identify options to reduce staff travel and use less polluting travel choices when the journey is unavoidable.
Use electric vehicles in the Council fleet.	Short	**Achieved.** Trials of electric vehicles are ongoing and where appropriate the vehicles are included in the council fleet. New Modec electric vehicle was trialled in 2007 but was found to be too large for requirements. The City Council fleet contains an electric van.	Electric motorbike introduced to fleet for parking section. Extended year long trial of new electric van to commence in July 2008.	Reduces emissions locally but requires electricity production, which may result in pollution elsewhere. Has the potential to set a good example for local businesses. Continuing to consider options to extend this measure as technology advances.
Provide a training programme for Council fleet drivers to promote smoother, more economical urban driving techniques.	Short	**Achieved.** Council Driver Awareness Course ongoing. Part of programme involves correct driving technique and the efficient use of fuel through smoother driving and journey planning. This training is included in authority's driver assessment when staff who drive a council vehicle join the Council.	60 drivers now passed through Eco-Driving course looking to reduce fuel consumption and carbon footprint of vehicles via driving techniques and improved use of "newer vehicles". A pilot scheme is currently under development to use black box technology to monitor and target individual high risk driver behaviour. This will initially include ten vehicles. There are major potential benefits of this technology, including the reduction of accidents, motoring costs, fuel consumption and environmental impacts.	This training is being provided as widely as possible subject to budget constraints. The training involves improving driver awareness about safety as well as environmental considerations and can help to improve fuel economy, which may help to cut the costs of running vehicles. Training is scheduled for 100 more employees in 2008/09. The recent "Green Fleet Review " for the city council's fleet has recommended an additional course for existing drivers based on the SAFED programme. (Safe And Efficient Driving).
Ensure that all diesel powered vehicles in the Council fleet use only ultra low sulphur diesel.	Short	**Achieved.**	All Derby City Council vehicles now run on ultra low sulphur diesel and this is ongoing.	Ongoing measure. Reduces sulphur dioxide emissions from vehicles used frequently within the city boundary. Helps with overall air quality but no impact on NO_2. Sets a good example to other local businesses.
Undertake roadside emissions testing in and around the AQMA, issuing fixed penalties to those who continue to pollute excessively.	Short to medium from decision to implement.	**Action investigated but not thought suitable at this time.** This has been found by other local authorities to be useful at raising awareness about reducing emissions and the benefits of car maintenance. Legal powers to undertake roadside testing adopted. May be implemented in the future as part of awareness raising exercises.	Not currently considered appropriate to implement this measure due to high costs and poor returns experienced by other local authorities..	Feasible but not currently appropriate. Encourages improved vehicle maintenance but other authorities have found that there is little impact on pollutant levels. Fixed penalties do not cover costs and are difficult to enforce. Costly in terms of time and manpower but useful as part of awareness raising events as a voluntary scheme. Also has the potential to reduce noise by encouraging the repair of damaged exhausts.

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Train and delegate 'engine switch off' powers to selected officers. Issue fixed penalties to persistent offenders who leave their engines running in places such as bus stops, rail stations and taxi ranks.	Short	**Action investigated but not thought suitable at this time.** May be used in connection with the new bus station, expected to be completed in 2010/2011.	Awaiting possible implementation in connection with the new bus station.	Feasible in limited areas where Council has powers. Potential to reduce emissions through enforcement of idling legislation. A programme of engine switch off enforcement would involve signs and publicity that would raise awareness of air quality considerations. Reducing emissions from idling engines may also help to prevent exhaust odours in public places. A mandatory scheme could have a negative public perception.
Develop a policy on replacing existing Council 'non green' vehicles, identifying vehicles to modify with particulate traps or other emission control devices, and seeking funding from the Energy Savings Trust, EST.	Short to medium	**Achieved.**	All HGVs are now specified with Continually Regenerating Traps for their Euro III diesel engines. All new large goods vehicles are procured with Euro IV compliant engines, which include state of the art particulate filtration traps.	Compressed Natural Gas investigated for refuse collection vehicles and not found to be viable.
Trial new fuels and fuel additives in Council's diesel storage tanks, monitoring emission reductions and performance improvements of vehicles involved in trials.	Short to medium	**Achieved and ongoing.** Trials ongoing and new fuels introduced as appropriate.	Derby City Council currently runs around 100 vehicles on bio-diesel. The council's " in house " tanks at Stores Road depot supply these vehicles with the bio-diesel blend. The authority also has a 100% bio-diesel tank to facilitate its bio-diesel trials. The council is intending to run 8 to 10 large vehicles in this neat bio-diesel blend. We are currently analysing results of a trial of 8 vehicles on 100% Bio-diesel. This is proving to be problematic as technical issues of car filter plugging and blockages of fuel lines have adversely affected all vehicles on the trial. Looking to restart the test with a pre-heat system.	Ongoing measure. Potential to reduce fuel consumption and related emissions. Council may set an example for local businesses to follow. Needs more research to establish the correct mix where appropriate to optimise emission reduction and ensure a sustainable source of the bio component. Has the potential to reduce fuel costs.
Encourage bus companies to enforce policies about idling engines and the benefits of smoother driving.	Short – ongoing	**Achieved and ongoing**.	It is the policy of both Arriva Midlands Ltd and trent barton to switch off idling engines. Derby City Council encourages this at bus operator meetings.	Could reduce unnecessary emissions and prevent nuisance odours from exhausts. Could also reduce fuel consumption.
Undertake seminar and conference development in key action plan areas to offer environmental best practice sharing and learning across all sections of the community.	Short to medium	**Achieved and ongoing**. Relevant events held regularly to sustain the impact of this measure.	Key events have included: • 2004 School travel plan conference • annual Youth Cycling conference in partnership with Sustrans • we are key partners in the Derby Physical Activity Strategy, and work closely to deliver joint projects and contribute to events and seminars • in 2008 we ran a national best practice seminar on Transforming Transport Choices, focussing on cycling.	Reduces emissions by raising awareness about less polluting choices. Pursued in conjunction with the launch of other action plan measures when appropriate. This provides opportunities to raise awareness about other environmental issues as well as air quality. These may include protecting biodiversity and other quality of life issues.

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Urban trees. Consider the pollutant trapping/lowering properties of different trees when choosing replacement and new saplings. Encourage developers to do the same during landscaping of new developments.	Short	**Achieved and research ongoing.**	Derby City Council plants as many trees as possible on the road side and developments have to include a certain proportion of planted area. Research into which trees are most appropriate in terms of pollutant trapping capabilities is ongoing internationally and is a rapidly developing area. Derby City Council takes an active interest in the outcomes of this ongoing research and will include it when assessing the pros and cons of different species.	Certain trees are more effective at trapping particulates than others and are useful at roadside locations. Urban trees will not benefit NO_2 levels but act as carbon sinks over a long period of time and can improve the appearance of public spaces. However, urban trees often need watering, maintenance and create debris.
Pay and display for all on street parking spaces, removing all free long stay street parking facilities in the city centre.	Short - ongoing	**Achieved and ongoing**.	In 2001/02, we met the target of eliminating long-stay, on-street parking in the city centre. Pay and display meters were installed creating better space turnover.	Feasible. Reduces emissions from vehicles repeatedly driving round to find a space. Meters in place so future costs should be low. This also tackles congestion around the city centre by preventing repeat journeys around the same busy areas. We are investigating the feasibility of extending the on-street pay & display restrictions to more peripheral city centre streets and district / neighbourhood centres that are subject to long-stay commuter parking.
Develop or facilitate pool car schemes, city car clubs and ride-sharing schemes.	Short to medium	**Achieved and ongoing**.	Countywide car share database established. Sub-group areas for individual business established. See www.carsharederbyshire.com.A car sharing scheme for Derby City Council employees is currently under development following approval of our Corporate Travel Plan.	Cuts vehicle emissions by reducing the number of vehicle km travelled in Derby Joint LTP area. This also reduces fuel use and tackles congestion by reducing the number of cars on the network.
Carry out driver training and education to improve techniques for motorists and promote smoother driving	Short	**Achieved for Council employees**	Future driver training may be considered as part of the Derbyshire Casualty Reduction Partnership.	Training not offered externally due to budget constraints. Service could be extended subject to additional funding. Could reduce emissions through smoother driving techniques, reducing stop/start traffic and lowering fuel consumption. This training also involves other important driver training such as safety awareness.
Declare Low Emission Zones to exclude the most heavily polluting vehicles.	Medium to Long	**Action investigated but not thought suitable at this time.**	The measure continues to be considered for possible future implementation.	Not currently feasible. The mechanism is not in place to enforce a low emission zone and it would be difficult to put in place during the lifetime of LTP2. Not ruled out for the future, particularly if used in conjunction with similar measures from neighbouring authorities. It may also make certain areas more appealing for pedestrians. However, this would be an unpopular measure with the public and could provide a disincentive for businesses to develop in Derby, in comparison with other urban centres.
Light Rapid Transport System, LRT	Long	**Action investigated but not thought suitable at this time.**	The measure continues to be considered for possible future implementation.	Not currently feasible. Providing another alternative to private car use enhances people's choices and should reduce traffic. However, LRT Systems are very expensive and typically take a long time to implement. There are currently no proposals to introduce an LRT system in Derby. Even if plans were in place, air quality improvements would be very long term. It would, however, help to tackle congestion by proving an appealing alternative to the car.

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National freight interchange site	Medium to Long	**Action investigated but not thought suitable at this time.**	Several sites have been investigated to determine suitability. However, there are currently no sites in or around the city that have been identified as suitable for a development of this type.	Not currently feasible. This would allow freight to be transported by smaller, cleaner vehicles through sensitive areas. However, the impact upon the AQMAs of a scheme of this type would be small as it would primarily attract long distance and inter regional freight traffic. A proposal of this type might actually have negative air quality impacts within the vicinity due to the large number of HGVs entering and leaving the site to drop off/pick up cargoes. It could, however, also help to reduce noise from large vehicles in sensitive areas.
HGV ban in city centre	Medium to Long	**Action investigated but not thought suitable at this time.** .	HGVs are effectively kept out of the city centre without the need for a ban as the whole of the city within the outer ring road is covered by a 7.5 tonne weight restriction. An exception is applied for vehicles requiring access, including businesses within the city centre requiring services and deliveries.	Not currently feasible. The impact of one HGV servicing a business may be less than several light goods vehicles delivering the same load. Swapping one large vehicle for several smaller ones may also make congestion worse.
Traffic calming within the AQMAs	Medium to Long	**Action investigated but not thought suitable at this time.**	The measure continues to be considered for possible future implementation.	Not currently feasible. The AQMAs do not contain areas where this measure is currently considered appropriate. Traffic calming will continue to be used where appropriate to meet other transport priorities and is important for road safety but may have adverse effects on air quality by preventing smooth driving techniques.
Speed restrictions within the AQMAs	Short	**Achieved and ongoing.**	Speed restrictions of 30 and 40 mph are in place within the AQMAs. It would currently be of no additional benefit to air quality to slow traffic down further.	Lower vehicle speeds can produce less emissions, particularly by minimising stop/start driving. Speed also remains an important consideration for road safety and is constantly reviewed and amended where appropriate.
Consider implementation of city wide vehicle access controls.	Medium to Long	**Action investigated but not thought suitable at this time.**	The measure continues to be considered for possible future implementation. Could include limited access by vehicle number-plate colour/day of the week or a similar system, or road narrowing – restricting access to certain vehicle widths preventing larger vehicles from using sensitive areas.	Not currently feasible. Considered unsuitable at this time and has been proven to fail to achieve desired goals in other situations, encouraging the purchase of multiple vehicles for each household. However, if the objective of reducing vehicle numbers was achieved through this measure, it would also help tackle congestion.
Lobbying for advanced legislation to exclude or ban certain vehicle types.	Long	**Action investigated but not thought suitable at this time.**	The measure continues to be considered for possible future implementation.	Not currently feasible. This is unsuitable on the grounds of economy, social exclusion and general viability. A successful scheme would, however, also have the potential to reduce noise and nuisance odours from certain vehicle types.
Pavement nitrogen dioxide sinks.	Short to medium from decision to implement	**Action investigated but not thought suitable at this time.**	The measure continues to be considered for possible future implementation.	Not currently feasible. Only some of this technology is proven and would not be cost effective or appropriate for Derby at this time.

Action Plan measure / target	**Original Time-scale**	**Progress with measure /**	**Outcome to date**	**Comments**
Ensure that air pollution is taken into consideration when assessing applications for planning permission.	Short	**Achieved and ongoing**.	This is a fundamental part of the assessment process and includes encouraging travel by foot, cycle or public transport as part of travel plans related to the development.	Ongoing part of planning process. New developments can attract more traffic but well planned developments can have neutral or positive impact on air quality, by including mitigating measures that may be of wider benefit to the area and also tackle congestion.
Consider the air quality impact of proposals in the regeneration of the city centre through Derby Cityscape Ltd.	Medium	**Achieved and ongoing**.	Air quality is now a material consideration when assessing city centre planning applications, including through Derby Cityscape Ltd.	Encourages redevelopment of previously used land and buildings. Encourages the use of more sustainable modes of transport, which may also tackle congestion.
Apply Supplementary Planning Guidance, SPG, on the assessment of the air quality impacts of new development and prepare guidance notes for developers.	Short	**Achieved and ongoing.**	Supplementary planning guidance has been adopted and is given weight in planning decisions as it supports the "saved" policies in the Local Development Framework.	Ongoing part of planning process. Helps to integrate air quality considerations into the early stages of planning.
Introduce design guidance on minimising exposure to areas of poor air quality in new developments through the use of site layout and mitigation measures.	Short	**Achieved and application is ongoing**.	The design guidance is complete and is being applied to new planning applications.	Ongoing part of planning process. Designs to minimise exposure to areas of poor air quality can include opportunities to enhance the natural environment by using natural barriers such as trees and promote layouts that would prevent congestion arising from vehicles trying to access the area.
To ensure that the traffic impacts of all major land use developments and major highway network improvements are modelled and monitored to assess their air quality impacts.	Short	**Achieved and ongoing.** This allows potential air quality effects to be identified and taken account of in planning decisions.	We currently measure the traffic impacts of all major land use developments and major highway network improvements. Developments are modelled and monitored using the Derby Area Transport Model, DATM if they represent a significant change in land use intensification. Developers are requested to consider air quality particularly if their development falls within an AQMA.	Factoring air quality considerations into early stages of the development process can help to form integrated plans that also tackle other priorities such as safety and congestion in a balanced way.
Seek financial contributions for air quality monitoring and mitigating measures from developers in or near the AQMAs. This can be achieved via S106 planning agreements, in line with Planning Policy Statement 23.	Medium	**Achieved and ongoing**. Reduces the traffic impact of new developments.	We currently seek contributions through the S106 supplementary planning documents to mitigate the impact of new developments. These often support improvements to public transport and sustainable travel modes which helps to support other initiatives to improve air quality.	This can provide funds to implement measures to prevent a worsening of air quality due to developments and can benefit the wider area and other shared priority outcomes such as tackling congestion.
Adhere to the Regional Environmental Action Plan, incorporating air quality issues into regional development.	Short	**Achieved and ongoing.**	The Regional Environmental Action Plan has been adopted.	This helps to approach air quality considerations and other quality of life issues in a regional context, which can have further reaching benefits than isolated local schemes.

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Car free developments.	Short	**Consideration ongoing.** Schemes are encouraged where appropriate.	As a Highway Authority we encourage parking below Maximum Standards. The standards, particularly in the City Centre, are quite rigorous. Where appropriate we consider car free development.	This will prevent increasing traffic levels and increase the market for improved public transport. This measure relies on the type of development being proposed and this cannot be predicted.
Consider applying a 'buffer zone' requirement to the planning process to require sensitive developments to be sited at least 14 m from the kerbside.	Short	**Consideration ongoing**, Included in internal guidance.	The measure continues to be considered for possible future implementation.	This could help to protect the public from exposure to vehicle exhaust emissions, providing health benefits and reducing road traffic noise in new developments. The 14 metre limit will need further research to confirm that it is the necessary distance limit exposure.
Use highway design techniques to maximise the distance between dwellings and kerbside.	Short-ongoing	**Achieved and ongoing**.	Appropriate highway design techniques are routinely used to maximise benefits for air quality in consideration with other objectives of a scheme..	This could help to protect pedestrians from exposure to vehicle exhaust emissions. However, this measure is limited by the physical constraints of many streets.
Require mitigating measures such as business travel plans via planning agreements with developers.	Medium	**Achieved and ongoing**.	This measure is currently in practice and has been successfully implemented, particularly for major developments.	Ongoing as part of the planning process. This helps to prevent increased emissions and congestion due to an increase in car journeys resulting from new developments.
Decentralise services to reduce the need to travel.	Medium	**Achieved and ongoing**.	This measure is implemented where practicable. Achievements include providing Council local access centres such as the One Stop Shop in Sinfin.	Minimises emissions and tackles congestion by reducing unnecessary journeys and improves accessibility of services.
Complete ban on new development within AQMAs	Short from decision to implement	**Action investigated but not thought suitable at this time.**	The measure continues to be considered for possible future implementation.	Not currently feasible. Would be contrary to government advice on landuse and air quality, with severe implications for the sustainable growth of the city.
Moratorium on all new road building in or adjacent to AQMAs.	Short from decision to implement	**Action investigated but not thought suitable at this time.**	The measure continues to be considered for possible future implementation.	Not currently feasible. Well planned road building can bring about a net improvement to air quality by moving heavy traffic away from 'sensitive receptors' and can also tackle congestion. Major road projects have to provide an Environmental Impact Assessment and will be subject to public consultation.
Extend the UTMC and COMET systems.	Medium	**Achieved and ongoing**.	UTMC has been implemented in Derby. This enables traffic flows to be managed, by linking and co-ordinating traffic signals across the city. It links junctions, reduces stop and start journeys and improves traffic flows overall, therefore minimising congestion, particularly for buses. COMET links to the UTMC database and provides a selection process to run the most suitable signal plan strategy, dependent on traffic conditions. UTMC has been extended to cover the new Traffic Street area to include five major new junctions and one pedestrian crossing, providing a smoother traffic flow through the area. The expansion of COMET is providing improved flows on major bus routes. Plans and Strategies have been revised in Traffic Street region to improve traffic flows and reduce delays. New COMET strategies have been brought on line to control Pentagon roundabout to better address queues and delays. Work will be complete in summer 2008 to implement SCOOT control at Mitre Island and Osmaston Road / Ascot Drive to reduce peak time delays.	Used to tackle congestion in the AQMAs and provide benefits for buses at key traffic signal junctions throughout the city. This system can move emissions around rather than removing them but can be used to tackle congestion in sensitive areas and can reduce emissions where this will bring about the greatest health benefits. UTMC is less effective where signal junctions are too far apart to provide co-ordination.

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Expand the Urban Traffic Management and Control System, UTMC to include remote fault monitoring on signals.	Medium	**Achieved and ongoing**	Two additional sites have had remote monitoring equipment installed in 2007/08 and are fully functional. Derby City Council now has a total of 98 remote fault monitors for signals.	This provides a fast response and so prevents delays caused by faults that can result in congestion and increased emissions due to stop/start traffic.
Minimising road closures and temporary traffic controls by co-ordinating works, and charging utilities for spending longer than scheduled on completing works.	Short - ongoing	**Achieved and ongoing**	0.28 days disruption per km achieved in 2007/08. Under the Traffic Management Act 2004, Derby City Council has taken on a new Traffic Manager to implement this measure. Coordination of works is an on-going process, requiring compliance from all work promoters. New powers have been given to local highway authorities to direct works. The City Council is implementing changes to processes to reflect the application of the new regulations to road repairs, schemes, street lighting and other functions such as street cleaning and waste operations.	Helps to tackle congestion and stop/start driving caused by road closures and temporary traffic controls. Extending this measure to include rapid response to remove broken down vehicles may increase the impact.
Connecting Derby	Medium	**Ongoing and on track to be completed in 2010/11**.	Unnecessary traffic has been restricted in the city centre in the initial stages of Connecting Derby. Junctions will be improved, new pedestrian and cycle facilities will be installed at key locations and new road links will be constructed to improve traffic flow. The Compulsory Purchase Order and Side Roads Order were confirmed with the exception of the junction alterations at Five Lamps and some minor amendments elsewhere in December 2007. A Public Inquiry was held in December 2007 to consider a Village Green application. The Inspector's recommendation was accepted by Planning Control Committee on 29 May 2008 and the application refused. The Major Scheme Business Case will be forwarded to the DFT in the near future, and if accepted construction works could commence later this year.	Connecting Derby will be completed within LTP2 and will tackle congestion by improving infrastructure and prioritising road use to selected users in congested areas.. Modelling of the direct impact on air quality shows that there will be a slight overall improvement. In some locations, emissions will be higher due to the re-routing of traffic but traffic flow will improve on the inner ring road AQMA. The inclusion of new pedestrian and cycling facilities will aid other action plan measures and transport priorities.
Multi-occupancy vehicle lanes	Short to Medium from decision to implement	**Action investigated and variation implemented**	Although multi-occupancy vehicle lanes have not been implemented, a 'powered two wheelers in bus lanes' trial proved a success and the principal has been adopted in Derby. The measure continues to be considered for possible future implementation.	Feasible only in very limited areas of Derby City. There is not generally enough road space to provide multi-occupancy lanes as well as provide for buses and general traffic and there are enforcement limitations. The focus in Derby is currently on providing facilities to assist the reliability of bus services.
Use of traffic management response plans where high pollution peaks occur.	Medium	**Action investigated but not thought suitable at this time.**	The measure continues to be considered for possible future implementation.	Not currently feasible. Expensive and difficult to manage. Trials show unreliable results, potential conflicts with other priorities and the cost is likely to outweigh the benefit in Derby given current technology. Not ruled out for the future.
Grade separating congested junctions e.g. flyovers and underpasses.	Medium from decision to implement	**Under development for the A38. On track for delivery during 2014-2016.**	Grade separation at the Markeaton roundabout on the A38 is set to go ahead and is currently under development. The A38 Derby junction scheme is the only scheme in the region identified through the RFA process, as top priority in the five-year period from 2011 to 2016.	Feasible on the A38 but no other locations in Derby at present. Further grade separation could potentially reduce emissions at congested junctions within the AQMA, however the landtake, visual impact and the cost to implement far outweigh any air quality benefits, which may be gained through their introduction.

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Congestion charging	Long	**Action investigated but not thought suitable at this time.**	The potential of congestion charging to improve air quality by reducing traffic flow has been modelled as part of Derby Area Transport Study, DATS, and is suggested as a long-term measure. Congestion charging was considered as part of a multi-authority Transport Innovation Fund project but the scheme was not considered viable in that format. The measure continues to be considered for possible future implementation.	Not feasible during the lifetime of LTP2. Future proposals of this nature will be subject to widespread consultation and will need to be implemented as part of a regional or national scheme. This kind of scheme would discourage traffic and may provide funds for promoting alternatives to the car.
Develop home working initiatives within the Council and encourage local businesses to adopt similar initiatives.	Short to medium	**Achieved and ongoing**	Home working is now being practiced within several departments at Derby City Council. Longer term policies can now be developed and a strategy for rolling home working out across the council, allowing large numbers of home workers without putting a strain on the Councils internet bandwidth. Planned future development of business travel plan initiatives will include the encouragement of home working initiatives with local businesses.	Can minimise car trips and so help to reduce vehicle emissions and tackle congestion.
Develop an information and marketing strategy, to raise awareness of air quality related issues including use of broadcast media, for example, radio broadcasting of traffic and travel news and website development.	Short to medium	**Currently under development** with some awareness raising initiatives implemented. On track for completion of a Smarter Choices marketing strategy during the LTP2 period.	The development of smarter choices marketing strategy in 2008/09 will include will include air quality as a key component. Air quality issues will be raised as part of the stakeholder consultation on the LTP2 progress report in 2008. The newly redesigned Derby City Council website will also present an online version of the LTP2 progress report and real-time pollution information for Derby will shortly be available via a link from the Council's website.	Increases public awareness of transport and air quality issues. Can also be used to promote safety initiatives, public transport promotions and other important information that can help the public make better, more informed choices.
Use VMS to inform drivers whether parking spaces are available.	Short – ongoing	**Achieved and ongoing**.	The car park management system has been integrated into the UTMC system. The system was expanded in 2007/08 to 10 car park information signs covering the larger car parks around the inner ring road. Further development will take place as part of the Connecting Derby scheme.	Prevents unnecessary driving round in search of a space, minimising vehicle emissions and easing congestion.
Increase the use of VMS to include information such as pollution levels.	Medium to long	**Not yet implemented but on track to tie in with future developments where applicable**.	The use of VMS could be extended in the future, tied in with the development of additional park and ride facilities.	Feasible but the extent and timescale relies on adequate funding and the linking in of compatible monitoring equipment. Could be extended to include information about delays and promote the use of park and ride.
Investigate the possibilities for local freight and deliveries by alternative transport modes, including cycle couriers, electric vehicles and co-ordinated home delivery systems.	Short	**Achieved in the Council fleet**.	Council travel uses alternative modes where appropriate including the electric motorcycle and van.	Encourages modal shift away from the most heavily polluting vehicles. Could prevent noise and nuisance odours from HGVs in sensitive areas. Alternative transport modes can be considered by the Freight Quality Partnership and in connection with business travel plan development.
Safer routes to school	Short - ongoing	**Achieved and ongoing**	Physical measures introduced to enhance the safety of the school journey, thereby encouraging sustainable travel choices. Ten safer routes to school schemes were completed in 2004/05, nine were done in 2005/06, ten were done in 2006/07 and three were completed in 2007/08. Four additional schemes are planned for 2008/09.	Increases numbers of children walking and cycling to school and has associated health benefits from increased exercise. Gives parents greater confidence to allow children to travel to school alone and tackles congestion by reducing unnecessary car journeys.

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Business travel plans	Short to medium	**Achieved and ongoing**	Derby City Council is currently developing it's Employee Travel Plan, which is hoped will provide an example and expertise that we can share with local businesses. The aim is to reduce carbon and nitrogen dioxide emissions and congestion resulting from employee travel by: • reducing single occupancy car journeys to and from work from 59% in 2008 to 50% in 2011 • reducing employee car business mileage by 10% by the end of 2011. It also aims to promote and encourage the use of more sustainable travel options by employees for both commuting and business journeys. Associated targets are to: • increase bus travel to and from work from 14% in 2008 to 18% in 2011 • increase cycling to and from work from 7% in 2008 to 11% in 2011 Travel Plans for new developments are secured through the planning application process. We currently ask for travel plans for employment and housing over certain sizes. We are investigating mechanisms to fund a new post to support business travel planning.	Requires more funding to maximise the benefit and allow monitoring to establish the level of effectiveness. Encourages modal shift through a site based 'carrot and stick' approach. Should help tackle congestion and reduce emissions from lone car journeys.
School travel plans	Short	**Achieved and ongoing. On track to achieve the 2011 target.**	Formal plans have been developed in partnership with schools to encourage the school community to walk, cycle or use public transport for travel to and from school. 50% of local authority schools in Derby will have travel plans by the end of 2005/06, with a target of 90% by 2010/11. By the end of 2007/08 74 out of 105 schools had travel plans, with a further twelve planned for 2008/09.	Increases numbers of children walking and cycling to school and has associated health benefits from increased exercise. Minimises exhaust emissions and congestion by reducing unnecessary car journeys.
Smarter Choices initiatives to compliment improved transportation facilities in targeted areas.	Medium to long	**Achieved and ongoing**.	Work in schools in 2007/08 included the Pollution Challenge, encouraging children to prevent pollution by making more sustainable travel choices. Cycle training has also been offered to all year 6 pupils in schools and more widely through holiday activity sessions, clubs and the BikeIt programme. These initiatives build on the recent cycling infrastructure improvements and programme of installing secure cycle storage in primary and secondary schools.	Helps to make people aware of their options and how to make the best use of them. Can tackle congestion and vehicle emissions by helping people to use alternative modes of transport to their cars.
Smarter choices travel awareness activities.	Short to medium	**Achieved and ongoing**	Derby City Council has a wide and varied programme of travel awareness raising activities. 97 festival cycle events were held in 2007/08. The more manageable annual target is now set at five larger events per year. Ecofest was also held in 2007/08, encouraging sustainable travel choices and travel awareness activities are run in alongside school travel plan initiatives.	Can result in long-term changes in travel behaviour minimising exhaust emissions and congestion by reducing unnecessary car journeys.
Introduce bus reliability measures at key junctions and points of delay. Installation of the UTMC system in conjunction with plans to install further bus reliability measures.	Short to medium	**Achieved and ongoing**	Bus priority measures have recently been installed at Siddals Road, Sinfin Lane/Wilmore Road junction and there is a new road layout designed for Osmaston Road to facilitate bus journeys. Development of measures linked to the RTI system is ongoing at five sites including Ascot Drive, Mitre Island and on the Allestree route. Trials of an experimental bus lane on Duffield Road have been successful and the trial has been extended to September 2008, when it will be decided whether to make the bus lane permanent.	Can help to encourage the use of public transport rather than the private car. However, this may increase congestion by removing capacity for cars. The location of bus lanes can have an impact on health. Siting a bus lane by the pavement can reduce emissions close to pedestrians and roadside housing by reducing the number of vehicles passing close by.

Action Plan measure / target	Original Time-scale	Progress with measure /	Outcome to date	Comments
Increase the percentage of low floor buses operating in Derby.	Short – ongoing	**Achieved and ongoing**. On track to exceed target of 70% low floor buses by 2010/11.	This number of low floor buses is increasing and investment by bus operators is planned in connection with the new bus station, expected to be complete in 2010/11. In 2005/06, 51% of buses were low floor and in the last eighteen months three additional services have acquired low floor buses, bringing the total to 59%. In 2008/09 five more services are planned to be upgraded to low floor.	Low floor buses are an accessible alternative form of transport for disabled people, elderly people and those with young children. Making buses easier to use improves accessibility and can help to tackle congestion and vehicle emissions by providing an attractive alternative to car use.
Develop new Quality Bus Partnerships, QBPs.	Short to medium	**Achieved and ongoing**. There are four QBPs in Derby, the most recent having been developed during LTP2.	Work with the QBPs continues to provide positive results. 56 new buses will be introduced onto routes in Derby over the next year. These vehicles will all meet Euro IV standard or better for emissions. This will mean that all Arriva and Trent services in the city will meet at least Euro III with the vast majority achieving Euro IV or above.	QBPs have been shown to significantly increase bus patronage in Spondon, Mickleover and Chellaston. This reduces emissions from car use and new buses also have lower emission levels. It provides an opportunity to work with bus operators and promote cleaner technology and can help in tackling congestion.
Increase the provision and use of park and ride facilities.	Short – ongoing	**Achieved and ongoing**	The two existing sites are publicised and well signed from the highway network. New park and ride facilities are planned for construction subject to funding. The City Hospital park and ride facility has been delayed but is still anticipated to be constructed during the LTP2 timeframe to 2010/11.	Park and ride facilities can be used to help to tackle city centre congestion and limit vehicle emissions by encouraging people to leave their cars outside sensitive areas.
Increase secure cycle parking spaces in the city centre, District Centres, at transport interchanges, schools and workplaces.	Short - ongoing	**Achieved and ongoing**	As part of the Cycle Derby project over the last few years, 1250 cycle parking spaces have been created in 38 schools. Seven new cycle lockers were installed in the city centre Ten new cycle stands were installed as part of Allenton District Centre improvements and Derby Rail Station has installed 12 new cycle spaces and CCTV working with Derby Cycling Group	Increasing secure cycle spaces will remove a barrier to cycling to key facilities and so aid accessibility and bring associated health benefits with increased exercise. Increasing cycle usage should also help to tackle congestion.
Increase the completed length of the strategic cycle network.	Short - ongoing	**Achieved and ongoing**	Our aim is to complete the cycle network in Derby by 2012. The City Ringway cycle route is now half complete, bringing the population of Derby city within one mile of the National Cycle Network. A programme of signing has also been carried out on the National Cycle Network Regional Route 66.	Designated cycle facilities increase the safety of users and there are health benefits from the facilitated increased cycle usage. Increasing cycle usage should also help to tackle congestion.
Consider extending UTMC to provide 'green waves' for pedestrians.	Medium	**Achieved consideration** but not implemented the 'green waves' for pedestrians as not thought suitable in Derby at this time.	The measure continues to be considered for possible future implementation.	Feasible on specific stretches of road in Derby but needs researching and careful co-ordination to prevent making traffic congestion worse.
Maintain and improve the condition of footways.	Short - ongoing	**Achieved and ongoing**	A comprehensive programme of footway maintenance is a fundamental part of the annual Highways and transport programme. A preparation pool is collated annually based on need and condition, working with the street lighting PFI programme and dependant on available budgets.	Improvements to footways enhances accessibility and has related health benefits from increasing exercise by making walking a more attractive option. Increasing walking should also reduce traffic and tackle congestion.
Improve signage and ease of use for footpaths that take their own route, separate to that of a road.	Short - ongoing	**Achieved and ongoing**	Derby's Rights of Way Improvement Plan published in Febuary 2008 aims to ensure path network is maintained to a high standard, improving the accessibility of paths for people who are visually impaired or have mobility problems and working to reduce the road and perceived public worries about personal safety on paths.	Measures that make walking more attractive enhance accessibility and have health benefits from increasing exercise. Increasing walking will also help to tackle congestion.

Action Plan measure / target	Original Time-scale	Progress with measure /	Outcome to date	Comments
New and improved street lighting.	Short - ongoing	**Achieved and ongoing**	Derby City Council has a programme of upgrades to lighting, particularly on routes to district centres. Our target is to reduce the number of streetlights not working at any one time to 1%. The street lighting PFI was signed in April 2007 and Balfour Beatty started operational work on 25th June 2007. The scheme is now known as LightingDerby. The PFI contract consists of a 25 year concession, where approximately 70% of the city's lighting columns (about 20,000) will be renewed during the 5 year period 2007 - 2012 and the lighting maintained to the new standards for the remainder of the concession. There are performance standards that LightingDerby must achieve, or face financial penalties, and the number of streetlights that are in light falls into this category.	Improved lighting aids safety and accessibility, encouraging people to walk.
Redevelopment of existing bus station to improve public transport facilities.	Short to medium	**On track to achieve this by 2010/11**.	Construction on the bus station began in 2008. It is anticipated that it will be open in 2010/11. The proposal to incorporate a travel information and ticket office as part of the new bus station development has been progressed and a design has been agreed.	It is expected that modernised facilities will meet the needs and requirements of more people and make buses a more attractive alternative to the private car. This will also benefit accessibility, congestion and safety.
Implement 'stop specific' information panels on all bus stops.	Short	**Ongoing process, on track to be achieved**.	95% of stops have time table information provided.	Improving bus information to help people to use the services is an aid to accessibility, and can help to reduce vehicle emissions and tackle congestion by reducing reliance on the private car.
Implement RTI at bus stops where possible.	Short	**Achieved and ongoing**	Currently implementing RTI on a corridor approach along major routes in Derby. Six additional signs were installed in 2007/08 for the Chaddesden and Oakwood QBPs. Nine RTI signs will be installed on the Alvaston/Boulton loop in 2008/9 as a part of route upgrade in this area.	Improving bus information to help people to use the services is an aid to accessibility, and can help to reduce vehicle emissions and tackle congestion by reducing reliance on the private car.
Upgrade bus shelters.	Short - ongoing	**Achieved and ongoing**	Bus shelters were upgraded citywide during LTP1. Shelters are now improved on an ad-hoc basis and new shelters are provided where routes are changed or extended. 24 new shelters were installed in 2006/07 and nine new shelters were installed in 2007/08.	Upgrading bus shelters improves the perception of bus services and will remove a barrier to bus use. This can help to reduce vehicle emissions and tackle congestion by reducing reliance on the private car.
Develop new travel plan initiatives	Short - ongoing	**Achieved and ongoing**	The Council's Employee Travel plan is currently being developed including initiatives that provide incentives for more sustainable travel choices. We are investigating mechanisms to fund a new post to support business travel planning. A pilot Rail Station Travel Plan project is currently under development with key stakeholders, led by Derby City Council.	Encourages modal shift through the expansion and increased effectiveness of travel plans throughout the city. This can help to reduce vehicle emissions and tackle congestion by preventing unnecessary car journeys.
The development or enabling of a city-centre cycling facility including cycle parking, hire, maintenance, sales, showering, lockers and changing.	Short to medium	**Not yet implemented in this format but many components delivered as part of other schemes**. This may be considered as part of forthcoming developments, including the Rail Station Travel Plan.	Under consideration as part of proposed new developments. Proposed as part of Derby Cityscape Ltd.	Facilities that enable cycling as an alternative to the car can help to reduce vehicle emissions and congestion by preventing unnecessary car journeys. Encouraging more people to cycle has additional health benefits due to increased exercise.

Action Plan measure / target	Original Time-scale	Progress with measure /	Outcome to date	Comments
Investigate the development of a 'pavement parking' enforcement programme. Footway blockages can discourage walking.	Medium to long	**Achieved and ongoing**	Decriminalised parking enforcement has been in place since July 2006 and is proving effective in combating vehicles parked in contravention of parking restrictions. A pavement parking campaign has been included in this years work plan. This consists of publicising the problems that this can cause and also issuing offending vehicles with an advisory leaflet. New powers have been made available by the Traffic Management Act 2004, however, all authorities have been advised to wait for guidance from the DFT.	Removes a potential barrier to walking and reduces available car parking space, making alternative forms of transport more appealing. This has benefits both for air quality and tackling congestion. The City Council would consider taking on any extra powers that were made available to enforce pavement parking in the future.
Use parking and charging policies to manage demand for travel by car and encourage journeys using alternative modes of transport.	Short to medium	**Achieved and ongoing**	Extension of long stay and on street restrictions and increased parking charges. Parking charges in Derby City increased by 22.5% between 2000 and 2004. Parking charges continue to rise in line with inflation. However, in 2004 and 2005, tariffs were increased specifically to raise approximately £74k to assist in providing public transport services in areas not covered by commercial services. Charges have been increased again in 2008and on street pay and display restrictions have been extended to areas outside of the city centre where commuter parking is prevalent. The City Council took over all enforcement of all parking restrictions on the highway in July 2006 and now provides an effective enforcement service throughout the city to compliment the restrictions in place.	Can be used in conjunction with improving park and ride facilities to encourage people not to drive into the city. This will be reinforced by the Decriminalisation of Parking Enforcement, which will reduce illegal parking and so further reduce perceived city centre parking spaces. This will encourage people to use alternative forms of transport and can help to reduce vehicle emissions and tackle congestion in the city centre.
Investigate the development of health promotion initiatives and interventions to encourage the adoption of cycling and walking as transport modes.	Short to medium	**Achieved and ongoing**	Investigation of health based initiatives is underway as part of our potential Healthy Towns bid. An expression of interest has been submitted for funding Healthy Towns funding in partnership with the Primary Care Trust and Bactive, part of Derby City Partnership's Physical Activity strategy. This includes health based walking and cycling initiatives. In 2008 we worked in partnership with the primary care Trust and Bactive, to attain a walking journey planner with Walkit.com.	Encourages modal shift to cycling and walking for health and activity reasons. This can help to reduce vehicle emissions and tackle congestion by reducing the use of the private car.
Establish a detailed walking plan.	Short to medium	**On track to be achieved before 2010/11.**	An online walking journey planner, Walkit.com has added Derby to its cities and a draft walking strategy in partnership with the Derby City Council Sport & Leisure section is under development.	Encourages people to walk and reduces their reliance on the car, thereby reducing vehicle emissions and helping to tackle congestion.

Action Plan measure / target	**Original Time-scale**	**Progress with measure /**	**Outcome to date**	**Comments**
Develop city-wide cycle and pedestrian training, including adult, family and child programmes, as appropriate.	Short to medium	**Achieved and ongoing**.	18 cycle trainers are now on our register as part of our National Accredited Bikeability cycle training scheme and have trained over 1000 children. In May 2008 we became an Instructor Training Provider –ITP. This means we can trainer courses to National Standards for other local authorities. Our intention is to run six of these courses per year. We have school cycle clubs in 29 of our 54 primary schools. Our target is to be able to offer this facility to all 54 schools by 2009. We secured 85K from Cycling England to upgrade our BMX track to National standard Our annual calendar of cycle events in 2007/08 included key events such as • Chaddesden carnival • Eco Fest • 5 Parks Ride in aid of Macmillan Cancer Support. • Bike To school weeks • Learn to ride events for all ages In addition we run regular family rides, learn to cycle and maintenance sessions We are now training approx. 1000 pupils annually through our Child Pedestrian Training Scheme. The scheme targets schools within our deprived wards. Currently there are 28 schools in the scheme. We hope to add another six schools next year. To further promote walking to school we hold two' Walk To School Weeks' per year. Around 35 -40 schools take part.	Encourages the use of cycling and walking as travel modes, which have additional health benefits. This can help to reduce vehicle emissions and tackle congestion by reducing reliance on the private car.
Investigate the possibility of developing a travel awareness and mobility shop.	Short to medium	**Achieved and ongoing**.	The Westfield retail development, opened in 2007/08 included a travel centre as part of the developer agreement, which is now available for use. The centre uses modern technology to connect to appropriate and relevant data bases. It operates during the shopping centre opening hours and provides the public with transport information at a single convenient point. Shopmobility is now based centrally in the Eagle Centre complex and has a purpose built accessibility layby. The proposal to incorporate a travel information and ticket office as part of the new bus station development has been progressed and an initial design has been agreed.	Provides information that encourages and enables modal shift away from the car. Can also include activity and safety information and general information that can aid accessibility.
Consider ways of bringing disused railway lines back into use, where they have been safeguarded in the City of Derby Local Plan.	Long	**Consideration ongoing**.	The feasibility and value for money of using the former rail line from Friar Gate to Mickleover/Mackworth as a bus-only route was proposed to be investigated as part of the TIF project. As the project is now not going ahead in that form, the proposal will need to be reconsidered in the future.	Could replace many car journeys and so reduce emissions and help to tackle congestion.

Action Plan measure / target	**Original Time-scale**	**Progress with measure /**	**Outcome to date**	**Comments**
Work with the Freight Quality Partnership, FQP, members to encourage shifts from road to rail haulage wherever possible, including promoting the availability of rail freight grants.	Short to medium from decision to implement	**Ongoing work with FQP** but not currently possible to encourage shift from road to rail due to freight depot requirements.	A freight map has been completed in conjunction with Derbyshire County Council. This shows major sites and preferred routes that prevent unnecessary driving and congestion. Copies of the map have been distributed widely.	Not currently feasible. Derby does not have an adequate freight depot to encourage shifts from road to rail but work continues through the FQP to promote best practice including using preferred routes on the 2005 freight map.
Develop a city accessibility index to categorise major routes for alternative travel modes to enable a detailed enhancement programme. This will be developed in consultation with local communities and stakeholders.	Medium to long	**Not yet implemented in this format but on track to deliver suitable alternatives**.	We are not currently doing this in this format but we are concentrating on accessibility planning in consultation with local communities and stakeholders through the Accessibility Planning Partnership.	Not currently feasible in this format but could be used in the future to aid accessibility and help the public to make more informed choices. This should help to reduce reliance on the car, helping to tackle congestion and minimising vehicle emissions.
Lobby Network Rail and DfT Rail for improvements in rail emissions.	Short from decision to implement	**Action investigated but not thought suitable at this time.**	New rolling stock has to conform to strict emissions limits. The measure continues to be considered for possible future implementation.	Not currently feasible. Lobbying may encourage the reduction of emissions from trains but would have little impact on road traffic emissions in Derby and rail emissions standards are already improving. May be required in the future.
Rebuilding Derby's canals.	Long from decision to implement	**Action investigated but not thought suitable at this time.**	The measure continues to be considered for possible future implementation.	Not currentlyfeasible. Although this proposal could provide a number of attractive fringe benefits in terms of leisure and commercial possibilities, it would be very expensive and impractical.
Home Zones within the AQMAs	Short from decision to implement	**Action investigated but not thought suitable at this time.**	A home zone has been introduced in Normanton and its impact is currently being monitored. Further home zones are not planned. The current home zone has reduced car speed and traffic flow but in addition the existing scheme has proved un popular despite the improvement in traffic behaviour. The measure continues to be considered for possible future implementation.	Not currently feasible. A home zone can help with quality of life issues and road safety and can facilitate cycling and walking as alternatives for short journeys, reducing traffic flow in built up areas. However, home zones are not proposed for the AQMAs, as they are not appropriate for these areas.
Encourage bus operators to purchase replacement vehicles with the lowest available emission levels.	Short to medium	**Achieved and ongoing**.	Trent Barton have introduced new lower emission buses in the last few years and Arriva Midland Ltd also have plans to replace their fleet in Derby. In March 2008 Arriva announced that they would be introducing 56 new buses onto routes in Derby over the next year. These vehicles will all meet Euro IV standard or better for emissions. This will mean that all Arriva and Trent services in the city will meet at least Euro III with the vast majority achieving Euro IV or above.	Newer, cleaner buses are often also quieter and do not produce as much nuisance odour as older buses. This can enhance the quality of the environment for bus users and pedestrians.

Action Plan measure / target	Original Time-scale	Progress with measure /	Outcome to date	Comments
Investigate ways of reducing emissions from taxis within the city, for example, by encouraging cleaner exhaust emissions	Short to medium	**Investigation achieved and ongoing**.	Incentives are being investigated that might encourage taxi owners to reduce emissions from their vehicles. Emissions testing and stricter emissions standards may be used. It is also proposed to use an age limit policy as an alternative to emission limits - the most acceptable means would be to impose an age limit on the existing licensed hackney carriage fleet, possibly combined with a requirement that any 'new' licensed vehicle is either new or recently manufactured. This would avoid the need to specify Euro 3/4/5 etc, as if adopted, all vehicles would move progressively to these emission standards anyway, albeit with a time lag. A dedicated working group is investigating these possibilities and will report in due coarse	Feasible but requires a financial incentive or other scheme to encourage taxi owners to take part. Taxis cover more mileage in the city centre than other cars and in London have been found to be a significant source of pollution. Cleaner, newer exhaust systems are often quieter so may also reduce traffic noise.
Raise the profile of the Council's commitment to the 'Declaration of Florence' and the Declaration on Climate Change.	Short to medium	**Achieved and ongoing**. Inclusion of the Council's commitment to the 'Declaration of Florence' and the Declaration on Climate Change in LTP2.	The Declaration of Climate Change recognises the contribution of transport to climate change and the need to adopt policies and strategies, which help achieve significant reductions in greenhouse gas emissions, in particular from the Council's own operations. The profile of the Council's commitment to environmental issues is being raised further through partnership working to address climate change and air quality targets in the new National Indicator set.	Raising awareness about the Council's commitment to the 'Declaration of Florence' can help to show what we are trying to achieve and aid education and public understanding. Promoting the ideals will provides information on a range of other environmental issues in addition to air quality.
Encourage local fuel suppliers to provide alternative fuels at more sites, as well as publicising existing availability and the benefits of cleaner fuels.	Short to medium	**Achieved and ongoing**	Alternative fuels and less polluting technology are regularly publicised through travel awareness measures such as 'Ecofest'.	Public awareness raising can help to educate the public about a range of environmental issues and the benefits of cleaner technology.
Encourage the Council to take environmental performance into account in the tender evaluation process. This could explore the possibility of incorporating a clause in contracts that favours alternatively fuelled or converted vehicles.	Short	**Achieved and ongoing**.	Environmental performance is taken into account in the tender evaluation process for the Council Fleet.	Taking environmental performance into account early in the tender evaluation process can help to prevent pollution from vehicle emissions, with additional benefits from quieter technology that produces minimal odour.
Extend accessibility of the Council's LPG fuelling site to other government agencies, emergency services and large commercial organisations.	Short – ongoing	**Achieved and ongoing**	Derbyshire County Council, Derbyshire Constabulary and Derbyshire Ambulance all have access to Derby City Council's LPG tanks. Introduction of LPG to local forecourts has diminished demand recently. Since 2002, the use of LPG has declined. Manufacturers have reduced supply of "production line" LPG vehicles. Ford and Vauxhall have pulled out of the market. The authority had 50 LPG vehicles in 2005 - this has now diminished to 10 to date. The authority still retain its LPG fuelling point - which remains open to Derbyshire County Council vehicles and Police vehicles.	Ongoing practice. Facilitates the use of LPG and aids the smooth running of services by widening their refuelling options.

Action Plan measure / target	Original Time-scale	Progress with measure /	Outcome to date	Comments
Encourage local car dealers to promote the sale of cleaner technology vehicles and improve provision for the maintenance of, and conversion to cleaner technology vehicles.	Short to medium from decision to implement	**Action investigated** but not yet implemented in this format as very few local car dealers have any control over what they are being asked to sell.	Some manufacturers now have alternatively fuelled vehicles in their standard ranges. Information about the cleaner technology can be included in travel awareness events. Information relating to this was displayed at Eco-Fest 2007.	Not currently feasible. However, it is possible to raise public awareness of vehicle choices and thereby create more demand for cleaner technology vehicles.
Investigate the feasibility of providing electric vehicle recharging points in the city.	Medium to long from decision to implement	**Action investigated but not thought suitable at this time.**	The measure continues to be considered for possible future implementation, particularly as improvements to technology mean that demand may increase in forthcoming years. Trials of electric vehicles in the council fleet may result in development of this measure.	Not currently feasible due to lack of demand and high costs. However, electric vehicles have many benefits, tending to be quieter and produce less odour than vehicles powered by other means and so this may be reviewed if demand increases.
Encourage high standards of energy efficiency in new buildings.	Short to medium	**Achieved and ongoing**	Ongoing work from building control at Derby City Council.	Reduces contribution of new buildings to air pollution and reduces fuel costs.
Encourage development of renewable energy sources through Local Plan policies and the Local Development Framework, LDF.	Short to medium	**Achieved and ongoing**	Adoption of revised Local Plan in January 2006. The design and construction of new proposals considers and address the need to reduce carbon and other greenhouse gas emissions and deliver low carbon development'. The Code for Sustainable Homes is the standard applied to all housing. The performance standard for all houses will be to Code Level 3. For example the Manor Kingsway supplementary planning document states: - • The proposed development of buildings and spaces will be required to encompass the principles of energy conservation and resource recycling which could lead to a distinctive new building aesthetic. • Sustainable Urban Drainage Systems (SUDS) will be used to integrate the site with it's setting in a more environmentally friendly manner and reduce the environmental impact of the scheme. • The development should reduce energy usage in line with the 'energy hierarchy', to reduce the need for energy, to use energy more efficiently, to use renewable energy • Provide energy from micro-renewable technologies and decentralised energy supply systems based on renewable and low carbon energy Consider and taking into account the future use of micro-renewable technologies	Reduced background emissions levels and encourages environmentally sustainable practices.
Continue to work to reduce emissions from industrial sources by regularly inspecting premises and enforcing legislation in accordance with government guidelines and the Environment Agency.	Short - ongoing	**Achieved and ongoing**	Ongoing through formal consultations and the Integrated Pollution and Prevention Control permitting regime. We achieved 100% of our planned inspections regarding industrial premises (IPPC).	Ensures that industrial processes comply with prescribed emissions standards, thereby reducing/controlling the potential for poor air quality.

Action Plan measure / target	**Original Time-scale**	**Progress with measure /**	**Outcome to date**	**Comments**
Develop a bonfire initiative, geared at reducing bonfires in both a domestic and commercial environment.	Short	**Achieved and ongoing**	Bonfire fact sheet distributed as appropriate. Appropriate powers are used to control domestic and commercial bonfires and ongoing complaint work and advice is delivered.	Reducing numbers of bonfires and safer bonfire practices helps to reduce background emission levels from this source. This relates mainly to particulates rather than NO_2.
In Council operated buildings and housing stock, ensure all new boiler replacement projects utilise condensing boilers, and in commercial buildings lighting projects utilise high frequency luminaries.	Short	**Achieved and ongoing**	This is now Derby City Council's policy, with condensing boilers being used as lead boilers.	Reduced emissions from Council buildings and housing stock. Can help to reduce fuel costs.
Improve standards of home insulation and heating systems.	Short to medium	**Achieved and ongoing**. This work is being progressed by Derby City Council's Home Energy Advice Team by helping residents to improve their home insulation and heating systems through advice and information.	This work includes signposting residents on to discount schemes for insulation and referring eligible residents for free insulation and/or heating measures through the Government's Warm Front grant scheme. Over 1,700 households claimed the Warm Front grant during the period April 2007 to March 2008.	Reduced energy use in homes resulting in a net benefit of lower emissions and lower fuel costs.
Improve home energy awareness.	Short - ongoing	**Achieved and ongoing** through Home Energy Efficiency Officer's work at Derby City Council.	Work includes publicising the available grants and discount schemes to all residents via city-wide publications, website and outreach sessions throughout the city. Resulting enquires are dealt with via a dedicated home energy advice helpline. Over 3,000 enquiries were dealt with during the period April 2007 to March 2008. A Home Energy Advisor was employed using URBAN 2 funding to target residents in the Normanton area who may be hard to reach for a number of reasons.	More efficient use of energy in the home resulting in reduced emissions and lower fuel costs.
Implement Derby City Council's Environmental Policy relating to the issues of transport and pollution.	Short - ongoing	**Achieved and ongoing**	The Council has an environmental policy adopted in July 2005 which lays out our environmental aims and practices. Key achievements relating to transport include: - funding introduction of new bus services including numbers 35 and 19 - 150m of new cycle route was created on Chester Green Road as part of the Sustrans Route 54 - 10 miles of new signage on national cycle network route 66, completed in 2007/08 - 38 schools have received new cycle storage totalling 1250 spaces through Cycle Derby - parking enforcement of irresponsible parking and abuse of waiting restrictions, which can create severe congestion and poor air quality through idling vehicle engines	Example of best practice for local businesses. The Council's environmental policy is widely available to aid accountability and public awareness about our approach.
Use Derby City Council's 'Green Team' to promote good practice to all Council employees on air quality issues including developing the Council's Staff Travel Plan.	Short - ongoing	**Achieved and ongoing**.	Ongoing programme to raise awareness through leaflets, e-mail and posters. Temporary resource in place from August 2007 to manage the employee elements of the Council Travel Plan project. The Council's Employee Travel plan is currently being developed including initiatives that provide incentives for more sustainable travel choices.	Helps to prevent unnecessary use of energy that will help to achieve national rather than local air quality benefits and can help to reduce fuel bills,

Action Plan measure / target	Original Time-scale	Progress with measure /	Outcome to date	Comments
Continue the six week 'Envirolearn' training course run by Derby City Council.	Short - ongoing	**Achieved and ongoing**.	The Envirolearn course is currently run on an annual basis and was started in 1998. The course contains a specific module on green travel and alternative forms of transport. The latest course was held in May 2007.	Educating people about environmental issues may influence behaviour. Enables local people to understand the role they can play in improving all aspects of their environment.
Raise awareness of environmental issues through events such as Eco-fest, an annual festival that provides a networking opportunity for local environmental groups and organisations.	Short - ongoing	**Achieved and ongoing**	Information is provided to the general public on alternative forms of transport and other 'green' energy saving issues. Eco-Fest has been running since 2000. The theme in 2007 was Climate Change and the event attracted approximately 20,000 visitors over the two days and a Travelwise marquee is always included at Eco-Fest to promote sustainable transport and other associated initiatives. Eco-Fest is now bi-annual and is planned for September 2009.	Educating people about environmental issues may influence behaviour at home and while travelling. Enables local people to understand the role they can play in improving all aspects of the environment. Helps to reduce fuel usage and allows the public to make more informed choices about energy conservation, recycling and transport options.
Use a Corporate Energy Policy to promote energy saving practices.	Short	**Achieved and ongoing**.	The Corporate Energy Policy is used to promote energy saving practices across all sectors. Most recent initiatives have involved focussed work with schools. With funding from SALIX matched by the Council, work is being carried out to survey schools to give a bench mark. 9 schools have already been surveyed. Basic energy management training is being taught to at least one member of staff from all of the schools with the aim of getting the schools engaged.	Encourages staff to save energy, thereby reducing emissions from electricity production. This will not affect local pollution levels but should help to reduce national production of pollutants.
Explore the possibility of purchasing renewable electricity in future utilities tenders, as part of the corporate energy policy.	Short	**Achieved and ongoing**	The PFI contract for street lighting in Derby City includes a requirement for renewable energy. Following an extension to the last energy procurement contract, all Derby City Council street lighting is now fully green energy.	Using renewable energy for street lighting provides a considerable demand for this energy, preventing pollution at the source rather than locally.
Explore the possibility of using the Environmental Preference Method for the selection of materials in the Design and Property Maintenance and Housing Department.	Short	**Achieved and ongoing**	As a matter of course, environmental considerations such as grey water systems, green roofs and sustainable sourced timber are all considered for new buildings dealt with by Property Services. Derby City Council are working with developers to achieve more sustainable properties throughout the city.	Our extensive use of sustainable materials that have been produced, with the creation of the minimum of pollution will provide an ongoing market for such products, making their production more economically viable and setting a good example to local developers.
Compulsory purchase order on all houses within the AQMAs.	Medium to long from decision to implement	**Action investigated but not thought suitable at this time.**	The measure continues to be considered for possible future implementation.	Not currently feasible. This option is not viable because of the unacceptable impact on individuals and communities concerned. The large number of houses involved also represents a prohibitive cost. Also, city centre living is encouraged since it reduces the need to travel regularly.

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